

Dredged Up

from the past

Spring 2009

Archaeology Finds Reporting Service Newsletter

Protocol Update

Welcome to the fourth issue of Dredged Up, the newsletter of the BMAPA/EH Protocol Implementation Service.



Staff at Kendall's New Wharf in Shoreham, examining some of the finds reported through the Protocol

The Implementation Service was created in 2005 to allow BMAPA staff to report archaeological finds discovered during aggregate dredging. Since the last issue of Dredged Up, in spring 2008, nearly 100 individual finds have been reported through the Protocol. This is a fantastic testament to the continued hard work and eagle eyes of industry staff in helping to preserve our submerged heritage.

The Implementation Service is supported by an Awareness Programme which aims, through site visits, workshops and Dredged Up to raise awareness of the service and the finds reported through it. The ALSF has renewed funding for the programme until 2011. If you feel your wharf or vessel would benefit from a visit by our awareness team to learn more about the Protocol and archaeology, please ask your site champion to contact Gemma Ingason on:

+44 (0)1722 326 867.

Team News

Since the last issue of Dredged Up, and due to the unprecedented number of finds reported last year, the Implementation Service Team has tripled in size! Existing team members Diana Forster, Stephanie Arnott and Cristina Serra have been joined by Andrea Hamel, Victoria Lambert, Kevin Stratford, Daniel Brace and Gemma Ingason. This means that someone should always be available to respond to reports as soon as we receive them. The project is still managed by Euan McNeill on behalf of Wessex Archaeology.



*New Implementation Service Team members
Gemma, Kevin, Andrea, Vicki and Dan*



2007/2008 Finds Awards

The annual awards celebrating the work of industry staff with regards to the Protocol were announced in November. The good attitude of all staff involved made choosing the winners extremely difficult. However, after discussion with Mark Russell, Director of Marine Aggregates for BMAPA, and Ian Oxley, Head of Maritime Archaeology for English Heritage, the following awards were given.



*Admiralty style telescope
from Kendalls Wharf*

Kendalls Wharf won the award for most significant find after the discovery of an admiralty style telescope dating from 1944. It was discovered by P. Stevens in February 2008 amongst aggregate from Area 351 in the south coast dredging region. It is possible that the original owner lost it over the side of a ship. The discovery of Roman samian pottery (see facing page) was also a hot contender in this category but it was ineligible as it was not from a UK licence.



Staff at UMD's Bedhampton Wharf



*Top: The Arco Adur (Hanson)
Right: Peat (Hanson)*



The award for best attitude by a vessel was given to the crew of the Hanson vessel the Arco Adur. They reported several finds during 2007/2008 including a concentration of peat. Peat might not be the most obvious archaeological find but it is very important. By studying the plant remains within peat we can learn a lot about the environment in the past when the seabed was dry land and it also provides material for carbon dating. Recognising the deposit and reporting it through the Protocol shows incredible good practice on the behalf of the Adur's crew.

The final award, for best attitude by a wharf, went to UMD's Bedhampton Wharf. Bedhampton staff regularly discover archaeological finds in loads dredged from the south coast region, to the east of the Isle of Wight. These finds are generally of post-1940 date and have ranged from cutlery and bricks, to bicycle bells and ships' fittings. Bedhampton Wharf was recommended for the award by Coastal and Marine Archaeologist Diana Forster, who described the staff's attitude during an awareness visit last year as being *'Incredibly enthusiastic and highly commendable'*.



UMD's Bedhampton Wharf



Samian maker's stamp

Roman Samian Discovered in Belgian Waters

Last May T. Kerrison and K. Myscin of Hanson recovered three finds from aggregate dredged from the Kwinte Bank, in Belgian waters. The Protocol is currently only applied in British waters but, as there is currently no Belgian equivalent, Hanson reported the finds through the Implementation Service.



Antler



The finds consist of two Roman bowls and part of a deer's antler. It is not known if or how the different types of finds might be connected.

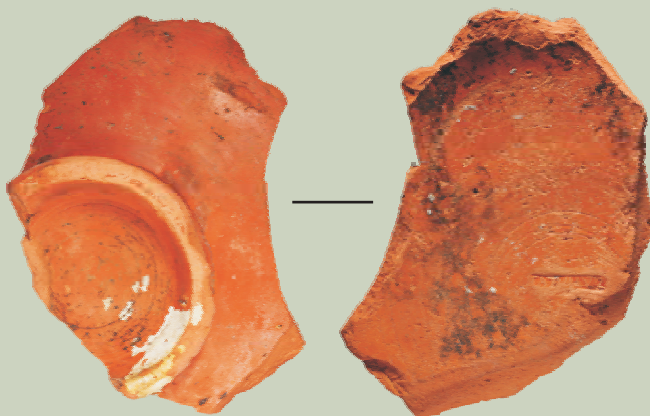


Maker's stamp 'CATULLUZ'

Study of the pottery revealed that both pieces were from samian bowls and they both had the same stamp imprinted into the clay. The stamp reads 'C.ATVLLVS', with the S reversed. This is thought to relate to Catallus vi, a potter working in Trier in Western Germany. So far, no clear evidence has been found to indicate exactly when Catullus lived and worked, but the shape and general appearance of these bowls suggest that it may have been around the middle of the 3rd century AD.

The fact that both pieces of pottery are from similar shaped bowls with the same stamp may indicate that they were part of the cargo of a wrecked merchant vessel. Few shipwrecks of Roman date survive and these finds may be the first indication of the presence of a very important archaeological discovery.

The reporting of these finds demonstrates the responsible attitude of Hanson staff as they brought them to the attention of archaeologists even though they were discovered outside the Protocol's jurisdiction.



Two Roman Samian Ware bowls



Padlock (Hanson)



Finds from 2007/2008

Since the last issue of Dredged Up, a wealth of finds have been reported through the Implementation Service.

A further 10 cannonballs have been discovered in loads from the east coast dredging region by UMD staff. These are believed, given their number, distribution and calibre, to relate to the Anglo-Dutch wars of the 17th century.

Hanson and UMD have also continued to report a variety of finds from the south coast region to the east of the Isle of Wight. Since October 2007 these have included an unusual and diverse selection, the highlights of which are shown below.

Further Palaeolithic finds have been reported including mammoth teeth and the most significant find reported through the Protocol to date (see page 6).

In addition to these there have been three further discoveries of wood - including one from UMD which was fossilised.



This selection of just a few of the finds reported in the 2007/2008 season shows the wealth and variety of archaeological and geological finds retrieved through the Protocol.



Fossilised wood (UMD)



Cobble Stone; Brick discovered by N. C. Sait of UMD



Sherd of Late 19th Century Pottery discovered by N. C. Sait of UMD



Padlock, piece of glass, nail, metal thermometer backing discovered by D. Davies of Hanson Marine Aggregates



Bicycle Bell discovered by Garry Cooper of UMD

Portsmouth Education Committee Employment Badge discovered at UMD's Bedhampton Wharf

Hawker Hurricane tailwheel part (Hanson)



Finds from 2008/2009 So Far

Since October BMAPA companies have reported 13 further discoveries through the Implementation Service including two finds of WW2 aircraft remains.

These were reported by different companies, from different licences in different dredging regions, however the finds were virtually identical!

These pieces were part of the mechanism supporting the tailwheel on Hawker Hurricane aircraft used by the allies in WW2. They both originate from the same factory in Montreal, Canada, where around 1,400 Hurricanes, about 10%, were built by the Canadian Car and Foundry, 'Can Car'.

UMD also reported the discovery of a handgun which dates to WW2. It was identified as a Radom gun and is named after the Polish town in which it was manufactured. This weapon was of such good quality that when German troops seized control of the factory in 1939 they continued production of the weapon for use by their own forces.



Hawker Hurricane tailwheel part discovered in aggregate from licence area 474 by A. Godwin and S. Engley (Hanson)

The badge below was discovered by Richard Cork of Cemex and was identified as being the wartime badge of the destroyer Cavendish. The ship was commissioned in 1944, at which time there was an embargo on the production of ships' badges in order to conserve metal. Only one 12" screen badge was allowed. It is thought that the wartime badge was removed when the ship was modernised in the 1950's and discarded with post-WW2 rubble in the south coast dredging region. This find was so well understood that it was requested for display in the Royal Naval Museum in Portsmouth, making this the first BMAPA find to be specifically requested by a museum!



Hawker Hurricane tailwheel part discovered in aggregate from licence area 447 by Rob Barker (UMD)



Ship's badge discovered by Richard Cork (UMD)

BMAPA discovery wins Prestigious British Archaeology Award



Mark Russell (BMAPA), Robert Langman (Hanson) and Jan Meeulmeister receive the BAA Award from Careenza Lewis

The British Marine Aggregate Producers Association was honoured at the prestigious British Archaeological Awards last November for reporting the discovery of 28 handaxes from the North Sea through the Implementation Service. They were found alongside other flint implements and mammoth teeth.

The award was jointly presented to archaeologist Jan Meeulmeister who found the Stone Age axes, Hanson Marine Aggregates and the staff of the SBV Flushing wharf who reported them and BMAPA for implementing the Protocol.



The handaxes, described as being the 'single most important find of Ice Age material from below the North Sea,' were discovered amongst aggregate from Area 240, in the east coast dredging region, which had been discharged at a wharf in Holland. It is very difficult to date these finds. However, early studies suggest that they may have been made by Neanderthals, rather than modern humans, and are possibly up to 100,000 years old.

A selection of handaxes, flint tools and associated mammoth teeth and tusks from Area 240

This discovery is incredibly important as it proves that evidence from the last ice age has survived underwater - evidence that many experts feared had been destroyed when sea levels rose to their current levels.

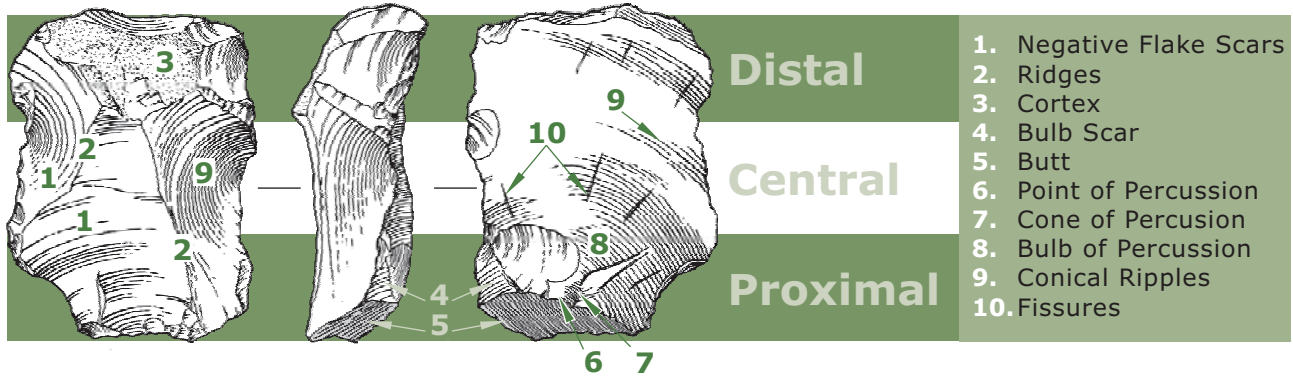
Awarding the prize, Alison Taylor said 'The find was reported across the world on TV, radio and in newspapers, while the thousands of online hits demonstrate that this find really engaged with the public's fascination with archaeology.'

Wessex Archaeology's head of marine projects Antony Firth, who nominated the find, commented 'This award is thoroughly deserved. It recognises the vision of the industry in introducing and supporting this voluntary scheme. Having the scheme in place meant that the significance of the handaxes was recognised and action was taken internationally and promptly. As a result a find of crucial importance was saved.'





Dorsal Side Ventral Know Your Flint



Recognising Worked Flint

Struck or worked flint is one of the most difficult archaeological finds to recognise - especially within a load of dredged aggregate. The operational limitations are obvious, particularly if a crusher is involved, and it is notable that the handaxes from Area 240 were found on a discard pile.

To recognise worked flint there are a few tell tale signs that you should look out for. One of the most obvious signs that a flint has been struck is a curved 'bulb' on one of its surfaces. This will often have minute ripples radiating across it which show how the impact has travelled through the rock.

Not all worked flints will display a bulb though. In fact on tools like blades these bulbs will normally have been removed by further knapping.

Other things to look out for include 'nibbling' or retouch which is used to make a serrated edge, or 'scars' where flakes of flint have been removed. These scars are often separated by ridges, which are another clue that a flint might have been worked. Also look for pieces of flint that appear to have been deliberately shaped or which have had a significant amount of the rough outer surface, the cortex, removed.

Flints discovered in dredged loads have often had a hard life and are likely to be bashed, broken and affected by past

temperature changes. This can make struck flints appear natural and natural flints appear to be struck.

Remember that flint may be associated with loam or peat, rather than with a clean load. Whenever peat is discovered you should look out for struck flints.

Your BMAPA team at Wessex Archaeology are happy to help you to identify worked flint - though even we sometimes find it difficult! Thankfully we have two flint experts - Phil Harding and Matt Leivers - who are always pleased to examine new finds of flint from below the waves.

Suspicious Flints

Wessex Archaeology's terrestrial team have done a lot of work at Swanscombe gravel quarry which has yielded hundreds of lower Palaeolithic handaxes. One of the machine operators on the site was known for being able to pick the axes out of piles of gravel. When questioned, he told our man in the field that he recognised them because they 'rolled differently' from the rest of the gravel. So look out for any flints acting suspiciously amongst dredged loads - you might become the first person in 100,000's of years to handle a handaxe!



Wessex Archaeology



ENGLISH HERITAGE

The Time Travelling by Water Project

Many of the finds reported through the BMAPA/EH protocol have been donated to Wessex Archaeology's coastal and marine outreach project, Time Travelling by Water.

Time Travelling by Water is funded through Wessex Archaeology and the Heritage Lottery Fund, and aims to give as many people as possible access to their marine heritage. This is done through event days, school workshops, talks and a dedicated website. This could not be achieved without the finds donated by industry staff.

Thousands of people have been able to handle BMAPA finds through Time Travelling by Water's participation in events such as National Archaeology Day and the Hampshire Water Festival. They have had as much fun trying to work out what the mystery artefacts are as Wessex Archaeology's staff did when the finds were first reported!

If you have any finds that have been fully reported and are not likely to be requested by the Receiver of Wreck that you would like to donate to the Time Travelling by Water project, please contact Wessex Archaeology who will gratefully try and arrange collection or advise on postage. Even the most humble find can be of real value to the project.

If you would like to learn more about the Time Travelling by Water project visit the website:

<http://blogs.wessexarch.co.uk/ttbw/>

Young Archaeologists dive deep to explore finds donated by industry staff (WA)



Thank you

On behalf of the Time Travelling by Water project we would like to thank all BMAPA staff who have donated finds.

