

# Underwater Heritage Trail

As part of the education goals of the project we have buoyed three underwater shipwrecks of local or historical interest along the New Forest coast and in the Western Solent. This project will run for a minimum of two years from July 2011, aiming to promote access to our underwater heritage, but also increase awareness for all Solent users.

The three wrecks chosen provide a snapshot of the range of accessible archaeology along the coast. A day or two days diving gives you a chance to explore over a hundred years of history off the New Forest coast, from wooden sailing ships to metal barges.

Diver on a wreck



Diver examining the *Margaret Smith*



## Underwater Heritage Trail

### Not a diver?

Don't worry if you have no interest in diving; it is still possible to enjoy and learn about our local underwater heritage. Check out the Coastal Heritage Project website to view photos, videos, factsheets, educational resources and find out news on talks, events, and how to get hold of the New Forest National Park Coastal Heritage DVD. Or if you have a smartphone, scan the barcode on the bottom of each wreck info box.

#### For further information please contact:

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#### Website:

[www.newforestnpa.gov.uk/coastal](http://www.newforestnpa.gov.uk/coastal)

#### Partners:



Supported by ExxonMobil at the Fawley Refinery



Printed on FSC environmentally-friendly paper. Front cover photo, diver with Margaret Smith buoy.



## The Coastal Heritage Project

Although the Solent has a rich coastal heritage we know very little about it. The Coastal Heritage Project has been set up both to fully record the archaeology of the New Forest coastline and to share this with as many people as possible.

The project extends beyond the New Forest National Park boundary north to Redbridge and west to the Hampshire-Dorset border. It covers 82 kilometres of coast and includes the area 10 metres above sea level through the intertidal zone to six nautical miles off shore.

This local project forms part of the larger national English Heritage Rapid Coastal Zone Assessment.

All reports can be found on our website.

## Responsible diving

The New Forest National Park Authority subscribes to and promotes the responsible scuba diving code of conduct:

- Dive within your means and skill level
- Look but don't touch: take photos, but no mementos
- Think about what you would like to see when you return
- Take advice offered by local professionals, this will result in a more rewarding dive
- Do not litter
- Respect local laws

## Want to get closer to the action?

Dive operators & shops

**Andark**

[www.andark.co.uk](http://www.andark.co.uk)

**Marna**

[www.marnamarine.co.uk](http://www.marnamarine.co.uk)

**New Dawn**

[www.newdawn dive.co.uk](http://www.newdawn dive.co.uk)

**Tal Scuba**

[www.shootingandscuba.co.uk](http://www.shootingandscuba.co.uk)

**Wight Spirit**

[www.wightspirit.co.uk](http://www.wightspirit.co.uk)

**Yo Yo Divers**

[www.yoyodivers.com](http://www.yoyodivers.com)

Dive clubs

**Arnewood Divers**

[www.arnewood-divers.co.uk](http://www.arnewood-divers.co.uk)

**Calshot Sub Aqua Club**


[www.calshotdivers.com](http://www.calshotdivers.com)

**Eastleigh Sub Aqua Club**

[www.eastleighdivingclub.co.uk](http://www.eastleighdivingclub.co.uk)



Serrana buoy, north of Needles lighthouse



Lobster makes a home on the Fenna

## Serrana

**Serrana** was just one of 55 ships lost to enemy action around the Isle of Wight during the First World War.

She was a defensively armed general cargo ship torpedoed by the German U-boat, UB-35, under the command of Oberleutnant zur Zee Karl Stoeter on 22 January 1918, about 10 miles west of St Catherine's Point. The ship was quickly abandoned and the survivors clambered aboard the ship's boats and rafts. In the confusion, two men drowned while trying to save themselves, and three stokers were killed by the explosion in the stokehold.

**Serrana** survivors were rescued by the Auxiliary Patrol Force and the ship was being towed to safety when the towing hawser parted and **Serrana** drifted towards Bridge Reef where she grounded. In the early hours of the 23rd, her fate was sealed as the stern section broke free from her bow and the reef, drifting north east before sinking a quarter of a mile away.

Though dispersed by admiralty explosives, much remains on the seabed. Her two boilers are prominent and the steam engine lies on its side. The main stern gun lies on the sea floor close to the stern.

DEPTH 18m



Diver examining the propeller

Coastal Heritage Project coverage

## More than just shipwrecks!

As well as hundreds of shipwrecks, the seabed hides many other secrets including aircraft lost during both World Wars and even a **Short Sunderland** flying boat that was based at RAF Calshot and sank just off Calshot castle during a storm in 1950.

8,000 years ago the Solent would have looked very different; a dry wooded valley criss-crossed by rivers frequented by animals and humans. Evidence from this period can still be found on the seabed: old river channels, prehistoric forests, and even a middle Stone Age village now 10 metres underwater.

Ancient artefacts, including stone tools, burnt wood, string, hazelnuts and the possible remains of a log boat have been found on the seabed near Bouldnor Cliff. The finds all point to a well-established community and provide an insight into the early years of our ancestors.

Using a smartphone camera and free application, scan the squares below each wreck description to unlock more information such as under-water photos, videos and updates.



Short Sunderland



Large bolt

## New Forest National Park

Lymington

MARGARET SMITH  
50.42.965N 1.28.155W

Hurst Castle

Isle of Wight

The Needles

SERRANA  
50 39.872N 1.35.836W

FENNA  
50 38.440N 1.40.472W

Stern of wreck



Margaret Smith at sea



Examining the hull

## Margaret Smith

The **Margaret Smith** was a registered dredger and sand carrier of 309 tons. She got into difficulties on 28 June 1978 while off Cowes, carrying a cargo of gravel.

The ship had developed a severe list to starboard and the sea was washing across her deck when the Royal Navy helicopter from the Search and Rescue Flight at HMS Daedalus, Lee-on-Solent, arrived. The crew were ordered to quickly jump into the water before the ship capsized. Within 30 seconds, **Margaret Smith** went right over and capsized, the four crew were all winched aboard the helicopter to safety.

Today the wreck remains substantially intact lying on her side and standing five or six metres clear of the shingle seabed. Still looking very much like a ship, she has not yet begun to break up.

DEPTH 15m



Margaret Smith capsizing

## Fenna

The **Fenna** was a two-masted schooner of 172 tons constructed of timber in the Netherlands in 1863.

On 11 March 1881, **Fenna** was in the vicinity of the Isle of Wight en route to Italy, having experienced bad weather since leaving the Netherlands. **Fenna's** situation became much worse when the 18 year old ship began to leak. As it grew dark, a decision was made to abandon the ship and the crew stood by in rafts until 30 minutes later, she sank beneath the waves.

A century later divers discovered a wreck where most of the structure of the ship was gone, but a distinctive cargo remained. In the centre of the wreck stands a pile of neatly stacked bar iron. Nearby, numerous stacks of sheet glass were evident. Also present were concreted barrel shapes. A small quantity of wrought iron nails were recovered, still in remarkably good condition.

The type and description of cargo, together with the location of the wreck, was sufficient to identify the wreck as that of the **Fenna**. She lies on a flat sand and shingle seabed, and her cargo of bar iron stands about 2.5 metres high. These once common schooners have now disappeared into history, and it is rare to be able to dive on the remains of one of these vessels.

DEPTH 22m



Sheet of glass lying on the Fenna



Examining a barrel

