

# The *Utrecht* Shipwreck

## Research Effort

Preliminary Report and Artifact Catalogue



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College Station, March 2012.

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“... after the smoke cleared, captain Cort found the *Rosário* and the *Utrecht* in ‘one hundred thousand pieces’...”.

It was left for the next generations to piece back together our underwater cultural heritage.

## Summary:

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|                                                                                      |     |
|--------------------------------------------------------------------------------------|-----|
| Acknowledgments:                                                                     | 6   |
| Research Project Participants:                                                       | 6   |
| Introduction:                                                                        | 7   |
| Brief Historical Background:                                                         | 7   |
| The Ships                                                                            | 9   |
| Site History Review:                                                                 | 11  |
| The <i>Utrecht/ N. S. do Rosário</i> Shipwreck Site:                                 | 13  |
| The Artifact Collection and Catalogue:                                               | 19  |
| Final Considerations:                                                                | 20  |
| Cited Bibliography:                                                                  | 23  |
| APPENDIX 1: Chronology for Official Interventions in the <i>Utrecht</i> site.        | 245 |
| APPENDIX 2: Extract from the Christie's Auction Catalogue of May 1983.               | 29  |
| APPENDIX 3: Proposed Research Methodology for Ship Reconstruction and Virtual Model. | 39  |
| APPENDIX 4: Catalogue CD.                                                            | N/A |

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## **Research Team:**

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## Introduction:

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The report aims at presenting the current knowledge regarding the *Utrecht / N. S. do Rosário* shipwreck battle site off Itaparica, Bahia, Brazil. This research effort is part of an ongoing international project which seeks to document and assess the significance of shipwreck sites from the colonial period in Brazil, previously looted by treasure hunters or salvaged during Brazilian Navy operations in the late 1970's and 1980's.

This research was carried out as part of the Maritime Program of the Mutual Heritage Program in the Netherlands, and within the framework of the Memorandum of Understanding concerning Mutual Heritage, as signed by Brazil and the Netherlands in 2008 (Cooperação no Campo do Patrimônio Cultural Comum) after an invitation of the Dutch Cultural Heritage Agency (Rijksdienst voor het Cultureel Erfgoed) to the Brazilian National Institute of Historic and Artistic Sites (Instituto do Patrimônio Histórico e Artístico Nacional - IPHAN). The project also includes the support and cooperation between researchers and professors from the the Nautical Archaeology Program at Texas A&M University, USA, and Federal University of Sergipe/UFS, Brazil.

Recent research efforts have been oriented to: 1) study the site formation processes and reconstruct scope and chronology of the interventions there carried out, 2) inventory and collect publications, site plans, photos, videos, excavation logs and remaining artifact collections related to the site, and 3) to review the historical and nautical backgrounds behind the naval engagement between the Portuguese and Dutch fleets off Itaparica in September 28, 1648. The present report and its accompanying catalogue CD were prepared in order to share the project's preliminary results and setup a baseline for future research.

## Brief Historical Background:

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The Dutch ship *Utrecht* sunk off Itaparica Island in the waters of the state of Bahia, northeast Brazil, after a sharp engagement with the Portuguese vessels *Nossa Senhora do Rosário*

(32 guns) and *São Bartolomeu* (32 guns) in the later period of the Dutch West India Company presence in Brazil. Incorporated in 1621, the West India Company (Geoctroyeerde Westindische Compagnie – GWIC, in Dutch) was inspired by the success of the East India Company – VOC (1602- 1798), and driven to achieve colonization and commercial monopoly in the Atlantic and Pacific Oceans. In Brazil, the Company’s business developed around the sugar plantations in the northeast and the highly profitable slave trade. The Dutch occupation in the northeast Brazil lasted from 1624 to 1654, comprising a rich period for the investigation of early modern geopolitics in the Atlantic.

On September 28, 1648, a Dutch fleet of seven sails under the command of Admiral Witte Corneliszoon de With was raiding off Bay of All Saints in Salvador, Bahia, when they saw two Portuguese sails coming in from the sea, around noon. They were the *Nossa Senhora do Rosário* and the *São Bartolomeu*, sent over to patrol the entrance of the bay. The Dutch flagship *Bredorode* (49 guns) and four other Dutch vessels engaged the Portuguese ships before they could withdraw. After the evolution of short maneuvers and a fierce attack, the Dutch ships *Utrecht* (32 guns) and *Huys van Nassau* (40 guns) flanked *Nossa Senhora do Rosário*. In danger of being captured, the captain of the *Rosário* decided to blow up his own vessel in an attempt to damage the two enemy ships before being overpowered.

As a result, both *Nossa Senhora do Rosário* and *Utrecht* sunk, and today their remains lie roughly 200 meters apart on the seabed, at a depth of 18 to 20 meters. The *Huys van Nassau*, severely damaged after the explosion, drifted away and was eventually captured and refitted by the Portuguese admiralty under the name of *Fortuna*.<sup>1</sup> The second Portuguese ship, *São Bartolomeu*, was boarded by the *Overijssel* (28 guns) while trying to sail back to port and, after a bodily combat, both captains were killed and *São Bartolomeu* taken by the Dutch. The human losses in this battle were severe, totaling circa 400 Portuguese against 150 Dutchmen.<sup>2</sup>

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<sup>1</sup> GUEDES, 1993: 87; HOBOKEN, 1955: 126.

<sup>2</sup> BOXER, 1973: 200.

## The Ships

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*Nossa Senhora do Rosário* and *São Bartolomeu* were originally sent to Brazil in October 18, 1647, as part of the Armada Real do Mar Oceano. This naval fleet was set under the command of António Telles de Menezes, governor-general of Brazil, to attempt to relief Bahia and, according to the British historian Charles R. Boxer, consisted of eight galleons, two frigates, three armed merchant-ships, and two caravels, or fifteen sails total, carrying 462 gentlemen-volunteers, 2350 soldiers and 1000 sailors. These numbers, however, differ from those published by the Brazilian naval historian Max Justo Guedes, who claims this Armada was composed of nineteen ships, being eleven galleons, one urca, two naus, two frigates, two caravels and one patacho.<sup>3</sup>

Although designations and types of these ships are difficult to assert at this time, the available sources point at *N. S. do Rosário* as a newly built English frigate captained by Frei Pedro Carneiro, mounting between 28 and 32 guns, and manned with 250 to 300 sailors and soldiers. *São Bartolomeu* was Dutch built<sup>4</sup> and mounted between 32 and 35 guns, under captain Francisco Pereira Brandão.

The Portuguese maritime historian António Esparteiro has classified *Nossa Senhora do Rosário* as a nau, not a frigate. As a nau of 32 guns, however, *Rosário* would have probably been a larger three-masted merchant ship with secondary fighting capabilities, somewhat rounder than the frigate. As a mid-17th century frigate of 32 guns, however, she would have been a three-masted vessel for speed and maneuverability, lower sheer, well-armed and somewhat smaller than the nau, therefore designed for swift missions. *Nossa Senhora do Rosário* is referred as a frigate by Francisco Varnhagen, Boxer and Justo Guedes. The *São Bartolomeu*, like the *Rosário*, is referred in the same documents presented by Justo Guedes and Boxer as a frigate. Varnhagen, however, refer to the *São Bartolomeu* as a galliot.<sup>5</sup> These are typical research questions in nautical archaeology, to be addressed using archaeological, documentary and iconographic sources.

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<sup>3</sup> BOXER, 1973: 190; GUEDES, 1993: 56, 57 and endnote (997).

<sup>4</sup> HOBOKEN, 1954: 127.

<sup>5</sup> VARNHAGEN, 1872: 350; BOXER 1973: 190; and GUEDES 1993: 57 and endnote 997.

*Utrecht* (32 guns) and *Huys van Nassau* (40 guns) had been sent to Brazil in 1647 by the admiralty of Amsterdam as part of a rescue fleet of 12 warships under command of the Dutch Admiral Witte Corneliszoon de With. In total, this fleet was composed of twelve warships, of which five were paid by the admiralty of Amsterdam, three by the admiralty of Rotterdam, including the flagship *Brederode*, and four by the admiralty of Noorderland, as well as eight yachts incorporated by the West India Company.<sup>6</sup> Below is reproduced a drawing of the warship *Zutphen* (30 guns), sent to Brazil along with *Utrecht* and *Huys van Nassau* by the admiralty of Amsterdam (Figure 1 and Table 1).

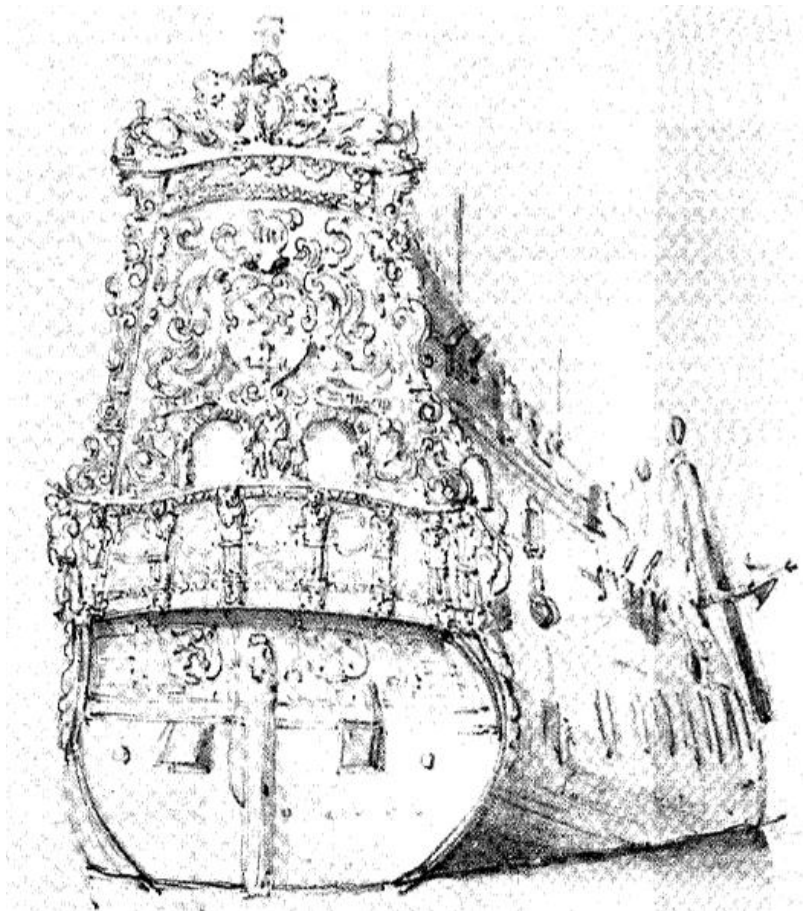


Figure 1: The *Zutphen*. Built in 1636 for the Admiralty of Amsterdam. Drawing by Willem van der Velde, the Younger, in the National Maritime Museum of Greenwich, England (after Hoboken, 1954: 32).

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<sup>6</sup> HOBOKEN, 1954: 310.

| Admiralty   | Ship (Guns)                  | Captain            | Entry in Brazil | Left Brazil | Observations                                      |
|-------------|------------------------------|--------------------|-----------------|-------------|---------------------------------------------------|
| Rotterdam   | <i>Brederode</i> (49)        | Witte de With      | Dec, 26 1647    | Nov, 9 1649 | Flagship                                          |
| Amsterdam   | <i>Huys van Nassau</i> (40)  | Matthijs Gillissen | Dec, 12 1647    | ---         | Taken by the Portuguese, renamed <i>Fortuna</i> . |
|             | <i>Utrecht</i> (32)          | Jacob Cort         | Dec, 12 1647    | ---         | Wrecked after the explosion.                      |
|             | <i>Overijssel</i> (28)       | Jan Schut          | Dec, 12 1647    | Nov, 1 1649 | Boarded and took the <i>São Bartolomeu</i> .      |
| Noorderland | <i>Wapen van Nassau</i> (38) | Lieven de Zeeuw    | Feb, 17 1648    | Nov, 9 1649 | Engaged in maneuvers.                             |

Table 1: Dutch vessels directly engaged in the Itaparica Battle (After Hoboken, 1954: 300).

## Site History Review:

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The *Utrecht* wreck site was first officially explored in the years 1981-1982 under a contract with the Brazilian Navy, which granted salvage rights to a Brazilian company named SALVANAV - *Salvamentos Marítimos S/A*, directed by Mr. Denis Albanese in a joint-venture with a Canadian company named *Phoenician Explorations*, owned by Mr. Robert F. Marx, a well-known American treasure hunter and author. The company started working in the area under the terms of a contract established in December 1979, which authorized the treasure hunters to survey and recovery any objects of historical value in the waters extending up to two nautical miles off the Bay of All Saints (Appendix 1).

Following colonial mining laws, the artifacts resulting from the exploration had to be divided in the ratio of 80% to the salvagers and 20% to the Brazilian Navy, after the later had picked out the artifacts of outstanding historical and nautical value to illustrate the recently created Navy Museums in Rio de Janeiro and Bahia. In January 1980, operating from the cutter *Illusion* belonging to Antony Joseph Kopp, a Swiss citizen naturalized Brazilian, SALVANAV S/A surveyed the site and petitioned for a license to fully explore the *Utrecht* shipwreck site. An

ordinance issued one year later eventually authorized the excavation, agreed under the 80/20% reward rule.

The company operated freely until 1983 salvaging a handful of shipwrecks from the colonial period in the Bay of All Saints area. In May 1983, however, news of an auction of artifacts from shipwrecks held by Christie's Amsterdam raised the possibility that the above mentioned companies were involved in artifact smuggling. A set of exceedingly rare Dutch golden coins, minted in Brazil in 1645 and 1646, and presumably recovered from Brazilian shipwrecks, had been sold by Christie's Amsterdam and were suspected of being illegally exported against the rules of the contract established with the Brazilian Navy (Appendix 2).

In consequence, in August 1983, the Brazilian admiralty suspended all new contracts and started a criminal investigation to establish the responsibilities. However, based on already issued contracts with the company ENGEMAR Ltda., directed by Mr. Walter Dias de Andrade, the exploration in the *Utrecht* continued officially until 1988, while SALVANAV S/A moved on to nearby areas, after blaming the Christie's incident on Mr. Robert F. Marx and *Phoenician Explorations*. In January 1988, after nearly five years of operations, ENGEMAR Ltda. presented a report mentioning the existence of extensive wooden remains on the *Utrecht* shipwreck site.

Following the unfortunate SALVANAV S/A & *Phoenician Explorations* affair, Brazil started working on specific legislation to regulate and protect the country's underwater cultural heritage. It culminated with the Federal Law n° 7542 of 1986, which regulated the research, exploration, removal and demolition of things or property sunk, stranded and lost in the waters under national jurisdiction. This law stated that artifacts of artistic, historic or archaeological interest were thereon property of the federal State, therefore not subject to appropriation, transfer, or used for the purpose of fixing payment to the explorer (Art. 20). It ended the 80/20% reward rule.

The important achievements of Federal Law n° 7542/86 were nevertheless set back in 2000, with the promulgation of Federal Law n° 10166/00. Yielding to lobbying pressure within the Brazilian congress, the new legislation set back the spirit of the previous law by permitting the commercialization of up to 40% of the artifacts explored from shipwreck sites in Brazil. Although this law still stands, a new legislation formulated in cooperation between the Brazilian Navy, the Ministry of Culture, and the Brazilian Archaeological Society (PL 7566/06) is currently under

appreciation by the Congress. In the meantime, new directives have been discussed between the Ministry of Culture and the Brazilian Navy, and an agreement between these two institutions have established shared responsibilities to authorize and supervise interventions in underwater sites, which in practice has halted the authorization of salvaging permits.<sup>7</sup>

In 2007, during the International Symposium of Maritime Archaeology in the Americas organized in Itaparica by Prof. Gilson Rambelli (Federal University of Sergipe), some of the members of this team had the opportunity to dive in the *Utrecht* shipwreck site and ascertain the incredible potential for future research.

### ***The Utrecht /N. S. do Rosário Shipwreck Site:***

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The archaeological site with the remains of the Itaparica Naval Battle lays at a depth of 18 to 20 meters in a sandy seabed, approximately four nautical miles from Itaparica Island (13°07'30"S and 38°39'10"W, WGS84) (Figure 2). Despite the salvage works carried out throughout the 1980's, no publications, site plans or artifact analysis were produced by the companies that mined these sites for artifacts. A single sketch, however, produced probably during interventions undertaken in 1981 and published on Tony Kopp's website, outlines the extent of the wood remains in the *Utrecht* site (Figure 3).

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<sup>7</sup> To know more, see CEANS (2004) **Livro Amarelo: Manifesto Pró-Parimônio Cultural Subaquático Brasileiro**. Campinas: Unicamp.

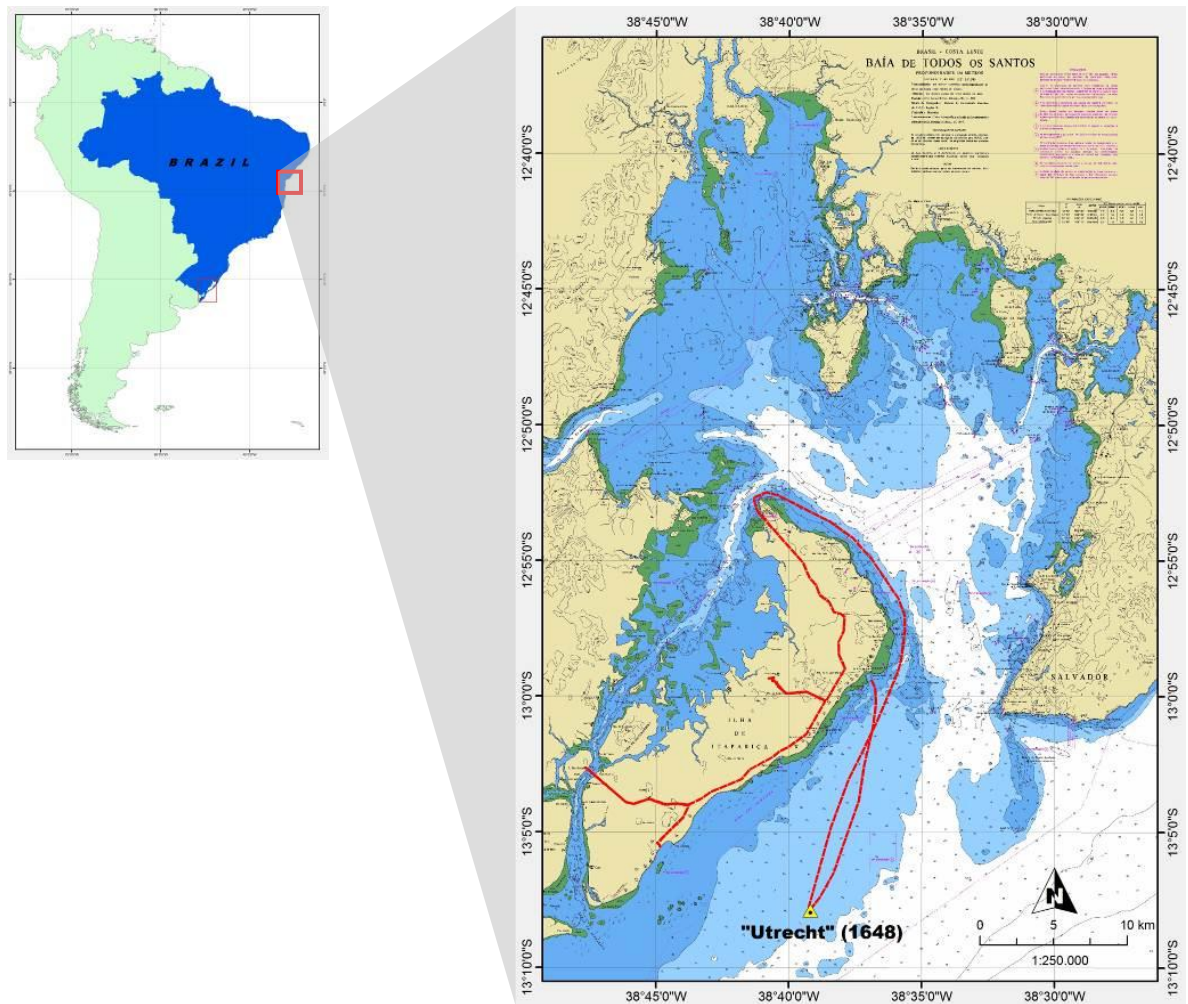


Figure 2: Location of the “Utrecht” shipwreck site off Itaparica Island, Bahia, northeast Brazil (Rodrigo Torres. Source: Nautical Chart DHN 1110).

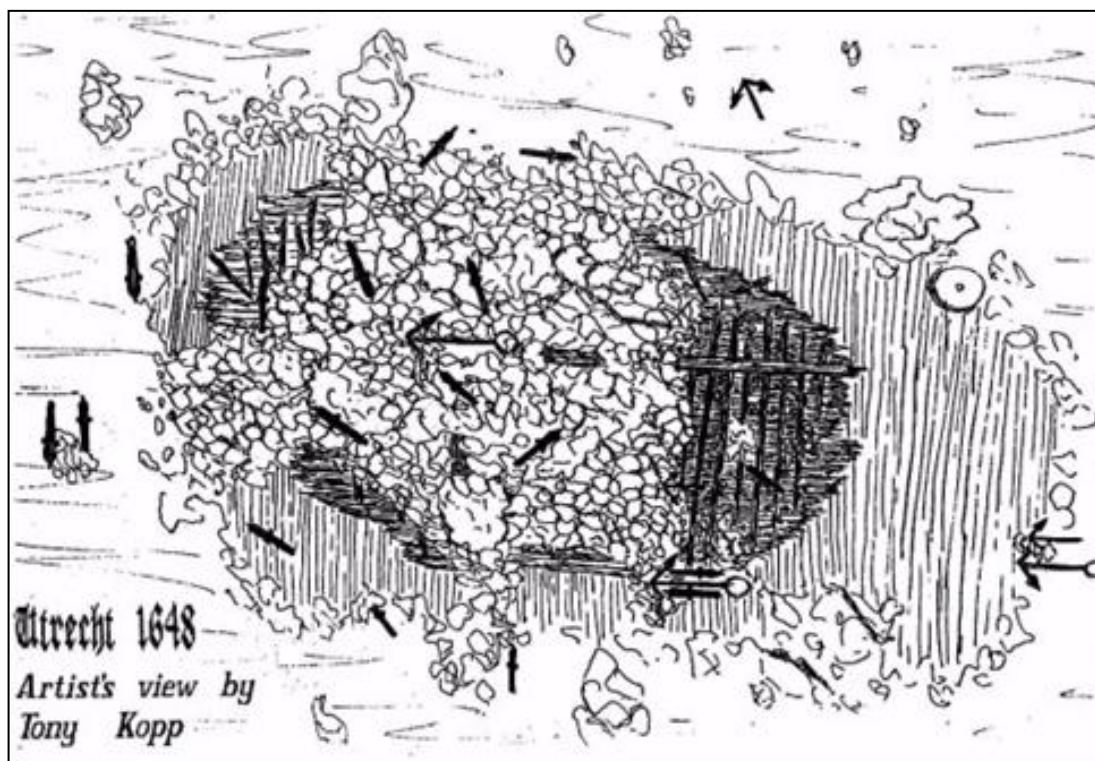


Figure 3: Site Plan produced possibly in 1981 by Tony Kopp (Source: <http://treasurediver.tripod.com/cgi-bin/id17.html>. Consulted in November, 28, 2011).

Because the site is today open to recreational divers, some site plans have appeared on the internet, which show the current distribution of remaining iron canons, anchors and the ballast pile (Figure 4). In 2008, technical divers who have searched for the *N. S. do Rosário* wreckage laid a cable connecting the two sites and recorded the presence of more canons, anchors and ballast concentrations (Figure 5).<sup>8</sup>

<sup>8</sup> A video has been produced and made available at: <http://www.youtube.com/watch?v=U64-Ln4znAM>.

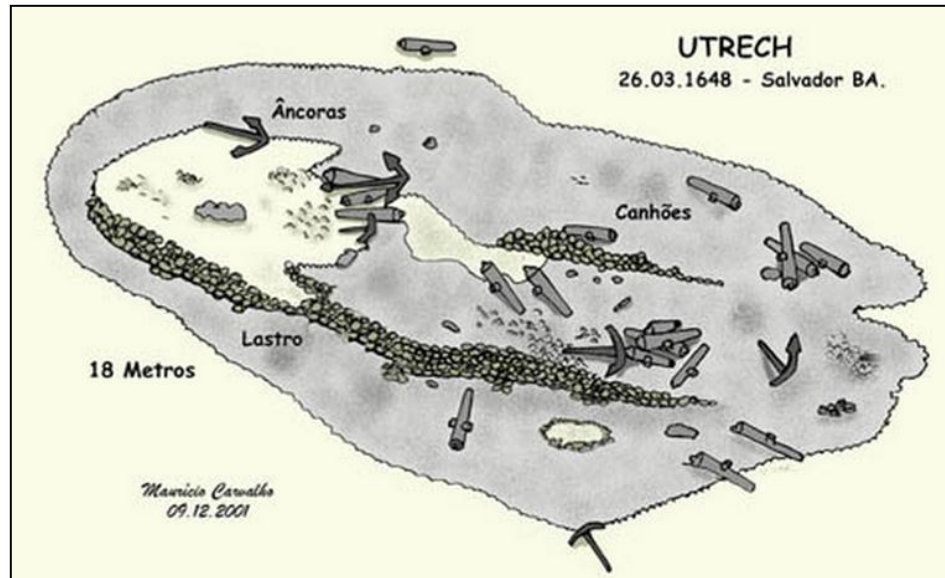


Figure 4: Site Plan produced in 2001 by Maurício de Carvalho (Source: <http://www.naufragiosdobrasil.com.br/naufutrech.htm>. Consulted in November, 28, 2011).

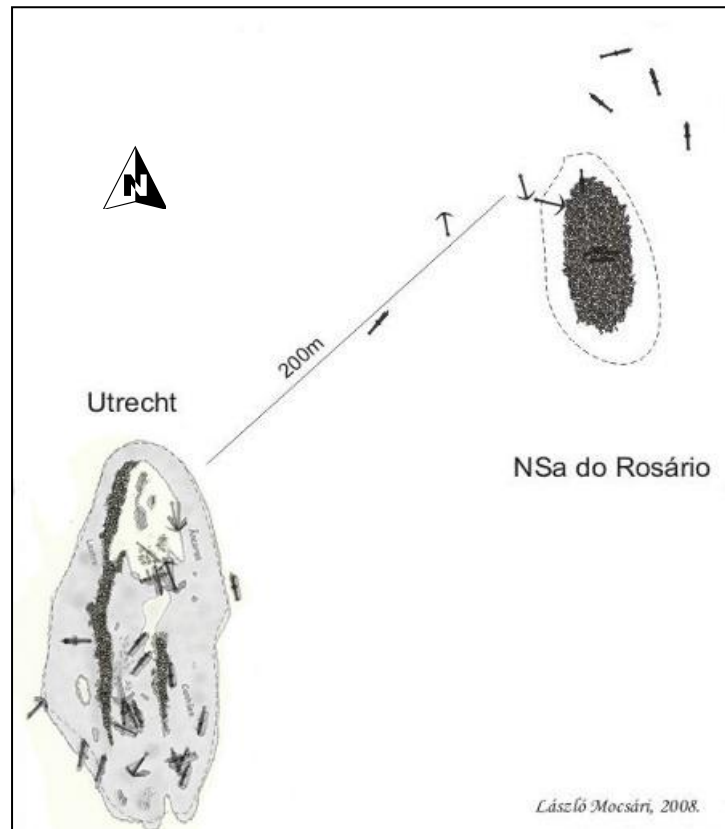


Figure 5: Site Plan produced in 2008 by László Mocsári, showing the *Nossa Senhora do Rosário* site in relation to the *Utrecht* (Source: <http://www.brasilmergulho.com.br/port/naufragios/artigos/2008/006.shtml>. Consulted in March 15, 2012).

During the dives done after the International Symposium of Maritime Archaeology in the Americas in 2007, Martijn Manders (Dutch Cultural Heritage Agency) identified important hull construction features and updated photos of this important site were taken (Figures 6 and 7).

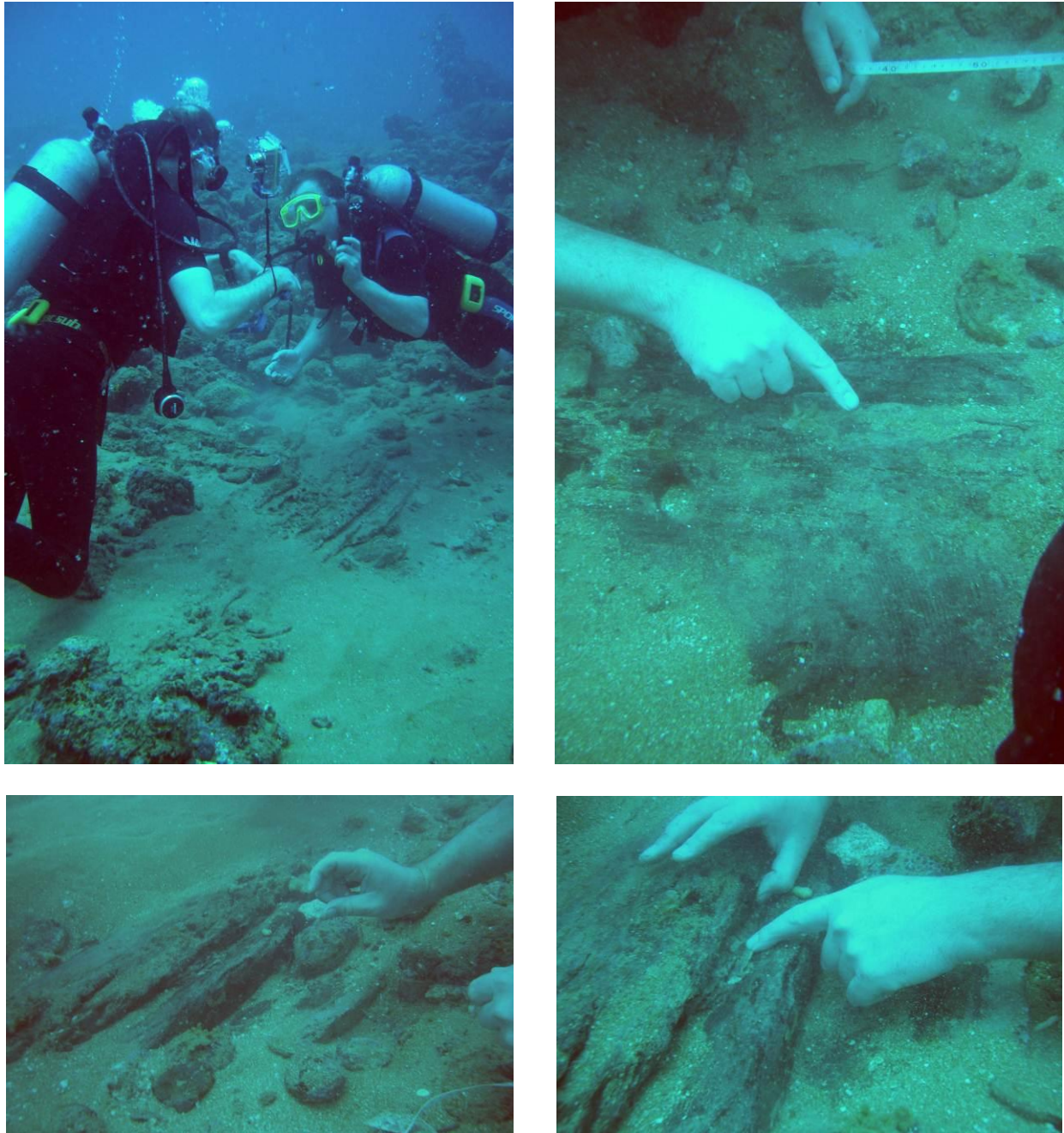


Figure 6: Martijn Manders and Gilson Rambelli noting important hull features in the naturally exposed wooden remains of the *Utrecht* (Photos: André Lima, 2007).

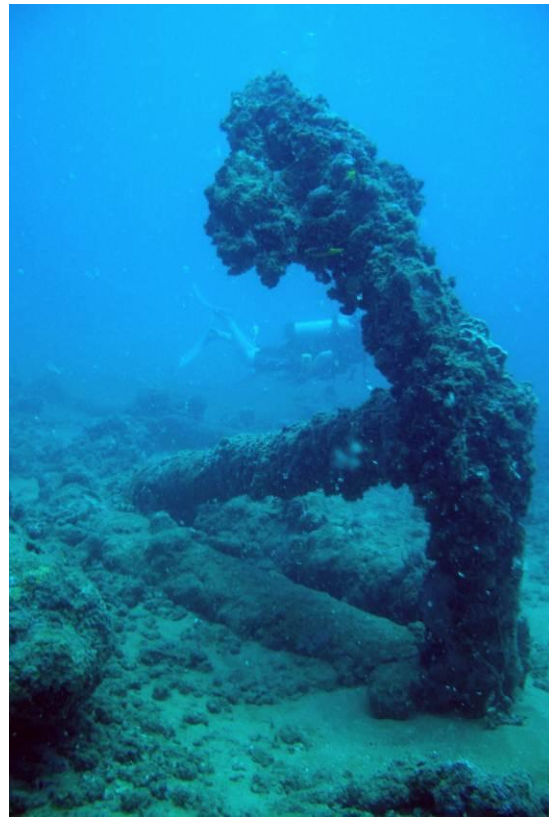
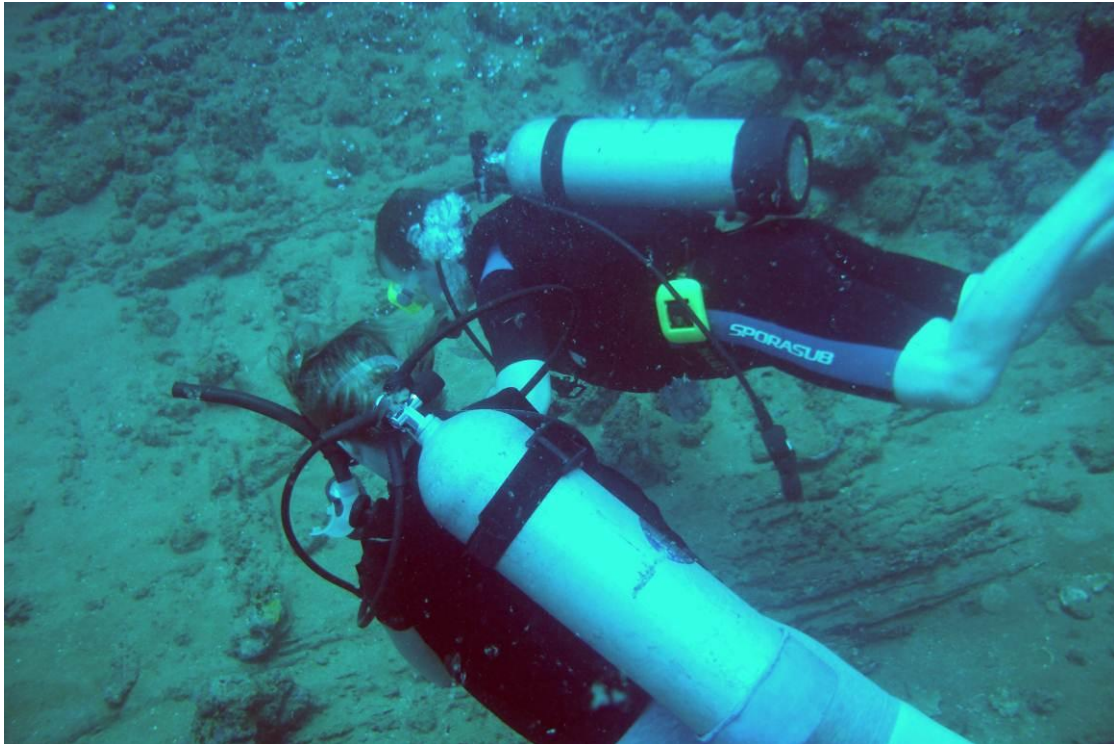


Figure 7: Above, Martijn Manders and Margaret Leshikar-Denton studying the exposed timbers. Bellow left, a stretch of the ballast pile, aligned after salvage operations. Bellow right, anchor and canons possibly in an undisturbed setting (Photos: André Lima, 2007).

## The Artifact Collection and Catalogue:

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In November 2011, the Naval Historical Heritage and Documentation (DPHDM) kindly authorized the study of the *Utrecht* artifact collection kept at the Navy Documentation Service in Rio de Janeiro. The accompanying CD brings a preliminary version of the catalogue with all objects there documented, as well as more information on the artifact recording project.

The recorded collection comprises over 200 artifacts attributed to be from the *Utrecht* shipwreck site, now deposited in the storage facilities of Ilha Fiscal in the Navy's Cultural Complex in Rio de Janeiro, Brazil. The material is being kept in fair condition by the curatorship of a competent museologist and a small team of dedicated Navy officers. The artifacts were photographed and their conservation status, diagnostic features, as well as other general information were recorded into an *Excel* spreadsheet for future reference (Appendix 4). Future recording sessions are being planned for 2013, in order to complement the study.

Due to the troublesome history behind their recovery, few conservation cards and support documentation could be found associated with the studied assembly at this stage. A few misplacements were readily identified, either by artifacts which were clearly not contemporaneous with the ship or by classification mistakes carried on after they were salvaged. Moreover, as the salvage operations in the 1980's were done over many shipwreck sites at the same time, not all of them officially authorized or not judiciously supervised, is likely that some artifacts now figuring in the *Utrecht* collection are intrusions from these other shipwreck sites.

## Final Considerations:

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From the information presented above, we note that the site is highly disturbed after nearly 30 years of official and unofficial interventions. It is important to note, however, if properly excavated, even these salvaged and heavily looted shipwrecks can still yield enormous amounts of information.

The layout of the ballast pile shows clearly the most affected areas and its study should help us understand the extension and chronology of the interventions. An estimation of its weight, type, and provenience will furnish an important insight to the tonnage, stability, and hopefully will help identify at least some of the ports of call and routes of the ship. A substantial portion of the ship's hull remains on the site, preserved under the wreckage pile, including fragments of the keelson, frames and a double-planked section of the hull planking, which offers a rare window into early to mid-17<sup>th</sup> century Dutch shipbuilding practices. The study of timber provenience and scantlings, fastenings, scarves, tool marks, sheathing, and hopefully curvature measured on the preserved section of the hull will undoubtedly yield important insights in regard to the vessel's size, shape, proportions, stability and sailing abilities, as well as to support the ship's virtual model reconstructions (Appendix 3).

Furthermore, a number of artifacts and fittings remain on the site. If the six anchors shown in the site plans represent the ship's complete set, their study is perhaps a unique opportunity to compare the archaeological data with documental evidence pertaining to the outfitting of these ships, notably the relations between anchor weights and tonnage. Nineteen cast iron guns remains on the *Utrecht* site, more than half of the 32 referred in the documents, constituting a fair sample of the ship's original armament. A number of bronze guns have been removed from the site and at least two of them are still available for study, notably at Rio de Janeiro Naval and Oceanographic Museum.

All things considered, it places the *Utrecht* as a highly significant shipwreck site for the history of shipbuilding technology, comparable to the Dutch East-Indiaman *Nassau* (1606, Malaysia), *Mauritius* (1609, Gabon) *Batavia* (1629, Western Australia)<sup>9</sup>. Moreover, no vessel from

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<sup>9</sup> For a review on V.O.C. shipwreck excavations around the world and a thorough discussion on Dutch oceangoing ships, see VAN DUIVENVOORDE, W. (2008) *The Batavia Shipwreck: an Archaeological Study of an Early*

the Dutch West India Company has yet been archaeologically studied, which makes the *Utrecht* a unique setting for specialized nautical archaeology studies.

In addition, in archaeological terms, we could benefit from re-considering the remains of the *Utrecht* and the *Nossa Senhora do Rosário* to comprise a single analytical unit, testimony of the outcomes of the naval engagement between Dutch and Portuguese fleets off Itaparica in 1648. So the authors suggest a more comprehensive term, “Itaparica Naval Battle Shipwreck Site” or “Sítio de Naufrágios da Batalha Naval de Itaparica” for future references in English and in Portuguese, respectively.

The archaeological importance of this site justifies a long term intervention, aiming at the study and model reconstruction of the two shipwrecks. An interpretative study of the archaeological remains in dialogue with the vast array of documental evidence pertaining to this exciting period can provide a fine perspective on the history of shipbuilding in Europe and across the Atlantic, in the wider context of the history of technology in the high Baroque Era.

Based on the Mutual Heritage Program and a bilateral cooperation agreement between the Dutch Cultural Heritage Agency (Rijksdienst voor het Cultureel Erfgoed) and the Brazilian National Institute of Historic and Artistic Sites (Instituto do Patrimônio Histórico e Artístico Nacional – IPHAN), the project also includes the support and cooperation between researchers and professors from the Nautical Archaeology Program at Texas A&M University and the Laboratory for Archaeology of Aquatic Environments of the Federal University of Sergipe/UFS. This research effort is progressing in tune with the new perspectives embraced by the Brazilian Ministry of Culture and the Brazilian Navy (Naval Historical Heritage and Documentation Directorate – DPHDM).

The near to mid-term aims of this project are: 1) continue adding to the current knowledge of the site, 2) in-field significance assessment of the *Utrecht* shipwreck, and 3) experience exchange and capacity building.

Finally, in addition to the richness for technical studies, the site also offers ideal conditions for planning an underwater trail or *in situ* exhibition in the lines of the UNESCO Diving Trail

Program<sup>10</sup>, and for creating awareness among recreational divers and opinion formers in regard to the importance of rigorous archaeological research and the protection of our common underwater cultural heritage. By means of international cooperation and expertise exchange, the development of this project will represent a benchmark for capacity building and human resources in underwater archaeology and conservation of shipwreck artifacts in Brazil.

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<sup>10</sup> See <http://www.unesco.org/new/en/culture/themes/underwater-cultural-heritage/scuba-diving/diving-trails/>.

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## APPENDIX 1: Chronology for Official Interventions in the *Utrecht* site.<sup>11</sup>

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- Ordinance 0037 of 28/DEZ/1979: Authorize SALVANAV S/A to survey UW archaeological sites and recovery objects of historical value in the area extending from the mouth of the Rio Vermelho to Mont Serrat, up to 2 NM of the coast.

OBS: SALVANAV S/A (Denis Albanese) is thereon (MAY/1979 to MAY/1981) working in a joint-venture with PHOENICIAN EXPLORATIONS (Robert Marx). They hired the cutter *Illusion* from the Swiss citizen naturalized Brazilian Antony Joseph Kopp.

- 7 and 8/DEZ/1980: Cutter *Illusion* (SALVANAV S/A), first dives in the *Utrecht*. They affirm the hull was sheathed with lead w/ wooden treenails.
- 13/JAN/1980: SALVANAV S/A requires the license to explore the *Utrecht*.
- 30/JAN/1980: Cutter *Illusion* (SALVANAV S/A) survey in the *Utrecht*. They claim had seen 14 iron cannons and two anchors. Apart from pictures, they claim none was recovered.

OBS: Bronze cannons had already being recovered by Brazilian Navy Divers (Submariners Rescue Ship *Gastão Moutinho*) and others.

- Ordinance 0011 of 30/ABR/1981: Authorize SALVANAV S/A to explore the *Utrecht* site for 1 year. Contract establishes that the Navy would pick objects of outstanding historical and nautical values, and the remaining declared objects to be shared 80% to the explorer / 20% to the Navy.
- 02 to 09/MAY/1981: SALVANAV S/A recover objects from the *Utrecht* site.
- 13/MAY/1981: SALVANAV S/A presents a list of the artifacts recovered in *Utrecht* site, including the Navy's share.
- 15/OCT/1981: SALVANAV S/A reports to the Navy (DPC) that Tony Kopp had used the *Illusion* illegally for three weeks, after their excavation season, to excavate an area of 9 x 10

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<sup>11</sup> Filipe Castro personal archive.

meters and recover c. 98 silver coins and 40 golden coins (ANNEX 2). After the fact, Kopp takes the *Illusion* to the Bahamas to work with Robert Marx.

- 5 JAN to 8 FEV/1982: SALVANAV S/A work season in the *Utrecht* site. SALVANAV S/A presents a list of the artifacts recovered in *Utrecht* site, including the Navy's share.

OBS: The company had then sub-contracted PRESMAR Ltda for the 1982 season, using the boat *Presmar* of Rio de Janeiro.

- Ordinance 0031 of 25/OUT/1982: Renew authorization for SALVANAV S/A to survey UW archaeological sites and recovery objects of historical value in the area extending from the mouth of the Rio Vermelho to Mont Serrat, now up to 3 NM of the coast. Valid for 1 year. Contract establishes that the Navy would pick objects of outstanding historical and nautical values, and the remaining declared objects to be shared 80% to the explorer / 20% to the Navy.
- Ordinance 002 of 12/JAN/1983: Authorize for 1 year ENGEMAR Ltda (Walter Dias de Andrade) to explore the *Utrecht*. Contract establishes that the Navy would pick objects of outstanding historical and nautical values, and the remaining declared objects to be shared 80% to the explorer / 20% to the Navy.
- ??/??/1983: ENGEMAR Ltda. presents the first survey report.
- 16/MAR/1983: Christie's Auction in Amsterdam reveals that valuable silver and golden coins and artifacts from the *Utrecht*, *Hollandia* and *Santa Escolástica* had been smuggled out of the country.
- Ordinance 0027 of 07/JUL/1983: Suspends all research authorizations from Robert Marx in Brazil, after contend regarding the amphorae in the Guanabara Bay, Rio de Janeiro.
- 20/JUL/1983: SALVANAV S/A requires renew of Ordinance 0031 of 25/OUT/1982.
- 11/AGO/1983: Start the trial regarding the traffic of historical artifacts from shipwrecks in Bahia, after the Christie's auction.
- 30/NOV/1983: Navy Ministry suspends any further authorizations (Aviso MM 0428).

- 06/NOV/1985: D. Albanese accuses R. Marx of having smuggled the silver and golden coins recovered from the *Utrecht* during the 1981 and 1982 seasons, and auctioned in the Christie's house in March, 1983 (Appendix 2). They were:

| Christie's auction cat. #                                                                                                                                                                                                                                                                               | Quantity | Type/Nominal value         | Year |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|----------------------------|------|
| 517                                                                                                                                                                                                                                                                                                     | 1        | Gold/3 florins             | 1645 |
| 518                                                                                                                                                                                                                                                                                                     | 1        | Gold/6 florins             | 1646 |
| 519/520                                                                                                                                                                                                                                                                                                 | 2        | Gold/6 florins             | 1645 |
| 521/522                                                                                                                                                                                                                                                                                                 | 2        | Gold/12 florins            | 1645 |
| 523                                                                                                                                                                                                                                                                                                     | 1        | Gold/12 florins            | 1646 |
| 524                                                                                                                                                                                                                                                                                                     | 1        | Silver/ Spanish<br>Dukaton | N/A  |
| 525                                                                                                                                                                                                                                                                                                     | 1        | Silver/ Spanish<br>Dukaton | 1636 |
| OBS: # 519, 520, 521, 522 and 523 were never declared to the Navy. Either falsified, or recovered during Tony Kopp illegal interventions in the <i>Utrecht</i> between May and June, 1981, or misplaced from Marx/Kopp exploration of the Dutch wreck <i>Saint Tomas</i> (sic.) in Little Bahamas Bank. |          |                            |      |

- 21/NOV/1985: ENGEMAR Ltda requires new license for 1 year.
- Ordinance 0032 of 25/SEPT/1986: Authorizes SALVANAV S/A to resume the survey for 1 year in the potential site of the Portuguese nau *Santa Clara*.
- 29/SEPT/1986: Federal Law n° 7542/86 is issued, regulating the research, exploration, removal and demolition of things or property sunk, stranded and lost in the waters under the national marine jurisdiction. It states that artifacts of artistic, historic or archaeological

interest were now property of the Federation, therefore not subject to appropriation, transfer, or used for the purpose of fixing payment to the explorer (Art. 20). It ended the 80/20% reward rule.

- 24/MAR/1987: Brazilian Navy enforces rigorous supervision of the shipwrecks explorations and suggests SALVANAV S/A is using the boat *Presmar* to explore other shipwrecks for which there was not an issued license.
- 22/MAY/1987: Renew authorization for ENGEMAR Ltda to explore the *Utrecht* for 1 year.

OBS: apparently there was a license issued early in 1986.

- 14/JUL/1987: Navy rejects SALVANAV S/A claims to renew Ordinance 0032/86.
- 20/JAN/1988: ENGEMAR Ltda present the report of excavations in the *Utrecht*. Videos (VHS) and pictures are mentioned. Extensive wood.



SALE OF IMPORTANT

Gold, Silver, Jewellery and Artifacts

RECOVERED FROM THE WRECKS OF THE FOLLOWING  
DUTCH, SPANISH AND ENGLISH 17TH, 18TH AND 19TH CENTURY

SHIPS:

“Hollandia” - “Utrecht” - “Slot ter Hooge”

“Nuestra Señora de Esperanza”

“The Standing Cannon wreck”

“H.M.S. Athenienne”

Dutch and Foreign Coins

CHRISTIE'S AMSTERDAM B.V.

H. Nijstad

Cornelis Schuytstraat 57, 1071 JG Amsterdam

Telephone: (020) 64 20 11

Postbox: 53005, 1007 RA Amsterdam

Telex: 15758

Cable: Christiart Amsterdam

Sale:

WEDNESDAY, 16th MARCH 1983 at 2.00 p.m. and 7.00 p.m. precisely

Notary: Mr. J. W. Groen

(Lubbers and Dijk, notaries, Amsterdam)

On view:

7th March up till and including 15th March 1983 from 10.00 a.m. till 4.00 p.m.

Price: f 20,—

*In sending commissions or making enquiries this sale should be referred to as  
‘HOLLANDIA’*



173-3 [557] 173-4  
 Pieterzoon Heyn was born in Delfshaven in 1577. His love of adventure and of the sea was  
 rent from an early age and contributed to his being taken prisoner by the crew of a Spanish galleon.  
 After he was captured along with him and both were enslaved until they were released in 1600 after  
 the battle of Nieuwpoort where an exchange of prisoners took place after the Spanish defeat.

10 Heyn captured the Hollandia in the East Indies and then returned to the Netherlands in 1612 to  
 Anneke Claesdr. de Reus and set up home in Rotterdam.

first fleet of the West India Company which was founded the previous year, set sail for South  
 America in 1623. It was under the command of J. Willemkens with Pieter Heyn serving as Vice Admiral. The  
 fleet attacked the Portuguese base at San Salvador in Brazil and eventually captured it in 1624. The  
 victory was, however, short lived as they held the base for less than a year. Heyn returned to the  
 Netherlands in 1625 having undertaken various other voyages.  
 28 the West Indies Company fleet again set sail, this time in the direction of Havana. The fleet was  
 y Admiral Piet Heyn and H.C. Loncq. Information had been received that the Spanish Silver Fleet  
 was in the area. On the 8th of September the Spaniards were sighted and were pursued to the safety of  
 Matanzas Bay, where the Spanish ships encountered difficulties and many ran aground. Heyn succeeded  
 in sinking the fleet and the treasures that it carried. News of the great victory reached Holland in  
 November 1628 and the population prepared a reception for the first ships of the triumphal fleet which  
 were laden with silver, cloth, sugar, silk and many other riches. This reception was incomparable to  
 any previous welcome the population gave their hero upon his arrival at Hellevoetsluis on January  
 1629. It was a gala occasion throughout the country. Bells pealed, thanksgiving services were held  
 for five days and nights, gold, silver, precious stones and other valuables were offered.  
 A procession, headed by a triumphal coach bearing the hero, travelled from town to town and included  
 coaches displaying amongst other treasures, a silver anchor chain more than fifty yards long, gold  
 and chests full of pearls, emeralds and other precious stones. The convoy stretched over one  
 hundred miles, the journey culminating in Amsterdam where an inventory was made and the riches  
 1.

amous Admiral died, characteristically, in battle, on the 18th June, 1629.

## CARGOES

Stately Spanish galleon coming from the Isthmus,  
 Dipping through the tropics by the palm-green shores,  
 With a cargo of diamonds, emeralds, amethysts  
 Topazes and cinnamon and gold moldores

John Masefield.

Wracks of ancient ships are time capsules, they are moments of history frozen in time by the accident of  
 the shipwreck and they transmit to us complete microcosms that tell us about the state of the tech-  
 niques, of the arts, of commerce and politics and about everyday life including hygiene, hobbies, fashion  
 human values. . .

The purpose of underwater archaeologists is to discover such 'deep frozen' microcosms and to make  
 them deliver their message, information that will help evaluate, confirm or correct whatever  
 documentation already exists.

Piet Heyn is renowned for his capture of the Spanish silver fleet in 1628 in the Bay of Matanzas,  
 however his attack in Brazil against Bahia in All Saints Bay is an example of magnificent inventiveness  
 and courage. The Admiral Heyn led the campaign from his flagship the HOLLANDIA, moving her to within  
 200 yards of the main fort from whence he proceeded to launch broadsides against it, very effectively.

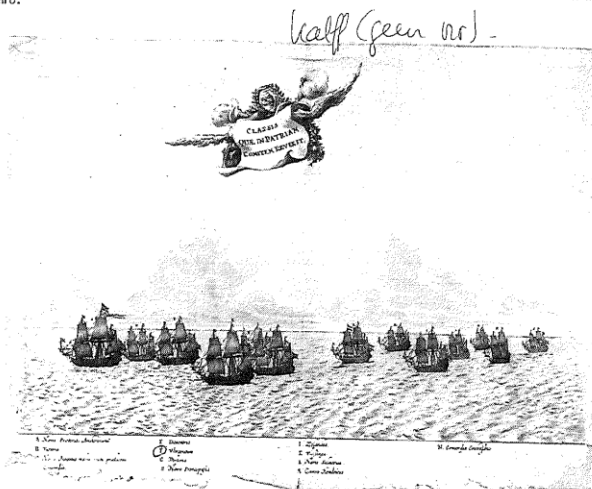
He was fully aware that the Portuguese would concentrate their firepower against his ship which would  
 enable the other Dutch ships to slip away out of range of the Portuguese artillery. By sundown the  
 Hollandia was riddled with holes and Heyn's plan to sail away under cover of darkness was thwarted by  
 a full moon and cloudless night. By midnight the ship was sinking and a rescue attempt by the first sloop  
 to reach the Hollandia was abortive as it exploded from a shot striking the magazine. Prior to boarding  
 the second rescue sloop, Heyn, bleeding profusely from two wounds, set fire to his ship to prevent it  
 from falling into enemy hands and it was here, in All Saints Bay, that the Hollandia, the Admiral's  
 flagship, went down.



(Kaff) geen nr.

The UTRECHT was a warship in the fleet of Admiral Witte de With which set sail, accompanied by seven ships, from Recife, Brazil, on 22nd September 1648. Her captain was Jacob Pouwelsz Cort from the Admiralty in Amsterdam. They encountered two Portuguese galleons off the mouth of the Bay of All Saints. A short but exceedingly sharp action ensued during the course of which the captain of the Rosario set fire to his powder magazine, blowing his ship to pieces and the Utrecht, which was alongside, trying to board her, was also destroyed by the explosion. Another Dutch warship which was trying to board the Rosario, the Huys Nassau was so severely damaged by the explosion that she was abandoned by her surviving crew as a derelict. The Portuguese lost over 400 men and the Dutch lost 150 in the encounter.

Today, both the Rosario and the Utrecht lie within one hundred meters of each other about three miles from the Island of Itaparica in the Bay of All Saints, in 80-85 foot of water. Both sites were accidentally discovered by fishermen snagging their nets on the cannons and anchors of the submerged wrecks. They were excavated in 1981 and a great wealth of material was recovered including gold florins and other ducalcons, the majority of which are now on permanent display in the Naval Museum in Rio de Janeiro.



STANDING CANNON WRECK was a large outwardbound Portuguese Eastindiaman, which still lies unidentified. Her name derives from a large 10 foot cannon protruding through the sand bottom into the sea surface. She sunk in circa 1690 after colliding with a sperm whale, the remains of which were discovered under the hull and ballast pile of the wreck. She carried 52 large and small iron guns, plus seven anchors from eight to twenty feet in length and was around 700 tons in size. She is located six kilometers off the Port of Salvador, near the entrance to the Bay of All Saints lying at the depth of 75 feet. She was excavated in 1980 during which more than 6000 artifacts were recovered. A museum will be on display in a new Maritime Museum, opening shortly, in Salvador.

The NUESTRA SENORA DE ESPERANZA, a Spanish galleon of 650 tons, captained by Luis de Porras and owned by Sr. Pedro Arias Maldonado to Sevilla carried 24 bronze and 24 iron cannons. In 1655 she formed part of a Treasure Fleet sailing to the New World, first to Cartagena, Colombia, then to Porto Bello, Panama, to collect the treasures of Chile and Peru. The fleet then returned to Cartagena to pick up the emeralds and gold of Colombia and the pearls from the fisheries along the shores of Venezuela.

Whilst departing with the fleet for Havana she ran aground near the entrance to the port of Cartagena and the fleet sailed on without her. Stranded on a sandbank, her guns, cargo and ballast were removed to enable her to be towed off and careened. Her eventual sailing was halted by the Governor of Cartagena upon learning that Jamaica had just been captured by the English who also had a fleet lying in wait off Cuba.

Finally, on May 8, 1656, it was deemed safe enough for the galleon to set sail for Spain, her hold crammed full of treasure. She was reportedly carrying in excess of one million pesos in gold and silver bullion and specie plus other 'worked' items of gold and silver plus a number of chests of emeralds, pearls and other precious stones. Her crew numbered 116 seamen and soldiers and she had over 160 passengers aboard. The first week was uneventful but during the night of May 15 the ship suddenly struck bottom snapping her main and foremast, causing great damage to her hull and killing a number of seamen.

At first light the Captain and 22 seamen set off in the ship's only longboat for the Isle of Pines to organise a rescue party. The ship was still fairly intact and the seas calm. Before departing the pilot established his position to facilitate the discovery of the stricken ship on the return journey. The longboat reached the Isle of Pines in less than a day, however more than a week elapsed before rescue vessels were located, provisioned and crewed. For two long monotonous weeks they searched in vain for the lost ship and finally all attempts to locate it were abandoned and the Nuestra Senora de Esperanza lay in oblivion in her watery grave.

Apparently, after the departure of the longboat, the ship disintegrated, leaving nothing showing above the sea bed.

The SLOTTER HOOGE was a 38 gun Eastindiaman belonging to the Chamber of Zeeland of the Dutch East India Company. She was lost at midnight, on November 19 1724, on her maiden voyage to Batavia, carrying a treasure of 'drei en een halve tonne gouds aan specie' - 350,000 gulden worth of silver.

The ship wrecked after many days of fierce gales in a small bay called Porto de Guilherme on the northern coast of Porto Santo, a small island in the Madeira archipelago. The first officer who survived the pounding on the rocks, wrote to the Directors of the Kamer Zeeland: 'there was aboard cooking oil, wine, brandy, foodstuffs and miscellaneous. . . there was also aboard 19 chests, 15 of which containing 100 bars of silver of 4 pounds each, 3 chests of 'mexicaenen' (pieces of eight from Mexico), and one chest containing thirty bags of 100 gulden each.

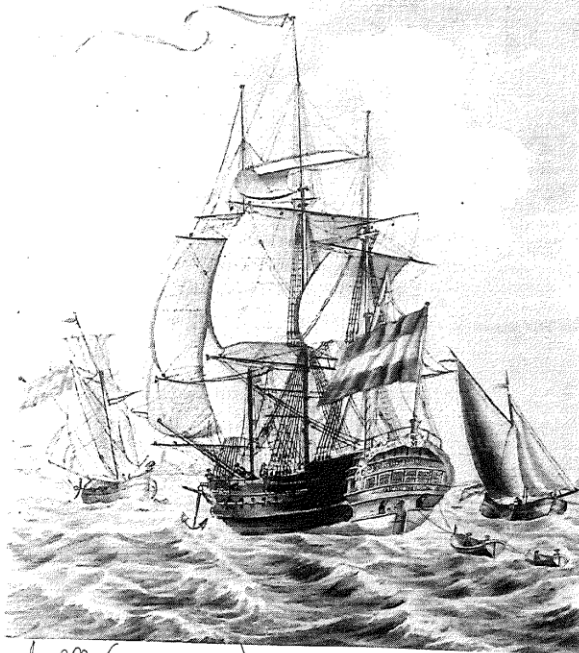
During the following years more than nine tenths of this treasure was salvaged by an extraordinary Englishman, John Lethbridge, the 'silver fisher', the 'wrackman' from Devonshire. A small proportion of the remaining silver has been recovered recently.

The 'melancholy news' of the loss of the 64 gun frigate ATHENIENNE reached London on the night of December 17, 1806, in a letter from Vice-Admiral Lord Collingwood to the Secretary of the Navy. 'At about nine of the clock on October 20, she had run upon the Esquiquies rocks, 121 men and 2 women had been saved and 347 men were supposed to have perished. . . the masts were cut away. . . but she soon filled up to the lower decks ports. . . Captain Rainsford ordered the boats to be ousted out. . . The men in the jolly boats bore up and were not more seen. . . the cutter and barge were stove and swamped and 30 men perished. . . Captain Rainsford declared that he was perfectly resigned to his fate and was determined not to quit his post whilst a man remained. . . from the ship falling suddenly, it was not in the power of anyone to save the smallest article.'

The documents quoted above were unearthed from the Admiralty records by Dr. Robert Stenult. The following words were scribbled on a list of survivors - 'The Athenien had on board dollars to the amount of £10,000 and dispatches for Malta and Sicily'. The naval records make it clear that the 'dollars' on board were not naval property. The money had been entrusted to Captain Rainsford by merchants and

Gibraltar to be delivered in Malla. This, the only safe way to have money remitted abroad was considered by the Navy to be a public service, the percentage taken officially by the captain and officers a welcome and legitimate supplement to their meagre pay.

NOTE: See additional notes at the end of the catalogue on the archaeologists responsible for the recovery of the articles in this sale.



Kalff (geen nr). 1741-11

WEDNESDAY, 16 MARCH 1983  
CODE 'HOLLANDIA'

EVENING SESSION, AT 7.00 P.M. PRECISELY

GOLD, SILVER, JEWELLERY, COINS AND OTHER ARTIFACTS  
RECOVERED FROM THE WRECKS OF DUTCH, SPANISH AND ENGLISH SHIPS

ARTIFACTS  
(RECOVERED FROM THE HOLLANDIA)  
(381-417)

- 381 Three brass tapers used to fire cannons - 21 cm and 36 cm long; a collection of miscellaneous lead pistol balls (a lot)  
400 - 535
- 382 A lead cannon ball - diameter 4 cm; another, smaller - diameter 3 cm; and eleven lead pistols and musket balls (13)  
600 - 16
- 383 Five stone cannon balls (pedreros) - diameter 4 and 5 cm; eleven lead pistol and musket balls 550 - 67 (16)

384 A brass and silver-thread dress sword handle consisting of two parts, each cast with Neptune, allegorical figures, seahorses, dolphins, putti and masks - 17 cm long (2)  
See plate 2400 - 57 1749

385 A brass pistol butt, the sides decorated with portrait-busts - 10 cm long; a brass sword hilt (corroded) - 8 cm long; a brass triggerguard of a musket (arquebus) - 16 cm long (3)  
2450 - 43 1749

386 A blue-green glass bulbous hand grenade - 9,5 cm high  
See plate (page 33) 3200 - 105



[384]

[384]

[401]

[391]  
[396]

[390]

[406]

[395]

[402]

387 A green glass bulbous hand grenade - 10 cm high

See plate (page 33) 3600-137

388 Another, similar - 12 cm high

See plate (page 33) 3200-12

389 A bronze candlestick with circular drip-pan, baluster stem, on raised circular base - 22 cm high (coral encrusted)

See plate (page 31) 2800-129

390 A small baluster shaped pewter tankard with lid and scroll handle - 10 cm high (coral encrusted); an oval pewter spoon - 15 cm long

See plate (page 31) 2200-160

391 A TWO-HANDLED PEWTER PORRINGER - 17 cm long and 6,5 cm high

See plate (page 31) 2200-160

392 A copper ladle with handle (dented) - diameter 14 cm; a bronze apothecaries' pestle - 19 cm long

See plate (page 31) 1100-137

393 A large brass kettle with swing carrying handle (dented) - approximately 26 cm high

See plate (page 31) 1800-52

394 A fragment of a bronze cooking kettle - 25 x 11 cm; a small circular bronze object - diameter 7 cm; and the copper handle of a cooking pot - 17 cm long

See plate (page 31) 190-67

395 A small metal jenever chalice - 6,5 cm high (not cleaned); and five pewter bottle tops

See plate (page 31) 4800-92

396 A round pewter spoon - 17,5 cm long; a fragment of a smaller pewter spoon - 1,8 cm long

See plate (page 31) 2000-35

397 A small collection of lead screw-on bottle tops, square and round flint striking stones and clay pipe fragments

See plate (page 31) 800-39

398 Twenty one miscellaneous pewter screw-on bottle tops, some with glass fragments

See plate (page 31) 800-67

399 A Renish stoneware saltglazed 'Bartmannkrug', the neck moulded with bearded mask, the body with three moulded rosettes - circa 1600, 22,5 cm high

See plate (page 34) 4200-192

400 A pottery bowl - diameter 18 cm (coral encrusted); part of a clay pipe - 8 cm long; and a dark brown pottery plate - diameter 14,5 cm (3)

See plate (page 31) 1000-67

401 A baluster shaped ceramic pitcher with scroll handle - 8,5 cm high (coral encrusted)

See plate (page 31) 4000-77

402 A small Renish saltglazed stoneware jug - circa 1600, 12 cm high

See plate (page 31) 1700-67

403 A Renish stoneware saltglazed 'Bartmannkrug', the neck moulded with bearded mask above a moulded rosette - circa 1600, 24,5 cm high (the glaze worn)

See plate (page 34) 4200-192

404 A Renish stoneware saltglazed 'Bartmannkrug', the neck moulded with bearded mask, the body with three moulded coats of arms - circa 1600, 19 cm high (neck cracked)

See plate (page 34) 4100-58

405 A pair of brass navigational dividers - 14 cm long (cleaned); and two lead plumb bobs from a gunner's quadrant - 8 cm and 4,5 cm long

See plate (page 31) 2000-533

406 A PAIR OF BRASS NAVIGATIONAL DIVIDERS, marked with a wheel - 15 cm long

See plate (page 31) 1700-160

407 Three tusk-shaped lead sounding leads - 33 cm, 33,5 cm and 40 cm long

See plate (page 31) 700-140

408 A buckle and various objects; a part of a bone lice-comb (in jar) - 5 x 8 cm; a brass snuff-box with cover (dented) - 7 x 4 cm; a brass shaped ornament in the form of a fleur-de-lys - 7,5 cm long

See plate (page 31) 500-39

409 A bronze chest handle - 12 cm long; a fire brick - 9 x 18 cm and several draughtsmen contained in a jar

See plate (page 31) 260-11

410 A pair of shaped bronze hasps of a chest - 22 cm long; a lead lock-plate - 7 x 2 cm

See plate (page 31) 400-67

411 Various miscellaneous objects (a lot)

See plate (page 31) 4800-39

412 An incomplete bronze nest of weights (cover missing, 2 weights) - diameter 2,5, 3 and 4 cm; a brass dolphin and scroll-shaped ornament - 15,5 cm long

See plate (page 31) 1300-16

413 A fire brick - 15,5 x 6,5 cm; two fragments of clay pipes - 8 and 6 cm long

See plate (page 31) 1800-339

414 A collection of fishing hooks (in coral); three iron nails - 12 cm, 15 cm and 18 cm long; and an iron lifting hook - 15,5 cm long

See plate (page 31) 750-75

415 An ivory pocket sundial with calendar (incomplete) - 4,8 x 5 cm

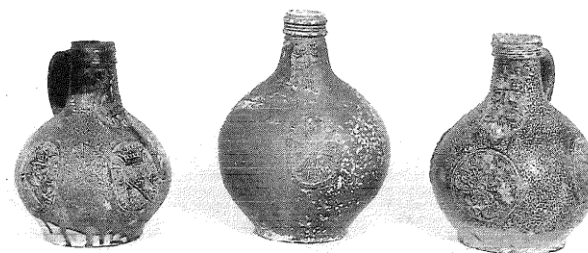
See plate (page 31) 1900-192

416 An ivory pocket sundial (incomplete) - 5,2 x 5,5 cm

See plate (page 31) 1800-160

417 A BRONZE SHIP'S BELL WITH TWO SCROLL AND LEAF FRIEZES AND CAPTION: SOLI DEO GLORIA. . . - 23 cm high, diameter 20 cm

See plate (page 31) 9500-58



[387]

413 A fire brick - 15,5 x 6,5 cm; two fragments of clay pipes - 8 and 6 cm long

See plate (page 31) 1800-339

414 A collection of fishing hooks (in coral); three iron nails - 12 cm, 15 cm and 18 cm long; and an iron lifting hook - 15,5 cm long

See plate (page 31) 750-75

415 An ivory pocket sundial with calendar (incomplete) - 4,8 x 5 cm

See plate (page 31) 1900-192

416 An ivory pocket sundial (incomplete) - 5,2 x 5,5 cm

See plate (page 31) 1800-160

417 A BRONZE SHIP'S BELL WITH TWO SCROLL AND LEAF FRIEZES AND CAPTION: SOLI DEO GLORIA. . . - 23 cm high, diameter 20 cm

See plate (page 31) 9500-58

RECOVERED FROM THE SLOT TER HOOGE (418-444)

418 A brass pick with shell-shaped finial

See plate (page 31) 60-42

419 A piece of circular lead, marked L71

See plate (page 31) 220-49

420 A circular and an octagonal pierced bronze object

See plate (page 31) 3800-200

421 Four clay pipes

See plate (page 31) 450-106

422 A small collection of fishing hooks and hand-made pins; two copper uniform buttons

See plate (page 31) 170-169

423 Three buckles

See plate (page 31) 220-67

[386]

424 A pair of pewter rat-tailed spoons, both marked with a Tudor-rose

See plate (page 31) 650-93

425 Two pewter rat-tailed spoons

See plate (page 31) 550-93

426 A part of a brass, folding carpenter's measure - a 'drimstok' - 5 cm long

See plate (page 31) 420-206

427 A brass sailor's thimble; a utensil for cleaning both ears and teeth

See plate (page 31) 260-184

428 A brass handle of a folding pocketknife, engraved with ships and the names ABinck and Dragvet, dated 1709 - 7 cm long

See plate (page 31) 600-533

429 A pair of brass navigational dividers (crooked) - 10 cm long

See plate (page 31) 1600-533

430 A complete nest of bronze weights, the lid marked with a fleur-de-lys and the paschal lamb, with nr. 16 - diameter 4,2 cm

See plate (page 31) 2600-201

431 A brass openwork and decorated part of a side plate of a pistol

See plate (page 31) 1600-80

432 A brass tap, decorated with a cockerel, the spout in the form of an animal's head - 8 cm long

See plate (page 31) 600-80

433 A brass scroll-shaped side plate of a musket marked 'KAMER ZEELAND' - 11 cm long

See plate (page 31) 3800-50

434 A brass sword-guard - 10 x 12 cm

See plate (page 31) 4200-420

62 Madrid, Charles III, 8-Reales, 1802 FA  
and C. 10004) - slightly corroded, fine/very  
fine ~~350-590~~

63 Seville, Charles III, 8-Reales, 1798 CN  
and C. 9981) - nearly very fine ~~380-415~~

64 Seville, Charles III, 8-Reales, 1803 CN  
and C. 10018) - nearly very fine ~~450-580~~

65 A large piece of encrusted rock with for  
-Reales showing, one dated 1802 and one  
showing the Mexico mintmark, also several nails,  
to. gm. an interesting artifact showing how the  
oins have become fused with the sealed and  
rounding objects after 170 years ~~200-106~~ ~~41500~~ ~~106~~

66 A slightly larger piece of encrusted rock  
ith three 8-Reales showing, one Lima, all circa  
900, together with a large well preserved nail -  
interesting artifact ~~650-555~~

67 A small piece of encrusted rock with two  
-Reales showing one dated 1802, together with  
protruding nail - an interesting artifact

# RECOVERED FROM THE SLOT TER HOOGE (468-484)

58 Ducatoons (12), used in the former  
utch East Indies by the V.O.C., silver - 282 gr.,  
ood fine but corroded ~~1200-106~~ (12)

59 A similar lot (11) - 264 gr. ~~1200-106~~ (11)

70 A similar lot (9) - 235 gr. ~~700-173~~ (9)

71 A similar lot (8) - 200 gr. ~~850~~ (8)

72 A similar lot (9) - 215 gr. ~~850~~ 70 (9)

73 A similar lot (7) - 170 gr. ~~700-209~~ (7)

74 A similar lot (7) - 170 gr. ~~650-39~~ (7)

75 A similar lot (7) - 162 gr. ~~550-22~~ (7)

76 A similar lot (7) - 165 gr. ~~600-22~~ (7)

77 A similar lot (7) - 160 gr. ~~600-15~~ (7)

78 A similar lot (7) - 167 gr. ~~650-15~~ (7)

79 A similar lot (7) - 167 gr. ~~700-71~~ (7)

80 A similar lot (6) - 134 gr. ~~500-65~~ (6)

481 A similar lot (6) - 134 gr. ~~550-05~~ (6)

482 A similar lot (6) - 130 gr. ~~550-17~~ (6)

483 A similar lot (6) - 137 gr. ~~550-50~~ (6)

484 A similar lot (6) - 133 gr. ~~600-106~~ (6)

# RECOVERED FROM THE 'STANDING CANNON' (485-513)

485 Portugal, Lisbon, John IV, Cruzado  
(400-Réis), no date, crowned arms, rev. cross of  
Christ (Vaz.17) - nearly very fine and R ~~240-590~~

486 Portugal, Lisbon, John IV, Cruzado  
(400-Réis), no date, crowned arms, rev. cross of  
Christ (Vaz.17) - nearly very fine and R ~~220-590~~

487 Portugal, Lisbon, John IV, Cruzado  
(400-Réis), no date, crowned arms, rev. cross of  
Christ (Vaz.17) - nearly very fine and R ~~230-147~~

488 Portugal, Lisbon, John IV, Cruzado  
(400-Réis), no date, crowned arms, rev. cross of  
Christ (Vaz.17) - nearly very fine and R ~~240-257~~ ~~5400-106~~

489 Portugal, Oporto, John IV, Cruzado  
(400-Réis), no date, crowned arms, rev. cross of  
Christ in the angles P. (Vaz.19) - nearly very  
fine and R ~~220-135~~

490 Portugal, Oporto, John IV, Cruzado  
(400-Réis), no date, crowned arms, rev. cross of  
Christ with in the angles P. (Vaz.19) - nearly  
very fine and R ~~220-129~~

491 Portugal, Oporto, John IV, Cruzado  
(400-Réis), no date, Crowned arms, rev. cross of  
Christ with in the angles P. (Vaz.19) - nearly  
very fine and R ~~220-129~~

492 Portugal, Lisbon, John IV, Cruzado  
(400-Réis), no date, crowned arms, rev. cross of  
Christ (Vaz.17) - nearly fine and R ~~240-10129~~

493 Portugal, Oporto, John IV, 1/2-Cruzado  
(200-Réis), no date, crowned arms, rev. cross of  
Christ with in the angles P. - nearly fine and R,  
but irregular flan and corroded ~~100-130~~

494 Portugal, Lisbon, John IV, 1/2-Cruzado  
(200-Réis), no date, crowned arms, rev. cross of  
Christ (Vaz.20) - nearly very fine, but small flan  
split, another similar from Oporto (2)

180-106

495 Portugal (2), Lisbon, John IV, 1/2-  
Cruzado (200-Réis), no date, crowned arms,  
rev. cross of Christ - nearly very fine (2)

496 Portugal (2), Lisbon, John IV, 1/2-  
Cruzado (200-Réis), no date (Vaz.20) - nearly  
fine ~~1810-?~~ (2)

497 Portugal (3), Lisbon, John IV, 1/2-  
Cruzado (200-Réis), no date, crowned arms,  
rev. cross of Christ (Vaz.20) - nearly fine but  
corroded and pitted ~~200-590~~ (3)

498 Portugal, Oporto, John IV, Testao, no  
date, crowned arms, rev. cross of Christ with in  
the angles P. - nearly very fine and scarce ~~220-590~~

499 Portugal (8), Lisbon and Oporto, 1/2-  
Cruzados, no date, similar as mentioned above -  
mixed condition, corroded and pitted (8)

500 Portugal (2), Lisbon, John IV, Cruzado  
(400-Réis), no date, crowned arms, rev. cross of  
Christ (Vaz.17) - pitted and corroded, nearly  
fine ~~150-651~~ (2)

501 Brazil (4), Peter II, 640-Réis, 1695 and  
1696, crowned arms, rev. globe (SL. 12 and 13)  
- heavily corroded and granulated (4)

502 Mexico (2), Philip IV, Cob 8-Reales,  
1652 and 1653, P, nearly fine for issue but  
corroded ~~500-600~~ (2)

503 Mexico (2), Philip IV, Cob 8-Reales,  
1654, P. - nearly fine for issue ~~500-600~~ (2)

504 Mexico (2), Philip IV, Cob 8-Reales,  
1655, P. - nearly fine ~~550-164~~ (2)

505 Bolivia, Philip IV (1621-1665), 8-Reales,  
no date (1651), mint Potosi, counterstamped  
with a crown - very fine ~~550-164~~

506 Bolivia, Philip IV, 8-Reales, 1652, mint  
Potosi (cf. Calb. 1074) - very fine ~~550-211~~

507 Bolivia-Peru, Philip IV (1621-1665),  
8-Reales, no date - nearly very fine ~~500-605~~

508 Bolivia, Philip IV, 8-Reales, 1653, mint  
Potosi - fine but corroded ~~300-640~~

509 Bolivia (3), Philip IV, 4-Reales (3), 1653  
and 1654 (2), mint Potosi - obv. fine for issue,  
rev. corroded (3) ~~650-101~~

510 Bolivia, Philip IV, 8-Reales, 1653, mint  
Potosi - obv. fine, rev. poor ~~300-164~~

511 Portugal (3), Lisbon, Cruzados, no date,  
similar as mentioned above - mixed condition,  
corroded and pitted ~~300-164~~ (3)

512 Portugal (15), John IV, 400-, 200- and  
100-Réis, used in Portugal and in its former  
colonies and settlements - heavily corroded, but  
readable ~~600-129~~ (15)

513 Pieces-of-Eight (8) and Schellings(5),  
- heavily corroded but readable (13)

# RECOVERED FROM THE HOLLANDIA (514-516)

514 West-Friesland (4), Lionthalers, 1616,  
1617, 1622; Zealand (3), Lionthalers, 1616,  
1617; Holland, Lionthaler, 1623/22 (Delm.836,  
839 en 832) - average fair, some better (8)

515 Utrecht (10), Lionthalers, 1616-1618  
(Delm. 843; V.107.4) - average fair, some better  
(10)

516 Friesland (3), Lionthaler, 1616 (Delm.  
852; V. 139.3) - fair, some better (4)

\*\*\*\*\*

514 450-597

A 850-173

B 750-173

C 750-76

D 600-71

E 850-76

F 550-349

G 500-515

513

A 550-67

B 550-67

C 650-67

D 600-67

E 380-

513 750-205

A 550-174

B 550-511

C 650-511

D 700-76

E 650-250

F 650-595

G 650-504

H 650-17

I 600-71

516

A 600-93

B 1300-106

C 1100-76

## THE SIEGE COINS OF PERNAMBUCO RECOVERED FROM THE UTRECHT

the awakening giant, was seized by the Dutch from the Portuguese in 1630. Johan Maurits van Nassau became the Governor General and, relying heavily on Pernambuco (Recife) as a strong naval base, established his authority. It was extremely difficult, however, to maintain supremacy under these circumstances, given the great distances involved. Moreover Portugal had freed herself from Spain and determined bids to retake lost territories.

After the departure of Johan Maurits in 1644, the Dutch managed to hold Pernambuco, their last colony, for about 9 years, and it was during this period of warfare and siege that the West Indian Company struck gold and, later, silver siege coins.

Between 1645 and 1646, according to the record of instructions given to Master of the Mint, Pieter van Bas, about 119,570 guilders worth was struck in gold ducats (in pieces of 12, 6 and 3 ducats), despite the many difficulties experienced in such manufacture under conditions of siege.

These pieces and the silver coins have been described by Scholten and the Brazilian Santos Leitao as extremely rare. Their sale by Christie's represents a rare opportunity to see them.

RECOVERED FROM THE UTRECHT  
(517-525)

524 Brazil, Siege coin of 3-Florins, G.W.C. in silver, value above, rev. ANNO/BRASIL/1645 (Meili 4; Scholten 1449; S.L.5) - 2 extremely fine and RRR 1500 600-9

525 Brazil, Siege coin of 6-Florins, G.W.C. in silver, value above, rev. ANNO/BRASIL/1645 (Meili 2; Scholten 1446; S.L.4) - 3 gr., extremely fine and RRR 1500 1000-1

526 Brazil, Siege coin of 6-Florins, G.W.C. in silver, value above, rev. ANNO/BRASIL/1645 (Meili 3; Scholten 1447; S.L.3) - 4 gr., extremely fine and RRR 1500 1000-1

527 Brazil, Siege coin of 6-Florins, G.W.C. in silver, value above, rev. ANNO/BRASIL/1645 (Meili 3; Scholten 1447; S.L.3) - 4 gr., extremely fine and RRR 1500 1000-1

528 Brazil, Siege coin of 12-Florins, G.W.C. in silver, value above, rev. ANNO/BRASIL/1645 (Meili 1; Scholten 1446; S.L.1) - 7 gr., extremely fine and RRR 1500 1000-1

529 Brazil, Siege coin of 12-Florins, G.W.C. in silver, value above, rev. ANNO/BRASIL/1645 (Meili 1; Scholten 1446; S.L.1) - 7 gr., extremely fine and RRR 1500 1000-1

530 Brazil, Siege coin of 12-Florins, G.W.C. in silver, value above, rev. ANNO/BRASIL/1645 (Meili 1; Scholten 1446; S.L.1) - 7 gr., extremely fine and RRR 1500 1000-1

524 Spanish Netherlands (5), Albert and Isabella and Philip IV, Dukatoons (Deim. 249, 274 and 275) - nearly very fine, well cleaned (5)

525 Spanish Netherlands (5), Philip IV, Dukatoons, 1636 (Deim. 274) - nearly very fine, well cleaned (5)

\* \* \* \* \*

524 350-50

A 700-550

B 350-156

C 300-543

D 500-106

525 350-106

A 500-550

B 350-543

C 380-179

D 320-17

## NINE SILVER BARS RECOVERED FROM THE SLOT TER HOOGE

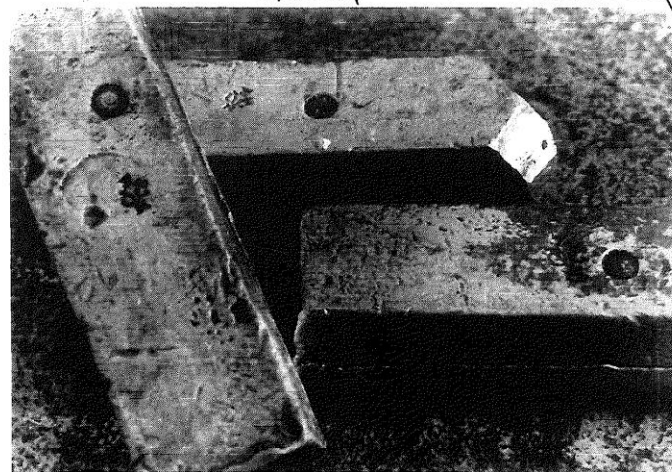
The type of silver bar offered in this catalogue evolved due to a growing demand for large silver objects in Batavia and the Dutch East Indies. The raw material was often Spanish colonial pieces of eight bought in Cadiz by leading Amsterdam Jewish bullion dealers. The ingot shape facilitated transportation. In trading with the Chinese a considerable profit could be made from this type of currency and the value of silver bars as a commercial commodity certainly exercised a strong influence on the money markets of the day. The Japanese used a silver bar in the shape of a bean for their transactions and the Annamese bars were named and categorised according to their weight, - Pan, Tien and Lang.

The guarantee of their authenticity was the mark of the Chambers of the Dutch East India Company of Holland.

Bars from the same source were offered in Amsterdam on December 9th 1982 (Christie's Amsterdam 9-12-'82, lots 22-34).

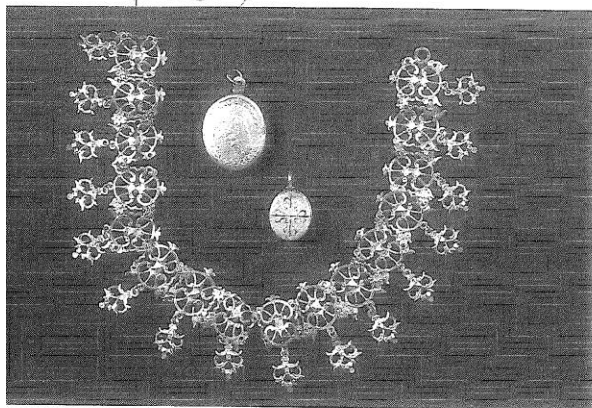
These remaining nine bars are offered from Mr. Stenutt's private collection.

- |                                                                                                                                                                                                                                                                   |                                                   |       |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------|-------|
| 526 A fine rectangular silver ingot countermarked with the stamp of the Dutch East India Company (Zeeland Chambers in Middelburg) and also by the assayer. Used in the Chinese and Japanese trade for the settlements in the Far East - 1946 gr., 13,5 x 4 x 4 cm | 529 A similar bar - 1955 gr., 14,3 x 4 x 3,5 cm   | 5500  |
| 527 A similar bar - 1954 gr., 13 x 4 x 3,5 cm                                                                                                                                                                                                                     | 530 A similar bar - 1962 gr., 14 x 4,3 x 4 cm     | 106   |
| 528 A similar bar - 1955 gr., 13 x 3,6 x 4 cm                                                                                                                                                                                                                     | 531 A similar bar - 1948 gr., 15,5 x 4,2 x 3,2 cm | 5500  |
|                                                                                                                                                                                                                                                                   | 532 A similar bar - 1924 gr., 14,5 x 4 x 3,5 cm   | 24    |
|                                                                                                                                                                                                                                                                   | 533 A similar bar - 1941 gr., 15,5 x 4 x 3 cm     | 5200  |
|                                                                                                                                                                                                                                                                   | 534 A similar bar - 1953 gr., 15,5 x 4 x 3,3 cm   | 599   |
|                                                                                                                                                                                                                                                                   |                                                   | 5000  |
|                                                                                                                                                                                                                                                                   |                                                   | 540   |
|                                                                                                                                                                                                                                                                   |                                                   | 4500  |
|                                                                                                                                                                                                                                                                   |                                                   | 52    |
|                                                                                                                                                                                                                                                                   |                                                   | 4500  |
|                                                                                                                                                                                                                                                                   |                                                   | M     |
|                                                                                                                                                                                                                                                                   |                                                   | A 200 |
|                                                                                                                                                                                                                                                                   |                                                   | B 250 |
|                                                                                                                                                                                                                                                                   |                                                   | C 250 |
|                                                                                                                                                                                                                                                                   |                                                   | D 250 |
|                                                                                                                                                                                                                                                                   |                                                   | E 320 |
|                                                                                                                                                                                                                                                                   |                                                   | F 320 |
|                                                                                                                                                                                                                                                                   |                                                   | G 450 |
|                                                                                                                                                                                                                                                                   |                                                   | H 420 |
|                                                                                                                                                                                                                                                                   |                                                   | I 67  |
|                                                                                                                                                                                                                                                                   |                                                   | J 320 |
|                                                                                                                                                                                                                                                                   |                                                   | 199   |

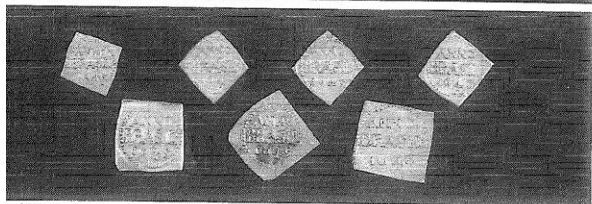
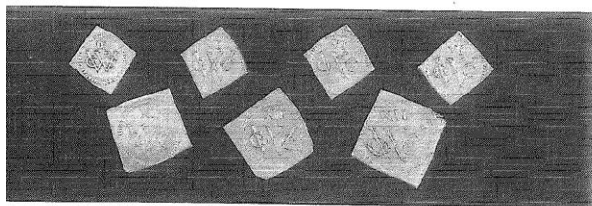


from sale "Jewels" Intro page.  
Verdu: 169-1

171-2 (20) 40

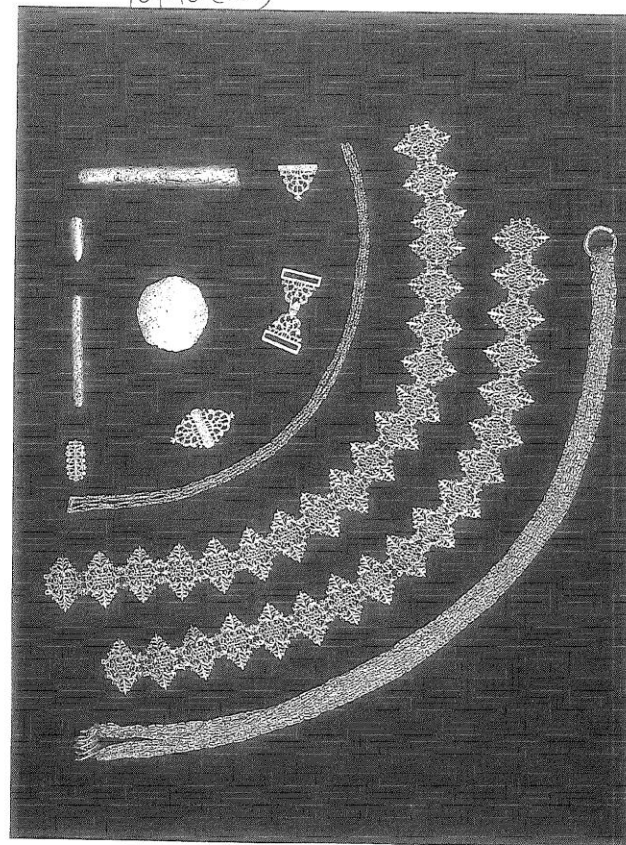


538 555 556

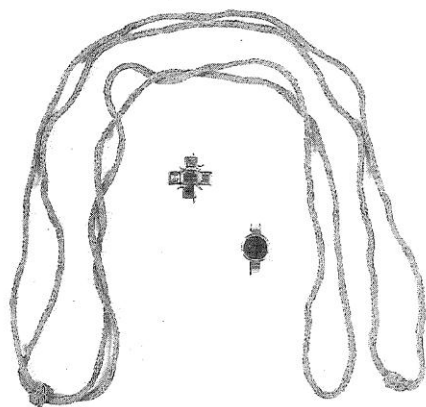


174-3 dia (20) The Siege Coins of Pernambuco 172-11 dia (20)  
174-4 172-12

169-10 (20) 41

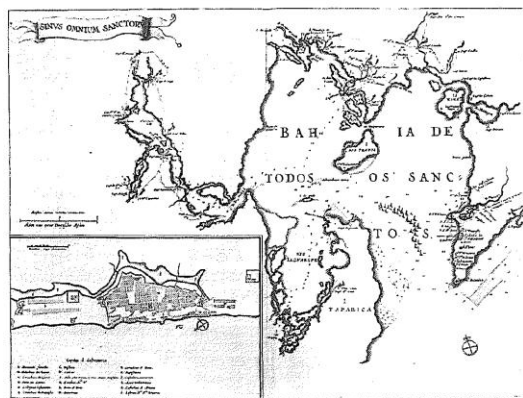


539 - 547



171-1

[535] [537] [536]



Scheep. Museum (foto via HM)

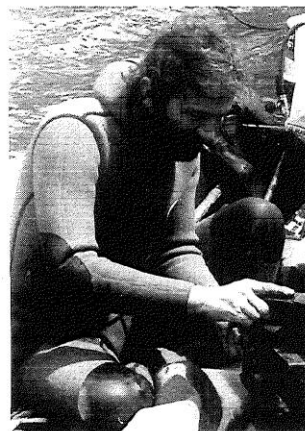
Mr. Robert F. Marx, the renowned Marine Archaeologist, has been responsible for the location and recovery of numerous ships and their contents since 1953. His work, which has taken him all over the world, has been executed on occasions, in association with various governments and institutions.

He was the co-organiser and navigator for the voyage of Nina II, which was the replica of Columbus' caravel from Spain to San Salvador in 1962 and consequently was decorated by the Spanish Government.

Robert Marx and his partners in The Phoenician Exploration of Canada are responsible for the articles in this sale which were recovered from the wrecks of the Utrecht, the 'Standing Cannon', Nuestra Señora de Esperanza and most exciting, in his eyes, the Hollandia. The location of the Hollandia was particularly satisfying as he is a self-confessed, enthusiastic 'fan' of Admiral Piet Heyn. He has been involved in the filming of over 30 documentary films, has lectured extensively in the U.S.A. and other countries and is respected author of over 30 books and more than 400 scientific reports and articles.



Dr. Robert Marx

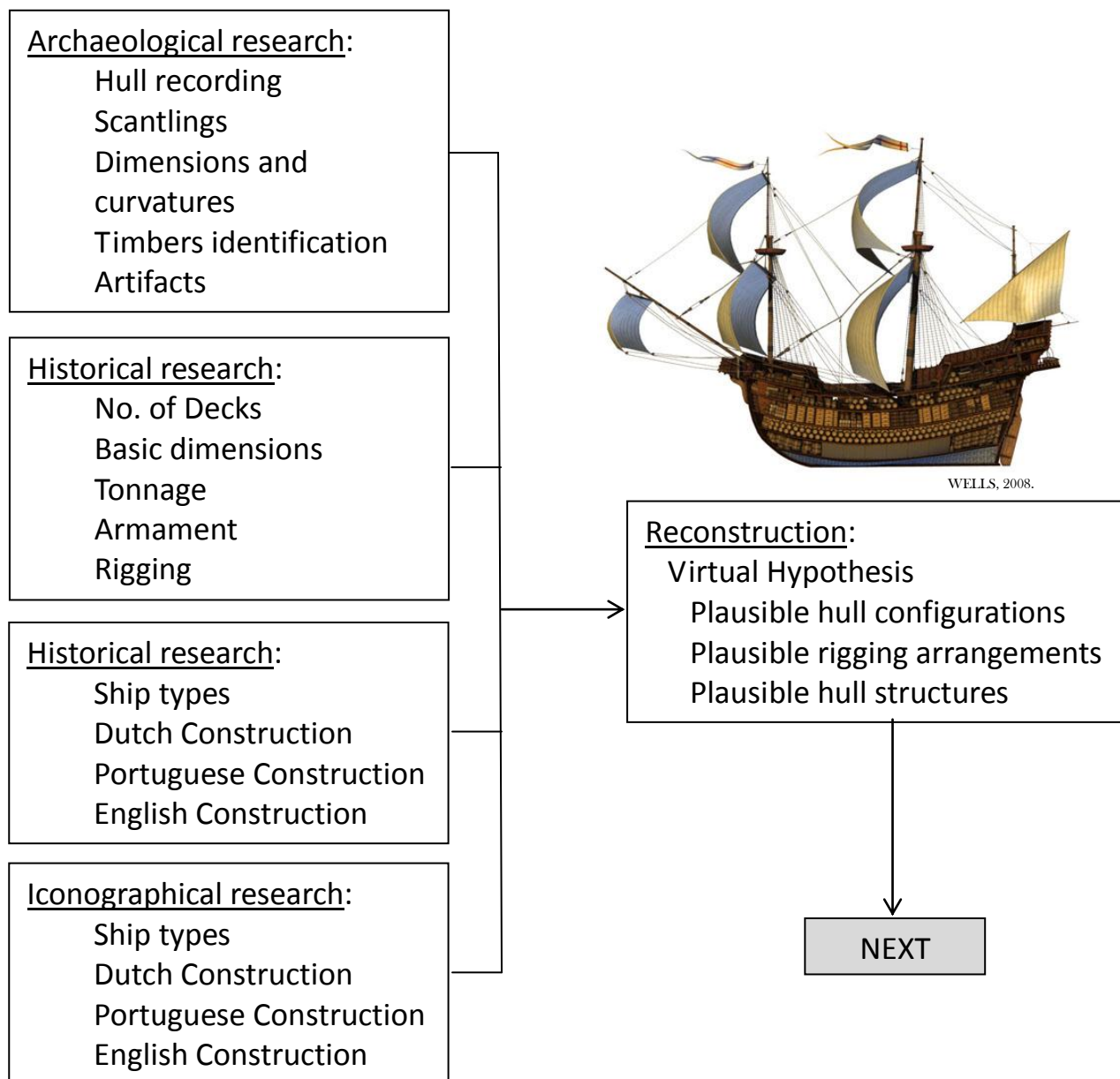


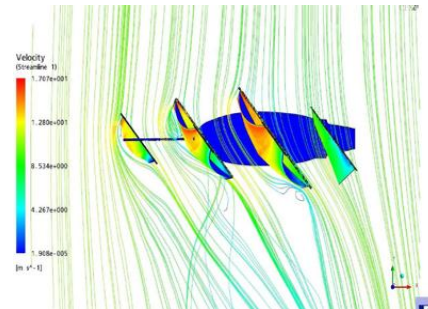
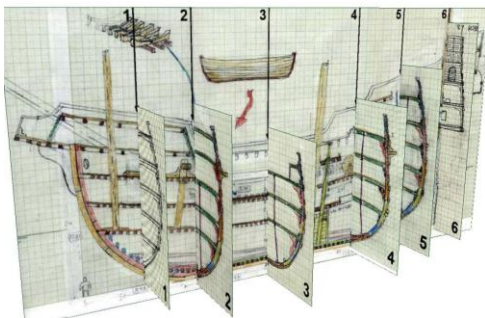
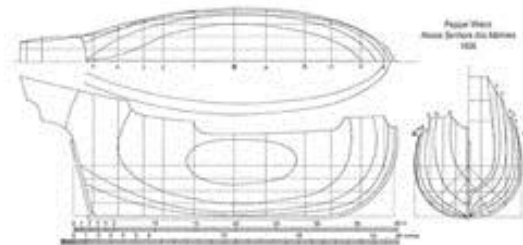
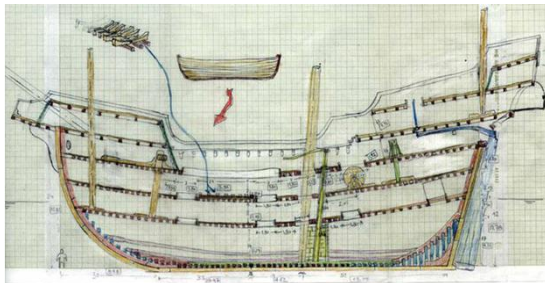
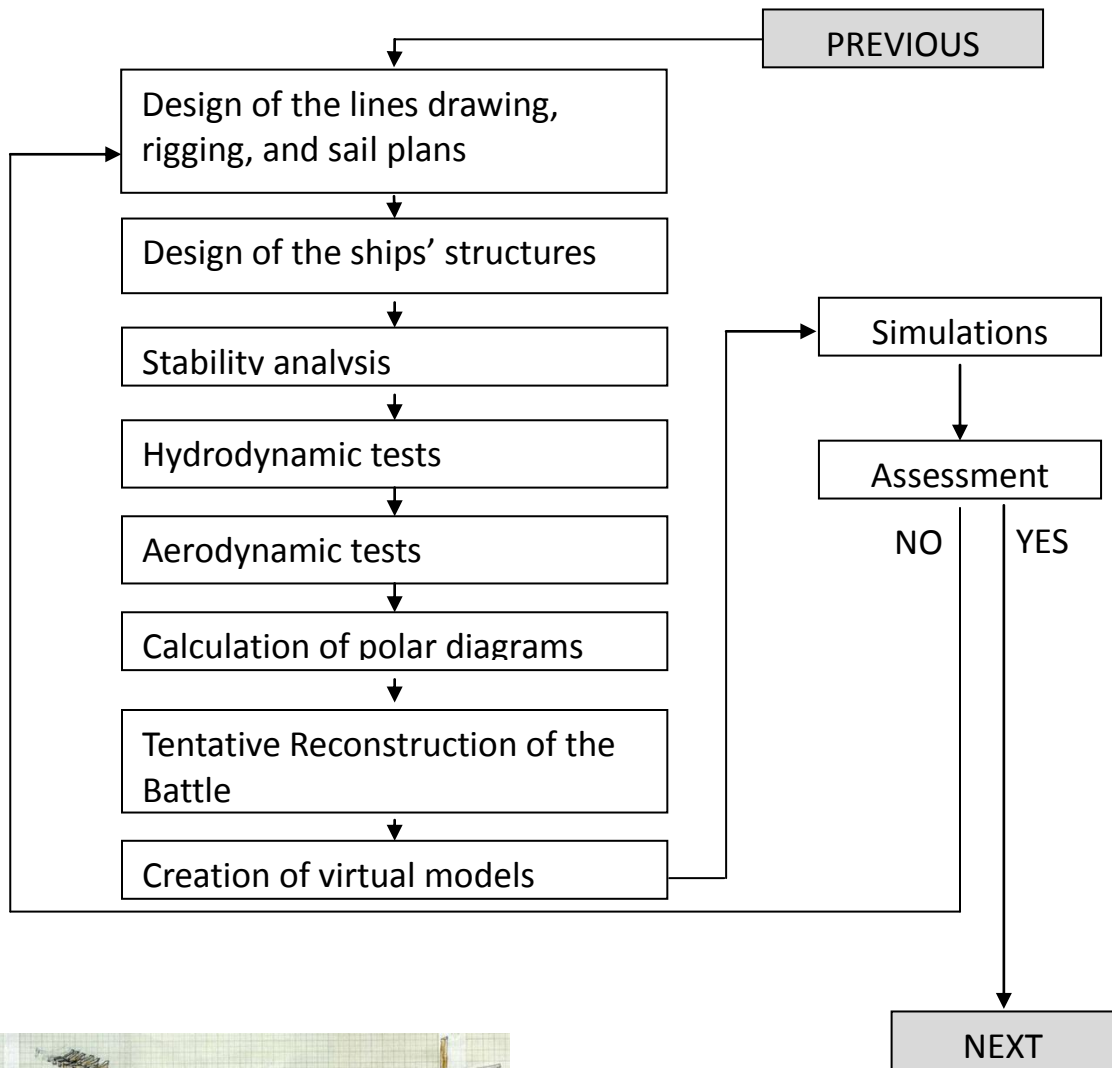
Sténuit.

Two of the wrecks which yielded the treasures to be auctioned in today's sale, the Dutch Eastindian 'Slot ter Hooge' and H.M.S. Athenienne, were excavated by Dr. Robert Sténuit, the celebrated Belgian deep-sea diver and underwater archaeologist. Dr. Sténuit is a prolific writer being the author of 13 books, numerous articles and half a dozen television programmes, many of which were screened in the Netherlands. He has spent a lifetime researching the history of ancient ships in the winter and exploring the wrecks in the summer. Since 1967, when he founded the Group for Post-Medieval Underwater Archaeological Research, (or GRASP) and with the enthusiastic sponsoring of Mr. Henri Delauze, the President of COMEX of Marseilles, he has led expeditions which have succeeded in locating, surveying, mapping, excavating, salvaging, studying and publishing the wrecks of five Indiamen and five warships.

### APPENDIX 3: Proposed Research Methodology for Ship Reconstruction and Virtual Model.

Filipe Castro has proposed a comprehensive flow chart for shipwreck research and reconstruction, successfully applied in the study of the Portuguese Indiaman *Nossa Senhora dos Mártires* (1606). The model development and simulation was done in cooperation with the world renowned Department of Computer Science and Visualization at Texas A&M University and the Unit of Marine Technology and Engineering at Technical University of Lisbon, Portugal. The virtual model is an affordable and archaeologically-grounded result, compatible with scientific knowledge, public outreach and preservation of underwater shipwreck sites (Figures 8 and 9).





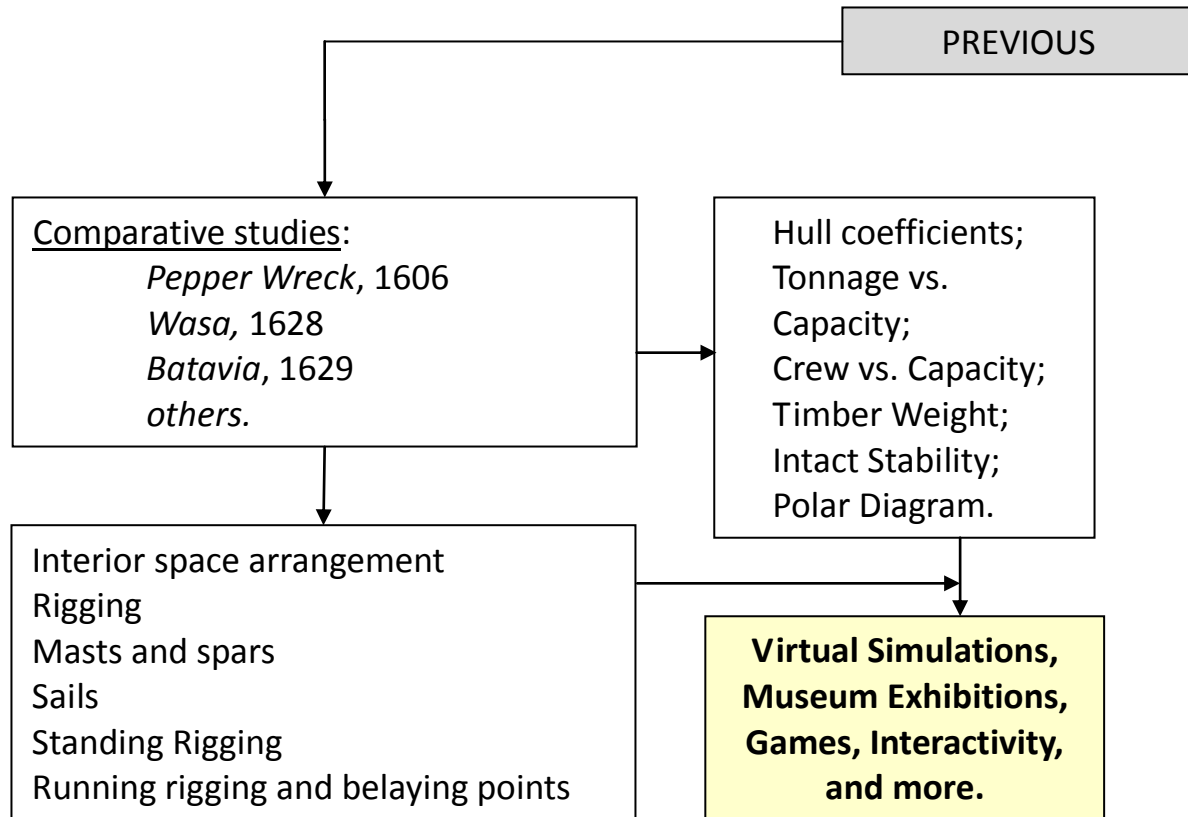


Figure 8: Interactive model made available in virtual realm, based on excavations of the Portuguese Indiaman *Nossa Senhora dos Mártires* (1606), the 'Pepper Wreck' (Castro, 2005. For the virtual model research, see: Wells, 2008).

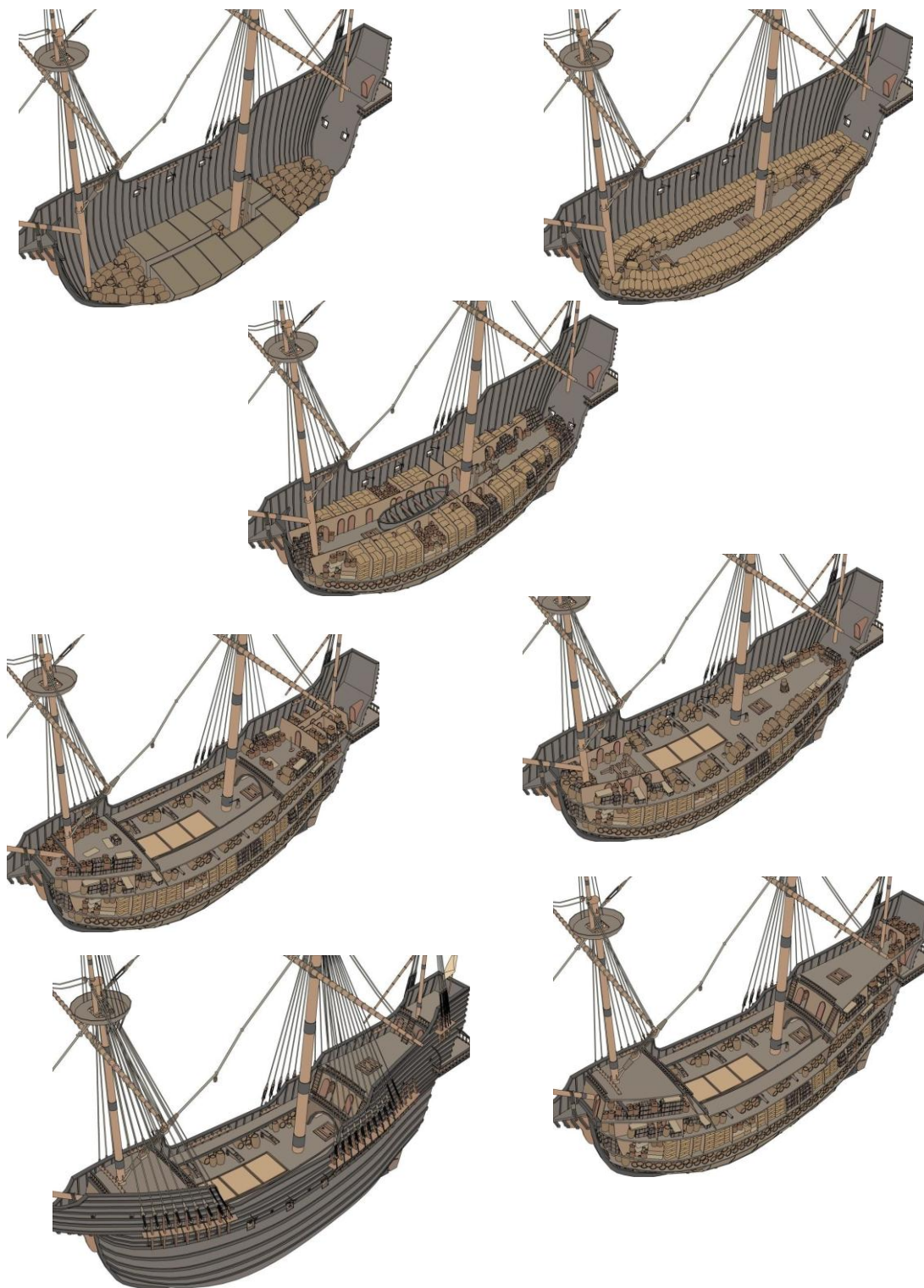


Figure 9: Hull virtual reconstruction (Modified from Wells, 2008).