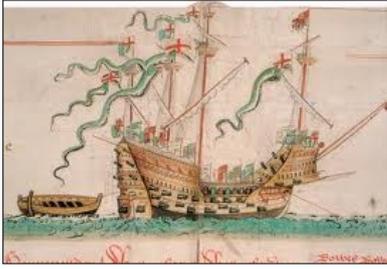


Mary Rose & me 1509 - 1545 - 1982 >



FOR many people the raising of the Mary Rose off Southsea, Portsmouth on October 11, 1982 remains a defining moment. It was for me, John Pridmore and my friends and family.

The recovery of the Tudor warship was not just a major event in marine archaeology but provided a tangible link with one of the most colourful eras in Britain's past and proved profoundly moving for many. Me included!

During my first week as the publicity manager of Atlas Copco's UK operation the md, Colin Read, told me I had to represent the company at a meeting of The Mary Rose Trust. This was held in London and I took £500 cash for drinks for the Trust members.

This was the first of many meetings with the Trust. Some were held at the Whitbread Old Brewery off Old Street (its chairman was chairman of the Trust at that time).

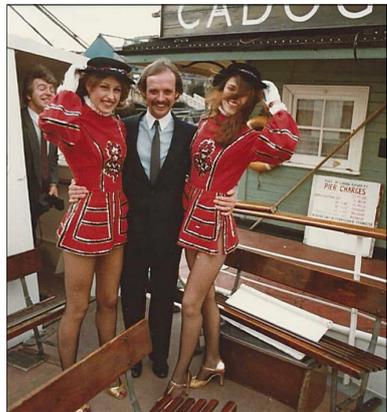
I met most of the team including archaeological director, Margaret Rule and talked with many of the divers on site.

I have No 9 of a limited edition print of the Mary Rose from the original oil painting by Ben Maillé which was presented to HRH The Prince of Wales. He was president of The Mary Rose Trust at the time of the raising.

I was to be presented to Prince Charles on the support vessel on the day of the raising. I couldn't be there! At this time Mel Errington was my md at Atlas Copco and he and his wife Julie were presented. I was pleased to receive a parchment signed by HRH thanking me for my contributions.



1982 John received thanks from HRH for supporting the Mary Rose Project (Ben Maillé print behind)



Q's assistant Malcolm Seeley gave thanks to Mandy and Liz! John peeks from behind!!



This is the diving support vessel 'Sleipner'. The compressor that came from Sweden with the vessel, used in the Mary Rose recovery, is the yellow box in the centre of the ship



Ron Wilkinson and Q prepare to cruise to the site of the Mary Rose from Ron's mooring at Moody's opposite the 'Jolly' Sailor.

I hosted a dinner for Margaret Rule in Hemel Hempstead when she was there to accept the compressor used to drive spray nozzles used in the humidification process.

My good friend and pr man, John Q Lardge of Namemakers, organised junkets, sorry, press visits, to the site with editors of engineering magazines and national publications instigated massive editorial cover in the trade/tech press and the Financial Times.

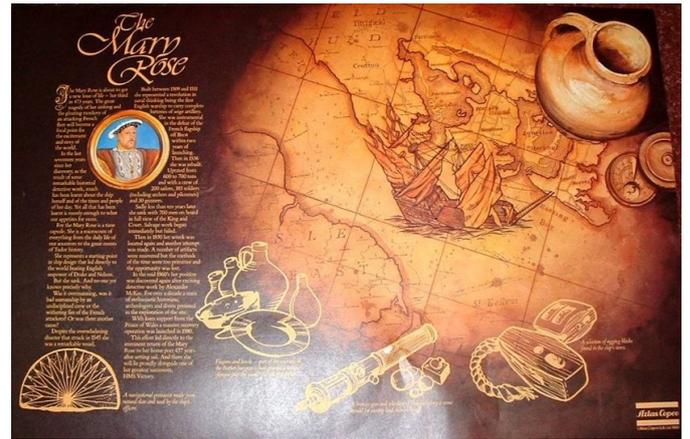
My tutors on the subject of the Mary Rose were Margaret Rule and naval historian Commander Peter Whitlock. He provided me with a slide presentation.

As an aside, Peter, who had been the captain of Victory,

gave me some interesting facts to use in my presentations.

For example; when the 'powder monkeys' went below decks for gunpowder they had candles in wooden frames with slivers of horn from cattle or deer inset. This provided a dim light and protected the flame from the gunpowder.

This 'light-horn' gave us the word 'lantern'.



Poster (24" x 15") printed as a run-on from centre spread of Atlas Copco's customer mag, Compressed Air Comments. Four colour, 32 pages and 32,000circulation.

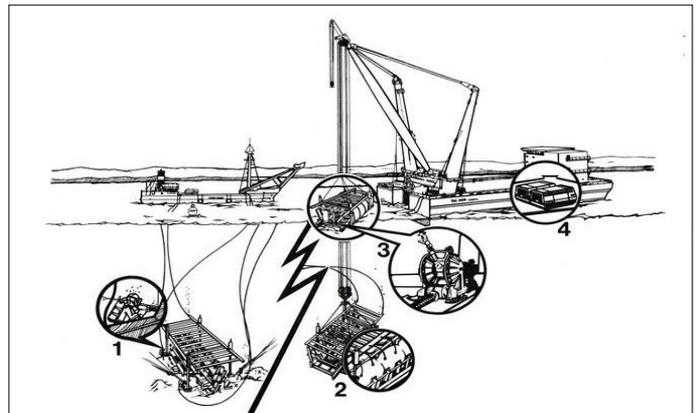


Diagram shows 'Sleipner' on the left. The lifting vessel, Tog Mor, is on the right.

- ① Air supply to air tools and air lifts removing silt from around the wreck
- ② Air filling air bags around the wreck on the lifting cradle
- ③ Air operated pumps draining water from the lifting cradle when Mary Rose came to the surface
- ④ Diesel driven compressors used on Tog Mor

The Mary Rose

The Mary Rose is about to get a new lease of life – her third in 43 years. The great tragedy of her sinking and the glowing mockery of an attacking French fleet will become a focal point for the excitement and awe of the world.

In the last seventeen years since her discovery, as the result of some remarkable historical detective work, much has been learnt about the ship herself and of the times and people of her day. Yet all that has been learnt is scarcely enough to whet our appetites for more.

For the Mary Rose is a time capsule. She is a microcosm of everything from the daily life of our ancestors to the great events of Tudor history.

She represents a starting point in ship design that led directly to the world beating English seapower of Drake and Nelson.

But she sank. And no one yet knows precisely why.

Was it overwhelming, was it bad seamanship by an undisciplined crew or the withering fire of the French attackers? Or was there another cause?

Despite the overwhelming disaster that struck in 1545 she was a remarkable vessel.

Built between 1509 and 1511 she represented a revolution in naval thinking being the first English warship to carry complete batteries of siege artillery.

She was instrumental in the defeat of the French flagship off Brest within two years of launching.

Then in 1533 she was rebuilt.

Upgraded from 600 to 700 tons and with a crew of 200 sailors, 85 soldiers

(including archers and pikemen) and 20 gunners.

Sally less than ten years later she sank with 700 men on board in full view of the King and Court. Salvage work began immediately but failed.

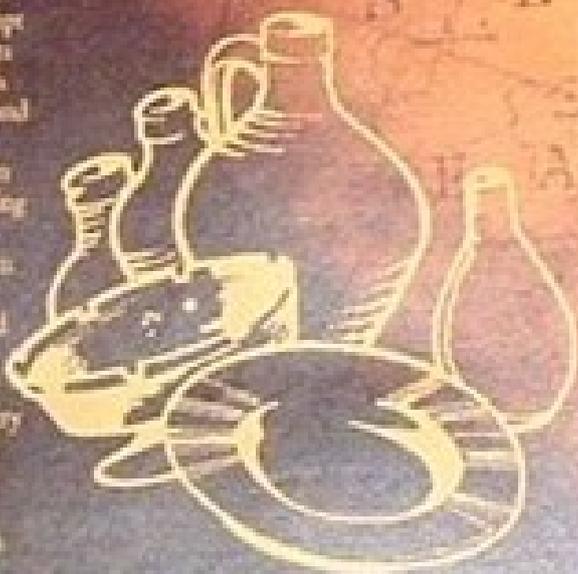
Then in 1830 her wreck was located again and another attempt was made. A number of artifacts were recovered but the methods of the time were too primitive and the opportunity was lost.

In the mid 1960's her position was discovered again after exciting detective work by Alexander McKee. For over a decade a team of enthusiastic historians, archaeologists and divers persisted in the exploration of the site.

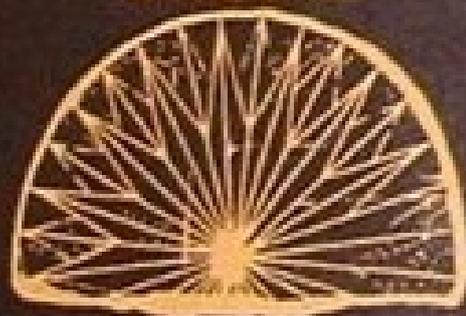
With keen support from the Prince of Wales a massive recovery operation was launched in 1980.

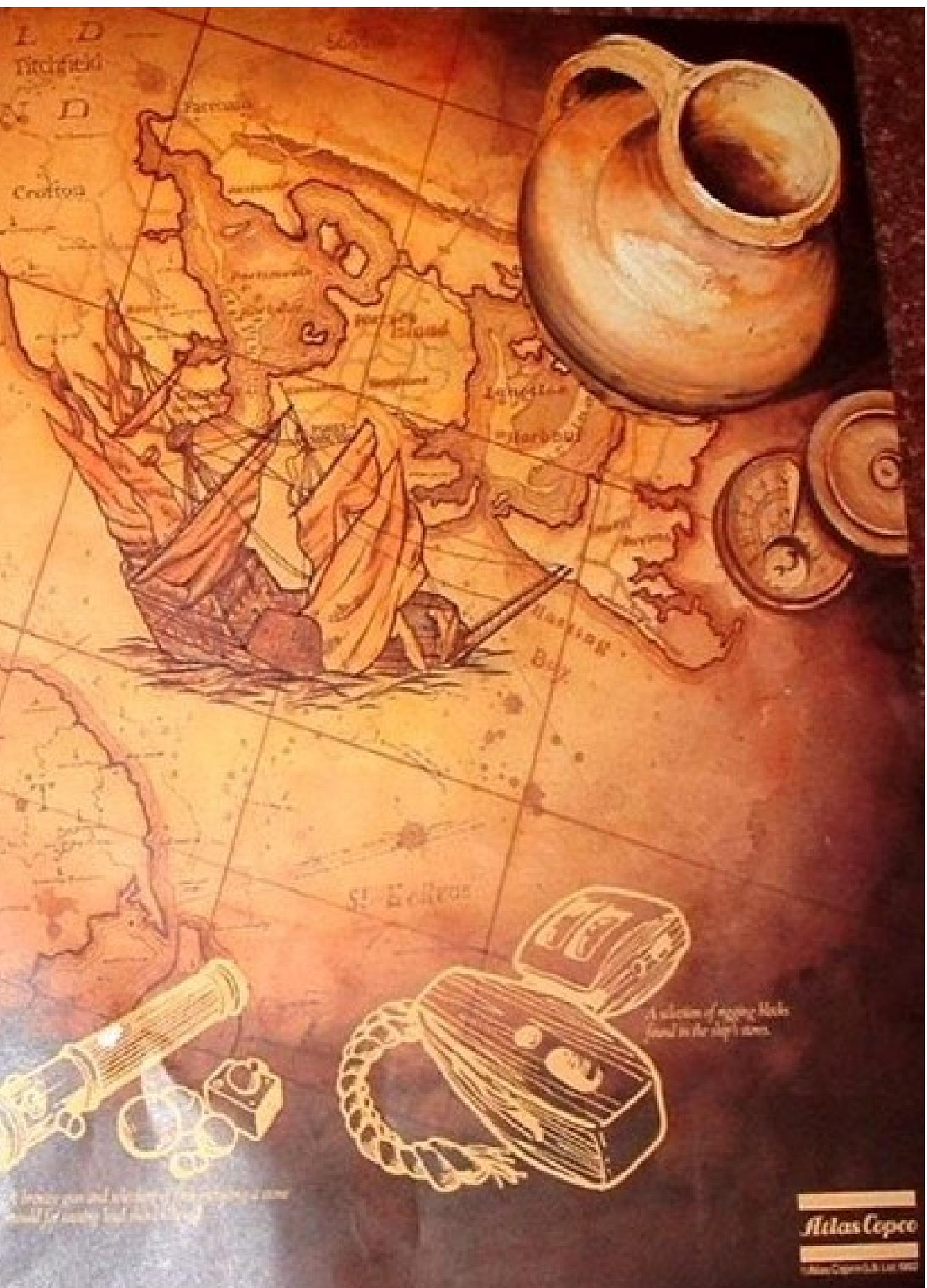
This effort led directly to the imminent return of the Mary Rose to her home port 43 years after setting sail. And there she will be proudly alongside one of her greatest successors, HMS Victory.

A navigational instrument made from natural hair and used by the ship's officers.



Figures and lines – part of the inventory of the Mary Rose, in the original position along the hull of the ship.





L. D.
Fitzgibbon
D. D.
Crofton

Farewell Bend

Port of Island

Lighthouse

Harbour

Hawking Bay

St. Helena

A selection of digging finds found in the ship's stores.