

Hampshire & Wight Trust
for
MARITIME
Archaeology

Search

ANNUAL REPORT 2001/2002



President

Mrs Mary Fagan, JP

Vice-Presidents

The Earl of Selborne, KBE FRS

Mr CDJ Bland

The Lord Montagu of Beaulieu

Patrons

The Lord Mottistone, CBE

The Rt Hon the Earl Jellicoe, KBE DSO MC FRS PC

Sir Charles Tidbury, DL

Mr MP Aiken

Chairman

Mr DEJ Guy, MBE JP DL

Vice-Chairman

Mr DA Keep, Hampshire County Council

Management Committee

Mr DEJ Guy, MBE JP DL (Chairman)

Mr DA Keep (Vice-Chairman), Hampshire County Council

Councillor Mrs M Jarman, Isle of Wight Council

Councillor PA Ross, Portsmouth City Council (until April 02)

Councillor E Scott, Portsmouth City Council (from April 02)

Mrs V Fenwick

Mr M Drummond, OBE JP DL Hon DSc

Mr G Cadman

Mr J Adams

Mr JM Bingeman

Dr D Tomalin

Officers

Mr B Sparks, OBE, Director (until Jan 02)

Mr G Momber, Director (from Jan 02)*

Ms Julie Satchell, Archaeological Officer (from Jan 02)*

Ms Paola Palma, Administrator (Jan 02 - Sept 02)

Mr J Pittam, County Treasurer, Hampshire County Council, Treasurer

Mr MJA Fisher, Director of Corporate Services,

Isle of Wight Council, Secretary

Mr B Boulton, Environment Group Leader, Hampshire County Council

Mr D Hopkins, Senior Archaeologist, Hampshire County Council

Mr P Airey, Planning Policy & Environment Manager, Isle of Wight Council (until June 02)

Ms Ruth Waller, County Archaeological Officer, Isle of Wight Council

*Denotes full time staff

Text in this report written by HWTMA staff unless otherwise stated

FOREWORD

Throughout its eleventh year the Trust has continued to pursue its main aim of promoting interest, research and knowledge of maritime archaeology. It has been a year when the discipline and the Trust have both seen many changes. Nationally, English Heritage has extended its remit below coastal waters for the first time, while the Trust has reluctantly said goodbye to Brian Sparks, its director of over a decade.

The 2002 fieldwork season has been one of the busiest yet. The Hamble River Project, Chichester Harbour Project, the Weston Shore Project, and studies of the old salt workings in Keyhaven Marshes are all ongoing. In addition, the Trust's Archaeological Officer, Julie Satchell, has been leading a project to record a Saxon log boat and artefacts found eroding from the shores of Langstone Harbour. Underwater, the Alum Bay wreck site has been subject to excavation while the Hazardous and Needles wreck sites have undergone further survey. Integral to all these projects has been the involvement of volunteers and provision of opportunities for students of the discipline to gain first hand experience.

Study of the submerged landscapes in the western Solent continues to be a major focus of Trust activities. It is also one of the main priorities of English Heritage as outlined in their Policy document '*Taking to the Water*'. The document was launched in May at Hurst Castle where the Trust Director was invited to give a talk.

Work has continued on reports for all the ongoing projects and development of the Trust's web site has attracted wide-ranging interest in our activities. Over twenty presentations have been given and the Trust has been involved in four documentaries. It also received a large amount of media attention following the new discoveries in Langstone Harbour.

The last year has seen involvement with the public growing steadily. Field-walking has proven popular with Friends of the Trust, particularly in Hampshire while on the Isle of Wight a new and exciting initiative is underway at our Maritime Heritage Centre in Fort Victoria. Working closely with the Isle of Wight County Archaeological Service and with financial support from the Local Heritage Initiative, talks and activity days are being hosted in the grounds of the Fort. An educational resource pack is being developed which will be integrated into the display at the Heritage Centre. The project will promote interaction with the local community and with schools.

This year we welcomed David Tomalin as a Management Committee member and Councillor Eleanor Scott, Portsmouth City Council, who has taken over from Councillor Angus Ross. We thank Angus for his past support and enthusiasm as we do that of Mrs Emery-Wallis who has also moved on from the Committee. In addition to Committee members, many thanks must be extended to Paola Palma, the Trust's part-time Administrator for the last nine months. She now occupies a full time post with the Mary Rose Trust.

I would also like to thank Hampshire County Council, the Isle of Wight Council, the Department for Culture Media and Sport and English Heritage; along with those other authorities, companies, organisations, trusts and individuals who are listed in this report for their sponsorship and support over the past twelve months.

Finally, I must pay tribute to Brian Sparks as director for over a decade. During this time the Trust has grown from strength to strength. I wish the new Director, Garry Momber all the best in his position.

DAVID GUY



CHAIRMAN

October 2002

THE TRUST'S POLICY STATEMENT

AIM

The Hampshire and Wight Trust for Maritime Archaeology will promote interest, research and knowledge of maritime archaeology and heritage in Great Britain with core activities concentrated in the counties of Hampshire and the Isle of Wight and the adjacent South Coast areas.

KEY OBJECTIVES

The Trust will:

- Promote maritime archaeological study in accordance with professional and museum codes of conduct and practice.
- Promote the in situ preservation and management of important archaeological sites in its area of interest.
- Support local, regional and 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 base chart, of all known maritime archaeological sites in the Solent and Wight areas 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.
- Liaise with other local, regional and national organisations involved in maritime archaeology and related disciplines.

The End of an Era as Trust Director Retires

December 31 2001 heralded the end of an era for the HWTMA. Brian Sparks, Director of the Trust for over ten years retired. He left behind a healthy and successful Trust that has been viewed by many as a show case organisation for maritime archaeology.

Brian began with the Trust shortly after its inception in 1991. Armed only with a kettle, jar of coffee, telephone and filling cabinet he set about raising money and addressing the maritime archaeology of the region. This was a time when the nation was riding out a deep recession and investigations into the past were not top of many agendas. Despite having the odds stacked against him, he managed to double staffing levels within a year. In addition, he built up a network of support that was national as well as regional. Fieldwork projects also grew with the aid of volunteers while local institutions provided logistical and intellectual support. Over the years the numbers of people involved totalled hundreds and the value of the HWTMA began to be recognised. The HWTMA is now in a position to conduct and aid pioneering research in a field that was often overlooked.

Following a decade of impeccable management Brian has left and will be sorely missed. We wish him all the best for his retirement.

A Decade of Diving, Delving & Disseminating

Friday 19 October saw the HWTMA celebrating 10 years. This milestone was marked with the annual AGM and a seminar 'Uncovering Solent Secrets' which outlined some of the many projects which the Trust has lead and/or been involved with. The venue for the event, the Royal Naval Museum, was particularly apt as it was here that the proposal for the Trust was originally formulated in 1991. Speakers included HWTMA staff (Garry Momber & Julie Satchell), Jon Adams, John Bingeman and Dominic Fontana. Lectures covered wreck sites of Alum Bay, Needles and HMS Hazardous, the river projects of Beaulieu, Itchen and Hamble, and the harbours of Langstone and Portsmouth. The proceedings were ably chaired by Brian Sparks and Valerie Fenwick. With an attendance of over ninety people the seminar was a great success.

Accompanying the AGM and seminar was the launch of the publication 'A Decade of Diving, Delving & Disseminating'. This book marks ten years of research and education carried out by the Trust. Its format is friendly and accessible being fully illustrated with photos and drawings. The initial section details the formation and growth of the HWTMA over its first decade. This is followed by overviews of Trust projects themed into three sections; 'Searching for a forgotten past', 'The Intertidal Landscape', and 'Archaeology on Land Now Underwater'. The final chapter is 'The Way Forward' with some ideas on Trust directions for the next ten years.



HWTMA staff past and present celebrate 10 years of the Trust: Brian Sparks (1991-2001), Julie Satchell (1999-2002), Garry Momber (1997-2002), Sarah Draper-Ali (1992-1997)

Summary of Principal HWTMA Activities

September 2001 - August 2002

Professional Dive Times	4,229
Volunteer & Student Dive Times	6,446
Total Minutes Underwater	10,675
Ratio of Professional: Student/Volunteer Dive Times	35%:65%
Number of People involved with Trust Fieldwork	92
Diving & Non-diving Fieldwork Days	42
Meetings, Lectures & Conferences	162
Total Days	204

One of the HWTMA's main successes over the last eleven years has been the involvement of volunteers and the provision of opportunities for trainee archaeologists on maritime archaeological projects.

The effective employment of volunteers with mixed levels of training and different expectations has been a learning process for all taking part. In particular it has become clear that certain tasks require varying levels of instruction, expertise or supervision. On land, where physical restrictions are minimal, this can create logistical problems, but working in a hostile underwater environment or knee deep in inter-tidal mud multiplies the impact of these constraints. Many hours have been spent imparting knowledge and overseeing operations in such conditions with increasingly positive degrees of archaeological return. Over the years this policy has yielded many benefits and is integral to the HWTMA aim and objectives. It has:

- Helped disseminate information to a broad range of people
- Encouraged the inclusion of the public and 'Friends of the Trust' in the study of their historical landscape and created opportunities for active participation in its recording
- Provided training for students who have become productive and efficient team members in archaeological projects nationwide
- Generated an experienced core of volunteers who can be called on to help in HWTMA projects
- Taught HWTMA staff the levels of skill and experience necessary for participants to undertake a variety of tasks which in turn has facilitated the successful management and outcome of projects

The Fifth Solent Marine Archaeological Project

The fifth Solent Marine Archaeological Project (SolMAP) was again investigating the submerged landscapes and wrecks of the western Solent. A shore base was established in the Keyhaven Scout Hut which hosted 18 divers over five days of frenetic activity. This year, the submerged landscapes off Bouldnor Cliff and the peat deposits east of Lymington River were subject to monitoring and scrutiny while Alum Bay and the Needles were the focus for shipwreck location and recording.

The outcome from past projects has led to nationally important discoveries in the Solent and facilitated ongoing work on shipwrecks around the Needles. This would not have been possible without the help and assistance of members of the local community who supported our work and tolerated our presence. Thanks must be given to Keyhaven Sea Scouts, The Keyhaven River Warden, Yeoman Marine, Keyhaven Nature Reserve and all of the volunteers who helped to make this project a success.



The SolMAP team in Alum Bay
(Sarah Hardy)

Investigating the Submerged Landscape in the Western Solent

The western Solent is a sheltered environment, which has enabled the preservation of many hectares of ancient landscape within peat and mineral sediments laid down over the last 10,000 years. It is a system that continues to evolve and as it does so, these deposits are being removed leaving exposures of ancient land surfaces. Study of these deposits in such relatively sedate surroundings offers a unique opportunity to investigate their archaeological potential.

A fundamental dichotomy exists between the potential for archaeology in submerged stratified deposits and the archaeological potential of specific sites. We know that archaeological material survives well in these sediments and its discovery can produce wide-reaching insights into past cultures. But the main problem is finding the archaeology within this challenging environment. If we wish to learn from these illusive archaeological finds we will need to improve our understanding of the landscapes in which they were laid down.

Over the last few years investigations have been conducted to interpret and monitor the submerged landscapes in the western Solent. Evidence of human

occupation has already been found, monitoring has begun and samples have been recovered. The objectives during SolMAP 2002 were to build on previous work and locate other suitable sites for monitoring and sampling.

South of Tanners Hard

Along the north-west shores of the Solent salt marsh has been rapidly eroding. As the mud flats are lost, areas of peat and submerged forest have become exposed on the seafloor at around -4m depth. This deposit averages about 500m wide and is evident for over 8 km running parallel with the coast. At points along its seaward perimeter it is truncated by a small cliff. At the foot of this cliff a further peat outcrop is visible. This lies at -5.5m to -6m OD. During SolMAP 2001 a 1.6m high cliff was chosen for investigation. Samples were collected from a section in the cliff which have since been dated and analysed. Peat from the bases of upper and lower deposits have been radiocarbon dated to 6420 - 6190 cal BP (Before Present) and 7240 - 6890 cal BP respectively. Pollen analysis is being conducted by Dr Rob Scaife which is revealing an interesting sequence of environmental changes.

In 2002 further monitoring was carried out on and near this site. One of the first differences recorded was a cliff fall where large chunks of clay had collapsed or been broken. This event may have been natural, the result of anchor damage or due to fishing activity.

Peat samples were taken from a topographical high 180m to the north east and a series of pins were laid to record any future regression of the cliff or lowering of the seabed.

West of Hurst Spit

Hurst Spit is a long shingle bar with the Scheduled Ancient Monument of Hurst Castle at its tip. Today the spit is under constant threat of overtopping as it is under pressure to migrate eastwards. The precise age of Hurst Spit is unknown yet knowledge of its formation offers an opportunity for fixing a date for the creation of the western Solent. Such data can underpin all the geomorphological processes currently at work in the system and help to predict future trends. Beneath and seaward of the spit datable peat deposits have been recorded but their extent was unclear. Accordingly, during SolMAP the HWTMA deployed divers to locate these deposits.

One dive utilising the currents off the spit was all that was necessary to find the peat deposit. The peat was recorded as heavily scoured and pitted containing a large concentration of eroding trees. Samples were collected for further analysis.

The Underwater Cliff off Bouldnor

The underwater cliff off Bouldnor runs for about 1.5km parallel with the foreshore. Here, three outcrops of peat at -4m OD, -5m OD and -11 to 12m OD have



Diver sampling submerged underwater cliff off Bouldnor

been radiocarbon dated to 6475 - 6280 cal BP, 6870 - 6485 cal BP and 8565 - 8345 cal BP respectively. The intervening materials are unconsolidated, brackish alluvial sediments.

The discovery of a Mesolithic site identified in 1999 to the eastern end of the cliff has been the focus of attention over the last few years. The task for 2002 was to locate further sites of interest along the cliff for study and monitoring.

During the week of fieldwork three more sites were inspected and selected for future work. Two lay to the west and one to the east of the original site. The characteristics used to define a favourable location were; i) the existence of the three distinctive peat layers, ii) vertical sections suitable for sampling, iii) a vertical profile up to 7 metres high, and iv) surfaces suitable for monitoring erosion. The ultimate aim of the sampling was to help locate drowned archaeological material and focus future attention to areas under greatest threat from loss. All locations chosen held features of merit but the easterly site proved to be the most interesting. Here the overlying deposits that had protected the submerged landscape for thousands of years were at their thinnest. As a consequence the basal peat deposit was not only outcropping at -11m OD but at various depths up the cliff. Without the covering protection of silt these deposits will soon be lost. However, their exposure offers an opportunity to gain more high resolution data on past climate change fluctuations, the local environment and sea-level change, pushing back our current limits in understanding to over 8,000 years.

This new site is clearly a very significant palaeo-environmental resource, but it may also prove to be archaeologically significant. A number of worked flints were identified in a small cluster apparently eroding from below the basal peat at about -7m OD. At this location the deposit is exposed along a line travelling at an angle up the slope of the cliff from around -6.5m to -8m OD. Numerous flint clusters were apparent below this line of regression. Time precluded detailed inspection of all these outcrops, but random selection of flints lying on the seabed further down the cliff to the west demonstrated a rich source of worked material. This pays testimony to the archaeological wealth of a Holocene landscape that has now been lost, leaving only its most durable artefacts scattered over the sea-floor. It also hints at the potential for archaeology in the deposit that remains. A potential that the HWTMA hopes to examine over the years ahead.

The Archaeology of Alum Bay

Once again Alum Bay has been a focus for HWTMA activity, the bay lying to the east of the treacherous Needles Rocks continues to reveal more evidence of shipwrecks. For centuries the bay has been a repository for sections, pieces and artefacts from ships that have come to grief on the prominent chalk pinnacles. Search, survey and excavation have been undertaken by HWTMA staff and volunteers. We were also joined by a TV crew from RDF Television to make a programme based around the story of the *Pomone*.

Alum Bay I

During late June a trench was excavated to investigate the buried structure of the Alum Bay I Wreck. It has long been speculated that these remains are part of HMS *Pomone* which wrecked on the Needles in 1811. Our trench was positioned to gain information on structural components. An area 2.5m x 5m was excavated on the eastern side of the site towards the midships area of the vessel, the plan below shows the exposed structure. The frame spacing and iron brackets are of particular note as they correspond with those seen in the Leda class vessels, of which HMS *Pomone* is an example.

RDF television filmed the excavation in progress, their presenters were shown around the site by HWTMA Director, Garry Momber. The focus of their programme will be the question of whether the wreck is part of the *Pomone*, this will be screened as part of a series on Channel 4 called 'Wreck Detectives'. For their investigations RDF brought in dendrochronologist Nigel Nayling, a regular contributor to HWTMA fieldwork, to try to gain a date for the timbers using tree-ring dating. To discover whether the dates are consistent with those of *Pomone* watch 'Wreck Detectives', scheduled for spring 2003!

The excavation was due to continue in early July, but due to some very untimely and unseasonal storms the project had to be postponed. We hope to return to the site later in 2002 to expose and record more of the structure.

Alum Bay II

As reported last year, a second wreck has been located in Alum Bay, now imaginatively named 'Alum Bay II'. This vessel is of high quality carvel construction and lies 70 meters to the west of Alum Bay I. The structure is lying 'keel up' on the seabed with several runs of planks visible. The vessel's flat bottom and relatively light construction suggests a small coasting ship or a lighter for transferring goods from larger ships.

Work this year involved carrying out a full survey of the exposed structure. This can be compared to the partial plan completed in 2001 which has allowed us to monitor the condition of the remains over time. Once again volunteers were able to gain experience of archaeology underwater in the relatively sheltered waters of Alum Bay.

Searching for more...

Not content with two sites in Alum Bay SolMAP 2002 included searches for other reported wrecks and investigations around the reefs and pinnacles that could have caused shipping casualties.

The old pier, now mostly submerged, is a popular shore dive and wreckage of an old sailing vessel is said to lie adjacent to it. Divers searched around and to the south of the pier. A sketch plan of the many elements was produced, but nothing resembling an old sailing vessel was discovered. The area to the north may yet yield more information, we shall be returning here in future years.

The 'Tool Wreck' also proved illusive with diver searches to the south and east of the bay close to the shore. Intriguing worked timbers were discovered late in the week, so we may be close to the site which is reported to consist of a wooden motor torpedo boat lost in the 1950's.

The reefs and pinnacles were targeted using a combination of tracked drift dives and circular searches, depending on which was most appropriate. Scatters of material were found in many locations but there were no coherent pieces of shipwreck or related artefacts reported by the divers. These searches were part of an initiative to investigate wider areas of the bay. This has been prompted by reports from local divers of coherent pieces of wreck, unfortunately many of these have been chance sightings with no recorded positions. We hope further controlled searches will continue to reveal more of Alum Bay's submerged archaeological heritage.

Fantastic Find

HWTMA project work often utilises local skipper Dave Wendes and his boat 'Wight Spirit'. This year his boat was used for many of the Alum Bay dives carried out during SolMAP. Dave, a diver himself, has long been interested in finding and researching wrecks and he was keen to help continue the Alum Bay searches. Just a week after SolMAP Dave deployed divers towards the Needles end of the bay extending previous searches. Here they discovered a wooden

wheel near a scattering of bricks and other debris. A position was collected for the wheel and it was lifted onto the boat.

The find is now being desalinated by the HWTMA. It measures 40cm in diameter and is 12cm wide, the hole for the axle shaft is 14cm. The wheel is in excellent condition, with a small amount of marine growth on one side. It appears that the shifting sands of the bay must have recently uncovered the wheel as it is unusual for wood to survive this well.

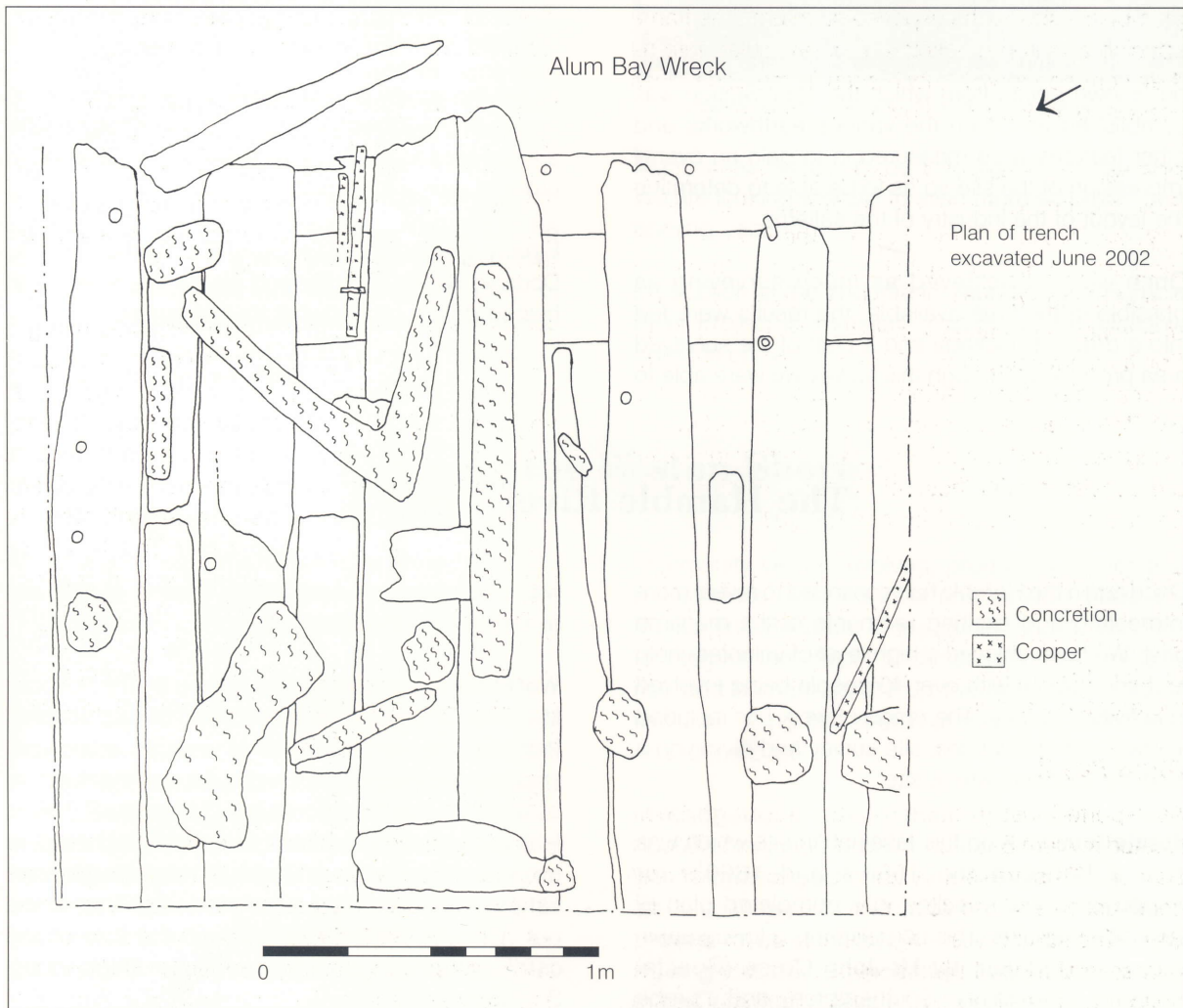
We thank the divers who found the wheel for donating it to the HWTMA. Advice is currently being sought on its conservation, we hope to display the find in the Fort Victoria Maritime Heritage Exhibit, from where appropriately the find site can be viewed.

Alum Amnesty

The 'wreck amnesty' carried out by the Receiver of Wreck in early 2001 encouraged any divers with

unreported wreck material to report their finds. Not surprisingly there was a high number of reports from the Solent area, as this popular stretch of water is home to a high density of wreck sites and divers.

Sophia Exelby, Receiver of Wreck, and regular diver with the HWTMA, kindly wrote to the five individuals who had reported material from Alum Bay, informing them of the HWTMA's interest in the area and asking them to contact us. To date two people have been in touch to tell us more about their finds and their origin. We are grateful for any information on Alum Bay and most appreciate the amnesty reporters coming forward. It is also encouraging to work with the Receiver, the sharing of data on shipwrecks and finds benefits our investigations into the submerged heritage of the Solent.



Salt Making in Keyhaven

After reading in last year's Annual Report about the archaeological survey work that had been undertaken on the salterns of Keyhaven I undertook to continue work on this area, utilizing the results as part of an assessment for my University degree programme.

Overlooked by Hurst Castle the Keyhaven salterns today are barely a shadow of their former selves. The survey work undertaken has shown the remnants of an industry, which during 1718 had achieved its peak, surviving crippling custom and excise duties and European competition till its eventual demise by 1865.

The survey undertaken to map in the area surveyed during SolMAP 2001 and incorporate the large ditches and earthworks that are evident to the east. The cut channel and dock were also surveyed, this played an important part in situating the survey onto aerial and satellite photographs.

The initial setting up of the site was done by laying out known points from which the Total Station was established and then the various earthworks and other features were measured in to gain an overall impression of the site so as to be able to determine the layout of the industry of the salterns.

Once we had achieved as much surveying as possible in the time available, the results were fed into a drawing package and a plan of the surveyed area produced. Through this survey we were able to

see the various evaporation pans that were fed with seawater through a system of ditches and channels. Also recorded were remains of supposed holding tanks and a large channel for the coal barges supplying the boiling houses, barges that would then export the processed salt.



The survey team at Keyhaven saltworking site
(Mark Jansen van Rensburg)

As yet the survey is incomplete, there are numerous ponds and earthworks that need investigating and a large area to the Northwest still to be surveyed in order to gain a fuller picture of this area.

Finally thanks to Julie Satchell, Darren Hume, Dominic Barker, Tim Sly and all the volunteers that helped do the groundwork for this survey.

Julian Jansen van Rensburg

The Hamble River Project

Once again the Hamble has continued to reveal more interesting and exciting remnants of its maritime past. We have enjoyed a high level of volunteer help and enthusiasm with over 40 people being involved in activities to date. The range of work has included fieldwalking at low tides, site survey and diving on a recently exposed wreck site.

Bursledon: work on this fascinating site which was in use between the 1660's and 1820's for shipbuilding, has resulted in a completed plan of the visible remains. This compliments a topographic survey undertaken by Mr John Cross (Coastal Research, University of Southampton), and a probe survey to ascertain the depths at which wooden elements survive. An interim report on work at this site entitled 'Work on and around Bursledon Point'

was completed in April 2002, copies of this are available from the office.

Warsash: the foreshore over-looked by the Harbour Masters Office holds a number of fascinating features. Traces of the era of wooden ships and shipping are evident from two hulks and the remains of another Napoleonic shipbuilding yard. These features have been planned and photographed. The two vessels are believed to be old crab and lobster fishing vessels relics of an industry that once put Warsash 'on-the-map' through the sale of the catch to London and to the cruise ships using Southampton.

Adjacent to the shipbuilding yard lies part of an old oyster bed, these wooden remains housed

undersized oysters. Plans and photographs of this feature have revealed changes in the sediment level on the foreshore, there has been a drop of around 0.15m between 2001 and 2002, this has resulted in the collapse of some previously upright timbers, and the displacement of others. Sediment levels will now be monitored annually.

Mercury Marina Wreck: just to the north of Mercury Marina an unidentified vessel has been eroding from the river bed. Originally discovered through routine remote sensing by the Harbour Master the site was inspected by a commercial dive team who confirmed it to be a wooden vessel. The HWTMA were invited to inspect the site and a diving operation was carried out in February 2002. Hampered by near zero visibility the vessel was eventually located and one area of planking and frames was inspected by touch. A small sample of plank was removed which analysis showed to be very degraded pine. A further dive on this site will take place later in 2002.

Fieldwalking: this fieldwork season has provided an increase in the number of sites identified through fieldwalking at low tide. Some completely new and unexpected sites were recorded, and we were able to fill in the detail of others that had been identified from documents or aerial photography. Around Hamble Point during the very low Easter 2002 tides a timber stake circle, several pieces of wooden wreckage and a vessel previously thought to be 'dredged out', were discovered. In the Upper Hamble wharves were recorded along with detail of an old barge and the presence of stone footings from an early bridge at Curbridge.



Volunteers record hulk remains in the Hamble River mud

More areas remain to be investigated at low tide. We are looking forward to even more surprises over coming years!

Production of the 2nd interim report for the Hamble River Project is imminent, copies will be available from the office.

Exposing the Weston Shore

After the success of the Itchen River Project attention has shifted to the Weston Shore at the river mouth. The area under investigation lies to the north east of Southampton Water.

This is one of the last remaining swaths of undisturbed foreshore in the locality and contains archaeological and palaeo-environmental evidence that dates back several thousand years. A number of artefacts have been discovered which suggest a high potential and the remains of former landscapes are also known. Unfortunately, the covering of protective silts are now being eroded away placing the deposits they were preserving under threat.

The HWTMA aims to survey the site, identify areas subject to particular stress and monitor the erosion. In doing so, volunteers and members of the local

community will be involved, producing results that will enhance both the local and national Sites and Monuments Records. These studies should also help to interpret the effects of climate change, sea level rise and human activity on the geomorphological evolution along this stretch of coastline, both today and in the past.

Investigations are in their early stages with documentary and archive research in conjunction with fieldwalking activities. An initial field visit allowed an assessment of the terrain conditions, these proved to be familiarly muddy. Finds from field walking included a piece of pottery which appears to be Roman and several preserved trees similar to those found further up the Itchen. We look forward to discovering more on this promising stretch of shoreline as our fieldwork continues.



Layers of glass sheets supporting concrete barrels on the wreck of the *Fenna*

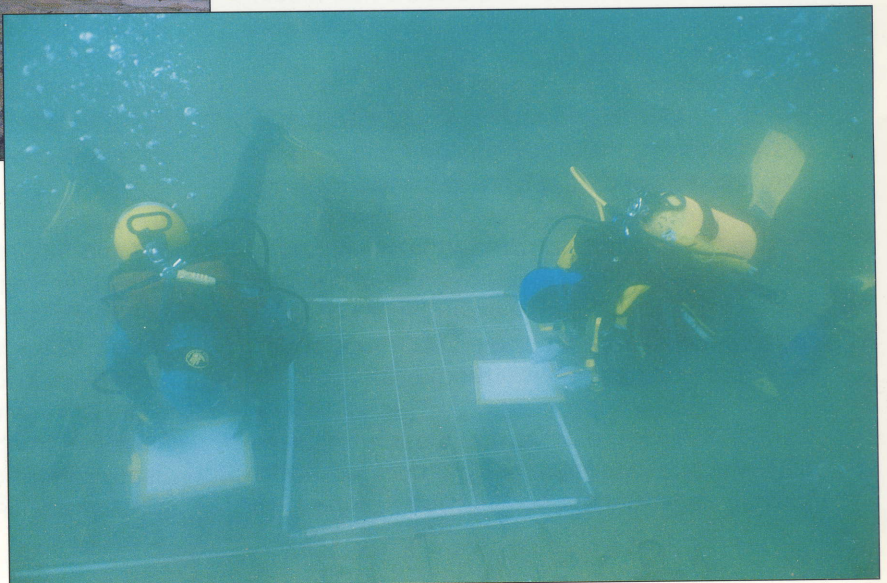


Volunteers preparing for SolMAP diving activities at Keyhaven Sea Scout Hut

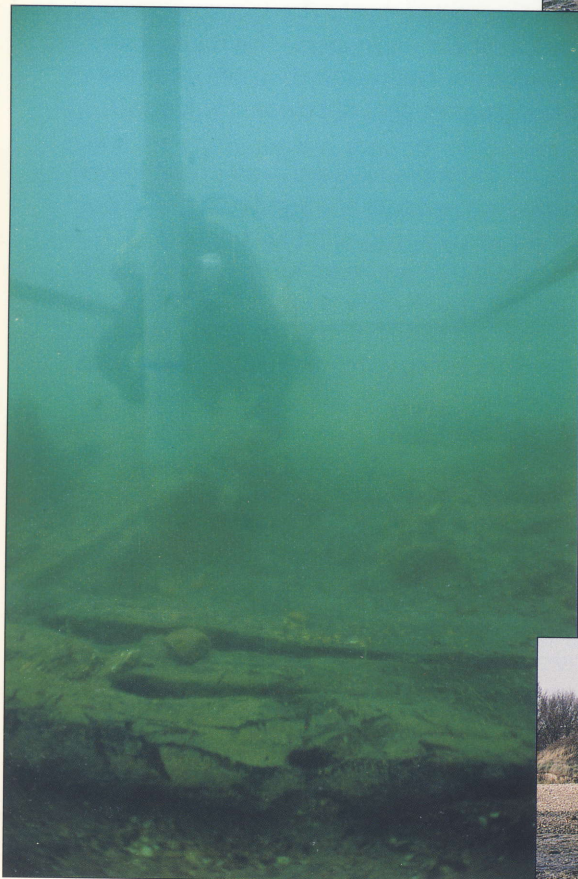


Just some of the media attention that the Long Island Logboat has generated

Planning the Alum Bay II wreck in unusually clear Solent waters



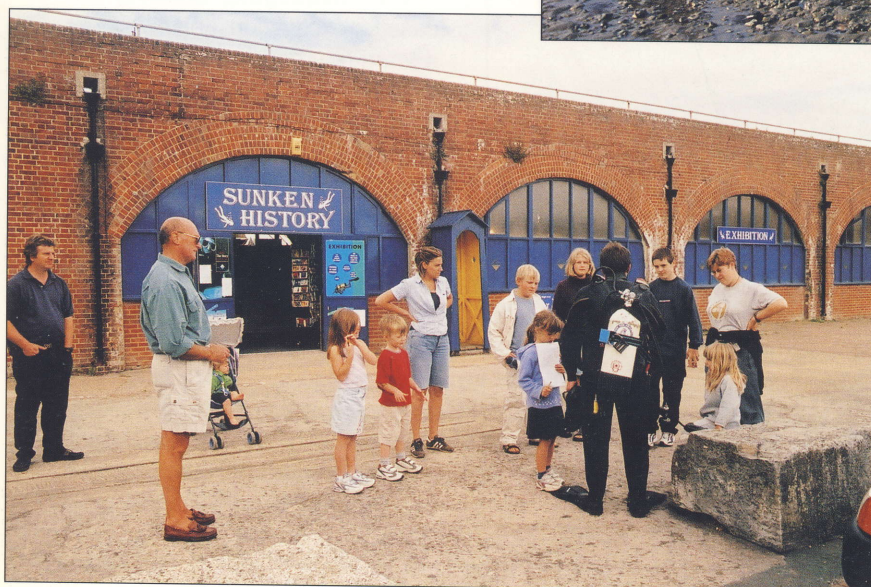
Excellent preserved exposures of thousand year old wattle-work off Long Island



Excavation reveal the extensive timbers of Alum Bay I wreck



Volunteers define the outline of a timber circle on the Hamble River foreshore



Young Archaeologists quiz diver outside the Maritime Heritage Exhibition as part of National Archaeology Days

Logboats & Lithics in Langstone Harbour

Last year saw the publication of the report of the Langstone Harbour Project, 'Our Changing Coast: a survey of the inter-tidal archaeology of Langstone Harbour, Hampshire'. In conclusion the report notes the potential of the Harbour to reveal more important maritime finds. In light of this we should not have been surprised when long standing HWTMA members John Cross and Arthur Mack, reported finding the remains of a logboat off Long Island.

Subsequent visits to the site revealed a number of interesting archaeological exposures now visible due to erosion of sediment. Prehistoric trees and peat beds are seen along with animal bone and many worked flints. Of particular note is an area consisting of small pieces of burnt flint stretching over thirty meters in length and two meters wide, its

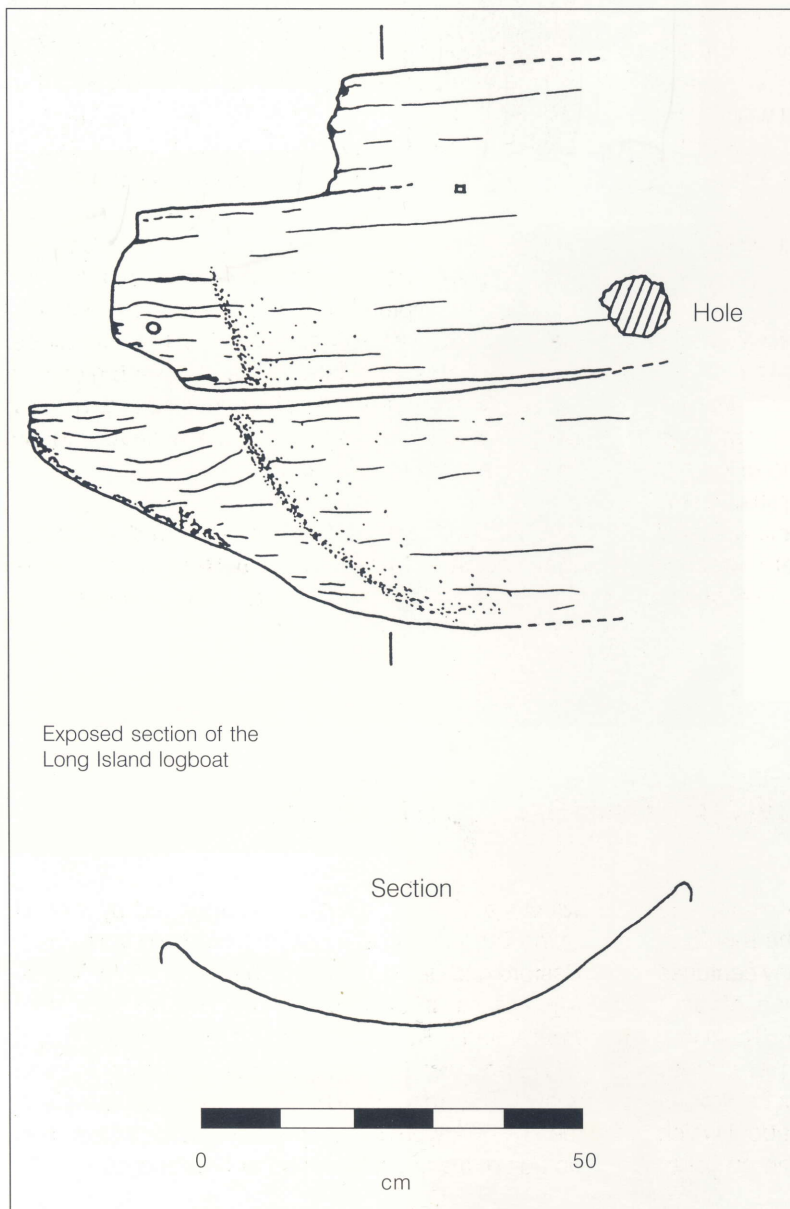
function is obscure but it could be a Bronze Age burnt mound, this would fit in with other Bronze Age material found in the area. The inter-tidal deposits have been particularly fruitful due to the preservation of organic material within them. This damp, oxygen free environment has revealed numerous areas of wattle-work hurdles and, of course, the logboat.

Samples of the most exposed area of wattle-work and the logboat were taken for radio carbon dating. The results were exciting with the boat being 400 to 640 cal AD and the wattle-work 790 to 1030 cal AD. This represents the early and mid Saxon period, dates which had been noted in the 2000 publication as under represented within the Harbour and in need of investigation.

During these preliminary site visits the largest and most complete area of wattle-work hurdle was planned and photographed. Also the logboat was partially uncovered to ascertain more detail of its size and to confirm that the remains are in fact a boat. To date only the area of boat shown on the plan has been exposed, we await further controlled excavation to confirm its full length and form.

We had initially hoped to carry out intrusive investigation of the logboat this year with the boat being raised for conservation and display. However, this is a costly process and suitable funds must be sought and acquired before such excavation takes place. Instead plans were formulated to further investigate, building the case for excavation, and in August a team returned to the site.

Our potential window for fieldwork activity is limited mostly to August and September, this is after the bird nesting season and before the over wintering birds arrive. The site is on land owned by the RSPB and is also a SSSI, Ramsar site and within the SEMS SAC (Solent Estuary Marine Sites, Special Area of Conservation). Needless to say numerous permissions were required prior to our work. Access requires logistical planning as a



boat is essential for getting to the Island, before embarking on a fifteen minute walk along the edge of the island and across the muddy inter-tidal zone. This didn't deter our volunteers or the TV crews who accompanied us on two of our four fieldwork days. The site has caught the attention of local news and programme makers, look out for it in the series 'Talking Landscapes' on BBC2 and 'Past Finders' on Meridian.

Our main objectives were to: i) investigate the sediments around the logboat to ascertain its relationship to the deposits through auguring, ii) survey the exposed archaeological material to gain relative heights, iii) investigate areas of wattle-work which have become exposed before further damage or loss, and iv) continue fieldwork to identify and record 'spot finds'.

Thanks to the dedication of the team most of this work was completed, the results obtained will now be analysed over the winter. Of particular note was the auguring around the logboat, a thirty meter square was selected and augers taken every five meters. These demonstrated that the logboat seems to be lying at the edge of an old channel which once dipped away significantly to the south east of the site. There are several peat layers and intervening sediments represented in the 'fill' of this old channel. Future excavation should allow us to discover how the boat relates to these deposits.

Fieldwalking located many more worked flints, the inter-tidal zone is littered with the waste flakes produced when knapping this abundant natural resource into useful implements. Interspersed with the flint was pottery, with concentrations of Bronze Age material along the west coast of Long Island and Roman and Medieval material on the adjacent south coast of North Binness Island. More evidence that people have been inhabiting the shore of Langstone Harbour for millennia.



Augering the sediments adjacent to the logboat site

The site has now been covered with sandbags to protect it over the winter, but a return is planned for next August/September, when we hope the boat will be excavated and lifted. For this to take place sufficient funds must be in place to cover the cost of fieldwork, specialist analysis, conservation, display and publication. It seems that we have a busy fundraising season ahead of us!

The HWTMA are particularly indebted to Arthur Mack, John Cross (Coastal Research), Chris Cockburn (RSPB warden) and all of those who helped with this exciting project.

Hulk Survey in Bembridge Harbour

Bembridge has long been a site of historical significance. The Harbour, situated at the mouth of one of the Islands main rivers has for many centuries provided a welcome haven. Evidence of past maritime activity can be found laid up on the beach west of the Duver, a large sandy peninsular protecting the inner reaches of the Harbour. Several vessels now lie hulked on the foreshore about which little is known. To help collate information on these

wrecks a small HWTMA team supported by 'Friend of the Trust' John Gummer, and with help from Frank Basford and Becky Loader of the Isle of Wight County Archaeological Service, set out to record some of the remains. Record sheets were compiled and a plan was generated on the most interesting looking vessel. This iron framed craft has yet to be identified, the HWTMA would welcome any further information on any of the vessels hulked at Bembridge.

Intriguing Impregnable

Work in the eastern Solent has included research on HMS Impregnable, lost in 1799 between Langstone and Chichester Harbours. This second rate ship-of-the-line had a thirteen year career which included action in the 'Glorious 1st June' in 1794. However, it was on a routine escorting trip from Lisbon to Portsmouth that the ship met its fate, being driven into the shallows during a storm.

Lost close to shore the vessel was heavily salvaged, the navy retrieved all their goods before the remaining hull was sold to a local salvor.

Impregnable was stripped as far as could be reached, the water level preventing the lower hull being taken. So, it is not surprising that members of 308 SAA diving group report "an enormous mound some 60 feet by 20 wide. Poking out from it were massive keel timbers. There too were four-foot long bronze pins, which weigh 30 lbs each".

The site lies in 10 meters of water relatively close to shore, so is highly suitable for volunteers and trainees. Work on this site is due to continue in late 2002 and in the 2003 summer season.

ArchQUEST

The HWTMA has teamed up with the Nautical Archaeology Society (NAS) to devise the ArchQUEST scheme. The name stands for Quantifying the Underwater and coastal Environment of the Solent, and is designed to encourage further volunteer involvement in maritime heritage.

A number of sites, underwater and in the inter-tidal zone have been put forward by the HWTMA as they are of interest and deserve further study. NAS members can chose a site to survey, they decide their level of involvement from simple basic measurements to full scale survey and recording. Individuals or groups participating receive help from the NAS and HWTMA in the form of advice on survey methods and provision of recording equipment.

A copy of the information gathered will be forwarded to the HWTMA, it will then be passed on to the local and national sites and monuments record databases. This helps fulfil the important task of quantifying the maritime archaeological resource. The NAS are also collecting information on marine life associated with archaeological sites, such data-collection helps regional and national initiatives to monitor species and their numbers.

To date two sites are being surveyed as part of this scheme; early bridge remains at Curbridge on the River Hamble and a hulk in Portsmouth Harbour. We hope this scheme will continue to grow and look forward to seeing summaries of the results in next year's annual report.



Hulk in Portsmouth Harbour, just one of the sites being investigated under the ArchQUEST scheme

Ground-truthing the Fenna

Stories of an enigmatic shipwreck located a few miles west of the Needles were brought to the attention of the Trust in 2001. Dave Wendes, skipper of *Wight Spirit*, described a site with railway lines, sheets of unbroken glass and piles of barrel shaped cement. His research suggested it was the *Fenna*; a Dutch schooner which sank in 1881 while travelling from Antwerp to Messina and Trieste.

The loss of the *Fenna* and its cargo of 'railway tracks, glass and manufactured goods' on 11th March is described in Lloyds List. It foundered 24 miles off the Needles before drifting and sinking. Its crew and skipper, Captain Mulder, were saved but the ship was reported sunk with its mastheads showing and as a danger to navigation.

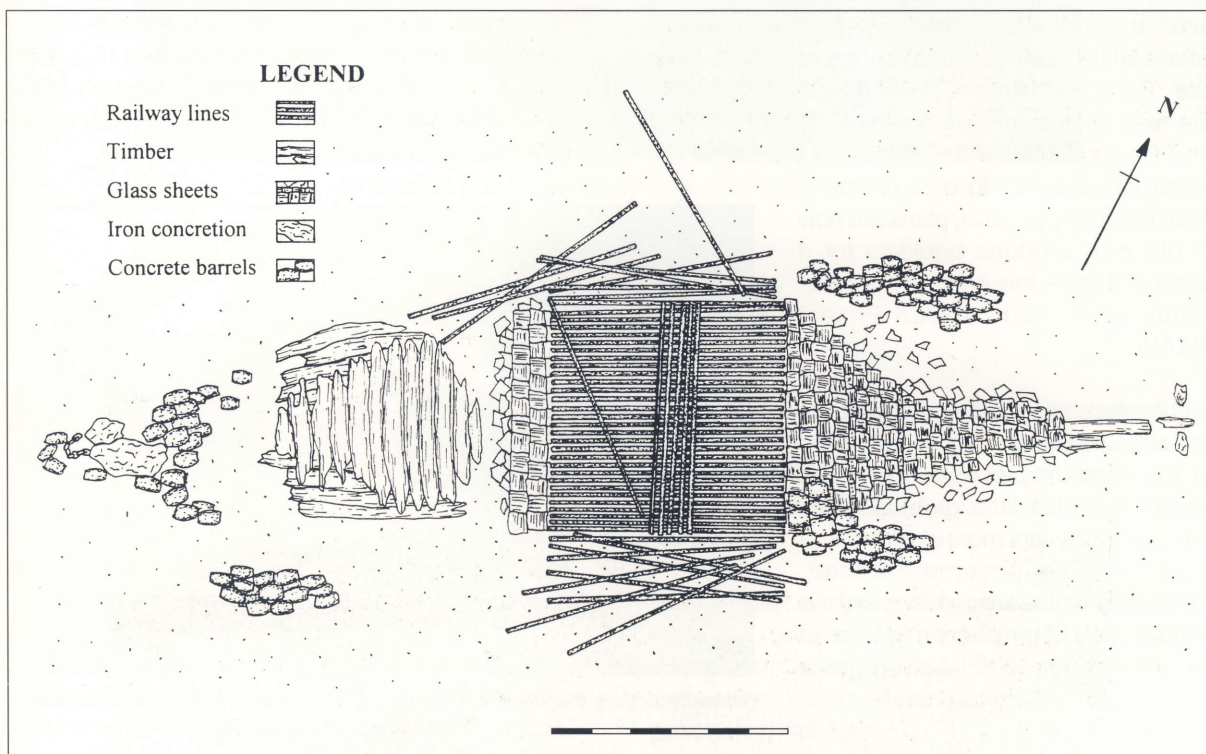
On 10th July 2002, a team from the HWTMA dived the site to investigate further. The ship lay on its keel in just over 20m of water on a flat featureless seabed. The wreck measured 32m long although little of the ships timber remained. The exposed elements proud of the seabed had all degraded leaving behind a cargo mirroring the shape of the hull.

The main body of the vessel was filled with stacked glass sheets overlaid with railway lines which rise two metres from the seabed. The wooden cases that

once protected the glass were now gone leaving thousands of sheets subject to the direct weight of the railway lines. These were evenly staked above the glass, which, despite their burden remained unbroken. Directly aft of the railway lines, in the port and starboard quarters, barrels of cement were recorded in distinctive piles. The wooden staves had long since gone but not before their contents had hardened. More barrels lay to the bow adjacent to the anchor chain, and just forward of timber framing and outer planking which was visible lying flush with the seabed.

The cohesive nature of the remains after 120 years is indicative of the wrecking process and the skill of the Antwerp dockers who packed the vessel. Further study could provide a valuable insight into the materials used and practices employed at European dockyards towards the end of the nineteenth century. The exposed yet intact nature of the site enables easy access while undoubtedly protecting a wealth of well-preserved material.

The site is a classic example of an archaeological oasis on a relatively barren seabed. It plays host to a wide range of marine life while harbouring irreplaceable information about the past.



Measured sketch of the *Fenna* wreck site

Warship Hazardous

During a particularly nasty storm in November 1706 warship *Hazardous* was driven ashore in Bracklesham Bay, all crew were saved. This was the end of a relatively short career at sea for *Hazardous* which had originally started life as a French 3rd rate 'Le Hazardoux'. Three years after being captured by the English the ship was wrecked, it lay undiscovered until 1977 when 308 Sub-Aqua Association (SAA) branch members located the site. Their subsequent survey and identification work lead to the site being designated under the Protection of Wrecks Act 1973.

A dive on the *Hazardous* demonstrates why it is deemed so important. Hull structure protrudes from the sand at the extremes of the 45 meter by 15 meter site. Within this area we find 10 iron cannon, concreted but easily recognisable, and a mound of cannon balls. Strewn around the seabed are pieces of lead. These range from tingles or patches to strips which were used for caulking the ships seams. Lead was also used in the bow section laminated between layers of timber.

This fantastic site is protected from unlicensed diving, but due to an initiative launched in 2001 the diving public can visit the wreck as part of the 'Diver Trail'. This archaeological and marine biological trail takes in the wreck and the nearby reef which is teeming with marine life. Pairs of divers take a laminated underwater book with them to explain what can be seen from various 'stations' around the site. Trail participants not only dive the wreck, they are also treated to talks on the history of the ship and the local marine life, followed by a trip to the *Hazardous* display. To date reactions have been very positive, plans are now in place to produce booklets for a wider audience, this initiative has been kindly sponsored by PADI Project AWARE.

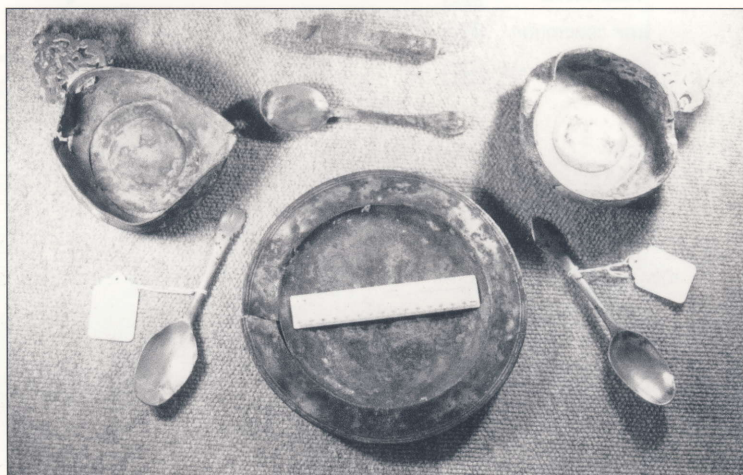
Archaeologically the site continues to be subjected to erosion, its situation in the relatively shallow dynamic waters provides little protection. As with previous years more structure and artefacts have become exposed, particularly on the western edge of the central area. The priority is to plan this area of the site, labelling those

concretions most at risk and raising them to prevent their loss. To gain a reliable impression of the rate of erosion a number of monitoring points have been established. Over the forward section of the ship ten points are placed on timbers to measure changes in sea bed levels. On timbers near the eroding central areas are points for keeping track of timber erosion.

The aim of this work is to compliment that undertaken over the past 25 years to record the ship and its artefacts which are under considerable threat. This data should allow comprehensive management plans to be put in place to deal with the site for the long term in addition to the more pressing immediate future. Without an input of money, resources and support this site will continue to be lost to the damaging Solent storms.

Planned initiatives based on the site include a TV programme as part of the 'Wreck Detectives' series for Channel 4. Also an NAS part III course on 'Concretion Opening' will take place in October, this will give participants the chance to work with material from the site while learning about finds cataloguing and databasing.

The HWTMA appreciate the chance to work with the 308 SAA branch, they have visited, surveyed, overseen and protected the site for 25 years. Their dedication and commitment was recognised this year when they were awarded the SAA award for Conservation. We extend our congratulations to the team and hope to continue supporting their efforts for the considerable future.



Artefacts from the wreck of warship *Hazardous* (HMS Hazardous Project)

The Chichester Harbour Project

Chichester Harbour has a long maritime history, this is evident through the many archaeological sites around its shores. These date from the earliest periods in human history with Palaeolithic remains right through to more modern times. A decisive factor in the settlement of the area is, of course, the harbour, it provides natural resources as well as routes for water transport.

In Chichester Harbour the archaeological resource is being investigated on two levels. First, fixed or occupation sites both inundated or along the current shoreline. These are integral to the landscape containing both cultural material and evidence of geomorphological change brought about by natural

and human activity. Secondly, shipwrecks; lost or abandoned vessels demonstrate many levels of information such as local trade, social links and evidence of technical ability. Their contents can provide insights into everyday life both onboard the vessel and as a reflection of terrestrial activities.

Hulk surveys, a side scan sonar survey and an auger survey have been conducted in the harbour. The results are currently being collated and the final report with the results is near completion. Our thanks are extended to all our volunteer helpers, to the Chichester Harbour Conservancy and to the School of Ocean Earth Sciences.



Hulk recording in Fishbourne Channel, Chichester Harbour

Titchfield Canal

Members of the Titchfield Local History Society kindly gave HWTMA staff and members a guided walk along the abandoned Titchfield canal. This fascinating waterway was constructed when the Meon river silted up curtailing boat traffic. The canal stretches from Titchfield village to Titchfield Haven on the Solent, where a sea lock once maintained water levels. Parts of the lock structure can still be seen and with it an excellent interpretation board detailing its original condition and function. Past this point the canal narrows to an overgrown stream, along route are several bridges which were presumably constructed after the canal fell into disuse.

The canal towpath now provides an interesting and very pleasant walk, thoroughly recommended for those interested in waterways and birdwatchers as the adjacent nature reserve is home to many species.

The Titchfield History Society are keen to learn more about the canal and are conducting research. Chris Ellis, a masters student from Southampton University, is also investigating the canal as a dissertation subject.

The HWTMA gain support from The Local Heritage Initiative

The Maritime Heritage Exhibition at Fort Victoria has long been a great asset to the HWTMA. Its growing development over the last 10 years has reflected the HWTMA's increasing fieldwork activities. Many new discoveries have recently been made in the Solent enhancing our understanding of the past. It was therefore felt the time was right to collate this information and disseminate it through a programme based at the exhibition. To this end a proposal was put forward and accepted by the Local Heritage Initiative for support in the development of an educational resource pack which will be integrated into the display at the Heritage Centre.

The HWTMA is to work closely with the Isle of Wight County Archaeological Service in the project and intends to facilitate talks and activity days in the grounds of Fort Victoria. Interaction is being promoted with the local community, schools and with the Young Archaeology Club.

20-21 July: National Archaeology Days at Fort Victoria

In accordance with the HWTMA's aspirations to disseminate maritime archaeology as broadly as possible and in a way that is receptive and fun, a series of tasks were organised on the Council for British archaeology, National Archaeology Days in the Grounds of Fort Victoria and the Maritime Heritage Centre.

Ingenious tasks and worksheets were devised by Chris Preece and Paola Palma, with the aim of



Participants indulging in the National Archaeology Days

making the 'maritime archaeological experience' accessible to those who do not dive. Events included simulated underwater navigation, excavation, planning frame use, object identification, drawing and dating, as well as a Fun-Trail organised inside the Museum. Participants included members of the Island's Young Archaeologists Club, local residents and visitors to the Island.

A big thank you to all those who helped make the event a success. In particular Paul and Nick Blake, managers of the Heritage Exhibition, Anita Matheson the Fort Victoria Ranger and Ruth Waller, Isle of Wight County Archaeologist.

Friends of the Trust

Over the past year the 'Friends of the Trust' Group has continued to grow in numbers and strength. Many of our fieldwork days and projects have been attended by Friends. Particularly successful were fieldwalking on the River Hamble over the Easter weekend and this years 'SolMAP' project.

A number of improvements have been made to Friends benefits with the production of a 'Friends

Bulletin', which has received a good welcome. With further activities planned for the coming season and a chance to get involved with the developments at Fort Victoria, we hope to see more of our Friends on our research days, inter-tidal and sub-tidal fieldwork.

Caught on Camera

It's been a bumper year for media coverage with interest from a range of local and national TV crews. This all important coverage benefits the HWTMA by raising our profile and also that of the submerged cultural heritage of the region.

Look out for the HWTMA in:

- 'Talking Landscapes', BBC2, spring 2003. The Long Island logboat and Bouldnor Cliff projects are featured.
- 'Past Finders', Meridian, six part series, Sept/Oct 2002. The logboat project is again featured, and also Arthur Mack Langstone fisherman and long time HWTMA member.
- 'Wreck Detectives', Channel 4, spring 2003. The *Pomone* and the Alum Bay excavation feature, as does the *Hazardous* project and



A pre-dive briefing for RDF presenters and HWTMA Director in Alum Bay

the Mingary Castle wreck in which the HWTMA had an input. All three are the subject of 60 minute programmes.

Did you catch...?

- Meridian in June 2002 - featuring the HWTMA diving team at the English Heritage Launch of their 'Taking to the Water' document.
- BBC South Today in August 2002 - the Long Island logboat and associated archaeological remains were the subject of a 'Southern Ways' slot.

While working with TV crews places considerable demands on staff time, it does serve to widen our audience. With the prospect of more archaeology programmes featuring in the schedules, next year we may be even busier!



Talking Landscapes presenter, Aubrey Manning, examines peat deposit with Rob Scaife

10th Annual Public Lecture - Historic Wreck Sites of the Solent

It was fitting that in our tenth year the annual public lecture concentrated on 'Historic Wrecks of the Solent'. Mr John Bingeman treated the audience of around 100 people to a fascinating talk on the seven protected wreck sites, in particular the *Pomone* and the *Invincible*.

The impressive slide presentation began with the *Pomone*, detailing the history of the vessel and the investigation of the site. This was followed by the Yarmouth Roads 16th century Spanish shipwreck, the important 15th century *Grace Dieu*, and the 17th century warship *Hazardous*. After this gallop through

the centuries we came to the more modern wreck of the A1 submarine before turning back to the 18th century and the *Invincible*.

The final section of the talk outlined John's work on *Invincible*, including the loss, discovery and the subsequent excavation of the vessel. In addition to revealing the ship's structure this work uncovered a myriad of significant artefacts illuminating the human aspect of life aboard ship in the 18th century.

The full text of the lecture is available on our website: www.soc.soton.ac.uk/HWTMA

Spreading the Word

2001/2002 has been another busy year for disseminating information via conferences, lectures and seminars. In addition to our Annual Lecture, AGM lecture series, Nautical Archaeological Society Conference, the Hampshire Field Club Conference and Oceanography International where the HWTMA mobile exhibition stand was displayed, talks on our activities were presented at the following: the Botley & Curdrige Local History Society, Bursledon Rights of Way Group, Titchfield History Society, Island Sailing Club, Environment Agency, Lymington Royal Yacht Club, DEGUWA Conference Germany, Roman Pottery Study Group and the National Archaeology Day at Fort Victoria.

Further talks of a more specific nature were given at a Hamble Estuary Management Plan topic group meeting, the IFA Maritime Affairs Group, Oxford University Maritime Archaeology Conference and course, the English Heritage Launch of their policy document 'Taking to the Water', a Department of Culture Media and Sport Advisory Committee meeting, the Institute of Field Archaeologist conference From Cliff Top to Seabed and the International Conference of Instability Planning and Management.

The HWTMA continues to be represented at meetings of the Standing Conference on Problems Associated with the Coastline, the Solent Forum, the Institute of Field Archaeology Marine Affairs Group, the Joint Nautical Archaeology Policy Committee, the Executive Committee of the Nautical Archaeology Society and the Underwater Science Group of the Society for Underwater Technology, Hamble Harbour Advisory Committee, the Poole Harbour Heritage Project Limited Steering Committee & the Solent European Marine Sites Strategic Advisory Group.

Education is an area the HWTMA actively supports. This year we have taken on a second placement following the success of last years students from Exeter and Bournemouth Universities. Many thanks to David Harrison and Gavin Stone for their research and a thank you must also go to students Sarah Holland, Julian Jansen van Rensburg and Yannis Nakas from Southampton University.

The Trust's website (www.soc.soton.ac.uk/HWTMA) is regularly updated with information on fieldwork, projects, events and other HWTMA activities.

Publications

- Annual Report
- 2002 Newsletter
- 'A Decade of Diving, Delving and Disseminating: The Hampshire & Wight Trust for Maritime Archaeology 1991-2001' HWTMA Oct 2001
- 'Archaeology in a Drowned Landscape' In 'Instability, Planning & Management', McInnes & Jakeways (eds), Thomas Telford, London
- British Archaeology Magazine, No 64 April 2002
- Solent News, Issue 9
- NAS Newsletter

- CBA Wessex Newsletter
- From Cliff Top to Seabed, IFA Conference Session Review, The Archaeologist, No 44, Spring 2002

Contributions to:

- 'Draft Hamble Estuary Management Plan'

Other coverage:

- The Guardian, Isle of Wight County Press, Portsmouth News, Chichester Observer, Western Daily Press
- Book Review of A Decade of Diving, Delving & Disseminating in 'The Archaeologist', No 45, Summer 2002

Dates for your Diary

2002 Annual Public Lecture

The HWTMA's 11th annual public lecture will be given by Dr David Tomalin & Mr Robin McInnes. Entitled 'Our Eroding Heritage - a lesson from LIFE, the lecture will be given on Thursday 28 November at 7pm, Medina Theatre, Newport, Isle of Wight. Admission Free. All Welcome.

NAS Annual Conference 2002

Saturday 23 November, New Theatre Royal, Portsmouth. Speakers & talks include: P Palma - Moss Project, M Dean - acoustic sensing, RDF Media, M Edwards - Welsh maritime archaeology, G Finlayson - Gibraltar, O Olwen - managing submerged heritage in Scapa Flow.

T: 023 9281 8419 • E: nas@nasportsmouth.org.uk

The Trust gratefully acknowledges the generous support of the following:

September 2001 - September 2002

Grants and Donations

Hampshire County Council • Isle of Wight Council
Department for Culture, Media and Sport • English Heritage
National Monuments Record • The Crown Estate
Southampton City Council • Wightlink Limited
Standing Conference of Problems Associated with the Coastline
British American Tobacco Company plc • Ernst and Young
George Jenkins Limited • Blacks • George Gale & Co Limited
Oakmoor Trust • PADI Project Aware • Royal Bank of Scotland
Robert Kiln Charitable Trust • John Coates Charitable Trust • Sammermar Trust
Herapath Shenton Trust • Daisie Rich Trust • Hilton Cheek Trust
Sir Charles Tidbury DL • Mr DEJ Guy MBE JP DL • A&P Group Limited
Solent Protection Society • The Manifold Trust • Macfarlanes
Esmee Fairbairn Charitable Trust • Mr M Aiken • Wightlink (Guernsey) Ltd

Assistance in Kind and Services

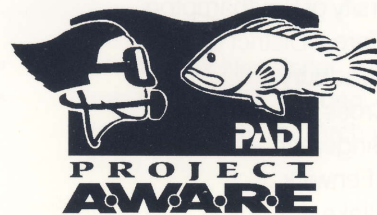
Hampshire County Council	Isle of Wight Council
University of Southampton	Southampton Oceanography Centre
New Forest District Council	Keyhaven Sea Scouts
Mr A Bradbury	Mr N Nayling
Mr J Cross	Mr A Mack
Mr J Bingeman	Hamble Harbour Authority
Mrs V Fenwick	Dr D Tomalin
Mr P Blake	Mr N Blake
Mr M Woodward	Mr D Harrison
Mr G Herlihy	Mr J Madin
Yeoman Group plc	308 SAA
Gavin Stone	Marine Conservation Society
Hampshire & Wight Wildlife Trust	RDF Media
Dr D McElvogue	Dr J Dix
Dr R Scaife	Mr P Simpson
Mr S Campbell-Curtis	Mr A Harvey
Mr M Newman	Mr Clifton
Chichester Harbour Conservancy	Keyhaven River Warden

And a big thank you to all our volunteers whose help and support have enabled us to achieve the project results that have been outlined in this report.

Company Limited by Guarantee
Registered in England - Number 2394244
Registered Office - County Hall, Newport, Isle of Wight
Charity Registration Number 900025
Bankers: Lloyds TSB Bank Plc, 49 High Street, Winchester
Auditors: Harrison Black, Pyle House, 136 & 137 Pyle Street, Newport, Isle of Wight

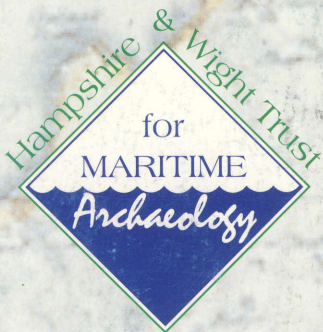


Hampshire County Council



Local Heritage *initiative*





**The Hampshire and Wight Trust
for Maritime Archaeology**

Room W1/95
Southampton Oceanography Centre
Empress Dock, Southampton
Hampshire SO14 3ZH

Telephone: 023 8059 3290

Fax: 023 8059 3052

email: hwtma@mail.soc.soton.ac.uk
website: www.soc.soton.ac.uk/HWTMA

Registered Charity Number: 900025