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# A Cromwellian Warship wrecked off Duart Castle, Mull, Scotland, in 1653

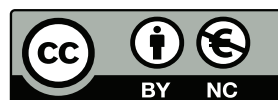
Colin Martin

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A Cromwellian Warship wrecked off Duart Castle,  
Mull, Scotland, in 1653

IN MEMORY OF THOSE WHO PERISHED, 13 SEPTEMBER 1653

*for Paula*  
*with love and gratitude*

# A Cromwellian Warship wrecked off Duart Castle, Mull, Scotland, in 1653

Colin J M Martin

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Wolfram Meier-Augenstein, Rachel L Parks, Andrew Ramsey, Janet Shelley, Theo Skinner, Catherine Smith  
and Lore Troalen



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# CONTENTS

<i>List of Illustrations</i>	vii
<i>List of Tables</i>	xxi
<i>List of Contributors</i>	xxiii
<i>Foreword</i>	xxv
<i>Acknowledgements</i>	xxvii
<i>Editorial Notes</i>	xxxi
1 HISTORICAL BACKGROUND	1
1.1 Sea-power in western Scotland from prehistory to 1746	1
1.2 The Cromwellian expedition, 1653	8
1.3 After the wreck	14
2 THE SHIPWRECK OFF DUART POINT	19
2.1 Discovery and project development	19
2.2 Date and identity of the wreck	25
2.3 Site management and project design	27
2.4 Survey and excavation techniques	29
3 ARCHAEOLOGICAL INVESTIGATION	39
3.1 Site description and topographical survey	39
3.2 Excavation	43
4 SITE-FORMATION PROCESSES	65
4.1 Site-formation processes	65
4.2 Observed site-formation mechanisms	67
4.3 Interpretation of site-formation processes	74
5 THE SHIP: STRUCTURE AND LAYOUT	79
5.1 Basic hull-form	79
5.2 Hull construction	82
5.3 The decorated transom stern	83
5.4 The aft cabin interior	94
5.5 Oar-port lid	100
5.6 Rig and internal arrangements	102

<b>6 THE SHIP: OPERATION AND MANAGEMENT</b>	<b>105</b>
6.1 Ballast (John McManus)	105
6.2 Casks and stowage capacity	109
6.3 Pumps	114
6.4 Assessment of samples from the bilges (Headland Archaeology)	119
6.5 The galley	120
6.6 Animal bones (Catherine Smith)	125
6.7 Fish bones (Rachel L Parks and James H Barrett)	129
6.8 Rigging equipment	132
<b>7 SHIP'S ARMAMENT</b>	<b>139</b>
7.1 The guns	139
7.2 The composition and properties of 'refined' iron: a metallurgical analysis of Gun 8 (Ian MacLeod)	147
7.3 The drake carriage	151
7.4 Disposition of armament	155
7.5 Working the guns	156
7.6 Projectiles	161
<b>8 OTHER FINDS AND RELATED ACTIVITIES 1</b>	<b>163</b>
8.1 Navigation	163
8.2 Hand-weapons and related finds	171
8.3 Lead bullets (Glenn Foard)	178
8.4 Chest, chest-fittings and box-lid	182
8.5 The pocket-watch (Lore Troalen et al)	185
<b>9 OTHER FINDS AND RELATED ACTIVITIES 2</b>	<b>191</b>
9.1 Pewter: the Scots tappit hens (George Dalgleish, Peter Davies and David Lamb)	191
9.2 Other pewter finds	197
9.3 Pottery	198
9.4 Clay pipes	206
9.5 Tools and utensils	211
9.6 Domestic treen	213
9.7 Lanterns	219
9.8 Leather	221
9.9 Weights	223
9.10 Small objects	225
9.11 Coins	228
<b>10 HUMAN REMAINS</b>	<b>231</b>
10.1 The human remains (Sue Black)	231
10.2 Isotopic composition of human remains (Wolfram Meier-Augenstein)	241
10.3 Stable isotopic data analysis for rib and femur collagen (Peter Ditchfield)	243
10.4 'Seaman Swan' in his contemporary world	244
<b>11 CONCLUSIONS</b>	<b>247</b>
<i>Appendix 1 Ships cited for comparison</i>	252
<i>Glossary</i>	255
<i>Bibliography</i>	259
<i>Index</i>	269
<i>Excavation Plan: please see foldout at end of book</i>	

# LIST OF ILLUSTRATIONS

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## Foreword

- |   |   |     |
|---|---|-----|
| 1 | Sir Lachlan Maclean, 28th Chief and Patron of the project, outside Duart Castle (DP 173655) | xxv |
|---|---|-----|

## Chapter 1

- |    |  |    |
|----|--|----|
| 2  | Scotland showing places mentioned in the text (Edward Martin)  | 2  |
| 3  | The Sound of Mull and its environs showing places mentioned in the text (Edward Martin)  | 3  |
| 4  | The Sound of Mull, looking north-west towards Ardnamurchan, the Small Isles and Skye. Duart Castle stands on the headland right of centre  | 3  |
| 5  | Castles associated with the Lordship of the Isles. Only those mentioned in the text are named (Edward Martin, after McNeill & MacQueen 1996: 444)  | 4  |
| 6  | Ardtornish Castle (left foreground) and Duart Castle (centre) showing their intervisibility across the Sound of Mull   | 5  |
| 7  | A West Highland <i>birlinn</i> or galley with armed warriors. Detail from a late 15th-century grave-slab in the Session House, Kiel Church, Lochaline, Morvern   | 6  |
| 8  | Bronze culverin with the initial of Francis I of France, the French fleur-de-lys and a salamander, Francis I's personal badge, now at Inveraray Castle   | 6  |
| 9  | Bar-shot appropriate to the calibre of an 18th-century 4-pounder gun, found at Fiunary in Morvern. Scale 10 centimetres  | 8  |
| 10 | Cromwellian Scotland, 1650–54. The coloured arrows indicate the progress of Colonel Cobbett's campaign, July to September 1653 (Edward Martin)   | 9  |
| 11 | Portrait by David Scougall of Archibald Campbell, 1st Marquess of Argyll (1598–1661) (© National Galleries Scotland, PG1408)   | 11 |
| 12 | An illustration from a satirical broadsheet published in London in 1651 showing Charles II having his nose held to the grindstone by a figure representing the Covenanting Presbyterian Scots, one of whose leaders was Archibald Campbell, 1st Marquess of Argyll (Wikimedia Commons) | 11 |
| 13 | Duart Castle on its headland commanding the east end of the Sound of Mull. Cobbett's fleet anchored in the bay beyond. The complex currents around and beyond the Point are evident (DP 173105)  | 13 |
| 14 | Portrait of Edward Tarleton (c 1628–1690), captain of <i>Swan</i> in 1653 (reproduced by kind permission of Captain Christopher Tarleton Fagan)  | 15 |

## Chapter 2

- |    |  |    |
|----|--|----|
| 15 | Duart Castle from the north-east (DP 173648)                                 | 19 |
| 16 | Duart Castle and Point with the wreck-site indicated by an arrow (DP 173099) | 20 |



17	One of the cast-iron guns (Gun 3) lying prominently on a pile of ballast-stones. This drew John Dadd's attention to the wreck (DP 173689)	20
18	The Archaeological Diving Unit's research vessel <i>Xanadu</i> anchored over the site in 1991 (DP 174724)	20
19	Sketch-plan of the wreck-site by John Dadd, drawn in 1991 recalling what was visible on his first visit in 1979 (ADU Collection BD 161/1)	21
20	Sketch-plan of the wreck-site by members of the Dumfries and Galloway branch of the Scottish Sub-Aqua Club, 1992 (ADU Collection BD 161/2)	22
21	Sketch-plan of the wreck-site by Steve Liscoe of the Archaeological Diving Unit, made after his first dive in 1991, revised after the addition of datum-points in 1992 (SC 1316316)	23
22	Freshly exposed artefacts observed and recorded during a monitoring visit in the winter of 1992–3. They include a leather shoe, pieces of rope, a wooden sheave, two lower pump-valves, and part of a cartridge-box. Scale in centimetres (Steve Liscoe, DP 173698)	24
23	The exposed deposit shown in Illus 22 in the process of reburial with fresh gravel. When this area was excavated nine years later all the items were in good condition, and remained in their original locations (DP 173696)	24
24	The shore base, with the boat moored over the wreck. From left, the supervisor's hut, the air-hose gantries leading from the surface-supply compressor, and the high-pressure SCUBA compressor (partly visible with green cover in the foreground) (DP 173470)	25
25	An archaeologist with excavation tools and drawing-board about to enter the water, assisted by his tender (DP 173580)	26
26	Sandbags filled with gravel being delivered to the site (Edward Martin, DP 174780)	28
27	Sandbags freshly laid over an exposed organic deposit (DP 174786)	28
28	Shallow-water algae cover most of the site, damping water-movement at sea-bed level to minimal velocities. This species, <i>Laminaria digitata</i> , covers the shallower and environmentally most dynamic parts of the wreck (DP 173716)	28
29	A network of datum-points being established over the site by tape triangulation from a primary baseline	30
30	Left: datum-post in position on site. Note the nail for securing the ends of measuring tapes. Centre: piton fixed near the base of the cliff, with identifying float (Edward Martin). Right: fence-post rammer being used to drive an aluminium scaffold-pole into sand as a temporary datum (DP 174362)	30
31	Assembled 5m grid of aluminium scaffold-poles being secured to an inflatable boat for transport to the site (DP 174380)	30
32	A 3m grid deployed on the site. Note the stretched bungee datum-lines which have been used to position the 1m drawing-frame (DP 174402)	30
33	A 1m drawing-frame, double-strung at 0.2m intervals, positioned and levelled with reference to a grid (DP 174407)	31
34	The underwater equivalent of a plumb-bob is a scaled rod with a weighted bottom and a buoyant top which stands vertically in still water. A two-way spirit-level at the top allows it to be adjusted for accuracy (DP 174391)	31
35	Recording using a 1m drawing-frame positioned against a tape datum-line. A diver's ability to hover directly above the frame is a bonus of working under water (DP 174425)	31
36	Most primary recording was done at a scale of 1:10 on drafting-film secured to a negatively buoyant board with electrical tape	31
37	The tide-gauge established at the shore/water interface adjacent to the wreck. Its foot is placed at the lowest identified tide level and it rises to a height of 4.5m, covering the full tidal range (DP 174404)	32
38	Recording accurate depths during a contour survey of the site, using a digital depth-gauge (DP 174515)	32
39	Topographical survey of the wreck-site before excavation. Depths below the local site datum, which approximates with Mean Low Water Springs, are shown in red at 0.1m intervals. The primary horizontal datums, from which all subsequent survey has been derived, are indicated as A and B. Vertical datums C and D are also shown	32
40	A photographer recording exposed wreckage (DP 174513)	33
41	A bipod photo-tower was used to record vertical mosaics. Note the run of triangular yellow targets set out at 1m intervals with reference to the site-grid (DP 174466)	33

42	Levelling the bipod photo-tower by means of a two-way spirit-level (DP 173135)	33
43	The hand-fanning technique of area excavation (DP 174477)	34
44	Diagram explaining the 'advancing front' method of area excavation. Arrows indicate the transport of spoil. (A) is the initial trench; (B) the spoil from it; (C) the faces in which stratigraphy can be recorded; (D) the final trench, which can be filled with the bagged spoil (B)	34
45	Tray containing items for finds management, including bags of lead pellets for securing delicate objects during retrieval, bandages, photographic scales and targets, various sizes of polythene bags for finds, and stretched bungee lines for securing bagged finds with clothes-pegs. The archaeologist is detaching a uniquely numbered label for insertion with a find (DP 174494)	35
46	A fragile leather shoe immediately after excavation. Scale 15 centimetres	35
47	The shoe, now in a polythene bag, is placed into a short length of plastic guttering before being secured with a bandage. The rolled bandage, with a lead weight at its inner end to ballast it and an easily detached wrapping of electrical tape, is placed close to hand (DP 174486)	35
48	Part of the wooden gun-carriage [83], secured to a supporting former with bandages, is prepared for lifting. The rope stops are surrounded by expanded polystyrene tubing to avoid damage to the wood (DP 174580)	36
49	Raising the concreted iron gun [82] by means of an air-bag, inflated from a high-pressure cylinder (DP 174543)	36
50	The iron gun [82], its concretion removed, in the hands of conservators at National Museums Scotland (DP 174570)	36

### Chapter 3

51	The Sound of Mull and adjacent seaways (Edward Martin)	40
52	The geology of Mull (Edward Martin, adapted from Gillen 2003: 157 & Emeleus 2005: 72)	40
53	Duart Point and Bay from the east, photographed at low water. Note the Bay's wide and shallow sandy fringe with deep water beyond (DP 173096)	41
54	Duart Point and Castle from the south, with the wreck-site arrowed. The sandy beach at the head of Port na Birlinn is at far left (DP 173100)	41
55	View from the shore adjacent to the east end of the wreck, looking north-east. The strong easterly run of the tide is evident in line with the inflatable boat, with eddies curving from it towards the shore (DP 173709)	42
56	View from the top of the castle looking north-west across the wreck-site at mid ebb tide in a Force 7 north-westerly wind. The inshore run of silt-laden water, with its sharply defined seaward edge, is strikingly evident (DP 173703)	42
57	Duart Point and Bay. Depth contours in metres (Edward Martin, adapted from <i>Admiralty Chart 2390</i> , 1976)	43
58	A simplified representation of the wreck features visible on discovery and their relationship to the shore. Contours below Mean Low Water Springs are shown at 1m intervals. Blue tinting represents high-, medium-, and low-energy zones as indicated by the distribution of <i>Laminaria</i> species (Edward Martin)	44
59	Numbered excavation areas	44
60	Plan showing the surviving floor-timbers and frames (tinted). These are identified by their distances in metres forward (F) or aft (A) from the Master-Frame ⊗	45
61	Plan of Excavation Area 1 and Section 1.1	46
62	Starboard end of the transom counter-timber [1] from Area 1. Note that in spite of the heavily abraded surface, relief decoration of a central boss and four smaller corner bosses remains visible. The end is slightly recessed, and shows a joint-face with an unabraded surface, revealing five nail-holes in a quincunx pattern (DP 173183)	46
63	The remains of the binnacle after excavation. Note the unabraded condition of the lower planks and the compass-base in the right-hand compartment, in contrast to the active biological and mechanical damage along the upper edges. Scale 15 centimetres (DP 174234)	46
64	Plan of Excavation Area 3 and Section 3.1. Section 3.2 is in Illus 78	47
65	Vertical mosaic showing the framed-and-panelled door [17] (D), gun-port lid (L), run of panelling [21] (P), open chest [110] (C) and Gun 8 [82] (G)	48

66	Vertical mosaic showing door [17] (D) and panelling [21] (P) after removal of the gun-port lid and chest. 1m grid indicated by triangular targets	48
67	Vertical mosaic showing detail of the inverted gun-carriage [83] (GC) and the open chest [110] (C)	48
68	Edge-moulded pine planking near the inshore end of Area 3. Note the relatively unabraded state of the lower timbers, in contrast to the highly degraded condition of the rising upper piece, which has clearly lain within earlier unstable levels. The plank in the foreground shows no evidence of degradation apart from the stains of corroded iron nails and, at its top left-hand edge and corner, infestation by barnacles. This pattern is continued by the moulded-edged plank which extends towards the upper left, where the 'tide-mark' between infested and uninfested zones is very clear. The infestation, however, is relatively slight, and may reflect a recent short episode. The edge of a wooden lantern-top [200] can be seen towards top centre: this lies within the previously buried zone and is well preserved. Scale 20 centimetres (DP 173727)	49
69	Pine planking in Area 3 showing a turned decorative piece in situ. Scale in centimetres (Steve Liscoe, DP 173695)	49
70	Collapsed aft interior deposit associated with the framed-and-panelled door [17]. The door is overlain by a run of panelling [21] (top, just left of centre) which in turn is overlain by a gun-port lid partly obscured by concretions associated with its iron strap-hinges. On the left is a notched frame-timber [12] from a quarter-gallery roof. Scale 15 centimetres (DP 173890)	49
71	The framed-and-panelled door complex after removal of the gun-port lid. Three segments of framed panelling [21] lie on its upper half. Scale 15 centimetres (DP 173139)	50
72	The framed-and-panelled door [17] with the framed panelling above it removed. Scale 15 centimetres (DP 173893)	50
73	Framed single-panel cupboard door [18] overlain by moulded-edged planks. Scale 15 centimetres (DP 173904)	50
74	Framed two-panel cupboard door [19]. Scale 15 centimetres (DP 173908)	50
75	Oval port, possibly one of the stern hawse-holes. Scale 15 centimetres (DP 173141)	50
76	Quarter-gallery roof-frame [12]. The lower part of a carved moustachioed face [6] is above it, and the bottom corner of the articulated run of framed panelling [21] lies to its right. At top right are the partially excavated remains of the drake gun-carriage [83] with its resident crab inside. Scale 15 centimetres (DP 174043)	50
77	The remains of a wooden chest [110] after excavation. It was filled with silts which had accumulated following its deposition. Scale 15 centimetres (DP 173925)	51
78	Section 3.2, showing post-wrecking sedimentation within the chest [110]. The dotted line indicates the extent of the surviving side	51
79	The concreted minion drake [82] during excavation (the 15cm scale lies along its top axis). Note that the slanting timber above it is eroded at its top end, which indicates the level to which it has previously been exposed, but lower down the lack of erosion confirms burial since deposition. The gun therefore lies within the zone of permanent burial, which partly explains its excellent preservation. The edge of the oar-port lid [38] is visible at centre left (DP 174275)	52
80	The minion drake [82] after excavation. Scale 15 centimetres (DP 174277)	52
81	A wooden oar-port lid [38] with iron strap-hinges concreted to the side of the minion drake [82]. The surface of the gun runs along the bottom of the photograph. A wooden deadeye [65] is concreted to the oar-port lid's upper right corner, while below the 15cm scale is a small square of glass surrounded by corroded lead, which can be identified as a quarry from the glazing of the stern-cabin windows (DP 173937)	52
82	A wooden lantern-top [200] (to left of 15cm scale) and hardwood sheave (to its right) among collapsed timbers of the upper stern complex. The slanting timber at upper right clearly shows the interface between stable and unstable deposits (DP 173931)	52
83	A shoe, wooden sheave and two pump-valves (far left) incorporated in the stratigraphy of the collapsed interior stern structure. Scale 15 centimetres (DP 174022)	52
84	Parcelled rope, sheave, and pump-valves. Scale 15 centimetres (DP 174021)	52
85	Parcelled rope and a segment of a wooden gunpowder cartridge-box [84]. Scale in centimetres (Steve Liscoe, DP 173946)	53

86	Deposit with lead musket shot, a turned panel decoration, and a human finger-bone. The grey silt is typical of the drifted material common across the site. Scale 15 centimetres (DP 174036)	53
87	Plan of Excavation Area 4	53
88	Sections 4.1, 4.2 and 4.3	53
89	Lower stern structural complex. The left-hand element is the bottom of the rudder's inboard timber, the upwardly bent iron concretion rising from it being a pintle strap. The next timber to the right is the foot of the sternpost, followed by two pieces of vertically set deadwood. The concretion joining these three timbers is the strap of the lower gudgeon. Scale 15 centimetres (DP 173804)	54
90	Deadwood-knee. Scale 15 centimetres (DP 173822)	54
91	Wooden butter-crock lid [189] and part of a cask-end [45] in the organic matrix beside the deadwood-knee. Scale 15 centimetres (DP 173942)	54
92	Heather dunnage associated with ballast towards the stern. Scale 5 centimetres (DP 173764)	54
93	Detail of construction at Frame 9.7A (see Illus 60). The top face of the keelson (or possibly part of the deadwood) is seen running forwards from the lower right. Bolted to it is a chock with flared sides (identified by the 15cm scale lying on it). From this the upwards-curving port side of Frame 9.7A rises towards the left. Nothing remains of its starboard side, which because of the ship's heel would have been above the stable sediment zone. Whether this was a separate piece or a 'grown' timber whose grain structure matched the required shape is unknown (DP 173873)	55
94	Diagrammatic representation of chocked Frame 9.7A	55
95	Inboard ends of the aft port-side framing, looking to starboard. From the left they are Frames 8.9A (with concretions at the end), 9.2A, 9.7A, 9.95A and 10.3A. Part of Gun 2 is visible at lower left (DP 173818)	56
96	The abraded and partly dislocated upper stern framing and planking, looking towards Gun 1 (top centre). The curvature of the framing is evident. Scale 15 centimetres (DP 173819)	56
97	Plan of Excavation Area 5	56
98	The deposit in Area 5, with two stoneware jars [129–30] exposed. Scale 15 centimetres (DP 174200)	56
99	Plan of Excavation Area 6 and Sections 6.1 and 6.2. Section 6.2 is aligned along the Master-Frame ⊗	57
100	Vertical mosaic of the central hull-structure	58
101	Detail of the central midships area showing (from bottom) fragmentary starboard-side planking, starboard-side floor-timbers, the abraded keelson, the port-side pump-sump and box (top left), and the abraded remnants of the transverse mainmast-step to its right. The yellow triangular targets are at 1m intervals (DP 173806)	58
102	From left: Frames 0.6A, Master-Frame ⊗ and 0.65F on the starboard side just aft of the forward ballast-mound (DP 173803)	59
103	Oblique view of the central midships section. The abraded keelson is notched over the starboard-side floor-timbers, and the outer planking is visible between them. The yellow triangular targets are at 1m intervals (DP 173806)	59
104	Oblique view of the pump-sump and mast-step complex looking to port. The abraded and shipworm-damaged surface of the keelson (across bottom of picture) and transverse mast-step (top right) are clear. Scale 15 centimetres (DP 173777)	59
105	Starboard limber-hole in Frame 3.0A. The 15cm scale is resting on the top surface of the keel, the sharp edge and smooth surface of which is evident (DP 173778)	60
106	The run of port midships timbers in Area 6 at the turn of the bilge, looking forwards. The inner plank is ceiling, with the outer planking beyond it on the left. The overlapping floor and first-futtock timbers are sandwiched between them. The clay and gravel ballast in the hold obscure the structure beneath. Targets set at 1m intervals (DP 173776)	60
107	Plan of Excavation Area 7 and Section 7.1. KS = keelson; F = frame; K = keel; G = gripe	61
108	Surviving forward structure, looking aft. K = keel; KS = keelson; F = frame. Packed stone ballast from the forward mound is in the background. Scale 15 centimetres (DP 173827)	61
109	Surviving forward structure, looking to port. KS = keelson; F = frame; W = wale; K = keel. Scale 15 centimetres (DP 173830)	62

110	Surviving forward structure, looking to starboard. F = frame; W = wale; K = keel; KS = keelson. Scales 1 metre and 15 centimetres (DP 173832)	62
111	Plan of Excavation Area 8	62
112	Bricks, coal and collapsed timber debris in the galley deposit. Scale 15 centimetres (DP 173996)	63
113	Pewter plate [124] and fragment of pottery (DP 173932)	63
114	The two conjoined halves of a rotary hand-mill [62]. Scale 15 centimetres	63
115	Eroded debris from the forward collapse of the hull around Gun 6. The long concreted object in the foreground is probably a chain-plate for securing the shrouds. Scale 50 centimetres (DP 173837)	63
116	Eroded debris from the forward collapse of the hull around Gun 6 (top). Scale 15 centimetres (DP 173795)	63

#### Chapter 4

117	The large boulder (Datum D) close to the forward bow quarter of the surviving wreckage. Note that the displaced and broken timbers rise up its side, and none was trapped beneath, indicating that the boulder was in place when the wreck was impaled on it (DP 173836)	66
118	Top: partly buried wooden cherub's head [5] photographed during the ADU's rescue and recovery operation in 1992. In the foreground are the remains of a staved costrel [184], collapsing as the sand-level falls. Between the two objects is a human ulna (Kit Watson, DP 173909). Bottom: the wooden cherub after recovery, showing the distribution of barnacles. Scale 25 centimetres (DP 173176)	67
119	Top: detail of barnacles colonising the exposed surface of the cherub carving. Scale in millimetres (DP 173722). Bottom: detail of a piece of pine panelling showing evidence of what was probably a short-term episode of barnacle colonisation before anaerobic burial. Scale 5 centimetres (DP 173723)	68
120	Top: inverted mariner's compass [91], in situ after excavation. Its base is cracked and imploded (DP 174253). Bottom: shattered glass face of the compass after removal of the bowl. That it retains its circular shape indicates that it broke when the compass reached the sea-bed, and that neither object has moved since. Scale 15 centimetres (DP 174255)	69
121	The surviving starboard floor-timbers 1.8A, 2.5A and 3.0A. The keelson, running diagonally from top centre to centre right, has been reduced to its bottom few centimetres by a combination of shipworm ( <i>Teredo navalis</i> ) attack and abrasion. The sectioning effect of the abrasion shows the extreme honeycombing produced by <i>teredo</i> borings. This is also seen in the eroded ends of the floor-timbers (DP 173768)	70
122	Exposed frame-timbers, ceiling planking (along the yellow line), and partly buried outer planking (towards right) at the port midships side of the surviving structure, looking aft. Although the ends of the planks have been reduced to a flat conformity with the sea-bed by biological attack and erosion the longitudinal timbers are relatively unaffected, showing that the deposits on this side of the wreck are more stable than on the starboard side. Scale 20 centimetres (DP 173773)	70
123	Heavily eroded starboard-side frame-timbers at the Master-Frame ⊗ (left) and Frame 0.65F (right). Eroded ceiling planking, reduced to wafer-thinness, is indicated by the tape-axis. These timbers are in the early stages of colonisation by juvenile <i>Laminaria hyperborea</i> , which indicates that in spite of the extreme erosion they had until recently been buried, showing that this part of the wreck is subject to cyclical episodes of exposure and reburial. Scale 1 metre (DP 173719)	71
124	Turned wooden bowl [179], largely intact and unabraded but showing evidence of three episodes of partial exposure: a recent clean break; earlier biological attack and abrasion around the rim; and a single colonising barnacle (DP 173699)	72
125	Top: biological infestation at the surviving edge of the wooden binnacle [88]. The single shipworm tunnel ( <i>Teredo navalis</i> ), about 10mm in diameter, bores into the interior of the wood, dwarfing the surface nibbling of gribble ( <i>Limnoria lignorum</i> ) (DP 173733). Bottom: characteristic infestation by gribble, following the grain on the surface of the wood. Scale in millimetres (DP 173734)	72
126	Top: burrow-scrapes thrown up by creatures seeking shelter beneath the hull-timbers. Scale 15 centimetres. (DP 173749). Bottom: a long-clawed squat lobster ( <i>Munida rugosa</i> ) in its lair beneath eroded ship timbers (DP 173740)	73



127	Hebridean <i>crogan</i> pot [144] with the attached kelp plant ( <i>Laminaria hyperborea</i> ) which acted as a sail in the current to drag it off the site. Scale 20 centimetres (DP 173721)	73
128	Top: section through sediments close to the binnacle deposit showing alternating levels of gritty sand and gravels. A razor shell ( <i>Ensis siliqua</i> ) has been exposed next to the upright 25cm scale (DP 173697). Middle: the highly aggressive velvet swimming crab ( <i>Liocarcinus puber</i> ), which abounds on the site, may have been responsible for the dispersal of human remains in the collapsed stern area (DP 173741). Bottom: partly collapsed shoe [205] with human vertebrae and a clay-pipe stem within it. (DP 174136)	74
129	Top: a hermit crab ( <i>Pagurus bernhardus</i> ) which has adopted the shell of a common whelk ( <i>Buccinum undatum</i> ) as its home (DP 173747). Bottom: clay-pipe bowl of distinctive 17th-century form, similar to others recovered from secure contexts on the wreck-site, lying on top of gravel derived from a quarry on shore and laid as a consolidant a month earlier. This object can only have come from elsewhere on the site, and transport by a young hermit crab is a possibility. Scale in centimetres (Steve Liscoe, DP 173666)	75
130	Hypothetical deconstruction process of the ship's after structure following initial deposition of the wreck	77

## Chapter 5

131	Reconstructed longitudinal profile and master-frame cross-section	80
132	Top: speculative framework of the hull based on recorded elements. Bottom: speculative half-model faired with modelling-compound	80
133	Faired lines taken off the half-model in Illus 132	81
134	A butt-joint in the ceiling planking at the port midships turn of the bilge. Clay ballast lining is visible in the foreground. Targets set 1m apart (DP 173772)	84
135	Transom beam [1] showing six joint-faces. The third from the left retains a fragment of an original upright	84
136	Upright transom bracket [2] decorated with a lion's head and buckled strap; carving [3] depicting the Virtue of Hope with her attributes of bird, trees and anchor; carved head [4] of a helmeted warrior in the classical tradition; carved winged cherub [5]; carving [6] showing the lower part of a moustachioed face with an Eastern-style headdress; fragment of carving [7]	85
137	The transom decoration of <i>Sovereign of the Seas</i> , built in 1637. Detail from a portrait of her builder, Peter Pett (National Maritime Museum, Greenwich, BHC2949)	86
138	The lower part of the badge of the Heir Apparent to the British crown [8], with its ICH DIEN motto; carving [9] with the harp and thistle emblems of Ireland and Scotland; two conjoining elements [10] of a support for a centrally placed feature, perhaps the Royal Arms	87
139	[11] part of a window arch; [12] quarter-gallery roof-frame; [13] smaller notched piece, probably related to a quarter-gallery roof; [14] long carving, probably a decorative transom edging	88
140	Object identified as the upper part of a window arch [11], in situ. Scale 15 centimetres (DP 173917)	89
141	Arched windows of the stern cabin of <i>Vasa</i>	89
142	Turned decorative items [15] (DP 174901)	90
143	H-sectioned window-glass joiners, or comes [16], found in the vicinity of Gun 8 (DP 174189)	91
144	Portholes on the stern of <i>Vasa</i>	91
145	The Arms of Scotland, 1633, decorative plaster at the House of the Binns (Edward Martin)	92
146	Top: emblems of Stewart kingship on a plaster ceiling at the House of the Binns; rose (England), fleur-de-lys (unrealised claim to France), harp (Ireland) and thistle (Scotland). Bottom: roundel with the head of Alexander the Great (Edward Martin)	92
147	Speculative reconstruction of the transom decoration	93
148	Framed-and-panelled door [17], presumably associated with the stern cabin	94
149	[18] single-panelled cupboard door (DP 174891); [19] surviving elements of a panelled cupboard door (DP 174892); [20] muntin and stile set at an angle to accommodate the lack of right-angles within a ship	95
150	Run of muntins and panels [21], evidently from a bulkhead (DP 174888)	96

151	Pieces of flat panelling [22–3] and raised and fielded panelling [24–5]	97
152	Elements of moulded panel framing [26–8]	98
153	Joint in moulded panel frame [26]	98
154	Moulded panel framing and edge-moulded planks [29–34]	99
155	Decorative elements [35] with flat backs for gluing to panelling (DP 174893)	100
156	Two trapezoidal pieces of wood [36–7] with traces of fixings, probably locker lids	100
157	Speculative reconstruction of the great cabin bulkhead, based on various finds	101
158	The oar-port lid [38]	101
159	Speculative reconstruction of the layout of the ship (DP 151192)	102
160	Reconstruction of the transverse mainmast-step over-riding the keelson. Chocks on top of the keelson reinforced it longitudinally. The boxed features aft are the pump-sumps. On either side of the keelson are short, removable limber-boards (DP 151189)	103
 <i>Chapter 6</i>		
161	The forward ballast-mound. Scale 1 metre (DP 173755)	108
162	The aft ballast-mound with the muzzle of Gun 3 left centre. Scale 20 centimetres (DP 173757)	108
163	Sample of heather dunnage ( <i>Calluna vulgaris</i> ) from the aft ballast-mound at <b>130.075</b> . It had been packed between the hull-planking and the ballast-stones. Scale in centimetres (DP 173416)	108
164	Clay lining of the lower hold. The clay has been ribbed longitudinally down to the ceiling planking as it approaches the port bilge, presumably to stabilise the gravel laid above it. Three parallel channels are shown partly excavated here. Scale 15 centimetres (DP 173758)	109
165	Sample of gravel from the channels in the midships clay ballast. Scale in centimetres (DP 173762)	109
166	Intrusive water-worn potsherds found among the gravel ballast (see Chapter 9.3). Scale in centimetres (DP 173763)	110
167	Scraps of oak brushwood, which may have served as packing for stacked casks. Scale in centimetres (DP 174124)	110
168	Marked cask-ends [39–42]	111
169	Unmarked cask-ends [43–8]	112
170	Cask- and keg-staves [49–52]	113
171	Top left: barrel-wedge [53]. Top right: a comparative example from the Spanish Armada wreck <i>La Trinidad Valencera</i> (both scale 1:2). Centre left and bottom left: diagrams showing how the barrel-head was reinforced and tightened with wedges (after Loewen 2007: figs 8.8, 8.4). Bottom right: a 16th-century barrel with reinforced head (adapted from Frey 1531: title page)	113
172	Lower common pump-valves; left [55]; right [57] (DP 173310)	114
173	Top: a modern Irish upper common pump-valve (drawn after O’Sullivan 1969: 112 fig 11), with its scale adjusted to approximate to that of the Duart Point valves. No upper valves were found on the wreck, but they are likely to have been similar to this vernacular Irish example. Bottom: lower common pump-valves [54–7]	115
174	Diagram showing the working principle of the common suction-pump with details of the lower and upper valves (adapted from Oertling 1996: fig 9)	116
175	The Port Eynon lower pump-tube with its lower valve in situ (after Wilkinson et al 1998: fig 11) (DP 174876)	117
176	Burr-pump spear [58], with enlargement of head	118
177	Diagram showing the working principle of the burr pump with details of the lower and upper valves (adapted from Oertling 1996: fig 3)	118
178	The port-side pump-sump and box. The abraded keelson is at the top (with 15cm scale) while the remains of the transverse mainmast-step (eroded almost to extinction) are on the left (DP 173785)	119
179	Top: bricks [59] from the galley area showing the four fabric types (DP 174195). Middle: brick showing marks of the grass on which it was laid while still soft. Scale 10 centimetres. Bottom: the interior of a Type 3 brick revealed by breakage, showing poorly mixed clays and brick inclusions	121

180	Graph of the brick measurements, showing the extent of deviation from the standard	122
181	Examples of broken tiles [60] from the galley area (DP 174198)	122
182	Coal from the area of the collapsed galley	123
183	Peat block retaining the form of the cutting-spade. Scale in centimetres (DP 174127)	123
184	Riveted copper-alloy kettle [61], probably associated with the galley (DP 174849)	124
185	The two halves of a quern or hand-mill [62], found in the collapsed galley area (DP 174846)	124
186	Reconstruction of the quern or hand-mill (DP 174845)	125
187	An 18th-century Highland quern in use: detail from an engraving by Moses Grifith (Pennant 1774 vol 1: pl xxxiv, author's collection)	125
188	Deadeyes [63] and [64]	133
189	Euphroe [66], and diagram of its function	133
190	Wooden blocks [67–9]	134
191	Wooden sheaves and pins [70–7]	135
192	Parrel-truck [79] and spacer [78], and diagram showing a parrel assembly	136
193	Rope [80], wormed, served and parcelled (DP 173271); top left: detail of rope showing the partial unwrapping of its outer worming and serving (DP 174087)	137
194	Wooden grating-bar [81]	138

## Chapter 7

195	Locations and identifying numbers of the guns (DP 174815)	139
196	Profiles of the cast-iron guns. Guns 1–7 are outlines of the still-concreted pieces which have been left in situ; Gun 8 [82] has been de-concreted and conserved (DP 174818)	140
197	Using an air-drill to test the thickness of concretion and to take pH and $e_{\text{corr}}$ readings from the surviving metal (DP 174016)	140
198	Attaching a sacrificial anode to Gun 2 to assist in stabilising corrosion (DP 174699)	140
199	The deposit associated with Gun 8 [82], with key features labelled	141
200	Gun 8 [82], still in its concreted state, being prepared for transport to the conservation laboratory (Edward Martin, DP 174564)	142
201	Gun 8 [82] after conservation (DP 174285)	142
202	Surface detail of Gun 8 [82] at the breech, showing the initials of John Browne of Horsmonden and the weight in hundredweights, quarters and pounds. These marks were cut with a chisel after casting. Note the marks which represent a final wiping of the clay surface of the mould pattern. Scale in centimetres (DP 174286)	142
203	Gun 8 [82]: top view and section (DP174821)	143
204	Stratified industrial debris at the site of John Browne's foundry near Horsmonden, Kent	143
205	The bronze minion drake now at Boston, Lincolnshire (after a drawing by R Roth 1994: 44) (DP 174822)	144
206	Scanning electron micrograph of the leading edge of the sectioned Gun 8 [82]. The bar-scale is 1 millimetre	147
207	The complete iron-carbon diagram for the sample from Gun 8 [82]	149
208	The as-polished metal section of Gun 8 [82]	150
209	The inverted drake carriage [83] at 091.101. Scale 15 centimetres (DP 174310)	151
210	The bottom rear part of the drake carriage-bed [83], showing the two abraded chocks (arrowed). The iron concretions are not part of the assembly. Scale 15 centimetres (DP 174317)	151
211	Plan and front and side elevations of the drake carriage [83] (DP 174823)	152
212	Inside view of the right-hand cheek of the drake carriage [83] showing the rearwards throw of the concreted capsquare (DP 173431)	153
213	Model bronze gun and carriage. English, 1638. Cast by John Browne (XIX.24, © Royal Armouries)	154



214	Suggested arrangement of guns on the main deck. M = minion; S = saker; MD = minion drake (DP 174816)	155
215	Gun-port lid at <b>088.087</b> lying on top of the framed-and-panelled door <b>[17]</b> . Scale 15 centimetres (DP 173891)	157
216	Gun-port lid with concretion associated with its hinges. Drawn in situ and from photographs. Its dimensions are reliable but its geometry may not be precise	157
217	Segment of a wooden powder-cartridge box <b>[84]</b> in situ. Scale in centimetres (Steve Liscoe, DP 173946)	158
218	Drawing and reconstruction of the wooden powder-cartridge box <b>[84]</b> (DP 174824)	158
219	Copper-alloy powder-scoop <b>[85]</b>	159
220	Three cast-iron roundshot <b>[86]</b> of sacre calibre (c 5-pounder). The piece on the right shows the flash of a 2-part mould around its middle, and on the top the cut-off sprue scar. Scale in centimetres	159
221	Outside and inside views of two conjoining segments of a wooden shot-case <b>[87]</b> (DP 174293, DP 174294). Note the grooves for cord bindings	160
222	The shot-case segments <b>[87]</b>	160
223	Reconstruction of the processes involved in the manufacture and operation of case-shot (Graham Scott DP 174819)	161

## Chapter 8

224	The remains of the binnacle <b>[88]</b> , showing the relationship of its components. Arrows indicate the locations of the oak pins (Peter Martin DP 174865)	164
225	Detail of the binnacle's central compartment, showing the burnt hole in the top plank and the repair patch. Four small scorch-marks can be seen within the compartment (DP 173211)	164
226	Top: an 18th-century binnacle from Falconer's <i>Universal Dictionary of the Marine</i> (1780). Bottom: a reconstruction of the Stinesminde binnacle of c 1640 (after Gøthche 1994: 184, fig 7)	165
227	Left: compass base <b>[89]</b> , found inside the binnacle. Right: compass base <b>[90]</b> , showing a crack in the base repaired by the insertion of two copper-alloy dogs	166
228	General drawing of compass <b>[91]</b>	167
229	The bowl, gimbal-ring, and base of compass <b>[91]</b> . Note the patch of fabric adhering to the bowl near the bottom left (DP 173338, DP 173339)	168
230	Top: the underside of the base of compass <b>[91]</b> , showing the remains of the fabric sleeve. Scale in centimetres (DP 173336). Bottom: detail of the fabric weave. Scale in millimetres (DP 173340)	168
231	The compass-box lids <b>[92–4]</b> (DP 174867)	169
232	The underside of compass-box lid <b>[92]</b> showing evidence of turning with a coarse gouge and the rough removal of the central spigot (DP 173401)	169
233	Deep-sea sounding-lead <b>[95]</b> (DP 174869)	170
234	Copper-alloy navigator's dividers <b>[96–7]</b> (DP 174870)	171
235	Examples of turned wooden powder-boxes <b>[98–100]</b> . Scale in centimetres (DP 174349)	172
236	Drawing of turned wooden powder-boxes <b>[98–101]</b> (DP 174833). Bottom left: leather fragment with hemmed edges and paired holes <b>[103]</b> , identified as part of a musketeer's bandolier. Centre right: detail of a musketeer's bandolier and powder-boxes (after de Gheyn 1608: engraving 23). Bottom right: lead powder-box cap from Tantallon Castle (after Caldwell 1991: illus 5 no 40)	172
237	Seventeenth-century musketeer's equipment demonstrated by a re-enactor (DP 174351)	172
238	Pistol lock-plate <b>[104]</b> (DP174831)	174
239	Detail showing the maker's initials 'GT' on the pistol lock-plate <b>[104]</b> . Scale in millimetres (DP 174346)	175
240	Top: the left-handed example from a pair of Scottish lemon-buffed snaphaunce pistols, marked 'A G 1634', probably made in Edinburgh (© University of Aberdeen. Licensor www.scran.ac.uk). Below: at a slightly larger scale, the lock-plate <b>[104]</b> from the Duart Point wreck	175
241	Gunflints <b>[105–6]</b>	176

242	Concreted sword-hilt [107] (DP 174339), and radiograph (SC 1127030) (Image © National Museums Scotland)	176
243	Sword-hilt [107] wound with gold and silver wire, after removal from concretion and conservation. Scale in millimetres (DP 174340)	177
244	Fragment of the sword-hilt [107], showing sharkskin overlaid with gold-leaf. Scale in millimetres (DP 174343)	177
245	Negative image from the concretion surrounding the sword-hilt [107], showing a human face in relief (DP 173232)	177
246	Left: sword-hilt [107] reconstructed. Centre: concretion of another probable hilt [108]. Right: hilt from the wreck of <i>De Liefde</i> (1711)	178
247	A complete sword [109], still in concretion (DP 174165)	178
248	Left: sample group of lead bullets (DP 174347). Right: gramme/bore graph of bullets from the wreck (Glenn Foard)	179
249	Characteristic features of lead bullets: (a) concretion masking surface features; (b) extreme example of a flash along the mould seam, which has subsequently been smoothed, presumably by contact with other bullets during transport; (c) snapped sprue and mould-line; (d) distinct parallel lines, reflecting grooves in the mould; (e) bullet showing impact damage, presumably from being fired; (f–h) possible burr-shot, with numerous small gouge-marks (DP 174044–174051)	180
250	Microscope image showing striations along the length of each gouge. Scale 1 millimetre (Image © National Museums Scotland)	181
251	Surviving elements of a wooden chest [110] (DP 174841)	183
252	Isometric reconstruction of the wooden chest [110] (DP 174842)	183
253	Wooden chest cleats [111–15]; [111] is from chest [110] (DP 174843)	184
254	Rope handle [116] from a chest or box (DP 174844)	185
255	Rectangular plank [117] with evidence of hinges, probably the lid of a chest or box	185
256	Left: the watch [118]s found. Right: conventional radiograph of the watch (both images © National Museums Scotland)	186
257	3D-CT images, showing: (a) reconstruction of the volume of the watch; (b) 2D slice through the 3D-CT volume (or ‘2D-CT slice’) after image processing, showing the inner mechanism, including traces of the watch-spring in the barrel and four Egyptian pillars; (c) the inner mechanism; (d) 2D-CT slice, after image processing, showing the fusee click teeth (all images © National Museums Scotland)	187
258	(a) detail of 3D-CT image showing the regulation dial and the remain of its brass pin; (b) 2D slice through the 3D-CT volume, showing the engraving on balance back cock; (c) 2D-CT slice, showing the dial with rose engravings; (d) 2D-CT slice showing a floral engraving and the engraved signature: ‘Nicholas Higginson Westminster’ (all © images National Museums Scotland)	188

## Chapter 9

259	Pewter tappit hens: [119] by Robert Somervell of Edinburgh, one Scots pint capacity; [120] by John Harvie of Edinburgh, one chopin capacity; [121] maker unknown, half-mutchkin capacity (DP 174070)	192
260	The three tappit hens [119–21] showing their ‘plouks’ or certified volume marks (DP 174070)	193
261	(a) Internal view of the half-mutchkin measure [121], showing the plouk and vertical seam-joint; (b) open lid of the pint measure [119] showing detail of the hinge and the screw-threaded projection at the centre of the lid interior; (c) detail of the half-mutchkin interior, showing the ‘cloth mark’ that was left when the handle was joined to the body. Below it the soldered vertical seam joining the body’s two halves is clearly visible	194
262	Left: base of the pint measure [119] (120mm diameter) showing evidence of the plug which filled the hole in the base where the vessel was held on the lathe during the finishing process. Right: enlarged photograph of the inner face of the plug showing the stamped hammer and initials mark of Robert Somervell	194
263	A 16th-century woodcut showing a pewterer finishing a flagon on a wheel-driven lathe. Note the cylindrical chuck inserted into a hole in the base (after Amman & Sachs 1973)	195
264	Mark cut on the base of the chopin measure [120] showing the ‘mountain inflamed’ crest of the Mackenzie clan	196

265	Left: bulbous flagon [122], partially reconstructed. It was found in association with the tubular pewter object [123] to its left (DP 174837). Right: crimped pewter bottle-top and threaded cap [126]. Far right: similar bottle-top and cap and square case-bottle (partly reconstructed) from the wreck of the Dutch East Indiaman <i>Kennemerland</i> (1664)	197
266	Wide-rimmed pewter dish [124], diameter <i>c</i> 340mm. Scale in centimetres (DP 174178)	198
267	Narrow-rimmed pewter dish [125] in situ, diameter <i>c</i> 300mm. Scale 15 centimetres (DP 173147)	198
268	Frechen salt-glazed stoneware jars [127–30] (DP 174203)	199
269	Intact Frechen stoneware jar [127] in situ during excavation. Scale 15 centimetres. In front of the scale is a rim sherd [132] from a glazed red earthenware jar (DP 174211)	200
270	Three of the Frechen salt-glazed stoneware jars [130], [127], [129]	200
271	Glazed red earthenwares (GRE) [131–7] (DP174863)	201
272	A selection of glazed red earthenware forms (DP 174208)	202
273	Rim fragment of a green-glazed vessel which has broken and fused in the kiln with the rim of the chamber-pot [131]	202
274	Miscellaneous wares [138–44] (DP 174860)	203
275	Albarelo [140] showing grease-based contents, with its last user's finger scoop-mark in the top (DP 174214)	204
276	Albarelo [141] in situ at <b>089.098</b> . Scale 15 centimetres (DP 174205)	204
277	Slipware lobed cup [143] in situ during excavation. Scale in centimetres (DP 174204)	205
278	Top: exterior fabric of <i>crogan</i> [144] showing characteristic micaceous inclusions (DP 174219). Bottom: detail of <i>crogan</i> base showing grass-impressions (DP 174218). The blackened surface indicates heating on an open fire. Scales in millimetres	205
279	Top: NW heel-marks: type 3a with pellets; type 3b with fleur-de-lys. Bottom: two other marked pipes. Left: harp; right: unidentified mark on side of heel (DP 173203, DP 173204, DP 173205, DP 173428)	207
280	Marked clay pipes [145–51]. Scale 1:1	208
281	Unmarked clay pipes [152–60]. Scale 1:1	209
282	Pipes in fluted slipware bowl [143] (DP 174228)	210
283	Wooden oil-box [161] and bobbin [162] (DP 174807)	211
284	Assorted wooden implements and fittings [163–70]	212
285	Left, top and centre right: three unidentified objects [171–3]. Bottom right: probable hatchet handle [174]	212
286	Rotary grindstone [175] (DP 174847)	213
287	Probable touchstone [176] (DP 174848)	213
288	Top: wooden bowls and spoon [177–81]. Bottom: two wooden platters [182–3]	214
289	Staved barrel costrel [184] (DP 174885)	215
290	Staves from a decorated flared bucket [185], and a base [186]	216
291	Small staved tankard [187] (DP 174886)	216
292	Hinged lid from a larger staved tankard [188]	217
293	Left: wooden lid of a butter-keg [189]. Centre: section of locking-pin. Right: reconstruction of a staved butter-keg	217
294	Assorted staves [190–4]	218
295	Two wooden bungs [195–6]	218
296	Left: turned wooden object of uncertain function [197]. Top right: wooden finial [198]. Bottom right: flat oval piece [199], perhaps backing for a mirror or small picture (DP 174799)	219
297	Top: wooden lantern-tops [200–2] and upright [203]. Bottom right: reconstruction of a Duart Point lantern ( <i>Mary Rose</i> type 2). Bottom centre: night-watchman with bell and lantern from Thomas Dekker 1608, <i>The Belman of London</i>	220
298	Top: drawing of a latchet shoe. Centre and bottom: latchet shoe [204]	222
299	Round-toed shoe or boot [206] (DP 173318)	222
300	Small leather case [207] (DP 174814)	223
301	Steelyard with poise (after Cyprian Lucar 1588). Lower: lead steelyard poise [208]	223

302	Lead balance-pan weights of, left to right, 4lbs [209], 1lb [210], and 8oz [211] (DP 174828)	224
303	Top: file-marks on the edge of the 4lb weight [209]. This was presumably done to adjust the casting to the precise weight, which has proved extremely accurate. Bottom: control-marks common to all the balance-pan weights. From left, the crowned monogram of Charles I; the sword of St Paul representing the London Guildhall; and the Archangel Michael holding scales, the mark of the Worshipful Company of Plumbers. Scale in millimetres (DP 173359, DP 173352, DP 173351, DP 173350)	225
304	Small copper-alloy and wooden finds [212–21]	226
305	Knife-handles [222–5] (DP 174864)	227
306	Largest lump of coins [226] (DP 174160)	228
307	Smaller lumps of coins [227–8] (DP 174161, DP 174158)	228
308	Individual coins, showing the range of sizes (DP 173224)	228
309	The obverse and reverse of the Charles I crown [229] (DP 173226, DP 173227)	229

## Chapter 10

310	Part of a human pelvis, as found on the wreck-site (DP 173954)	231
311	Professor Sue Black studying the bones of Seaman Swan in the Granton Conservation Laboratory of National Museums Scotland in 1999 (DP 174691)	232
312	Diagrammatic representation of the human bones found	233
313	Diagrammatic representation of the bones from the skull	234
314	Diagrammatic representation of the bones from the rest of the body	234
315	Top: mandible and dentition as found. Bottom left: oblique view of mandible showing wear on teeth. Bottom right: mandible after removal of teeth for scientific analysis, exposing area of caries (DP 174146, DP 174064, DP 174063)	235
316	Left: reconstructed skull fragments including the areas of the lambdoid and sagittal sutures. Right: conjoining skull fragments in the region of the occipital bone and lambdoid suture (DP 174062, DP 174065)	236
317	Top: endplate deformity of the ventral aspect of the body of lumbar vertebra 3, with possible Schmorl's node in the middle of the body. Bottom: spondylolysis of lumbar vertebra 5. The posterior portion was not recovered (DP 174060, DP 174061)	237
318	The sacrum. The lines of fusion on the anterior aspect of the bone between S1 and S2 are clear, as is the patent line of non-fusion between S4 and S5 (DP 174055)	238
319	The scapula was in a relatively poor state of preservation, but did show strong sites of muscle attachment (DP 174056)	239
320	Top: the clavicle shows strong sites of muscle attachment, and extensive cortical and medullary disruption at the site of attachment of the costoclavicular ligament. Centre: right fibula showing extensive post-mortem erosion. The bowing of the shaft seems somewhat accentuated because of the damage. Small circles were found imprinted on the cortex, presumably from the attachment of barnacles or similar creatures. Bottom: left fibula showing quite extensive bowing of the shaft. The interosseous border is well developed for sites of muscle attachment (DP 174057, DP 174058, DP 174059)	239
321	Top: right innominate. The pubic bone is absent. The iliac crest is complete in terms of its fusion. Damage has occurred to the anterior aspect near the anterior superior iliac spine due to post-mortem damage where the bone has been pierced. Bottom: left innominate. The area of the impingement facet is indicated by an arrow (DP 174054, DP 174053)	240
322	Oxygen-isotope values for modern UK drinking-water (after a map kindly provided by NERC Isotope Geoscience Laboratory, 2004)	242
323	Strontium-isotope values for modern UK drinking-water (after a map kindly provided by NERC Isotope Geoscience Laboratory, 2004)	242
324	Duart Point wreck sailor: rib and femur sampled in the first instance, given to JH for collagen extraction 07/06/12	243



# LIST OF TABLES

4.1	Corrosion rates observed on the Duart Point guns	71
5.1	Comparison between the Duart Point wreck reconstruction and the <i>Lion's Whelps</i>	82
6.1	The composition of the ballast gravels by particle numbers alone	106
6.2	Composition of retents, samples from the bilges	120
6.3	Numbers of animal bones by species	126
6.4	Taxonomic and element distributions by NISP (all specimens)	130
6.5	Measurements and estimated total length (after Jones 1982; Harland et al 2003) for ling cleithra and dentaries from the sieved deposit	131
6.6	Butchery marks and other modifications (all specimens)	131
7.1	Specifications of the measured guns	141
7.2	Examples of the difference between the weights of guns made with 'ordinary' and 'extraordinary' metal, compared with the actual weight of the Duart Point minion drake	145
7.3	The specifications of two ordinary minions from 17th-century sources, compared with the specifications of the Duart Point minion drake	146
7.4	Summary of the principal components of the alloy	148
9.1	The three balance-pan weights compared	224
10.1	Trace-element isotope analysis	241
Appendix 1	The most significant ships mentioned for comparisons	253



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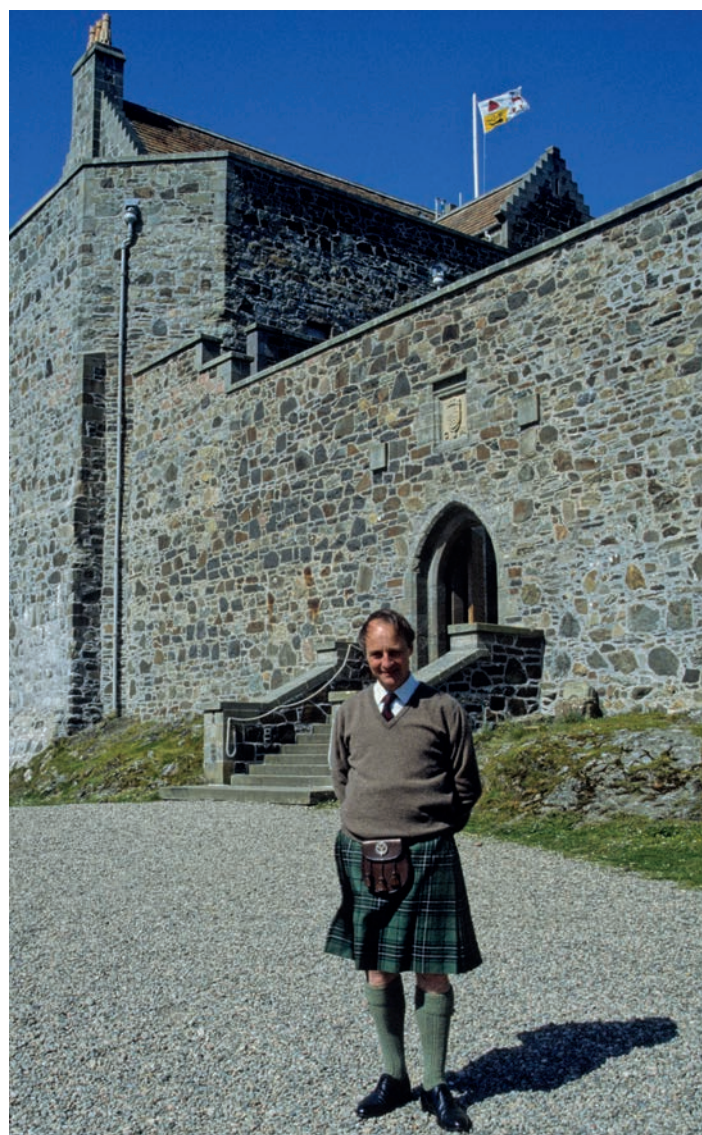
# FOREWORD

The Hon Sir Lachlan Maclean of Duart and Morvern, Bt, CVO, DL  
28th Chief of Clan Maclean

When in 1992 I was informed about the discovery of an unidentified shipwreck off Duart Point, I had no idea how long its exploration would take, or what a vast amount of information would be revealed by its remains. When the project really got off the ground in 1993 I was happy to do what I could to help. Colin Martin's base-camp was set up discreetly behind the tea-room and shop, and he and his team proved to be interesting and sympathetic neighbours. I was honoured to be invited to be the Patron of the project.

While many shipwrecks have no direct link with the shores on which they were wrecked, this one does. It was one of six vessels sent by Cromwell to land troops and attack Duart Castle in 1653, to quell a royalist uprising. But the clan chief and his entourage had fled. The troops and equipment were landed, but then a storm caused the wreck of three of the ships, and serious damage to the others. No harm was done to the Macleans or to Duart Castle. The expedition achieved nothing significant. Little did those men know, however, how much interest would be shown in the evidence surviving under water of them and their expedition three-and-a-half centuries later.

I am so pleased to see the published results of long study by Colin Martin and others, and to be asked to write this Foreword. Colin never boasted about the importance of the wreck. He worked slowly and carefully to extract the maximum amount of information from the material he was investigating, so that the remains could tell their own story. What those involved have uncovered, and the range of conclusions which they have drawn from the finds and their context, have spread wider than I ever could have imagined. The story of the wreck, the story of its excavation, and the stories the finds can tell, have added to the story of Duart Castle, and proved of great interest to many of our visitors from all over the world. I remember meeting Colin one day on the path as he returned from a dive on the wreck. He had with him, in a container of salt water, an oak twig with its leaves. How excited he was with this new find, as he was with everything they discovered on the wreck.



*Illustration 1*  
Sir Lachlan Maclean, 28th Chief and Patron of the project,  
outside Duart Castle (DP 173655)

This book, the finds in the National Museum of Scotland, the little exhibition within Duart Castle, and the reburial of the human remains in the little graveyard beneath the castle walls, will all be a lasting legacy. Excavation stopped in 2003, though the site is still monitored to ensure its long-term stability, and there is an underwater trail for visiting divers. This project has

involved many people, both divers and researchers, but the key figure all along has been Colin Martin. I have been proud to be Patron of such a well-run and interesting project, and very pleased that all their hard work has yielded such interesting and important results.

Duart Castle, *September 2015*

# ACKNOWLEDGEMENTS

This project took 25 years to complete, and has involved the collaboration and support of many people and institutions. Grateful acknowledgement must first be made to the wreck's finder, John Dadd, for informing Historic Scotland of his discovery in 1991, generously waiving his claim to it, and following our subsequent investigations with friendly interest. I hope this monograph, and the permanent curation of the recoveries by National Museums Scotland, will be some recompense for his public-spirited actions. Warm thanks are also due to the Dumfries and Galloway Branch of the Scottish Sub-Aqua Club, whose members came upon the wreck in 1992, unaware that its existence was already known and that behind-the-scenes steps were being taken to give the site legal protection. It was they who reported the erosion which triggered the present project. They also recovered several vulnerable items, forgoing their right to a reward in favour of deposition in National Museums Scotland. One of their members, Donald MacKinnon, subsequently conducted the historical research which associated the wreck with the Cromwellian invasion of Mull in 1653. In addition the Club provided invaluable support during the monitoring and stabilising of the site over the critical winter of 1992 to 1993.

The late Martin Dean, then Head of the Archaeological Diving Unit at St Andrews University, brought his team to the wreck in 1991 and assessed it on behalf of Historic Scotland. Following his recommendation the site was designated as a Protected Historic Wreck. The following summer he directed the ADU's recovery and first-aid treatment of erosion-threatened artefacts, in conjunction with National Museums Scotland, the Dumfries and Galloway Club, and students and staff from St Andrews University. Martin then encouraged me to apply for a licence to continue monitoring the wreck, thus initiating the long-term investigation of which this report is the outcome. Over successive years he and his colleagues continued to visit the site in both their official and private capacities, and have supported the project in many ways, corporately and individually. In addition to Martin the ADU team has included Dave Burden, Dr Antony Firth, Annabel Wood (now Lawrence), Mark Lawrence, Steve Liscoe, Jon

Moore, Ian Oxley, Duncan Simpson, and Kit Watson. Since 2003 monitoring has been continued by the ADU's successor, the diving team from Wessex Archaeology directed by Steve Webster and Graham Scott. During the preparation of this report Steve Liscoe has made available his extensive personal records and prodigious memory to correlate early activities on the site with the author's investigation. His perceptive observations have greatly aided our interpretation of the site-formation processes.

During the early stages Dr Robert Prescott of the Scottish Institute of Maritime Studies at St Andrews fostered the cross-institutional collaboration which has since characterised the project. Historic Scotland, as the agency responsible for Scotland's designated historic shipwrecks, has been a tower of strength throughout. In 1991 this responsibility had only recently been placed on the agency, and complex legal and administrative issues had yet to be resolved. Far from regarding these difficulties as an excuse for inaction, however, Historic Scotland saw the Duart Point wreck as a test-bed for establishing sound management policies for regulating and nurturing this important, but previously largely unrecognised, part of the nation's heritage. As a result of this experience, and other pioneering initiatives which it has fostered and supported, Historic Scotland has for two decades been a leading player in the development of effective strategies for managing the maritime cultural resource at both devolved-national and UK levels. Members of the agency with whom we have dealt include Dr Gordon Barclay, Professor David Breeze, Dr Andrew Burke, Deirdre Cameron, Ron Dalziel, Dr Noel Fojut, Olwyn Owen, Philip Robertson and Richard Welander. I thank them all for their support, encouragement, and good advice, much of which went far beyond the strict call of duty.

National Museums Scotland (NMS) have been similarly supportive and helpful from the outset. Dr David Caldwell, George Dalgleish, and the late Alan Saville have been generous with their time and expertise in the study of artefacts, while Tom Bryce, Dr Jim Tate, and Dr Theo Skinner, assisted by Stephanie Erpenbeck, have performed wonders in the



conservation laboratory. It is no reflection on his colleagues to single out Theo for special mention, for over the years he has carried out the bulk of this gargantuan task with consummate skill and patience, and in a spirit of collaboration which has maximised the information we have been able to extract from the objects before, during, and after conservation. Working with him in the lab and in the field has been an instructive delight. A particular triumph has been the three-dimensional computed tomography X-radiographic investigation of the pocket-watch conducted by Dr Andrew Ramsey and Dr David Bate of X-Tek Systems Ltd (today Nikon Metrology), supported by Theo and his colleagues Dr Lore Troalen and Darren Cox from the scientific and engineering conservation sections at the Museum. The finds are currently housed in the NMS store at Granton under the management of Jackie Moran, who has facilitated our study of the artefacts there with unfailing skill and good humour.

When I took on the project I had retired from active diving, and my earlier archaeological work under water had been conducted in the blissfully unregulated days between the late 1960s and early 1980s. By 1992 rigorous regulations for underwater work had been introduced by the Health and Safety Executive, so at 53 I was obliged to gain the necessary professional qualifications from scratch. This was arranged by my old friend and former diving colleague Lt Cdr Alan Bax, then Director of the Fort Bovisand Underwater Centre at Plymouth. If I thought he would give me an easy ride I was mistaken, for his instructors (mostly former Royal Marines) made no allowances for a recruit more than twice the average age of his fellow squaddies and put me through the mill with the rest. I hated them (and Alan) for it at the time, but it paid rich dividends later. I thank (and forgive) them all.

I have been especially fortunate in the colleagues with whom I have worked on the site. They are: Adrian Barak, Neil Dobson, Professor David Gregory, Jane Griffiths, Brian Hession, Annabel Lawrence, Mark Lawrence, Dr Ian MacLeod, Edward Martin, Peter Martin, Philip Robertson, Kevin Robinson, and Graham Scott. The project has profited from their skill and perception as archaeologists, and whether as diving buddies or surface supporters (the roles were interchangeable) each always inspired the confidence of the others. That 13 seasons of intensive diving were completed without serious incident or upset speaks for itself.

The only non-diving team member (though she has been a distinguished diving archaeologist in the past) is my wife and long-standing research colleague Dr Paula Martin. From the outset she has been an unfailing source of encouragement and support, and during the project's excavation phase she took on the tasks of deputy director and finds manager. Her abilities as a historian and archaeologist, her computing and administrative skills, her editorial acumen, and above all her wisdom and sound common sense, are attributes on which I have constantly relied and all too often taken for granted. I

acknowledge them here now. Our son Edward, a professional photographer and digital specialist, has constantly and uncomplainingly been on hand to advise on and assist with photography, scanning and data management.

Behind-the-scenes support has been provided by the Research Grants Office at St Andrews, whose staff, through the good offices of Vice-Principal Professor Frank Quinault, guided us through the intricacies of financial management and fund-raising with patience and good humour. We owe special debts to Jimmy Bone, Ann Thom and Mary Clark. In the final phases of the project we enjoyed much practical support from the University's Development Office, especially from Jonathan Livingstone and Louise Taylor. Over the years the Bute Photographic Unit has cheerfully serviced my old-fashioned ideas about pen-and-paper approaches to archaeological illustration. In an age which increasingly relies on computer graphics its staff applied their traditional lithographic skills to deal with my often prodigiously sized line-drawings, and when they could no longer stem the advancing tide of technology they arranged to relocate their redundant process camera (a quarter-ton monster) in my home so that I could operate it myself. For advice and many kindnesses in these matters I am especially indebted to Jim Allen. The Royal Commission on the Ancient and Historical Monuments of Scotland (now Historic Environment Scotland) helped with the digitisation of large site-plans, a task undertaken by Edward Martin. The Royal Commission also facilitated the flights which enabled me to take the aerial photographs of the site and its environs, working in collaboration with Dave Cowley. The results owe much to the piloting skills of Ronnie Cowan.

For many seasons Ray Sutcliffe, formerly a producer with the much-missed BBC *Chronicle* programme, joined us in the field to co-ordinate the video coverage which now constitutes a valuable part of the project's archive. He shot most of the surface material, and taught us how to take usable footage under water. In 1999 our activities were filmed for the BBC 2 series *Journeys to the Bottom of the Sea*, directed by Sian Griffiths, and in 2002 Channel 4's *Wreck Detectives* sponsored two weeks of work on the site which resulted in another programme, directed by Peter Wyles. As a consequence of the latter production I was able to visit the *Vasa* Museum in Stockholm to examine comparative material, particularly the carvings, through the kindness of Klas Helmers.

The owner of Duart Castle, Sir Lachlan Maclean of Duart and Morvern, 28th Chief of the Clan, is directly descended from Sir Allan, the 19th Chief, whose castle our vessel came to attack in 1653. Sir Lachlan kindly agreed to be the project's Patron, and has generously supported us throughout. To him, his late wife Lady Mary Maclean, his mother the Lady Elizabeth Maclean, and their delightful family, we are indebted for many kindnesses and much practical help. We hope our long-term occupancy of a base-camp behind the castle, and the constant noise of our compressor on the rocks, did not

unduly discommode them or deter visitors. Warm thanks also go our many friends and supporters in Mull and Morvern, especially the late Allister Campbell and Susan Campbell, the late Bill Ackroyd and Janet Ackroyd, Ken and Jenny Masters, Chris James of Torosay, and Billy and Janice McGregor of the Craignure Inn. Nor do we forget the magnificent baking of the Duart tea-room girls.

Scott McAllister, master of the *Duchess* launch, which throughout our time at Duart brought parties of tourists from Oban to the castle twice daily, uncomplainingly made a wide detour around the site whenever our 'A' flag was flying, and on one occasion rescued our boat when it became detached from its moorings. We wish him well in his (semi-)retirement. The Marine and Coastguard Agency has been a constant ally. Our diving operations were conducted in constant radio contact with Oban (latterly Clyde) Coastguard, ensuring that help was always within immediate call. Confidence was boosted by the knowledge that we were only half-an-hour away from the recompression facilities at the Scottish Association for Marine Science at Dunstaffnage, and its availability in an emergency – happily never drawn upon – is gratefully acknowledged.

More than once (alerted by friends ashore) the prompt arrival of a high-speed Coastguard RIB deterred potential interlopers from diving on the site before any damage could be done. Such responses are now seldom necessary thanks to the scheme pioneered by Historic Scotland and Philip Robertson in conjunction with the Nautical Archaeology Society, which allowed responsible divers to visit the wreck by arrangement. This controlled access removed all sense of public exclusion, and engendered a protective attitude towards the wreck among local and visiting divers. Their support and goodwill has been, and remains, greatly appreciated. On 1 November 2013, the site was designated as a Historic Marine Protected Area, superseding protected status under the Protection of Wrecks Act (1973) (for more information see <http://portal.historic-scotland.gov.uk/designation/HMPA7>). As the site is considered stable and relatively robust, divers are now permitted to visit the wreck without a visitor licence on a 'look but don't touch' basis. The Lochaline Dive Centre\* continues to keep a watchful eye over the site and offers educational tours on request. A visitor trail map and information sheet is downloadable from <http://nauticalarchaeologysociety.org/duart-wreck-diver-trail> or [http://www.lochalinedivecentre.co.uk/?page\\_id=1455](http://www.lochalinedivecentre.co.uk/?page_id=1455). \*Centre now closed

The Receivers of Wreck with whom we have had dealings, notably Veronica Robbins and Sophia Exelby, have been outstandingly helpful in ensuring a smooth transfer of the recovered material to National Museums Scotland.

The valuable contributions made by various specialist scholars will be evident in their individually authored reports, but it is appropriate to acknowledge and thank them here. Professor Sue Black and her colleagues of the Anatomy and Forensic Anthropology Department at the University of

Dundee have produced an extraordinarily detailed profile of the individual whose remains we recovered from the wreck, while Dr Wolfram Meier-Augenstein of Queen's University Belfast has been able to suggest, on the basis of isotope analysis, that he was probably a native of Yorkshire. Dr Peter Ditchfield of the Stable Isotope Laboratory at the University of Oxford (part of the Research Laboratory for Archaeology and the History of Art) has conducted further analysis which has cast light on the individual's dietary history. Dr Rachel Parks and Dr James Barrett, formerly of Fishlab at the University of York, have examined fish bones associated with the wreck and concluded that some may have been of local origin. Catherine Smith, of the Scottish Urban Archaeology Trust, carried out work on the animal bones and reached a similar conclusion. Samples of organic material from the ship's bilges were assessed by Headland Archaeology, and Janet Shelley of Duncan of Jordanstone College of Art, University of Dundee, examined the textile remains attached to a compass base.

Professor John McManus of the School of Geography and Geosciences at St Andrews investigated the ballast with unexpected and valuable results. Dr Ian MacLeod, recently retired as Executive Director, Fremantle Museums and Collections, in Western Australia, spent many hours under water and in the field laboratory pursuing his pioneering research on the in situ conservation of iron guns. He subsequently collaborated with Dr Theo Skinner in the analysis of the important John Browne cast-iron minion drake and later, when the composition of the metal yielded results of great significance to the history of early metallurgy, with Professor Hubert Preßlinger. Our collection of lead shot has been studied by Dr Glenn Foard of the University of Huddersfield, while the pewter has been investigated by George Dalgleish (National Museums Scotland), Dr Peter Davies and Dr David Lamb (Scottish Pewter Society). Dr Pieter van de Merwe of the National Maritime Museum has guided me through the mysteries of Stewart nautical iconography, and Professor Hugh Cheape of Sabhal Mor Ostaig, University of the Highlands and Islands, has kindly provided help with Gaelic words.

I am not by training a historian, and have relied heavily on others to research the history of the Duart Point ship and the circumstances of her wrecking. Unfortunately much of this has been misdirected by my early identification of the wreck as the pinnacle *Swan* built for Charles I in 1641 (Martin 1995a: 25–8). Though this seemed so convincing at the time it has proved to be incorrect. For pointing out the error I am deeply indebted to Dr Patrick Little of University College London, who has shown unequivocally that the 1641 *Swan* survived beyond 1653. With great generosity Dr Little has made available his researches and extensive knowledge of the period in seeking to track down the true identity of the Duart wreck, and the evidence for this is set out below (Chapter 2.2). I also acknowledge the unpublished information kindly provided by

his colleague at UCL, Dr Andrew Thrush, whose unrivalled expertise on the evolution of small English warships during the 17th century I had already drawn upon, in published form, during my pursuit of the 'wrong' *Swan*.

Others upon whose goodwill I trespassed during the initial wild-*Swan* chase include Professor Jane Ohlmeyer of Trinity College Dublin, Dr John Crampsey of St Andrews University, and Gillian Hutchinson of the National Maritime Museum. Although in the event some of their researches have not proved directly relevant to the Duart Point wreck they have informed and widened my knowledge of small warships and their activities off western Britain during this crucial period, and for that I thank them warmly. Though it is too early to be certain, the possibility that the 'right' *Swan* may be a vessel of that name once owned by the Marquess of Argyll is opened up by a reference to this ship discovered by Alastair Campbell of Airds in the Inverary archives, and it is hoped that further research may throw more light on the matter.

Whatever the identity and origins of the ship, the circumstances of her loss are well documented and uncontroversial. The connection of the Duart Point wreck with the Cromwellian invasion of Mull in 1653 was first established by Donald MacKinnon, as acknowledged above. Much of the written source material has been calendared and published, but Dr Frances Henderson of Worcester College, Oxford, has generously allowed me to cite a previously unknown description of the incident which she has identified among the coded shorthand notes of the army secretary William Clarke, who was based in Edinburgh during the 1650s. Paul Dryburgh of The National Archives, Kew, and his colleagues very kindly checked a key word which had been transcribed differently by two scholars, and their adjudication has been invaluable.

Valuable information about *Swan's* captain, Edward Tarleton, was provided by Professor Bernard Capp of Warwick University. I am also grateful to Adam Tarleton who, though not a blood relative of Edward, has researched aspects of his career and generously communicated this information to me. Captain Christopher Tarleton Fagan, a direct descendant, kindly allowed me to photograph the portrait of Edward in his

possession, and showed me important documents relevant to his ancestor's career. Joni L Davidson of San Francisco, who has conducted extensive research into the family, has generously made the fruits of her investigations available to me. We thank the National Trust for Scotland for granting permission to photograph the 17th-century plasterwork at the House of the Binns in West Lothian, and Tam and Kathleen Dalyell for their hospitality and kindness when we went there to do so.

Although underwater archaeology can be highly productive in terms of the information it yields it does not come cheap, and without the support of our sponsors little could have been achieved. The project would have died unborn in 1992 without a timely and extremely generous grant from the Russell Trust which allowed a full suite of diving and archaeological equipment to be assembled, a 4×4 vehicle obtained, and a field base established at Duart. This capital resource, together with an inflatable boat provided by Glenfiddich (William Grant & Sons Ltd), has sustained us through 13 field seasons and continues to support other research activities on the west of Scotland. Running-costs over the years have been provided by grants from Historic Scotland, National Museum Scotland, the Pilgrim Trust, the Esmée Fairbairn Charitable Trust, and Mr and Mrs Ellice B McDonald Jr. A major award by the Arts and Humanities Research Board, supplemented by further monies from Historic Scotland, sustained the excavation phase of the work from 1999 to its close in 2003. The Pilgrim Trust, the Russell Trust, the Thriplow Charitable Trust and the Arts and Humanities Research Board provided generous grants to assist with post-excavation work. During a visit to the site Drs Toni Carrell and Donald Keith of the Ships of Discovery program in the United States made a generous and unexpected contribution to the project. Honda UK lent us a quad bike which was invaluable during the setting-up phase of the excavation, while O'Three of Portland, Dorset, gave the project two of their unrivalled drysuits. That used by the writer is now in its 17th year of trouble-free service.

Final acknowledgement goes to the friendly and helpful editorial team at the Society of Antiquaries of Scotland, Erin Osborne-Martin, Catherine Aitken, Lawrie Law and Alison Rae.

# EDITORIAL NOTES

There are some difficulties in structuring a report of this kind. Normally the identity of the wreck and its historical context would be set out first, but in this case the ship's name and origins are not certain, while its date – and consequently its likely historical associations – can only be derived from a critical assessment of the archaeological evidence, which is normally contained in the main body of a report. A summary of this evidence, and its likely interpretation, is therefore set out at an early stage. Then again, a consideration of the site-formation processes involved – an essential prerequisite to interpreting a wreck's archaeology – would most logically be explained as a prelude to a description of the excavation, yet these processes only become clear when the information derived from excavation has been assimilated. The excavation itself cannot be described without reference to the structural remains encountered, and this pre-empts the subsequent analysis of these remains in an attempt to reconstruct the basic attributes of the ship's dimensions, hull-form, and internal arrangements. The sequence of the report has therefore been ordered to accommodate these inconsistencies without compromising clarity or logic.

As will become clear, this ship's operational life and eventual demise is linked to the region's underlying historical dynamics and maritime geography, so an overview of these processes through time is presented by way of setting the scene (Chapter 1). The Cromwellian invasion of 1653, during which overwhelming evidence indicates that the ship was lost, is then analysed in detail, followed by the wrecking event and its aftermath. The circumstances of discovery, and how the project developed, are then presented (Chapter 2). This is followed by a summary of the archaeological and historical evidence for the wreck's date, probable identity, and historical context. Though much of the evidence is considered more fully in later sections, readers will want to know at an early stage the substance of this information. Questions of site management and research design are next addressed. Survey and excavation techniques are explained more fully than is usual in an excavation report, since not all readers will be familiar with the practicalities of applying archaeological procedures and standards under water.

The main body of the report begins with a description of the site's characteristics, recorded during the non-intrusive survey and assessment phase of the project (Chapter 3). This leads to an account of the subsequent partial excavation of the wreck, described sequentially from its aftermost remains to the forward surviving extent of the bow. A consideration of site-formation processes, based on this evidence, follows in Chapter 4. Chapter 5 describes the process of reconstructing the dimensions, body-lines, displacement, and structural characteristics of the hull. Chapter 6 considers the finds directly related to the ship and its working, from the ballast to the rigging.

Chapter 7 describes the ship's armament on its own terms and in terms of its disposition on the gun-deck. Because artefacts from a wreck represent a closed assemblage derived from a self-contained and largely self-sufficient specialised community, the remaining finds have been categorised by type or perceived usage rather than by material (Chapters 8 and 9). Chapter 10 presents the human remains and their interpretation. A final chapter considers the findings of the project in a wider historical perspective.

An Excavation Plan is included as a fold-out at the back of the book.

A number of other ships and shipwrecks are mentioned during the narrative. For ease of reference, and to avoid unnecessary repetition, those cited more than once to provide comparisons with the Duart Point Ship herself or with objects found on board are listed in Appendix 1.

Much of the archive of drawings and photographs has already been lodged with Historic Environment Scotland, and may be accessed online via the database Canmore, site 80637. Those interested in details of the diving operation, or aspects of the project such as the procedures developed for lifting delicate finds, can find much more detail there.

## Units of measurement

All primary measurements involving general survey data, the dimensions of objects, and volumes follow metric conventions. Imperial English equivalents are given in brackets for



dimensions which may originally have been calibrated to these standards. Occasionally, usually when using figures from contemporary sources, the original measurement is used, with the metric equivalent in brackets.

### Place-names

Place-names within quotations are as in the original. All other place-names have been standardised wherever possible to the spellings on modern Ordnance Survey maps.

### Site grid

Maps and diagrams of above-water features are oriented northwards, but an exception has been made for the orientation of the wreck. Since the archaeological remains represent a hull lying partly on its side, it has been felt logical to present the wreck, as it were, 'right way up', and the local site-grid is adjusted to an arbitrary 'north' of 246° (T) and 'east' of 336° (T). This orientation is adopted in all the wreck-plans.

A metric grid has been superimposed on the site from an arbitrary point just beyond the most easterly identified archaeological deposit. Since the wreck is lying towards its port side the grid has been orientated so that the keel/keelson-axis lies towards the bottom of the coherent structure. The grid has a eastings component of 295° (T), running from **000.000** to **000.310**, and a northings one of 205° (T), running from **000.000** to **000.130**. Grid locations are given as 4- or 6-figure references, always eastings followed by northings. The crown of the anchor thus lies at **24.01** (within 1m square) or **240.015** (within 0.1m square).

### Hull-axis and frame numbering

The observed axis of the keel runs from just aft of the mainmast step (**186.071**) to a point at or close to its forward end (**278.060**). The estimated position of the aft end of the keel, which may be presumed to lie below the limit to which the stern assembly was excavated, is at **096.075**. This position is 0.6m to starboard of an aftwards projection of the midships to forward keel-axis which, as argued elsewhere, indicates a probable break of the keel and keelson somewhere beneath the aft ballast-mound and a consequent displacement to starboard of the axial symmetry of the aft lower hull. This displacement however is relatively slight, and does not

compromise an estimated keel length of 18.25m. The axis of the keel is the primary reference in Illus 60, and transverse structural features (mainly frame-timbers) are identified by their distances forward or aft of the master-frame (U), projected at right-angles from the axis line.

### Technical terms

For precision and clarity, technical terms and their meanings employed in the text are those which would have been used and understood by a 17th-century seaman. The definitions in the Glossary are based primarily on John Smith's 1627 *A Sea Grammar* and Henry Mainwaring's *The Seaman's Dictionary*, which, though not published until 1644, is believed to have been prepared in manuscript by 1617 (Mainwaring and Perrin 1923: 3). Where appropriate William Falconer's magisterial *Universal Dictionary of the Marine* (first published in 1769) has also been consulted.

### Finds numbers

The core system used was a simple numerical sequence of three digits prefixed by DP (for Duart Point) and the final two digits of the calendar year and a / (for example DP01/037). However, in 1997 a more complex system was used, involving separate numerical sequences depending on the context (A, C or E). This used 4 final digits, but as the highest number reached was 0051 these have been reduced to 3 digits for consistency with other years. The finds from 1992 were originally given simple numerical sequences, one by the ADU and one by members of the Dumfries and Galloway Club. These have been retrospectively standardised to the format DP92/001 and DP92/DG01. Three items found by John Dadd which have been recorded have been retrospectively numbered DP79/001–003.

### Catalogue numbers

For ease of cross-reference within the text and illustrations, finds have been assigned catalogue numbers. For simplicity and clarity, catalogue numbers (boxed to distinguish them from other numbers, eg I) consist of one sequence running through Chapters 5–9. They are also used to identify individual finds elsewhere in the text where appropriate, and in illustrations and captions.