

Dredged Up

from the past

Autumn 2010

Archaeology Finds Reporting Service Newsletter

Protocol Update

Welcome to Issue 7 of Dredged Up, the popular newsletter of the Marine Aggregates Reporting Protocol.



A visit at Tarmac's Greenwich Wharf

Since the last issue industry staff's vigilance has resulted in twenty-nine reports detailing forty-nine new finds. A selection of these finds are shown on page 2.

On pages 6 and 7 you can read about two Marine Aggregate Levy Sustainability Fund (MALSF) funded projects. MALSF is a unique levy that funds various projects that help protect the seabed and raise awareness about how this is achieved.

Our own Protocol Awareness programme is of course also funded by MALSF. In June we visited the continent to raise awareness of the Protocol among wharves handling aggregate dredged from UK waters (read more on page 8). Prior to this we translated the information packs for wharves and vessels into Dutch and French. If you would like a copy of the information pack, please contact Wessex Archaeology via:

protocol@wessexarch.co.uk

or you can view them online at:

<http://www.wessexarch.co.uk/projects/marine/bmapa/docs.html>

Team News

Gemma Ingason went on maternity leave at the end of July. Wessex Archaeology's new Coastal and Marine Learning and Access team Sarah Phillips, Rhonda Steel and Katie Card have taken over the implementation of the Protocol. Euan McNeill continues to manage the project on behalf of Wessex Archaeology.

Remember if you have any questions about finds, finds reporting or the Protocol don't hesitate to get in touch with the team at Wessex Archaeology.

+44 (0)1722 326 867
protocol@wessexarch.co.uk



The BMAPA team



Finds from 2009/2010

Since the publication of the 2010 Spring issue of *Dredged Up* forty-nine newly dredged finds have been reported. Here are some of the highlights.

CEMEX's *Sand Fulmar* reported several finds including what appears to be a tooth. Experts from the Natural History Museum identified it as a Sand Tiger Shark's tooth. Today these sharks prefer warmer climates to those of our British waters. However fossilised examples, like this one, have been found in Kent dating from around 50 million years ago.



CEMEX staff also discovered an animal bone at Angerstein wharf, which turned out to be the foot bone from an auroch, an ancestor of modern cattle. Aurochs migrated to Europe from India around 250,000 years ago but became extinct during the early 17th century. Finds like this, probably dating from the Palaeolithic, or Old Stone Age, are often found in UK coastal waters. Each find helps enhance our understanding of this period and how our ancestors lived at this time.



Tarmac's Portslade wharf reported the frame of a Webley Mark VI service revolver, which Wessex Archaeology promptly reported to the police. All wharf staff are trained to recognise dangerous ordnance and weapons and even though we knew the gun was completely inactive, the police were informed. After examination, PC Dee Wells of Sussex Constabulary was satisfied that the find was not used in a recent crime. The mark VI Webley was manufactured from 1915 for use in World War I and later.

Hot off the press, Tarmac's Bedhampton Wharf discovered several finds in August. These included parts of an oil lamp engraved with the words "*The Waterbury Corp Brass Good*".



Research revealed that the Waterbury Corporation, an American firm, produced brass goods for allied forces during World War II. Waterbury also produced brass buttons for films including *Gone with the Wind* (1937) and *Titanic* (1997).

Finally, a quick thank you to Paul Turner from the *City of Cardiff* who raised attention to a find reported in Kendall_0214, listed in the BMAPA protocol 2008-09 Annual Report. Originally interpreted as a pipe spacer, he believes that it is a stud link from an anchor chain.

We often get stumped by the more unusual or fragmented finds and welcome input from a range of sources. Often finds reports come with your comments of what you think they are, so keep them coming too!



Focus on Finds

Roman Mortaria

In April staff aboard *Sand Fulmar* discovered a pieces of pottery dredged from Licence Area 107 off the coast of Lincolnshire. Wessex Archaeology's pottery expert Rachael Seager-Smith informed us that it is Roman and over 1700 years old. The pottery formed part of a mortaria, a type of bowl with a very coarse inside surface, which allowed it to be used for grinding food, in a similar way to today's pestle and mortar.



The style of the bowl suggests it was made during the 2nd to 3rd centuries AD. Mortaria were never common in this part of England and similar pottery vessels have not yet been found on land. It is likely it was made somewhere in the region of where it was discovered, perhaps in Norfolk, where small numbers of locally-made, greyish mortaria have been found previously. It is possible that this bowl was lost overboard by local East Anglian traders. It could even help mark the position of a shipwreck! Few finds of sea-going Roman ships are known in northern Europe, so reporting finds such as these could lead to an important discovery.



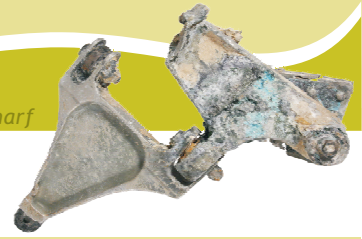
Silver Tableware

In autumn 2009, staff at Ridham Wharf came across a very interesting haul of nine pieces of hallmarked silver tableware discovered from material dredged from Licence Area 254. This exciting discovery included candle holders, spoons and parts of a goblet, one of which bears a crest. Wessex Archaeology's Finds Specialist Lorraine Mephram identified from their hallmark that the finds were assayed in 1781 in London. The College of Arms identified the crest on the goblet as belonging to the Dalrymple family, the Earls of Stair. Together these indicate that these were the arms of the 6th Earl of Stair, John Dalrymple (1749-1821).



John Dalrymple was a well travelled individual. He spent time serving in the British Army in America during the revolutionary war. In 1789 he succeeded his father as the 6th Earl of Stair and sat as a Scottish representative in the House of Lords until his death in 1821.

The mystery of how the tableware ended up off the coast of Great Yarmouth is yet to be revealed, however the most likely cause is that they were part of the cargo lost with a ship. Currently there is an exclusion zone in License Area 254, this covers the area where the finds were recovered from as well as a known anomaly that was revealed during geophysical surveys, which may relate to a shipwreck.



Battle of Britain

This year Britain commemorates the 70th anniversary of the Battle of Britain, the fierce World War II air battle which began on the 10th of July 1940.

After their success at Dunkirk earlier that year, Germany believed it was only a matter of time before they would invade and control Britain. The main thing standing in their way was Britain's Royal Air Force (RAF).

The Battle of Britain refers to the accumulation of air battles fought by the German air force (Luftwaffe) and the RAF over the summer and autumn of 1940. The battle officially ended on the 31st of October with the Luftwaffe suffering serious losses of aircraft. Today many believe that if the Luftwaffe had defeated the RAF then Germany would have been in a position to launch an invasion of Britain. Fortunately the RAF won out.



Ammunition discovered onboard the Arco Axe

On the seafloor you can find evidence of the battles that raged in the skies above Britain's coastal waters. The remains of aircraft shot down during battle as well as various types of ammunition can be found. There are also ship wrecks which were casualties of aerial attacks or of air dropped mines, from this period.

Battle of Britain by Numbers

- 2353 British & 574 non-British RAF aircrew took part
- 1085 RAF aircraft were lost
- 544 RAF aircrew were lost during this battle. A further 791 of those that took part were lost before the war's end
- 1652 Luftwaffe aircraft lost including
- 171 Dornier 17s lost
- 1644 Luftwaffe aircrew were lost during the battle

The 1940 Luftwaffe Attack

10th July - 7th August

Phase 1: Luftwaffe attack naval ships off the coast of Britain.

8th August - 6th September

Phase 2: Luftwaffe focus on destroying RAF bases and aircraft, including Eagle Day - their first all out attack on the RAF.

7th September - 5th October

Phase 3: The Blitz begins - bombing UK cities and towns.

6th October - 31st October

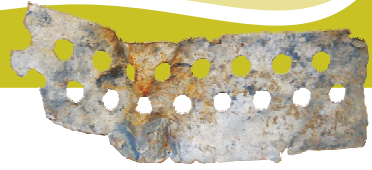
Phase 4: Although bombing did continue after this date the Luftwaffe switched to mainly night bombing.

The records of losses of World War II aircraft are relatively badly kept. There are many reasons for this including the technology available in 1940 for recording positions. It is important that dredged World War II remains are reported to aid in locating and identifying these losses. So what are we looking out for?

It is rare that we discover an entire aircraft neatly deposited on the seafloor, such as the Dornier 17 found off the Kent coast. This plane was one of the three main types of bombers flown by the Germans during the Battle of Britain.



Geophysical sidescan sonar survey of a Dornier 17 lying on the seafloor



On most occasions it is only aircraft parts that are recovered. Although often difficult to identify, it is still important to report these because further finds may build up a picture of what we have, over time.

Tarmac recently reported part of a British fuse for a 3.7inch anti-aircraft gun off the Norfolk coast. This suggests that these guns once operated in the area, indicating that aircraft remains may also be found here in the future.



Another source of evidence comes from the destruction of non-military sites. The Luftwaffe attacked many ports along the south coast such as Portsmouth. Off the Isle of Wight a strange mix of unrelated finds has been uncovered, which led to suggestions that rubble from World War II was discarded in this area. However there is no official record of this taking place.



Unrelated domestic items found by Tarmac staff

The marine aggregate dredging industry plays a crucial role by reporting aircraft and associated finds through the protocol to further our understanding of World War II plane losses.

New finds from Licence Area 351

Licence Area 351, to the east of the Isle of Wight, produced several new finds over the past six months.



Brett's Cliffe Wharf reported some pieces of aluminium and a spark plug. Andy Simpson at the RAF Museum suggested to Wessex Archaeology that these finds may be from an aircraft. This may indicate a previously unknown crash site within the licence area itself.

In April 2010 Kendalls reported the discovery of a bronze sword hilt featuring a lion's head. Experts from the Royal Armouries Museum have two similar swords in their collection - a British one dating from 1854 and a French example from 1820. It is not known which country the dredged example came from but further finds may help to identify it in the future.



Past discoveries from Licence Area 351 include an admiralty style telescope, a sacrificial anode and a worked shale block found by Kendalls and a Red Ensign flag found by CEMEX.

Marine aggregate industry staff are very good at reporting archaeological artefacts and further reports of finds from this region will help us to understand how people have used the south coast in the past.

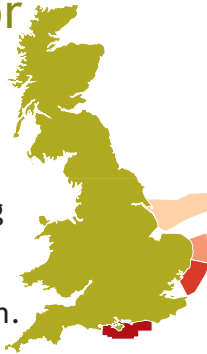
All the finds that are reported are investigated and uploaded to the National Monuments Record are used when new licence areas are assessed or old ones come up for renewal.

All military aircraft are automatically designated as protected places under the *Protection of Military Remains Act 1986*.



Explore the Seafloor

This year the Marine Aggregate Levy Sustainability Fund (MALSF) funded the creation of the Explore the Seafloor project, aimed at disseminating the results of underwater research undertaken around the coast of the United Kingdom.



In 2008 MALSF commissioned research into the four main dredging regions in the UK - the Thames, South Coast, East Coast and Humber. These studies are known as Regional Environmental Characterisation surveys (RECs). Each REC involved experts from universities, survey companies and heritage organisations investigating the archaeology, geology and ecology of the seabed in each area. The aim of the studies was to ensure that when we use the sea, we use it sustainably, without damaging habitats or heritage.

With the scientists' work drawing to a close Wessex Archaeology took on the role of getting this fascinating information out to the public.



Firstly we created a series of fun, innovative and hands-on activities for a travelling roadshow hosted by Sea Life centres across the country. The roadshows focussed not only on the scientists' research but also on the amazing techniques used to collect information from the depths of the sea. Through interacting with the roadshow, people learnt about our seafloor ecology and heritage and why it needs to be protected.



So far Explore the Seafloor has visited Sea Life centres in London, Brighton, Scarborough, Weymouth and Great Yarmouth. Each roadshow received great feedback both from the public and our hosts. One of the highlights for many visitors is the opportunity to touch and feel real and ancient artefacts, from mammoth bones to the remains of a World War II machine gun.



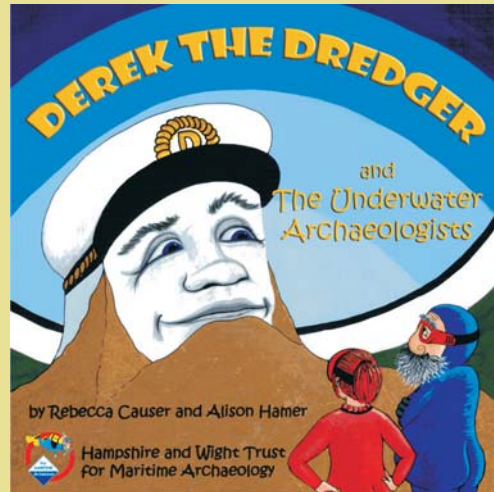
All the artefacts on display were found through the Protocol reporting process, so your finds are contributing to getting our message across to the public.



The roadshow also attended a variety of other events and worked with organisations that share its values for the protection of our natural and historic heritage, including the Festival of British Archaeology and the Wildlife Trust.



The next phase of the project is to create digital teaching resources for schools and universities, which will be available on the Explore the Seafloor website in 2011. By producing these resources the results of the RECs can be shown to a new generation of scientists and dredgers.



Derek the Dredger

MALSF has funded many projects over the years telling people about the heritage of the sea.

The work of the marine aggregate industry has been immortalised by Hampshire and Wight Trust for Maritime Archaeology (HWTMA) in two children's books, funded by MALSF. These are *Derek the Dredger* and *the Underwater Archaeologists* and *Derek's Fishy Adventure*. Our hero, Derek, works with Professor Archie O'logy, Marie Time and Billy O'Shun, an ecologist, to protect archaeology and ecology on our seabed.

The books are primarily aimed at children aged 6-8 but they make a serious point - it is crucial that when we work at sea we ensure that we are acting sustainably and not causing irreversible damage to sites and habitats on our seafloor. The marine aggregates industry is leading the way, showing a responsible attitude to seabed health at all stages of the dredging process.

The books can be purchased from the Hampshire and Wight Trust for Maritime Archaeology website at:

<http://www.hwtma.org.uk/shop/childrenspublications/>

If you want to know more about this project or you want to see some of the fabulous postcards our visitors created, visit us at

<http://ets.wessexarch.co.uk/>

Protocol awareness on the continent

The Protocol is supported by an Awareness programme funded by English Heritage through the Marine Aggregate Levy Sustainability Fund (MALSF). This Awareness programme is vital in making sure that industry staff understand the Protocol and its importance in understanding and protecting our maritime heritage.

A significant amount of aggregate dredged from UK waters is delivered to wharves on the continent. BMAPA companies encourage their continental partners to report material found in this aggregate in the same way as they would if it came into a UK wharf. So intrepid Wessex Archaeology staff member Katie Card ventured across the Channel to visit wharves on the continent and raise their awareness of the scheme.

Hanson, Amsterdam Wharf



In June, Katie flew into Amsterdam, picked up a hire car and headed out for a whistle-stop tour of wharves in Holland and Belgium. Over the following week Katie covered more than 1000km, stopping to talk to seven wharves about the BMAPA protocol. She was armed with Wessex Archaeology's newly translated BMAPA information packs, in French and Dutch, to ease the reporting of new finds for our continental counterparts.



Cannon ball from NHM, Ostend Wharf in Belgium

From Amsterdam to Ostend she received a very warm welcome from wharf managers and staff. Katie discovered from touring the wharves and chatting to staff that most of them use an automated filtering system and therefore do not have direct contact with the original aggregate, greatly reducing the chances of finding archaeology. Also, at many of the wharves the discharge pile (where many artefacts have been found in the past) will soon be automatically put into a crusher, so non-metal items (metal having previously been removed by an electromagnet) will never be seen. So we will all have to get our thinking caps on as to how to maximise what we do find, as operational procedures alter.

Despite this Katie found that everyone was interested to learn about the types of archaeology that they should be looking out for. Throughout the week Katie was shown several artefacts that were pulled from the spoil heaps including a cannon ball, brush head, unusual stones and a vast collection of mammoth teeth.