

SEARCH



ANNUAL REPORT 1998/99



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FOREWORD

Building on the successes of 1998, Trust activities have covered a wide spectrum of research and educational projects during the past year.

SOLMAP 99 proved as popular and worthwhile as SOLMAP 98 with a total of 34 volunteers, under the direction of Trust Archaeological Officer Garry Momber, diving on both wreck and non wreck sites in the Western Solent with 'base camp' once again being set up at Hurst Castle. Work has also been carried out on other sites, including Bucklers Hard, the Itchen River, Portsmouth Harbour, areas of the Eastern Solent, the *Hazardous* Protected Wreck site and selected wreck sites south of the Isle of Wight.

A major 'first' on the educational front was achieved when the Trust was asked by New College, University of Southampton, to run a course on 'The Maritime Heritage of Wessex', as part of its Summer Academy programme. An initial estimate of 12 takers grew to 28 mature students taking the week long course. The course was a great success and an ideal medium through which to 'spread the word' on our rich regional maritime heritage.

In March 1999, the Trust was asked to comment on an important English Heritage and RCHME discussion paper entitled 'Towards a Policy for Marine Archaeology'. The Trust considered this paper to be forward looking and sensible, and strongly endorsed the need for a strategic approach to marine archaeology, but at the same time felt that action at a regional level would also be required to put many of the provisional policies, outlined in the paper, into practice.

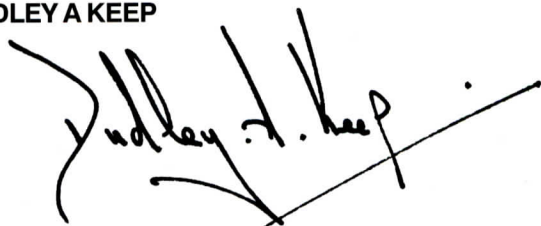
With grants from the Rural Development Programme and Isle of Wight based trusts, a major refurbishment of the Fort Victoria Maritime Heritage Exhibition was completed during last winter. This has resulted in a much improved visitor experience and visitor throughput.

Last autumn we were much saddened to learn of the death of Eric Hibberd. Eric had been a founder member, past Vice-Chairman and Chairman of the Trust and in all these roles made an enormous contribution. A fuller tribute appears later in this report.

In October we welcomed Mrs Solange Emery-Wallis, Commander John Bingeman and Councillor David Giles, Portsmouth City Council, to the Management Committee. Alison Gale will be standing down from the Committee this year. Alison has been deeply involved with the Trust since its launch and her active support for many of its key projects has been greatly appreciated.

Finally, I thank once again the Department for Culture, Media and Sport, Hampshire County Council, the Isle of Wight Council, West Sussex County Council, Southampton and Portsmouth City Councils for their continuing support over the past twelve months. We are also most grateful for the sponsorship and assistance in kind of those companies, organisations, grant making Trusts and individuals listed in this report.

DUDLEY A KEEP

A handwritten signature in black ink, appearing to read 'Dudley A. Keep', written over a horizontal line.

CHAIRMAN

September 1999

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

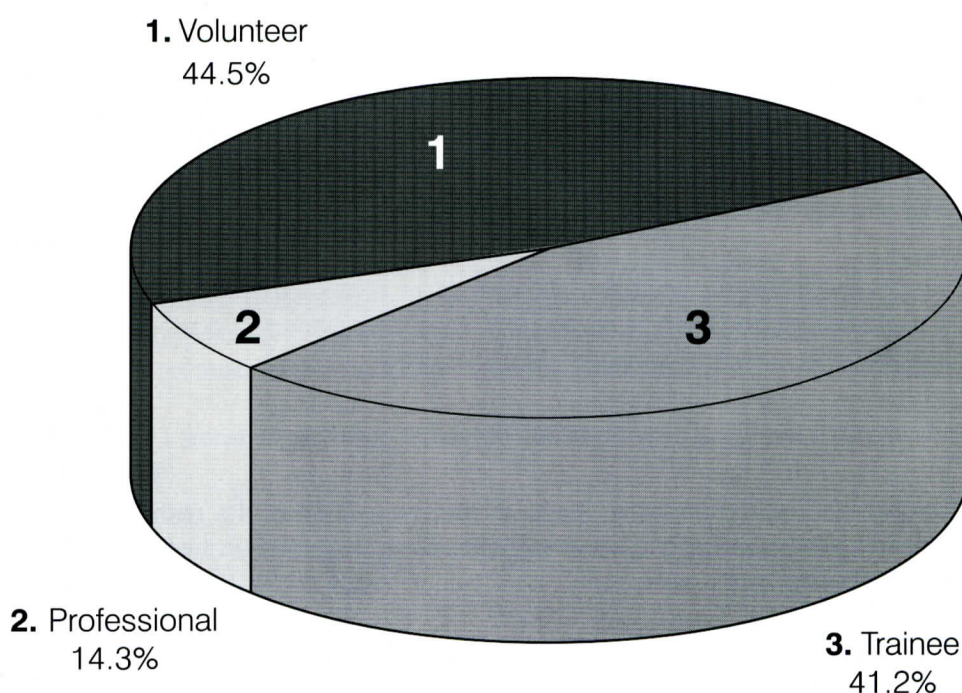
The Trust will:

- 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.

SUMMARY OF PRINCIPAL ACTIVITIES OCTOBER 1998-SEPTEMBER 1999

DIVING AND NON-DIVING FIELDWORK	57
MEETINGS, LECTURES & CONFERENCE DAYS	109
TOTAL	166
NUMBER OF PEOPLE INVOLVED WITH FIELDWORK	102
Professional dive times (minutes)	3876
Volunteer dive times (minutes)	12085
Trainee dive times (minutes)	11210
TOTAL MINUTES UNDERWATER	27171

Ratio of Professional to Volunteer and Trainee Dive Times



The Solent Marine Archaeological Project 1999

(SolMAP 99)

The waters of the western Solent have long been a focus of maritime trade and naval activity. It is an area of many hidden dangers. These include sunken ledges, submerged gravel banks and the promontories of the Needles and Hurst Spit. Not surprisingly many vessels have been claimed by these hazards and lost to the sea. Some of these wrecks are known through historical accounts and we have found a few more by chance, but there are undoubtedly many still buried beneath the silts and yet to be discovered. In addition to the ship losses, the western Solent covers the remains of an ancient landscape inundated following the end of the last Ice Age, and the shelter afforded by the Isle of Wight proffers a high potential for preservation.

During the past two years the Solent marine archaeological projects have focused attention on the western end of the Solent. The main archaeological objectives were to investigate areas of submerged forest off both Hampshire and the Isle of Wight, complete the survey of the wreck in Alum Bay and to continue monitoring the Needles Protected Wreck Site. Over and above this, however, there was a broader aim to involve sport divers and students on marine archaeological projects. By encouraging more people to participate it is hoped to nurture a greater awareness of the underwater heritage within the diving community. The projects also provide a platform for divers to improve on skills learnt during courses run by the Nautical Archaeology Society. Armed with this experience these divers would then have the ability to independently survey and record wrecks around our shores before they are lost, thus, helping to quantify the National Maritime Record.

The first SolMAP 99 fieldschool was held between 22 and 24 June 1999 when a team of professional divers and five students from the University College London (UCL) conducted swim-over surveys along the north west of the Solent and continued the survey of the Alum Bay wreck site. Useful information was gathered during this week which helped delineate

priorities for the main period of activity which took place between the 17 and 25 July in Hurst Castle.

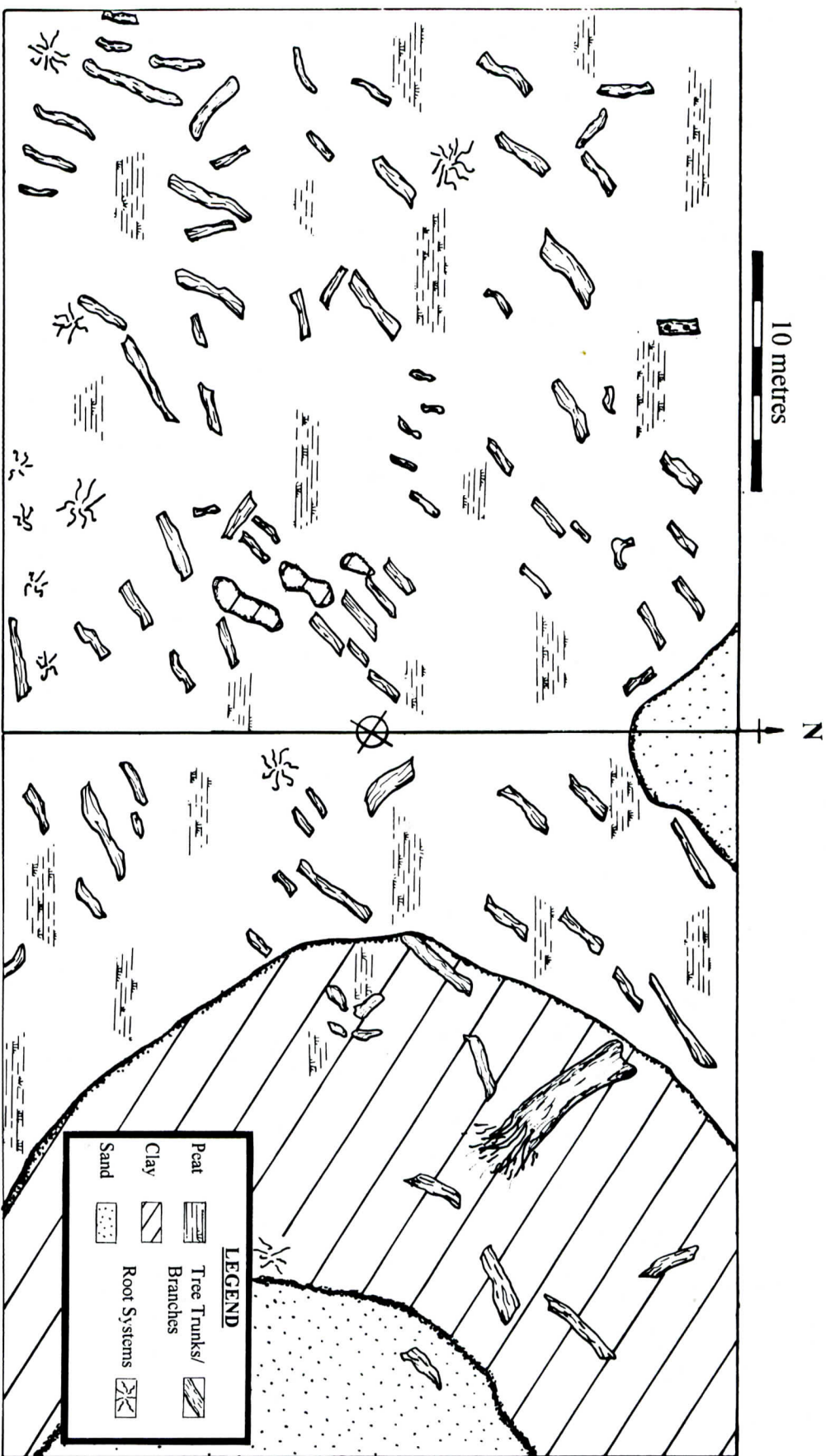
1999 was the second year permission was granted by Hurst Castle Services for the Trust to use the east wing of Hurst Castle as a base. The castle was used to store boats, to accommodate groups of divers and facilitate the operation, being ideally placed near the dive sites. In return for its use, the SolMAP participants promised to keep a good look out for the ghost in the haunted castle keep. The only pitfalls were the lack of fresh water and the loss of power once the castle was closed to the public in the evening. Fortunately, Keyhaven Yacht Club kindly offered their facilities and membership to all who participated in the nine day project.

34 volunteer and professional divers took part in the fieldwork at Hurst Castle which included many returnees from the 1998 team. These were the London Maritime Archaeology Group (LOMAG), the Tewksbury Underwater Group (TUG) and a boat from the Halesowen Underwater Group (HUG). They were able to use their experience to oversee the less seasoned which included students from the University of Southampton, the University of Bristol and UCL. The mixed ability groups were then allotted tasks at one of the sites being investigated, the results of which are outlined below.

SolMAP 99 concluded with a public exhibition, and a display of the results collated over the past two years. This was run in conjunction with the Young Archaeologist's Club on the National Archaeology Days of 24 and 25 July. It was the only maritime archaeological site to take part, attracting over 250 visitors.

Many thanks are extended to Hurst Castle Services for hosting the project, for the support of the New Forest District Council and for the facilities provided by Keyhaven Yacht Club, the Keyhaven Sea Scouts, Marine Cafe, Milford and Edgars Farm, Keyhaven.

Garry Momber



Survey of submerged forest east of Keyhaven Marshes by students from the University of Bristol, the University of Southampton and University College London.

Illustration by Garry Momber

Recording the Wreck in Alum Bay

Following on from the work undertaken last year, a complete scale drawing of the structure in Alum Bay has now been finalised.

Recording the site to scale had been started by students from University College London (UCL) using metre square planning frames and was continued during the SolMAP week in 1998. Over a long weekend in January, three volunteers from the London Maritime Archaeology Group (LOMAG) attempted to marry the scaled drawings together but problems were encountered when fixing them relative to their surveyed positions. At this point it was decided that a fresh survey of the site datums should be conducted to underpin the drawn plan.

Work began during the UCL student week and was extensively progressed over a number of weekends by LOMAG in the early part of the summer and during SolMAP 99. This involved the movement of some of the control points: the addition of two more control points: the re-measuring of the control network: the measuring in of wreck datums points to the control network and the drawing of about three quarters of the site using metre square planning frames.

The measurements were entered into a survey programme, 'Site Surveyor', that had been loaned to the Trust by Pete Holt of 3H Consulting for the purpose. Co-ordinates from the programme were plotted onto graph paper initially by hand and ultimately by transfer of the information to "AutoCAD". Once the position of the wreck datums points had been fixed in this way, the planned squares could be positioned relatively accurately, aligning the datum points on the drawings to the datum points on the plot. The completed trace measures approximately 1 metre by 2 metres and is shown greatly reduced in the illustration. The drawing is to a scale of 1:10.

This year, the time spent completing this drawing has been considerable, involving a total of 1776 minutes drawing underwater, 2409 minutes measuring underwater and 11 man (woman) days drawing and data processing on land.

The scale drawing represents an accurate picture of the surface of the site now. This will be used to monitor damage to the site. During the drawing

period at least one area had to be redrawn due to sections being moved and damaged by dragging anchors. The drawing will also be used to extrapolate structural information that may help to identify the ship. Volunteers from LOMAG have also undertaken research at the National Maritime Museum and the Public Records Office.

The Trust is very grateful to Peter Holt of 3H Consulting for the loan of the programme B 'Site Surveyor'.

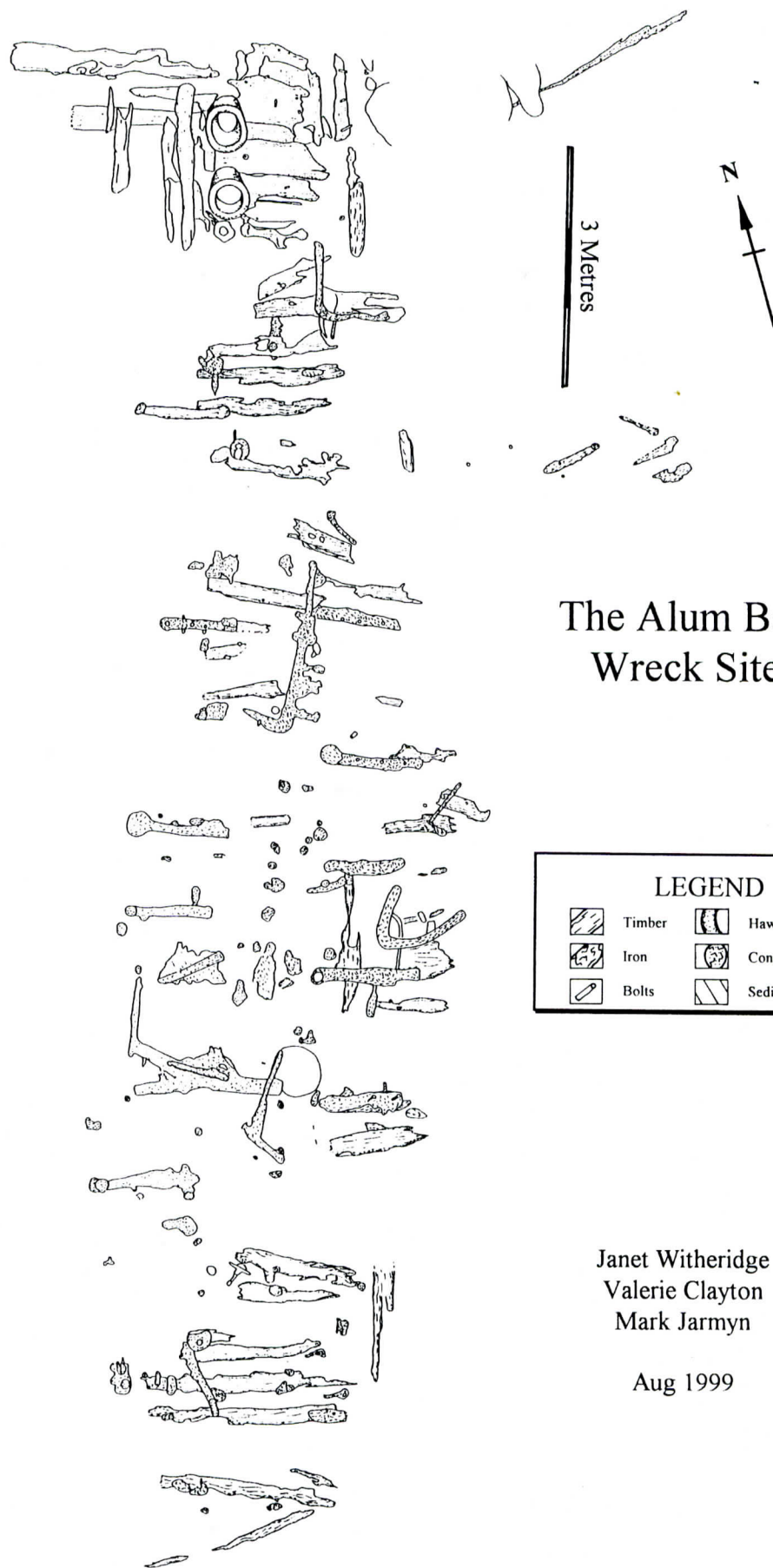
Janet Witheridge

Underwater Work North of Bouldnor Cliff

During a search for the source of Roman ceramics along the foot of a submerged cliff in 1985, large linear timbers were spotted. They appeared to lie parallel and perpendicular to the cliff face. Initially it was believed to be a man made structure, possibly a wooden slipway, but on closer inspection root systems and branches could be seen in a peat seabed. This strange formation of tree trunks was first identified by John Cross, of Coastal Research, Southampton Oceanography Centre, as part of the Maritime Heritage Project based at Port La Salle in 1985.

Following the discovery, further surveys were instigated by the Project Director, Dr D Tomalin. A number of underwater profiles were drawn with markers positioned to monitor erosion and a sample of timber was recovered which was dated to over 8,000 years old. The results have not been fully assessed however, as the project was brought terminated in 1989 due to lack of funding. Since that time, activity along this stretch of coast has been negligible until it was chosen for study as part of the LIFE 2 Project (see below). Here a core sampling strategy was put in place. While collecting cores, it was noted that a large expanse of peat and associated timber lay nearby. Tree stumps were evident as were many branches and tree trunks.

The remains of the submerged landscape forms a platform along the foot of the cliff which runs over a kilometre in length and varies from a few metres to over 20m wide. The platform is between 9m and 10m below Ordnance Datum, consisting of peat inlaid with timber of various sizes including tree stumps with associated root systems reaching into



Janet Witheridge
Valerie Clayton
Mark Jarmyn

Aug 1999

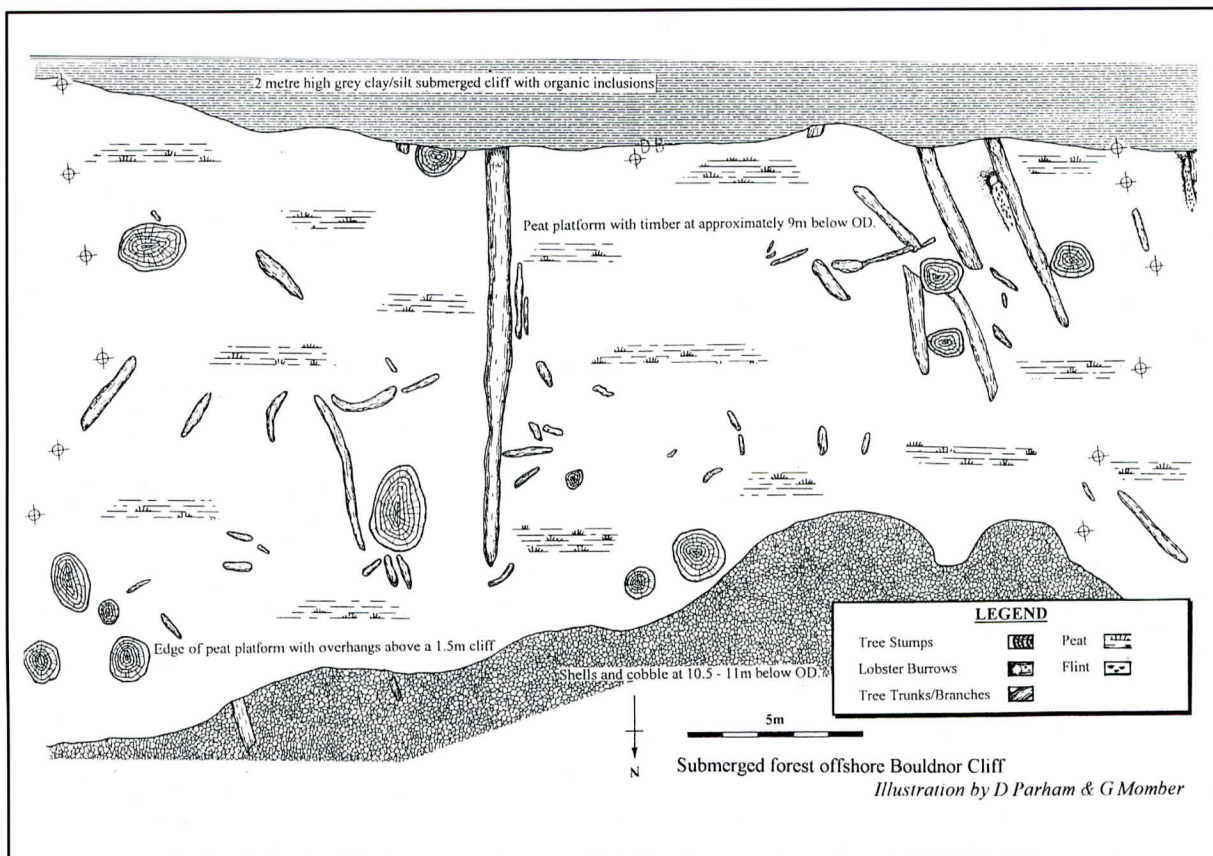
the clay below. It lies a few hundred metres offshore from Bouldnor Cliff north east of Yarmouth where the submerged cliffs and terracing appear to mirror the slumping seen along the coast. At the foot of the submerged cliff, tree trunks emerged from the base of the clay cliff along the south of the platform with their full diameter intact, including bark. These could then be seen extending up to 12m away from the cliff. To gather more baseline information and attempt to quantify these observations, a survey of the peat platform was conducted during SolMAP 99. The aim was to record the extent of the timber and any features which might suggest human occupation.

An area 30m long running east west was surveyed using the corridor search technique. The resultant plan can be seen below. From the results it was clear that timber degradation increased with distance from the clay cliff. Along the northern edge of the platform, scour around tree stumps was undercutting the peat leaving an overhanging cliff up to 1.5m high from which sections were breaking and falling into the main channel. To the east and

west of the stumps, embayments could be seen where much of the peat had been lost. All this evidence suggests active erosion but more information is needed to determine how much and how fast.

Knowledge of the pace and scale of erosion is important if we wish to learn anything from this submerged landscape before it is completely gone. This has become particularly pertinent with the discovery of worked flints along the south of the site. These were found at the mouth of a lobster burrow by Roy Harold and Sophia Exelby during a corridor search. It appeared that the flints had been excavated from the peat by the lobster. To be sure, two 200mm deep by 70mm wide cores were taken from the peat near the burrow. Both cores contained small amounts of flint, one piece being worked. It would appear, therefore, that flint is lying in situ within the peat. Further work in the form of excavations or cores is still required to reaffirm the conclusions drawn so far, to determine the extent of the site and to ascertain the threat from erosion.

Garry Momber



Survey off Hawkers Lake and Pitts Deep

Examination of historical charts from the past 200 years indicates large recession of the mud flats between Pitts Deep and Hurst Castle. Comparison of modern Admiralty charts with the Murdoch Mackenzie chart of 1781 suggests that about half the salt marsh has been lost. As the mud flats have eroded away, areas of peat and submerged forest have been seen at the lowest tides and, more recently a large number of Stone Age flint tools have been dragged up by oyster fishermen. It appears that the mud flats are being washed from the top of an ancient drowned landscape which contain the remains of human occupation.

As part of SolMAP 99, drift dives were conducted at selected sites to assess the extent and preservation of this submerged deposit. During May and June a number of drift diving surveys were conducted parallel to the coastline off Pitts Deep and Tanners Hard where large areas of peat deposits inlaid with timber were recorded. The surveys revealed an extensive bed of peat at about 1m below chart datum. These were intersected with channels exposing the clay beneath. The seaward extremities of the peat were terminated by a small cliff of about half a metre. Here, active erosion was clearly visible where large clumps of freshly broken peat could be seen on the lower clay seabed.

In June, a team from our base at Hurst Castle were tasked to continue surveys to the east of Keyhaven Marshes using the same method as used off Pitts Deep. The searches identified large areas of submerged forest, particularly off Hawkers Lake where timber had been discovered previously during SolMAP 98. To gain more detailed information, a 60m by 30m grid was laid out on the seabed by volunteers and surveyed. The survey showed dense concentrations of timber in the peat and demonstrated its relationship to the surrounding sediments in what was felt to be a representative area of the sea floor in this locality.

When the survey was finished a core was taken through the peat from the central datum. The site was positioned by Matt Hosey from the New Forest District Council with an RTK Differential GPS.

Garry Momber

LIFE: Coastal Change, Climate and Instability

Human occupation along our study area has been widespread since the Upper Palaeolithic over 10,000 years ago. As today, occupation patterns would have focused on the coastal zone where conditions are most favourable for habitation. During the rise in sea level following the end of the Ice Age, these sites would have been lost to the sea or buried and sealed beneath silts. It is these deposits and the archaeological material therein that are being interrogated to address Task 1 of the European Commission LIFE Project: *To demonstrate the value of archaeological evidence to predict the nature, scale and pace of coastal change.*

A main area of investigation has been along a submerged cliff north east of Yarmouth on the Isle of Wight referred to as Bouldnor Cliff (See above). Working closely with Dr Justin Dix, School of Ocean and Earth Science, University of Southampton, remote sensing and geophysical surveys were conducted along the cliff. An area was then selected for detailed analysis underwater. The method employed was coring, where cores have been taken from a complete cross section of the cliff face. The silts and peats in the cores are now being analysed by Dr Robert Scaife for evidence of pollen, insects and diatoms which act as environmental indicators. Organic material from the samples will be dated by the Carbon 14 method and an accurate depth will be calculated. This will give climatic and environmental information from different times in the past when sea level was lower. It will also tell us about relative sea levels over time which will aid interpretation of the coast's evolution.

Alongside the fieldwork, the Trust is undertaking an assessment of archaeological sites along the shoreline in the Solent region. An inventory is being compiled from which the sites will be ranked in relation to their cultural amenity, fragility and significance as indicators of coastal change. The ranking system is based on a model devised by Dr David Tomalin and will also be used by our European partners.

The project is being run in collaboration with the Isle of Wight Council, the University of Southampton, the University of Bordeaux, the National Research Council Italy, BRGM France and the Discovery Programme, Ireland.

Garry Momber

Itchen River Project

The River Itchen has formed a major waterway for almost two millennia with major settlements being developed along its shorelines since Roman times. Today, commercial use of the waterway is in decline but a legacy of this past can be seen in the many redundant vessels that now litter the inter-tidal mud flats.

The Itchen River Project was set up to identify and assess the remaining maritime heritage within the Itchen before it is lost. The first phase has been to carry out a documentary survey of the remaining hulks left within the inter and sub tidal zones of the Itchen. This has involved consulting a number of archives and charts and aerial photographs of the river ranging in date from 1698 to 1985. Whilst the older charts do not supply direct evidence of the wrecking / abandonment of vessels on the Itchen's foreshore they do provide substantial indirect evidence for its possibility.

Until the middle of the nineteenth century much of the banks of the Itchen was occupied not with habitation and industry but with agriculture and occasional other use. The Itchen itself was made navigable as far as Winchester following an Authorizing Act in 1666 and just as today, it is possible and quite probable that watercraft were abandoned along the edges of this waterway. The area around Northam Bridge has a particularly high potential because of the proximity of shipyards that may have hulked vessels to reuse components from them. Whilst this survey has produced no physical evidence of this, it has demonstrated that much of the rivers foreshore is covered in relatively modern debris that may well mask older remains.

The survey has revealed the remains of 44 different vessels that have been present on the foreshore for part or all of the time since the earliest recorded in 1928. The earliest evidence that we have of craft on the river are a small group of aerial photographs taken that year which contain only three views of the Itchen. This revealed two hulks on the shore south of Northam Bridge, an iron and a wooden barge. The riveted iron barge is possibly of mid to late nineteenth century date and the wooden hulled vessel that is now broken up, can be seen to be a barge in 1928. She has the remains of coal dust between her frames and may have been associated with the coal wharf across the river. Her construction

is typical of shipbuilding of the last century, making her possibly the oldest vessel located above the mud so far.

The 1945 series of aerial photographs show a further 4 hulks present in the river. It is not known if these are of a direct result of wartime action or not. However local oral history gives one as being a barrage balloon vessel sunk during a bombing raid. Unfortunately one of these was cleared for development whilst this work was being undertaken.

The 1970 port survey shows 23 hulks present in the Itchen, compared to the 7 present in 1945. The massive increase in numbers can only be explained by a substantial change in the way the port was operated and it was during this time that the traditional port was in decline. At least one company in Southampton was fully employed breaking up barges on the western shore of Southampton Water during this period.

Investigations have shown that the Itchen holds a selection of craft which include barges, hopper barges, tenders, ferries and pleasure craft. Without carrying out a study of the vessels once operating in the port it is not possible to say if the remains are a representative cross section of those once in use, but they do provide the last remaining examples of those used in the port prior to the modernisation of the ports operating system.

David Parham

Cobden Bridge Hulk Survey Report

During January 1999 the dismantling of a hulk located north-west of Cobden Bridge at St. Denys on the River Itchen was brought to the attention of the Trust by Dr Andrew Russel of Southampton City Heritage. The hulk's stern had been cleared of overburden and was due to be removed prior to development. Following negotiations between Dr Russel and the developer work was postponed for two weeks to allow a survey to be conducted of the cleared section. Recording was carried out by the Trust utilising a team of students from the University of Southampton, NAS Volunteers and Trust staff. The site is only accessible at low water and hence three days were required to complete the operation. Work was carried out with the kind permission of the site's owners.



The Block Mills, Portsmouth Dockyard

Built in 1802, the building housed the block making machinery designed by Marc Isambard Brunel. It has been described as the world's first production factory.

(Frank Green)

Fort Victoria Maritime Heritage Exhibition

The new internal entrance to the exhibition housed in part of the Palmerston fort, near Yarmouth on the Isle of Wight.

(Garry Momber)



Itchen River Project

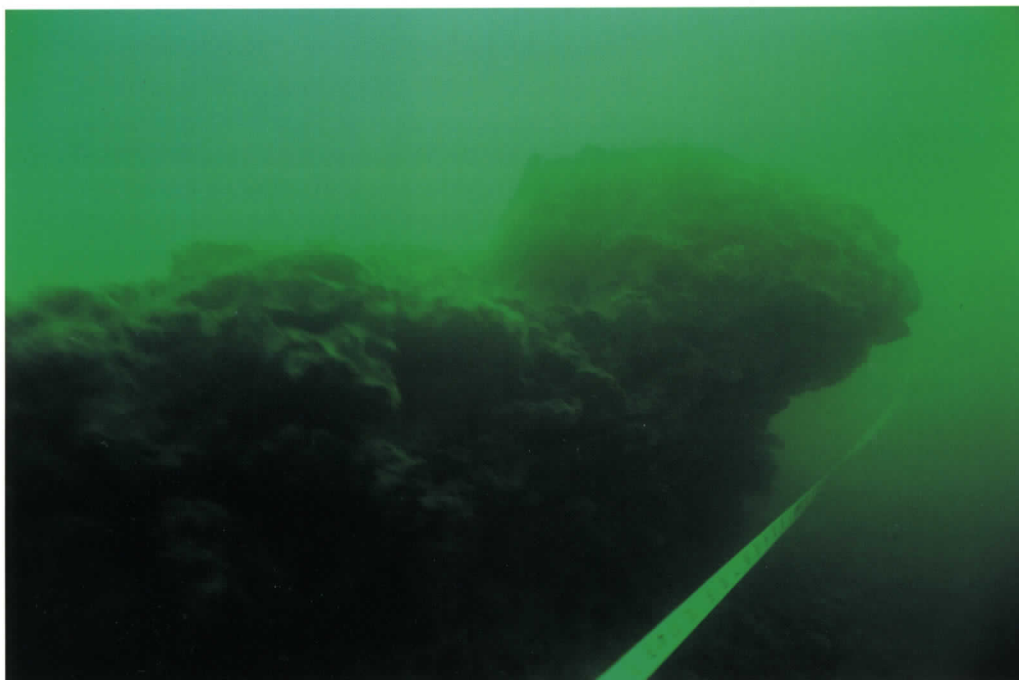
Surveying possible Roman river site opposite Bitterne.

(Garry Momber)

Itchen River Project

Emergency survey of hulk prior to its destruction, near Cobden Bridge.

(Garry Momber)



Bouldnor Cliff

Prehistoric tree stump eroding from underwater cliff.

(Garry Momber)

Solmap 99

Preparing to dive at Hurst Spit.

(Garry Momber)



When the team arrived on site the stern had already been cleared of the majority of its overburden and cut from the rest of the vessel. It was cleaned and recorded as above.

The barge is approximately 29.29 metres long with bow and stern visible and partially complete. Most of the port side is visible but the majority of the starboard side was covered by the river bank. The upper parts of the vessel had been removed/decayed in the past and the hull consisted of its entire length and rudder for the lower, on average, 10 strakes. The top eight strakes appeared to be narrower and of a rougher finish, than the lower strakes which were wider and of a much smoother finish. Several of the strakes were missing or sprung.

Each frame consists of two grown parallel timbers of oak, fastened with iron bolts. The stern appears quite wide, probably to accommodate the engine & twin propeller shafts, the mounts for the glands for which are still present. Concrete had been poured into the stern between the lower frames, possibly as ballast.

The hulk proved to be fairly symmetrical, despite warping of the wood and inconsistent removal or loss of strakes from both the port and starboard sides. Frames had not been sawn off to the same level as the strakes, or to each other. They extended up above the strakes in most cases and were of uneven heights. No deck structure, mast or mooring gear was evident.

First seen on the 1945 series of aerial photographs, in a decayed state, it may be that this vessel dates back as far as the late 19th/early 20th Century. The engine mounting and propeller shaft fittings appear to be an addition to the hull rather than an original fitting

Unfortunately at the last moment the developer decided that the entire vessel should be dismantled and this was carried out and the timbers burnt before any record could be made. The Trust however was able to instigate salvage of a small section of the lower stern and, with the aid of Southampton City Archaeological Unit and Itchen Marine, have it transported to the Centre for Maritime Archaeology at the University of Southampton where it is to be used in the training of archaeological students.

Olivia Chalwin

Studies of the possible Roman Riverfront Facilities at St. Deny's

In addition to the Itchen hulk survey the 1999 season included an analysis of a distribution of upstanding posts, seemingly in alignment, located in the intertidal zone of the river between Bitterne Manor and St. Deny's. First identified in 1997 these piles have been the subject of an ongoing Community Archaeology Project initiated by the Southampton City Council Archaeology Unit in collaboration with the Trust.

The site's proximity to the Roman settlement of Clausentum (on the site of the present day Bitterne Manor House) meant that from the initial discovery local archaeologists hoped the feature may have dated to the Roman period of occupation from the first to fifth century AD. The 1998 season saw a basic EDM survey and the radiocarbon date of an oak post to AD 15-319. The aims of the 1999 survey were to firstly determine the spatial limits of the feature and secondly to achieve a two dimensional site plan.

Thus on an uncommonly warm day in early March a team of professional archaeologists, students and local volunteers braved the mud with 1m square planning frames. They identified and recorded the outline of every visible post and plank at a 1:20 scale. Each of the elements was numbered, tagged, measured and photographed.

This work continued at various dates until July, by which time 175 elements had been located. It is believed that the site was originally a riverfront facility, incorporating a jetty and shoreline revetment, for the loading and unloading of vessels using the Itchen, possibly taking part in the importation of goods heading for Winchester. Work is planned to continue in 2000.

Mark B Edwards

Beaulieu River Project 1999

The Beaulieu River Project was set up to research the geomorphology, history and archaeology of the Beaulieu River in 1993. Following this successful initiative, annual fieldschools have seen students from the University of Southampton conduct archaeological investigations at and from a base at Buckler's Hard. The project is being co-ordinated by the Trust, the University of Southampton and the Beaulieu Estate.

In 1690 it was realised that a larger Navy was needed and an extensive ship building programme was begun. This programme was beyond the capacity of the Royal Yards and the Navy Board was forced to pass much of this work out to contract. The Beaulieu River, surrounded by extensive woodland, numerous iron foundries and close to Portsmouth was well suited as a location for such a yard.

The first warship built on the river was at Bailey's Hard in 1698, however the main thrust of shipbuilding began in the 1740's at Bucklers Hard. At first this was directed by the Wyatt brothers but their work was followed by the energetic shipbuilding of Henry Adams when over fifty naval ships and an assortment of merchant vessels were built.

The end of the Napoleonic wars saw shipbuilding at Bucklers Hard cease until WW2. At the beginning of the war Buckler's Hard was used as a repair depot for Motor Torpedo Boats but by 1943 it became part of the massive preparations for D-Day that involved the whole of the Beaulieu River. Landing Craft were repaired on the slips, elements of the mulberry harbour built along the river and crews were billeted in Nissan huts in the village.

Jonathan Adams, the Trust's Archaeological Director and lecturer in Maritime Archaeology, University of Southampton, directed the 1999 season with the assistance of Garry Momber, the Trust's Archaeology Officer and David Parham. Work this year was carried out exclusively underwater with a slimmed down team of 6, almost entirely female, postgraduate students forming the diving team.

The focus of the fieldwork was to further the investigation of previous years. Excavations in Slipway 1 extended the trenches cut the year before to reveal the outer edge of Slipway 1 and a layer of

possible eighteenth century brick rubble. Work was carried out over a five-day period totalling 26 man-hours with students gaining experience of excavation using a water-dredge.

David Parham

HMS Hazardous

Le Hazardeux was a French 3rd rate ship of the line, built in 1698. In 1703 she was captured by the Royal Navy and taken as a prize to Portsmouth. There she was refitted and commissioned *HMS Hazardous* on the 27th March 1704 as a 4th rate ship of the line. In November 1704 the Hazardous was lost in a storm to the north east of the Isle of Wight. The wreck lay here until 1977 when she was rediscovered by members of the 308 branch of the Sub Aqua Association approximately 800 metres south-east of Bracklesham Bay slipway. Due to her archaeological importance she is designated under the Protection of Wrecks Act 1973.

Since its rediscovery, the site has been the subject of survey and recording, the high quality of which has shown that the southern end of the site is steadily deteriorating. As it erodes, large concretions are being exposed on the sea-bed and it is these that are currently under investigation. This area was surveyed in detail in 1998 and the plan has been used to monitor the stability of concretions during the 1999 season. The studies have demonstrated that movement is taking place and some of the concretions are under immediate threat. With the support of West Sussex County Council, a rescue plan is currently being put forward by Iain Grant the Licensee, Alex Hildred, the current Archaeological Advisor and the Trust to raise the more vulnerable concretions for recording, conservation and display in the dedicated museum at Earnley Gardens, near East Wittering.

Garry Momber

Detecting at Barton Cliffs

In January and February 1999, volunteers from the London Maritime Archaeology Group (LOMAG) spent 3 weekends searching the beach below Barton Cliffs in Hampshire for evidence of Gaulish coins.

Over recent years, a number of coins dating to about 60 BC and originating from three tribes in Gaul have been found on this beach. It is surmised that either there may have been a cache in the cliffs which are subject to extensive erosion, or a cache from a wreck somewhere off the beach.

The searches were started on the ebb of the tide. 50 m tapes were laid parallel with the water line about one metre apart. The area between the tapes was searched using a variety of metal detectors. Any areas containing metal objects were excavated. As the tide receded the searches continued down the beach towards the water. A total of 12 volunteers took part at some point during the six days work.

John Cross, Coastal Research, Southampton Oceanography Centre, using an EDM on the weekend of the first search in January, carried out a survey of the beach. This shows the contours of the beach at that time. The volunteers were surprised at the changes in beach profile between visits due to mobile sea borne material and deposits from the continuing cliff falls.

Sadly, no coins were found during these searches. No particular significance is assumed from this, since finds have been sporadic. It is hoped to continue the search underwater at some point, and possibly repeat the beach search after the winter storms early next year.

Janet Witheridge

East Solent Survey - 22-25 July 1999

The Poole Bay Archaeological Research Group returned to the East Solent to continue the survey on the Mother Bank which was started in 1998.

A cluster of five side-scan contacts had been targeted in 1998, with only one being positively identified. The position of this one, and of an echosounder contact made during the work in 1998, suggested that there was a small discrepancy (of the order of 15m) between the positions obtained during remote sensing survey and those located by PBARG. This discrepancy was applied as an offset, leading to the location of all but one of the remaining targets, together with another isolated contact slightly further west on the Mother Bank.

Visual searches were carried out around the re-calculated positions of the targets. One target was not located despite a thorough search of a 60m x 60m square centred on the re-calculated position (the original position had been searched in 1998 without success). The four remaining targets in the cluster were all found to be concrete mooring clumps, similar to those seen on Ryde Middle Bank in 1996. They are likely to have been used as anchors for navigation buoys.

The isolated contact to the west of this cluster is a steel structure, basically cylindrical in shape with one conical end (the other end is incomplete). It is of welded construction with a diameter of about 2.5m and an overall extant length of around 9m. There are two substantial eyes, one with a ring attached, on the shoulder of the conical end. A small amount of internal pipework connects to external valves down one side. The original purpose of the structure is unknown. Suggestions have been made that it may be a lifting pontoon or a towable fuel tank. Although no wreckage or obstruction is shown on the Admiralty chart at this position (the structure stands over 1m clear of the seabed), it is clear that the site is known to local anglers.

Over the four days of the survey a total of ten divers took part, with individual commitments ranging from one day to all four. 47 man-hours were spent underwater. As in previous years, mobile cover was provided by the dive boat Peveril Myth, and all diving operations were cleared with QHM Portsmouth, Southampton VTS and the local coastguard. The Trust covered the costs of fuel and air. We are also grateful to National Power Fawley and Fawley Power Sailing Club for the use of their facilities.

Mike Markey

Ground-truthing South of the Wight

Since the formation of the Trust in 1991 one of the main objectives has been the identification of submerged anomalies and the ground-truthing of sites on the National Maritime Record held by the Royal Commission on the Historical Monuments of England. This has been an ongoing part of the Trust strategy in the Solent and environs although relatively little ground-truthing has been conducted to the south of the Isle of Wight. With the development of the Trust wreck database, however, and the greater availability of good satellite positioning, we are

looking to increase activity in this area. To this end, diving has already been carried out on two occasions this season where the primary aim has been location and identification of wreck sites.

One wreck investigated was previously unknown and the position of the other appears to differ from that shown on the Admiralty Charts. These investigations were conducted with Greame Herlihy and his close-knit crew on their boat Colonel Mustard. The Trust hopes to work closely with this team to enhance the database further next season.

Garry Momber

Chichester Harbour Project

In February 1999 the Director and Archaeological Officer attended a meeting with representatives from Chichester Harbour Conservancy, the Department of Geography, University of Portsmouth, West Sussex County Council and the Isle of Wight Council to discuss future archaeological work in Chichester Harbour, and how to progress it.

It became apparent that little is known about the intertidal/subtidal history and archaeology of Chichester Harbour compared, for example, with Langstone Harbour. Taken in the context of the environmental heritage of the Solent coast, the project could be used as a case study using archaeological, geomorphological and paleo-environmental research to define the coastline of the eastern side of Chichester Harbour in the 1st Century AD, illustrating the role of such research in coastal management. The development of GIS based information would be an integral part of the project as would be environmental data from sediment cores etc. Photographs of some intertidal features in Chichester Harbour have already been scanned by Dominic Fontana, University of Portsmouth, to create a GIS layer for the harbour system. They have since been passed to the Trust and it is planned to carry out further surveys in the autumn.

Poole Harbour Project

The Trust has been represented on the Poole Harbour Project Steering Committee since its inception in 1998. Early meetings of the Committee

concentrated on establishing sources of available information which led to the setting up of a number of Working Groups, covering topics such as the Development of the Harbour, the Submerged Harbour and Land-Based features. To assist with various surveys, the Poole Maritime Trust has bought a Differential GPS for the project.

Reviewing progress in May 1999, the Committee agreed that the project was most timely, as evidenced by the great deal of interest that it had generated even at an early stage and that, in its fully envisaged form, it would require significant resources. The aim of the project was to improve the public understanding of Poole's maritime history by studying the archaeology of the harbour and related sources of information, and promulgate the results of that study in the most effective way.

While the Trust has, to date, not been directly involved in fieldwork, the Director has met with the President of the Poole Maritime Trust to examine fund raising possibilities for the project.

Portsmouth Harbour Project

A recent donation from a grant making trust has enabled work to start on another aspect of the Portsmouth Harbour Project, namely a study of some of the lesser known historic buildings in the Portsmouth Naval Base, many of which are not usually accessible to the public

Portsmouth Harbour today is perhaps not as bustling as it was earlier this century but it remains one of the busiest UK ports. Its geographical advantages as a shipping base were recognised as far back as the Roman period when Portchester Castle was built as a garrison fort on the site of a Saxon pirate base. It was from Portsmouth in 1415 that Henry V sailed to claim the throne of France with the campaign culminating at Agincourt and the following year he ordered the building of the Round Tower at the harbour entrance. Through successive centuries the Tower has been modernised as part of the harbour defences.

The first dock, in the modern sense of the word, was constructed in 1495. It had oak sides backed with gravel, and oak gates, each a the width of the dock. When they were shut they overlapped and the gap between was filled with clay and boulders.

When Henry VIII came to the throne in 1509, Portsmouth was the only harbour and dockyard establishment working purely for the Navy. The *Mary Rose*, named after Henry's sister, was built in the Yard and Henry, whilst building a fleet, also put work in hand for the greater defence of Portsmouth. This included improvements to the Round Tower and the building of Southsea Castle.

The fortunes of Portsmouth and its Dockyard have tended to ebb and flow since Tudor times with the varying periods of peace and war but one, hopefully, permanent legacy is a wealth of historic buildings which are all very much part of the maritime archaeology and heritage of our area. The study of the role each building has played will increase our knowledge of Portsmouth Harbour as a whole. Results will be disseminated by means of reports and through the Portsmouth Harbour Project website.

1998 Lecture 'A Message in a Bottle - The Power of Maritime Archaeology in the Hi-tech World

The trust's seventh annual public lecture was given by Mrs Valerie Fenwick, in the presence of the Lord Lieutenant of the County of the Isle of Wight, at the Medina Theatre, Newport on 12 November 1998.

Mrs Fenwick, Editor of the International Journal for Nautical Archaeology, a former Vice-President of the Council for British Archaeology and a founder member of the Trust, chose the intriguing title of 'A Message in a Bottle - the Power of Maritime Archaeology in the Hi-Tech World'.

Addressing an audience of over 250 people, Mrs Fenwick began by saying that, as Editor of the IJNA, she got to hear about the new developments abroad and would take in Portugal, Turkey, Australia, America and the south coast of England during her lecture.

The pioneer American archaeologist, George Bass, had likened historic shipwrecks to stars in the sky which were going out one by one as they were destroyed by treasure hunters. Most wrecks were destroyed uselessly since they did not contain any

treasure - what they had contained was a wealth of information. now gone forever.

Dramatic images were necessary to show people what was happening in a medium as removed from them as stars and to correct the mistaken view that shipwrecks could only be seen or enjoyed by divers. Museums, TV, film, exhibitions and experiences all had a role to play.

Mrs Fenwick went on to observe how the Portuguese government had done something amazing by passing protective legislation and creating a National Centre for Nautical and Underwater Archaeology only last year. Their whole Expo pavilion had been devoted to a nautical archaeological research project.

The Texas Historical Commission had pioneered use of the Internet as a means of education and public involvement in the excavation of a shipwreck. A website had been set up to provide regular updates and rapidly reached the top 5% of sites on the Internet in terms of content, presentation and overall visitor experience, being seen by schools all over America.

Books and magazines were a mixed blessing in the form of tabloid tactics by dive magazines or professional publications full of jargon. There were, however, some excellent popular books by archaeologists.

Many of the UK's historic shipwrecks lie close to the shore yet most of them are unmarked. Public enjoyment and sense of involvement in the underwater heritage would be helped by illustrated interpretation panels such as those for the *Hazardous* and *Invincible* sites.

Replication and experimental archaeology also had a part to play and assemblages supplied much detail of everyday life. The interest in the replica of the brig *Endeavour* and the recent Portsmouth 1998 International Festival of the Sea ably demonstrated the strength of feeling, of love for the sea, ships and the seashore.

Mrs Fenwick described how maritime archaeology was full of surprises such as the extraordinary diversity of rich artefacts packed into a Mediterranean wreck which had undergone the longest and most careful excavation. A Bronze Age ship exposed deep in the silts of Dover's former harbour was no crude dugout, stone anchors found off the Dorset coast were of a very sophisticated shape and finely sculpted.

In conclusion, Mrs Fenwick said that shipwrecks could transform our knowledge of the past but only now is that potential beginning to be appreciated and it came at a time that the oceans themselves were at risk. Global measures were needed to protect historic shipwrecks from commercial salvors, just as protection was required in respect of overfishing and pollution. Her message in a bottle had to be **'The oceans hold the world's greatest museum. The future of that past lies with all of us. HELP!'**

Fort Victoria Maritime Heritage Exhibition

With grants from the Rural Development Commission, Island based trusts and support from the Isle of Wight Council, a major refurbishment was undertaken last winter of the Maritime Heritage Exhibition, which is housed in part of the old Palmerston fort, Fort Victoria, on the Isle of Wight, one mile west of Yarmouth.. Work was completed, within budget, in time for the start of the 1999 season.

Visitors, whose numbers have increased considerably this year, can walk through the largest new exhibit - a replica of part of a 'First Fleet' ship. This major exhibit has been kindly loaned by the Isle of Wight Council. The First Fleet set off from its Mother Bank anchorage some 250 years ago with a human cargo of convicts who were being transported to Australia. Full size figures and information about the ships, their captains and crews bring this poignant story to life.

Another new attraction is a mock up of a diving boat cabin where archaeologists can study data from underwater surveys and write up reports.

Opportunity was also taken to improve existing displays, including a detailed model, plans and photographs telling the story of Fort Victoria itself from its construction in the mid 19th Century to the part it played in the Second World War.

Other 3 dimensional displays include a replica cabin from the Santa Lucia which sank off Yarmouth in 1567, a full scale model of a diving archaeologist working on the wreck and a diorama of the excavations. Display panels and a video tell the story beneath the Solent, along with artefacts, many of which are on loan from the Bembridge Maritime Museum.

We are particularly grateful to Dr Michael Bishop, Museums Officer, Wight Heritage, Phil Cotton, Wight Heritage, Nick and Paul Blake for all their hard work during a very busy winter.

Summer Academy - July 1999

Following discussions with Dr Sarah Champion, New College, University of Southampton, the Director and Archaeological Officer agreed, with some trepidation, to run a week long course on 'The Maritime Heritage of Wessex' as part of New College's 1999 Summer Academy programme. The estimated student numbers of 12 eventually increased to 28, with ages ranging from 35 to 85 and included representation from Japan, America, Germany, Holland and Northern Ireland. The students' combined knowledge and general experience ensured lively discussion throughout the course.

The course explored the rich maritime heritage of the Wessex coast and the Isle of Wight, studying evidence from shorelines, intertidal zones, harbours, shipyards and ships. Lectures and discussion sessions preceded visits to areas and sites of significance in the history of maritime Wessex, including Wootton/Quarr, Fort Victoria, Cowes, Bucklers Hard, the Itchen River, Southampton Water and Portsmouth Historic Dockyard, where despite being evacuated for a bomb scare, the course still managed to visit the *Mary Rose*, *HMS Victory*, *HMS Warrior 1860* and the Royal Naval Museum in one long, hot day.

While the main lecture load fell on the Archaeological Officer, with help from the Director, we were most grateful to guest speakers Andy Russel, David Motkin and Jonathan Adams.

Spreading the Word

The Trust puts particular emphasis on promoting public awareness and enjoyment of the maritime archaeological heritage and, in addition to the annual public lecture and the Summer Academy course, talks and presentations have been given to a range of organisations including the City of Southampton Society, Keyhaven Yacht Club, New Milton Rotary, the Irish Sea Forum, Bangor University

Archaeology Department, Gerrards Cross Yacht Club, Poole Maritime Trust, Hampshire Ambassadors, Amandus Club, Hythe Rotary, Nautical Archaeology Society (Day School and AGM) and Submetrix Limited.

The Archaeological Officer has continued to represent the Trust at meetings of the Joint Nautical Archaeology Policy Committee, the Executive Committee of the Nautical Archaeology Society and the Underwater Science Group, Society for Underwater Technology. He has also featured in the popular BBC South today TV Programme 'Southern Ways'.

The Standing Conference on Problems Associated with the Coastline

At the Full Conference meeting of SCOPAC held on 4 February 1999, the Director and Archaeological Officer gave a presentation on the work that the Trust was undertaking in the Solent, with particular emphasis on those projects which were relevant to the Conference's Environmental Studies Programme. It was explained how archaeological evidence from both the intertidal zone and further offshore could play an important part in the study of coastal evolution and prediction for future sea level change. Opportunity was taken during the presentation to thank the Chairman, Members and Officers of SCOPAC for their continuing support.

Solent Forum

The Archaeological Officer acted as a workshop facilitator during the highly successful Solent Science Conference held at the Southampton Oceanography Centre on 21-22 September last year. With topics ranging from coastal processes, water quality, conservation and case studies, over 100 delegates were briefed by leading experts, contributed to workshop discussions and learnt about the Trust's current research through its poster display at the Conference.

During the Seminar for Coastal Managers held on 8 December 1998, the Director gave a presentation to delegates on 'Maritime Archaeology in the Solent', during which he emphasised the rich diversity of the Solent's archaeology, its importance and its vulnerability.

1999 Annual Public Lecture

The Trust's eighth annual public lecture will be given by Dr Andy Russel, Southampton City Archaeologist and Mr Garry Momber, the Trust's Archaeological Officer. Entitled 'The Itchen River Project', the lecture will be given on Thursday 18 November at 7 pm, Lecture Theatre A, Avenue Campus, Higfield, Southampton.

CBA Wessex

The Trust has maintained its links with the Council for British Archaeology, Wessex Region through representation on its Executive Committee and contributions to its Newsletter, thereby keeping our terrestrial colleagues up to date with relevant maritime developments.



ERIC HIBBERD, MBE

Eric Hibberd, MBE, former Chairman, Vice-Chairman and founder member of the Trust died last October.

Eric was educated at Dulwich College, London and Pembroke College, Cambridge where he read history. He rose to the rank of major during the war, serving as chief officer to the Iraq levies. After the war he returned to England and rejoined his former college where he studied agriculture. He and his wife Lois moved to Harts Farm, Rookley on the Isle of Wight in 1950 where they farmed until 1986.

I had considerable respect for Eric, which grew the more I came to know him; I particularly admired the way he bore his later years' infirmity with humour and dignity to the end. Eric and I worked together when he was Chairman of South Wight Borough Council and I was Head of Development Planning at the Planning Unit. I recall one of our most memorable achievements was the preparation of Village Plans and consulting each Parish at 'grassroots level' by touring the area with an Exhibition mounted in an ancient former Mobile County Library Bus. Latterly we were colleagues on the Isle of Wight Archaeological Committee and I can vividly remember Eric holding a meeting sat on an Early Bronze Age burial mound.

Eric also had an abiding interest in the maritime aspects of archaeology and played a prominent part in the Island's Maritime Heritage Project in the 1980s which led to the formation of the Isle of Wight Trust for Maritime Archaeology, which in turn was followed by the launch of the Hampshire and Wight Trust for Maritime Archaeology. As the Trust's first Vice-Chairman from 1991 to 1994, followed by a further 3 years as Chairman, he played a pivotal role in its development. He continued to serve as a Trustee and Management Committee member until last year.

Eric was a man of many talents, from man of action with sleeves rolled up whilst running a village store, to arranging for a Lord and a MP to dive together on a wreck in the Solent. Quintessentially, my most abiding memory is that of an elegant chairman of a meeting - he invariably wore his trademark tweeds and bow tie. He was a charming friend, a modest colleague and a wise mentor. He is greatly missed.

Geoff Cadman

Chairman, Isle of Wight Archaeological Committee

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September 1998 - August 1999

Grants and Donations

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**THE HAMPSHIRE AND WIGHT TRUST FOR
MARITIME ARCHAEOLOGY**

ANNUAL PUBLIC LECTURE

**IN CONJUNCTION WITH THE DEPARTMENT OF
ARCHAEOLOGY, UNIVERSITY OF SOUTHAMPTON**

THE ITCHEN RIVER PROJECT

by

Dr Andy Russel

Southampton City Archaeologist

and

Mr Garry Momber

Hampshire and Wight Trust for Maritime Archaeology

Thursday 18 November 1999, at 7 pm, Main
Lecture Theatre A, Avenue Campus, Highfield Road,
Southampton

All are welcome, admission tickets are not required



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for Maritime Archaeology**

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