

# Survey report

## Ship “Warre” of Hull

**Position:**

Baltic Sea - Lithuania, Klaipeda

**Survey date:**

21.06.2020

24.06.2020

**Author:**

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**Version:**

July, 15th 2020



Sample picture ([source](#))

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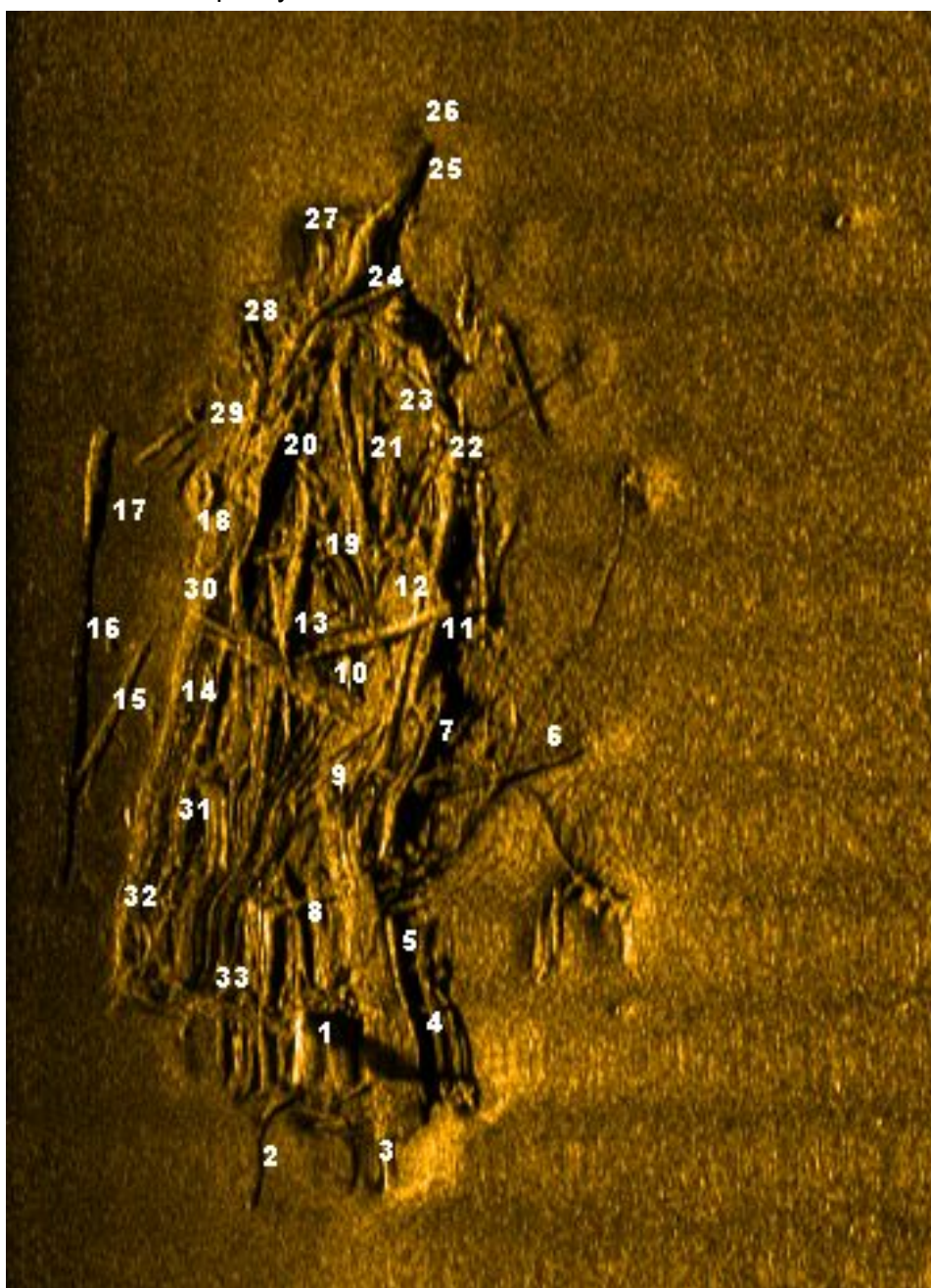
Whale fishing sample picture ([source](#))

## Introduction

In this survey report, the wreckage of a wooden ship in the Baltic Sea near Klaipeda (Lithuania) is described. The discovery of the bell by the team of the 'Baltic Sea Heritage Rescue Project' in 2020 allowed the identification as "Warre", built 1802 in Hull (Great Britain). The ship was driven ashore due to wind and ice at Memel on 11th April 1823. It sunk on the next day.

## Description of the Wreck

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



Sidescan of the wreck

#1



Rudder steven at the stern

#2



#3



#4



#5



#6



#7



#8



#9



#10



#11



#12



#13



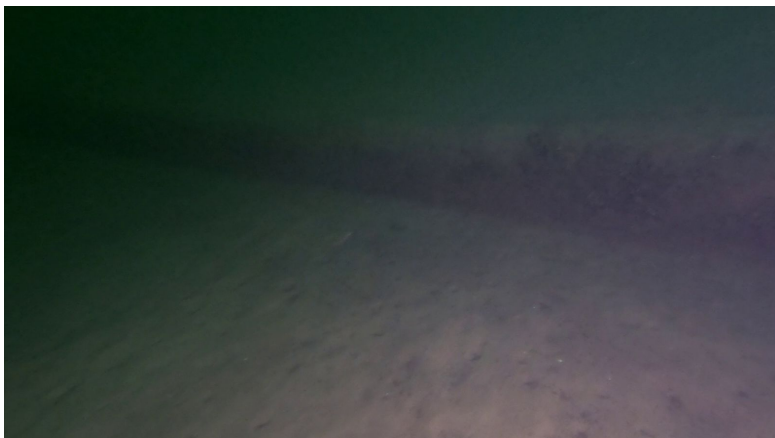
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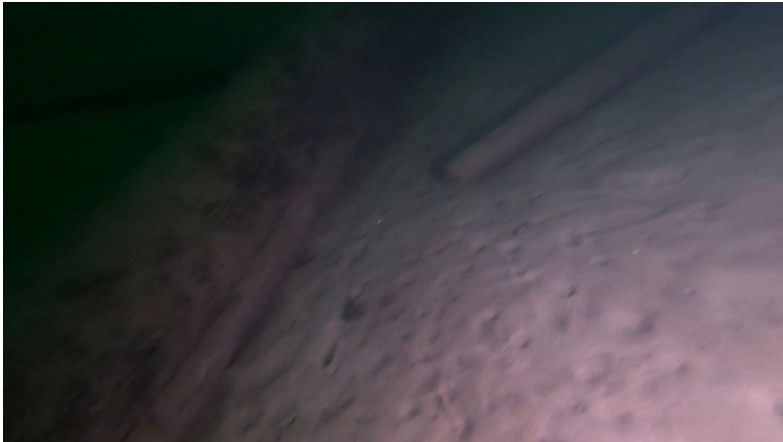
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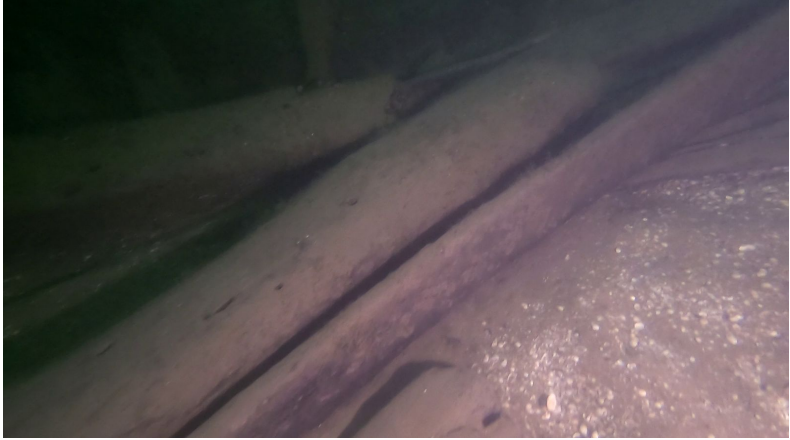
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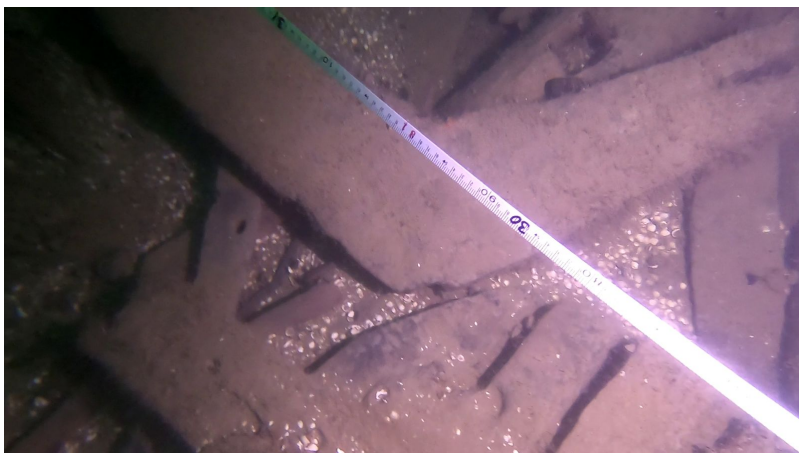


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#23



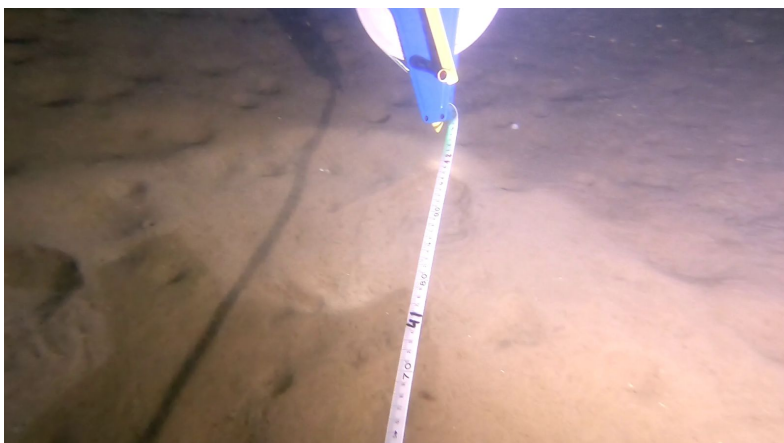
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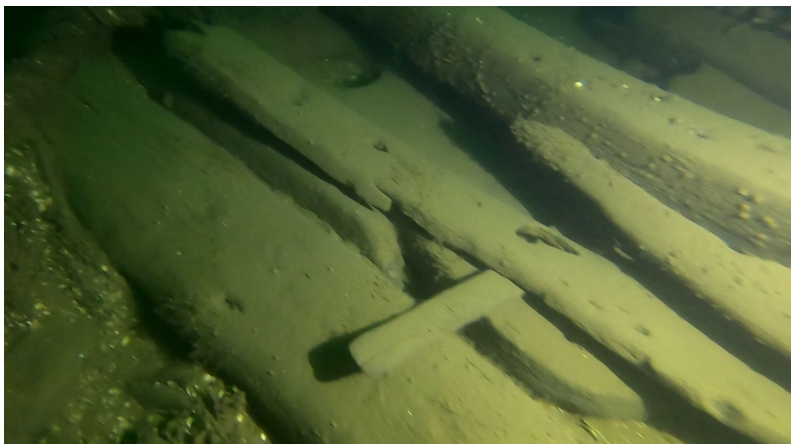
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#29



#30



#31



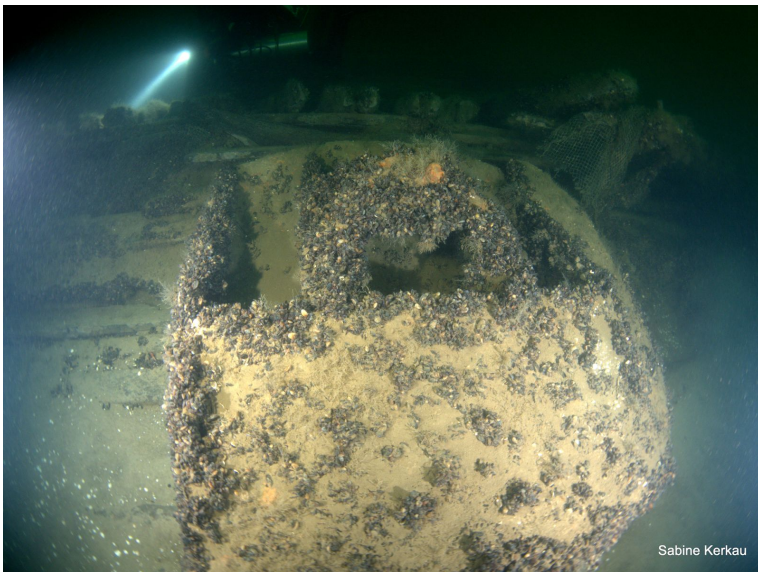
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#33



#34




Probably an oil boiler



Massive copper rods / connectors

## Video of the Wreck

☰ YouTube<sup>DE</sup> Suchen 🔍 📺 🗄️ 🔔 ⚙️



The wreck of a wooden ship (ca. 1800) in the Baltic Sea

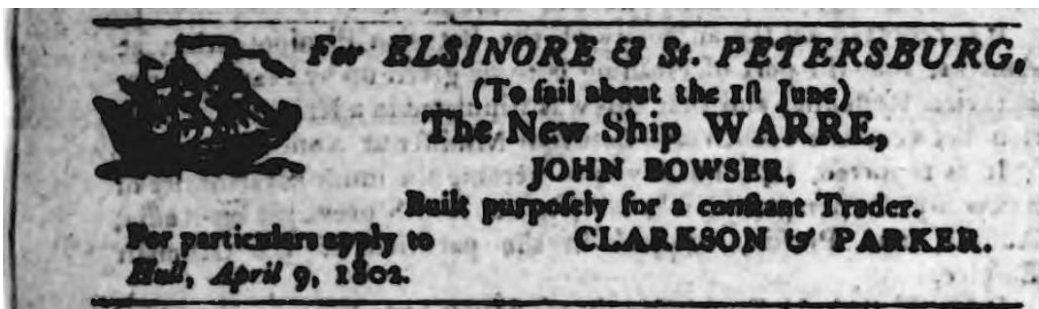
13 Aufrufe • 07.07.2020 👍 2 💬 0 ➦ TEILEN 📌 SPEICHERN ⋮

<https://youtu.be/CGSFUtq3d0>

## History of the Ship:

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

**Captains:** John Bowser, John Kenney from London



First appearance in newspapers: April 9th 1802

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

1823: Last owner: J, Murray

### *Warre*

Clarkson

327

Capt. J. Kenney

A ship built in Hull in 1802. Employed in the South Sea Whale Fishery in 1813-14, returning in December 1813

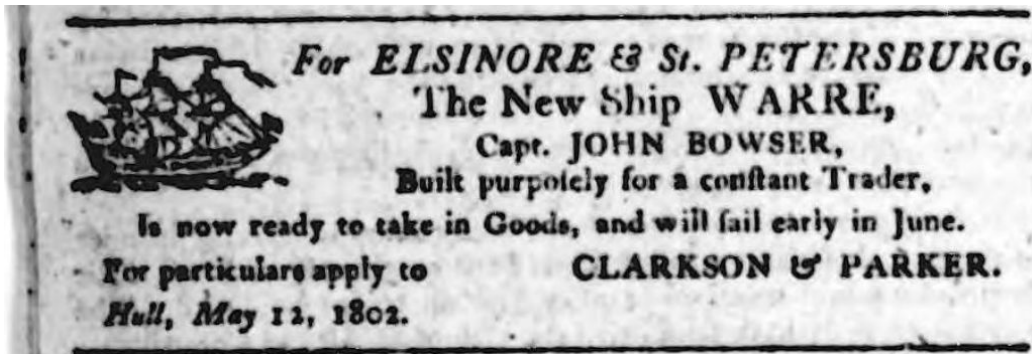
This vessel is recorded by the Society of Merchants, but not in Lloyds Register, and several details are identical or similar to those of *Vere* (2)

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

## Journeys

### 1802 First Journey to St. Petersburg

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



For **ELSINORE & St. PETERSBURG,**  
**The New Ship WARRE,**  
Capt. JOHN BOWSER,  
Built purposely for a constant Trader,  
Is now ready to take in Goods, and will sail early in June.  
For particulars apply to **CLARKSON & PARKER.**  
*Hull, May 12, 1802.*

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

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

15. Liberty, Clark	Ditto	Memel	Ditto
Prospect, Crum	Memel	Newcastle	Timber
Sarah, Spotswood	Dantzic	Leith	Wheat
Lord Nelson, Lee	Petersburg	London	Iron
<u>Warre, Bowser</u>	<u>Ditto</u>	<u>Hull</u>	<u>Tallow</u>
Howe Lamb	Memel	London	Bales

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

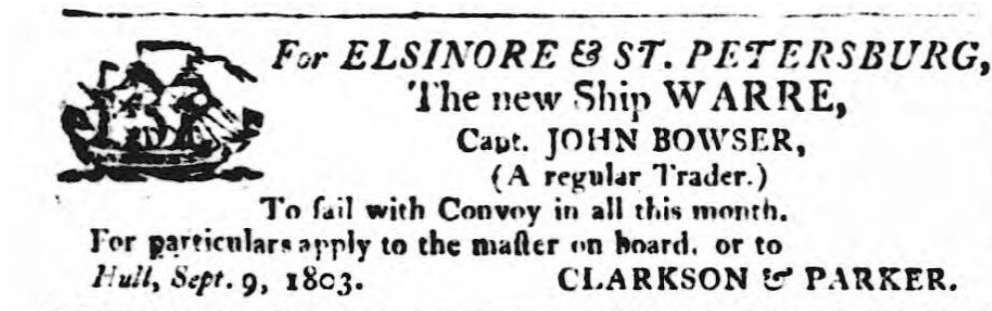
They were back at Hull November 6th:

From Petersburg—Richard, Collinson.—6. Warre, Bowser, Hope, Wright
--

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

### 1803 Baltic Sea

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



For **ELSINORE & ST. PETERSBURG,**  
**The new Ship WARRE,**  
Capt. JOHN BOWSER,  
(A regular Trader.)  
To sail with Convoy in all this month.  
For particulars apply to the master on board, or to  
*Hull, Sept. 9, 1803.* **CLARKSON & PARKER.**

8. Basseterre, Lazenby	Petersb	Hull	Iron
Warre, Bowser	Ditto	Ditto	iron

Hull Packet - Tuesday 23 August 1803

1804 Baltic Sea



the 3d May.

For **ELSINEUR & St. PETERSBURG,**  
The **WARRE,**

**JOHN BOWSER, Master,**

To sail with the Convoy succeeding that appointed for

Apply to **CLARKSON & PARKER.**

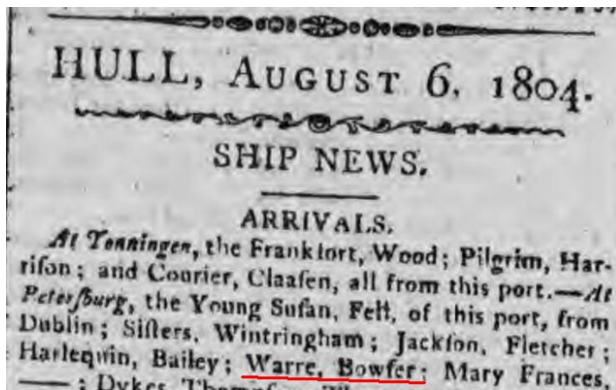
**WHO HAVE ON SALE,**

**Red and White Wood St. Petersburg DEALS.**

**Hull, May 2, 1804.**

**(One property.)**

They arrived in St. Petersburg August 6th



1805 Baltic Sea

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

DEBY, CRITSON	Newcastle	Pillau	coals
23. <u>Warre, Easingwood</u>	London	Riga	ballast
Silver Eel, Stephenson	Ditto	Memel	ditto

Source: Hull Packet - Tuesday 14 May 1805

It was the first journey under the master "Easingwood"

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

June 15th, the Warre left Riga for Hull with a cargo of wheat.

In October 1805 they were again in St. Petersburg



1808 Canada

**HULL, APRIL 25, 1808.**

**Marine Intelligence.**

ARRIVAL.

—The Danzig, Rosendale, for Quebec.

—

The Lords of the Admiralty have appointed a convoy for the Baltic, to sail from the Nore next Saturday, which after leaving the ships bound for Gottenburg, will proceed to the Sound, where convoys will be appointed for the different ports in the Baltic.

A convoy from this port for Gottenburg has been petitioned for, to sail with the Hoppett on the 27th instant.

The merchants of this place have petitioned the Admiralty, that the convoy for the Brazils, the sailing of which has been deferred to the first of next month, may be dispatched without delay.

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

Hull Packet - Tuesday 26 April 1808

<https://www.britishnewspaperarchive.co.uk/viewer/bl/000062/18080426/010/0003>

**SHIP NEWS.**

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

Hull Packet - Tuesday 01 November 1808

1809 Mediterranean sea

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

**Several Vessels were driven from their moorings in the River during the Gale last night, and received considerable damage.**  
**PORTSMOUTH, 30.** "The whole of this day it has blown a tremendous Gale from the WSW; we fear much damage has been done at Spithhead, &c. A large Transport Brig is on shore on the Horse. The following Vessels have run into the Harbour with loss of Anchors and Cables: viz. The Metcalf, Kirkus; the John, Spring; the Warre, Easingwood; the Lord Nelson, Bell; the Diligent, Sharp; the Venus, Self; a Brig marked BF, and another Brig marked 53.—7 P. M. the Gale increases."

Lloyd's List - Tuesday 31 January 1809

Journey to Gibraltar

**Kingston-upon-Hull.**  
 FRIDAY, APRIL 21.  
*At Gibraltar*—The Success, Hefetine, from this port; Warre, Easingwood, from Portsmouth; Scarthingwell, —, and Farnley, Harrison, from Malta.

And back to Portsmouth

**Kingston-upon-Hull.**  
 FRIDAY, SEPTEMBER 15.  
*At Palermo, on the 14th July*—The Vigilant, Clifford, from this port.  
*In the Mersey*—The Isabella, Meek, of this port, from Bahia.  
*At Portsmouth*—The Warre transport, Easingwood, from Gibraltar.

1811 - 1814 Whale fishing in Southern seas

June 1st 1813 in Cape of Good Hope (South Africa)

**CAPE OF GOOD HOPE** *arr. from*  
**June 1** Warre, Kenny **London**  
 18 Cape Point

<https://babel.hathitrust.org/cgi/pt?id=mdp.39015005785830&view=1up&seq=180&q1=Warre>

## 1813 Trial

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

COURT OF CHANCERY.	
<p style="text-align: center;">EX PARTE THE ASSIGNEES OF ROBINSON AND CO. IN THE MATTER OF SHARPE AND SONS,</p> <p>Mr. Hart stated, this was a motion on the behalf of the assignees of Robinson and Co. that his Lordship would direct the following issues, which he had made a minute of. He was confident that his Lordship must recollect the case, as he made an order on it so late as the 7th of March, on the petition of Capt. Kenney and the crew of the ship Warre, South Sea whaler, that a receiver might be appointed, and that they might receive their <i>aliquot ratios</i>. The circumstances were, that when the ship was fitted out she belonged to Robinson, Clarke, and Co. and they assigned her registry over to Sharpe and Sons; and both parties having become bankrupts, the Captain refused to deliver the cargo or ship to either. The issues he would propose would put the question at rest, viz. Whether Sharpe and Sons were in possession of the ship at the time of their bankruptcy? He was of opinion that the Act of 21 James II. would put an end to the question; but, if the Court and Jury were of a different opinion, then the second issue would be to try, whether it was the property of Robinson and Co.? The third issue would be, to try who the implements necessary for carrying on the fishery belonged to? And the fourth issue, to try whether the assignees of Robinson and Co. were entitled to the outfits of the ship? He (the Learned Counsel) was not aware there could be any objection to this motion.</p> <p>Sir S. Romilly, on the other side, said, that actions had been already brought, which had in contemplation all that was asked for, which would make the issues altogether unnecessary, and it had not been stated they had foregone those actions. He then contended, that his Lordship had no jurisdiction, as the original application was to appoint a receiver to prevent the cargo of oil from wasting.</p>	<p>Mr. Leach, on the same side, contended, that, if the issues were granted, it would make a considerable difference to his clients, as it would make them plaintiffs instead of defendants.</p> <p>Mr. Hart—"Our idea was originally to have brought in action of trover against Kenney, the Captain."</p> <p>The Lord Chancellor—"That was forgotten, for you have brought it against the assignees of Sharpe."</p> <p>Mr. Hart—"If we admit the cargo to be in their possession, it would prevent my clients from sustaining their action."</p> <p>The Lord Chancellor—"As to Kenney's lien, it might be put in the issue, that the claim should not be set up."</p> <p>Mr. Hart—"We were never out of possession, for Kenney was our servant."</p> <p>The Lord Chancellor—"I would recommend you to apply to some Special Pleader belonging to the Courts below, to know how an action would lay; I will give you an opportunity of mentioning it again."</p> <p>Further consideration postponed.</p> <p style="text-align: center;">EX PARTE KENNEY, IN THE MATTER OF THE SAME.</p> <p>Mr. Agar moved that Mr. Gammon, who had been appointed by the Court receiver of the proceeds of the cargo of the ship Warre, should pay into the Bank of England the fourteenth part of it, being the proportion of Capt. Kenney. He looked on this as a motion of course, as there could be no difficulty in ascertaining the <i>aliquot ratios</i>.</p> <p>Mr. Bell stated, he had a similar motion on the part of Mr. Israel Moses, who was the purchaser of seamen's shares.</p> <p>The Lord Chancellor—"I should like to see the assignment; for it often happens, that sailors do all the service, and Jews get all the money for their labour."</p> <p>Sir S. Romilly—"This Israel Moses does not even venture to assert who the assignments are from. I trust your Lordship will require further evidence."</p> <p>Mr. Agar—"I have seen the assignments, and they promise to give up to the parties any sum that may be received, above that advanced, bearing interest."</p> <p>The Lord Chancellor—"We must always look at those kind of causes with suspicion. It is my judicial duty to protect seamen, as well as any other of his Majesty's subjects. I only recollect one case where a circumstance of this kind was honestly executed: it was an Attorney at Portsmouth, who went on board a ship of war, to draw up a sailor's will; all the sailors insisted he should perform the same for them, and they made him their general legatee. The ship and all on board were lost at sea; the Attorney went to Doctors' Commons, proved the wills, but gave up his right as legatee. You must, Mr. Agar, produce those assignments, before I can think of making an order."—Motion postponed.</p>

Public Ledger and Daily Advertiser - Thursday 23 June 1814

More details of the trial:

[https://books.google.de/books?id=w\\_Q2AQAAMAAJ&pg=PA349&lpg=PA349&dq=ship+warre+of+hull&source=bl&ots=t0vLe6Vfd&sig=ACfU3U3S7xZJKwS3S8AWT\\_5VzqlEoMs22A&hl=en&sa=X&ved=2ahUKEwj2ts\\_DzprqAhUUw8QBHdKhBMUQ6AEwCnoECAIQAQ#v=onepage&q=ship%20warre%20of%20hull&f=false](https://books.google.de/books?id=w_Q2AQAAMAAJ&pg=PA349&lpg=PA349&dq=ship+warre+of+hull&source=bl&ots=t0vLe6Vfd&sig=ACfU3U3S7xZJKwS3S8AWT_5VzqlEoMs22A&hl=en&sa=X&ved=2ahUKEwj2ts_DzprqAhUUw8QBHdKhBMUQ6AEwCnoECAIQAQ#v=onepage&q=ship%20warre%20of%20hull&f=false)

3471. ————.]—ROBINSON *v.* MACDONNELL (1810), 5 M. & S. 228; Holt, N. P. 612, n.; 105 E. R. 1034; *subsequent proceedings, sub nom. Re SHIP WARRE, Re ROBINSON, CLARKSON & PARKER, Re SHARPS* (1817), 8 Price, 269, n.

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

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

## 1814 Back from Southern Seas

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

At GARRAWAY'S COFFEE-HOUSE, CORNHILL,  
In about Fourteen Days,  
**THE FOLLOWING GOODS, VIZ.**  
About 300 Tuns Southern Fishery Whale Oil  
6 Tons Whalebone  
Being the entire Cargo of the Ship Warre, Capt. Kenny, lately  
arrived from the Southern Fishery.  
Catalogues and further Particulars in due time by  
**OLIVER GAMON, Broker,**  
4, Jeffrey's-square, St. Mary-axe.

Public Ledger and Daily Advertiser - Friday 25 February 1814

1814: Sold by Auction

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

By Order of the Assignees of Messrs. George Sharpe and Sons,  
 At the LONDON COMMERCIAL SALE ROOMS,  
 On WEDNESDAY, May 4, at Two precisely,



**THE Ship WARRE**, British built, of oak,  
 measures per register 323 87-94 tons, square stern,  
 with two flush decks, coppered on wood sheathing, and copper-  
 fastened; is a strong, well built, burthensome vessel, and is  
 well found in good stores. She sails fast, has just delivered a  
 cargo in good order from the South Seas; and is admirably  
 adapted for the Fishery, the East or West India Trades, or for  
 general purposes, John Kenney, Master. Lying at the upper  
 end of the Commercial Dock, Rotherhithe.—Inventories may  
 be had on board, at the place of sale, and of  
 SMITH, MARTEN, SMITH, and Co. 9, America-square.  
 A Blue and White Flag at the Mast-head.

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At the LONDON COMMERCIAL SALE ROOMS,  
 On WEDNESDAY, May 4, immediately after the sale of the  
 Ship Warre,

**H**ER WHALING STORES, consisting of Fishing  
 Gear, Oil Boilers, &c. &c. about 14 Fathoms Firewood,  
 and 5 Bolts of Canvas. Lying in the Commercial Dock, Ro-  
 therhithe.—Also a quantity of Deal Ends and Battens, 23 Oak  
 Planks, 4 Kegs with Tar, ex Bornevennen. Lying on the West  
 Quay of the Basin, London Docks.

May be seen three days previously to the sale, at the places  
 above expressed, where Catalogues may be had, at the place of  
 sale, and of SMITH, MARTEN, SMITH, and Co.  
 (Vine-street), America-square.

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

1817 From London to St. Kitts (Caribbean)

For Passengers only.—Direct for **ST. KITT'S**,  
 And warranted to Sail before the 20th Instant,  
 **THE** new coppered fast-sailing Ship **WARRE**,  
 Thomas Trader Commander, 330 tons. Has excel-  
 lent Accommodations. Lying in the West India Export Dock,  
 on the South-side. For Passage apply to the Commander on  
 board, or at Lloyd's Coffee-house; or to  
**EDW. SALESBURY, 55, Old Broad-street.**

Public Ledger and Daily Advertiser - Saturday 22 February 1817

1818 St. Petersburg

**DEAL, JUNE 26.**  
 Sailed yesterday the **Warre, Trader**, for St. Petersburg  
 Arrived and sailed for the River, the **Caroline, Clerk**,  
 from St. Kitt's; **Lord Duncan, Stephenson**, from Oporto,  
**Earl Fitzwilliam, Story**, from Jamaica; **Shannon, Faulkner**,  
 from Dominica; **Duckenfield, Purdy**, from Jamaica; and  
**Egfred, Kirby**, from Bengal.

Globe - Saturday 27 June 1818

1819 Jamaica

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

Lloyd's List - Friday 14 May 1819

1822 With Mahogany from Honduras to Hull

**MAHOGANY.**

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

Hull Advertiser and Exchange Gazette - Friday 12 July 1822

In October 1822 it was again in St. Peterburg

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

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

## Last Journey: Hull to Memel 1823

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

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

**SHIPPING INTELLIGENCE.**

**ARRIVALS:**

The *Fanny*, Esthill, arrived here on Wednesday, from Memel; sailed from thence on the 5th inst.; the ice had broke up and cleared away nearly two miles above; on the 9th about 60 miles to the Eastward of Bornholm, passed several ships outward bound, blowing strong from the NE. passed the Sound on the 13th instant.

Extract of a letter from Memel, dated the 5th April:—  
 "The ice was set in motion yesterday, and if the present wind and weather continue, we may expect an entire free navigation in eight or ten days. The *Granite*, Young, of Aberdeen, was off the Bar this afternoon, but cannot get in owing to the heavy floating ice and strong current. The master says he has experienced much bad weather on his passage."

**SOUND LIST.**

<i>Ships &amp; Captains.</i>	<i>From</i>	<i>To</i>
April 7. <i>Barrick</i> , Thompson	Hull	Memel
<i>Guardian</i> , Wilson	Scarbro'	Ditto
<i>Ann</i> , Maulson	Hull	Ditto
<i>Samuel Barnett</i> , Scarr	Ditto	Ditto
<i>Riby Grove</i> , Dunkerly	Hamburg	Riga
<i>Thomas Jackson</i> , Gill	Hull	Memel
<u><i>Warre</i></u> , Murray	Ditto	Ditto
<i>Vigilant</i> , Scholes	Ditto	Ditto
<i>Vine</i> , Watson	Ditto	Konisburg
<i>Lord Wellington</i> , Brown	Ditto	Memel
8. <i>Harmony</i> , Taylor	Ditto	Ditto
<i>Hickman</i> , Dwyer	Ditto	Dantzic
<i>Friends</i> , Gray	Newcastle	Wismar
<i>Mary</i> , Sutton	Ditto	Kiel
<i>Eliza</i> , Witty	London	Konisburg
<i>Albion</i> , Hall	Ditto	Stettin

*Elsinore*, April 8th.—All the ships have proceeded.  
 Wind, NW.

Hull Packet - April 1823

<https://www.britishnewspaperarchive.co.uk/viewer/bl/000062/18230428/019/0003>



## The fait: sinking on 12th April 1823

Memel, April 12 1823:

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

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

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

Hull Packet - Monday 05 May 1823

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



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

**EAST INDIA COMPANY'S SHIPS.**

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

The Thomas Coutts arrived of the Wight the 26th instant. She left China the 6th January, and St. Helena the 16th of March.

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

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

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

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

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

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

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

Morning Advertiser - Tuesday 29 April 1823

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

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

Public Ledger and Daily Advertiser - Saturday 03 May 1823

## Identification

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

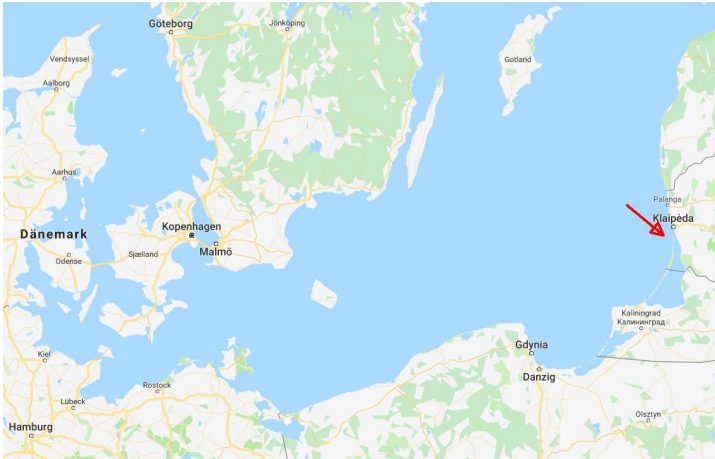


The inscription: "...Ship Warre of Hul.." was readable on this dive. After further careful inspections on 24th June 2020, the bell remained at the wreck.

The bell was found in position xx of the above sidescan.

## Position

xx°xx'N 0xx°xx'E Lithuania- Klaipeda (Memel)



## The Baltic Sea Heritage Rescue Project

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



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

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

<https://www.bshrp.org>

**In addition, the following aspects are examined:**

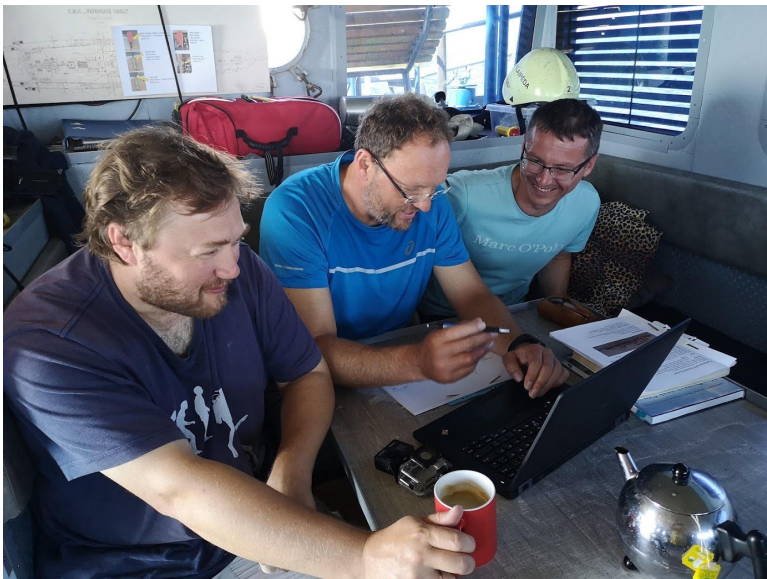
- Is the wreck looted or damaged by third parties?
- How is the wreck changing over the years?
- How can the wreck be protected in terms of robbery and damage

## The Team during the identification

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



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



Andrey Govorov, Holger Buss, Rolandas Schön



## LLOYDS LONDON:

1802-1805:

4	Warre S	J. Bowfer	327	Hull	1	Capt.&Co.	16	HI Baltic	A 1
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1806:

4	Warre S	Easwood	327	Hull	4	Capt.&Co.	16	Lo. Baltic	A 1	A. I
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1811:

3	Warre S	Easwood	327	Hull	9	Bowser&c	10	Li. Elsin'r	A 1	06
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1819:

1	Warre S	T. Trader	326	Hull'	16	Batson&C	17	Lo. StVin	E 1	E 1
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1820:

30	Warre S	T. Trader	326	Hull	17	Batson&C	17	Lo. Jamai	E 1	10
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1821:

2	Warre S	T. Trader	326	Hull	18	Batson&C	17	Lo. Jamai.	E 1	F. 1
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1822:

1	Warre S	T. Flint	326	Hull	19	Trader&C	17	Lo. Hndrs	E 1	E 1
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1823:

2	Warre S	J. Murray	326	Hull	20	C. Thmpsn	17	HI Ptrsbg	E 1	E. 1
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s.W&amp;C → Sheathed with Copper

S → Ship

Drp. → Damages repaired

Srprs → some repairs

Lo. → London

Li. → Liverpool

HI → Hull

## Masters

1802 John Bowser

1805 Easingwood

1819 Thomas Trader

1822 T. Flint

1823 J. Murray

## Paintings of Ships from Hull



'Abram' of Hull ([Hull Maritime Museum](#))



Entrance to the Old Harbour, Hull ([Hull Maritime Museum](#))





'True Love' of Hull ([Hull Maritime Museum](#))



The 'Thornton' ([Hull Maritime Museum](#))

## Model of a Cargo vessel: “Cat-Bark”



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

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

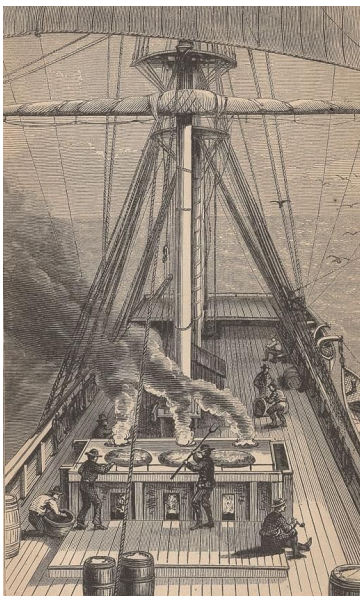


## Whale Fishing



'Aurora' ([Hull Maritime Museum](#))

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



Producing whale oil ([Source](#))    Whale fishing ([Source](#))

## Summary

On June 21st 2020 a team of the “Baltic Sea Heritage Rescue Project” was diving at an until then unidentified wooden wreck close to Klaipeda (Memel). The purpose was inspection, site survey and measurements. On this dive the bell of the ship was found with the inscription: “Ship Warre of Hull”. Some documentations of the bell were done on 24th. The bell itself remained in the original place. During research newspaper articles from Great Britain were found that confirmed that the in 1802 built ship “Warre” sunk on 12th April 1823 close to the harbor of Memel due to wind and ice conditions. The ship of size of 327 tons and a draft of 15ft was built for cargo and general purpose. In 1811 it was equipped for whale fishery in the Southern Seas.

The wreck survey, position and newspaper reports leave no doubt and allow a 100% valid identification.



Whale fishing and oil cooking ([source](#))



Hull Whaler 'Elizabeth' ([Hull Maritime Museum](#))

## Autors:



Andrey Govorov & Holger Buss

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

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