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History of discovery. At the west coast of the island Rügen (Fig.1) a wreck find is to be seen, whose history is closely related to the development of underwater archaeology in Mecklenburg–Vorpommern. At the same time the wreck is an important document for the chequered European history at the time of the Napoleonic wars.

In 1968 holidaymakers found remains of a ship in the Baltic Sea southwest of Cape Arkona, at the so-called 'north beach'. The finds were reported to the Cultural History Museum in Stralsund. Due to the political circumstances at the time of the 'Iron Curtain' only a few diving groups could explore the Baltic Sea. For this reason the Cultural History Museum asked the navy to help research the wreck find. Under the leadership of commander Horst Förster, the site was searched and partly uncovered by navy divers between 1968 and 1974. The examinations brought out the remains of two stranded ships close to the coast. Lieutenant Wolfgang Müller wrote two find reports about the wrecks (Müller 1969); these, as well as the finds, were brought to the museum in Stralsund. At the same time the Seafaring Museum in Rostock showed interest in the finds, which were examined by sports divers of the just founded section for maritime archaeology of the museum. In the following years the site was forgotten and was only visited by holidaymakers, who recovered numerous finds due to the shallow water at the site.

In 1982 the site could be visited for the first time by the author, but only with goggles and snorkel. In 1984 an interest group for maritime archaeology was established in Dranske, which could win over sports and navy divers as well as the Cultural History Museum to undertake further examinations. The border regulations of the GDR were a big problem for the group; it was only possible to dive at the site after lavish approval procedures. Still, an assessment of the wreck condition could be undertaken and finds at risk were recovered.

With the political change in 1989, it was possible to intensify the work at the north beach. Both shipwrecks were surveyed exactly and documented by photographs and video. Due to this work and smaller exhibitions about the wrecks more sports divers and students joined the interest group. In 1990 the Association for Underwater Archaeology in Mecklenburg-Vorpommern was founded, which since 1993 has been supporting the Department for Preservation of Archaeological Sites and Monuments of Mecklenburg–Vorpommern on a voluntary basis (Förster 1994, Schmidt 1994). The condition of the site has been controlled in regular dives since this time.

Location of the site. The site is located at the northwest coast of Rügen, near Cape Arkona (Fig. 1). During the diving investigation two wrecks could be located in the area. These are in a distance of just 100 m to each other in a depth of 3 to 4 metres. Both wrecks rest in a 50 m wide stone reef, which runs in a distance of 200 m parallel to the shore (Fig. 2). The stone reef, consisting of different-sized erratic blocks, is bounded by a sandbank in the north and south. The sandbank could, depending on the current, cover parts of the reef and the wrecks with fine sand. The close steep bank rises to 40 metres and is covered with grass and bushes. Clefts in the coastline, the so-called 'Lieten', were used as beach paths, even in historical times. The eastern wreck (Baltic Sea VI, Wittow, Site 24) was a merchant

ship, which was dendro-dated to 1745. According to the recovered finds, the ship stranded in the 2nd half of the 18th century.

The closest attention of this report is paid to the western shipwreck (Baltic Sea VI, Wittow, Site 23). The preserved hull lies in north-south direction on fist-sized stones in a hollow of bigger stone blocks; these build themselves up in the form of an embankment to the height of the preserved wooden parts of the hull. The site is characterized by strong costal dynamics with the transport of fine sediment. In 1993 the covering up of the wreck with 1.5 metres of sand in just two weeks could be observed. The covering had a favourable effect for the preservation of the wreck, as damage through breakers, drift ice and treasure hunters was limited.

The hull. The preserved bottom of the ship (Fig. 3) has a length of 21 metres and a width of 6 metres. The construction of the stem, which is connected to the keel, runs in an almost right angle to the shore (Fig. 4). No remains of the sternpost could be located anymore in the strongly destroyed aftship. The ship was made of oak in skeleton construction. The still existing floor timbers, as lowest frame parts, are bolted to the keel-beam, which has a cross section of 40 x 40 cm. There are still parts of the futtocks on them. On the port side there are 40 and on the starboard side there are 43 floor timbers to be seen. With a distance of 15 to 40 cm, they have a cross section of 25 x 20 cm.

The outside of the hull is flush-laid – carvel-built. The planks are 5 to 8 metres in length and 30 cm in width; the thickness is between 3.5 and 5 cm. On port side there are at least 7 – and on starboard side at least 12 plank strakes preserved. The outside of the hull is mounted with lead sheets on the keel and with copper sheets on the planks. As far as it can be established the sheets have a length of 40 cm, a width of 25 cm and a thickness of 1.5 mm. They had been nailed overlapping with bronze nails to the wooden hull. The nails were driven through the sheet metal in a distance of 2 to 3 cm. An analysis undertaken by the Rathgen Research Laboratory in Berlin showed that very pure material was used for the metal mount. The metal mount on the keel showed a lead content of 99.84%. The metal mount on the hull showed a copper content of 99.83 %. The bronze nails are composed of 94.39% copper, 4.65% tin and 0.62% lead.

In the ship's inside, a keelson is on top of the keel. Since it is covered with remains of the cargo (Fig. 5), it was impossible to determine a position and number of masts. Originally, the inside of the ship was lined completely with ceiling planks. Its planks have a length of 4 to 6 metres, a width of 25 cm and a thickness of 2.5 cm.

Much-used parts of the ship, like the keel and stem construction, the connection between the frames and single plank connections were fastened with copper nails and bolts with a diameter of 3 cm. The outside planks and the ceiling planks were connected to the frames with treenails, with a diameter of 2.5 cm.

Turned wooden parts (Board 5b) that were found here and there could have served as decorative elements of the ship's construction.

When taking wood samples in 1992, isolated eating trails of the shipworm, *Teredo Navalis*, could be detected on a frame. At this time no appearance of the shell could be observed in the sea around Rügen, additionally the eating trails were already slightly weathered; thus it can be assumed that the attack had occurred before the sinking of the ship. It is often difficult to precisely identify a type of vessel on the basis of the preserved construction and the dimensions of the wreck. According to the size of the examined hull-fragment an original length of 26 to 30 metres and a width of 8 metres can be presumed. A

slightly rounded ship's bottom, which becomes sharper to the bow, is visible in the cross section. The method to protect the hull with copper sheeting against marine organisms was tested first in 1761 on British war shipyards. From 1783 copper sheeting was used universally, but now copper bolts were used instead of iron ones (Howard, 1989). This kind of hull protection only became established in shipbuilding round the Baltic Sea from 1826 onwards (Rabbel 1983, Szymanski 1934). The mounting was mostly used for bigger vessels or warships, which also travelled in warm and tropical waters. On the basis of the wreck dimensions, the ship's shape, and the method of construction the find can only be assumed to be a brig or bark (Capman 1984, Szymanski 1934).

The equipment. Remains of the original cargo can be observed on the wreck (Fig. 4). They form a compact conglomerate layer of ferric oxide and sand on the preserved ship's bottom, where various finds are embedded. Main components are iron bars in two sizes. These were piled up on layers of birch brushwood in the ship to avoid damaging the ceiling planks. The bars' dimensions are 50 cm x 12 cm x 8 cm as well as 100 cm x 15 cm x 12 cm. On their ends there are depressions, which were used for the transport with pliers. It can be assumed that the bars were carried as permanent ballast. In contrast to the usually carried ballast stones they take up less space. Apart from the ballast there are cannonballs in the eastern part of the stern and the midship, they have a weight of 12 kg and a diameter of 14.1 cm. When the wreck was discovered the cannonballs lay in discernible rows, but they were recovered for the most part by treasure hunters. Originally, there must have been 100 to 150 of these big calibre 24-pound cannonballs on board. From the aftship 1-pound cannonballs could be recovered additionally. Close to these there were wooden discs with a diameter of 14 cm. The discs could be identified as bottom pieces of hail-shots. The small calibre bullets were glued to the discs with pitch, wrapped in cloth and bound in thread. The calibre of these scatter bullets corresponds to the 24-pound full cannonballs. The large number and diversity of the bullets leads one to suppose that the ship was originally used for military purposes.

In the conglomerate further finds like textiles, rigging, ceramics and glass could be seen; but due to the complex recovery these were left in the ferric oxide layer.

With the stranding and the destruction of the hull by breakers and drift ice a major part of the finds had been moved out of the wreck. The finds make up a scatter field, which is located north and west of the wreck in a radius of 50 metres. In 1984 and 1985 an uncovered layer of finds at the northwest side of the wreck was examined. The layer was made up of concretions of oxidised iron objects, ash, charred pieces of wood and sand, where parts formed a compact mass. Beside single cannonballs a broad range of different objects could be recovered here. Between 1993 and 2003 regular control dives were undertaken at the wreck, where further uncovered find material, mostly in the south-eastern area of the site, could be discovered. In addition to that, the objects from the time of the wreck discovery could be inspected in the Cultural History Museum in Stralsund and in the Seafaring Museum in Rostock. To a small extent even amateur divers put their observations and finds at disposal for examination. Despite many, and partly destructive, intrusions into the context of the finds of the wreck the attempt should be made to put together all the information about the finds and relate these to the different areas on board the ship.

Military equipment – Beside the already mentioned cannonballs and hail-shots, there are further finds that could have been used for military purposes. A knife, which was recovered in 1971, is provided with Cyrillic characters and belongs to the equipment of Russian gunners (Lanitzki 1993: 126). Cannons could not be found; it can be assumed that they were thrown overboard when the ship ran aground or, as the wreck was easy to reach, were salvaged shortly after the sinking of the vessel. At the discovery of the wreck a greater number of guns and their barrels could be detected, which were not in existence anymore in 1982. Only the butt of a pistol, made of walnut (Fig. 6), was preserved; it could be dated to the end of the 17th century (Durdik, Mudra, Sadre 1980). A brass tip from a ramrod can be assigned to the 2nd half of the 18th century, while a visor-sighting notch belongs to the 1st half of the 19th century according to arms technology. Several lead bullets with a diameter of 1.1 to 1.3 cm were the munitions of small arms. A horn with inlaid tinwork (Board 1d) served as storage space for gunpowder. Brass chapes of a scabbard (Board 1b) and a dagger (Board 1g) as well as two sheath mouths made of brass (Board 1e) indicate that cutting and stabbing weapons were carried along. Different whetstones made of mica slate and sandstone could have been used to sharpen these weapons. A bigger number of brass and Tombak buttons as well as brass buckles (Board 2l) probably belonged to uniforms. In the case of pieces of coarse canvas and a velvety fabric the use for military clothing cannot be definitely proven. The same applies to leather finds, like boots, various shoe fragments, and the remains of a glove (Board 2m n). A hypodermic syringe made of a tin-lead alloy (Board 2j) as well as various small medicine and embrocation vessels (Board 3d e) give evidence that a physician or army doctor was on board.

Ship equipment – At the discovery in 1968 various parts of the equipment, like blocks, deadeyes and rigging, could be found in a good state of preservation on and near the wreck. In 1982 these objects had vanished. In the surrounding area single fragments, like the track-discs of the blocks or parts of the rigging were found. The discs, made of hardwood, have a diameter of 10 to 25 cm and a fitted-in cylinder liner made of brass (Board 4 a c d). They are marked with different letters ('MH' / 'T' / 'LMH'), numbers ('99') and an arrow. The arrow is the so-called 'broad arrow', an inventory mark of the Royal Navy (Rulle 1983, Steffy 1981). This mark could also be detected on a 5 cm long bronze nail (Board 4b). Likewise, a 51 cm long lead line for depth measurements and the fragment of a copper cauldron are marked with the 'broad arrow', but here an additional circular embossing is to be seen beside the arrow shaft. A 3.9 kg flat beaten piece of lead with an eye (Board 4e) could have been used as lead line as well. Two similar weights, which could have been part of an inclinometer, are made of lead as well. Two copper discs can be attributed to a ship's lantern. Two axes, a round whetstone and a caulking hammer (Board 5b) belonged to the equipment of the ship's carpenter. An anchor, which was localised in 1968, was not to be found in the follow-up examination; it was probably recovered at an earlier point of time.

Firebricks and blocks of shell lime from the midship had probably been used in the stove construction. In the midship and aftship section, fragments of various ceramic vessels could be found. Apart from galley equipment, the vessels, especially the high-quality pottery, could have been personal belongings of the crew or passengers. The major part of ceramics consists of fragments of bowls and pots of red-yellow earthenware with a monochrome glaze (Board 3 a b c g). Some vessel fragments with white glaze and a surrounding blue decoration can be assigned to the Stettiner ware (Board 2 f). A few coarse sidesherds are unusual for

this time: their style strongly reminds one of Slavonic pottery. It is likely that these are regional pottery forms, which come from Eastern Europe. Apart from the simple vessels for practical use there is also high-quality stoneware. Fragments of plates and cups show a blue decoration with Chinese motives, the so-called 'Asiatic Pheasant' (Board 3 f h I j k), which bears great similarity to the English stoneware from Staffordshire (Rudolph 1983). A definite classification is not possible as there are no manufacturer markings on the objects. A sugar bowl with oak leaves (Board 2 e) and fragments of plates were made of white stoneware, without any decorations in colour. The bottom of a plate is marked with the inscription 'SVEDEN', which describes the country of origin. Sherds of a jug made of Rhenish stoneware bear diamond plating on a blue background (Board 2 g). There are also fragments of Meißen porcelain between the finds. On the basis of its decoration and its mark it can be said that it was made after 1740. Apart from this clue, most of the pottery can be dated to the end of the 18th century.

The fragments of nearly 200 clay pipes are a special form of ceramic products. The mass of these identical looking pipes was found south of the stem in an area of 2 x 2 metres. In the opinion of the author the unused pipes were stock that was carried along for the crew. According to the shaping they are round arch pipes (Board 2 a), which were produced around 1800. In the aftship, used heel pipes (Board 2 b) could be found; these can be dated to the 1st half of the 17th century on the basis of their shape.

Beside several fragments of window glass, remains of two stem glasses and two vessels with a flat bottom made of light glass could be found in the stern area. Several bottles made of green forest glass were used to support the crew and the passengers. During the examinations the sherds of over 100 bottles were found, whose necks and bottoms had five different shapes; the bottles can be dated around 1800 (Dumitrache 1990). This can be confirmed by two bottle seals with the inscription 'B.H. 1804' (Board 2 c) and 'Bv. Suntjell 1805 ' (Board 2 d). A bottom piece and three staves give reference that barrels have been used for storage on board. Cattle bones, which were found in the wreck, can be interpreted as remains of provisions that were carried along.

Personal belongings – If the already mentioned high-quality pottery cannot be attributed to personal belongings of the crew, this can be said definitely with the following finds. Amateur divers found a double crucifix made of brass with a depiction of Christ and an inscription in Cyrillic characters (Board 5 c). It was worn in an eye around the neck and can be attributed to the beginning of the 19th century on the basis of comparative finds of the Battle of the Nations in Leipzig. According to the divers they found an area in the stern with 'a lot of small, coloured stones', which fell apart at the slightest touch. These stones were a mosaic that probably belonged to a small icon. According to various information, a silver coin as well as 25 copper coins were recovered westerly – next to the wreck; 14 of these came into a museum. The examined coins, which were 2- (board 5 e) and 5-copeck coins (Board 5 d), were struck in Jekatherinenburg between 1763 and 1799. The coins, which were issued under the Tsars Katharina II and Paul I, were the type of coin whose face value is equal to the value of its constituent metals. Single crewmembers had a double horn comb (Board 2 k), an ornamental plate carved out of bone (Board 1 c) belonging to a knife, and a brass case filled with lead, which probably formed the end of a walking stick.

Meaningfulness of the archaeological find material. The size and construction of the hull together with the coppering and the ship parts that carry the broad arrow of the Royal Navy give evidence, that the wreck was a brig or bark built in England after 1761. On the basis of the finds it can be assumed that the vessel was used for military purposes. As most of the finds come from Russia, a Russian origin is likely; though single objects show a connection to England, Sweden and to the German territory. A part of the finds were high-quality objects indicating that wealthy people were amongst the crew or the passengers. The recovered material allows a chronological classification of the wreck to the beginning of the 19th century, though the bottle seal from 1805 presents a terminus post quem. But due to the short period of use of glass bottles it should not differ greatly from the time of the ship's sinking.

A comparable find is the wreck of the Russian warship SANKT NIKOLAI, which lies off Kotka/Finland. The objects, which were recovered between 1969 and 1977, correspond to the finds from the wreck off Arkona. Simple pottery, high-quality porcelain, remains of barrels, brass buckles, pocket icons, several 2- and 5-copeck coins that were issued under Katharina II, copper knives of the gunners, cannons and cannon balls as well as rifle bullets were recovered from the SANKT NIKOLAI (Lanitzki 1993).

On the basis of an Internet search (www.doug-jersey.freesevers.com) information of a similar wreck, the Sloop HMS HAVICK, could be found. This ship sank in 1800 in the bay of St Aubins off Guernsey and was discovered and examined by sports divers. The British warship shows parallels to the wreck off Rügen in dimensions and kind of coppering.

Identification of the wreck through historical sources. The early 19th century was characterized by France's striving for supremacy, which expressed itself in several wars. It is strongly connected with Napoleon, who has crowned himself emperor of France in 1804. The efforts for expansion of the monarch with a planned sea landing on England lead to the coalition treaty between Russia, Austria, Sweden, England, Hanover and Naples in August 1805. Napoleon's crossing of the Rhine on 1st Oct. 1805 lead to the 3rd Coalition War. Outstanding events were the naval battle outside Trafalgar on the 21st Oct. 1805 and the 'Three-Emperor-Battle' of Austerlitz on 2nd Dec. 1805. While Nelson could gain victory for the English at Trafalgar, the coalition suffered a crushing defeat at Austerlitz, which was sealed with the peace settlement in Pressburg.

It is conspicuous that a big Russian troop contingent was involved in the land battle on German and Austrian territory, lead by Kutusow and Grand Duke Konstantin.

With the background of these historical events and on the basis of the results from the archaeological examinations, the investigation into the wreck find was started in the city archive of Stralsund. A file of the land's administration to the 3rd Coalition War of 1805 against France (City Archive Stralsund, File - Sign. Rep 13 No.2457) gave a first clue. A report provides information about the landing of 16,000 Russians and 6,000 Swedes with cavalry, artillery and infantry in Greifswald and on Mönchgut on Rügen. The landing operation was carried out in October with armed ships. But it was hindered by strong storms, so that many ships of the fleet were damaged.

The check through of the published Russian fleet lists showed, that in 1805 a Brig DISPAC failed off Rügen. The ship was bought from the English in 1796 and then incorporated into the Russian fleet (Bode 1979). In English lists, references

could be found that this ship was launched as DISPATCH (speed) on the 15th Dec.1795 at Nicholson in Chatham. The vessel is a brig-sloop of the albatross-class, which was equipped with a crew of 121 men, 16 heavy cannons and 12 swivel guns. With 365 tons, the ship had a length of nearly 32 metres and a width of 10 metres (dimensions in feet: 96', 73'9" x 30'6" x 12'9"). Only one year after launching, the ship was sold to the Russian fleet.

An elevation drawing (Fig. 16) from the marine archive in Petersburg additionally proves these measurements and facilitates the comparison to the detectable construction of the wreck find Parts of the stem and the cross-section of the hull were found to be corresponding.

Further indications about the fate of the brig could be gained from the published sources to the history of the Russian fleet. The DISPATCH kept its English name in the Russian fleet, though it was written in Cyrillic characters. A change in arming must have taken place as it was then called a 20-cannon brig. In 1798, when Holland was occupied by the French, the DISPATCH took part in the blockade of Holland in the squadron of vice-admiral Makarow, together with the English squadron of Duncken. After this operation, it was repaired in England during the winter of 1798-99 (Кротков 1894).

For the 3rd Coalition War it is proven that, on the 12th Sept.1805, a 20,363-man unit under the command of admiral Tet set off to Swedish Western Pomerania. The navy fleet was additionally reinforced with 140 merchant vessels to 258 ships altogether. The ships landed the troops on various places in Pomerania and on Rügen. The assembly point was Stralsund. At the end of the operation there was as heavy storm and 400 Cossacks drowned and cannons with munitions sank in the storm. (Michailowskij, Danilewskij 1884).

The following report on the sinking of the DISPATCH could be found in the reports about ships of the Russian fleet that went down: The brig DISPATCH was under the command of lieutenant-commander Kostlitzow and rear admiral Sarytschew in 1805; she had already cruised around on the Baltic Sea for over a month, in a state of disorientation. On the 5th of October she was forced to drop anchor in the Rügen area near Wittow (region of Cape Arkona) due to a storm coming from southeast. But the anchor, which was set to a depth of 17 fathoms (ca. 35 metres), did not hold. «To stop and to rescue the brig», admiral Sarytschew reports, «I ordered to lay down her masts; but despite that, the ship did not stop to drift and, around 11.00 a.m., she ran aground on a sandbank, turned crosswise to the waves and began to throw herself from one side to the other to finally lie aground; then, the waves towered up like mountains, broke over board and gradually flooded the ship; she swayed strongly, while moving on the sandbank. Each of us was endeavoured to hold even tighter in order to avoid being thrown overboard by the waves; we awaited the sinking of the brig every minute. Our situation was even worse, as the darkness of the night hindered our sight and we did not know how far we were away from the coast. When the ship was filled with water, the bow turned in the direction of the coast, and the waves, which shook it strongly, broke over the stern». Some of the seamen spotted the coast and shouted: «land ahoy!» Thereupon everybody assembled on the forecastle and was glad about the burgeoning hope of rescue. Wet through and frozen stiff, they impatiently expected the dawning day. Meanwhile our doctor, who was a good swimmer, removed his clothes and threw himself into the sea. Henceforth we lost sight of him in the raging waves. At daybreak we saw that we were half a verst (ca. 530 metres) away from the coast, where we saw people. Under great effort we put out a yawl, fastened a rope to it, and three men set off to the coast. They stayed between groynes and rocks for a long time until, finally, under great difficulties they reached dry land; islanders helped them to get out of the boat. And thus, with an

existing connecting rope to the coast, we put out two further rowing boats and, with the help of this transfer technique, all seamen could leave the ship.

«The islanders brought fire to the shore and, in general, received the rescued very hospitable. Count Liwen – major-general of the land forces – and me», Sarytschew continues, «climbed the steep bank under great effort. From there, one had to walk a whole verst to the next settlement. But, after coming through the last night, I was so weak from the cold and the wetness, that I would not have had the power to walk on and nearly fell down from exhaustion; if not the magnanimous count, who himself would nearly have been in the same situation soon, had helped me and led me to a farmers house with his last ounce of strength. There, the good-hearted occupants took our wet clothes, put us to bed, covered us with warm quilts and thus we warmed ourselves up. There, also found our fearless doctor was found.

The superstructure of the brig was still in good condition. A local master craftsman promised to salvage the ship from the sandbank for 16,000 thalers, but he did not manage to do so and thus just saved a few things». (Sokolow 1855).

Русский бриг «Диспач» - остатки корабля Третьей антинаполеоновской коалиции.

Сопоставление археологических материалов и данных исторических документов позволили определить затонувшее судно у мыса Аркона (Северо-западная часть о. Рюген) как русский бриг «Диспач», погибший 5 октября 1805 г. Об этом свидетельствуют: датировка, конструкция, сопутствующие находки и местоположение затонувшего судна.

Медицинские инструменты свидетельствуют о присутствии врача на борту. Высококачественные фарфор и керамика из каменной массы могли принадлежать адмиралу Сарычеву и другим высшим офицерам, находившимся на корабле.

Начиная с 1993 г. работы на судне проводились Ассоциацией подводной археологии земли Мекленбург-Форпоморен. Затонувшее судно определенное как «Диспач», вместе с торговым кораблем середины XVIII в., находится к юго-западу от мыса Аркона в 200 м. от берега на каменном рифе, расположенном параллельно берегу. Остатки затонувшего судна размерами 21 м в длину и 6 м в ширину, ориентированного в меридиональном направлении, лежат на глубине 3-4 м. Реконструируемые размеры судна – 26-30 м. в длину и 8 м. в ширину. Носовая часть с форштевнем сохранилась лучше. Судно изготовлено из дуба, киль покрыт свинцовыми, а нижняя часть корпуса медными листами. Судовые детали соединены деревянными и медными нагелями.

В качестве балласта на корабле использовались железные блоки. Среди находок следует назвать: остатки боеприпасов – пушечные ядра, картечь, пули, предметы такелажа и снаряжения – корабельные блоки, шкивы, текстиль, части фонаря, кухонного котла, корабельные инструменты и личные вещи команды – пуговицы пряжки, части кожаной обуви, фрагменты стеклянной и керамической посуды, включая фарфор, трубки курительные, медицинские инструменты.

Часть находок свидетельствует о русском происхождении судна – медные монеты достоинством 2 и 5 копеек Екатерины II и Павла I, латунные кресты и рукоять ножа с кириллическими надписями.

Остатки брига «Диспач», направлявшегося в составе русского флота к берегу Германии с десантом и погибшего во время шторма являются интересным историческим памятником времени Наполеоновских войн.

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