



THE VANISHING
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EXPEDITION
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FINAL REPORT OF THE FLAG NO. 160 TWO EXPEDITIONS

SIERRA LEONE 2014





ABSTRACT

This report is the result of two expeditions to a wreck who sunk off of Banana Islands, Sierra Leone, West Africa. During both of the Explorers Club Flag expeditions to the site, divers were able to locate remaining cannons, anchors, porcelain, and other artifacts. Some of these have been analyzed, which in turn has allowed the team to determine the approximate time frame when the vessel sank – this being the first half of the eighteenth century. It was also determined that this was a vessel of the Dutch East India Company, in short VOC (Dutch: Vereenigde Oost-Indische Compagnie). The query in Dutch archives and collaboration with Dutch researcher, contributed to the identification of the shipwrecks that of the *Diemermeer*, which sunk in 1747.

ACKNOWLEDGEMENTS

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KEYWORDS

Diemermeer, East Indiaman, 18th century, shipwreck, Banana Islands, Sierra Leone.



DIEMERMEER – EIGHTEENTH CENTURY EAST INDIAMAN WRECKED OFF BANANA ISLANDS, SIERRA LEONE

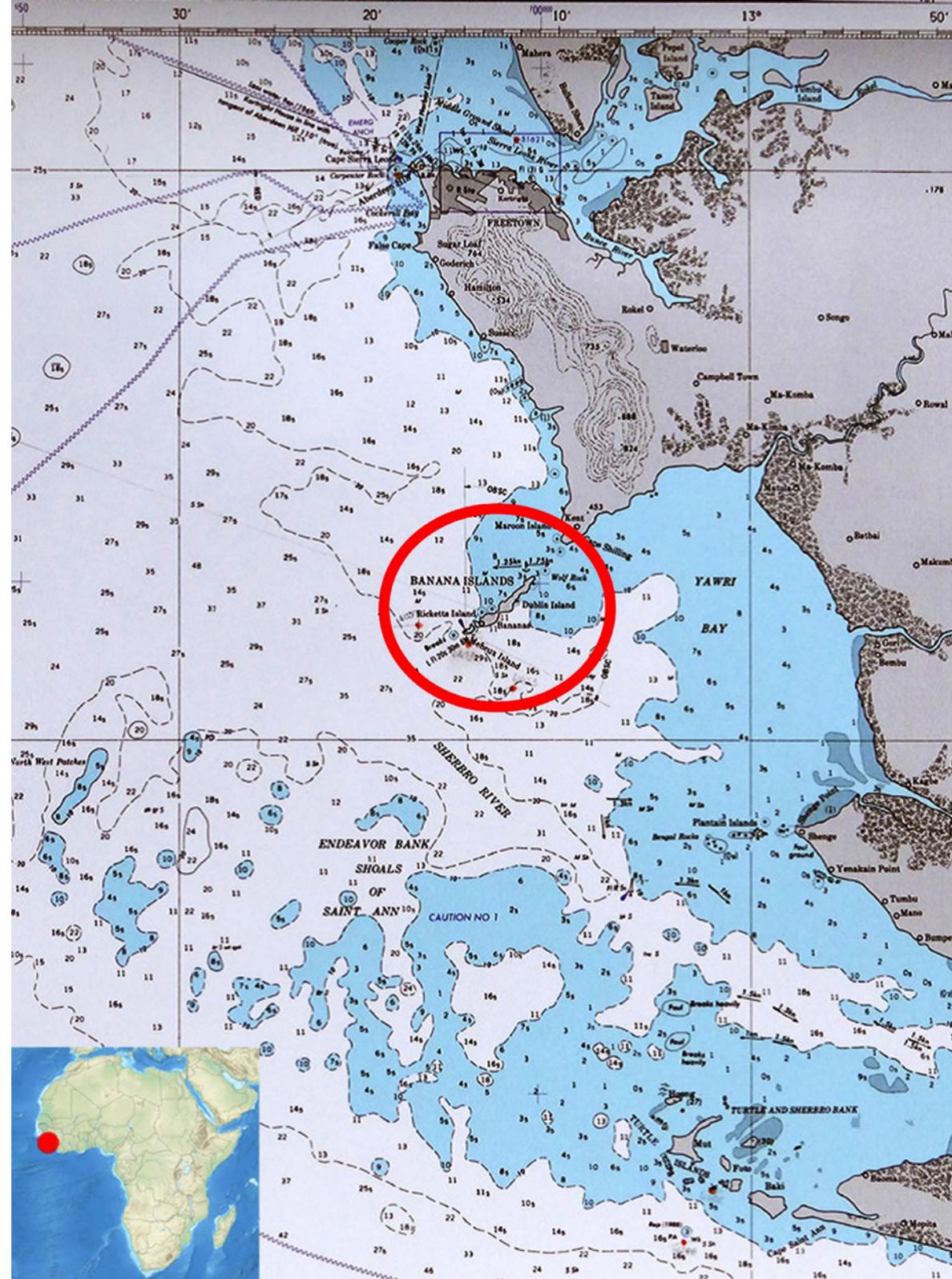
The Western coast of Africa was a region where, during the Era of Sailing, thousands of vessels under the flags of Portugal, The Netherlands, France, England, Denmark, and Sweden crossed the trade route leading from Europe to India and the Far East. This way was discovered and principally dominated by Portuguese sailors, which supported by Henry the Navigator (1394-1460), the Infant of Portugal, began the era of the Great Discoveries. Using the new ship type (caravel), as well as new instruments and charts of navigation, these expeditions pushed onwards. After the first explorations of the Atlantic where Henry's sailors discovered Madeira (1420) and Azores (1427) the Infant focused his interest on the establishment of commercial contact with India across the sea. Thereby, since 1434, Gil Eanes reached Cape Bojados, followed by his next journey to the south along the west coast of Africa. Nuno Tristão and Antão Gonçalves reached Cape Blanco (Mauritania) in 1441. Dinis Dias soon came across the Senegal River and rounded the peninsula of Cap-Vert (Senegal) in 1444. Alvise Cadamosto explored the Atlantic coast of Africa, and thus, discovered the Cape Verde archipelago between 1455 and 1456. The impulse initiated by Henry the Navigator continued after his death in 1460, and two years later, António Noli explored the coast of Africa as far as the present day known Sierra Leone. The famous Bartolomeu Dias, during his navigation between 1487 and 1488, proved that Africa could be circumnavigated when he reached the southern outskirts of the continent, now known as the Cape of Good Hope. Finally, ten years later, Vasco da Gama became the first European sailor to reach India by sea (Małowist 1968, p. 227-244; Favier 1995, p. 293-441).





Henceforth, during the sixteenth, seventeenth and eighteenth centuries a lucrative trade developed with India and the Far East. The Portuguese competed for it with other European nations. However, danger during navigation not only came from enemies, but also from forces of nature. It was a time where sabotage often was an issue along the western coast of Africa, including Banana Islands (photo 1). This archipelago comprises of three islands with two separate villages named Dublin and Ricketts. They lie off the coast, southwest of the Freetown Peninsula in the western area of Sierra Leone. The location is home to dangerous reefs, rocks, and islets, which combined with the strong ocean currents and storms have been the cause of many ships not reaching a safe harbor, and thus, ending their journey on the seabed off this coastline.

Photo 1. The Cape Sierra Leone to Cape Mount (Source: © 1996 by the United States Government. Prepared and published by the DEFENSE MAPPING AGENCY No. 51620. Scale - 1:297500)



It is also worth noting that “East Indiamen” were merchant ships regularly built during the 17th, 18th and early 19th centuries, generally measuring between 800 and 1,400 tons burthen and were built to fulfill the functions of a merchant ship, as well as a warship..These vessels had to endure long trips from Europe to India, which took about four months; and six to eight months to reach China. Due to the need to carry heavy cannons, the hull of these East Indiamen traders were much wider at the waterline than at the upper deck, so that the guns carried on the upper deck were closer to the centerline to help aid stability. These vessels normally had two complete decks for accommodation within the hull and a raised stern poop deck, which along with the deck below were lit with square-windowed galleries. It is also worth noting that in order to support the weight of these galleries, the hull lines towards the stern were normally full. Some of the largest “Indiamen” of the late 18th century were built in India, making use of Indian shipbuilding techniques and crewed by Indians; their hulls of Indian teak being especially suitable for local waters (Kennedy 1955; Furber 1976; Boxer 1969, 1976; Braudel 1979; Bruijn et al. 1979; Brenner 1993; Gardiner 1995; Bruijn 2011; O’Connor 2012).



„Collecting data for future analysis (Photo M. Jamkowski)”



LOCALIZATION AND EXPLORATION OF THE SHIPWRECK SITE

The shipwreck is located in the southwestern part of the uninhabited Mes-Meheux part of the islands (photo 2). On this side of the island, rocks are exposed to the action of the strong sea currents, which significantly impedes access to this site. The wreckage lies at a distance of some 5 to 20 meters from the land and at a depth of 4 to 11 meters across a rocky bottom leading down to sand. After an initial detailed visual inspection during the first expedition in November 2012, it was determined that there are 28 cast iron cannons on the seabed, most of them not exceeding a length of 220 cm, but two of the largest cannons are 305 cm long. Eight of them are broken, making it difficult to determine their actual, original length. On the rocky seabed, the team came across a cascabel knob element which probably belonged to the 29th cannon. Each of the eight damaged cannons has an easily recognizable cascabel knob, meaning that the element that we found cannot belong to any of them.

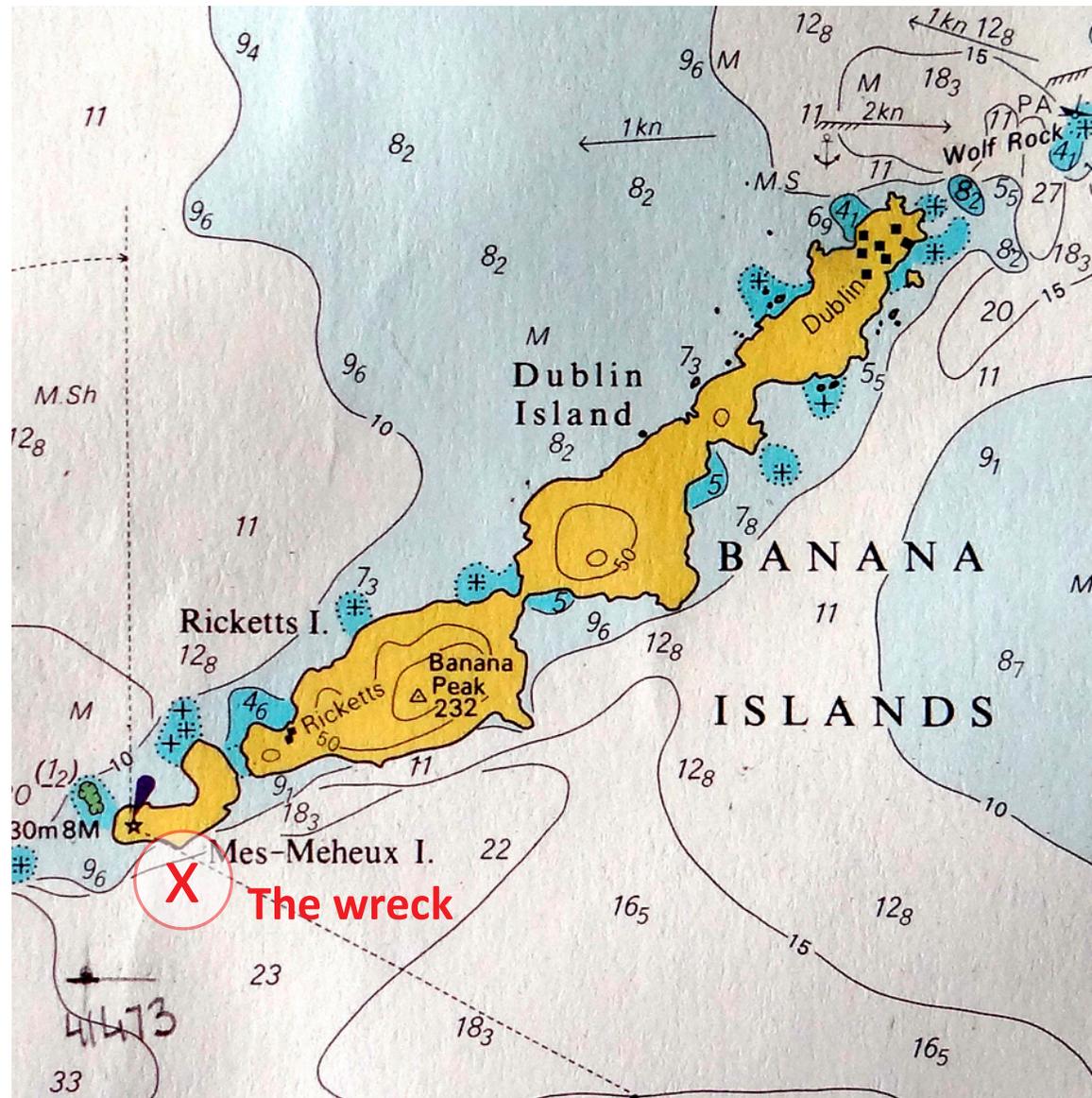


Photo 2. Banana Islands (Source: © Crown Copyright 2003, Admiralty charts and publications No. 10463. Scale - 1:100000)



We also found five anchors over 4 meters long, two of which are armed with Ring and Flukes suggesting they were in use before sinking. One of the unarmed anchors (no Rings or Flukes) has a broken arm, which can also indicate that the anchor had been used and that the arm perhaps broke under the force acting upon it. The missing arm cannot be seen at the site. (photo 3, 4, 5, 6).

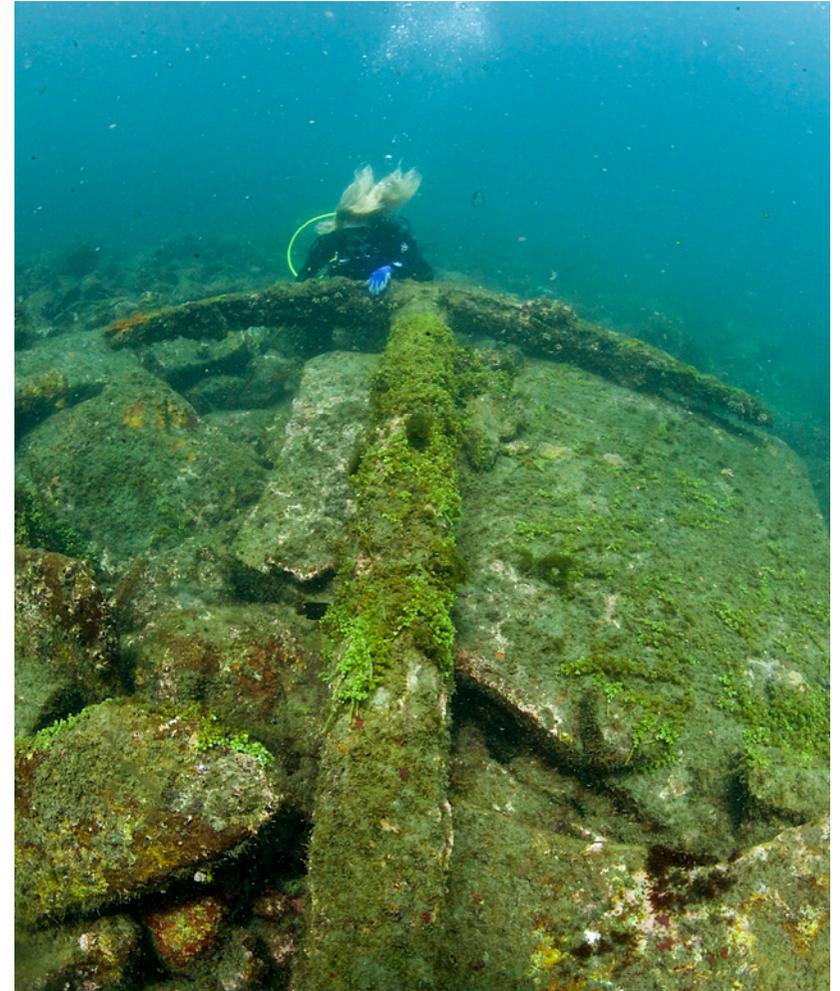


Photo 3. Anchor 1 (Photo: L. Bishop)

Photo 4. Anchor 2 (Photo: L. Bishop)





All of the cannons and anchors are overgrown with a thick layer of coral. During the cleanup of one of the smaller cannons we were able to reveal the number “1762” on its surface. Just next to the digit “2” we came across the well visible diagonal character “/” where on the right side (very poorly visible) was a piece of character forming together the upside down letter “V”. We did not find any other inscriptions, decorations, or reliefs on any of the other cannons (photo 7, 8, 9).

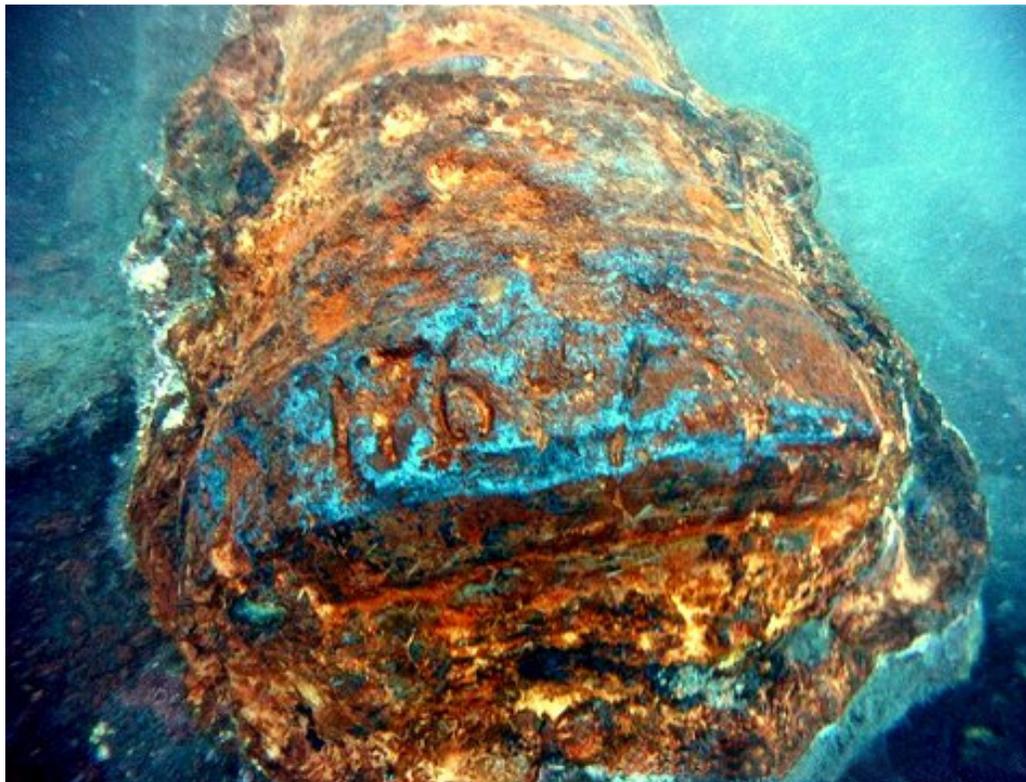
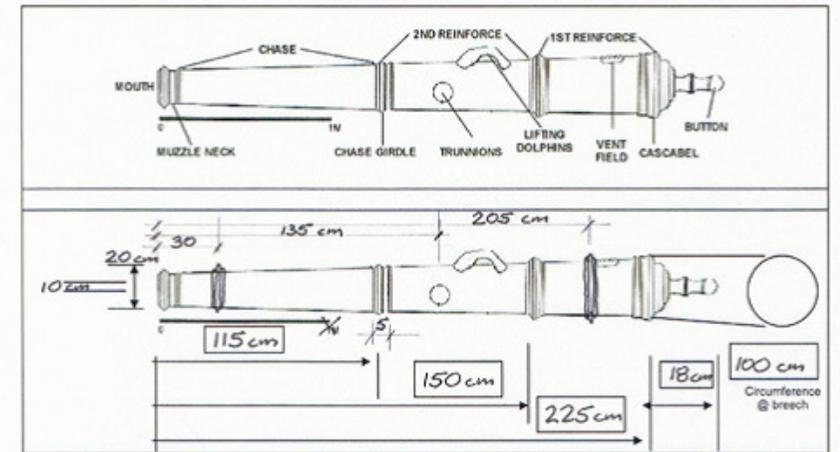


Photo 8. The cannon with the inscription “1762 /”
(Photo: R. Zajder)



Recording Form Series
Gun Recording

PERSONAL DETAILS		SITE DETAILS	
Name: <i>HARCIN JAMKOWSKI</i>		Site Name: <i>CANNON WRECK</i>	
Contact details:		Location/position: <i>BANANA ISLAND, SIERRA LEONE</i>	
		Orientation: <i>08°05'31.84 E 013°14'38.24 N</i>	
Tel No.:	Date: <i>17-11-2012</i>	Archaeological references: <i>CANNON No. 1</i>	
<i>THIS CANNON WAS STOLEN ON 19-11-2012</i>		Type of Gun:	



Inscriptions Identified

Inscriptions Identified		Inscription details	
<p>Identify location of inscription on diagram above</p>		A	<i>1762 /</i>
		B	
		C	
		D	
		E	
		F	

SKETCH

Photo 7. Sketch of the cannon with the inscription “1762 /”
(Made by M. Jamkowski in situ)



Afterwards, at the site, we made a detailed drawing of the wreckage layout and the exact location of each item we found on the seabed around the wreck site to within 100 meters, but we did not find any other evidence of the sinking (photo 10). Water visibility during exploration ranged from 3 to 8 meters depending on the day, tides, currents, and water movements which were strong, particularly this close to shore. We were able to complete photogrammetry of part of the site (photo 11, 12).

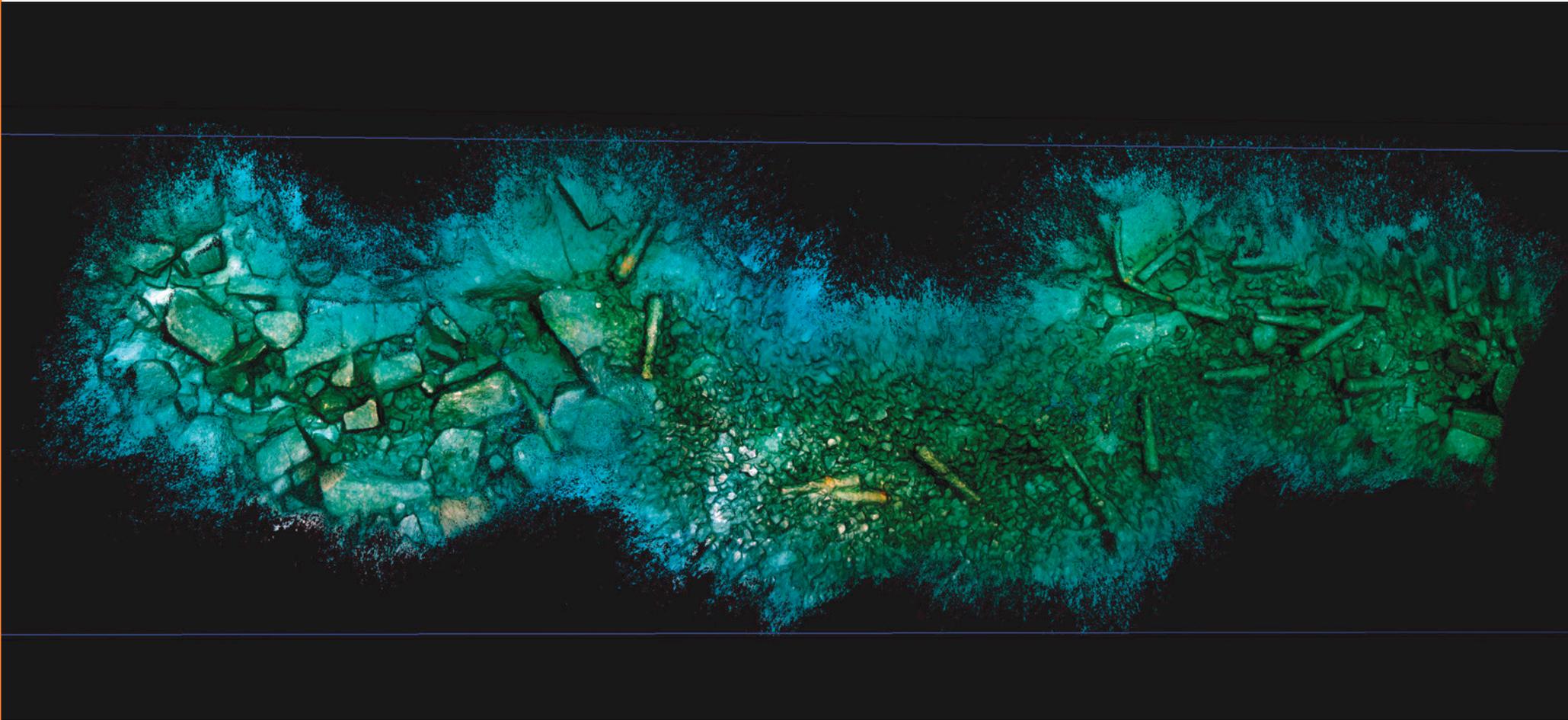


Photo 12. 3D image of the anchor
 (Made by Kari Hyttinen)

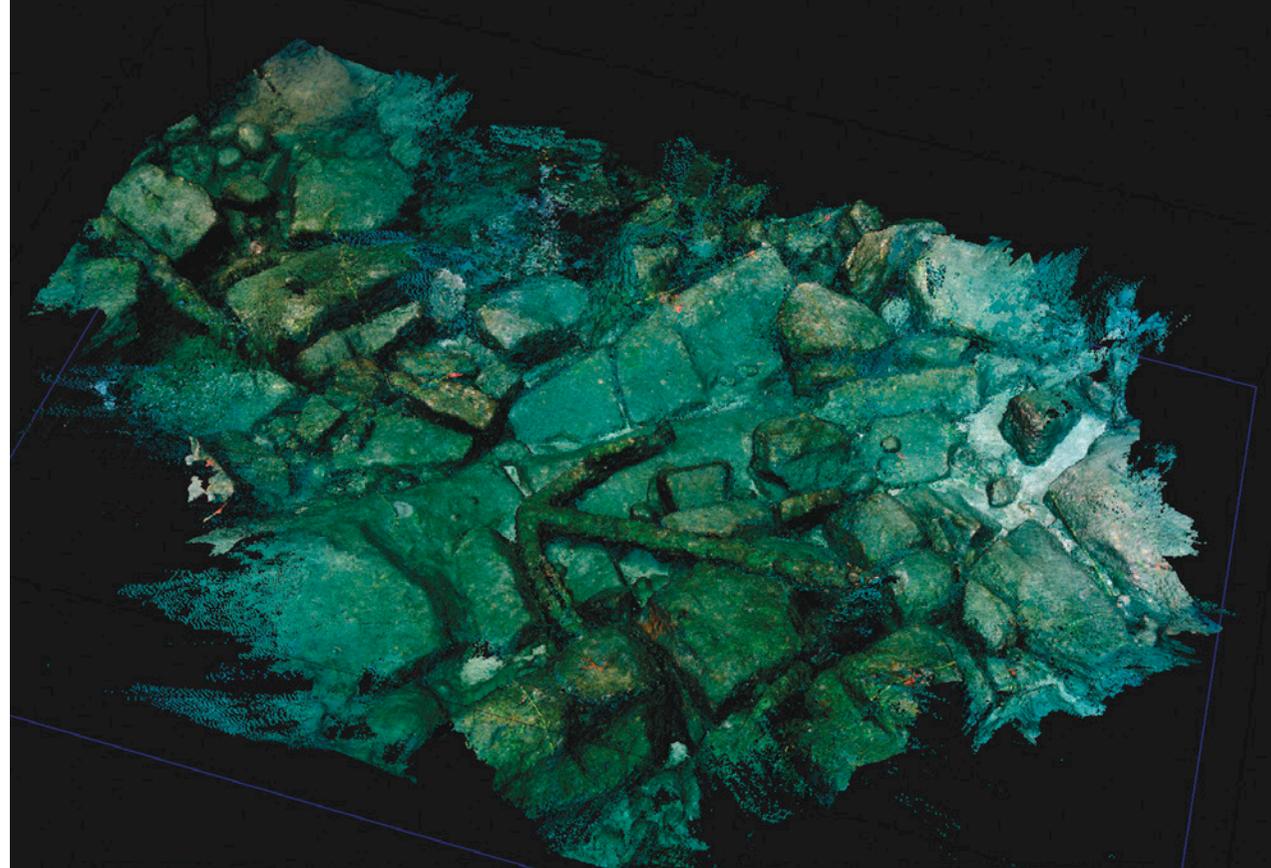
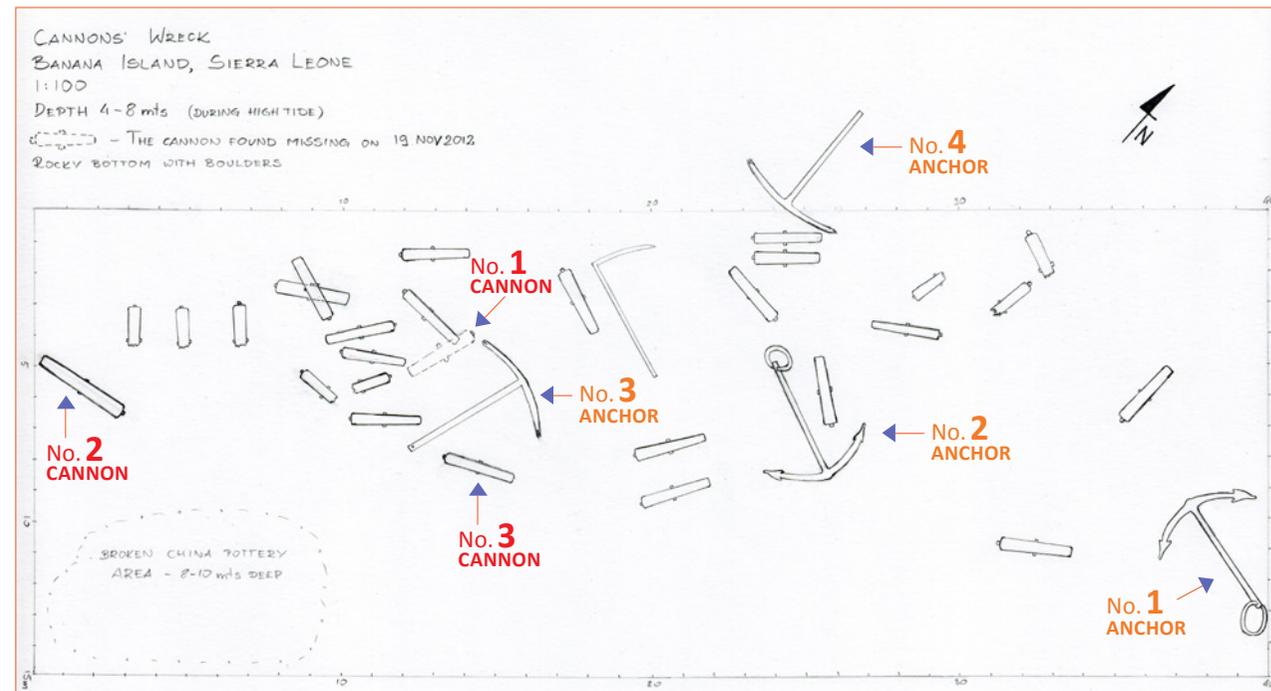
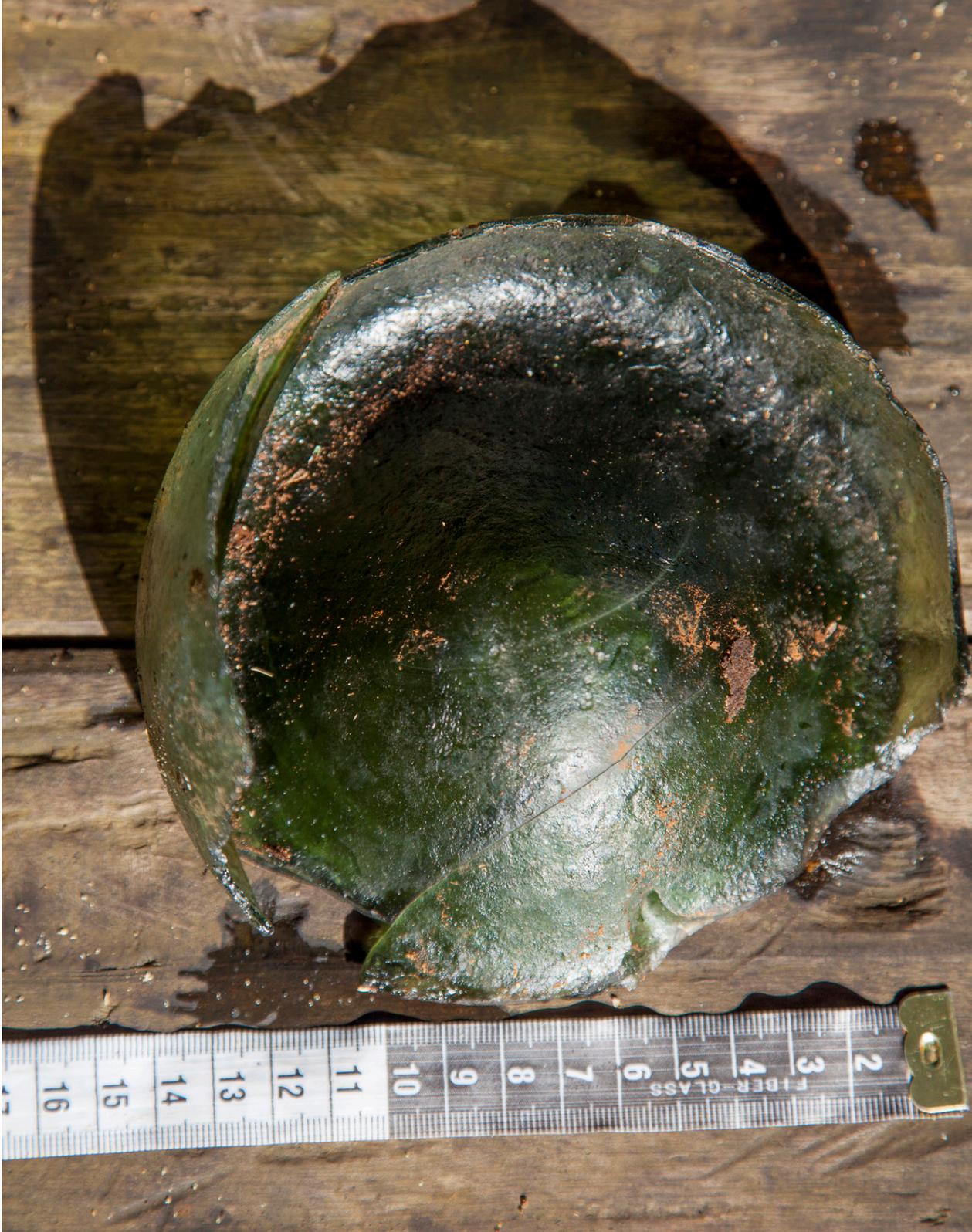


Photo 10. Site sketch
 (Made by P. Wytykowski in situ)



During the onsite work, we utilized the use of an airlift to excavate sand to a depth of not more than 50 cm due to which we discovered small sections of ironwork remains of the shipwreck. Before using the airlift, we searched the seabed using a special Garret manufactured underwater metal detector, but we found no clear traces of metal parts of the remains other than the sections of iron. We did find, however, broken fragments of glass bottles – some with bottom sections made of green colored glass and part of the neck and side of the bottle was made of red-orange colored glass. There was a large amount of gas bubbles in both pieces of glass, which suggests that they were produced in the second half of the 17th or in the early 18th century (photo 13).

Photo 13. The bottom of a glass bottle
(Photo: M. Jamkowski)



We also came across bricks that were most likely from the forge or kitchen, as well as a bent section of square lead sheet (photo 14, 15).

Photo 14. Brick (Photo: L. Bishop)



Photo 15. Pieces of lead with nail holes (Photo: L. Bishop)



None of these items have any characteristic inscriptions or emblems, which could help identify their manufacturer. On the southwestern edge of the wreck site at a depth of about 10 meters we excavated large quantities of Chinese porcelain pottery. Unfortunately, none of the pottery was preserved intact as the movements of the exposed Atlantic water so close to the rocky shores had destroyed most of them (photo 16, 17).

Photo 16. One sample of the remains of the China porcelain (Photo: M. Jamkowski)



Photo 17. China porcelain cup (Photo: L. Bishop)

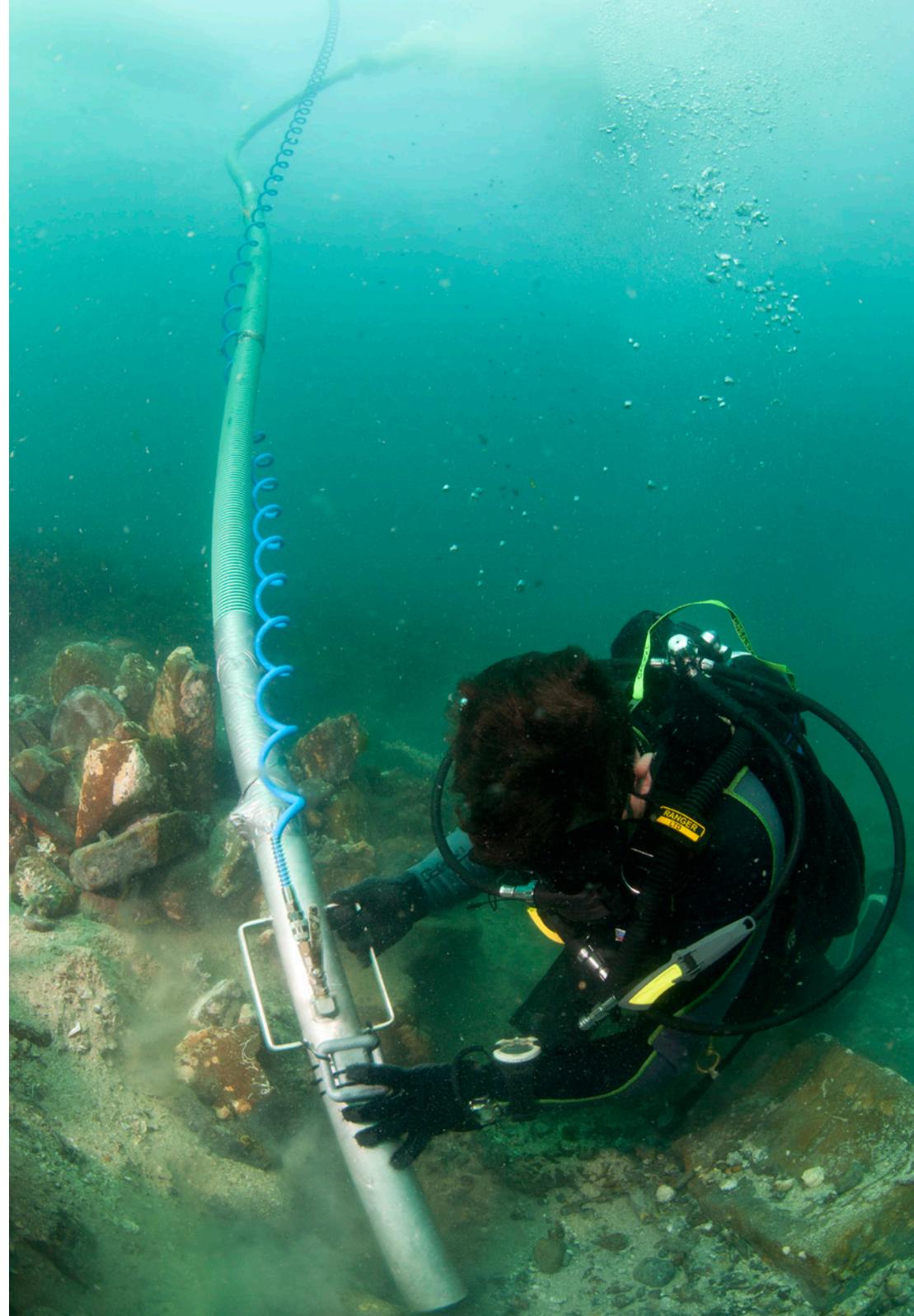




During the expedition in 2014, team members focused on using metal detectors and the airlift in order to find metal objects, as well as to excavate the sandy bottom at a depth of 9 to 10 meters to an area around 50 meters from shore below the cannons line. With almost two weeks of Using the air lift for almost two weeks allowed us to excavate a large quantity of ballast stones covered by the sand, as well as some metal parts of the ship covered by concretion. Without removing these objects it would have been impossible to X-ray in order to establish which part of the ship they belong to and such an operation could not be done taking into consideration the local conditions of Banana Islands or any other place in Sierra Leone. Between the stones, we found a lot of fragments of porcelain. During the process of using the metal detector we also discovered several metal objects, as well as a gold ring. All excavated artifacts were handed over to the National Museum of Sierra Leone in Freetown. For the duration of both expeditions we closely cooperated with the Monuments and Relics Commission and its chairmen, Mr. Charlie J. Hughes and Mrs. Isatu Smith. Thanks to them, we were also granted permission to take some of the samples of the materials from the wreck out of Sierra Leone for further analysis.

Finally, we also searched the shore in the immediate vicinity of the wreck site to a height of approximately 5 meters above sea level. In the crevices of the shoreline rock, we found fragments of glass and pottery with features similar to the ceramics from the wreckage underwater.

Working with the airlift (Photo L. Bishop)





THE DISCOVERIES



From the beginning, we focused our attention on the 28 cast iron cannons. Three were examined in situ more closely. One of those three cannons was stolen one evening by unknown persons during the initial expedition. This was, however, after we made note of markings engraved on the base ring. Given the state of the cannon, and its subsequent disappearance, we are limited in comment on the inscription and its measurements. This gun was too concreted to give us details of the barrel. It had a caliber of approximately 10 cm, a length of approximately 225 cm, as well as the inscription “1762/” engraved in the base ring (photo 7, 8, 9). According to the personal communication with Ruth Brown (expert of artillery) of the British Royal Ordnance Society, the engraved mark is a weight, not a date. The dash at the end resents the letter “A” and shows the weight of the gun in Amsterdam pounds and indicates the gun passed through the United Provinces. The Netherlands was a major country for arms dealing in the 16th, 17th, and 18th centuries, not just for the various fleets that sailed there - “The Dutch East India Company (VOC)”, “Dutch West India Company (WIC)” and the Dutch Admiralty - but also for other countries too. The Dutch bought many cannons from Sweden and Great Britain. For much of the period of the VOC, most guns were of Swedish origin. The weight, caliber, and length suggest a 6-pounder cannon, which would have been carried by all classes and sizes of VOC ships from the second half of the 17th century well into the 18th century. Engraved ownership marks such as “VOC- A”, “VOC- D” and “VOC-M” can be found engraved on the barrel between the trunnions and the breech of the gun. During the second expedition in 2014, we examined six cannons and we were able to identify the letter „F”, which according to Brown, indicates that they originated from the Swedish foundry Finspång (Brown 2007) (photo 18).

Aside from the cannons found on the wreck site, we also found five anchors of which two were most likely in use at the time of sinking (photo 3, 4, 5, 6). Their shape and size are similar to those which were found at the archaeological site of “The Fourteen Cannons” in the Mexican Caribbean which date back to the late 17th century and the first half of the 18th century. Moya Sordo and Reichert described that at this site they also discovered cannons with trunnions showing the letter “F” which may suggest the same origin of both of the ships (Moya Sordo & Reichert 2010, p. 74-75). The position of the anchors at the site shows that the vessel probably had been surprised and the crew did not have sufficient time for a quick response to its demise. They may be trying to avoid possible trouble, as indicated by the broken Arm and Fluke.

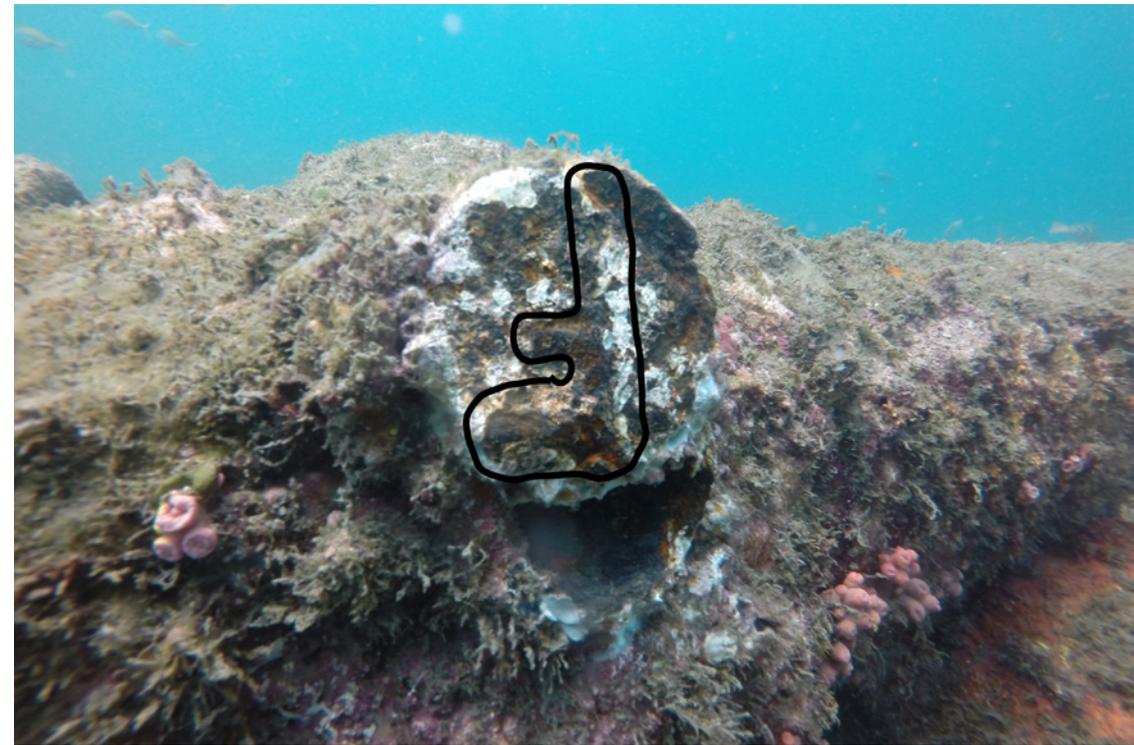
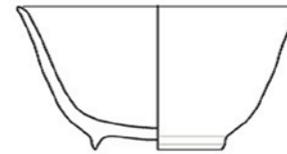


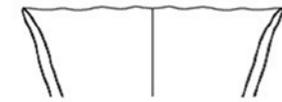
Photo 18. The letter “F” on the canon trunnion (Photo: P. Wytykowski)

Among the archeological finds, we recovered several ceramic artifacts for expert analysis made by M. Żuchowska, archeologist from the University of Warsaw; these included two sections of glass bottles and one piece of lead sheet. Ceramic material is composed mainly of porcelain vessels (photo 19); unfortunately, none are complete, but most of the fragments are well preserved, so the decorative motifs can be reconstructed. None of the collected pieces have any production mark, thus the only criteria for chronological assessment was typological and comparative analysis.

PLATE I: FORMS OF PORCELAIN VESSELS



1. Batavian ware tea bowl



3. Tea bowl with panelled decoration



2. Batavian ware saucer



4. Saucer with panelled decoration



5. Tea bowl with motive of fungus of longevity



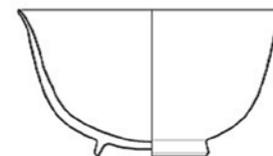
7. Tea bowl with floral decoration



6. Saucer with motive of deer under the pine



8. Saucer with motive of peony and bamboo



9. Tea bowl with motive of plum blossom



10. Tea bowl with motive of peony

0 1 2 3 4 5cm
Drawing: M. Zuchowska

Photo 19. Porcelain models made by PhD M. Zuchowska (Institute of Archeology, UW)



1. Two fragments of a “Batavian ware” tea set – incomplete tea bowl and a rim of saucer. Batavian ware is a type of Chinese export porcelain characterized by brown or coffee-brown glaze applied together with the cobalt blue underglaze decoration. Our pieces belong to a typical tea set with brown glaze covering the outer walls of bowls and saucers, and white inner surfaces with slight blue underglaze decoration which cannot be described because the shards are too small. Batavian ware was especially popular during during the first half of the 18th century, although it was still produced during the Qianlong reign (1736-1796).
2. Seven fragments of shallow saucers decorated with cobalt blue underglaze motifs of peonies and bamboo. The decoration is placed on the inner side of the saucers. The motifs of peonies and bamboo were very popular as decoration on the porcelain. The peony is a symbol of love and feminine beauty, and full blossom flowers are considered as an auspicious motif bringing good fortune, while bamboo is an emblem of longevity and often associated with sages. This motif was one often represented on Chinese export porcelain. It appears, for example, on the Batavian ware tea set found in the so called Nanking Cargo recovered from the Geldermalsen VOC shipwreck dated to 1752 (http://www.nma.gov.au/collections/collection_interactives/european_voyages/european_voyages_to_the_australian_continent/trade/tea_and_china/the_geldermalsen_wreck).
3. Three fragments of small tea bowls with decoration of peonies on the outer walls and small mark similar to “Ö” in the center of the inside part; it could be a part of. Could be part of the set above.
4. One fragment of a tea bowl with floral blue underglaze decoration representing the motif of peonies.
5. Seven fragments of a tea set with cobalt blue underglaze “paneled border decoration” four fragments of saucers, and three fragments of bowls with undulated rims. The decoration is composed of a series of vertical lines dividing the space of the outer walls of bowls and the inner rims of saucers into smaller compartments in which flowers and butterflies can be recognized. The central space of the saucers. The paneled decoration refers to the elder Kraak porcelain and the Jingdezhen early export porcelain of the contained probably the scene of fishermen and their village. This was very popular on such porcelain, but only very small fragments from the wreck site are preserved. Paneled border decoration refer to elder kraak porcelain, Jingdezhen kilns early export production of the 16th and early 17th century. Such decoration appears still in the early 18th century during emperor Kangxi (1654-1722) and emperor Yongzheng (1723-1735) reign, but is rarely seen later. Similar tea bowls and saucers have been found on the Ca Mau shipwreck, a Chinese ship heading from Canton to Batavia (Jakarta) with ceramic cargo, dated to 1725.
6. One fragment of a tea bowl with cobalt blue underglaze decoration of plum blossoms was also recovered from the wreck site.
7. We also discovered six fragments of saucers decorated with a cobalt blue underglaze representation of deer under a pine tree and the “fungus of longevity”. This decoration is another that is very popular – the deer is an emblem of longevity and believed to be the only animal able to find the fungus of longevity. Together with the pine, because it is green throughout the year and also associated with long life, this scene forms a typical, very auspicious landscape. An almost identical landscape is represented on the central part of the saucers with the paneled border decoration also found on the Ca Mau wreck (http://www.nma.gov.au/collections/collection_interactives/european_voyages/european_voyages_to_the_australian_continent/trade/tea_and_china/the_ca_mau_wreck).

8. Two fragments of small bowls with blue underglaze decoration of the “fungus of longevity” on the outer walls. This possibly forms a set with the above.
9. One fragment of a small bowl with blue underglaze animal motif (deer or tapir) on the outer wall.
10. One fragment of a small bowl (bottom part) with blue underglaze landscape representation.
11. One fragment of a soup dish or a bowl with underglaze decoration on both the outer and the inner surfaces. The decoration probably contains a horse in full gallop, but it is too destroyed to reconstruct the full representation.
12. One fragment of a big dish or plate with blue underglaze floral decoration representing peonies. The cobalt color is very bright and the porcelain is very thin, but of good quality. It had to be a part of a dish fully covered by floral decoration. Such plates were very popular during Kangxi (1654-1722) and Yongzheng (1723-1735) emperors’ reigns.
13. Three fragments of a large dish with underglaze molded relief decoration and additional blue underglaze strip of decoration around the rim. Its glaze is slightly greenish. This dish is much thicker than the other pieces. This is a quite uncommon piece – the combination of the technique of the underglaze molded relief decoration refers to celadon jars (usually stoneware with relief decoration and green transparent glaze which emphasize the relief by different shades of green due to diverse thickness, especially popular during Song dynasty reign from 960 to 1279 and blue underglaze painting.) Generally, during the last period of the Kangxi reign (1700-1722) and especially during the Yongzheng reign (1722-1735) we can observe growing production of imitations of the ancient types of pottery. On the other hand, new types of decorations appeared, often mixing two styles, for example, relief and red painting. example relief and red painting.

Finally, besides the discovery of the porcelain, we also found other objects which were to become a subject of analysis. In the case of the gold ring, dendrochronology analysis and an octagonal object made of bronze. We received the help of experts in regards to the gold ring, an octagonal object made of bronze, as well as dendrochronology. This expertise gave us guidance on:

1. The gold ring found during the 2014 expedition was analyzed by Dirk Jan Biemond a jewelry expert from the Rijksmuseum in Amsterdam, Netherlands. He described it as a simple ring, at one time set with a stone, with a plain engraved decoration, approximately from the years 1720-1740. It was probably made in Eastern Europe, but it is difficult to say more since there are no clear marks (photo 20).



Photo 20. The gold ring (Photo: L Bishop)



2. One fragment of timber (size 30 cm by 15 cm) with square holes from nails. A sample was given for dendrochronological analysis by Polish expert, Marek Krąpiec. Unfortunately, to establish the age of this fragment, a minimum of 100 growth rings are needed. Our sample is too small to determine its age because it only has 54 growth rings. It was determined that the sample is derived from an oak tree (photo 21, 22).

Photo 21. Fragment of a wooden beam (Photo: L. Bishop)



Photo 22. Wood rings (Photo: M. Krąpiec)

3. One octagonal object (length 21 cm) made of bronze with a hole in the middle and two smaller holes on the ends. Maritime archaeologist, Dr. Colin Martin, from the Institute of Nautical Archaeology identified this artifact as a “coaks”, which are bronze bearing bushes fixed in the center of wooden sheaves or pulley wheels to reduce wear (photo 23, 24). They rotated on an iron pin. The octagonal shape meant that they couldn’t work loose within the sheave, while the lugs with holes on each side allowed them to be fixed in place. These are common finds on 18th (th małe i do góry) century Dutch East Indiamen, for example, the Zeewijk (1727) lost off of Western Australia, the Adelaar (1728) wrecked off of Western Scotland, and the Hollandia (1743) off of the coast of the Scilly Islands, England (Ingelman-Sundberg 1977; Martin 2005).

4. Six fragments of a green bottle with concaved bottom (diam. 11 cm). Only the bottom part is preserved, but M. Żuchowska said that its characteristic, highly concaved shape suggests that it may be a so-called “Belgian type” wine or spirit bottle dated to the early 18th century (about 1700-1730). So-called English onion bottles are quite similar and are dated to the late 17th-early 18th century (photo 13).



Photo 23. “Coaks” – bronze bearing bushes (Photo: L. Bishop)



Photo 24. “Coaks” – bronze bearing bushes (Photo: L. Bishop)



6. A piece of folded lead sheet (7.5 x 10 x 0.3 cm) (photo 26). This could be a part of a tea box lining; similar finds have been collected from the Wung Tau wreck (Jorg 2003). The Chinese custom, adapted by some European companies, was to transport tea in large wooden boxes lined with lead foil to avoid contamination of leaves during transport; but according to sources, the VOC was the only company which did not use such boxes, transporting tea in big containers lined with bamboo instead. This habit caused the tea transported by VOC being of inferior quality than that imported to Europe by others companies (Jorg 2003).



Photo 26. Piece of folded lead (Photo: M. Jamkowski)



Photo 28 29. Canon ball (Photo: L. Bishop)



Photo 27. Metal buckle (Photo: L. Bishop)

8. Lastly, we also recovered other artifacts such as: cannon balls, a buckle, one brick, one fragment of burnt wood, melted lead, copper and lead plates, bronze and iron objects, as well as objects made of clay (photo 27, 28, 29, 30, 31, 32, 33).



Photo 30. Piece of lead
(Photo: L. Bishop)



Photo 31. Piece of copper
(Photo: L. Bishop)



Photo 32. Fragment of the clay pot
(Photo: L. Bishop)

Photo 33. Object made of bronze
(Photo: L. Bishop)





HISTORICAL QUERY AND FINAL CONCLUSION



The expert analysis of the recovered artifacts allowed us to establish the thesis that this shipwreck belonged to the Dutch East India Company (VOC). Our research then focused on maritime disasters involving only Dutch vessels which had made their way back from Batavia to its port of origin. The main cargo was China porcelain as demonstrated by the large number of fragments of pottery, and the number of guns may indicate that it was a ship of the type “Indiaman”. The material analyzed indicates that the ship sank, most likely, in the first half of the 18th century. Given all of the above facts, throughout 2013, we focused our attention on three “Indiamen” that never reached the Netherlands and could have been lost on the southwestern tip of Banana Islands, Sierra Leone. In Robert Marx’s book, we found information about the *Enkhuizen* (departure from the Cape on 12 June 1742), *Maria Adriana* (departure from the Cape on 14 September 1743), the *Drechterland* and the *Hofvliet* (departure from the Cape on 5 March 1744)- all of them lost between the Cape and Patria (Marx 2009, p. 234-244). We also made contact with Jaap van Overbeek, a historian who for years had worked on VOC shipping research to India and Batavia. With his help, we attained company records located within the Dutch National Archives. In addition, we have completed the search for further information within the database, a project by Huygens ING of the Institute of History and Culture (<http://resources.huygens.knaw.nl/das>). Here, records can be found of ships that sailed between the Netherlands, Cape, India, and Batavia in the 17th and 18th centuries. Nevertheless, we were unable to determine exactly which of these ships sank near the Banana Islands. A breakthrough in our study occurred in October of 2014. Dutch researcher, Arthur Scheijde, made contact with the team after reading the Article *Mystery of the Vanishing Dutchman* written by Leigh Bishop (appeared in *Diver Magazine*). Scheijde was able to attain and translate all of the information held within the Dutch archives about the wreck lost off of the Banana Islands, Sierra Leone.

The Dutch researcher identified it and presented us the documents that indicate that the vessel was the *Diemermeer*, an Indiaman of just 850 tons built in 1736 in Amsterdam, whose last voyage sailed from Ceylon through Batavia on January 15, 1747



Image of the ship. In the background is the landscape of the Banana Islands (Made by Arthur Scheijde)



The initially composed list of possible VOC ships did not include the *Diemermeer* because it was known to have wrecked in 1747 “off the coast of Guinea.” Guinea is nowadays a different country than Sierra Leone. Scheijde, however, noted that the greater part of that part of the coast of Africa was known as ‘Guinea’ back then, and thus, the *Diemermeer* should definitely be looked at closer (Bruijn et al. 1979, p. 48). He sought information in old books and newspapers and found an article in the “Amsterdamse Courant” Newspaper of June 13, 1748 (photo. 34). It states that a ship had arrived in the Netherlands with news about the sinking of the *Diemermeer* the previous year, captained by Christoffel Boort (better known as Christiaan Boordt). The *Diemermeer* was on its way back for the VOC chamber Zeeland and had travelled for seven months. Most of the crew had died, leaving only 9 or 10 men remaining. Among them were the captain and several navigators, most of whom were sick. One conclusion that can be drawn is that, most likely, scurvy broke out on board.

The article continues stating that in August of 1747 the *Diemermeer* arrived in front of what is described as “de Banannis”, indicating Banana Islands. They dropped the anchor and fired the cannon as a distress signal in need of help. None came. They decided to “cut” the anchor and let the ship drift to shore. The article does not indicate how far the ship drifted, but it could not have been far.

Two men were present on the *Diemermeer* when Captain Jonas Rust, a native of Flushing in Zeeland, The Netherlands arrived with his slave ship, rescued them and took them on board. The two survivors did not know where the rest of the men were. Just as they were saved, a few hundred black men appeared from the bushes on Banana Islands and plundered the abandoned *Diemermeer* and set it on fire. Thus, concludes the newspaper article.



Photo 34. The article in the “Amsterdamse Courant” Newspaper (Found by A. Scheijde)



Not everyone was immediately convinced of the identification because the porcelain found on the wreck must have come on board in Batavia. The *Diemermeer* is known to have sailed to Ceylon and back. Scheijde then found a document that indicated that the *Diemermeer* had made at least one trip from Ceylon to Batavia in July 1746 transporting chests of medicine, followed by remarks that it had transported soldiers from India to Semarang, Indonesia (Arsip Nasional Republik Indonesia, file 2576, page 153).

The search for information continued. Almost all crew lists from outbound ships have been kept in the Dutch National Archives. Crew lists from returning ships, however, have all been thrown away to provide space in the archives. Each outgoing book does mention on which ship a crew member returned to The Netherlands, so they were still valuable for the investigation.

Scheijde contacted Ton van Velzen, formerly of the Dutch National Archives, who had digitized the outbound books (The National Archives of The Netherlands, <http://www.vocopvarenden.nl>). He helped to determine the list of crew members that must have sailed back from Ceylon on the *Diemermeer*. Two of those 87 men must have survived. They must have served under their rescuer Jonas Rust on his slave ship, the Blessed Sugar Cane, which sailed on to Suriname in South America.

In the meantime, Scheijde found more details on the wrecking of the *Diemermeer*. A couple of years ago, Christie's Auction House auctioned off Nicolas Owen's handwritten journal for about 14,000 pounds (Owen 2004, p. 37-38). It tells of a story that is connected to the Dutch wreck. Irishman Nicolas Owen sailed on a British slave ship that anchored off of the Banana Islands around 1750. He, his brother, the captain, and three others went on shore where they were captured by the local black population. They were shackled like slaves.

The Guinea coast was an infamous area where European traders bought slaves to transport to the Americas. The black men who captured Owen mentioned that they did this to take revenge on what a Dutch captain had done a few years earlier.

The Dutch captain (Christiaan Boordt) had kidnapped several free local people and treated them ill, probably using them as slaves. This must have been the reason for the locals to plunder the *Diemermeer*. The locals decided to plunder the British ship that Owen arrived on. After it was successfully stripped of all its possessions, the black men let Owen and his consorts go. He hitched a ride on another trading vessel that came in the vicinity. Owen's story shows that the Dutch captain of the *Diemermeer* had acted disrespectfully towards the local population. It did not matter to the local black men that they took revenge on a different nation as they were considered all the same anyway. It cannot be excluded that the locals invented the story about improper behavior of Captain Boordt to justify plundering the ship.

More details were found in the journal of Scandinavian Ludvig Rømer who lived in the vicinity of Banana Islands a couple of years later (Rømer 2000, p. 62). He talked to the local population and heard about the Dutch shipwreck. The crew members of the lost East Indiaman were close to death, except for five men who went on land. "They grounded the ship on purpose, saving as many goods and cannons as they could, and they built a small fort as protection against the Negroes". Rømer stated that the fort was not on the northern part of the island because he knew that part very well. His remarks clearly coincide with the story of the *Diemermeer* of which the wreck has been found on the southwestern tip of Banana Islands. Apparently, Captain Boordt and the navigators had also brought one or more cannons on land, which may still be there.

Scheijde found another quite rare document that turned out to be a shipwreck investigator's dream. The online database of the Australian National Library has scans of several Dutch maps of the Atlantic and Indian oceans. One map made by Isaak de Graaff dated 1735 shows the southern tip of Africa, the southern tip of India and the Dutch East Indies, Indonesia (National Library of Australia: <http://catalogue.nla.gov.au/Record/4601455>; photo. 35). It is quite rare to find a hand drawn manuscript map because they were usually destroyed after a journey to keep other nations from obtaining valuable Dutch geographical knowledge. This map, however, even shows the route of a ship drawn by pencil using circles as places where the ship's positions were determined. It happens to document the very last voyage of the *Diemermeer*. The voyage started in 1744 and is picked up on the map at the Cape of Good Hope. The route goes from there towards Australia until "Amsterdam Island" in the middle of the Indian Ocean and then travels north towards Ceylon. The irregularity of the route clearly shows that there has been quite some deviation on the journey, probably due to heavy winds and storms. West of Ceylon the route stops, being the end of the voyage. Two years later it continues from Gale (Punto Galle on the southwest coast of Ceylon) going to the west coast of Dutch East India (Indonesia). That is probably where the ship joined other VOC ships in a return fleet. On the return voyage they sailed north of Cocos Islands straight back to the south of Africa. This route was perhaps taken as a known safe route.

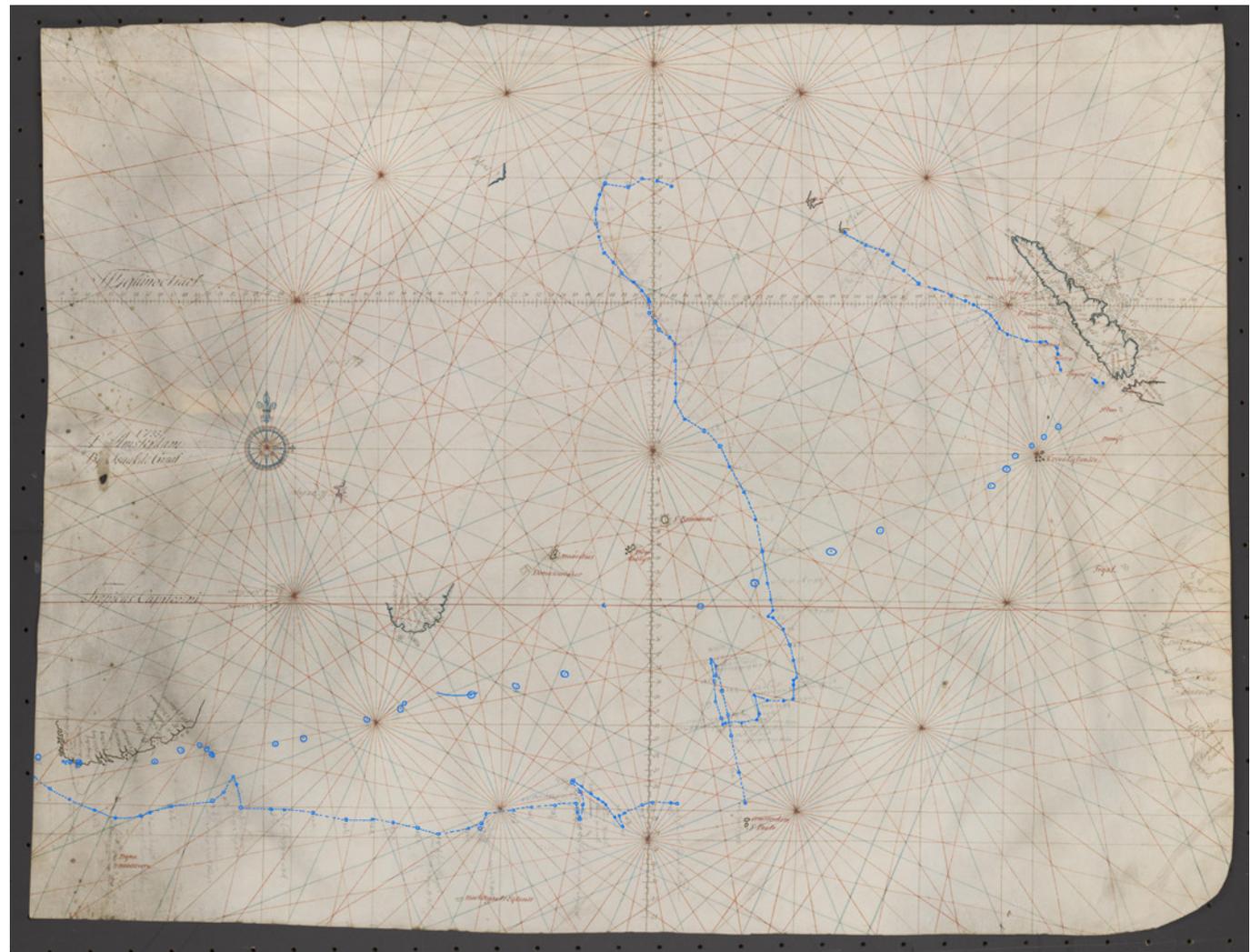


Photo 35. Route of the *Diemermeer* (1745-1747) delineated on the map of Isaak DeGraaff (Source: The National Library of Australia: <http://catalogue.nla.gov.au/Record/4601455>, permission to publication of Dr. Martin Woods, curator of the library)



It is known that the *Diemermeer* did not enter the bay of Cape of Good Hope. The map shows that the ship restocked on water and supplies at Cape Agulhas, 170 kilometers east of Cape Town. This is where the navigators must have deposited this map and used a different map of the Atlantic Ocean to keep track of the rest of the voyage home. That second map must have either been burnt by the inhabitants of the Banana Islands or may have been brought by the *Diemermeer* survivors to the fort that they had built.

Scheijde also examined the voyages of the crew members that had been on the return voyage by using the www.vocopvarenden.nl database which lists all crew members of VOC journeys. This was to see if people were mentioned to have sailed on other ships after the *Diemermeer* sank in 1747, and thus, must have survived. A visit to the National Archives in The Hague provided such luck. The outbound book of the *Diemermeer* in 1747 lists many crew members who were also present on the return voyage (The National Archives in The Hague, VOC- Archive 1.02.04, # 6164, “*Diemermeer*” Crew’s list, 1744; photo. 36). Their pay was given to their loved ones as inheritance. Captain Boordt’s pay was given to his brother and widow, indicating that he has never returned home.

One crew member, Roeloff van der Veurt, picked up his pay himself and was joined by a witness who declared that Roeloff was indeed who he said he was. The VOC officers knew nothing other than that the *Diemermeer* had been wrecked. Having one person pick up his pay a year later must have raised some eyebrows. He was only 11 years old when the ship left and 14 when the ship sank. Further research indicates that Roeloff had lost his father in 1739 when his father was captain of the VOC ship *Van Alsem* who disappeared without a trace returning from Ceylon in 1739 (Bruijn et al. 1979). Roeloff went on to sail on seven other VOC ships and eventually died in Asia at the end of 1761, being only 28 years old (Dutch National Archives, The Hague, VOC-Archive 1.02.04, #13115, ship Noord-Beveland, page 76). To find the other survivor, all other outbound books have been checked individually. However, no other survivor can be determined from those books.

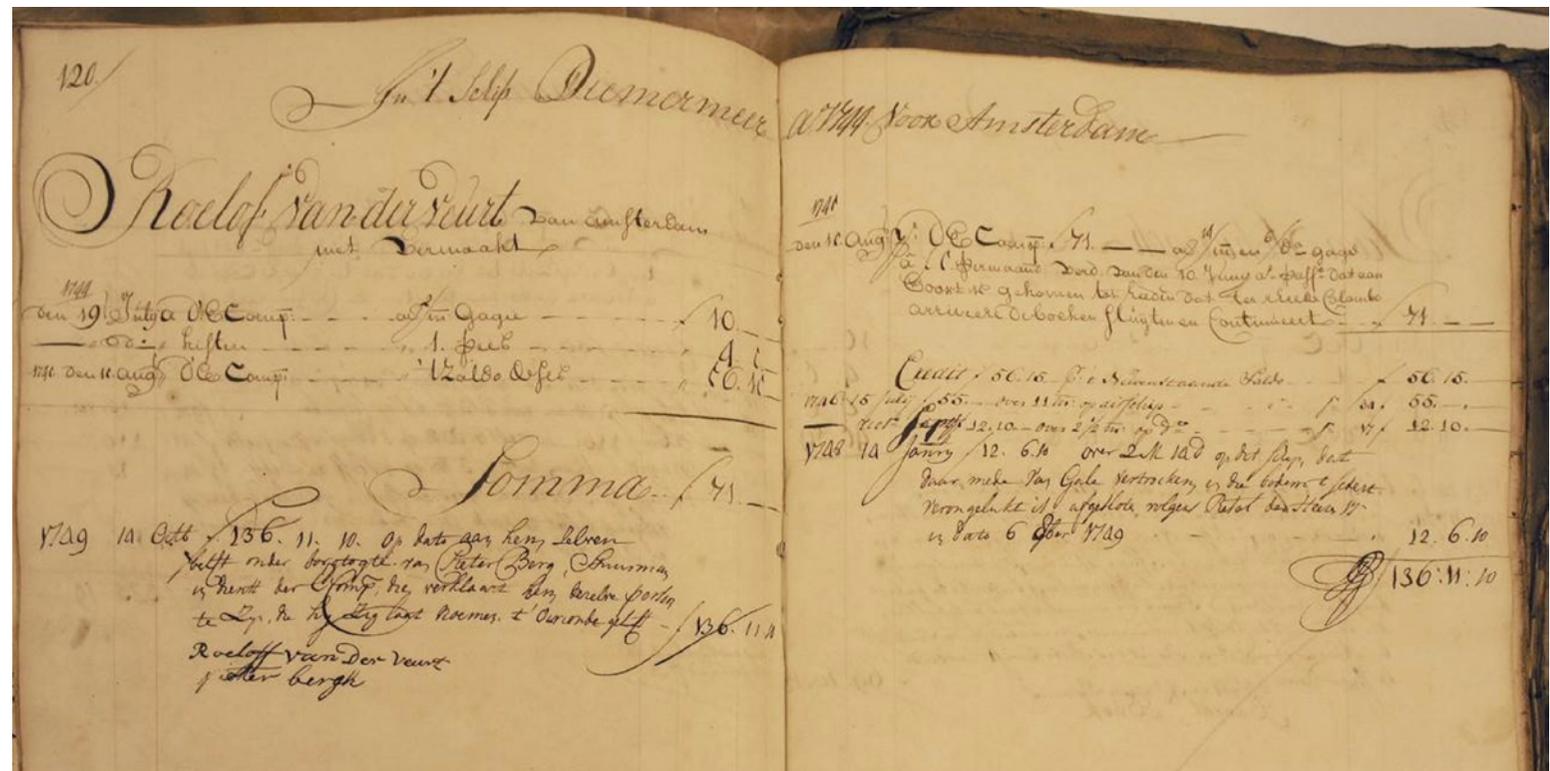


Photo 36. A historical document about the only known survivor from the *Diemermeer* (Source: Dutch National Archives, The Hague, VOC-Archive, 1.02.04, year 1744, inventory number 6164, p. 120. Found by A. Scheijde)



The visit to the National Archives also provided a list with information on the cargo and the crew that the *Diemermeer* transported in 1746. It then had onboard 40 European crew members and 39 soldiers from Asia (Dutch National Archives, The Hague, VOC-Archive 1.02.04, # 9038, Brieven van ‘Mallabar’ 1745-46). The cargo consisted of rice, beans, “arrak” (spirits), Dutch bacon and meat, vinegar, salt, brown sugar, “tammerinde” (tropical wood), fish, Cape Town wine, cow hides, butter, olive oil, coco oil, wax candles, and cotton to use in lamps. Notable are four bronze, six-pounder cannons on this list known as “slangen” (snakes), together with shots and tools to fire them with. Also, at the request of Captain Boordt the ship’s cabin was adapted with a construction to house two cannons in order to be able to shoot backwards. The ship then made a journey to Chettua in convoy with a sloop of war, *Maria Laurentia*.

We were also trying to find any information about Captain Christiaan Boordt – apparently he married Catharina Rompe of Amsterdam in 1725. Christiaan Boordt was a fellow countrymen, since he came to Amsterdam from Kolberg, which is the current Polish city of Kołobrzeg in northwest Poland on the south coast of the Baltic Sea (Boordt’s marriage license from 1725 from the Amsterdam City Archives; photo 37). After research in the Polish archives, we came across information about Boordt’s parents – Christian Boordt and Maria Bublitz married in Kolberg on May 4, 1691 (photo 38).

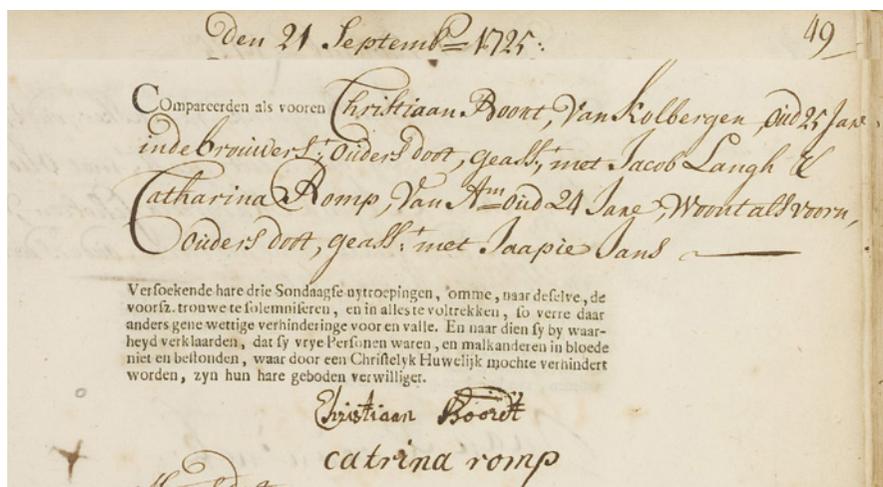


Photo 37. Marriage license of Capitan Christiaan Boorth and Catharina Rompe – year 1725 (Source: Amsterdam City Archives. Found by A. Scheijde)

St. Nikolai/St. Georg | 1690

Datum	Bräutigam	Braut
05-11	Kühn, Christ., Mstr.	Keppel, Soph. Judith
17-11	Scheddin, Erdtman	Holtz, A.
26-11	Wille, Lud.	Pape, A. Cath.
1691		
11-02	Vicke, Pet.	Maass, A.
25-01	Köste, Jac.	Raco, A.
22-04	Tiegs, Paul	Grauncke, Cath.
04-05	Boordt, Christian	Bublitz, Mar.
14-06	Schultz, Mich.	Schwartz, Adelgunda
30-09	Schmied, Mart., Mstr.	Bublitz, Cath.
07-10	Schütz, Gabriel	Martens, Barb. Elis.
12-10	Lestchow, Mich.	Vicke, A.
14-10	Hornbage, Paul	Butenhaaff, Dor.
19-10	Bonan, Joch.	Schultze, Mar.
21-10	Treder, Gories	Braasche, Eva
26-10	Lübcho, Mich.	Trepto, Mar.
13-11	Scheddin, Paul	Reicho, Mar.
25-11	Fischbeeck, Christoph	Albrecht, Engel
30-11	Volckmar, Joch.	Grooss, Dor.
1692		
11-01	Kassau, Friedr.	Wilcke, Mar.
18-01	Haferbecker, Mich.	Steckeling, Susan Luc.
25-01	Wergin, Mart.	Roggan, Ursula
11-02	Tiegs, Pet.	Lavrentz, Engel
13-04	Schenemann, Benedict, Mstr.	Mewes, Dor.
22-06	Nest, Mich.	Goldbach, Soph.
05-10	Schumann, Mich.	Wodtke, Mar.
02-10	Dolmar, Hans	Weike, Elis.
19-10	Scheddin, Joch.	Timm, A.
20-10	Holtz, Friedr.	Lüdcke, Engel
24-10	Knoll, Hans	Beere, Soph.
16-11	Klebitz, Joch.	Wendorff, Barb.

Photo 38. Marriage license of Christian Boorth and Maria Bublitz – year 1691 (Source: National Archives in Szczecin, register of marriages of the Kolberg (Kołobrzeg) parish published in Greiswald, p. 228. Found by Aleksander Ostasz)



In conclusion, with the archive work we are almost sure that we have found the wreck of the *Diemermeer*, the Dutch East Indiaman. However, our happiness ends quickly because the wreck is in a danger of plundering by fishermen and treasure hunters. The best example is the removal of a cannon with the inscription „1762 /“ from this archaeological site, which was stolen during our work field in 2012 and sold in Freetown. As a consequence, the project director, Peter Wytykowski, with other members of the expedition decided not to announce the information about the site to local communities to prevent possible future robbing. In December 2012, we reported the situation of the wreck site to the UNESCO Underwater Cultural Heritage; they would present this matter to a regional committee made up of representatives of UNESCO from various African countries. It is important to mention that despite the fact that Sierra Leone ratified *The Convention on the Protection of the World Cultural and Natural Heritage* (Paris, 1972) of UNESCO in 2005, the country doesn't have representation of this organization. The nearest office that can resolve problems of underwater archaeology and which signed The Convention on the Protection of the Underwater Cultural Heritage (Paris, 2001), which allows the protection of the finds, is located in Benin or Nigeria (<http://www.unesco.org/new/en/culture/themes/underwater-cultural-heritage/2001-convention/>).

Before starting the second expedition in 2014, we weren't sure whether the site had been pillaged or that it's archaeological value remained intact.

However, our concern for the protection of the wreck site led us to expand and strengthen the cooperation with the authorities of the Ministry of Tourism and Cultural Affairs and with the officers of the Sierra Leone National Museum in Freetown; especially with the chairmen of the Monuments and Relics Commission, Mr. Charlie J. Hughes and Mrs. Isatu Smith, who granted us permission to explore the wreck. The result of this collaboration was the introduction of all excavated artifacts that had been recovered from the wreck site to the Monuments and Relics Commission, as well as other representatives of the Ministry of Tourism and Cultural Affairs, whom deposited them in the Sierra Leone National Museum in Freetown for future exhibition purposes. Mr. Hughes and Mrs. Smith also assured us that their department would put all of its attention to the protection of the wreck.

In conclusion, it is important to emphasize that we want to organize another visit to the *Diemermeer*, where we will continue the exploration of the shipwreck, but we also want to recognize its state of deterioration under natural and exterior conditions, as well as to comprehend if this archaeological site has evolved since 2012. It would also be reasonable to find the remains of the small fort which was built in the vicinity of the wreck by the survivors.

Report written by: Rafal Reichert, Arthur Scheijde, Peter Wytykowski MN'12 and Roman Zajder MI'12

Completed on: Tuesday, March 20, 2018

In 't Schip Duernormee

Roeloff van der Veert van Amsterdam met Vermaacht

1744 den 19 Julij	De Comp.	af 'n Gage	10
	De Comp.	af 'n Gage	4
1746 den 11 Aug	De Comp.	af 'n Gage	10

Summa 24

1729 14 Oct 136. 11. 10. Op dato was hem salven
 Velt onder borgtocht van Pieter Berg, Bruusma,
 in werck der Comp, die verklaart hem bereyde porten
 te Lij, die by Lij last Noemus. t' d'wonderd' 1729
 Roeloff van der Veert
 Pieter Berg

1744 Naar Amsterdam

1741 den 11 Aug 1741 De Comp. 71. — — af 'n Gage
 1741 den 11 Aug 1741 De Comp. 71. — — af 'n Gage
 1741 den 11 Aug 1741 De Comp. 71. — — af 'n Gage

1746 15 Julij	55	over 11 tw. op d'fclap	55
1748 14 Janry	12. 10.	over 2 1/2 tw. op d'fclap	12. 10.
1749 14 Janry	12. 6. 10	over 2 1/2 tw. op d'fclap	12. 6. 10

130:11:10



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CREWLIST OF DIEMERMEER 1747

CREW'S NAME LIST ESTABLISHED WITH THE HELP OF TON VAN VELZEN OF THE DUTCH NATIONAL ARCHIVES, WHO IS NOW RETIRED. INDIVIDUAL PAGES IN CREW PAYMENT BOOKS WITH DETAILS CHECKED, AND SURVIVOR DETERMINED BY ARTHUR SCHEIJDE.

VOYAGE NUMBER DAS 7257.4

Weight: 850 ton

Other ships that perished in 1747: Rooswijk (recovered), Vrijheid, Domburg, The information comes from the books of the ships they left Amsterdam with. All these men are listed as returning on the Diemermeer in 1747.

BLUE is the survivor.

RED are people whose deaths cannot be determined nor assumed.

- 1 **no person (the numbers refer to an Excelsheet that starts at no.2)**
- 2 **Jan van Aken uit Rees**, cannoneer.
In 1750 wages paid to his widow.
3. **Jan Philp Alik (Alix)** from Amsterdam, cannoneer on the Diemermeer in 1744.
In 1750 wages paid to his brother, his heir, plus orphanage.
- 4 **Roelof Andriesz** from Carelsskroon, cannoneer on the Gaasperdam in 1739.
Literally indicated to have died in the shipwreck.
- 5 **Roelof Asmusz** from Laland, cannoneer.
Last payment 1747. Year 1750 mentioned, but no info.
In 1749 assumed dead.
- 6 **Miechiel Baarts** from Dantsigh, cannoneer.
In 1747 last wages paid to Jan de Wolff.
- 7 **Albert Bakker** from Amsterdam, young sailor on the Overnes in 1743.
In 1751 wages paid to church community.
- 8 **Jurgen Hendrik Becker** from De Lemmer, young sailor.
In 1750 wages paid to Egbert ter Maat.
- 9 **Hendrik Berkhoff** from Amsterdam, cannoneer on the Leiderdorp in 1743.
In 1750 wages paid to his sister, the only heir(ess).
- 10 **Hendrik Bonum** from Amsterdam, junior ship's Carpenter on the Wickenburg in 1742.
In 1750 wages paid to his brothers, his heirs.
- 11 **Gerrit Boor** from Weezel, soldier.
In 1749 and 1750 wages paid to A and J Castensop.
- 12 **Christiaan Boort** from Colbergen (Kolobrzeg), captain of the ship.
In 1751 wages paid to his brother, his heir.
- 13 **Willem Jansz Bos** from Buijksloot, quartermaster on the Lekkerland in 1745.
In 1752 wages paid to his mother and sister, heirs.
- 14 **Gijsbert Botbijn** from Lage Swaluwe, officer's assistant on the Ketel in 1734.
1752 wages paid to the heirs of his wife.
- 15 **Lourens Brand** from Amsterdam, quartermaster at the Diemermeer in 1744.
In 1750 wages paid to Anthonie van der Hoed.
- 16 **Eldert Brinkman** from Amsterdam, sailor on the Anna in 1744.
In 1750 wages paid to J Carstens and Gerrit Vasseur.
- 17 **Bastiaan van den Broek** from Strijensas, quartermaster on the Diemermeer in 1744.
In 1750 wages paid to H Oosterman.
- 18 **Samuel Brom** from Calbergen, cannoneer on the Diemermeer in 1744.
In 1751 wages paid to his sister, his only heir.
- 19 **Andries Brus** from Hitland, cannoneer on the Gaasperdam in 1739.
Last wages 1746.
In 1749 assumed dead.
- 20 **Jacob Coener** from Passarie, cannoneer on the Diemermeer in 1744.
In 1750 wages paid to his heirs.
- 21 **Andries Coerts** from Amsterdam, cannoneer on the Reigersdaal in 1738.
In 1750 wages paid to his family members as heirs.
- 22 **Adriaan Cornelis** from Amsterdam, cannoneer on the Diemermeer in 1744.
In 1750 wages paid to his family members as heirs.
- 23 **Jacob Daams** from Amsterdam, cannoneer on the Herstelder in 1742.
In 1750 wages paid to the poor people's house who supported him.
- 24 **Roelof Danielsz** from Calmer, cannoneer on the Diemermeer in 1744.
Last wages paid to H Oosterman.
In 1749 assumed dead.
- 25 **Jan Domas** from Rees, cannoneer on the Diemermeer in 1744.
In 1750 wages paid to his family members as heirs.
- 26 **Cornelis Donk** from Amsterdam, cannoneer on the Brouwer in 1744.
In 1746 last wages paid. Shipwreck mentioned. No further info.
Hasn't sailed after 1747.
- 27 **Harmanus van Eik** from Middelburgh, young sailor on Huis Rensburg in 1741.
1746 last wages paid. Indicated to have been on Diemermeer. No further info
Not found on other ships.
- 28 **Samuel Ememaux** from Amsterdam, boy on the Voorduin in 1738.
In 1750 wages paid to his family member as heir.
- 29 **Paulus Everard Fikke** from Emmerik, soldier on the Van Alsem in 1736.
In 1750 wages paid to his brother, his heir.
- 30 **Johan Mattheijs** Frank from Saltweede, young sailor.
In 1747 last wages paid. Assumed dead in 1749.
- 31 **Paulus Fredrik** from Emsburn, young sailor.
In 1747 last wages paid. In 1749 assumed dead.
- 32 **Fredrik Benedict Germer** from Maagdenburg, cannoneer on the Diemermeer in 1744.
In 1747 last wages paid. In 1749 assumed dead.
- 33 **Jan Gerritsz** from Mellen, cannoneer on the Huis te Spijk in 1744.
In 1749 assumed to have drowned with the Diemermeer.
- 34 **Frans van Gijze** from Gale, young sailor.
In 1744 last wages paid. In 1749 assumed dead.
- 35 **Andries de Graaf** from Amsterdam, boy on the Kerkwijk in 1741.
In 1750 wages paid to custodians to his children.
- 36 **Christiaan August Greest** from Tonningen, cannoneer on the Wickenburg in 1742.
In 1752 last wages paid to others.
- 37 **Johannis Hagemester** from Amsterdam, boy on the Foreest in 1740.
In 1750 wages paid to his family.
- 38 **Hans Hansz** from Langeland, cannoneer.
In 1747 last wages paid. In 1749 assumed dead.
- 39 **Dirk Harmensz** from Biesem, young sailor.
In 1749 last wages paid to A. Carstens.
- 40 **Jan Fredrik Helmig** from Nijstad, soldier.
In 1746 last wages paid. In 1749 assumed dead.
In 1749 last wages paid to A. Carstens.
- 41 **Reijndert Hendriksz** from Groeningen, soldier.
In 1750 wages paid to his brother, his heir.



- 42 **Herman Christiaan Holm** from Itsenhoe, sailor on the Spion in 1745.
In 1747 last wages paid to Christiaan Fidler.
- 43 **Barent Horst** from Loosdregt, junior ship's carpenter on the Papenburg in 1742.
In 1750 wages paid to his heirs.
- 44 **Carel Franciscus Hulst** from Bergen, Henegauwen, sailor on the Huis te Rensburg in 1741.
In 1746 last wages paid. In 1746 mentioned on the Diemermeer. Apparently assumed dead. Not found on other ships.
- 45 **Dirk Jansz** from Rotterdam, young sailor.
In 1750 wages paid to his family, his heirs.
- 46 **Dirk Jansz** from Drammen, cannoneer on the Diemermeer in 1744.
In 1747 last wages paid to H. Leuveling.
- 47 **Hendrik Joosten** from Amsterdam, boy on the Hof van Delft in 1744.
In 1750 wages paid to his heirs.
- 48 **Cornelis Kammeu** from Amsterdam, young sailor.
In 1749 wages paid to W van der Beek.
- 49 **Pieter Kiela** from Unknown, artillery master's mate on the Delfland in 1741
In 1751 wages paid to his heirs.
- 50 **Abraham de Kleijn** from Rotterdam, sailor's help.
In 1750 wages paid to his brother, representative of his heirs.
- 51 **Jan Knoops** from Emmerik, soldier.
In 1749 wages paid to R de Wolff.
- 52 **Christiaan Hendriksz Kolf** from A'dam, senior military officer on the Diemermeer in 1744.
In 1750 wages paid to his heirs.
- 53 **Jacob Koster** from Sluipwijk, sailor on the Hartenlust in 1743.
In 1750 wages paid to his mother, his heir.
- 54 **Jean Lagrijse** (La Grise) from Frankfort, artillery master's mate on the Diemermeer in 1744.
In 1756 wages paid to his two sisters, his heirs.
- 55 **Christiaan Laurensz** from Haderslaven, cannoneer.
In 1750 wages paid to his halfsister, his heir.
- 56 **Jan van Leeuwen** from Hage, soldier.
In 1750 wages paid to the poor house for his children.
- 57 **Johan Michiel Lemke** from Hamb., soldier on the Linschoten in 1720.
Assumed to have drowned.
- 58 **Jan Baptist Massabo** from Genua, cannoneer on the Diemermeer in 1744.
In 1746 last wages paid. In 1749 assumed dead.
- 59 **Jan Meijer** from Amsterdam, boy on the Diemermeer in 1744.
In 1759 wages paid to his sister, his heir.
- 60 **Jan Hendrik Milde** from Hessencassel, young sailor, sailed in 1739 in the Bethlehem.
In 1746 last wages paid. In 1749 assumed to have died on the Diemermeer.
- 61 **Johan Coenraat Nijsen** from Frankfort, soldier on the Stadwijk in 1743.
In 1746 last wages paid. In 1749 assumed to have died.
- 62 **Jan Phieter** from Starrenbeek, cook's mate on the Eendracht in 1744.
1752 wages paid to his sisters.
- 63 **Jacob Pietersz** from Amsterdam, sailor's help.
In 1750 wages paid to his mother and sister.
- 64 **Pieter Pietersz** from Grijpswalt, cannoneer on the Leeuwerik in 1744.
In 1751 wages paid to the guardians of his younger sister.
- 65 **Christoffel Rijk** from Amsterdam, cannoneer on the Marquette in 1743.
In 1757 wages paid to his brother on behalf of his child.
- 66 **Lodewijk Rogge** from Utrecht, hooploper.
In 1750 wages paid to Abh. Jochems etc.
- 67 **Francois de Roij** from Amsterdam, artillery master's mate on the Huis den Eult in 1741.
In 1750 wages paid to his mother, his heir.
- 68 **Arend Roon** from Goere, young sailor on the Schellag in 1742.
In 1747 mentioned to have died on the Diemermeer.
In 1775 wages paid to his father and heirs.
- 69 **Jan Roos** from Amsterdam, ship's carpenter on the Spion in 1745.
In 1750 wages paid to the poor hous on behalf of his wife and to his father his heir.
- 70 **Theunis Jansz Roos** from ,t ligeland liste, junior officer on the Diemermeer in 1744.
In 1750 wages paid to a representative of his orphaned child.
- 71 **Jurriaan Runtstroom** from Carelshaven, third navigator on the Diemermeer in 1744.
In 1747 wages paid to Harmanus Oosterman. In 1749 assumed dead.
- 72 **Steeven Saletti** uit Genua, cannoneer.
In 1747 wages paid to H Oosterman. In 1749 assumed dead.
- 73 **Anthonij Savallij** from Venetien, cannoneer on the Diemermeer in 1744.
In 1746 wages paid to Jan Ewald. In 1749 assumed dead.
- 74 **Godfried Scholts** from Dantzik, young sailor
In 1748 and 1749 wages paid to H Leuveling.
- 75 **Roelof Simonsz** from Fredrikhalle, cannoneer
In 1747 wages paid to H. Leuveling.
- 76 **Dominico Siolose** from Venetien, cannoneer
In 1747 wages paid to M. Jacobs.
- 77 **Jan Slingerland** from Amsterdam, senior vat maker on the Diemermeer in 1744.
In 1750 wages paid to Abr. Jochemsz and other.
- 78 **Harmen Smits** from Gremts, sailor
In 1740 wages paid to Gerrit Vasseur. In 1740 or 1746 indicated on the Diemermeer. No further details. Not found on other ships.
- 79 **Willem Tieman** from Amsterdam, boy on the Weltevreden in 1743.
In 1751 wages paid to his sister, his heir.
- 80 **Dirk de Trok** from Amsterdam, sailor on the Delfland in 1733.
In 1749 his widow behaves inappropriate.
In 1751&56 wages paid to poor people's house on behalf of his children.
- 81 **Roelof van der Veurt** from Amsterdam, boy on the Diemermeer in 1744. - Identified as a survivor. On 14 October 1749 wages paid to himself. Pieter Berg, navigator of the VOC declares that he is indeed Roelof van der Veurt. (because he was assumed dead). Payment book includes Roelof's signature.
- 82 **Johan Wilhelmus Voogel** from Thiel, soldier on the Karsenhof in 17XX.
Wages paid out to his widow in 1749.
- 83 **Jan Vos** from Amsterdam, cannoneer on the Diemermeer in 17XX.
In 1750 wages paid to his father, his only heir.
- 84 **Jacobus de Vries** from Amsterdam, junior sailmaker on the Papenburg in 1742.
In 1750 wages paid to his mother and sisters, his heirs.
- 85 **Tijke Harmensz** de Vries from Seksbien, young sailor at the Horssen in 1741.
In 1746 last wages paid. In 1749 assumed dead.
- 86 **Matthijs van der Vuijk** from Delft, cannoneer at the Ida in 1745.
In 1750 wages paid to his family members, his heirs.
- 87 **Eduart Wiedegrim** from Westerwijk, sailor on the ... in 17XX.
In 1749 wages paid to Gerrit Vasseur.
- 88 **Adrianus van der Wilde** from Amsterdam, boy on the Padmos in 1741
In 1749 wages paid to both his parents.
- 89 **Jan Winkler** from Cortgene, third navigator on the Cortgene in 1740.
In 1751 indication that the Diemermeer was wrecked. Wages paid to the city's treasury.
- 90 **Daniel van Wolf** from Nassau Diest, soldier on the Paddenburg in 1735.
In 1746 last wages paid. In 1749 assumed dead.



Team of the 2012 Expedition – left to right: Marcin Jamkowski, Peter Wytykowski, Roman Zajder, Robert Głuchowski, Piotr Kardasz.



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