

Forgotten Wrecks
of the
First World War



LED BY IWM

2018

HMS *Boxer*

Site Report





**FORGOTTEN WRECKS
OF THE FIRST WORLD WAR**

HMS *BOXER* SITE REPORT



Contents

i Acknowledgments	2
ii Copyright Statement	3
iii List of Figures.....	3
1 Project Background	4
2 Methodology.....	4
2.1 Desk Based Historic Research	4
2.2 Associated Artefacts	5
2.3 Site Visit/Fieldwork	5
3 Vessel Biography: HMS <i>Boxer</i>	6
3.1 Vessel Type and Build	6
3.2 Pre-war Career	7
3.3 First World War Use & Loss	7
3.4 Associated Vessels	7
3.5 People Associated with the <i>Boxer</i>	8
3.6 Post-loss Activity	9
4 Seabed Remains	9
4.1 Site Location and Environment.....	9
4.2 Archaeological Methodology	10
4.3 Description of Surviving Vessel Remains	10
5. Recovered Artefacts.....	20
6. Site Significance & Potential Further Research.....	23
7. Bibliography	24
8. Appendix	25
8.1 Sketches Presented at Enquiry	25

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ii Copyright Statement

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

iii List of Figures

FIGURE 1: HMS <i>BOXER</i> (IWM Q74982)	6
FIGURE 2: <i>ST PATRICK</i> AT ROSSLARE HARBOUR, CO. WEXFORD	8
FIGURE 3: LOCATION OF HMS <i>BOXER</i>	9
FIGURE 4: GEOPHYSICAL IMAGE OF HMS <i>BOXER</i>	10
FIGURE 5: ANNOTATED MEASURED SKETCH OF THE <i>BOXER</i> WRECK SITE	11
FIGURE 6: WATER TUBE BOILER (PHOTO COURTESY MICHAEL PITTS)	12
FIGURE 7: BOILER SHOWING STEAM DRUM AND STEAM TUBES (PHOTO COURTESY MICHAEL PITTS)	12
FIGURE 8: ARTISTS IMPRESSION OF THE WATER TUBE BOILERS ON HMS <i>BOXER</i> (©ANDY WILLIAMS)	13
FIGURE 9: LOOKING UP AT BOILER FROM DECK LEVEL WITH STEAM DRUM AND WATER TUBES	13
FIGURE 10: STEAM DOME ON TOP OF THE BOILER, A DOME ON TOP OF A BOILER BEHIND CAN BE SEEN IN THE DISTANCE	14
FIGURE 11: END-ON VIEW OF BOILER.....	14
FIGURE 12: ARTISTS IMPRESSION OF 4-CYLINDER ENGINE ON HMS <i>BOXER</i> (©ANDY WILLIAMS)	15
FIGURE 13: CYLINDER HEADS OF TRIPLE EXPANSION ENGINES	15
FIGURE 14: VIEW OF ENGINES WITH SURVIVING LOWER HULL PLATE	16
FIGURE 15: ENGINE AREA SHOWING METAL PIPEWORK	16
FIGURE 16: 4" AMMUNITION SHELL	17
FIGURE 17: AMMUNITION BOX CLOSE TO AMMUNITION SHELLS (PHOTO COURTESY MICHAEL PITTS)	17
FIGURE 18: WOODEN BOXES	18
FIGURE 19: REMAINING HULL MOVING TOWARDS THE STERN OF THE WRECK.....	18
FIGURE 20: GUN PEDESTAL	19
FIGURE 21: POSSIBLE FOREMAST TOWARDS THE BOW AREA	19
FIGURE 22: STOVE ON THE WRECK OF THE <i>BOXER</i> (©TONY BADHAM).....	20
FIGURE 23: BRONZE LIGHT SET WITH CAGED LIGHT MOUNTED (ARTEFACT ID FW320).....	22
FIGURE 24: ENSIGN FROM HMS <i>BOXER</i> HANGING AT SHIPWRECK CENTRE	22
FIGURE 25: CERAMIC SAUCER COMPLETE WITH CREST, TOP AND BOTTOM VIEW (ARTEFACT ID FW321)	23
FIGURE 26: SKETCH PRESENTED TO THE ENQUIRY SHOWING RELATIVE POSITIONS OF THE THREE VESSELS INVOLVED.....	25
FIGURE 27: SKETCH PRESENTED AT THE ENQUIRY (NATIONAL ARCHIVES ADM 156/38).....	26
FIGURE 28: SKETCH PRESENTED AT THE ENQUIRY (NATIONAL ARCHIVES ADM 1_8514_38).....	27

1 Project Background

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

With over 1,100 wartime wrecks along England's south coast alone, the conflict has left a rich heritage legacy and many associated stories of bravery and sacrifice. These underwater memorials represent the vestiges of a vital, yet little known, struggle that took place on a daily basis, just off our shores.

The study and promotion of these archaeological sites presents a unique opportunity to better interpret them and improve physical and virtual access.

The project focused on underwater and coastal sites between Kent and Cornwall, which include merchant and naval ships, passenger, troop and hospital ships, U-boats, ports, wharfs, buildings and foreshore hulks. These sites, under water and on the foreshore, have been degrading and deteriorating due to natural and human processes for approximately 100 years and, as a result, are extremely fragile. The project represented an opportunity to record what remains on the seabed and foreshore before it degraded further.

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

2 Methodology

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

2.1 Desk Based Historic Research

Research to gather information on the *Boxer* and its crew took revealed a range of primary and secondary sources.

Online information/sources relating to HMS *Boxer*

Pastscape:	https://www.pastscape.org.uk/hob.aspx?hob_id=805154&sort=4&search=all&criteria=HMS%20Boxer&rational=q&recordsperpage=10
Wrecksite EU:	https://www.wrecksite.eu/wreck.aspx?370
YouTube:	https://www.youtube.com/watch?v=QvQcTcotPZM
Other URL:	http://www.dreadnoughtproject.org/tfs/index.php/H.M.S._Boxer_(1894)#cite_note-1 http://digital.nls.uk/british-military-lists/archive/94246590 https://www.naval-history.net/xGW-RNOrganisation1900-14.htm http://www.naval-history.net/WW1NavyBritishShips-Dittmar5Support.htm http://www.navylopedia.org/ships/uk/brit_o_esc_p.htm https://blog.nrm.org.uk/transporting-the-wounded-railway-ships-as-floating-ambulances/

	http://www.margatecivicsociety.org.uk/Westgate%20War%20Memorial%20WWI%20Roll%20of%20Honour.pdf
Wikipedia	https://en.wikipedia.org/wiki/HMS_Boxer_(1894) https://en.wikipedia.org/wiki/Ardent-class_destroyer https://en.wikipedia.org/wiki/Great_Western_Railway_ships https://en.wikipedia.org/wiki/HMS_Ardent_(1894) https://en.wikipedia.org/wiki/HMS_Bruizer_(1895)

Records at The National Archives

Research was further extended through visits to view relevant material held at The National Archives (TNA) at Kew. The account of the sinking and the names of those aboard *Boxer* were found in the Admiralty Court Martial and files at The National Archives during a visit in 2015. The file contains a sketch and an annotated chart explaining the relative positions of the ships prior to the collision (see section 3.3). These files were closed until 1994.

What	Where	Date accessed
ADM 156/37 Admiralty Courts Marshall cases and files	TNA	7th October 2015
ADM 156/38 Admiralty Courts Marshall cases and files: Collision with HM Ambulance Transport ST PATRICK. Lieut J.K. Chaplin R.N.R. and others, Minutes of evidence	TNA	7th October 2015
ADM 1_8514_38 Admiralty, and Ministry of Defence, Navy Department: Correspondence and Papers	TNA	7th October 2015

Geophysical Survey Data

Desktop research included studying bathymetric imagery for data from the wreck of HMS *Boxer*. Data was kindly provided by the Maritime & Coastguard Agency through the United Kingdom Hydrographic Office – Data source: 2010 HII 323 South Wight 2m SB.

2.2 Associated Artefacts

While the Forgotten Wrecks project had a non-recovery policy, where possible, the project aimed to ‘virtually reunite’ artefacts historically recovered from the Forgotten Wrecks. The following artefacts from the HMS *Boxer* have been located and are considered further in Section 5.

Receiver of Wreck Records	22 x shells, 1 x empty rum bottle, 1 x gun shell, 1 x stone jar, 1 x wood/brass box, 12 x lead shot balls, 1 x light, 2 x cover, 1 x electric bell, 1 x bottle, 1 x brick, 6 x portholes, 1 x hatch surround, 3 x lamps, 1 x gauge, 1 x gunsight, 2 x crew name plates, 1 x mess name plate, 1 x ammo. Name plate, 2 x stoneware rum containers, 1x practice shell cases (wooden end), 1 x binoculars, 1 x gauge, 1 x stud, 1 x letter X, 1 x coal shute cover, 1 x hinge, 1x wooden bed binnacle/compass, brass pressure gauge, no glass, 2x earthenware flasks, 1x brass kit bag name plate, 3x door tiles, numerous extracts of ships book, china Wardroom egg cup & saucer, Bronze Wheel,
Martin Woodward collection	At the Shipwreck Centre and Maritime Museum, Isle of Wight - Steam Siren, stone rum jar, flag (ensign), lamp, plate

2.3 Site Visit/Fieldwork

Diving as part of the Forgotten Wrecks of the First World War project took place from the dive boat *Wight Spirit* on the wreck of the *Boxer* on three days:

- 16/07/2015 - Six divers undertook 351 minutes underwater.

- 12/07/2016 - Five divers undertook 229 minutes underwater.
- 16/07/2016 - Five divers undertook 277 minutes underwater.

Work involved the MAT professional team working alongside volunteer divers to achieve a total of 857 minutes diving over the three days. The dive team used self-contained underwater breathing apparatus (SCUBA) with a breathing gas of air. Visibility was variable on the three dives carried out.

Dives aimed to assess the condition of the remains and obtain a sketch drawing, then build on this information with a measured sketch/survey and photographic/video recording where the underwater conditions allowed.

3 Vessel Biography: HMS *Boxer*

HMS *Boxer* (Figure 1) was chosen as one of the Forgotten Wrecks case study sites because it was one of Britain's earliest 'A' class torpedo boat destroyers, a 27 Knotter, and therefore a good example of the early type of smaller torpedo destroyers used during the First World War. HMS *Boxer* was the second of only three Ardent class destroyers to be built, and when sunk in 1918, *Boxer* was the oldest serving destroyer in the Royal Navy (Wikipedia, 2018(a), Wikipedia, 2018(b)).

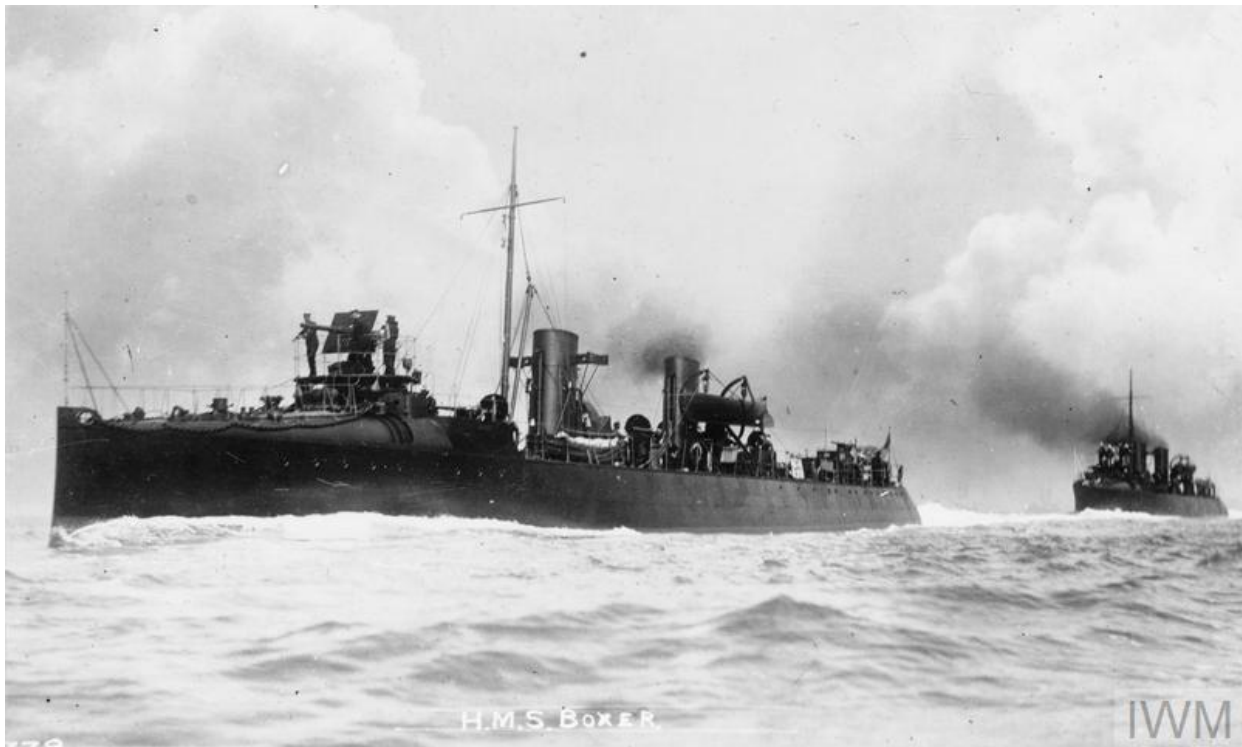


Figure 1: HMS *Boxer* (IWM Q74982)

3.1 Vessel Type and Build

HMS *Boxer* was built by Thornycroft's Yard 298 at Chiswick and launched in November 1894 (Gardiner, 1997, p.91). The ship was a steel built torpedo boat destroyer, 61.47m in length, with a beam of 5.7 metres. Displacement was 249 tons light and 306 tons full loaded (Pastscape, 2015). *Boxer* was powered by two four-cylinder triple expansion steam engines with three coal fired water tube boilers. It carried one 12lb forward firing gun on the conning tower platform, five six pounders broadside and aft and two 18 inch torpedo tubes mounted on a revolving mount between the two funnels. *Boxer* could achieve an average top speed of 27 knots with a complement of 45 crew (Lyon, 2001, p.43).

3.2 Pre-war Career

HMS *Boxer* served with the British Royal Navy Mediterranean Destroyer Flotilla from May 1896 until 1911 (Naval History net, 2015). During this time, *Boxer* took part in trials to determine the most effective paint scheme to avoid night time detection (Lyon, 2001. p45, p108).

In 1911, *Boxer* joined other older destroyers on patrol in Portsmouth as part of the 6th Destroyer Flotilla. When the Admiralty grouped destroyers into classes according to their speed and appearance in 1913 (Dittmar & Colledge, 1972. p.56) HMS *Boxer* was assigned to the 'A' class and allocated to the Portsmouth Local Defence Flotilla (Naval History net, 2015). *Boxer* served as a tender to the training base HMS Excellent in Portsmouth (National Library of Scotland, nd).

3.3 First World War Use & Loss

The *Boxer* was a British vessel, owned and operated by the Royal Navy - pennant number H.4C (1914-Apr 1917) which was changed to D.16 in 1918 (Dittmar; & Colledge. 1972. p56). On February 6th 1918 HMS *Boxer* collided with HMS *Decoy*. While the collision did not damage the ship too badly two days later, in bad weather, HMS *Boxer* collided again this time with SS *St Patrick* and sank (Wrecksite EU, 2018).

Lieutenant Commander Joseph Chaplin R.N in command of HMS *Boxer* at the time of the sinking, told the Admiralty enquiry what had happened. *Boxer*, as part of the Local Defence Flotilla, had been sent to accompany a group of French coal shipping to a position three miles past 'the turning point' at Dunnose Head, where *Boxer* would turn inland and return to Portsmouth. *Boxer* turned inland at 18:45hrs and sighted the red light of *P75* on the port bow. Chaplin remarked to the Officer of the Watch to keep a look out for a following ship. Immediately red and green lights appeared right ahead and close. *Boxer* quickly changed course and sounded its siren. The SS *St Patrick*, an ambulance transport, replied with two blasts as it struck *Boxer* close to the bridge, on the port side, at around 19:00hrs. The Master of the *St Patrick*, Alenzo Davies, stated that the *Boxer* was only half a ships length away when it was sighted. *St Patrick* swung clear and *Boxer* began to sink fast. As the crew took to the life rafts, *P75* came alongside and assisted. The *St Patrick* manoeuvred into position and picked up 24 of the *Boxer* crew, landing them at St Helen's Bay. The tug *Seahorse* arrived on scene and attempted to take the sinking *Boxer* in tow, but with the sea increasing, the attempt was unsuccessful and *Boxer* sank at approximately 00.40hrs.

The Admiralty enquiry could not determine why the navigation lights of HMS *Boxer* and *St Patrick* were not visible to each other earlier, and considered they may have been obscured by smoke from *P75* which was passing between them. It found that "every effort was made to save *Boxer* after the collision and that the ship was abandoned in an orderly manner". 57 surviving crew are named in the file. The enquiry heard that the only casualty, a Boy Telegraphist named Bennett, had jumped overboard in a state of panic, against advice from other crew members. Blame was not attributed to either vessel. At the time of loss, HMS *Boxer* was Britain's oldest serving destroyer (ADM 156/37, ADM 156/38, ADM 1_8514/38).

Sketches were presented to the Admiralty at the enquiry showing the relative positions of the three vessels involved (National Archives, ADM 156/37, ADM 156/38, ADM 1_8514_38), these can be found in Appendix 8.

3.4 Associated Vessels

Vessels association with HMS *Boxer* include:

P75

Patrol Boats were used as escort vessels, designed to protect convoys by ramming or firing on enemy vessels at close quarters. They had a low profile, were 75m in length, had a small turning circle and a

speed of 20 knots. *P75* (originally *P13*) was built in Glasgow and launched in 1916. It survived the war and was sold in 1923 (Navypedia, 2018).

SS *St Patrick* – Ambulance Transport

The *St Patrick* (Figure 2) was a passenger vessel built for the Great Western Railway (GWR) in 1906. One of three ships requisitioned at the beginning of the war from the GWR Irish Sea Fleet. It would operate throughout the war as an Ambulance Transport, still considered a merchant ship - under the control of the GWR and without hospital markings. It was converted to accommodate 180 stretchers and 250 walking wounded. GWR claimed that by 1919, the *St Patrick* had made 758 trips to France bringing back over 125,000 sick and wounded. After the war TrSS *St Patrick* returned to ferry duties until 1929 when it was destroyed by fire whilst moored at Fishguard (Railway Museum, 2014, Wikipedia, 2018).



Figure 2: *St Patrick* at Rosslare Harbour, Co. Wexford
(National Library of Ireland on the commons permission@FlickrCommons)

Seahorse

Seahorse was an Admiralty rescue tug based at Portsmouth 1914-1918. Fitted with two 6 pounder guns (Naval History net, 2015).

3.5 People Associated with the *Boxer*

The Commander of *Boxer*, Lieutenant Joseph Kenneth Chaplin R.N.R and the Master of the *St Patrick*, Alenzo Ernest Davies, were both summoned for Court Martial in Portsmouth. Their accounts can be read in the “minutes of evidence” taken at the Court of inquiry held at The National Archives ADM 156-38.

The collision resulted in only one fatality. A 17-year-old Boy Telegraphist Herbert Bishop Bennett (Service Number J/55130) who joined the Navy in June 1916 at the age of 15 1/2. He was the adopted son of Mr and Mrs Sandwell of 10, Adrian Square, Westgate-on-Sea. Herbert and was drowned after unfortunately jumping overboard after the collision. Herbert Bishop is commemorated on the Portsmouth Naval Memorial (Panel 29) (Commonwealth War Graves Commission, 2018). He is also commemorated on the Westgate on Sea war memorial (Margate Civic Society, 2010).

The remaining 57 crew members were all rescued and a list of their names is recorded in the Admiralty Court Martial document ADM 156/37 at the National Archives.

3.6 Post-loss Activity

The *Boxer* lies in 20m of water. The site was first dived in July 1969 by E J Towse and the Deo Volente Club. Their bid to purchase the wreck was turned down. When the identity of the wreck became known to divers it quickly became a prime target and many objects were recovered. In 1972 a salvage company raised the condensers and propellers (McDonald; Pastscape, 2015). *Boxer* remains a popular dive site for local clubs and charters, though it has now been heavily salvaged and little remains.

The wreck was dived by the Maritime Archaeology Trust (formally Hampshire and Wight Trust for Maritime Archaeology) in June 2011 and July 2013 when the remaining features were identified and some recording took place. *Boxer* was visited again for the Forgotten Wrecks project in 2015 and twice in 2016 to gather more information on the remains of the wreck and to carry out a photogrammetry survey to gather detailed data for analysis.

4 Seabed Remains

4.1 Site Location and Environment

The wreck of the *Boxer* sits upright on a seabed of fine sand and shell, the evident sand waves indicate that the seabed can be mobile. It is at a depth of approximately 20m in a position South of Culver Cliff, Sandown bay, Isle of Wight at 0° 37.789-796' N, 001° 06.404-421' W (WGS84) (Figure 3).

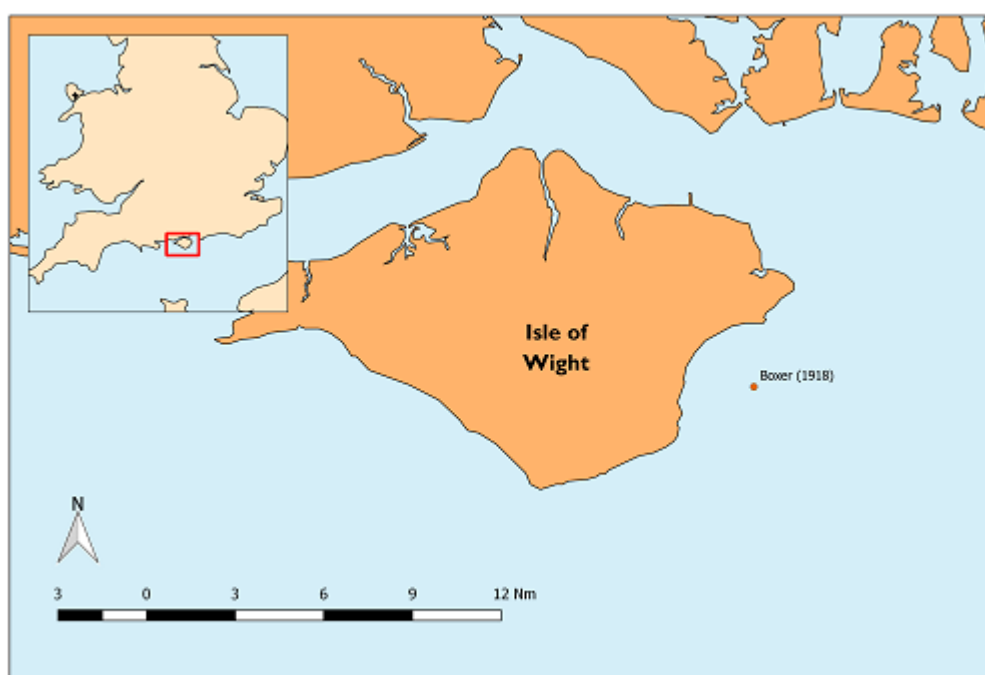


Figure 3: Location of HMS *Boxer*

4.2 Archaeological Methodology

Over three days of diving during the Forgotten Wrecks project, divers measured and recorded key features using sketch drawings and photography. A photogrammetric survey was also carried out taking in the boilers, the engine area and adjacent hull using a Nikon D7000 with an Orcalight 1860. The photogrammetry started on the port side of the furthest forward of the three boilers and travelled towards the furthest aft boiler and back again. It then continued along the port side to the aft boiler then concentrated on the engine area, before zig-zagging from the starboard side of the ship across the top of the boilers and back again heading forward. Video capture was also undertaken around the site using a Go-pro recorder.

4.3 Description of Surviving Vessel Remains

A geophysical image of the *Boxer* from a dataset obtained from the Maritime and Coastguard Agency shows the *Boxer* sitting in the north east/south west orientation (Figure 4). The three uprights of the boilers can be clearly made out on the image.

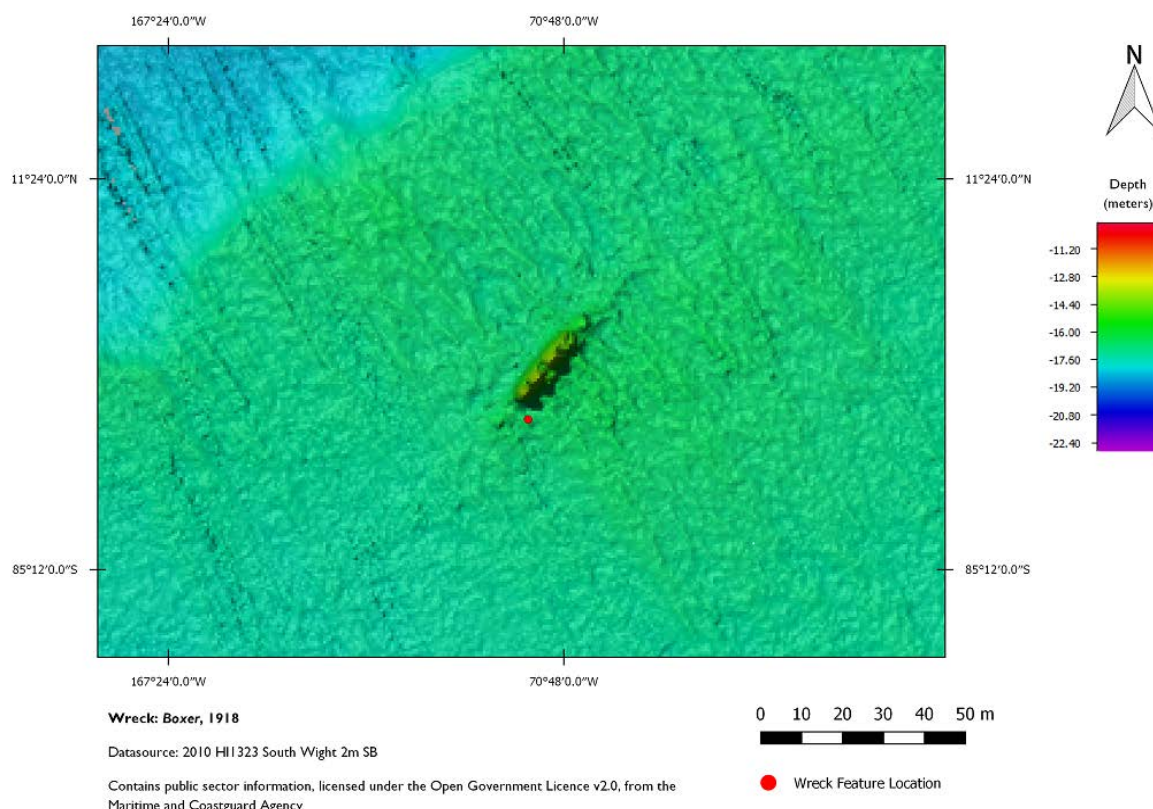


Figure 4: Geophysical image of HMS *Boxer*

The remains of HMS *Boxer* sit upright on a seabed of fine sand and shell at a depth of approximately 20m. The wreck is orientated 220/040 degrees with the bows pointing towards the southwest. The hull has mostly broken down with only the lower part of the hull standing in some areas, but the three boilers stand proud in a row with the remains of the two triple expansion engines behind them. Various components and artefacts lay scattered forward and astern of this area. The site covers around 54.8m (c180ft) in length with a width of around 6m (c20ft). The bow is completely dispersed and the stern is flattened, scouring is evident on the starboard side of the wreck. A measured sketch gives a basic idea of the lay out of the site (Figure 5).

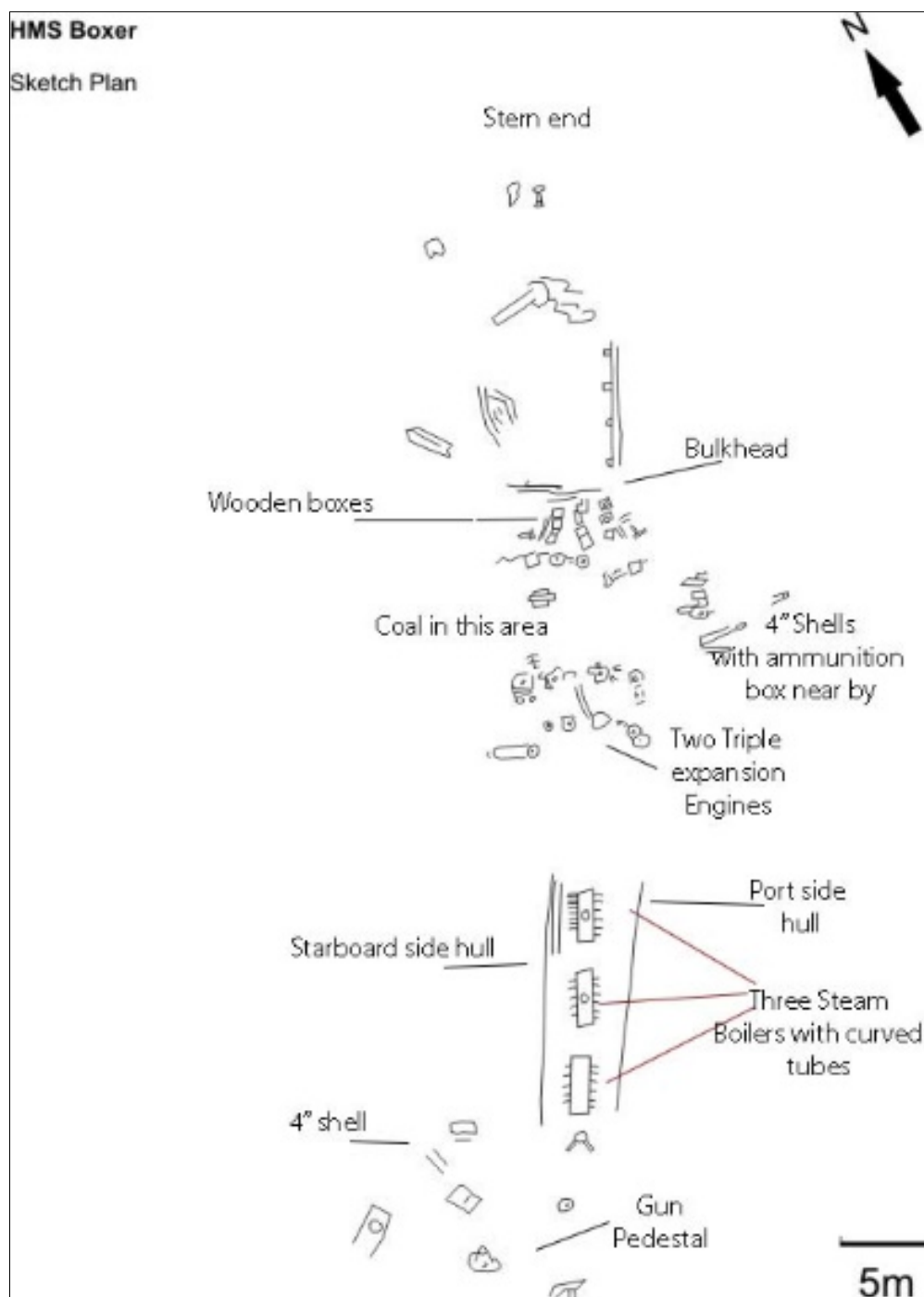


Figure 5: Annotated measured sketch of the Boxer wreck site

The three Yarrow patent water tube boilers still stand in tandem around 3m apart, and are the highest part of the wreck standing 3.7m high, much of the steel casing around the boilers has long since fallen or rotted away. The water tube boiler is a three-drum boiler which consists of a steam drum at the top with a diameter of 0.9m, and two water drums below. Each boiler is around 2.5m in length with curved steam tubes extending from the steam drum on either side (Figure 6).



Figure 6: Water tube Boiler (photo courtesy Michael Pitts)

The steam tubes measure 0.8m long and there are a total of 38 tubes alongside each boiler also being 8 tubes deep (Figure 7). A measurement from the steam tubes on one side, over the top of the boiler, to those on the other side is 1.88m and the spread of the tubes from one side of the ship to those on the other side is 4.4m. An artist's impression of the Yarrow water tube boilers on HMS *Boxer* drawn by volunteer Andy Williams, gives a good visual impression of how these three boilers look in the wreckage (Figure 8).

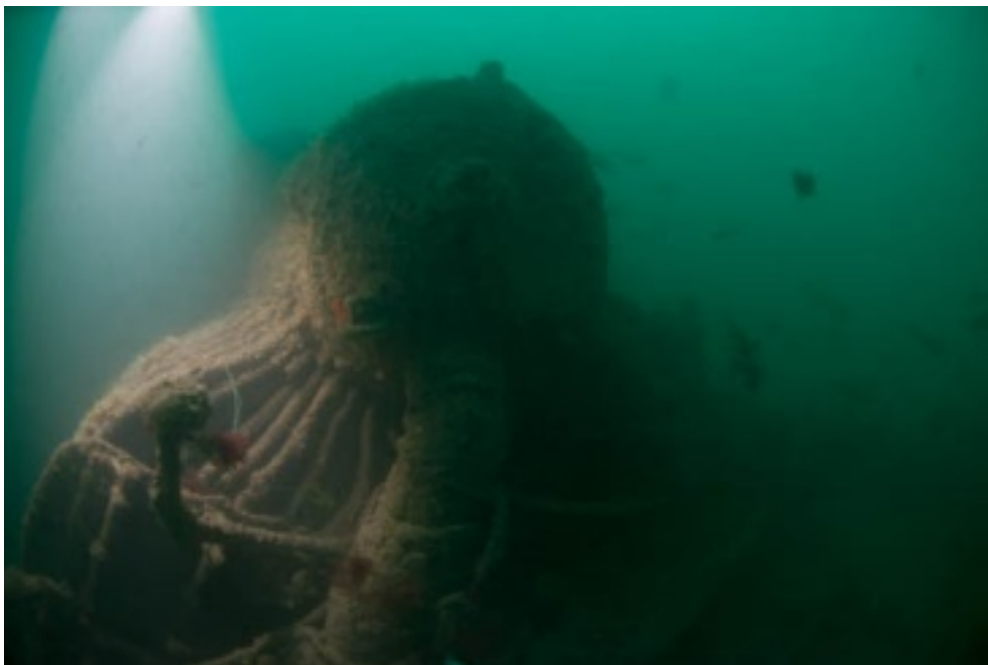


Figure 7: Boiler showing steam drum and steam tubes (photo courtesy Michael Pitts)

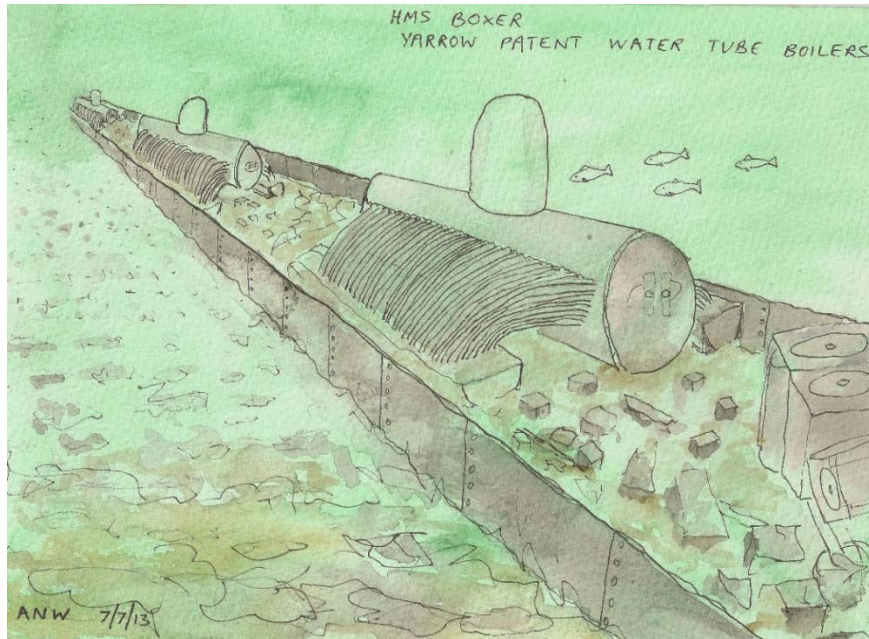


Figure 8: Artists impression of the water tube boilers on HMS Boxer (©Andy Williams)

The steam tubes at almost deck level enter a water drum or D shaped 'trough' the length of the boiler, disappearing inside. These troughs lie around 1m away, and parallel to, the remaining standing hull on either side (Figure 9). The hull plate now only stands around 1.2m at the highest point on either side of the boilers, and gradually falls away to nothing forward and astern of the three boilers.



Figure 9: Looking up at boiler from deck level with steam drum and water tubes

Each boiler has a steam dome or exhaust flue on the top which is 0.5m in height and 0.7m in diameter (Figure 10). At the end face of the boiler are two larger pipes measuring around 0.7m-1m in length with a grate across them measuring 0.6m wide and around 2.7m long (Figure 11).



Figure 10: Steam dome on top of the boiler, a dome on top of a boiler behind can be seen in the distance (photo courtesy of Michael Pitts)



Figure 11: End-on view of boiler

Aft of the three boilers, after a break of around 4m, are the remains of the two, four cylinder triple expansion engines. They are badly damaged as the site is known to have been heavily salvaged, a sketch at Figure 12 gives an artist's impression of what the engines would have looked like. The cylinder diameters of one of the engines measures: low pressure (2 x LP cylinders) 1.2m, medium pressure 0.9m and high pressure 0.5m (Figure 13 and 14). The second engine is very broken making measurements difficult. Metal pipework exists in horizontal and vertical states around the area (Figure 15).

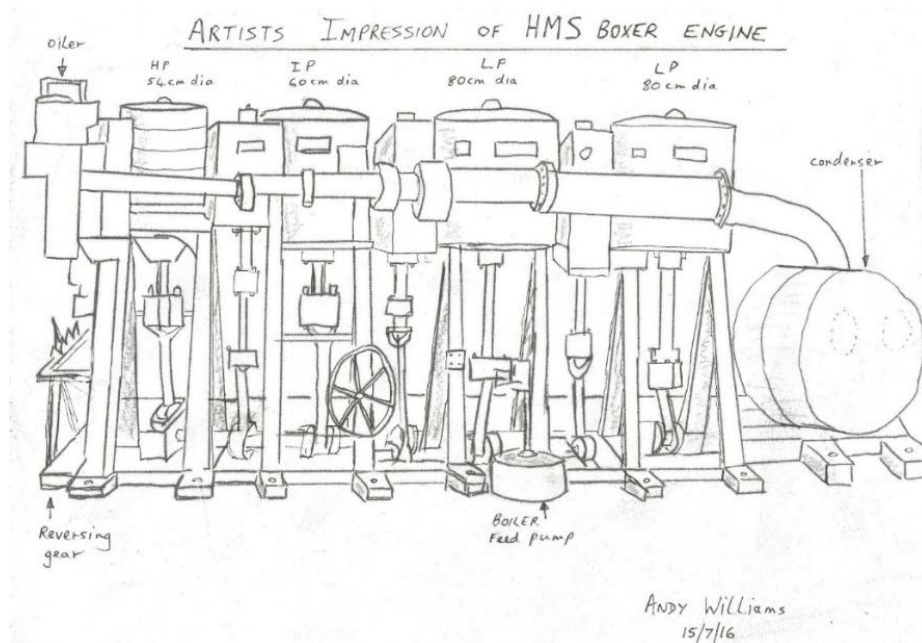


Figure 12: Artists impression of 4-cylinder engine on HMS Boxer (©Andy Williams)



Figure 13: Cylinder heads of triple expansion engines

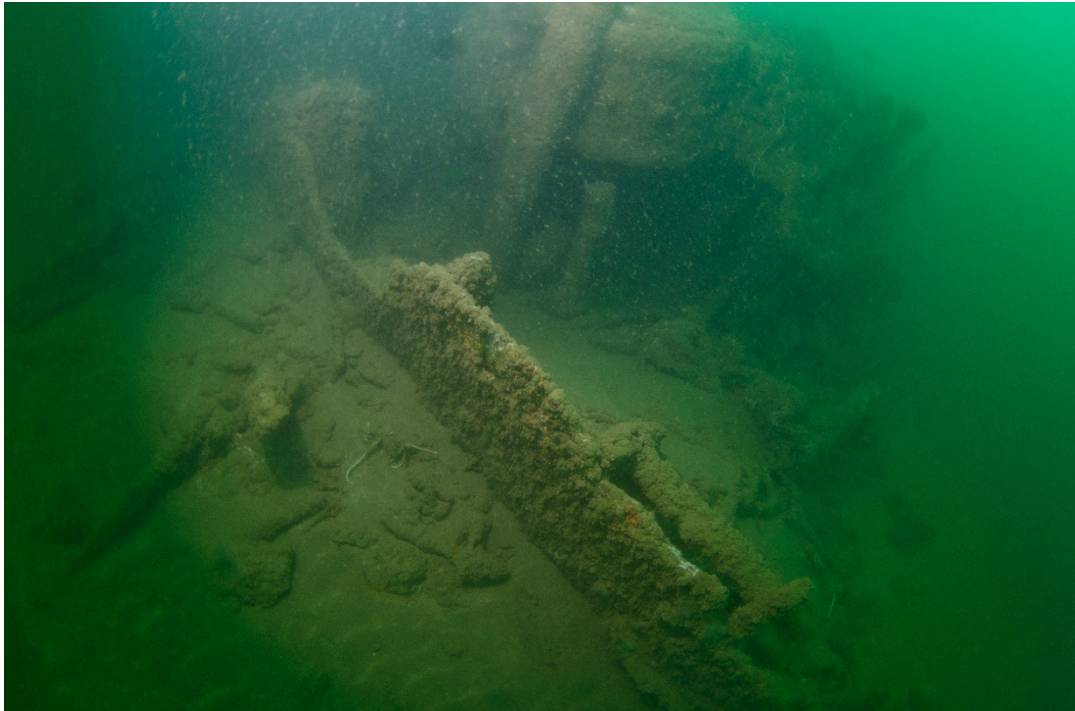


Figure 14: View of engines with surviving lower hull plate



Figure 15: Engine area showing metal pipework

In the area just behind the engines there is a debris field of mixed objects, pieces of coal are evident. Also in this area to the port side of the wreck are two 4" ammunition shells lying near to an ammunition box (Figure 16 and 17) with evidence of wooden boxes scattered just behind these amongst wooden deck planks (Figure 18). Evidence of a bulkhead lies near to the wooden boxes.



Figure 16: 4" ammunition shell

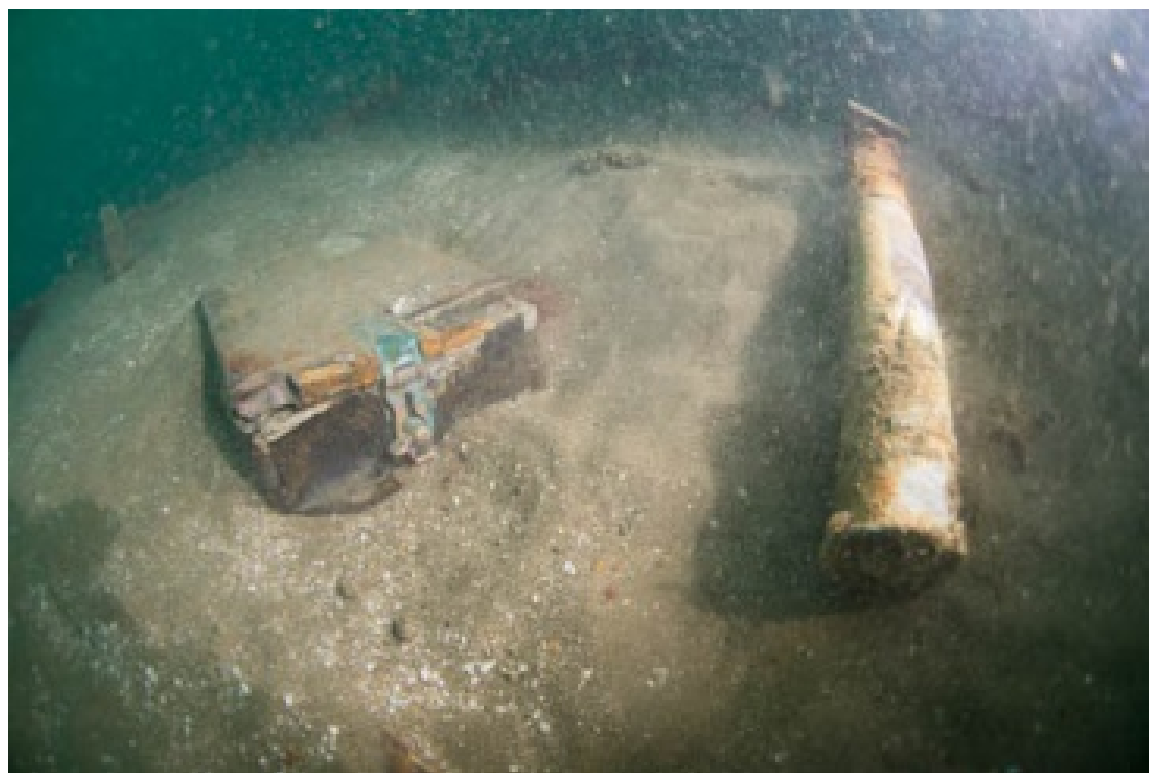


Figure 17: Ammunition box close to ammunition shells (photo courtesy Michael Pitts)

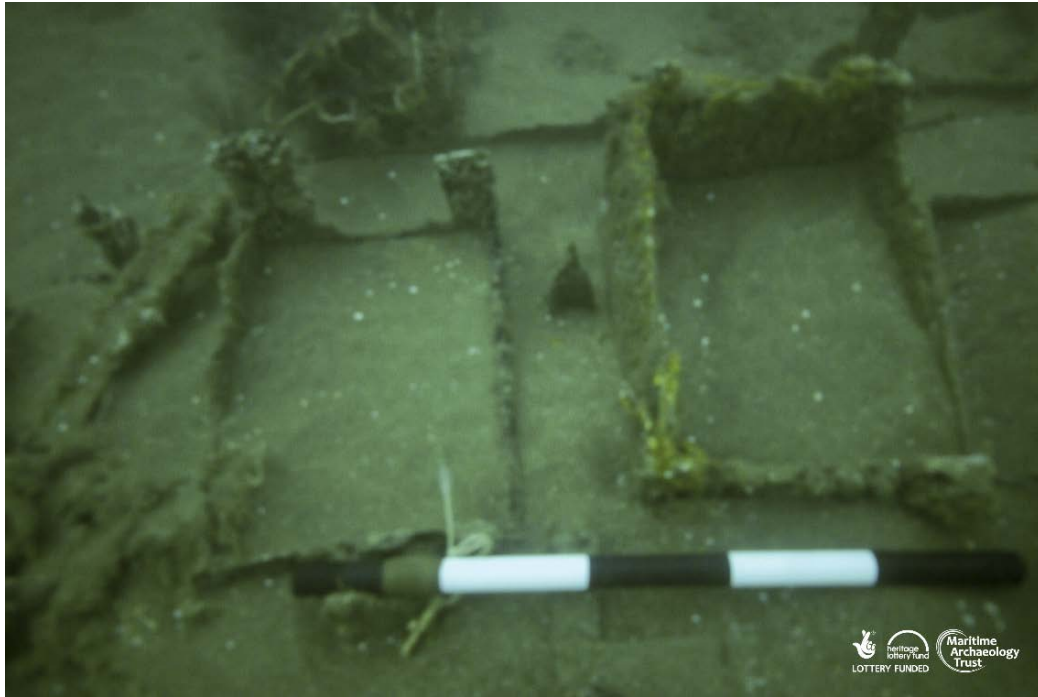


Figure 18: Wooden boxes

Moving towards the stern of the wreckage the hull plate collapses until there is no standing hull plates to be seen (Figure 19).

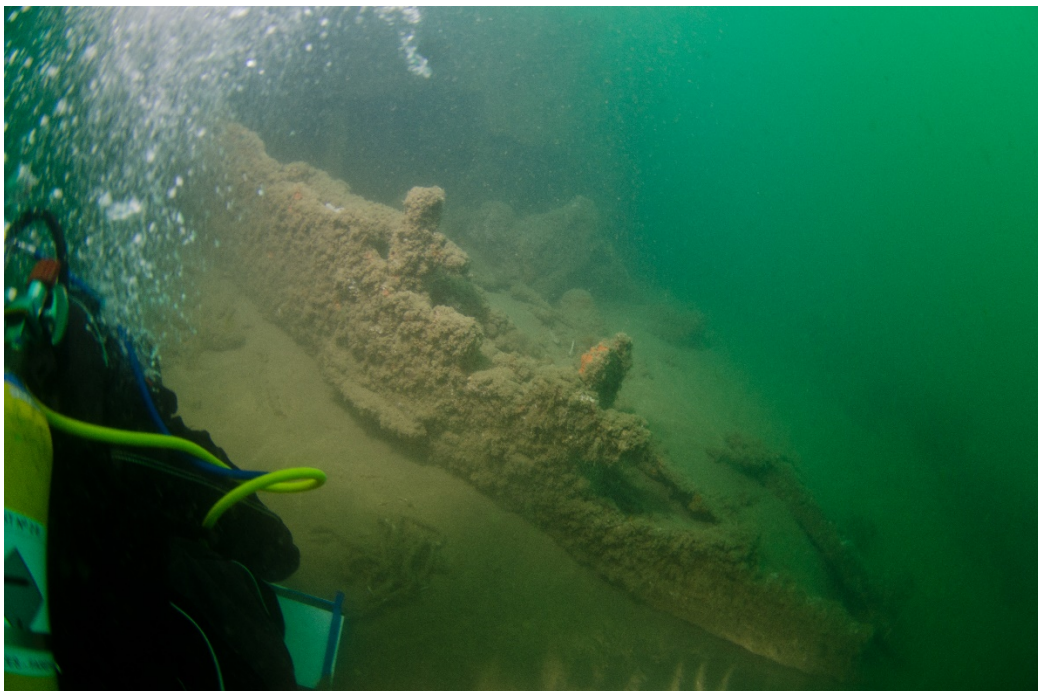


Figure 19: Remaining hull moving towards the stern of the wreck

In front of the first boiler, approximately 4m away, is a gun pedestal which measures 0.5m from the bottom to the top of the base, no sign of the gun was recorded (Figure 20). More ammunition shells are found around this area.



Figure 20: Gun pedestal

In the bow area, the lower part of the hull survives and gunwales are visible in certain parts. There is the remains of a possible foremast standing approximately 3m high at an angle of 40° to the port side of the wreck (Figure 21).



Figure 21: possible foremast towards the bow area

The wreck of the *Boxer* sits within an area of mobile sand, because of this the site appears to change through time as parts of the wreck become covered and uncovered. An interesting image of a stove on the *Boxer* was sent to the Forgotten Wrecks team by Tony Badham of the Isle of Wight Dive club, this has not been located during the Forgotten Wrecks project but can be seen in Figure 22.



Figure 22: Stove on the wreck of the *Boxer* (©Tony Badham)

The general condition of the *Boxer* is fair. Dispersal work in the 1970s has flattened the wreck all bar the boilers, and probably contributed to the damage to the engines. Many artefacts have been removed by divers. The condition of the boilers is consistent with what might be expected of a wreck that has survived the natural processes within the area in which it lies for over a hundred years.

5. Recovered Artefacts

The Receiver of Wreck (RoW) records provide detailed information for objects which were either reported during the 2000 Amnesty, or have been reported subsequently. These artefacts were not recorded but information on them is available to add to the known catalogue of material from the site. Objects recovered from HMS *Boxer* owned by Martin Woodward and on display at the Shipwreck Centre and Maritime Museum on the Isle of Wight were recorded by volunteers trained and led by MAT staff. The following review of artefacts by class brings together all available information. The popularity of the *Boxer* as a dive site means it is likely that many more objects are held in private ownership.

Eating and Drinking:

- 1 x stone jar
- 3 x Stoneware rum containers (empty)
- 1 x Stone Rum Jar still with its contents
- 2 earthenware flasks
- China wardroom egg cup and saucer

- 1 bottle
- Ceramic saucer with crest (2 pieces) (Figure 25)

Personal objects:

- 1 brass kit bag
- 5 x name plates
- 1 mess name plate
- 1 x binoculars
- 1 x letter

Ships equipment, fixtures and fittings:

- 4 lamps,
- 2 covers
- 1 electric bell
- 1 brick
- 4 x portholes
- 2 small portholes marked "J Roby Rainhill", size 6.5 inches;
- 1 hatch surround
- 3 x gauges
- 1 x stud
- 1 x coal shute cover
- 1 x hinge
- 1 wooden bed binnacle/compass
- 3 x door tiles
- 1 oval maker's plate marked "Easton, Anderson and Gordon", 7.7 inches
- Letter "O", 5 x 3.5 inches
- 1 engine room bronze wheel marked "Box - Port", 12 inches
- 1 brass indicator marked "stbd - open - shut" 5 x 1 inches
- 1 wood/brass box
- Bronze light set with cage light mounted (Figure 23)
- Steam Siren
- Ships Ensign

Arms and Armament:

- 5 shell cases (6 pounders)
- 12 lead shot balls
- 1 gunsight
- 1 x ammo (type not stated)
- 1 practice shell case (wooden end)
- 18 shell cases



Figure 23: Bronze light set with caged light mounted (artefact ID FW320)

In 1999 E.J Towse visited the wreck site located, in a heap of ironwork, the ships ensign still in remarkably good condition (Figure 24). The flag was reported to the Receiver of Wreck and presented to the Isle of Wight Shipwreck Museum in on 15 September 2007, it now hangs in the main exhibition gallery (MCDOA News Archive, 2007).



Figure 24: Ensign from HMS Boxer hanging at Shipwreck Centre

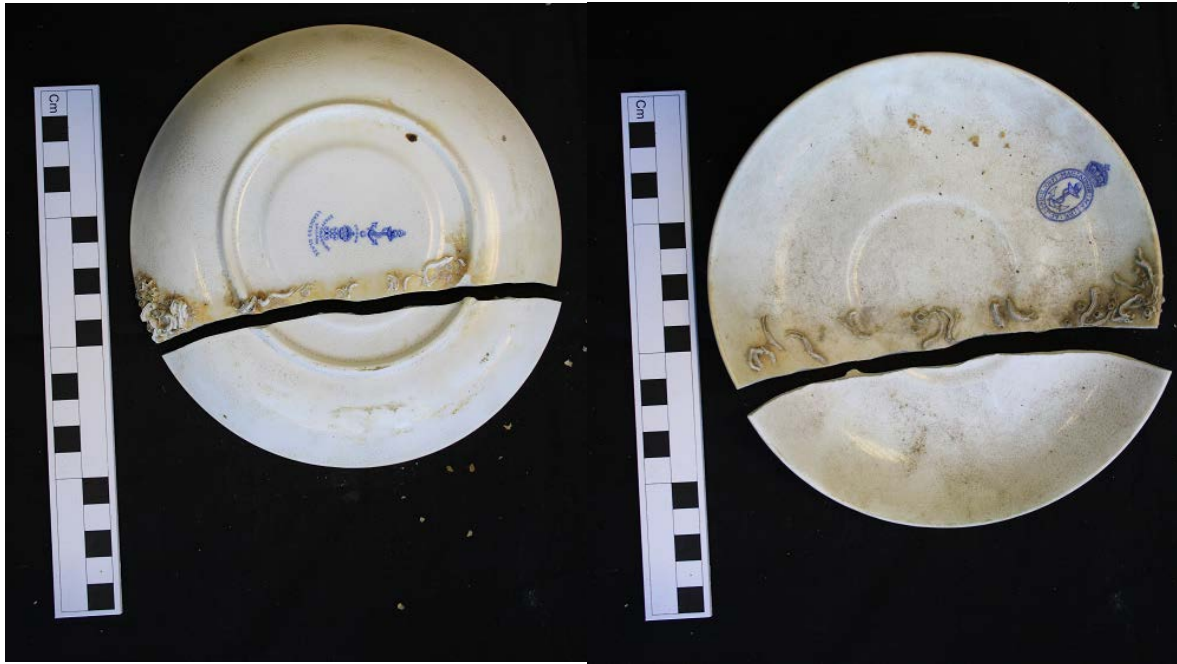


Figure 25: Ceramic Saucer complete with crest, top and bottom view (artefact ID FW321)

6. Site Significance & Potential Further Research

Boxer was one of only three Ardent Class destroyers ever built, they were:

- HMS *Ardent* 1894-1911. Paid off into reserve in 1911 and sold for breaking (Wikipedia, 2018 (c)).
- HMS *Boxer* 1894-1918.
- HMS *Bruizer* 1895-1914 Served with the Sixth Destroyer Flotilla in 1912 and then with a submarine flotilla at Lamlash until 1913, before being sold for scrap in 1914 (Wikipedia, 2018 (d)).

The shipwreck remnants of HMS *Boxer* are the only surviving physical remains of an Ardent class destroyer making the *Boxer* shipwreck site extremely historically significant as an example of this class. *Boxer* was one of the earliest type of small torpedo destroyers.

The report 'Assessing Boats and Ships 1914-1938: Archaeological Desk Based Assessment' reviews military vessels of this period within English territorial waters (Wessex Archaeology 2011: 45). There are only four Torpedo Boat Destroyers represented: *Boxer* (built 1894), HMS *Hazard* (built 1894), HMS *Falcon* (built 1899) and HMS *Minion* (built 1915). As such *Boxer* is an important example of this type of craft.

The same report reviews the propulsion of military vessel which demonstrates an almost equal split between those sites with triple expansion steam engines (such as *Boxer*) and those with turbine engines (2001: 41). Although the engine on *Boxer* may not have been a standard type, the three-drum water tube boiler was built at a time when boiler construction was developing fast and water tubes had replaced the old fire tubes as there was less chance of a catastrophic failure. Many manufacturers were experimenting with different shapes of tubes and joints at that time. The early use of water tube boilers within the Royal Navy was controversial at times, and around the 1900's the term 'the battle of the boilers' was coined (Rippon, 1988). As such this configuration of boilers, still very evident within the seabed remains is unusual and archaeological significant.

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8. Appendix

8.1 Sketches Presented at Enquiry

The following are three sketches (Figure 26, 27 and 28) that were presented to the Admiralty at the enquiry showing the relative positions of the three vessels involved when the collision occurred (National Archives, ADM 156/37, ADM 156/38, ADM 1_8514_38),

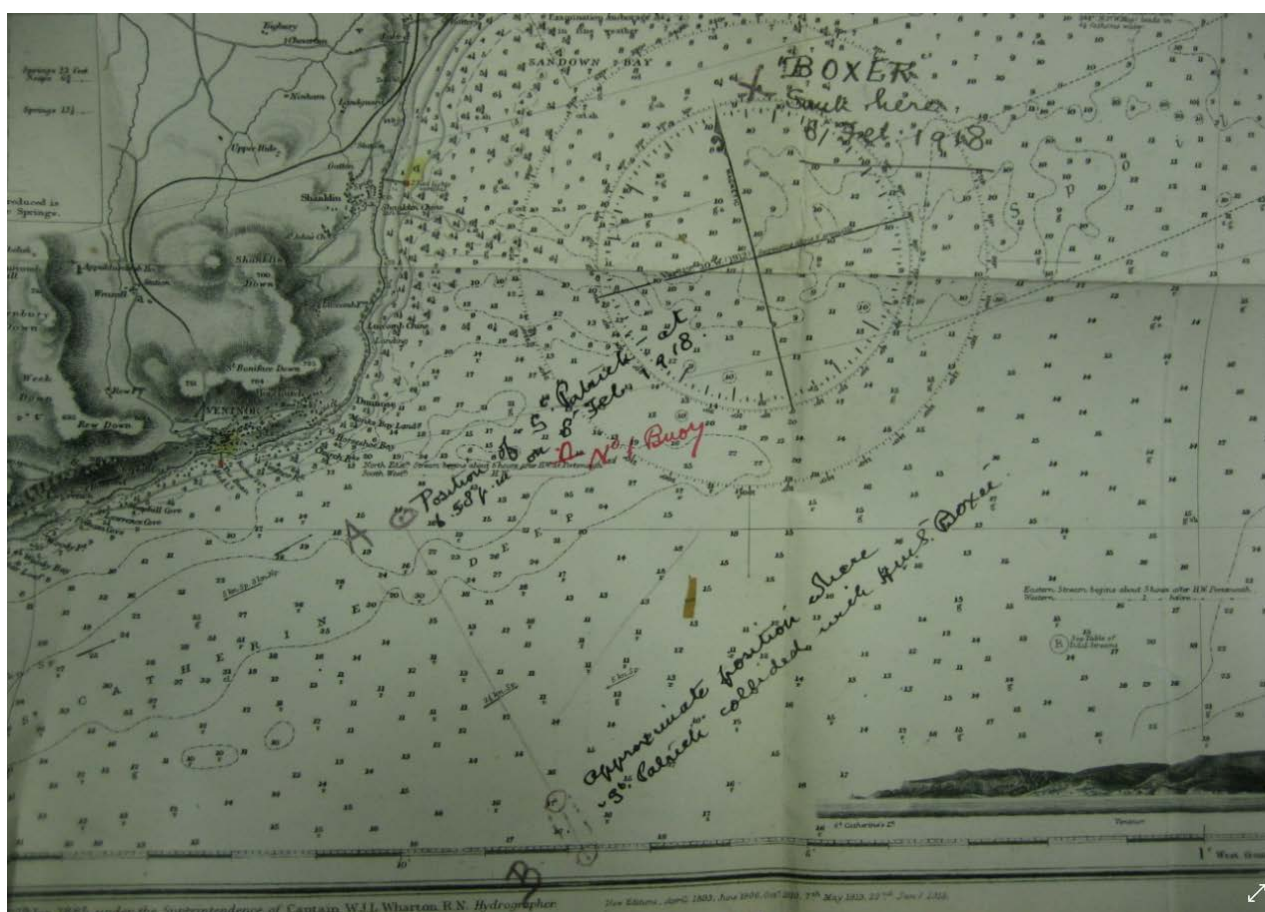


Figure 26: Sketch presented to the enquiry showing relative positions of the three vessels involved (National Archives ADM 156/37)

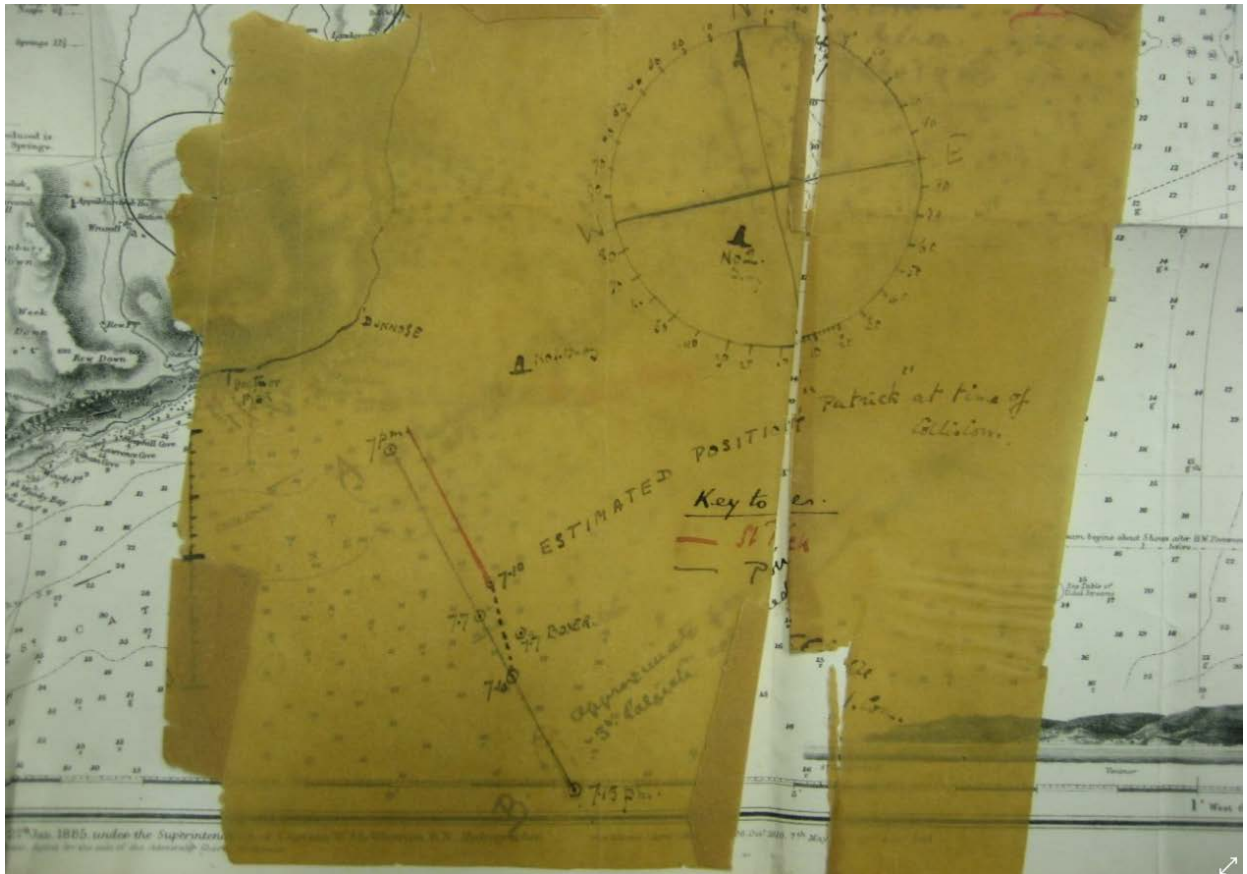


Figure 27: Sketch presented at the enquiry (National Archives ADM 156/38)

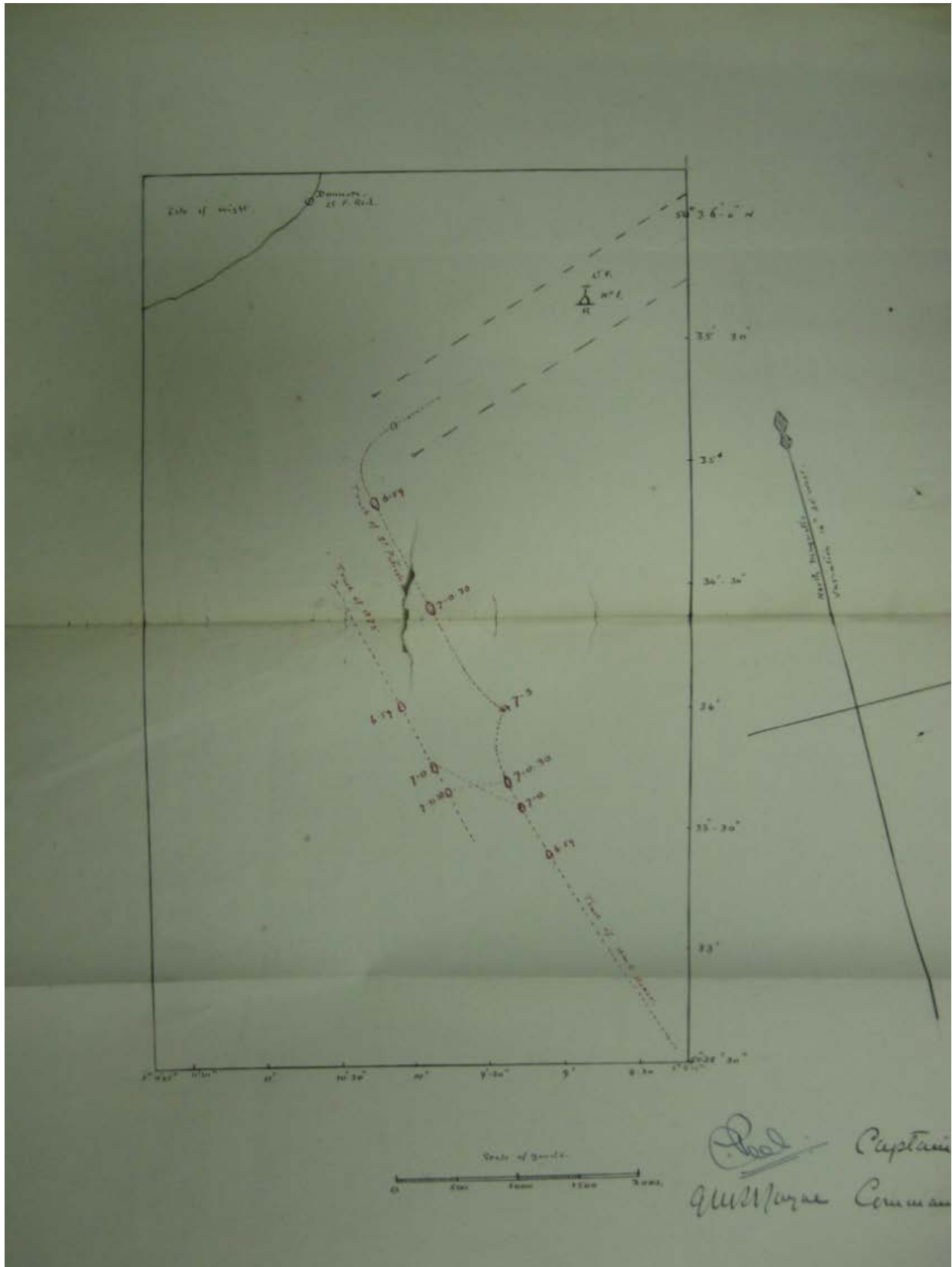


Figure 28: Sketch presented at the enquiry (National Archives ADM 1_8514_38)