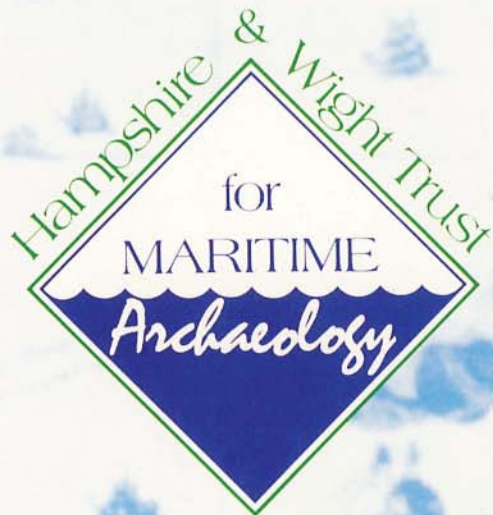


SEARCH



ANNUAL REPORT 1997/98



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FOREWORD

Over the past year the pace of business has been brisk with Trust involvement in projects ranging from the *Hazardous* Protected Wreck Site in the east to Poole Harbour in the west, along with our ongoing programme of lectures and talks on the educational front.

I am particularly pleased with the initiatives to get more sports divers involved with Trust projects such as the Solent Marine Archaeological Project and to encourage students of maritime archaeology to take an active role in our projects which gives them valuable experience. This year, for the first time, a week of diving, survey and visits was organised for students from University College London. The Itchen River and Portsmouth Harbour projects provide opportunities for members of the local community to work with the Trust. Their detailed knowledge of local history and their personal experiences make a valuable contribution to our research.

During the year, the Way Forward Sub Committee undertook a review of the Trust's current objectives and modus operandi. The Sub Committee's report was endorsed by the Management Committee in June. I attach great importance to this document and an Executive Summary is included in this report.

We are delighted that Sir Charles Tidbury became a Patron last year. We are grateful for his support, advice and assistance with our fund raising.

Two of our Management Committee members will be standing down this year. As a former Chairman and Vice Chairman, Eric Hibberd has played a prominent role in the Trust since its launch in 1991 and, indeed, before that with his involvement in the Isle of Wight Maritime Heritage Project and as Chairman of the Isle of Wight Archaeological Committee. Michael Hughes, formerly Hampshire County Archaeologist, has also played a pivotal role in the Trust, not least as the author of the 1990 report on Maritime Archaeology in Hampshire which recommended the establishment of the Trust and for his active support and professional advice over the past seven years. We are greatly indebted to both Eric and Michael.

Last October, we welcomed Garry Momber as the Trust's new Archaeological Officer. A former Nautical Archaeology Society Training Officer, Garry has been associated with the Trust for a number of years and brings with him a wealth of experience.

Finally, I thank the Department for Culture, Media and Support, 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, along with the greatly appreciated sponsorship and assistance in kind of those companies, organisations, grant making Trusts and individuals listed in this report.

DUDLEY A KEEP



CHAIRMAN
September 1998

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
SEPTEMBER 1997 - AUGUST 1998

Diving and Non-Diving Fieldwork Days	66
Meetings, Lectures and Conference Days	64
Total	130
Number of Dives	522
Total Minutes Underwater	19,309
Number of People Involved with Fieldwork	93
Total Man Days	531

SOLMAP 1998: THE SOLENT MARINE ARCHAEOLOGICAL PROJECT

The marine archaeology of the western Solent has been little investigated although great potential is evident. It is a busy maritime passage not without hazards and it is an area of submerged landscapes inundated following the last Ice Age. During the 1998 season an initiative by the Trust Archaeological Officer resulted in a project involving professional divers, student divers and members of the sport diving community working together identifying and recording wrecks and seabed anomalies in the Western Solent.

The project has been ongoing through the summer. It has looked at a number of different sites, using the Southampton Oceanography Centre (SOC), Calshot Castle and Hurst Castle as operational bases. The bases were selected to suit the requirements of each particular segment of the project. The SOC has proved ideal for small groups of divers visiting sites on a daily basis. Calshot Activity Centre enabled students from the Institute of Archaeology, University College London (UCL) to be trained and accommodated while conducting fieldwork, whereas Hurst Castle saw a large number of Nautical Archaeology Society trained volunteer divers brought together as a team to work on specified sites.

The main sites under investigation were the Alum Bay Wreck site and the designated area below the Needles lighthouse. The work in Alum Bay aimed to build on a project directed by Tony Firth for the Trust in 1993. In furtherance of earlier work the site was to be recorded with metre square planning frames providing an accurate scaled drawing from which structural information could be extrapolated. It is hoped that this in turn would help identify the ship. The survey can also be used as a bench-mark to assess any future deterioration or disturbance to the site.

Work on the site of the Pomone off the Needles concentrated primarily on site visits using prepared bathymetric plans to aid orientation. The aim was to examine the feasibility of the site for a diver trail.

The first weekend of SOLMAP was on 16 and 17 of May at Hurst Castle. Permission was granted by Hurst Castle Services for the Trust to use the east wing of Hurst Castle as a base. The castle is strategically positioned at the end of Hurst Spit and dominates the entrance to the Western Solent. The crenellated triangular fort dates back to Henry VIII, since when and until relatively recently it has been a vital component of the region's defences. Today the castle is unoccupied and said to be haunted so no one usually sleeps there at night. Throughout the project, the castle was used to store boats, to accommodate groups of divers and facilitate the operation, being ideally placed near the dive sites. 33 volunteer divers spent a total 1816 minutes underwater conducting swimline searches and familiarisation dives.

The Hurst castle weekend was followed by a week at the beginning of June enlisting a team of six students from the Institute of Archaeology, UCL. The base for this section of the project was Calshot Activity Centre, the site of another Henry VIII Castle. During the week the students were trained in the classroom as well as on site where they completed 1725 minutes of site surveys and searches underwater. The surveys begun during these initial dives were developed by small teams of professional marine archaeological divers, operating on a daily basis from the Trust office at the SOC.

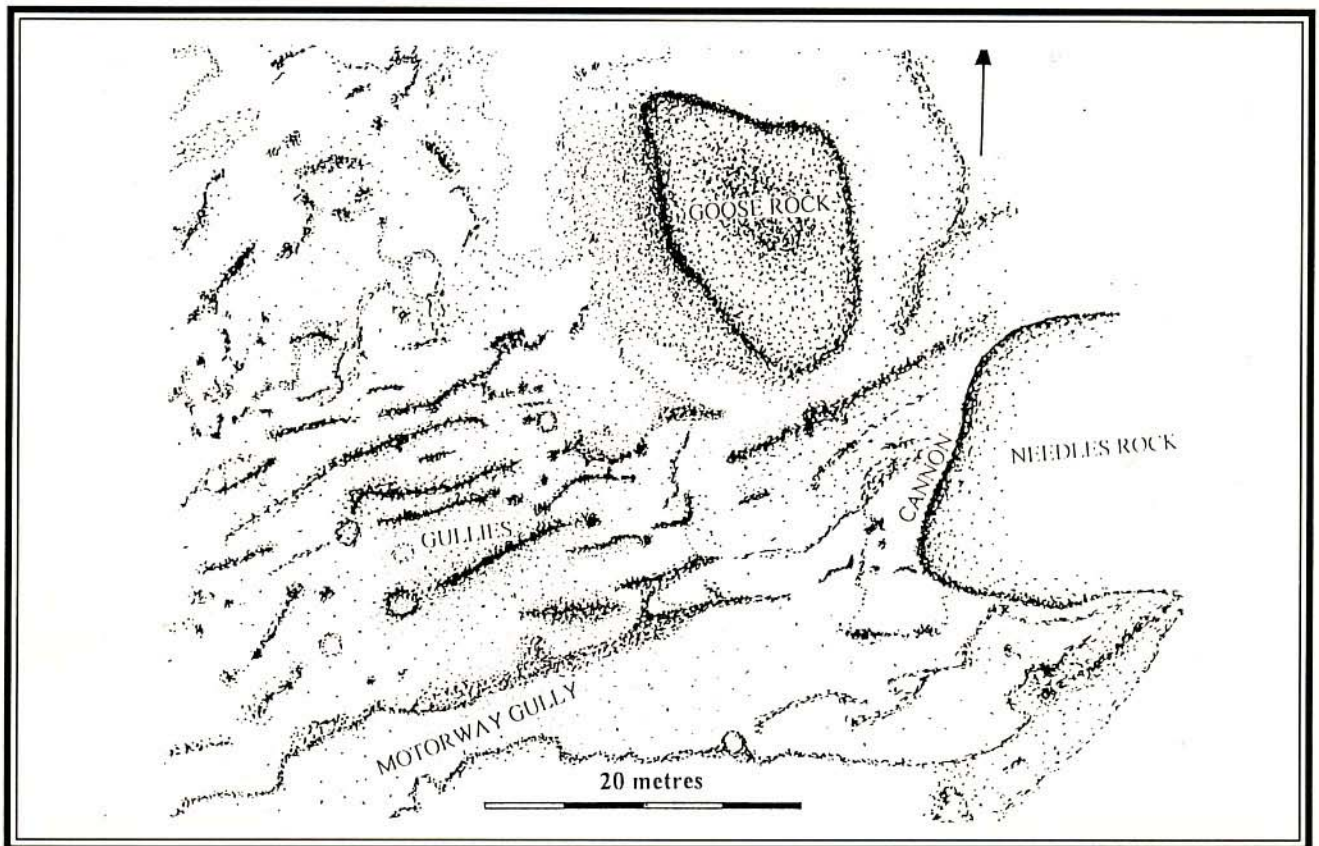
The largest component of the project, however, was held between 15 to 23 August 1998 at Hurst Castle. A total of 41 divers utilising 8 different boats spent over 8,300

minutes underwater during the nine day period. The project proved a great success enabling sport divers with the NAS Part 1 training course to experience and actively participate in an archaeological project. It also provided an opportunity for students from the University of Southampton and UCL to take an active role in the running of the project, and last but not least, a large amount of archaeological drawing, search and survey was successfully completed.

The results are currently being collated and it is hoped the work will be continued next year. Thanks must be given to the Institute of Archaeology, UCL, for their support

during the week at Calshot Activity Centre. The backing and use of facilities granted by Hurst Castle Services, the Keyhaven Yacht Club, New Forest District Council, Edgars Farm, the Marine Cafe, Milford and John Cross is also gratefully acknowledged, and particular thanks must be extended to members of the team who took on responsibilities beyond the call of duty. The information gathered will contribute to the local Sites and Monuments Records and the National Monuments Record held by the Royal Commission on the Historical Monuments of England.

Garry Momber



Seabed features on the Needles Protected Wreck site.
Plan based on Submetrix ISIS 100 Swath Bathymetric Survey.

(Illustration - Garry Momber)

WOOTTON QUARR

Neolithic trackways off the beach at Wootton Quarr have been the subject of investigation by the Isle of Wight County Archaeological Unit with funding from English Heritage. In 1995 the three trackways running down the beach were surveyed. They were recorded to the low water mark but questions have remained as to their true extent beyond this point.

In April 1998 the Trust co-ordinated a project with a team of marine archaeological students from the University of Southampton to re-locate the trackways and record them underwater. The project was directed by Jon Adams, lecturer in Maritime Archaeology at the University and assisted by the Trust Archaeological Officer.

The remains of the trackways were re-located, being exposed at the bottom of the beach in one distinctly stratified archaeological horizon. Moving up the beach, this horizon is eroded away but moving offshore into the sub-littoral zone, it becomes re-buried by a layer of fine blue silty clay. To detect the distance these stratigraphic layers travelled offshore, core samples were taken and a sample trench was excavated.

The trench revealed a substrate of hard clay at a depth of 230 mm. Above this 150 mm of firm organic material was evident with a further 80 mm layer of soft grey clay sitting above that. The Neolithic trackways were recorded in the grey clay. The core samples suggested that this sequence continues offshore for at least another 15m. Landward of the trench, the organic material was exposed and tree stumps and trunks could be seen. From the work conducted, it is clear that the trackways continue below low water although more underwater work will be necessary to identify the limits.

Michael Walsh

THE HAZARDOUS

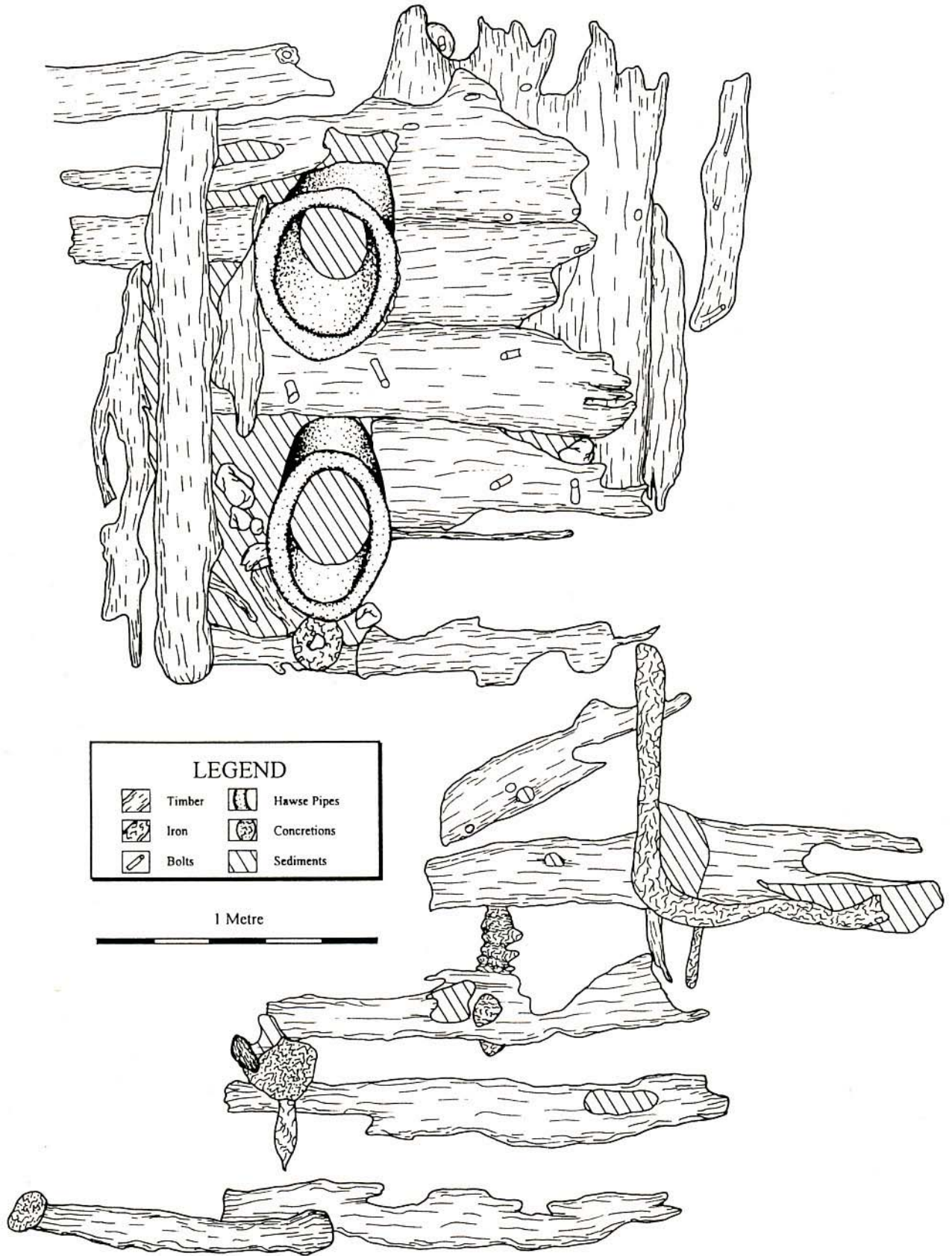
Le Hazardeux was a French 3rd rate ship of the line, built in 1698. In 1703 she was captured by the Royal Navy and taken as a prize to Portsmouth. There she was refitted and commissioned *HMS Hazardous* on the 27 March 1704 as a 4th rate ship of the line. In November 1704 the *Hazardous* took shelter from a storm to the east of the Isle of Wight. As the storm strengthened to a gale she dropped anchor but was dragged across shoals to the Sussex coast. By morning she continued to be dragged to the coast despite the main and mizzen masts being cut away. Finally her anchor cables were cut, allowing her to run shoreward to save the officers and crew.

Today the site lies approximately 800 metres south-east of Bracklesham Bay slipway. The wreck was discovered in 1977 and is designated under the Protection of Wrecks Act 1973. It has been the subject of survey and recording by members of the 308 Branch of the Sub Aqua Association. The high quality of the work conducted so far has demonstrated 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 the subject of investigation.

With support from West Sussex County Council, the Trust Archaeological Officer is working together with the *Hazardous* licensees in putting forward a plan to survey the concretions so they can be raised and conserved before they are lost. It is hoped that a Nautical Archaeology Society Part III training course can be run to analyze the concretions once they are lifted. This will be organised in conjunction with NAS Training and Alex Hildred of the Mary Rose Trust.

Garry Momber

SECTION OF ALUM BAY WRECK SITE



Port bow section of wreck in Alum Bay recorded with the help of sport divers and archaeology students from the University of Southampton and University College London.

(Illustration - Garry Momber)

EAST SOLENT SURVEY

Side scan sonar contacts detected in the East Solent during a survey co-ordinated by the Trust in 1997 were investigated by the Poole Bay Archaeological Research Group in August 1998. The initial survey was conducted by the University of Southampton High Resolution Seismology Group on behalf of the Trust as part of the Cross Solent survey which is supported by the Department for Culture, Media and Sport and SCOPAC.

The ground truthing survey focused on an area where contacts had been made. Rectangular areas were planned around the positions and the silty sea floor was searched visually along lines spaced 2m apart. At the same time, the seabed was probed to a depth of 2m at 2m intervals.

Diving conditions were poor, both above and below water. Strong currents taxed the skill of the divers who had to maintain position along the survey lines, while visibility was reduced to zero on the silty bottom when the currents abated. Despite this, eight divers totalled 21h 47min underwater, completing three searches with a large concrete mooring sinker being detected in one of them. All work was conducted from the dive boat *Peveril Myth*.

Mike Markey

LIFE 2

In collaboration with the Isle of Wight Council, the National Research Council Italy, BRGM France, the Discovery Programme, Ireland, the University of Southampton and the University of Bordeaux, the Trust is a partner in a three year project approved by the European Commission under the LIFE programme. The aim of the project is to examine how predicted climate change may affect

unstable coastal areas and landslide systems, and it will be supported by both geotechnical and archaeological studies.

An area of submerged terraces offshore Bouldnor Cliff on the north coast of the Isle of Wight has been selected for a case study. The underwater cliff appears to contain layers of clays and possible alluvial deposits interspersed with peat. At the foot of the cliff, which measures up to seven metres high, tree stumps, tree trunks and tree route systems are sitting in a seabed of peat. The depth of this submerged landscape is approximately 10m below chart datum.

Despite the unique nature of the site, it is little known or understood. Previous Carbon 14 samples have dated the submerged forest at over 8,000 years old. This being so, how is it that they are still surviving? The cliff itself appears relatively unconsolidated, but how is this still able to remain in the strong currents of the Western Solent? Are these deposits a consequence of rotational sliding or are they layered alluvial deposits? It is hoped that these questions will be answered as part of the LIFE Project.

The role of the Trust in this research is to co-ordinate and conduct the underwater component of fieldwork on the site. The initial work was an inspection dive to collect a photographic record. This was followed by an ISIS 100 Swath Bathymetric Survey conducted by Submetrix Ltd. In addition, a geophysical survey using a high resolution 500 kHz side scan sonar and the Geoacoustics CHIRP sub-bottom profiler was undertaken in conjunction with the Trust by Dr Justin Dix of the Department of Oceanography, University of Southampton. The results of this extensive fieldwork programme is currently being processed. On completion, it will identify areas where divers will take underwater samples and cores to next season.

Garry Momber

BEAULIEU RIVER PROJECT

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 Hampshire and Wight Trust for Maritime Archaeology, the University of Southampton and the Beaulieu Estate.

The Solent and the surrounding area has revealed evidence of human activity dating back to the end of the last Ice Age over 10,000 years ago. As the ice caps melted and sea level rose, the old Solent river and its tributaries were flooded. This created tidal waterways running for miles inland. The changes in the coastal geomorphology forced changes in occupation patterns, this included habitation along the shores of the Beaulieu River. One of the earliest known sites is at Lower Exbury where can be seen the remains of an Iron Age Promontory Fort. The river, however, is perhaps best known for its ship building activities in response to times of war.

The relationship between Mary and the Dutchman William of Orange gave rise to the French wars at the end of the 17th century. After the battle of Beachy Head in 1690 it was realised that a larger navy was needed and an extensive ship building programme began. The magnitude of the programme was beyond the capacity of the royal yards and reluctantly the navy had to put much of the work out to contract. The Beaulieu River was surrounded by extensive privately owned woodland, near numerous iron foundries and close to Portsmouth. It fulfilled all the necessary requirements for a prime shipbuilding site. The first ship built

on the river was HMS Salisbury, a 48 gunner constructed by Richard Herring at Bailey's Hard in 1698. The main thrust of shipbuilding, however, began in the 1740's at Buckler's Hard. The first contracts were carried out by James Wyatt and later his brother Joseph Wyatt. These vessels were followed by an energetic period of shipbuilding under the direction of Henry Adams when over fifty naval ships and an assortment of merchant vessels were built.

Following this period, activities at Buckler's Hard subsided until the end of the 19th century when entrepreneurial Victorians ran sightseeing boat trips up the river. But it was not until the advent of the WW2 that the river and Buckler's Hard experienced the same scale of activity as in the Adams' era. At the beginning of the war Buckler's Hard was used as a repair depot for Motor Torpedo Boats and towards the end of the war it was part of the massive preparations for D-Day that involved the whole of the Beaulieu River. Landing Craft were repaired on the slips and the crews were billeted in nissan huts in the village.

The 1998 season was directed by Mr Jonathan Adams, the Trust's Archaeological Director and lecturer in Maritime Archaeology, University of Southampton with the assistance of Mr Garry Momber, the Trust's Archaeological Officer. The day to day running of the site was managed by Mr. Nick Bradford from the University of Southampton with David Parham, Tony Hanks and Stuart Leather acting as supervisors. There were a total of 22 students from the Archaeological Department of the University of Southampton involved in the project.

The focus of the fieldwork was to further the investigation of previous years.

Excavations in slipway 1 linked the trenches from the 1996 and 1997 seasons to reveal construction detail in a transitional part of the slip. Further investigation was undertaken on the jetty area between slipways 1 and 2 to establish the extent of both slipways and to identify any structural variations. The intention was, also, to investigate the bank at the head of the slipways. This was the alleged workshop area that was developed to service the 18-century shipyard.

Slipway 1 was worked during the low water period in conditions resembling those of a quagmire. The team, however, made very good progress and large longitudinal timbers were revealed, giving further insight into the design of the slip. All the timbers were fully recorded before backfilling.

The jetty between slipway 1 and 2 was predominantly underwater and was investigated by the diving team made up of 6 students of the University who were supervised by staff from the Hampshire and Wight Trust for Maritime Archaeology. A total of 26 man-hours were logged underwater over a five-day period. The students used a waterdredge and trowel technique to extend the excavation.

The trenches in the suspected service areas on the higher ground above the slipways were excavated using terrestrial archaeological techniques. A total of five trenches were dug, four on promising looking areas of deposition and the fifth as a result of a resistivity survey carried out by Dr. Kate Clarke from Southampton University. It could be seen that nothing was left of the 18-century archaeological layers due to activities during the WW2 and most of the finds consisted of building materials. The excavations proved to be an excellent training ground for the students with the most pleasing find being an Atlantic Star War medal.

On the opposite side of the river to Buckler's Hard is the area known as the fishpond. There is evidence suggesting the bank was used for the launching of the vessels. A topographic survey under the direction of Tim Sly was carried out and this may be an area to investigate in detail in the future. In the meantime the long process of analysing and interpreting the data collected during the 1998 season is being undertaken by the University of Southampton.

We are, once again, most grateful for the sponsorship of Exxon Chemical Limited and for the support of the Environment Agency.

Stuart Leather

PORTSMOUTH HARBOUR PROJECT

Over the past year the Trust has been working collaboratively with the Department of Geography at the University of Portsmouth on a project to begin the recording of historical and archaeological remains in Portsmouth Harbour.

Portsmouth Harbour is a most important site in the chronicles of maritime and industrial developments. It has a very long history of use as a major port and has been the location of some notable firsts. At the north of The Harbour is Portchester Castle, the western most of the Roman Saxon Shore forts built during the Second Century. In 1194 King Richard I ordered the building of a dock at Portsmouth and eighteen years later King John instructed that the Dockyard was to be enclosed by "a good and strong wall". In 1495 King Henry VII built the world's first dry dock for ship repairs. This technical innovation continued with the building of stone wet and dry docks in the 1690s. Indeed, in 1808 the world's first complete steam powered factory was built by Marc Brunel to manufacture blocks for ship's rigging. This was the first example of the use of machine tools for mass production.



◀ Needles Protected Wreck Site
(Garry Momber)



▲ 18th century slipway at Buckler's Hard
(Garry Momber)



◀ Diving in the Western Solent
(Garry Momber)

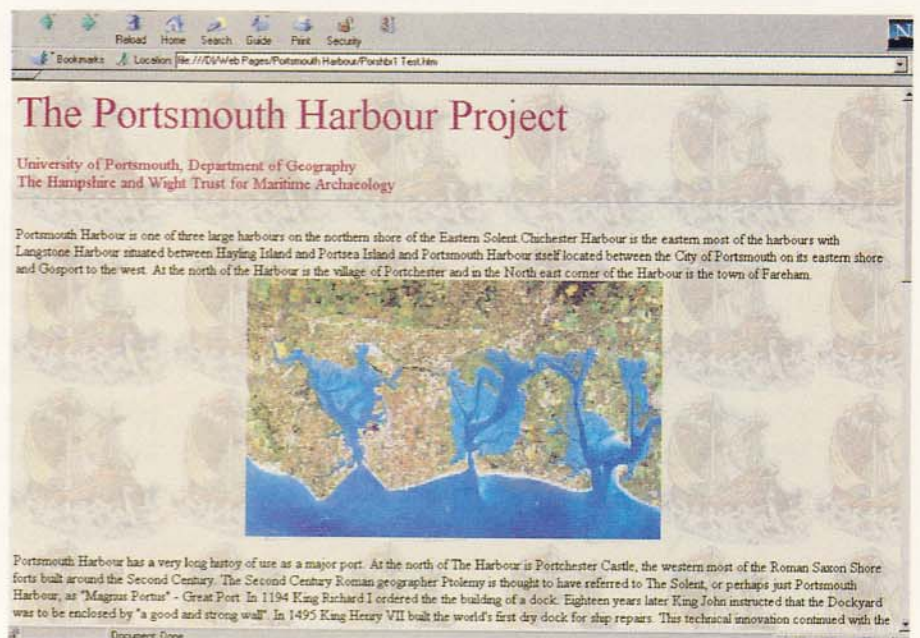
Late 18th/early 19th century
wreck in Itchen River,
Southampton
(Garry Momber)



Prehistoric tree trunk
at 12 metres,
Bouldner, Isle of Wight
(Garry Momber)

Portsmouth Harbour
Project webpage

(Dominic Fontana,
Department of Geography,
University of Portsmouth)



In addition, many great ships have also been built in Portsmouth, The Mary Rose and H.M.S. Dreadnought are perhaps two of the most famous.

Given the long history of Portsmouth Harbour as an active port it seemed likely that there should be remnants of ships and their associated support and shore-side equipment still remaining in the mud of the Harbour. An enthusiastic amateur maritime archaeologist and Trust member, Ted Sutton, noticed that there were, indeed, remains of ships and some large timber structures distributed around the Harbour. In 1997 he began to make a systematic record of some of these structures and hulks. This interest led to discussions with the Trust and the team from the Department of Geography at the University of Portsmouth who had been working co-operatively on other coastal archaeological projects.

The Portsmouth Harbour Project aims to collect together a wide range of data covering as many aspects of the Harbour's history as it can. Central to this recording process is the development of a Geographic Information System (GIS), a computer based system, as a means of holding, manipulating and displaying this diverse data in a way that will be accessible through a set of electronic maps. This method will enable records of what is found where to be joined together with historical and environmental context information thereby creating an information rich multi-media research and interpretation tool. This method will also allow the data to be quickly published to the Web (the internet) rather than waiting for the lengthy and expensive process of traditional publication.

The Website was opened for viewing at the end of February 1998 and is hosted at the Department of Geography of the University of Portsmouth. It is accessible from all over the world and has been viewed from as far afield as South Africa, the United States of

America and Australia. At the time of writing a major update of the website is in progress and this should be finished and available by the time that this article is published. The new website will include many more photographs and maps that can be clicked on to reveal further pictures and information. The site will even incorporate video of parts of the Harbour. Some of the video shows the harbour as it is today as well as some historical footage of torpedo test firings taken as early as 1897. There are also some moving images of the Whip, a small coastal vessel, taken in the Camber during the 1930s. The hulk of the Whip is now resting on the Forton foreshore on the Gosport side of the Harbour. The website will also include audio clips, recorded from Portsmouth locals, telling of their memories of the Harbour in their own words and voices. It is our intention to continue to update the website as the project develops. The URL is

<http://www.port.ac.uk/research/portsmouth/port1.htm>

Thanks are due to the Wessex Sound and Film Archive for the historical movie footage.

Dominic Fontana and Jonathan Corcoran

INVESTIGATIONS ON THE RIVER ITCHEN

The River Itchen offered an important passage for people and goods inland. It also offered ideal sites for habitation where the demands of settlers could be met. Initially these would have been food, water and sanitation. As the population grew and technology developed, traffic movements up and across the waterway increased. These new demands would have been accommodated at the most appropriate places. In particular these were at crossing points, either fordable or by ferry, at suitable landing places, along established trade routes and, or, where maximum benefit could be gained from the tides.

The first major settlement was the Roman Clausentum, situated to the east of the current Northam Bridge on a promontory running west into the river. The town was associated with the Saxon shore forts of the fourth and fifth centuries AD and would have accommodated a considerable amount of marine traffic. The site was again re-occupied in Medieval times when Bitterne Manor was built. With time, ships grew larger and as the local infrastructure developed a new city evolved downstream. This was Southampton which, located near the mouth of the Test, soon became the centre of local trade.

The next phase of large scale activity on the Itchen took place at Northam in the mid 18th century. A series of shipbuilding yards witnessed the construction of many great naval and merchant vessels. This level of activity continued into the twentieth century until the introduction of larger vessels and containerisation dictated a move to the deeper water at the mouth of the river and along the river Test.

Today signs of abandonment and decay is the only obvious testimony to the rich maritime history of the Itchen. The eastern shores harbour the remains of maritime related industry while the mud flats on the western shores are littered with moorings and neglected vessels long abandoned.

The Itchen River Project aims to identify the maritime legacy along the Itchen before it is lost. To achieve this, research begun in 1997, has continued during the 1998 season to assess and record the remaining resource and areas with a high archaeological potential.

To fulfill this aim it has been necessary to employ a range of different techniques to both survey and record the findings. Initial survey necessitated an overview of the river by fieldwalking along its shores and in a small boat at low water. The visual survey was complemented by a photographic

record. These studies have been aided by analysis of aerial photographs dating back to the 1930's, giving clues to the possible remains of artefacts under the silt. It is clear from these early photographs that the river was extensively used with hundreds of vessels moored along its length.

For a comprehensive survey of the river the seamless approach was adopted with a look at the river bed below water. To achieve this, a high resolution 500 kHz side scan sonar was deployed by Dr Justin Dix and a team from the Oceanography Department of the University of Southampton on behalf of the Trust. Here, sound is used as the medium to detect obstacles hidden in the murky waters. If any vessels remain in or on the edge of the channel, they will be visible on the acoustic trace of the river bed. The survey was conducted from the mouth of the river all the way to the Northam Bridge in July 1998. Very good coverage was achieved, the results of which are currently being analysed.

As sites are identified groups of volunteers, students, members of the Southampton City Archaeological Unit and the Trust have mounted surveys of individual sites. The sites have included abandoned hulks, which are also useful for survey training, and the remains of timber structures. One area of survey lies to the north west Bitterne Manor at a site offering a possible fording point at low water. Large wooden piles are evident in the intertidal zone on the west river bank which create linear formations and protrude above the sediment. Systematic searching and recording by a team of over 20 people directed by Andrew Russel, the Southampton City Archaeologist, identified over 130 piles as well as a number of associated wooden planks. A sample of timber has been collected and sent for Carbon 14 dating. The positions were recorded by Dominic Fontana from the Geography Department, University of Portsmouth using a total station. The information is to be added to a Geographical

Information System (GIS) of the River Itchen being compiled by Julia Day also of the University of Portsmouth. In addition to the piles, a peat bed has been identified near the low water mark. This is indicative of a submerged landscape and core samples have been retrieved for analysis.

The Trust looks forward to future work on the Itchen River in close cooperation with members of the Southampton City Council Archaeological Unit, the University of Portsmouth and volunteers from the local community.

Garry Momber

**1997 LECTURE
'THE HIDDEN UNDERWATER
LEGACY - HERITAGE OR
SALVAGE'**

Hosted by our Chairman, the Trust's sixth Annual Public Lecture was given on 6 November by Mr Alan Aberg, BA FSA FRGS MIFA, Chairman of the Nautical Archaeology Society, at the Avenue Campus, Southampton University.

Addressing an audience of over one hundred people, Mr Aberg began with an outline of the maritime heritage in and around Southampton, a city that had evolved as a consequence of its locality near the sea. Reference was drawn to shipwrecks in associated waterways, in particular the *Grace Dieu*, the remains of which lie in the mudflats of the Hamble.

He then observed how the maritime underwater legacy in the region had enticed salvagers below the waves for hundreds of years. The *Dean Brothers* had developed a *Hard Hat* diving system which they used on wrecks like the *Royal George* in the first decades of the nineteenth century and divers were recorded off the Needles looking for treasure from the *Assurance* in the middle of the 18th century.

Other sites of archaeological importance along the coastline included old harbours or dockyards such as Bucklers Hard, ancient piers and jetties, or prehistoric foreshores as had been found at Wootton Creek. Submerged sites included drowned landscapes or anchorages. This heritage was, however, constantly under threat not only from natural sources but from interference by man in the form of marina construction, dredging, mineral extraction, diving and navigation.

Mr Aberg said that it was only in recent years that the underwater heritage had been recognised as warranting management. Accordingly in 1991, the Royal Commission for the Historical Monuments of England had given a grant for a pilot study to create a Sites and Monuments Record of the shipwrecks around the Isle of Wight. At the same time, the Joint Nautical Archaeology Policy Committee had produced the document *Heritage at Sea* which emphasised the value of the marine resource and the need to manage it. The success of the Isle of Wight SMR had led to the creation of a maritime section within the RCHME. The maritime section had collated a National Maritime Record around the shores of England now totalling 38,000 sites.

The mechanisms for protection of these wreck sites was limited. The main piece of legislation was the Protection of Wrecks Act 1973. This forbade any individual or group of individuals from a designated area around the site unless licensed to be there. The legislation appeared prohibitive but only 45 wrecks were currently protected around the UK. Of those sites, there were six protected wreck sites in the local area, namely the *Mary Rose*, the *Pomone*, the *Grace Dieu*, the *Invincible*, the *Yarmouth Roads Wreck* and the *Hazardous*. There was no provision within the Protection of Wrecks Act to maintain or preserve these sites, merely to prevent interference. Although English Heritage was responsible for the terrestrial

heritage, their remit stopped at the mean low water mark, below which powers to protect archaeological material were minimal. In fact, the Merchant Shipping Act 1995 actually promoted the removal of man made material from the sea by, in effect, encouraging salvage with the aim of returning goods to their rightful owners. Unfortunately the recovery of artefacts was a threat to the maritime heritage whenever artefacts were removed from archaeologically significant sites. If objects were lifted from a site without a full appreciation of their relationship with the rest of the site, any information that could be gained by archaeology would be lost.

Mr Aberg concluded by stressing that there was a large maritime heritage that remained readily accessible. This was a heritage that we took for granted such as sites in the intertidal zone or vessels laid up in dockyards such as *HMS Victory*, and that which had been recorded for posterity. Unless such technical maritime achievements were recorded today, they would become the hidden legacy of tomorrow.

FORT VICTORIA MARITIME HERITAGE EXHIBITION

The Maritime Heritage Exhibition at Fort Victoria, Isle of Wight received a major boost in July 1998 with the award of a grant from the Rural Development Commission's Rural Development Programme. With matching funding, this will enable the Trust to undertake the second and final phase, during the forthcoming winter, of the major refurbishment programme for the exhibition. The Trust will be working once again with museum designer Karen Sullivan King and the project will include more three dimensional displays, hands on exhibits and improvements to the external appearance of the exhibition. We are most grateful for the support received for our funding application

for this project from the South Eastern Museums Service Western Region and Isle of Wight Tourism.

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

SPREADING THE WORD

In line with its Policy Statement, the Trust puts particular emphasis on promoting public awareness and enjoyment of the maritime archaeological heritage and, in addition to the annual public lecture, talks and presentations have been given to a range of organisations including Totton and Eling Historical Society, Bitterne Local History Group, Newbury Yacht Club, Hampshire Genealogical Society, Woolmer Forest Archaeological Society, Langstone Harbour Open Forum, Friends of Portsmouth Museum and Records, Bournemouth University and to Nautical Archaeology Society members at their Annual General Meeting. The Trust also contributed to 'Low Tide Day' and 'World Ocean Day' and a Day School on Maritime Archaeology organised by Dorset County Council in Dorchester.

In conjunction with the Nautical Archaeology Society, the Trust took part in the International Festival of the Sea, held in Portsmouth Naval Base in August. Over 200,000 visitors attended this prestigious and enjoyable event and the Trust's two and three dimensional display attracted considerable interest.

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 had articles published in the Diver Magazine.

The Trust was delighted to have helped with the publication of 'The Mariners of Ancient Wessex - A Brief Maritime History of Central Southern England to the Reign of King Henry VIII', written by Dr David Williamson. This is an interesting account of ships and seafaring off the south coast of Wessex from 'earliest times' to the Tudor period. Copies of the book can be obtained from the Trust, price £11.95.

THE STANDING CONFERENCE ON PROBLEMS ASSOCIATED WITH THE COASTLINE

The Trust is most grateful for the continuing support from SCOPAC which has enabled it to make a contribution towards the Conference's Environmental Studies Programme. In the context of coastal evolution, archaeological remains can provide unique evidence of historic sea level rise and coastal change, and also help predict future changes. The strategic cross Solent surveys currently being undertaken by the Trust are particularly relevant to this work as are archaeological investigations in the intertidal zone. In a wider context both private sector companies and public sector authorities are becoming increasingly aware of the need for an evaluation of maritime archaeology as part of environmental assessments and Shoreline and Coastal Zone Management Plans.

SOLENT FORUM

The Solent Forum was established in 1992, under the Chairmanship of Trust member Maldwin Drummond, and has a membership of the main authorities and interests within the Solent area. The Trust was a founder

member of this consultative forum and has been able to contribute to the document 'Strategic Guidance for the Solent'. A long term aim of the Strategic Guidance is to identify and protect the archaeological and historic heritage of the Solent ensuring equal attention to sites on land and underwater.

1998 ANNUAL PUBLIC LECTURE

The Trust's seventh annual public lecture will be given by Trust member Mrs Valerie Fenwick MA FSA MIFA. Entitled 'A Message in a Bottle - the Power of Maritime Archaeology in the High-Tech World', the lecture will be given on Thursday 12 November 1998 at 7 pm in the Medina Theatre, Mountbatten Centre, Newport, Isle of Wight.

CBA WESSEX

The Trust's Archaeological Officer, Garry Momber, has been appointed as the Maritime Representative for the Council for British Archaeology Wessex Region Committee. The Trust places considerable importance on this link with CBA Wessex, and the Forum for Archaeology in Wessex, not least as it enables our terrestrial colleagues to be kept up to date with developments underwater and in the coastal zone.

DIBDEN FORUM

The Trust has been represented at all meetings of the Dibden Forum and has closely monitored the proposal of Associated British Ports to develop Dibden Bay for port use, in relation to the effects on the archaeological potential of the area. In particular, the Scope of the Environmental Assessment has taken onboard the need for a study of the area to be dredged in front of Dibden Bay.

THE WAY FORWARD PAPER - EXECUTIVE SUMMARY

INTRODUCTION

Following a joint initiative by the Hampshire and Isle of Wight Councils, the Hampshire and Wight Trust was launched in 1991. During the past 7 years, the Trust has co-ordinated a comprehensive programme of maritime archaeological research and training, initiated educational projects such as lectures, publications and displays and built up a liaison with a large number of organisations.

Research has confirmed that the Solent Estuarine System embraces a submerged landscape of unique national importance overlaid with a large number of wreck and other maritime sites.

AIM AND KEY OBJECTIVES

The paper lists the Aim and Key Objectives of the Trust, which form the Trust's Policy Statement, and which are reproduced in full on page 3.

CO-OPERATION AND PARTNERSHIPS

Department for Culture, Media and Sport
Hampshire County Council
Isle of Wight Council
West Sussex County Council
Dorset County Council
Southampton City Council
Portsmouth City Council
Royal Commission for the Historical Monuments of England
English Heritage
Nautical Archaeology Society
Standing Conference on Problems Associated with the Coastline
Solent Forum
Environment Agency
Solent Protection Society
Universities of Southampton, Portsmouth, Bristol, Bournemouth and University College London
Joint Nautical Archaeology Policy Committee
Sponsors
The local community

ACHIEVEMENTS

Research and Training

In collaboration with other authorities and organisations, the Trust has been or is involved with the following research projects, most of which have a training element for students, volunteer divers or local community volunteers:

Langstone Harbour Project

Quarr/Wootton Project - offshore elements

Needles Protected Wreck Site

Beaulieu River Project

Alum Bay Wreck Site

Solentwide Survey

River Itchen Project

Portsmouth Harbour Project

Mixon Rocks Project

Hazardous Protected Wreck Site

Hurst Spit Project

EC LIFE2 Coastal Change Project

Compilation of Base Chart and Database of local Maritime Sites

Education

A major report on Maritime Archaeology and Geophysical Survey 1996

Annual Reports from 1991/92

Inputs into reports on specific sites and projects

Archaeological Impact Assessments

Annual public lectures from 1992

Lectures to local societies, dive clubs and schools

Seminars on specific projects

Presentations to organisations and companies

Management and first phase of major refurbishment of Fort Victoria Maritime Heritage Exhibition, Isle of Wight

Portable displays

Press Releases

Local TV/radio presentations

'Schofield's Quest' national TV programme

35mm slide archive

Input into Isle of Wight Centre for the Coastal Environment displays, including underwater video footage

NATIONAL DEVELOPMENTS

Over recent years national initiatives have included:

The Department for Culture, Media and Sport, formerly the Department of National Heritage, assuming responsibility for maritime archaeology.

The formation of the Joint Nautical Archaeology Policy Committee and the publication of the reports *Heritage at Sea*, *Still at Sea* and a Code of Practice for Seabed Developers

The development of the National Archaeological Record (Maritime Sites)

The Nautical Archaeology Society's training scheme

English Heritage Policy Statement on Archaeology in the Coastal Zone

LOCAL DEVELOPMENTS

A report in 1990 by the County Archaeologist, Hampshire County Council and a subsequent seminar, leading to the launch of the Trust in 1991

The compilation of Maritime Sites Records for the Hampshire and Isle of Wight Sites and Monuments Records

The recognition of the maritime archaeological resource in the local planning process and coastal strategy documents

The formation of the Solent Forum

The formation of the coastal study group known as The Standing Conference on Problems Associated with the Coastline

The Local Government Review, resulting in the formation of the Isle of Wight Council, Portsmouth City Council and Southampton City Council Unitary Authorities

The appointment of a Lecturer in Maritime Archaeology, the establishment of a Centre for Maritime Archaeology and a postgraduate course in Maritime Archaeology at the University of Southampton

The development of a multi-disciplinary Geographical Information System, embracing maritime archaeology, for the Solent coast by the Geography Department, University of Portsmouth

ASSUMPTIONS

Funding, from whatever sources, and other resources will be sufficient to maintain a small but effective Trust capable of undertaking a worthwhile and realistic programme of research and related projects.

The Trust will continue in its dual co-ordinating and participatory role

FIVE YEAR PLAN - 1999 to 2004

The paper outlines a general programme of research, training and educational projects for the next five years. The programme aims to meet the objectives of the Trust and specifies the required level of funding and other resources.

Priorities will be dependent on which organisations and sponsors are funding the Trust and the paper also notes the possible demands of the unexpected, high profile find.

The paper concludes by stating that further efforts must be made to expand the present funding base.

The Trust gratefully acknowledges the generous support of the following:
September 1997 - August 1998

GRANTS AND DONATIONS

Department for Culture, Media and Sport
Hampshire County Council • Isle of Wight Council
West Sussex County Council Southampton City Council Portsmouth City Council
European Commission • Environment Agency • Rural Development Commission
Standing Conference on Problems Associated with the Coastline • Solent Protection Society
Alan and Babette Sainsbury Charitable Fund
Belmont Trust
Exxon Chemical Limited
Hilton Cheek Trust
Robert Kiln Charitable Trust
Oakmoor Trust
Daisie Rich Trust
Peninsular and Oriental Steam Navigation Company
EJH Stephenson Charitable Will Trust
Sir Charles Tidbury
Garfield Weston Foundation

DONATIONS IN KIND AND SERVICES

Hampshire County Council	Isle of Wight Council
University of Southampton	University of Portsmouth
Royal Yacht Squadron	Nautical Archaeology Society
Trimble Navigation Europe Ltd	Submetrix Ltd
Community Action Hampshire	Keyhaven Yacht Club
Poole Bay Archaeological Research Group	Hurst Castle Services
Marine Cafe Milford	Mr E Sutton
Mr W Harris	Mr J Bingeman
Mr A Mack	Miss H Sparks
Dr J Dix	Mr M Markey
Mr D Fontana	Mr J Cross
Mr P Blake	Mr A Hanks
Mr N Blake	Mr and Mrs R Witheridge
Mr M Woodward	Mr A Bradbury

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Registered Office - County Hall, Newport, Isle of Wight
Charity Registration Number 900025
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