

# Dredged Up

from the past

Spring 2007

Archaeology Finds Reporting Service Newsletter

## Protocol update



The Implementation Service funded by BMAPA and provided by Wessex Archaeology has had a successful first year, running from October 2005 to September 2006, with over 80 separate artefacts reported through the scheme. A number of 'pre-Protocol' finds were also brought to the attention of Wessex Archaeology staff during visits to wharves as part of the Aggregates Levy Sustainability Fund (ALSF) funded Awareness Programme. In addition, since the beginning of the new reporting year in October, six finds have been reported to the Implementation Service.

The scheme has been well received by the industry and the regulator. About the scheme, Mark Russell of BMAPA said that

*"When BMAPA started talking to English Heritage in 2000 to see what practical and useful steps could be taken to ensure that the marine historic environment was fully accounted for by the marine aggregate sector, I don't think any of us could imagine the significant progress that would be made. Seven years down the line, and we have worked in partnership to produce a world class Guidance Note followed up by a world class Reporting Protocol for finds encountered during the production process."*

On the importance of the scheme Ian Oxley of English Heritage commented

*"The marine aggregate sector has effectively defined the standards for all other marine development activities to aspire to, and this is something that everyone involved in the industry can be incredibly proud of. Already, high standards have been set in the first year of the reporting protocol's operation, reflecting the professionalism and enthusiasm of sea and wharf staff. Our challenge will be to maintain and improve our performance over the coming years."*

A report containing full details of all the discoveries made during the year 2005-2006 has recently been published and distributed to all the BMAPA company wharves and vessels.

## The Implementation Service Team



Margaret, Euan and Stephanie

As many of you will know Victoria Cooper left the Implementation Service before Christmas on maternity leave. You will be happy to hear that she gave birth to Lucy Mae on the 6th of January. Euan McNeill continues as manager of the scheme and Margaret Christie who has been working for Wessex Archaeology for two years has taken over from Victoria. Stephanie Arnott has been working on the project since August and will continue to assist.

Wooden pulley sheave



## Raising awareness



English Heritage has praised the success of the Protocol:

*“The BMAPA-EH protocol funded by the Aggregates Levy Sustainability Fund has been an extremely significant joint initiative to raise the awareness of a wider audience and, more importantly, to enable the marine aggregates industry to develop working practices that take account of the historic environment. It has also demonstrated that collaboration between industry and archaeologists is possible and beneficial, contributing to a sustainable management of the historic environment for present and future generations.”*

During 2006 Wessex Archaeology carried out a programme of education and awareness to accompany the introduction of the Protocol. Visits were made to 30 wharves, 3 vessels and 4 survey companies and a DVD-based remote training package was sent out to all the wharves and vessels that Wessex Archaeology was unable to visit. Three regional workshops in Salisbury, York and London were also organised.

Virginia Dellino-Musgrave  
Maritime Archaeologist,  
English Heritage Maritime Team



Aircraft wreckage



Mammoth tooth

Prehistoric animal bones  
(probably from a large herbivore)



Lamp  
found with aircraft wreckage

Piece of antler



## Identifying a submerged prehistoric landscape



The presence of reworked fragments of peat suggests that the material has been eroded from a peat layer. Assuming that the material is broadly contemporary it may be derived from a submerged terrestrial land surface, probably of early Mesolithic date (approximately 8,500 BC).

The study of submerged prehistoric landscapes and associated archaeological deposits is still a young science. The discoveries of such land surfaces are incredibly important for our understanding of the nature and distribution of prehistoric settlements. The information gathered from reported finds provides a valuable source of information about prehistoric peoples. It has the potential to expand our knowledge of those societies, perhaps even changing current archaeological perspectives.

A collection of wood, eroded peat, mineralised bone, antler and a single piece of struck flint was reported from the **Steenkorrel wharf** in Amsterdam in February 2006. The material came from a load dredged by the CEMEX UK marine vessel **Sand Falcon** from licence area 360 off Great Yarmouth.



Prehistoric animal bone

A sample of the wood is currently undergoing scientific dating and the find is being incorporated in the ALSF funded Seabed Prehistory project.



Fragments of bone and antler

Worked flint

Wing spar from Attacker



## Aircraft remains

The remains of six aircraft, predominantly Allied World War 2 loses, came to light last year as a result of the Implementation Service and a further two crash sites were located by Wessex Archaeology in 2006, one as a result of the ALSF Wrecks on the Seabed project.



Attacker

The remains of what is likely to be a Fleet Air Arm jet fighter the Supermarine Attacker was spotted on board Hanson Marine Aggregate dredger **Arco Dart** off the coast of Worthing. The Attacker was developed by Supermarine at the end of the Second World War. Only 143 of this



Aircraft wreckage

type were manufactured after the design was rejected by the RAF but it was the first jet fighter to see service with the Fleet Air Arm in the early 1950's.

The Joint Casualty and Compassionate Centre at RAF Innsworth are always made aware of the discovery of such sites as aircraft are automatically designated as protected places under the Protection of Military Remains Act. The Joint Personnel Accounting Command branch of the American military based in Hawaii has also shown interest in the Implementation Service.



Cowling from Attacker engine



Wing spar from Attacker

Ammonite fossil



## Finds from 2006/2007 so far

One cannonball, two 19th century grenades (see page 7) and a boat hook (see page 6) were found by Alan Hook of Britannia at **Brett Northfleet** wharf in October 2006.



A metal monogram of the initials 'RG', probably from the early 19th century was found by Darren Taylor of United Marine Aggregates at **Bedhampton** wharf in October.

The origin of the monogram is, as yet, unknown. It looks as if a crown would have topped it off but has since been lost, possibly relating it to one of the King Georges.

A cannonball was found by Mervin Smith of United Marine Aggregates in October.

In November a fossil was found by Bosun P Roberts of Hanson on board **Arco Avon**. Initially thought to be a piece of carved stone the fragment was interpreted as part of an Ammonite fossil by specialists at Wessex Archaeology.

A fragment of bone, thought to be from a large animal, was found by Paul Harrington of United Marine Aggregates on board the **City of Westminster** in November.

Bricks, a pottery fragment and a cannon ball were found by Darren Taylor of United Marine Aggregates in **Bedhampton wharf** in November. The pottery is from the 20th century. The brick have some sort of lining on them. It is not clear if the assemblage has come from a wreck. It has been suggested that the pottery and brick may be dumped demolition debris.



Cannon ball, pottery and brick assemblage

## Mammoth Tusk Update



The mammoth tusk found at Purfleet Aggregates Limited last year is currently being stored at Wessex Archaeology headquarters in Salisbury. Recent scientific dating results, funded by English Heritage, point to the tusk being over 40,000 years old. The tusk is one of the most northerly dated examples of *Mammuthus primigenius* and may have significant implications for understanding the distribution of this species during the last ice age.

The tusk is being soaked in freshwater in an attempt to remove salts. Shortly the tusk will be allowed to dry slowly by placing it on a bed of damp sand. Currently the intention is to display the tusk at Hanson HQ when conservation is completed.

Wessex Archaeology, in conjunction with Hanson, is in process of producing an article for a specific journal about the tusk and its importance.

*Boat hook*



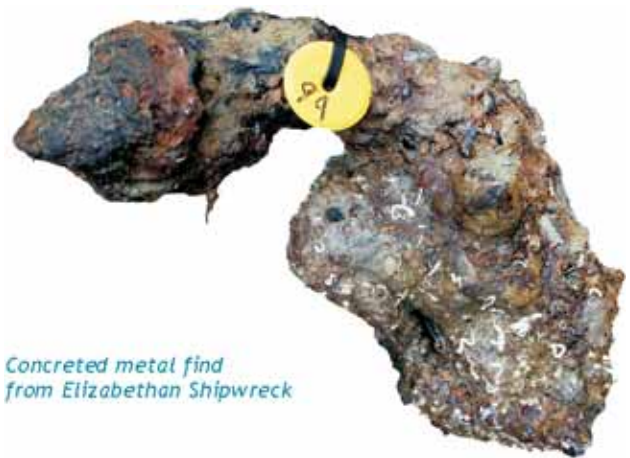
## Metal and Concreted Finds

The use of a magnet and metal detectors at most wharves means that a substantial number of potentially interesting metal artefacts are discovered in most loads and it is not possible to report every discovery through the Implementation Service. Indeed much of the material is modern scrap and not of archaeological interest.

Current advice is to report all items produced from metals other than iron and steel. Aluminium objects may indicate aircraft wreckage, copper and copper alloy objects might indicate a wreck or may be very old and precious metal objects and coins are relatively easy to date and are thus of high archaeological value.

The range and date of iron and steel objects is so wide that it is difficult to provide general guidance. Objects covered in concretion are likely to be of archaeological interest as the thick amorphous concrete-like coating indicates that the object has been submerged for some time. The Protocol also suggests that pieces of metal sheet and structure may indicate a wreck and should be reported.

Of the 80+ finds reported through the Implementation Service only six ferrous items have been reported including four easily recognisable objects (two cannonballs, an ornamental object and a boat hook) and two items of possible ship structure. The rest of the items are objects of wood, bone and non-ferrous metals. However far more ferrous items are discovered at the wharves, than any other material.



*Concreted metal find from Elizabethan Shipwreck*



*Aircraft brake pedal with 'NAA' logo*

At present wharves have been advised to report all ferrous artefacts that are either unusual or readily identifiable as part of a ships equipment.

During the coming months the precise nature of the recovery of metallic items at wharves will be discussed and clear guidance developed so that objects of archaeological value can be readily identified.



## Receiver of Wreck

The potentially high number of metal and concreted finds is complicated by the legal requirement to report all items of wreck to the Receiver of Wreck. In practice, however, neither the wharf staff nor the Receiver of Wreck is in a position to deal with such large numbers of finds.

Following discussions with the Receiver of Wreck, Wessex Archaeology has incorporated this requirement within the Implementation Service and a function has been created within the web-based reporting system to automatically generate a report which can be sent to the Receiver. This will enable professional archaeologists to offer appropriate advice on which finds need to be reported to the Receiver and reduce the paperwork that needs to be completed by wharf staff and the Receiver.

The application of this process is currently being assessed and a way forward discussed with the Receiver.

## Munitions

It has become clear that some wharves and vessels will encounter munitions on a regular basis, some as often as two or three times a week. When items are discovered, the procedures defined in *Dealing with munitions in marine aggregates - Guidance Note* require munitions experts to identify and to decommission or dispose of the item where necessary and, in most cases, a record of each instance will be kept for future reference.

Due to the high numbers of items being encountered, filing an additional report through the Implementation Service would create an unrealistic amount of extra paperwork for the Site Champions.



Cannon ball



Practice round



Wessex Archaeology



ENGLISH HERITAGE

## The Portable Antiquities Scheme (PAS)

### Finds Liaison Officers

The Protocol says that English Heritage are required to liaise with the relevant PAS Finds Liaison Officer with regard to each discovery.

The PAS is a voluntary scheme to record archaeological objects found by members of the public in England and Wales. The scheme was established to promote the recording of chance finds and broaden public awareness of the importance of such objects for understanding our past.

At the heart of the PAS is its network of Finds Liaison Officers (FLOs), who have a role in recording reported finds, giving advice on finds recording, and conservation and encouraging liaison between members of the public, archaeologists and museums.

Following discussions with the PAS it has been decided that the most valuable role that Finds Liaison Officers could play would be in providing local information for wharves and, where discoveries are made on board vessels, the dredging companies. Details of discoveries are now being sent to the FLO for the county in which the wharf or company is based.

It is hoped that through the PAS the dredging companies will be able to forge links with local institutions that may be able to assist with conservation or take on important finds.

Further Information:  
<http://www.wessexarch.co.uk/projects/marine/bmapa>

Details of the Portable Antiquities Scheme and contacts for their officers can be found at:  
<http://www.finds.org.uk/>

## The *Storaa* Judgement

The *Storaa* judgment has implications for many wrecks in UK waters and will have to be considered as part of the archaeological assessment process for aggregate licence areas.

The SS *Storaa* was a merchant vessel sunk by a German torpedo on 3 November 1943 while she was part of a military convoy. Those who died included Royal Navy personnel, as well as merchant seamen.

Rosemary Fogg and Valerie Ledgard, the daughters of one of the men who died, Petty Officer James Varndell RN launched a judicial appeal into the Ministry of Defence's decision to refuse to designate the wreck. The High Court judge, Mr Justice Newmann decided in their favour on 13 December 2005.

The Ministry of Defence appealed, but in October 2006, the Appeal Court upheld the High Court decision. The Court ruled that the Act could apply to merchant vessels and that the Secretary of State for Defence was therefore required to reconsider whether or not the *Storaa* should be designated under the Act. This does not guarantee that the wreck will be designated, only that it is eligible for consideration

While current guidance already requires wreck sites to be avoided the judgment means that currently non-contentious sites or scattered material from merchant vessels in military service may be potentially contentious. The judgment therefore has implications for the finds protocol and aggregate dredging activities.