

## East Coast War Channels

During the 20th Century the East Coast became the site of a constant battle as shipping lanes were kept open to allow convoys to move essential supplies around the country.



Airship escorting East Coast convoy in World War One

German submarines and aircraft dropped mines and converted fishing boats sailed daily from the North Sea ports to clear the mines away to allow the merchant vessels to sail.



HMS Pathfinder was the first warship to be sunk by a U-boat, off the east coast of Scotland in 1914. The photograph shows a cordite case on the wreck.

## Protection of Wrecks Act 1973

Fifty seven nationally important wrecks in English waters are protected under the act.

Historic England want people to be involved with these sites. If you might be interested in helping to monitor or record these sites please contact Historic England or Tees Archaeology.



Historic England



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## The Seaton Carew Shipwreck



During a great storm in the middle of the 19th century a two masted collier brig was in trouble and in order to save the boat, cargo and crew the Master decided to run it ashore. The boat was sailed as far up the beach at Seaton Carew as it would go.

Once the storm had subsided a hole was knocked into the port side and the cargo removed and then the boat was dismantled. The ropes, masts and sails sold off on the beach and the vessel taken apart and the frames sawn off level with the sand.

The boat slowly disappeared from view and memory under the sand, until changes in the beach level in 1996 uncovered the surviving skeleton of the vessel.

The Seaton Carew wreck is an extremely rare survival of the type of vessel that was built in the hundreds and carried coal from the north-east to London and the south. It is protected under the Protection of Wrecks Act 1973.

It was very sturdily built to carry heavy loads and sail through rough seas. This was the type of vessel Captain Cook learnt to sail in and then used to sail around the world.

The Seaton Carew wreck is 25m long and 7m broad and the frames are made from oak, while the lowest planking was also of oak, but higher up it was elm.

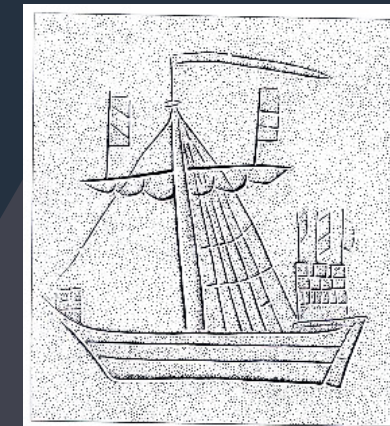
Planking had a life expectancy of 8 – 12 years, there was little evidence of wear and the vessel may have been quite new when it was driven ashore.



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The first time coastal trade developed was during the Roman period as vessels supplied the Roman armies on Hadrian's Wall, there was a big supply base at South Shields.

The Anglo-Saxons and Vikings both used similar vessels for their raids and trading. The boats had overlapping planks, this 'clinker' building tradition produced a light, strong and flexible boat, ideal for the North Sea.



Medieval Ship  
Graffiti, St  
Hilda's Church,  
Hartlepool

During the medieval period trade around the North Sea grew and ports were built at Hartlepool and Newcastle.

There was huge increase in shipping from the 17th century as more and more coal was transported out of the area to London and the south. This resulted in the creation of coal ports such as Seaham and Sunderland and in expertise in shipbuilding.