

WHERE ARE WE HEADING !

VOLUME 1, ISSUE 1 CHRISTOPHER CONN : NOVEMBER 2019

SHIPWRECKS SOME STORY HEADLINES

The Kent coastline has a wealth of underwater cultural heritage since the Ice Age when the channel was formed.

Shipwrecks though the ages lay off our shores and are all in danger from the increasing number of sport divers (Wreck Hunters) and exploration and development of the seabed and seabed mineral extraction managing channel shipwrecks this cannot continue without effective supervision and administration, which was once a role that use to be covered by the ships and department of the now weaken Royal Navy and Crown Estates, as result with lack of resources to call upon when needed, our maritime heritage will continue to be destroyed.

A number of countries have agreed to mutually protect shipwrecks in their waters under the 2001 UNESCO Convention on the Protection of Underwater Cultural Heritage.

When arrangements were planned to capture video footage of the Dutch shipwrecks in preparation for the **75th anniversary of the Battle of the Java Sea next year (2020).**

In 2016 Illegal salvagers have plundered at least six World War II shipwrecks near Indonesia for scrap metal, has now "completely vanished,"

<https://www.livescience.com/56965-wwii-shipwrecks-vanish-after-illegal-plundering.html>

WHERE ARE WE GOING

Dutch WWII submarine wrecks disappear from Malaysian seabed

According to investigators. In July 2019 it was found that Salvagers have removed the submarines HNLMS K XVII and HNLMS O 16 – and remains of 79 crew.

Researchers discovered just a few remains of HNLMS O 16 and a mere outline in the seabed of the hull of HNLMS K XVII after investigating a possible disturbance, highlights the difficulty of protecting war wrecks, which are supposed to be protected under international treaties from being disturbed.

<https://www.atlasobscura.com/articles/two-shipwrecks-vanished-near-Malaysia>

WHERE ARE WE GOING

Four World War One battleships sunk in Scapa Flow in Orkney in 1919 are being sold on eBay - with an asking price of just over £800,000.

The vessels, which were part of the German High Seas fleet, were deliberately scuttled 100 years ago.

<https://www.bbc.co.uk/news/uk-scotland-north-east-orkney-shetland-48684400>

There is rumour that the armour had already been pinched for nuclear research, due to its manufacture before the background radiation level went up.

WHERE ARE WE GOING

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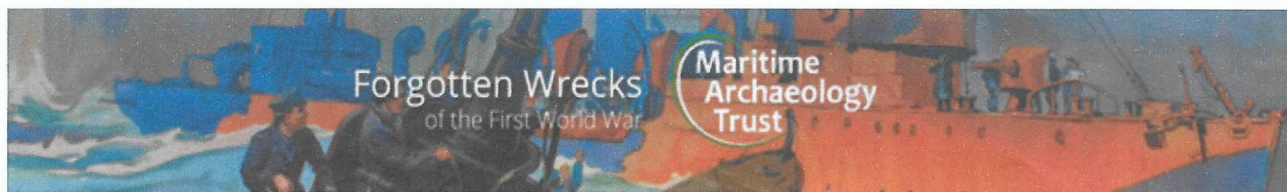
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WHY FOLKESTONE SHOULD REMEMBER IT'S PAST

- **During WWI** in the channel off Folkestone around 264 ships was sunk at the cost of around 5,441 souls.
- **During WWII** around 60 ships was lost at the cost of around 5,025 souls.

- **H.M. Hospital Ship "Anglia"** while transporting wounded was sunk by German submarine laid mine a mile off Folkestone on 17th November 1917 sunk in 15 minutes with the loss of over 167 souls.

Folkestone Port in WW1 handled embarking or landing between August 5th, 1914, and June 28th, 1919, British officers and men and Allied officers and men 9,271,726: Civilians engaged in Red Cross and other War-work 1,233,177 :German prisoners of war 2,010.
Total 10,506,913



Forgotten Wrecks of the First World War is a Heritage Lottery Funded (HLF) by 1.1million pounds for a four year (2014-2018) project devised and delivered by the Maritime Archae-

Maritime Archaeology Trust claim that the historic remains from the war lie, largely forgotten, in and around our seas, rivers and estuaries. South Coast wreck sites which include merchant and naval ships, passenger, troop and hospital ships, ports, wharfs, buildings and foreshore hulks are often unrecognised and unprotected and have been degrading and deteriorating due to

ology Trust originating in the South of England as the Hampshire and Wight Trust for Maritime Archaeology to coincide with the centenary of the Great War. At the heart of the project is

natural and human processes, for approximately 100 years.

As a result they are extremely fragile and in many cases this project represents a final opportunity to record what remains on the seabed and foreshore before it is lost forever. With over 1,000 wartime wrecks along England's south coast alone, the conflict has left a rich

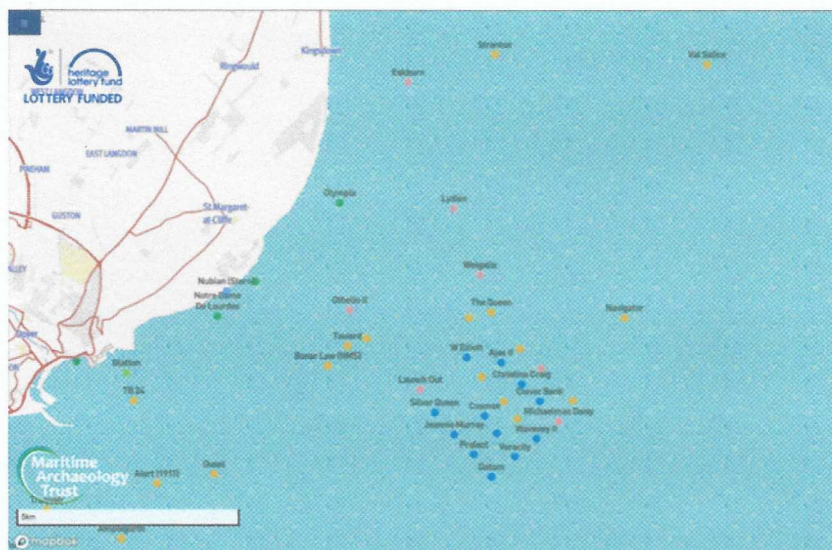
a desire to raise the profile of a currently under-represented aspect of the First World War.

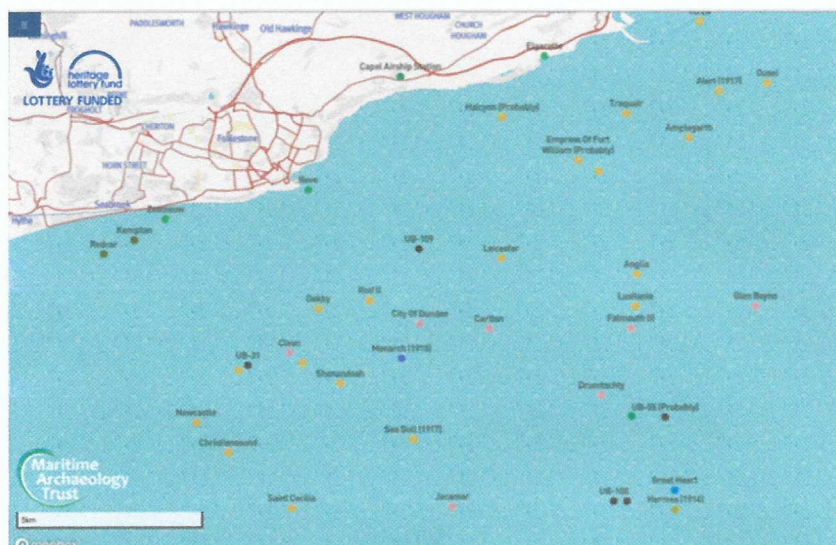
[https://
forgotten-
wrecks.maritimearchaeologytru
st.org/](https://forgotten-wrecks.maritimearchaeologytrust.org/)

heritage legacy and many associated stories of bravery and sacrifice. These underwater memorials represent the vestiges of a vital, yet little known, struggle that took place on a daily basis, just off our shores.

THE GREAT WAR COAST

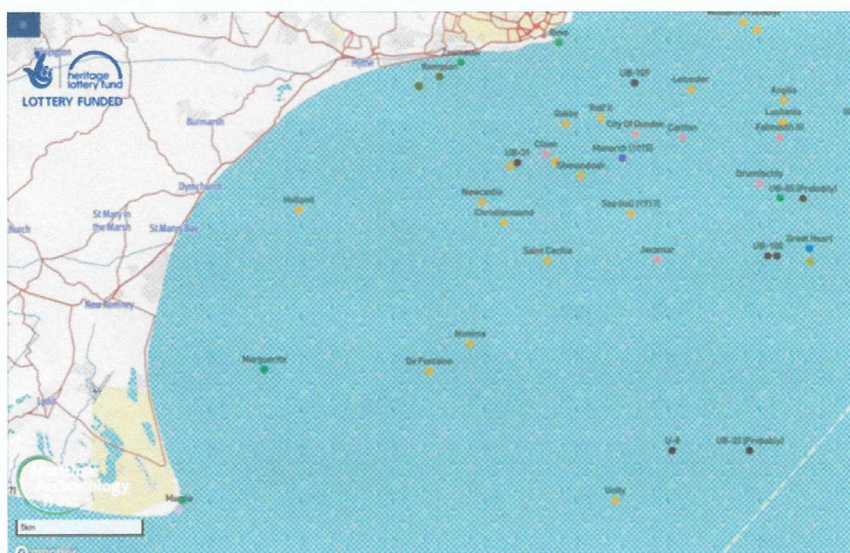
SOME SHIPWRECKS
IN THE
DOVER
DUNGENESS
AREA





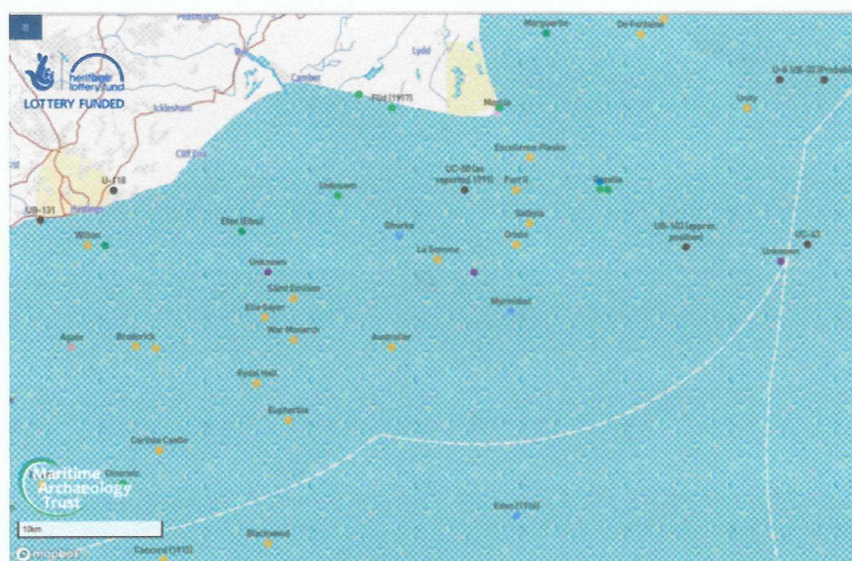
THE GREAT WAR COAST

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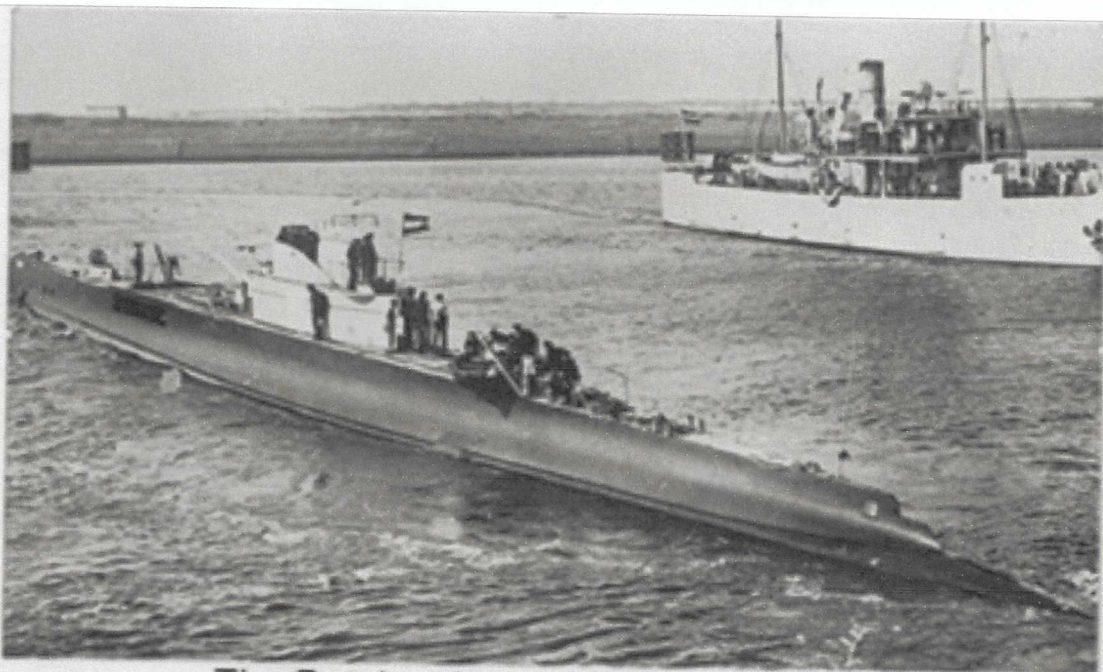
THE GREAT WAR COAST

SOME SHIPWRECKS
IN THE
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Dutch WWII submarine wrecks disappear from Malaysian seabed.

Extract taken from article by Daniel Boffey Mon 8 Jul 2019



**The Dutch submarine HNLMS K XVII.
Sunk by Japanese mines in the South China Sea in December 1941.**
Photograph: Dutch national archives

Salvagers have removed HNLMS K XVII and HNLMS O 16 – and remains of 79 crew.

The wrecks of two Dutch submarines sunk off the Malaysian coast during the Second World War have disappeared along with the remains of the 79 men who perished on-board.

Researchers discovered just a few remains of HNLMS O 16 and a mere

outline in the seabed of the hull of HNLMS K XVII after investigating a possible disturbance.

Both submarines were sunk by Japanese mines in the South China Sea in December 1941 at a cost of all but one of their crews.

The discovery highlights the continued difficulty of protecting war wrecks, which are supposed to be protected under international treaties from being disturbed.



The world's biggest grave robbery: Asia's disappearing WWII shipwrecks

WWII Shipwrecks 'Vanish' After Plundering by Illegal Scavengers

EXTRACT TAKEN FROM TOM METCALFE, LIVE SCIENCE CONTRIBUTOR NOVEMBER 22, 2016



Illegal salvagers have plundered at least six World War II shipwrecks near Indonesia for scrap metal, including the wreck of an American submarine that has now "completely vanished," according to investigators.

The damaged wrecks include three Dutch and two British warships sunk

by Japanese forces after the Battle of the Java Sea in February 1942, and the American submarine USS Perch, which sank in the Java Sea in March 1942 after being damaged in an attack on Japanese destroyers.

The scale of damage to the historic shipwrecks was discovered early this

month by an international team of divers and underwater survey specialists, sponsored by a Dutch naval memorial society, the Karel Doorman Fund. The fund had hoped to capture video footage of the Dutch shipwrecks in preparation for the 75th anniversary of the Battle of the Java Sea next year. (2020)

The Dutch wrecks were almost intact when they were rediscovered by amateur divers in 2002, but the latest expedition found only holes in the seabed where many of the wrecks once lay.

"It was shocking," Jacques Brandt, president of the Karel Doorman Fund, told Live Science. "As the representative organization of the next-of-kin [of the ships' crews], it was a big blow to us, as we

considered those ships as being war graves under the sea and they clearly should not be tampered with."

The survey team reported that the wrecks of two of the Dutch warships — the HNLMS De Ruyter and the HNLMS Java — appear to be missing. A large part of a third wreck — the HNLMS Kortenaer — is also missing.

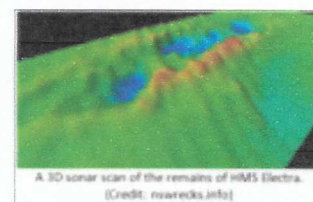
They also reported that two



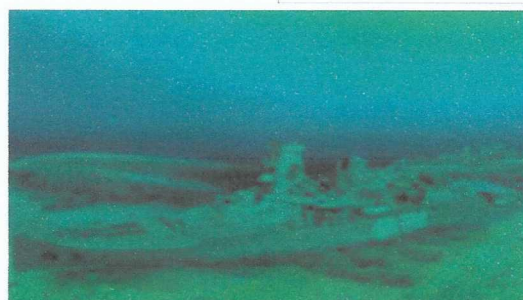
H.N.L.M.S JAVA



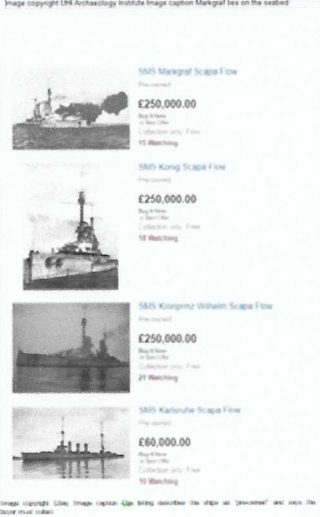
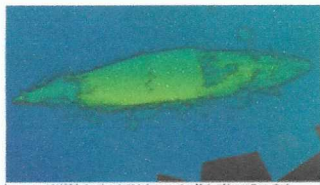
HMS Encounter



A 3D sonar scan of the remains of HMS Exeter. (Credit: nowrecks.info)



Scapa Flow: Sunken WW1 battleships up for sale on eBay



Four World War One battleships sunk in Scapa Flow in Orkney in 1919 are being sold on eBay - with an asking price of just over £800,000.

The vessels, which were part of the German High Seas fleet, were deliberately scuttled 100 years ago. When the listing first appeared on online auction site eBay, some assumed the advert was a hoax. But

ship of Scapa Flow Salvage. "That company went into receivership and they were put out for tender at the time, and Mr Clark purchased them from the receiver. "There's a sense of pride associated with these absolutely iconic vessels, but ultimately he's come to a time in his life where he's not going to do anything further with them, so it's a case of passing the baton on to the next owner."

The fleet had been interned in Scapa Flow after surrendering in the Firth of Forth. Admiral Ludwig von Reuter ordered the deliberate sinking of his ships in WW1 because he feared either the resump-

tion of hostilities if treaty negotiations in Paris broke down, or the seizing of the fleet by the Allies as war reparations.

the seller explained that they had been bought from a defunct salvage company.

The vessels will now be sold to the highest bidder. The ships - the Markgraf, Karlsruhe, König and Kronprinz Wilhelm - are scheduled monuments, which recreational divers are not supposed to enter. But Drew Crawford, agent for retired Tayside diving contractor

Tommy Clark, said the owner of the wrecks would be allowed to access them. They cannot be removed from the seabed.

Mr Crawford told BBC Radio Orkney it might be possible to obtain licences to retrieve artefacts from the ships, although the commercial salvage of the wrecks themselves would no longer be allowed. Mr Crawford said: "The wrecks ended up under the owner-

such a purchase, and would have the funds for such a purchase. And that it was necessary to cast the net as wide as possible. "We've had a lot of interest. A lot of people from overseas have been in contact. We've been pleasantly surprised at the number of people who've been in touch, and the interest that we've had to date." The anniversary of the scuttling is being marked with a series of events across Orkney - including conferences, exhibitions, specially written plays, and a commemorative service at Lyness cemetery in Hoy, where a number of German sailors shot by the Royal Navy during the scuttle are buried.

During the 1920s and 30s a number of the vessels were lifted from the sea bed by commercial contractors, and broken up. Some historians argue that saved Orkney from the worst effects of the post-war recession. 'A lot of interest' And the presence of the wrecks in Scapa Flow has made the area a destination of choice for divers, keen to see the remains on the sea bed.

Mr Crawford said: "We anticipated that there's a very small number of people that would be interested in

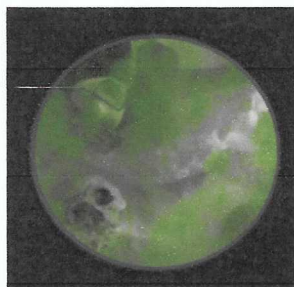
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Mr Crawford said: "We anticipated that there's a very small number of people that would be interested in

Some of the ships sunk off Folkestone and in the Channel

These 324 ships and 10,466 souls of both wars need to be remembered and we should leave the ships and their dead to 'Rest in Peace' undisturbed.

who go down in ships to be picked over and looted? We need to show the war dead, as well as their descendants the same respect as those who died on land and are buried on land.



carried out by a heavy grab vessel operations, than use of pontoons to lift the entire ship whole. In the channel shipwrecks which are War Graves are being plundered by 'sport divers', which do considerable damage and cause the relatives of the dead distress when they find out that the ship that they lost their ancestor on, has been plundered by divers. The picture on the right is taken from the Great War website shows the type of salvage operation conducted in the 1920s and 30s were extraordinary undertakings.



[http://photos1.blogger.com/
img/193/1743/640/scapa01.2.jpg](http://photos1.blogger.com/img/193/1743/640/scapa01.2.jpg)





WHY NOT "THE UNKNOWN SAILOR"

On 11th November each year since 1920 we remember the War Dead at the Cenotaph which represents those soldiers who did not return home when World War One the Great War ended.

There is no Maritime Cenotaph with remembers those sailors who did not return home.

The Reverend David Railton M.C. (1884-1955) in 1914 was a Curate at the Parish Church of St Mary & St Eanswythe in Folkestone. *I have a dream for an equivalent memorial to sailors lost at sea.* Folkestone would be a fitting place for a Cenotaph overlooking the

Channel at Folkestone. One evening in 1916, in a back garden in France, Reverend Railton noticed a grave upon which was a rough wooden cross on which were pencilled the words 'An Unknown British Soldier of The Black Watch'. This simple message on the grave of this Unknown Warrior would disturb him for the rest of the war. He wrote to Herbert Ryle, Dean of Westminster, suggesting a permanent memorial to the fallen of the Great War who had no known grave. Reverend Davis Railton idea was that an unidentified body could be repatriated from the battlefields in France and Flanders to lie in the heart of London to represent the British Empire's one million dead,

and especially those whose bodies were not located or identified.

The Unknown Warrior was transported across France to Boulogne and onto HMS Verdun the ship landed at Dover and arrived at platform 8 in Victoria Station at 8.32 on 10th November 1920. This Railway wagon that was used for bringing the remains of the Unknown Warrior to London to be buried in Westminster Abbey in November 1920.

The wagon has recently been restored and was in Folkestone harbour and was put on show to the public till 28th October 2018.

A PLACE IS
NEEDED WHERE
THE FAMILIES OF
THOSE 110,351
SAILORS LOST IN
THE GREAT
WAR CAN GO
TO FEEL
CONNECTED

UNKNOWN SAILORS

The Unknown Soldier's Grave of the Great War, and the Soldiers Cenotaph is now over 100 years old. Yet still there is nothing for the Sailors lost. I live in Folkestone and like David Railton, Curate for the Parish Church of St Mary & St Eanswythe in Folkestone I have a dream for 'The Unknown Sailor' in which the respect and remembrance is shown of the Maritime losses of the Great War. Based on the records held by the Commonwealth War Graves Committee gives the Royal Naval losses in the Great War as some 48,366 also Merchant Navy losses of some

61,991. A place is needed where the families of those 110,351 sailors lost in the Great War can come to connect with them. Folkestone is ideally situated for this, as there is only the Hollybrook Memorial commemorates by name almost 1,900 servicemen and women of the Commonwealth land and air forces which includes sailors whose graves are not known, and Tower Hill Memorial by the Tower of London, which commemorates the men of the merchant navy and fishing fleets some 50,700 lost during the two World Wars. Locally the only point of Maritime

remembrance is at St Margaret's at Cliffe, the site of the Dover Patrol Monument.

In Folkestone we could a great deal better with a modern day monument.



CHANNEL LOSSES

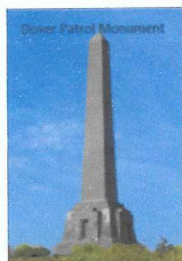
During the two world wars some three hundred and twenty four vessels was sunk in the Channel and off Folkestone along with around some 10,466 lives lost.

Patrol Ships, Q ships, Royal Mail Ships, Steamships, Submarines, Trawlers, Tugs, Yachts, and those referred to just as 'shipwrecks unknown'.

Each ship and her crew have a story to tell, and we should remember those lost at sea, as well as those lost on land.

These vessels consisted of an array of Maritime craft which included, Barges, Boarding Ships, Cable ships, Cargo Ships, Colliers, Cruisers, Destroyers, Drifters, Escort Ships, Fishing Boats, Frigate, Gunboats, HM Examination Ships, Hospital Ships, Mine carriers, Minesweepers, Motor Boats, Paddle steamers, Passenger Ships,

The vast array and wealth of our maritime heritage can be found in the channel seabed today, but not for much longer, we have to save what we can, and survey what we cannot we owe it to the descendants of the dead now and for future generations to learn of their ancestors who went down with their ship.



THE CONTROL OF THE CHANNEL

The Queen's Crown Estate owns virtually the Britain's entire seabed from mean low water to the 12-nautical-mile (22 km) limit, approximately 55% of the UK's foreshore is owned by the Crown Estate. In Orkney and Shetland, the Crown does not claim ownership of foreshore.

Sovereign rights of the UK in the seabed and its resources vested by the Continental Shelf Act 1964, beyond the 12 nautical mile limit the seabed are ownerless but various government bodies have sovereign rights over marine resources to the edge of the continental shelf and the 200 nautical mile limit.

The Crown Estate has interests in the channel, where it has been mooted by the Maritime Archaeology Trust in their 1.1 million pound project "Forgotten Wrecks of the First World War" to be more than 1,100 wartime wrecks along England's south coast alone, which "left a rich heritage legacy and many associated stories of bravery and sacrifice".

A vast number of which are War Graves but not 'Official' War Graves, they all should be protected but they are not such as the Hospital Ship Anglia sunk off Folkestone, with the loss of over 167 souls. As can be seen latter it can be a herculean task to get protection.

While shipwrecks in the UK waters are better protected than those in the Java and Malaysian Seas we need to keep vigilant.

There are an increasing number of sport divers that visit shipwrecks in the channel, who search through the remains of the dead for Great War mementos and or souvenirs to sell perhaps in antique shops or on eBay.

Some wreck hunters even visit Scapa Flow to dive on the remains of the Battleships of the Great War. Britain needs to remember and respect better its Maritime past with the help of the Queen's Crown Estate and her Royal Navy.



The Official Title of the Queen, in the United Kingdom is: '**Elizabeth the Second**, by the Grace of God of the United Kingdom of Great Britain and Northern Ireland'.

PROTECTION OF MILITARY REMAINS ACT 1986

The Protection of Military Remains Act 1986 (Designation of Vessels and Controlled Sites) Order 2017 came in force from 3rd March 2017.

This is the sixth Order made under the Protection of Military Remains Act 1986 ("the Act") and revokes the previous Order. Article 2 provides for, and Schedule 1 lists, the vessels designated as vessels to which the Act applies. This list includes the following vessels, which are designated as vessels for the first time under the Act: HMS Aboukir, **HMHS Anglia**, SS Armenian, HMS Cressy, HMS E47,

HMS E49, HMS Falmouth, HMS Hogue, HMS Lady Patricia, HMS Laurentic, HMS Moldavia, HMS Pheasant, HMS Viknor.

A place is 'a protected place' under the Act if it comprises the remains of a vessel designated under article 2 and is on the sea bed or in the immediate vicinity of where the remains were left. An area designated as a 'controlled site' does not extend around a place any more than is necessary for the purpose of protecting or preserving the remains of a vessel or on account of the difficulty of identifying that place.

STATUTORY INSTRUMENTS

2017 No. 147

DEFENCE

The Protection of Military Remains Act 1986 (Designation of Vessels and Controlled Sites) Order 2017

Made

9th February 2017

Coming into force

3rd March 2017

The vessels specified in Schedule 1 appear to the Secretary of State for Defence ("the Secretary of State") to fall within section 1(2)(a) and (3) of the Protection of Military Remains Act 1986 (a) ("the Act").

THE PROTECTION OF WRECKS ACT 1973

The Protection of Wrecks Act 1973.

This is a list of all sites designated under the Protection of Wrecks Act 1973. The designated sites are shown on charts and notified to mariners. English Heritage provides administration of the arrangements under the Act in England and publishes information on each site. In May 2011, it launched an online searchable database of all protected wreck sites in English territorial waters 'The National Heritage List for England', which includes the location co-ordinates,

designation list entry description and brief historical details for each site.

Section 1 of the 1973 Act designates 63 wrecks: Section 2 of the 1973 Act designates 3 (potentially dangerous) wrecks.

The administration of designated historic wrecks in Scotland is managed by Historic Scotland and in Wales by Cadw.

ELIZABETH II

c. 33



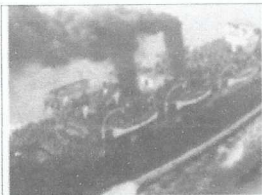
Protection of Wrecks Act 1973

1973 CHAPTER 33

An Act to secure the protection of wrecks in territorial waters and the sites of such wrecks, from interference by unauthorised persons; and for connected purposes.
[18th July 1973]

FOLKESTONE IN THE GREAT WAR

"Folkestone, like all other towns, has definite and distinct stages in its history, but the four years of the war will, as the years go by, be regarded as the chief epoch in its existence, for it played a very big part in the great struggle between the conflicting nations. It was, in fact, the main port of communication between this country and the Front-line trenches in France and Flanders.



Troops embarked at Folkestone Harbour on the Troopship "Victoria" their destination - France.

Folkestone - Boulogne route was selected for the transport of troops and passage of men on leave. Six ships served on this route, each ship did two trips each way every day, carrying 900 men, meant a transport of about 1,900,000 year.

In those four years of war Folkestone was far from being an attractive and peaceful seaside resort, and the many millions of British and Allied soldiers who passed

through its harbour on the way to the Front bore the scars of war after the first few months of the might conflict. Large blocks of its principal hotels, boarding-houses, and residences were converted into rest-camps for soldiers, and they were in reality large barracks. Shorncliffe and the surrounding districts were training-grounds for British and Canadian troops, and at one period approximately 50,000 men from the great Dominion were stationed in the area, so that Folkestone could be regarded as a huge armed camp". Extract taken from article by H. Hickingbotham, Editor of Folkestone Express, 1932.



Folkestone Harbour taken from RNAS airship showing troops about to board the boats for the Western Front.

FOLKESTONE'S MOLE CAFÉ AUTOGRAPHS

During the Great War at the end of the Folkestone Harbour branch line on the town's railway pier was 'Folkestone Harbour Canteen' which was also referred to as the Mole Cafe which was run by the Florence and Margaret Jeffrey sisters, who collected between 1915 to 1919 in autograph books recording the names of more than 42,000 people who stopped off for refreshments when travelling to and from the Western Front.

The visitors books ran into eight volumes include the names of ordinary soldiers and Red Cross work-

ers, plus a number of famous figures such as Prime Minister David Lloyd George.

These books have been digitised and can be found on.

<http://books.stepshort.co.uk/>



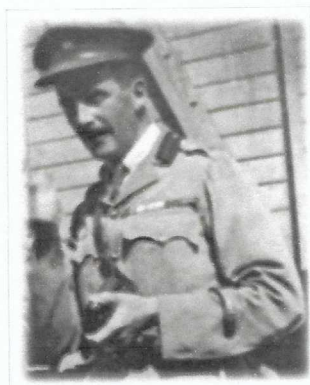
FOLKESTONE'S SECRET AGENTS

Major Cecil Aylmer Cameron CBE, DSO. - Spymaster. (married Ruby Mary Shawe in 1909 and had a daughter Evelyn A Cameron in 1916). He served as a staff officer in France during the First World War, during which time he was mentioned in dispatches four times and awarded the Distinguished Service Order (DSO).

Under the codename "EVELYN". He was responsible for running spies in German-occupied France and Belgium from stations at Folkestone in

England, Rotterdam in the Netherlands, and Montreuil in France. Under the overall control of Colonel George Kynaston Cockerill,

Folkestone became the headquarters of a tripartite bureau, including French and Belgian intelligence officers. The British section was based at No 8 Marine Parade, Folkestone, and was headed by Captain Cecil Aylmer Cameron, whose codename was 'Evelyn', but usually referred to as 'B', to distinguish him the London chief, 'C'.



BELGIUM REFUGEES ARRIVE AT FOLKESTONE

In the third week of August of 1914 boatloads of Belgian Refugees, exhausted, destitute and hungry, came into the harbour.

Day after day, week after week, they came in fishing boats and colliers, and meals, clothes and beds had to be found at short notice.

In the first months of the war 64,500 refugees came to the town for succour, and it is to the credit of the town folk and the Belgian Committee for Refugees that so much was done at short notice.



There were some Belgium refugees that arrived at Folkestone harbour that interested Major Cecil Cameron Folkestone's spymaster 'Evelyn', as they could be an asset to his spy organisation of intelligence, espionage and sabotage. At the port was German reservists trying to cross the channel some of which could be made to turn. With the refugees and German nationals arrival at Folkestone, came the threat of spies and sabotage, as the Port of Folkestone was to find out when a troopship the 'Onward' caught fire alongside the pier.



August 1914, just after England had declared war, a large party of German Reservists were marched up Slope Road who had been arrested at Folkestone Harbour trying to cross to the Continent.



ORDER OF THE WHITE FEATHER

On August 30th 1914, Admiral Charles Penrose Fitzgerald deputized thirty women from Folkestone to hand out white feathers to men not in uniform.

The purpose of this gesture was to shame "every young 'slacker' found loafing about the Leas" and to remind those "deaf or indifferent to their country's need" that "British soldiers are fighting and dying across the channel."

Fitzgerald's estimation of the power of these women was enormous. He warned the men of

Folkestone that "there is a danger awaiting them far more terrible than anything they can meet in battle," for if they were found "idling and loafing to-morrow" they would be publicly humiliated by a lady with a white feather.

Extract taken from, White Feathers and Wounded Men: Female Patriotism and Memory of the Great War by Nicoletta F Gullace



Carter's Weekly (an American magazine) for October 10th 1914

TROOPSHIP CONVOY FROM FOLKESTONE PORT

The crossing the channel in convoy protected by the warships of the Dover Patrol would go down the channel to Folkestone harbour and pickup troopships for Boulogne.

According to The Dover Patrol by Admiral Reginald Bacon "Two trips (per day) each way consisting of six ships sailing with absolute regularity, each ship carrying 900 men, meant a transport of about one million nine hundred thousand per year. This barely allowed for each man getting leave once a year. Each cancelled sailing meant a loss of leave to nearly 3,000 men.

Every endeavour and every legitimate risk was therefore taken in order to maintain daily sailings. It was very rare that a sailing was missed.

In 1917 only 15 out of 730 were cancelled".

Apparently by far the greatest risk to the transports was the mine threat.

There was a published timetable, but actual departure times varied each day according to the state of the tide, with all sailings taking

place between half and full tides.

By way of example the sailing schedule for 1st June 1917 was as follows:

Departure Folkestone 08.20 a.m.
Arrive Boulogne 10.00.
Departure Folkestone 06.20 p.m.
Arrive Boulogne 08.00.
Departure Boulogne 09.00 a.m.
Arrive Folkestone 10.40.
Departure Boulogne 07.00 p.m.
Arrive Folkestone 08.40.



Our Ancient Harbour Town of Folkestone has a duty to respect its Maritime past and show that the town remembers all the ships and sailors of the Great War.



BARRAGE VESSEL
Boom Light Vessel



MARSHALL NEY
Monitor



H.M.S. FLIRT
Destroyer Turtle back



ANDROMACHE
Minelayer



EAST BRITAIN
Drifter

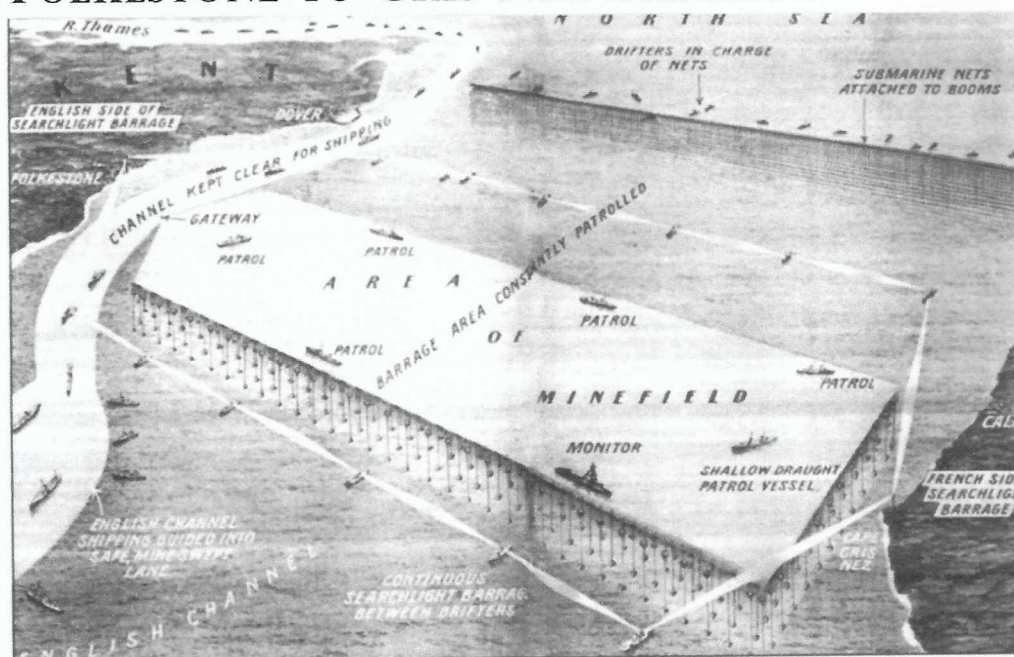


H.M.S. HERMES
Seaplane Carrier



S.S. VICTORIA
Transport Ship

FOLKESTONE TO GRIS NEZ BARRAGE



FIXED LINK ACROSS THE CHANNEL

During the Great War Britain being an island, had to defend from enemy threat in the channel and ensure that our island race were fed by keeping the shipping channels open to our ships and merchant ships and closed to the enemy.

German raiders attacked our shipping and the German submarine sunk too many ships, the defence of Britain lay with the Dover Patrol vessels keeping control of the Channel.

The submarine warfare was intensive in 1915 and measures were

taken. The Folkestone gate was setup consisting of two lightships, the nearer one being about two miles from Folkestone pier head, and between these two vessels ships going up and down the Channel had to pass. Steel net was later laid across the Channel. Small airships, based at Capel, were used for searing the Channel for the submarines. Special ships were built similar to lightships, and designed to out ride the heaviest gale at anchor, and were placed in a long line across the Channel from Folkestone to Cape Gris-Nez. Numbers of drifters and destroyers

kept up a ceaseless patrol, and mine fields were laid. The only access to shipping was through the two gates one at Folkestone the other at Cape Gris-Nez.

The above picture shows how the channel was in 1918, and all we see one hundred years later is sea, and those who saw how the channel was then, have all passed away, but we need to remember the ships and souls lost as well as the coastal and channel events of the Great War and pass on to future generation what we have left of our maritime past.

FOLKESTONE NEEDS TO PROTECT SHIPWRECKS

Two of the naval actions were fought off Folkestone. It was stated, after cessation of hostilities, that no less than 12,500 ships had passed through the Folkestone Gate, and only 73 were sunk, including the hospital ship Anglia. (Folkestone Express 1932).

It is taking too many years doing battle with bureaucracy to protect just one shipwreck, the H.M. Hospital Ship Anglia which was sunk off Folkestone on 17th November 1917, with the lost of some 167 souls. It was not until March 2017

that she was made an 'Official' War Grave under the Protection of Military Remains Act 1986, the Anglia has been plundered for too many years by local divers, her portholes have been forced out of the wreck also an anchor was taken. Divers will still be allowed to 'visit' the remains of the hospital ship, 'look but don't touch' it is possible that plundering the remains will continue, as no one can see what divers get up to underwater. They are not likely to report themselves and their finds to the Official Receiver of Wreck of being taken

from an official war grave therefore the hospital ship needs the exclusion zone protection under the Protection of Wrecks Act 1973.

In the next issue will feature the shipwrecks also the work of the Dover patrol, the Channel defensive barrier and the working of the Folkestone's 'Gate', War in the Channel, and the ongoing herculean task to get the War Graves Great War and Second World War shipwrecks made 'Official' War Graves, and the ongoing fight to get all War Graves protected.

RIPPING OFF THE DEAD. DIVER MAGAZINE MAY 1999

It has been said that our future as a nation depends on our attitude to our past. What sort of twisted attitudes, one must ask, are to be seen among those who vandalise war memorials up and down the country, causing immense distress?

What will we as a nation become if we grow accustomed to this scandalous disrespect for those who tragically died in two world wars?

As an ex-military chaplain, a diver and a regional representative for the Friends of War Memorials, I have been saddened by the blinkered attitude of divers who have grown similarly accustomed to ripping bits off wrecks containing servicemen's remains.

If all divers respected the spirit of the law contained in the Protection of Military Remains Act, there would be no problem. This Act was passed to protect the ships and military aircraft of any nations lost on military service in UK waters during the two world wars.

The Anglia, was a hospital ship that struck a mine off Dover and sank on 17 November, 1915 with the loss of 127 lives. She is a popular dive, but is still, sadly, being stripped of her unusual vented portholes.

Reverend Andrew Phillips



Photograph of one of the cleaned up HMHS Anglia's ventilated portholes put on a wreck diver's website on 15th February 2010 (download from the internet of 3rd September 2010).

THE WAR GRAVES OF THE CHANNEL

There are many unofficial War Graves of the Channel the Hospital Ship 'Anglia' was one, divers knew that she was a War Grave but the looting did not stop. In Britain's shallow coastal waters human remains last centuries, as proven in the Tudor warship "Mary Rose" excavations.

Over 100 years since the Great War ended, it is time that our maritime story of the Channel is told as it is no longer necessary to withhold information on Maritime losses as it was in time of war. In the Battle of Britain of the World

War II the daring deeds of the Royal Air Force pilots over shadows the losses and sacrifices of the Merchant and the Royal Navy.

A Maritime Committee needs to be formed comprising ideally by in the main retired senior service officers whose voice will be heard and acted upon to take forward plans to rectify this injustice and forgetfulness the Government has shown to respect the memory of and the remains of the dead lost at sea, before shipwrecks are ruined without being first recorded or in some cases important artefacts recovered

from War Graves and preserved, saved for future generations to learn about their Island's Maritime heritage, and the descendants of those who died can see that their ancestors did not die in vain, and that their ultimate sacrifice which they paid is remembered and the remains are respected.

The story of Channel and the South Coast in the Great War is an important part of our history, which unless something is done in time, oblivion is 'Where we are heading' unless we act now to save our heritage.

**WHERE ARE
WE HEADING?**

**CAN OUR
MARITIME
HERITAGE BE
SAVED?**

**OR IS IT JUST
TOO LATE?**

WE NEED TO DO SOMETHING EFFECTIVE NOW.

Two of the naval actions were fought off Folkestone. It was stated, after cessation of hostilities, that no less than 12,500 ships had passed through the Folkestone Gate, and only 73 were sunk, including the hospital ship Anglia. (Folkestone Express 1932).

It takes a long time doing battle with bureaucracy to protect Maritime War Graves. One shipwreck, the H.M. Hospital Ship Anglia which was sunk off Folkestone on 17th November 1917, with the loss of some 167 souls. It was not until

March 2017 that she was made an 'Official' War Grave under the Protection of Military Remains Act 1986, the Anglia has been plundered for too many years by local divers, her portholes have been forced out of the wreck also an anchor was taken. Divers will still be allowed to 'visit' the remains of the hospital ship, 'look but don't touch' it is possible that plundering the remains will continue as no one can see what divers get up to underwater, they are not likely to report themselves and their finds to the Official Receiver of Wreck of

being taken from an official war grave therefore the hospital ship needs the exclusion zone protection under The protection of Wrecks Act 1973. In the next issue will feature the Channel shipwrecks also the work of the Dover patrol, the Channel defensive barrier and the working of the Folkestone's 'Gate', along with the ongoing herculean task to get the War Graves Great War and Second World War shipwrecks made 'Official' War Graves, and the ongoing fight to get War Graves protected.



A ROYAL NAVAL OCCASION AT FOLKESTONE



Some alleged costing reported on or assumed associated with Step Short and the S.S. Arch:-	
WW1 Centenary Commemorations cost to Shepway taxpayers.	£80,000.00
Renting the Tourist information centre should be £28k a year, but a 99.91% discount is given by Shepway council, therefore revenue loss for 5 years is.	£139,875.00 *1
*1, Step Short's directors only pay £25 per annum.	
Shepway District Council taxpayers possible donation	£200,000.00
Suggestion that Shepway taxpayers pay the alleged VAT charges estimated at	£100,000.00
Maintaining cost for Step Short Arch Shepway taxpayers expected to pay no costing available in March 2014. *2, Say £20k per year for 4 years.	£80,000.00 *2
Kent County Council taxpayers possible donation	£150,000.00
Folkestone Town Council taxpayer possible donation	£17,500.00
Folkestone Town Council officers pay working for Arch per year	£15,000.00
Taxpayer's possible outlay for Step Short proposal around	approx
Proposed addition cost for statue of soldier under arch, and electronic hologram, (subject to another Shepway Council Planning application)	£100,000.00
Taxpayers purse might possible pay in the region of	£845,425.00
Plus dismantling Step Short's hideous arch -cost unknown- to be paid for, by the Directors & Trustees of Step Short Folkestone Ltd?	?

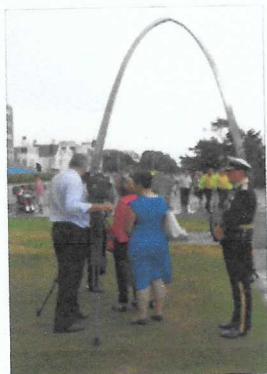
On 4th August 2014 Prince Harry and Damian Collins Chairman of the Government's Culture Media Heritage and Sport committee and the Member of Parliament for Folkestone & Hythe and the Chairman of 'Step Short', unveiled the McDonalds style arch, in a Royal Navy affair.

The fictional stories being told by Damian Collins MP, and his Step Short (Folkestone) Ltd., tell tale that 10 million troops marched down the Road of Remembrance to the ships for France. In the main the soldiers arrived by train to

Folkestone harbour railway pier to join the ships alongside. The 'Step Short' was alleged to be a British marching order. There is no 'Step Shot' marching order in the British Army.

The newspaper published the above photograph showing the Senior Service turn out showing the Royal Navy interest in the arch, it is amazing that there is which has no mention in the plaques of the arch of the role of the Royal Navy at Folkestone or the Channel in the Great War, - we need to address that.

REMEMBERING THE PAST



There seems to be a bonanza taking place on finding funding for the Great War 100 years on.

Over £500,000 of taxpayers' money being wasted on the McDonalds style arch.

£1.1 million was paid by the Heritage Lottery Fund to Southampton based Maritime Archaeology Trust project 'Forgotten Wrecks of the First World War.

Seemly there is money out there to support a modern maritime memo-

rial at Folkestone for the ships and men lost at sea.

On 4th August 2014 the Senior Service the Navy showed that they had not forgotten what happened in the Channel off Folkestone during the Great War. The Maritime committee should be represented by members of the Senior Service and retired Merchant Naval captains to take forward the project. It would be an honour if the Maritime Memorial project could have a Royal Naval vessel deployed to visit War Graves sites in the Channel in

remembrance of the losses at sea.

A Maritime War Grave site can be seen live by commercially operated boats using Remotely Operating Vehicle (ROV) or underwater cameras to display the seabed below, giving descendants of those lost an insight to the actual War Grave.

Divers can also arrange for flowers or a wreath to be laid on the site.



The wall sculpture shows a German U-boat about to ram and sink a lifeboat.

The sculpture which stands proud is constructed out of reclaimed material from non War Graves of the Channel shipwrecks of the First World War melted down and forged into a monument to the ships that helped save Britain in time of war and paid the ultimate sacrifice along with the men and women who went down with them.

A selection of which shipwrecks are to be used in the construction of the monument can be carefully selected and researched to ensure from the wrecks chosen that there has been no loss of life recorded, and as such they are not War Graves.

The public and the descendants of those lost at sea can actually touch the actual remains of the shipwrecks of the Great War that sailed the

channel in time of war sunk without loss of life. Sadly there are also too many ships sunk where lives were lost, such as the vessel's names shown on the monument are just some of which are 'Official and Unofficial War Graves' of the Channel. The proposed third part of the Folkestone Maritime Memorial could feature the digital world.

An interactive experience hub will encompass life in times past, local history, and the Maritime heritage of our Ancient Harbour town of Folkestone. Which includes the transport ships that took around 10 million troops to fight a war, many of whom did not come back home. Also just example of one story of a ship is told by Folkestone Official War Grave, H.M. Hospital Ship Anglia which was sunk on 17th

November 1915 with the loss of some 167 lives, this is the tale of just one of the many ships that should be remembered.

A segment of the memorial will feature a visual computerized insight 'The Hub' a powerful display of the history and maritime heritage of Folkestone and the Channel, as well as tourism.

The story and tales of soldiers, air crew, merchantmen, and the Royal Navy could be recorded and played back from the speakers housed in the figures around the display.

The ships names on the Maritime monument can be entered on to a keyboard which will pull up the details of the ship, her history, her crew and her loss.



The eleventh hour of the eleventh day of the eleventh month of 2018 marked 100 years since the Armistice

The events in 2018 showed that the Maritime casualties of the war at sea had not been well remembered.

IN THE NEXT ISSUE

Shipwrecks of the Great War with the remains of their dead can be taken from the seabed, as seen in the case of the wrecks in the Malaysian & Java seas shipwrecks and there crew which completely disappear from trace.

In the Channel there is sadly a need to be quite vigilant to ensure that the War Graves official and are not plundered anymore.

We need to remember our Maritime dead and respect their last resting place, as we do on land.

The history and heritage of the Channel needs to be promoted as never before, wreck divers need to know if they are about to dive on a War Grave, and act according. A Maritime memorial is needed possibly at Folkestone which was an important Ancient Harbour Town so vital in the Great War.

In the next issue will feature some of the shipwrecks of the channel. Also details of the proposed Maritime Memorial. The Channel in war. Plus hopefully some ideas on building the foundations of the fight

to save our nautical heritage hopefully based on feedback from this the first issue.

In the meantime some shipwrecks stories can be found on "www.coastalheritage.org.uk" on the opening page scroll down on the left to 'Ships to Remember' and click on the link.

If you wish to send an email please use the email address christopher@coastalheritage.org.uk.

Thank you