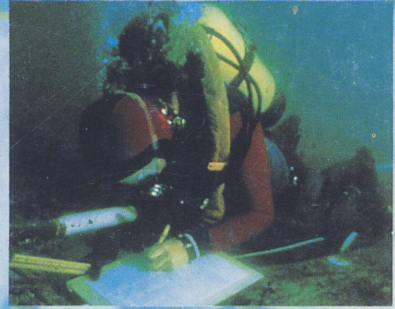
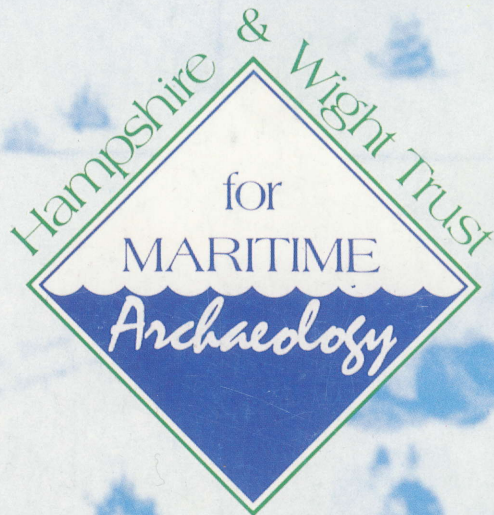


SEARCH



ANNUAL REPORT 1996/97



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*Denotes full time staff

FOREWORD

I am pleased to report that the Trust has enjoyed another successful year with achievements on many fronts.

Co-ordinating and participating in research projects remains our core activity and we are particularly pleased that we have been able to give volunteers some practical 'hands on' experience of various facets of maritime archaeology.

The first phase of a refurbishment programme for the Maritime Heritage Exhibition was completed earlier this year and a busy programme of lectures and conferences has continued in pursuance of our wide 'educational remit'.

The Trust has been represented at local and national conferences and, while I remain concerned that sites below the low water mark have considerably less protection than sites on dry land, I am encouraged that, through such representation, many organisations and companies are now more aware of our mainly hidden maritime archaeological heritage.

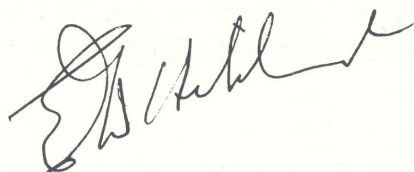
We thank Hampshire County Council, the Isle of Wight Council and the Department of Culture Media and Sport for continuing support. We are also very grateful for the support from the recently formed Unitary Authorities of Portsmouth and Southampton City Councils, along with the much appreciated sponsorship or assistance in kind of those companies, organisations, grant making Trusts and individuals listed in this report.

In February we welcomed Lord Montagu as a Vice-President. Lord Montagu has a particular interest in the Beaulieu River Project in which he has been involved since its launch in 1993.

Sarah Draper-Ali left the Trust in May after five years' service. As Field Officer, and one of the Trust's two full time staff, Sarah undertook a wide range of duties most successfully, playing a key role in many facets of our work.

As I stand down after three years as Chairman, I believe that the Trust is well established and fulfilling its current remit. However, as with any organisation, there is a need from time to time to take stock. I have, therefore, set up a 'Way Forward' Sub-Committee which is undertaking a review of the Trust's current objectives and modus operandi. I hope that any changes arising from this review will be implemented next year.

ERIC HIBBERD, MBE



CHAIRMAN
September 1997

THE TRUST'S POLICY STATEMENT

The Hampshire and Wight Trust for Maritime Archaeology will:

- Promote maritime archaeological study of the Solent, Wight and immediate hinterland in accordance with professional archaeological and museum codes of conduct and practice.
- Promote the in situ preservation and management of important archaeological sites in its area of interest.
- Support national initiatives for improvements to the legislation regarding the preservation and management of the maritime archaeological heritage.
- Promote public awareness, enjoyment and participation in the maritime archaeological heritage.
- Provide a maritime archaeological service to Hampshire County Council, the Isle of Wight Council, Southampton City Council, Portsmouth City Council and other Local Authorities.
- Ensure that maritime archaeology plays an important role in coastal planning, management and policies in the Solent and Wight Areas.
- Carry out maritime archaeological surveys and investigations for incorporation into environmental assessments and similar studies.
- Compile and maintain a database, and chart, of all known maritime archaeological sites in the Solent and Wight area and exchange information with local SMR holders and the National Archaeological Record (Maritime Sites).
- Promote archaeological awareness and competence amongst divers.
- Support and, where possible, assist in the publication of the results of maritime archaeological investigations, surveys and research undertaken in the Solent, Wight and adjacent South Coast areas, in accordance with the principles of publication as laid down in the Management of Archaeological Projects (English Heritage 1991).
- Liaise with other local, regional and national organisations involved in maritime archaeology and related disciplines.

**SUMMARY OF FIELDWORK
SEPTEMBER 1996-SEPTEMBER 1997**

TOTAL NUMBER OF FIELDWORK DAYS COMPLETED	24
NON-DIVING FIELDWORK	11
DIVING FIELDWORK	13
NUMBER OF DIVES	124
NUMBER OF PEOPLE INVOLVED WITH FIELDWORK	47
TOTAL MINUTES UNDERWATER	7288
TOTAL NUMBER OF MAN DAYS	150

OUR CHANGING COAST; AN INTERDISCIPLINARY SURVEY OF LANGSTONE HARBOUR

Langstone Harbour is a relatively undeveloped area of great archaeological interest. It divides Portsmouth and Hayling Island accommodating large expanses of inter-tidal mud flats, shingle banks and sand bars. It has proved to be a very rich source of archaeological material on land and below the water.

The project is multidisciplinary: analysing archaeological, environmental and historical evidence to gain an insight into the harbour's evolution. The Project has been pioneering the seamless approach to the study and management of coastal archaeological resources.

It was instigated by Michael Hughes, formerly County Archaeologist in Hampshire. The Project was funded by Hampshire County Council, the Department of National Heritage and many of the Trusts listed at the back of this report. The project is a collaborative venture between the Hampshire and Wight Trust for Maritime Archaeology, the Geography Department of Portsmouth University, Wessex Archaeology, and the Archaeology and Oceanography Departments of Southampton University. Further assistance was given by volunteers from the Nautical Archaeology Society.

Over the last four years, artefact distribution and environmental evidence has been recorded and studied. Finds in the harbour have included numerous shipwrecks, Stone Age worked flints, Bronze Age scrapers, blades, a bucket earn, many kilos of shards, and vast quantities of wooden stakes.

Many of these finds are being exposed and then destroyed as areas of land erode. Since the finds are vulnerable, test pits have been excavated in targeted areas on land.

The cumulative results of all the research will contribute to understanding the archaeological and environmental evolution of the harbour, and provide insights into future processes. The project aims to provide the basis of a methodological statement applicable to the management of the inter-tidal resource.

1996/97 FIELD WORK

A *Chirp*, sub-bottom profile survey, was conducted by the Oceanography Department, Southampton University. The aim of the survey was to identify any submerged anomalies, paleochannels and associated land forms. While conducting this survey, a large wreck shaped feature was detected approximately 1.5 metres below the seabed in the north of the harbour. A series of probe surveys were subsequently conducted at the location only to prove inconclusive. It was therefore decided to conduct an excavation.

The diving took place between the 14th and 18th April 1997. The excavations were conducted by a team from the Hampshire and Wight Trust for Maritime Archaeology, post graduate students from the Department of Archaeology, Southampton University and members of the Nautical Archaeology Society.

In total 18 divers spent 78 hours and 51 minutes underwater. The divers gained valuable experience of underwater excavation using an airlift and a test trench almost 2 metres deep by 2 metres square was excavated.

Unfortunately the illusive shipwreck was not unearthed, but at 1.7 metres depth, a dense area of flint nodules and oyster shell was detected. This was capped by lenses of organic material and may once have been an old section of shoreline. Further work may yet be conducted to clarify the results and aid our interpretation of this buried anomaly.

SINAH LAKE SITE MONITORING

In June 1997 a small diving team visited the Sinah Lake circle to undertake a monitoring survey of the site.

The divers were disappointed to find that of the previously recorded twenty-two wooden stakes, only fourteen were relocated. They also found that many of the survey pins and guide ropes had disappeared. To the North of the site, five wooden artefacts were discovered and it was concluded that these were the damaged remains of the original stakes. Since the site is an area affected by strong tides many of these loose timbers can disappear rapidly. The divers were able to assess that the displaced timbers had been exposed over a number of months since they showed different rates of erosion.

The Langstone Harbour Board have given tremendous support to the project and placed a ring of protective buoys around the site. It was hoped that these would have provided adequate protection to the vulnerable wooden stakes. However, the results of the inspection dive showed that the site has been damaged.

It is not possible to determine the cause of the damage and the Trust is exploring methods for protecting the site from

further degradation. Underwater sites are particularly vulnerable and unless regular inspections are made it is very difficult to monitor the rate and scale of damage. The Trust has a strong commitment to stabilising and protecting all of the underwater sites that it works on.

PROJECT SEMINAR

A seminar on the Langstone Harbour Archaeological Survey Project was held at the Royal Society of Antiquaries, Burlington House, Piccadilly London on Friday 22nd November 1996. In the Society's splendid building, the invited audience of over 80 people (including representatives from the Department of National Heritage, English Heritage, The Environment Agency, Local Government as well as various University departments from around the country), heard of the innovative work which has been undertaken by the Project.

Papers were presented by the partners of the project covering their own areas of work which contributed to the Project's extensive study programme.

Wessex Archaeology was represented by Dr Julie Gardiner and Dr Michael Allen who gave their interpretation of the archaeological evidence collected during the study. This included much prehistoric worked flint and several late bronze age pots, one of which was discovered still *in situ* on the remains of the hearth on which it had been heated around 3500 years ago.

Jonathan Adams of the Archaeology Department at Southampton University discussed the underwater excavation of the intriguing circle of timbers found in Sinah Lake.

Dominic Fontana of the Geography Department, University of Portsmouth demonstrated the Langstone Harbour Geographic Information System (G.I.S.) This is an advanced computer system which has been built to provide detailed digital mapping and interactive computer access to the vast amount of environmental and archaeological data which has been collected from Langstone Harbour.

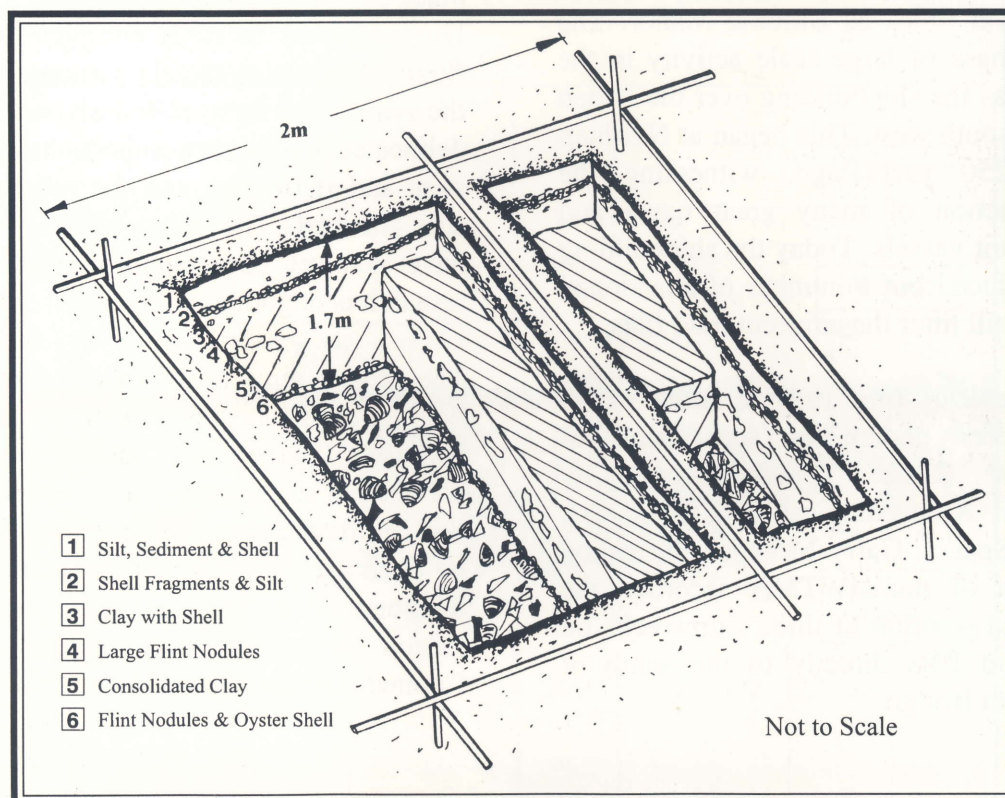
The power of the system to integrate different types of data together was demonstrated. Maps were shown of archaeological flint distributions and they were combined with aerial photographs of the same sites. The use of aerial photography taken in 1929 and 1992 allowed assessment of the archaeological flint distribution in relation to over 60 years of coastal erosion for those sites.

It was also demonstrated how the system could display the historical maps and how photographs of places, finds or historical events could be used to provide a very rich source of information.

Val Fontana, Portsmouth University School of Social and Historical Studies, gave an account of the oyster and salt production industries which operated in Langstone Harbour for possibly over 2,000 years.

Justin Dix, Southampton Oceanography Centre, described the sub-bottom profiling system 'Chirp'. This device can produce images of the seabed and geological layers beneath the seabed. It can also be used to locate maritime archaeological structures.

Solent mapping and charting, a unit of UPEL, sponsored lunch for the event.



1997 Excavations in Langstone Harbour

(Illustration - Garry Momber)

INVESTIGATIONS ON THE RIVER ITCHEN, SOUTHAMPTON

The River Itchen bisects the City of Southampton. It has been vital to the development of the city as a major port. Evidence for human activity along the Itchen shoreline dates back over 10,000 years to the Paleolithic period. The River would have been a major passage inland for goods and people.

The first large settlement was the Roman *Clausentum*. The town was associated with the Saxon Shore Forts of the fourth and fifth centuries AD and would have accommodated a considerable amount of marine traffic. It was situated to the east of the current Northam Bridge at an ideal fording point of the River. Occupation of the site did not end with the Romans in the 5th century, it was redeveloped in Medieval times as Bitterne Manor. The next phase of large scale activity in the area was the shipbuilding over the Itchen to the south west. This began at Northam over 250 years ago, witnessing the construction of many great naval and merchant vessels. Today the shipbuilding has reduced but a number of abandoned hulks still litter the adjacent mud flats.

On the 19th July 1997 a group of 10 volunteers under the supervision of Andrew Russel (Southampton City Council Archaeological Unit Manager), Brian Sparks, Garry Momber and David Parham of the HWTMA recorded the size and position of three shipwrecks on the mud flats directly to the south of Northam Bridge.

The three wrecks were all of different date and had undergone varying levels of degradation. The most modern vessel is a riveted iron barge with a single hold. It measures 13.72m long, 4.23m wide amidships and stands 0.95m proud of the mud flats.

The largest hulk is wooden with predominately iron fastenings and remains relatively intact. It stands over 2m high and measures 30.2m from bow to stern. The main deck has fallen around the two large cargo hoppers which taper as they drop into the hold. The windlass lies where it has fallen, just aft of the bow.

The final vessel was the oldest and most degraded. It measured 20.6m in length and up to 5m wide. The remaining structure was only accessible at low water and was largely eroded above the turn of the bilge. The keelson was still in place as were a number of ceiling planks lying adjacent to it. A complete set of floor timbers also remain running across the vessel. The forward and aft ends were delineated by the lower portions of the stem and stern post, and the rudder was still attached. The dates of the wrecks have not yet been identified although research is ongoing.

The project aims to assess the maritime heritage along shores of the Itchen before it is lost. The survey of these hulks was conducted as a pilot study which can now be developed. All future work will be conducted in close co-operation with members of the local community and in liaison with the Southampton City Council Archaeological Unit.

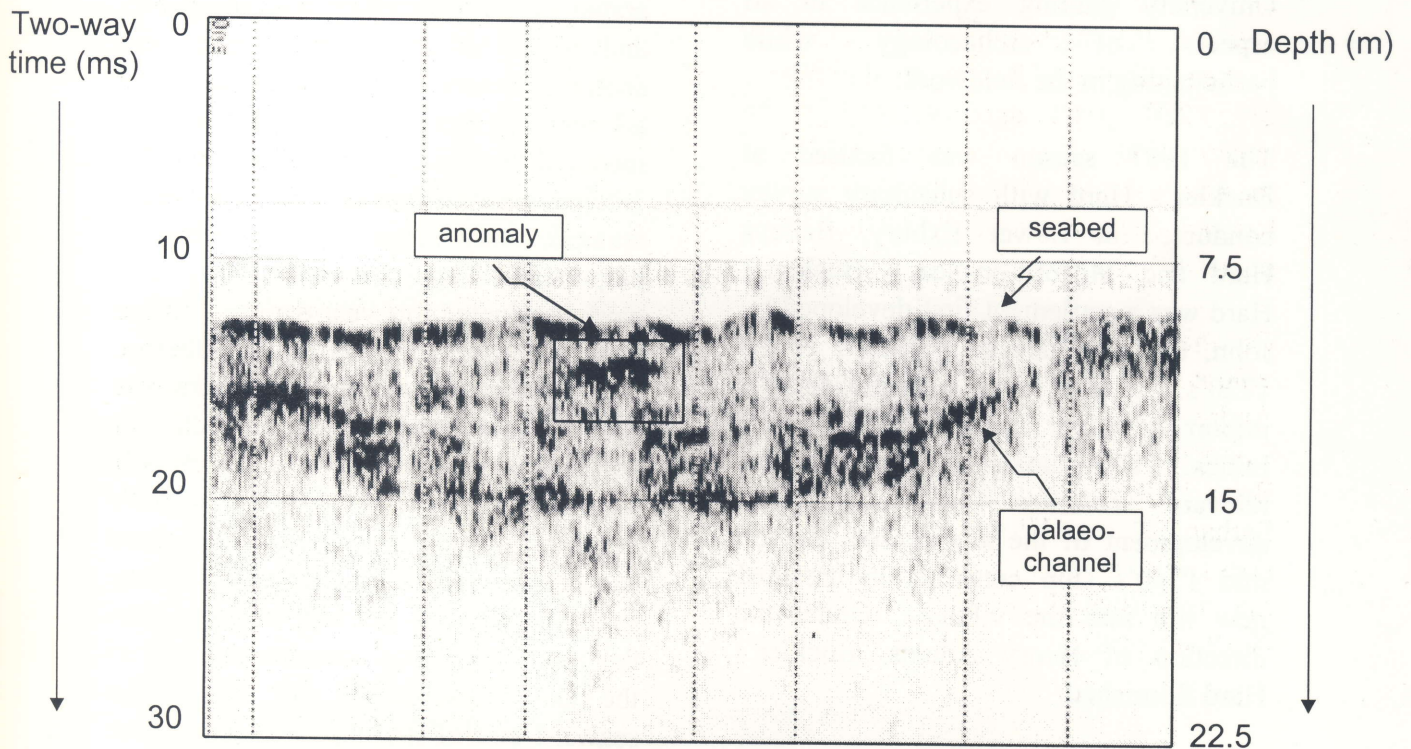
GEOPHYSICAL EXPLORATION

Acoustic survey methods offer rapid, non-destructive survey techniques for the maritime archaeologist. This enables large areas of seabed to be mapped in a relatively short period of time. To this effect, the Trust has been collaborating with the Oceanography Department, Southampton University.

Following the successful completion of a marine geophysical survey by the Trust and the University of Southampton High Resolution Marine Seismology Group in the East Solent in 1996, a second reconnaissance survey was conducted between Wotton Creek and Stokes Bay (to the West of the original area) in April 1997. An area of 6 km² was surveyed in detail using the combined acoustic techniques of *Chirp* and sub-bottom profiler and side-scan sonar.

A third two-day survey of the Saint Helen's Road area of the East Solent was conducted during August 1997. An area of approximately 7km² was surveyed utilising the *Chirp* profiling system in conjunction with a 500Hz digital side-scan sonar, ensuring three dimensional coverage of this area of high archaeological potential. A further 0.5km of digital side-scan data were acquired in August over the Haslar Bank at the entrance to Portsmouth harbour.

In association with the ongoing multi-disciplinary assessment of Langstone Harbour, a *Chirp* survey of the main channels within the Harbour was conducted during April 1997. The aim of this geophysical survey is the eventual palaeo-reconstruction of this area. One site of particular interest was surveyed in a tight three dimensional grid. The survey technique resulted in the spatial constraint of a target identified in the *Chirp* profiles (see figure below).



High-resolution sub-bottom (*Chirp*) profile over the anomaly buried to a depth of approximately 1.7m in Langstone Harbour

(Illustration - Rory Quinn, University of Southampton)

THE BEAULIEU RIVER PROJECT

The Beaulieu River Project was conceived in 1993 to research historical, archaeological and geomorphological aspects of the Beaulieu River basin. Prior to the advent of motorised transport, the maritime network served as the most convenient passage for goods throughout the region. The Beaulieu River is an integral part of the Solent waterways giving sanctuary from open water and permitting access into the heart of the New Forest. This was a feature exploited at least as far back as the iron Age and culminated in the ship building village of Buckler's Hard. The Project has been co-ordinated by the Department of Archaeology, University of Southampton, the Hampshire and Wight Trust for Maritime Archaeology and the Beaulieu Estate, with support from the Nautical Archaeology Society. The work force were students from Southampton University gaining experience in all aspects of archaeology while participating in the fieldwork.

The 1997 season was focused at Buckler's Hard with subsidiary survey conducted at Lower Exbury, Baileys Hard and Milford-on-Sea. Buckler's Hard was a settlement first developed by John, the 2nd Duke of Montagu in the 1720's. It was to be a centre for the import of sugar cane from the West Indies. Unfortunately, control of the relevant colonies was lost and development of the site ceased. By the mid 1740's ship construction breathed new life into the village. Under the direction of Henry Adams, Buckler's Hard flourished.

It produced over fifty ships for the Royal Navy and a comparable number of

merchant vessels before its demise at the beginning of the nineteenth century. Ships built at Buckler's Hard included the 64 gun warship *Agamemnon*, said to be Lord Nelson's favourite ship, and a number of 74 gun ships-of-the-line including the *Illustrious*. The last ship built in the shipyards at Buckler's Hard was the *Repulse*, a revenue cutter built by William Good in 1822. Today little appears evident above the soil and silt. Excavation, however has revealed the best preserved 18th century shipbuilding slipways discovered to date in England.

This years fieldwork involved a topographical survey of the shipyard area and foreshore, hydrographic survey of the river bed, recording of the timber slipways and excavation of test trenches both above and below water.

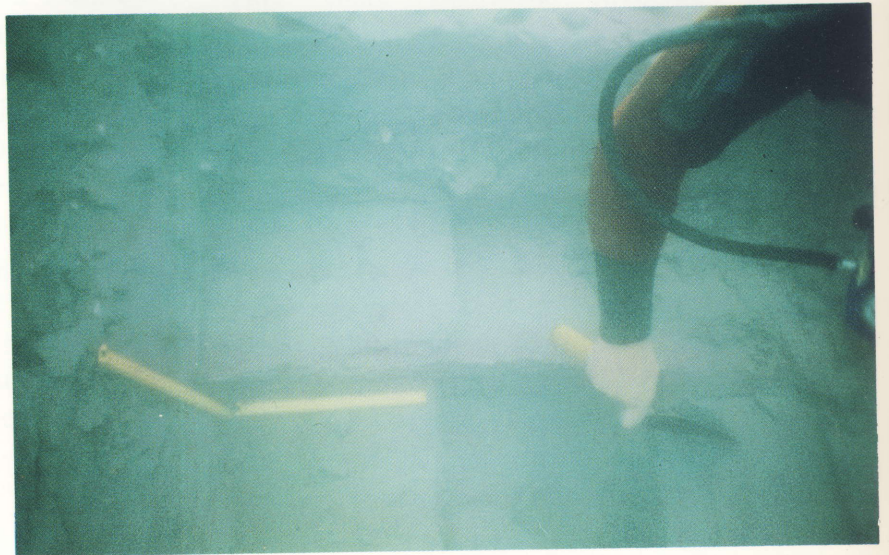
The excavation area was in the western most slipway. Trenches were extended north to south along the line of the jetty with a trench running at 90 degrees across the slipway. This was parallel to, and inland of the trench opened last season. To survey the exposed structures all visible timbers were tagged and recorded by drawing at a 1:10 scale using 1 metre drawing frames. The 1996 trench revealed very large timbers lying in perpendicular layers up to 8 thick. The work conducted this year exposed further large timbers on the bed of the slipway, the largest ones running the width of the slip and measuring approximately 2 feet wide by 1 foot deep. These cross timbers were covered by a single layer of badly degraded planks. It was clear that there had been a significant change in slipway structure between the two trenches with the more numerous foundations laid in the lower reaches of the slip. At the seaward end of the slipway, underwater excavation was carried out by students

SOME OF OUR CURRENT PROJECT LOCATIONS

New panel display,
Maritime Heritage Exhibition,
Fort Victoria, Isle of Wight
(Karen Sullivan King)



Seabed excavation,
Langstone Harbour
(Garry Momber)



Volunteers surveying late
18th / early 19th century
wreck in Itchen River,
Southampton
(Garry Momber)





Jon Adams securing
survey datums,
Needles Protected Wreck Site
(Kester Keighley)



Beaulieu River Project
Open Day 1997
(Garry Momber)



Hulk of wooden minesweeper
lying off Priddy's Hard,
Portsmouth Harbour
(Ted Sutton)

with appropriate diving qualifications. The work was performed with a water suction dredge, trowel and paint brushes. The timbers were cleared carefully of overburden to reveal structural details. Eight divers spent a total of 1453 minutes underwater. Employing land excavation alongside submarine excavation maximised working time. When the tide was low the excavated areas were surveyed and recorded. Beyond the low water line, a bathymetric investigation was conducted to extend the land survey into the Beaulieu River. This is part of a seamless approach where land and marine archaeology are amalgamated without interruption.

A number of finds were recovered during the excavations, many of which help to create a picture of life in Buckler's Hard at the peak of the shipbuilding industry. All these finds were catalogued and recorded. The more important finds will be conserved and returned to Buckler's Hard museum for display.

A mile downstream from Buckler's Hard, investigations were continued around the Iron Age promontory fort at Lower Exbury. A resistivity survey was carried out, complemented by a topographical survey. A mile upstream, lies Baileys Hard, possibly the site where the *Salisbury* was built by the Herring Brothers in the 1690's. A small group travelled by boat to conduct a preliminary probe survey looking for buried structures. Contacts were made with objects under the mud by the probe although the full extent and nature of this are not yet known. Further afield, at Milford-on-Sea, test pits were dug to investigate a site covered with the remnants of iron workings. It has not so far been possible to identify the site through documentary sources, yet it covers a very large area. Iron smelting

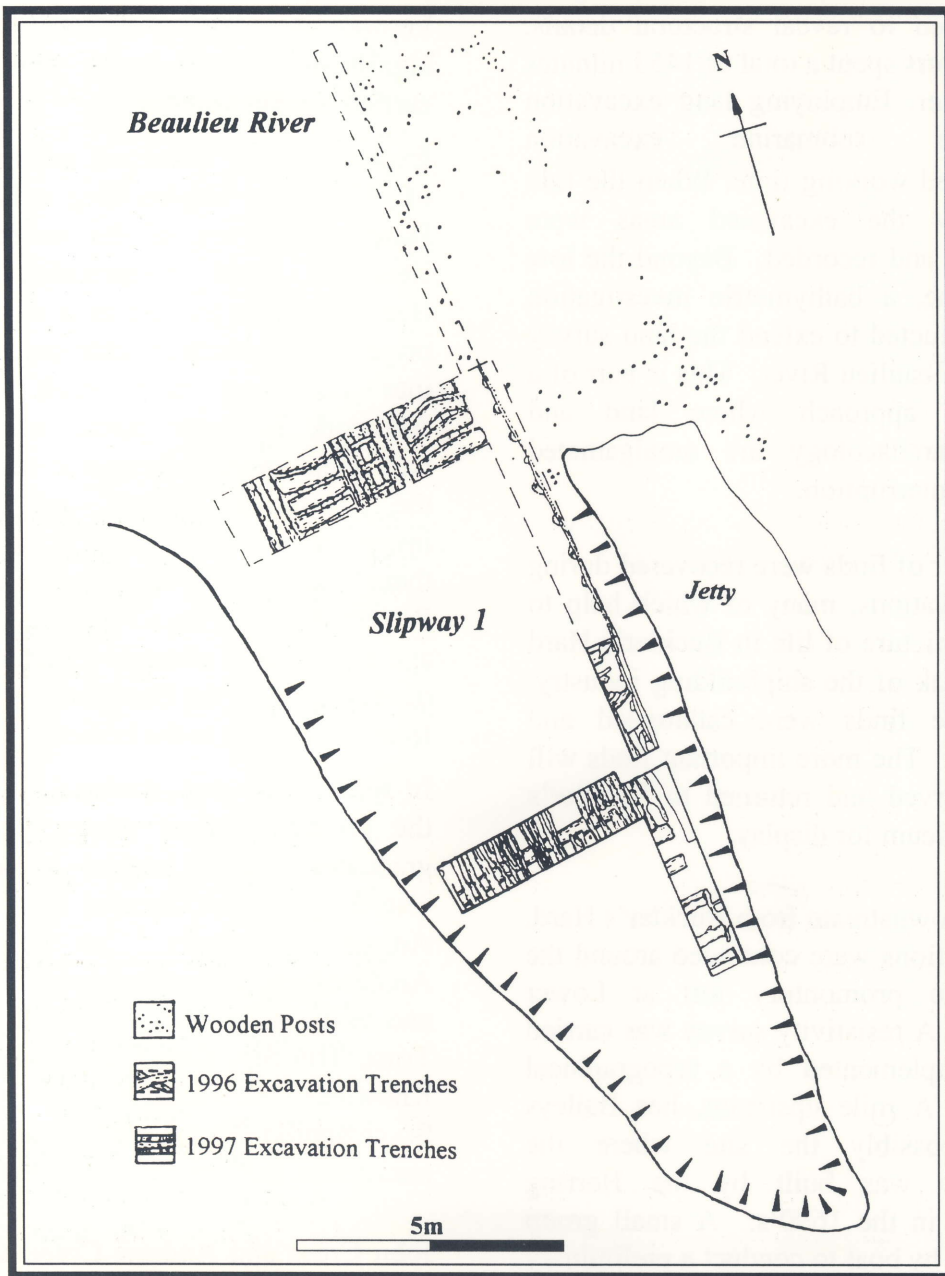
was an industry closely linked to shipbuilding and despite its prominent position in the ancient New Forest economy, little physical evidence is known to remain. This is a very significant find and further work will be carried out next season.

Excavation has enhanced understanding of 18th century shipbuilding at Buckler's Hard and survey of the neighbouring sites has aided interpretation of the Beaulieu River System as a whole. The project has unearthed additional insights into our past with each season's fieldwork. However, further sites which may yield more information remain on the Beaulieu River and further investigation is necessary to understand them fully. The continuation of the Project will help tie all the sites together and enable us to compile a picture of the development of the Beaulieu River Basin from pre-history to the present.

In total, thirty two students worked on the project, five of whom were post graduates studying marine archaeology. The Project was directed by Jonathan Adams, Lecturer in Maritime Archaeology, at Southampton University and assisted by Garry Momber for the Trust. Tim Sly, Kate Clark and Kathryn Knowles of the Archaeology Department, Southampton University acted as instructors, supervisors and consultants.

John Cross and Andrew Colenutt of the New Forest District Council are thanked for the bathymetric survey of the river at Buckler's Hard. We acknowledge the supervisory help of Tony Hanks over the past five years.

Little could have been achieved without the generous sponsorship of Exxon Chemical Limited and the support of the Environment Agency, to whom we are most grateful.



1996 and 1997 Excavations in Slipway One, Buckler's Hard
(Illustration - Garry Momber)

PORTSMOUTH HARBOUR PROJECT

A recent grant from Portsmouth City Council will enable the Trust to press ahead with an initial archaeological survey of Portsmouth Harbour and continue work in Langstone Harbour and the eastern Solent.

The Trust will be working on the Portsmouth Harbour Project with Portsmouth City Council officers, the Department of Geography, University of Portsmouth and volunteers. This initial survey will be desk based with some field walking. Later, it is hoped to carry out a geophysical survey of the harbour.

NEEDLES PROTECTED WRECK SITE

Under the direction of Dr David Tomalin and Mr Jonathan Adams, diving continued on this challenging site last autumn with the objective of continuing the detailed topographic survey. This survey will provide a model within which the environmental mechanisms and their interaction with the wreck can be analysed.

Adverse weather conditions prevented this survey being completed by divers in 1996. Efforts are now being made to utilise geophysical survey equipment, such as multi-beam echo sounders and side-scan sonar to complete the painstaking work already being carried out by volunteer divers.

ENVIRONMENTAL IMPACT ASSESSMENTS

The Trust has been involved in commercial work assessing the archaeological potential of areas both locally and further afield. This work has been for commercial developers and also Local Authorities. The increase in this work demonstrates the effectiveness of the Joint Nautical Archaeology Policy Committee's publication 'the Code of Conduct for Seabed Developers' in encouraging Developers to take an active interest in archaeological sites which could be affected by their activities. Contract work of this type also gives the Trust important opportunities to make recommendations for proper and full appraisal of archaeology in areas that are most 'at risk' and make suggestions for its protection.

'MARINE ARCHAEOLOGY AND GEOPHYSICAL SURVEY'

The Trust is pleased to report that its first major publication has been well received. It was given a complimentary review in the International Journal for Nautical Archaeology and has been in demand from developers who use it as a guide to assist in dealing with archaeological issues.

The Trust has a strong commitment to making the results of all of its research available to the public and it is hoped that this publication will be the first of a series.

**1996 LECTURE
'TUDOR SHIPWRIGHTRY
AND THE MARY ROSE'**

Hosted by our Chairman and in the presence of the Lord Lieutenant of the Isle of Wight, the Trust's fifth annual public lecture was given at the Medina Theatre, Newport, Isle of Wight on the 14th November 1996. The evening was sponsored by Mr and Mrs Richard Holmes of the Chequers Inn, Rookley, Isle of Wight, to whom we are most grateful.

Addressing an audience of over three hundred people, Mr Christopher Dobbs, Head of Research, Mary Rose Trust gave a most informative, enjoyable and interesting lecture on Tudor Shipwrightry and the *Mary Rose*.

Mr Dobbs started his lecture by describing the Solent Battle, from an Isle of Wight perspective, that took place at the time of the *Mary Rose* sinking. He reminded his audience that the *Mary Rose* had actually given many years of active service before that fateful day in 1545. The first reference to the *Mary Rose* at sea dates from July 29th 1511. In 1536, she was refitted and partially rebuilt on the Medway. He briefly summarised the major excavations leading to the successful raising of the hull in 1982.

He then went on to describe how he was now trying to learn more about the Tudor shipwrights by replicating some of the timbers inside the hull of the *Mary Rose* using only the tools and skills available at that time. This new work is a form of experimental archaeology and also acts as a way of bringing history and archaeology alive for us today.

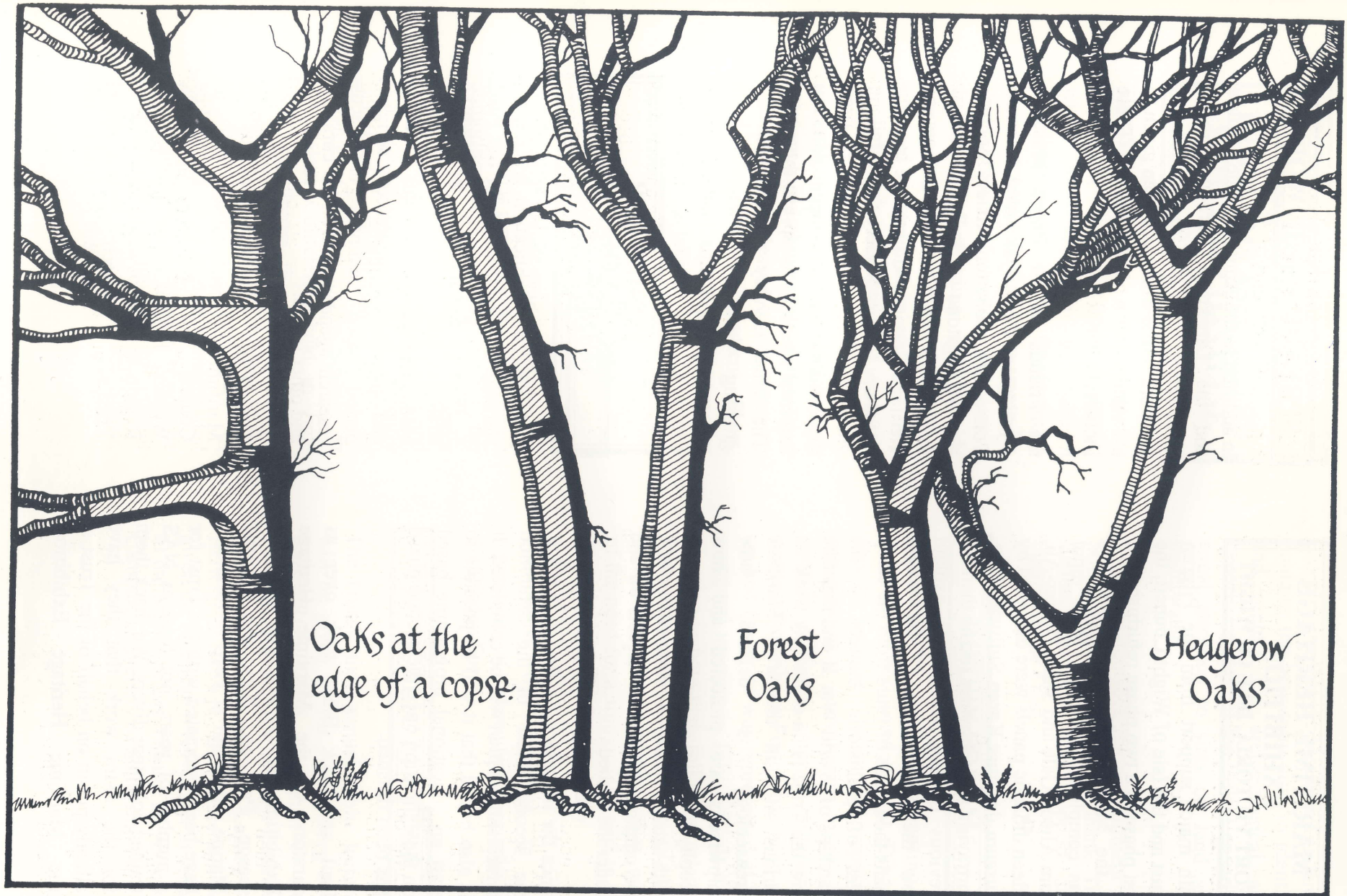
The Tudor shipwright had to select different parts of a tree for parts of the ship's hull and curved pieces were a particular challenge. Two of the main tools were the axe and the adze, which each leave a characteristic mark on the timbers. Pit saw techniques had been evaluated during Chris's 'Tudor Shipwright Project' along with the use of trestles.

In particular, cleaving, where timber was split down the grain and divided into halves, quarters, eighths, sixteenths and then thirty seconds, used no saw but employed the wedge and mallet. This produced slightly wedge shaped planks which, after fine trimming with a broad axe, resulted in strong and stable planks that are very resistant to the ravages of the elements.

It was explained that modern forestry practice did not value or need curved timber and thus a lot of the ancient wood working techniques have become redundant. Dendrochronological tree ring dating was explained and its ability to provide both dates and the area where a tree was grown. Using this analysis it is suspected that the timber for the *Mary Rose* had not all come from local sources.

Mr Dobbs concluded his lecture with a fascinating account of timber management at Nunwell on the Isle of Wight through the seventeenth, eighteenth and nineteenth centuries, citing the 'forward planning' of Sir John Oglander in 1630.

At the end of the lecture our speaker answered a range of questions that ably demonstrated the great interest of the audience in his chosen topic.



Timber was selected from different parts of the tree for ship building purposes. The large, right angled branches that were needed to produce the massive knees on the main deck of the *Mary Rose* are hard to find nowadays because of modern methods of timber management.

(Illustration - Roger Purkis, Mary Rose Trust)

**MARITIME HERITAGE
EXHIBITION
FORT VICTORIA, ISLE OF WIGHT**

With major support from the Pilgrim Trust and the Isle of Wight Council, the first phase of a two phase refurbishment of the Maritime Heritage Exhibition was completed this year. With input from Alison Gale and Sarah Draper-Ali, fifteen didactic panels were designed by museum designer Karen Sullivan-King, Portraying a much wider theme than the previous display, the panels explain how the archaeology of the Solent spans thousands of years from the camp sites of prehistoric hunters to the warships of World War II and describe how the Trust is co-ordinating work on various sites in the area. Maritime Archaeology is defined, how shipwrecks are protected and how geophysical survey techniques, along with satellite position fixing equipment, are employed to locate objects on and under the seabed.

Once the necessary funding is in place, the second phase of the exhibition refurbishment plan will be completed. It is also hoped that it will be possible to start an educational programme based on the exhibition once the second phase has been finished.

Paul and Nick Blake took over as curators of the Maritime Heritage Exhibition at the end of the 1996 season. Paul and Nick also run the Marine Aquarium at Fort Victoria and have been associated with the Trust for a number of years, not least as NAS trained volunteer divers. We thank them for the extra work that they have already put in on behalf of the Trust at the Maritime Heritage Exhibition.

SPREADING THE WORD

In addition to the Annual Public Lecture and the Langstone Harbour Project Conference, talks and presentations on the work of the trust have been given to a variety of organisations. These include:-

the Friends of St Barbe Museum, Lymington, the Royal Naval Museum Portsmouth, Soberton History Society, the Langstone Harbour Board, Portsmouth City Council's Culture and Heritage Services Committee and the Salisbury History Society.

Opportunity has also been taken at informal meetings to 'spread the word'. The Trust is very pleased with the growing level of support and recognition for its activities in the area.

**FORUM FOR
ARCHAEOLOGY IN
WESSEX**

Following the publication by English Heritage of 'Frameworks for our Past', a review of research frameworks, strategies and perceptions, the Forum held a meeting to review this document and subsequently organised a series of period based seminars to discuss research agendas as well as curatorial and other issues.

The Trust currently provides the Maritime Representative for the Council for British Archaeology Wessex Region, thus enabling the Region to be kept up to date with the Trust's research programme.

**THE STANDING
CONFERENCE ON
PROBLEMS ASSOCIATED
WITH THE COASTLINE
(SCOPAC)**

The Trust is most grateful for the continuing support from SCOPAC which has enabled it to make a contribution towards the Conference's Environmental Studies Programme. In the context of coastal evolution, archaeological remains can provide unique evidence of historic sea-level rise and coastal change and also help predict future changes. The strategic cross Solent surveys currently being undertaken by the Trust are particularly relevant to this kind of work. The Trust has also been pleased to contribute to local Shoreline Management Plans, thereby ensuring that proper account has been taken of maritime archaeology.

SOLENT FORUM

The Solent Forum was established in 1992 and has a membership of the main authorities and interests within the Solent. The Trust was a founder member of this consultative forum and has contributed to the recently published consultation draft of 'Strategic Guidance for the Solent'. At the Solent Conference held in June 1997, to discuss the draft guidance, Stephen Trow, English Heritage, spoke of the unusually high level of archaeological awareness demonstrated by the Strategic Guidance which he believed was a product of current archaeological activity in the Solent, particularly by the Trust.

It is pleasing that the Strategic Guidance contains the long term aim 'to identify and protect the archaeological and historic heritage of the Solent ensuring equal attention to sites on land and underwater'.

As he relinquishes his appointment as Solent Project Officer, we thank Tim Badman for his help, support and interest in the Trust.

DIBDEN FORUM

Associated British Ports is proposing to develop its reclaimed site at Dibden Bay for port use. The outline proposals are now at a consultation stage. To provide a focus amongst interested parties, the Dibden Forum has been set up and the Trust was represented at its inaugural meeting in July 1997. It was pleasing to note that, following a letter from the Trust, the Scope of the Environmental Assessment takes note of the need for a study of the area to be dredged in front of Dibden Bay.

The Trust will continue to be represented at subsequent meetings of the Dibden Forum.

1997 PUBLIC LECTURE

The Trust's sixth annual public lecture will be given by Mr Alan Aberg BA FSA FRGS MIFA, Chairman of the Nautical Archaeology Society. Entitled 'The Hidden Underwater Legacy - Heritage or Salvage', the lecture will be given on Thursday 6 November at 7pm, in the Main Lecture Theatre A, Avenue Campus, University of Southampton.

The Trust gratefully acknowledges the generous support of the following:

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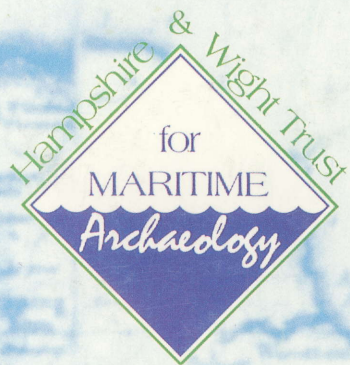
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