

# Dredged Up

from the past



Autumn 2015

Archaeology Finds Reporting Service Newsletter

Issue 17

## Protocol Update

October 2015 marks the 10th anniversary of **Dredged Up!** To celebrate, this issue will be a little bit special: a retrospective issue highlighting some of the best finds from over the years. Since the Protocol began, over 1100 finds have been reported, and we asked a number of people involved in various aspects of the process to tell us about their favourite find.

In this issue we will also look at some of the 40 finds that have been raised (and reported through 26 reports) since the last newsletter, catch up with a recent wharf visit and examine new and exciting ways of recording artefacts.

October 2015 also marks the beginning of a new awareness funding period, and all sorts of new and exciting plans are in the pipeline. In addition to continuing with **Dredged Up** and visits to wharves and dredgers, we will launch new remote learning packs and an online video guide.

If new wharf or dredging staff have joined your team or you would like a refresher training session, then get in touch to book a free visit.

Email us at [protocol@wessexarch.co.uk](mailto:protocol@wessexarch.co.uk) or call 01722 326867 to find out more.

Awareness visits are free, informative and fun! And you can handle previous finds and discover how to identify archaeological artefacts.



Over the summer, we said a very sad farewell to Gemma Ingason. Gemma Ingason had worked tirelessly with the Protocol Implementation Team since 2008, and many of you may have met her through awareness training, wharf visits, or even out and about in the community representing Wessex Archaeology at an event. Although we will miss her greatly, we wish her all the best on her new adventures with [www.trench1.co.uk](http://www.trench1.co.uk).

You may see some new faces around, as three new members have joined the Protocol Implementation Team. We welcome aboard Debra Shefi (left), Alistair Black (centre) and Rachel Brown (right).

## These are a few of My Favourite Finds

Individuals and industry insiders involved in different stages of the Protocol tell Dredged Up about their favourite discoveries



Mark Russell  
*Director of the British Marine  
Aggregate Producers  
Association (BMAPA)*

When we developed the reporting protocol back in 2004, as a means to practically deliver some of the management measures identified in the marine heritage guidance note prepared in partnership with English Heritage (now Historic England), I don't think that anyone could have envisaged the impact that it would have. For both industry and the heritage advisor, it was a step into the unknown – establishing a voluntary best practice approach that relied upon awareness and common sense rather than a regulatory obligation. In many ways, its success has been largely founded on the fact that for most staff working on a wharf or on a dredger, the types of artefacts that can be found amongst the marine sand and gravel they work with are genuinely interesting, and often provide an insight into a much wider story – particularly where the artefacts can relate back to individuals.

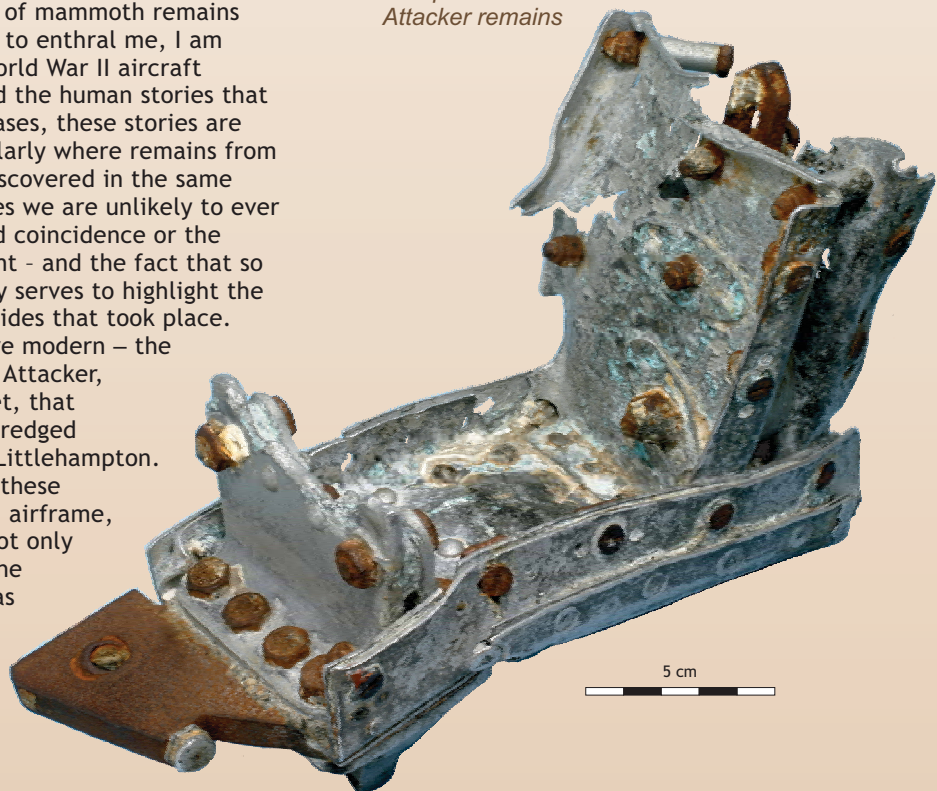
While the range and variety of mammoth remains and cannon balls never fails to enthral me, I am particularly drawn to the World War II aircraft remains that we recover and the human stories that are behind them. In some cases, these stories are difficult to unpick – particularly where remains from various aircraft types are discovered in the same spot. In the majority of cases we are unlikely to ever know whether this was a sad coincidence or the result of a particular incident - and the fact that so much uncertainty exists only serves to highlight the scale of the losses on both sides that took place. But my favourite find is more modern – the fragments of a Supermarine Attacker, a little known early naval jet, that were found within a cargo dredged from the Owers licence off Littlehampton. From the serial numbers on these twisted pieces of aluminium airframe, it was possible to identify not only the aircraft type, but also the individual aircraft that it was likely to have come from (Wp275) and the date that it was lost (6 July 1956), together with the pilot's name (Sub-Lt J.F. Yeates RNVR)

who was able to safely eject from the aircraft before it crashed. It is stories like these, and the connections that they can make with the industry staff that recover the artefacts, that best demonstrate the pull of the reporting initiative.

We must not lose sight of the fact that both the heritage guidance note, and the reporting protocol that supports it, represented the first of their kind. They defined an approach to practically addressing marine heritage issues when undertaking marine development activity which has now been replicated across a range of sectors, both in the UK and in other countries. This is something that the marine aggregate sector, Historic England and Wessex Archaeology should be rightly proud of.



*Supermarine  
Attacker remains*





Heloise Warner  
Deputy Receiver of Wreck

The dredge finds that I have found the most interesting are not necessarily the most beautiful but the ones that have a fascinating history. For example, the humble sounding lead. Hanson has reported a number of sounding leads from area 240 (Hanson\_0346 and Hanson\_0504). Despite their utilitarian nature and not so pleasing aesthetics, the mere sounding lead is a piece of technology that has stood the test of time with very little variation from its original design.

The sounding lead is of ancient origin, its use being depicted in ancient Egyptian tomb paintings and examples being known from Greek and Roman times. They are a piece of early technology that was used on a global scale. The lead was attached to the end of a line and dropped overboard to test the depth of the water below. By the 17th century the lines were marked every fathom (1 fathom = 6 ft) to enable greater accuracy. Sounding leads were also adapted with a piece of tallow so that each time they were pulled up they would bring up a sample of seabed sediment thus providing useful information on the location of the vessel and further information for accurate charting. Area 240 has a large number of known and unknown wrecks nearby and is



Sounding leads

also very close to an area of shifting sandbanks. To find sounding leads in this area I would not consider to be an unusual occurrence.

A rather morbid side of my job involves looking at the number of casualties of each wreck. I do wonder every time I look at a sounding lead how many sailors' lives were saved from the catastrophe of wrecking in shallow water by being able to take a simple depth measurement of the murky sea below. Despite minor improvements to the original design, sounding leads were used widely until the 19th century. Still today, UK navigational charts show a large number of charted depths that were measured with a sounding lead. With today's constant need for advancement and upgrades to our technological environment it is refreshing to see a design that lasted centuries with its mere simplicity.



Euan McNeill  
Head of Coastal & Marine  
Wessex Archaeology  
and Manager of the Protocol  
Implementation Service  
Team since 2005

My favourite find is the mammoth tusk reported by Hanson in 2006 (Hanson\_0035). It was one of the early discoveries reported through the Protocol, and it highlighted the potential for the Protocol to contribute significantly to our archaeological understanding of seabed prehistory.

Mick Hayward discovered the tusk at Purfleet Aggregates Ltd in Thurrock, Essex in material dredged from Licence Area 408, about 50 miles NE of the Wash. The find itself was lucky, as the tusk was discovered as it fell off the conveyor belt just as it was about to enter the crusher.

The tusk is one of the most northerly examples of remains from *Mammuthus primigenius*. Because of its rarity, English Heritage (now Historic England) provided funding to scientifically date the tusk. English Heritage's Scientific Dating section submitted samples from the tusk for AMS dating to the Oxford Radiocarbon



Mammoth tusk

Accelerator Unit, University of Oxford and the Centre for Isotope Research at the University of Groningen. The tusk has been securely dated to around 44,450 ( $\pm$  650 years) Before Present. This means that this tusk came from a mammoth that lived at the end of the Middle Palaeolithic (150,000 to 40,000 BP), during the Devensian ice age when Neanderthals lived in what is now Britain and the offshore waters that would have been dry land. There are few dated examples of mammoth fossils, and this find may contribute to understanding the distribution of this species during the last ice age.

Subsequently, the find has been the subject of a joint publication between Hanson and Wessex Archaeology in the Quaternary Research Association (QRA) newsletter. The find is currently undergoing conservation, but it will soon go on display in Hanson's offices in Southampton.



**Gemma Ingason**  
*Former member of the  
Protocol Implementation  
Service Team*

My favourite find has to be the Cavendish Badge (Cemex\_0195), reported through the Protocol in 2008. Initial research indicated that each ship only had one badge, and yet later in the year, a second Cavendish Badge (Britannia\_0228) was reported through the Protocol. The presence of two badges for this ship remains a mystery.

The first Cavendish Badge has since found a home at the Royal Naval Museum in Portsmouth. It was the first Protocol find to be specifically requested by a museum.



*Cavendish Badges*



*Roman samian  
ware sherd*



**Andrea Hamel**  
*Member of the Protocol  
Implementation Service  
Team since 2008*

For me, the most captivating find has to be the two sherds of Roman samian ware (Hanson\_0171) reported through the Protocol in 2008, shortly after I joined Wessex Archaeology and started working with the Protocol Implementation Service Team.

The pottery was discovered by T. Kerrison and K. Myscin in material dredged from Kwinte Bank in Belgium. Hanson generously loaned Wessex Archaeology the artefacts so they could be analysed by finds specialist Lorraine Mephram. She determined the finds were Rheinzabern ware, and both were stamped 'CATALLUZ' meaning that they were produced by Catallus V in Central Gaul between AD 170 and 260. The pieces are most likely Ludowici form Sb vessels.

Although the pottery could represent material thrown overboard by a passing vessel, I've always been curious as to whether they could represent the first discoveries from a previously unknown Roman shipwreck. Few sea going Roman vessels are known in northern Europe, so these finds could lead to an important discovery.

## A 19th-century Relish Pot in 3D

This small ceramic relish pot (CEMEX\_0207) that dates to the early 19th century was discovered in March 2009 at Cemex's Portslade Wharf, East Sussex. It is a pale blue earthenware decorated with a polychrome transfer featuring a battle scene. The depicted military uniforms are believed to date to the Napoleonic period.

An incomplete inscription at the base of the pot appears to read 'the battle of the A ...', where the final word is missing apart from its first letter. There are 11 Napoleonic battles that start with an 'A'. Of these, only one battle has 'the' before the place name, la Albuera; a small Spanish village located to the south-east of Badajoz. The battle of la Albuera was fought between a mixed force of Spanish, Portuguese and British troops against the French Army of the South on the 16th of May, 1811. The French Army eventually retreated, but both sides suffered heavy casualties as a result.

The images of the relish pot to the right have been produced using a technique known as multi-image photogrammetry. Numerous photos were taken of every surface of the object and these were subsequently processed using specialist software that analysed and merged the images into a fully animated 3D model. The ability to rotate the generated model on a computer screen and zoom in on certain features, provides the opportunity for further information to be obtained from the artefact without necessarily handling it. This versatility makes photogrammetry an exciting new method for recording artefacts!

You can interact with the relish pot in 3D at sketchfab (<https://skfb.ly/l7OC>).

Wessex Archaeology is also utilising this technique in underwater wreck surveys as it produces results that are more cost-effective than laser scanning. More information regarding Wessex Archaeology's use of photogrammetry can be found at

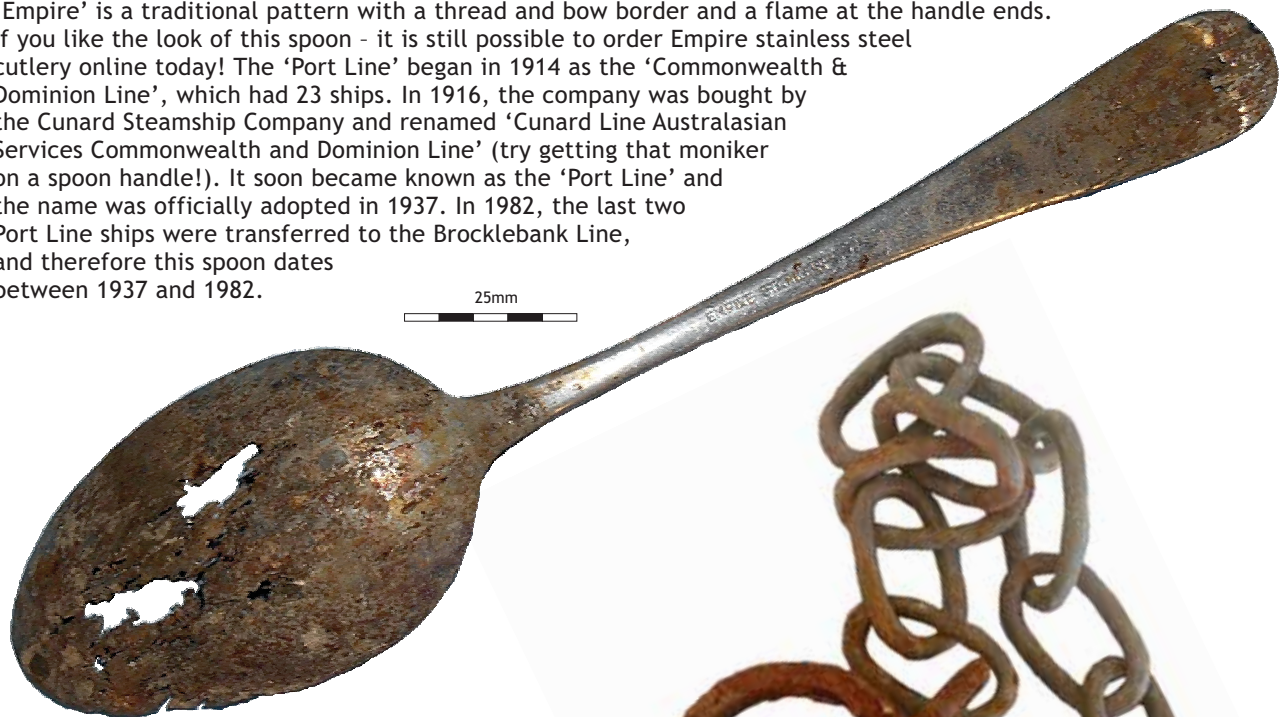


[www.wessexarch.co.uk/blogs/news/2015/04/24/online-adventures-3d-modelling](http://www.wessexarch.co.uk/blogs/news/2015/04/24/online-adventures-3d-modelling). Other examples of 3D images generated by Wessex Archaeology can be viewed at [sketchfab.com/wessexarchaeology](http://sketchfab.com/wessexarchaeology).

## Recent Discoveries

The second half of the reporting year has revealed all sorts of exciting discoveries, including these three finds with intriguing markings.

At Southampton Wharf, J. Jerromes discovered a spoon in material dredged by the City of Chichester off the east coast of the Isle of Wight. One side of the spoon is marked with 'Port Line' and the other with 'Empire Stainless'. Stainless steel developed in the early 20th century, and 'Empire' is a traditional pattern with a thread and bow border and a flame at the handle ends. If you like the look of this spoon - it is still possible to order Empire stainless steel cutlery online today! The 'Port Line' began in 1914 as the 'Commonwealth & Dominion Line', which had 23 ships. In 1916, the company was bought by the Cunard Steamship Company and renamed 'Cunard Line Australasian Services Commonwealth and Dominion Line' (try getting that moniker on a spoon handle!). It soon became known as the 'Port Line' and the name was officially adopted in 1937. In 1982, the last two Port Line ships were transferred to the Brocklebank Line, and therefore this spoon dates between 1937 and 1982.



Paul Stonehouse discovered this unusual artefact (below) at Greenwich Wharf. It comprises a corroded steel spindle with two brass cogs attached. There is also a small brass emblem adjacent to one of the cogs. But this object remains a mystery. The teeth around each of the plates appear more decorative than functional. This suggests the item may have been perhaps displayed as a clockwork mechanism or some other kind of small machine.



Ian Massey discovered a padlock and chain at Johnsons Wharf, Greenhithe. It appears to have been plated with rust proofing and is likely to date to the 20th century. One side of the padlock is stamped with 'W M & A Quiney, London', but further details about the manufacturer remain elusive. Padlocks older than this find, which have a similar shackle style (dating to the late Georgian/Victorian period), have been attributed to the Thames Bargemen.



## Dredged Up down on the Docks

In June, Gayle Mitchelmore and Heloise Warner from the Receiver of Wreck's office at the Maritime and Coastguard Agency met with Lafarge Tarmac Marine and Wessex Archaeology at Burnley Wharf, Southampton.

Gayle and Heloise have spent the last year working through the backlog of Protocol finds (from over 300 reports) and wanted to get a better understanding of the dredging process and the way in which finds are discovered.

Nigel Sait, one of the Protocol's top reporters, greeted us on arrival and took us on a tour of the Southampton plant. It was a beautiful day, and a fantastic opportunity to meet the people who report recent discoveries, see the dredging vessels first hand and watch aggregate material being offloaded.



Some finds that are recovered from the seabed are legally protected, and the Receiver of Wreck is responsible for implementing aspects of the Merchant Shipping Act 1995.

The Act states that any find that relates to wreck – ship, aircraft or hovercraft – has to be reported to the Receiver of Wreck within 28 days.

The Receiver of Wreck then has one year to find the legal owner of the material and return the material to them. This is normally the original owner, though the finder can claim a salvage fee.

## The Back Page Profile with Historic England's Hefin Meara



Hefin Meara is a Maritime Data Officer for Historic England. He works with maritime records held by the National Record of the Historic Environment.

I studied for a degree in Archaeological Science at the University of Sheffield. When I graduated I was offered three weeks work as a digger on an excavation in Newport, Gwent, with the Glamorgan Gwent Archaeological Trust. The three week project expanded in to a six month long epic project to excavate, record and lift what became known as the Newport Medieval Ship, a 30 m long vessel dating to the 15th century. I was lucky enough to return to work on the Newport Medieval Ship as part of a project based at Newport Museum to produce 3D digital records of the ship timbers. Afterward I spent many years working in commercial field archaeology. I have worked on a wide range of projects across the UK, from the excavation of prehistoric sites all the way through to modern industrial archaeology. I joined Historic England in 2012 to work on a project to digitise and catalogue a collection of historic aerial photographs, before moving on to my current role as Maritime Data Officer.

I am responsible for the maritime component of the National Record of the Historic Environment (NRHE), which covers English territorial waters out to the 12 nautical mile limit. It includes over 37,000 wreck records, including approximately 6,000 identified wreck sites, and 31,000 known wreck events. The NRHE also includes almost 10,000 records relating to features other than wrecks, including records of unidentified obstructions and fishermen's fasteners, seabed finds that have not come from wreck sites, as well as prehistoric landscape features. The database is constantly updated as the identities of previously unidentified shipwrecks are revealed, and as new wreck sites are discovered for the first time.



The PastScape website

Reports from the Marine Aggregate Industry Protocol are a vital source of information for helping us to improve the records. We also make use of other sources of information such as data from the Receiver of Wreck, the UK Hydrographic Office and from members of the public, as well as including the results of research in to primary sources such as historic newspapers and U-boat logs. The NRHE is freely available to browse via the PastScape website, which can be found at [www.pastscape.org.uk](http://www.pastscape.org.uk). I really enjoy receiving the Protocol reports. The variety of material that has been discovered and reported is amazing. I think that the discovery of a glass bead (LTM\_0527) has been particularly fantastic as the bead is so tiny! I'm already looking forward to receiving the next batch of reports.



approx. 5 mm

Glass bead