

Dredged Up

Archaeology Finds Reporting Service Newsletter

Issue 20
Spring 2017



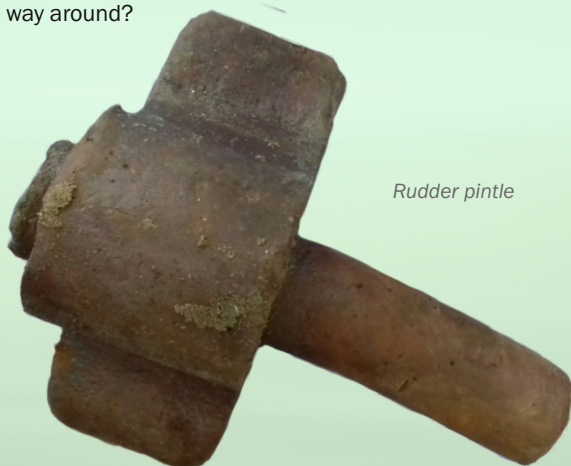
Welcome to Issue 20 of ***Dredged Up***, the newsletter of the Marine Aggregate Industry Protocol for the Reporting of Finds of Archaeological Interest. Since the last newsletter in October, the wharves have been busy with finds, with **26 reports** raised, each detailing an individual find.



Engine room
telegraph
fragment
(see page 5)

IN THIS ISSUE, we celebrate the annual Finds Awards – for best attitude by a wharf, best attitude by a vessel and the best find of 2015–2016 (**page 2**).

On **page 3** we also have a summary of events near the wharves related to the Festival of British Archaeology, with events and activities to inform parents and distract children over the summer. Should that be the other way around?



Rudder pintle

Pages 4 and 5 feature a roundup of the other finds that have been made by you since last October. Yet again the wide diversity of finds from the seabed is represented, including a possible rudder pintle (left), a fragment of an engine room telegraph (see above), and an example of a stone cannonball (see **page 4**).

Page 6 discusses the work being done currently by volunteers in the inter-tidal zone as part of the CITIZAN programme, which ties together the discoveries you find offshore with those on land. The scheme also gives you more events and potential for training in archaeological recording if anything you have found has got you interested in knowing more. Also on **page 6** we introduce a new member of the awareness team, Yohann Paci.

Page 7 continues this theme with a look at waterlogged organics – anything from cloth, leather and rope through to timbers and wooden artefacts. Why have they survived? What can we tell from them? What should you do with them if found?

Finally, the **back page** gives a roundup of the Marine Antiquities Scheme, with a look at what's been found there, and how it relates to the Marine Aggregate Industry Protocol finds.

Don't forget to book an Awareness Visit if your team needs an update or want to know more about the potential artefacts they may find. We will not only bring all of the exciting new awareness materials, but will also provide the opportunity for you to handle Protocol artefacts – from mammoth teeth to aircraft parts.

email us at protocol@wessexarch.co.uk or call us on **01722 326867**

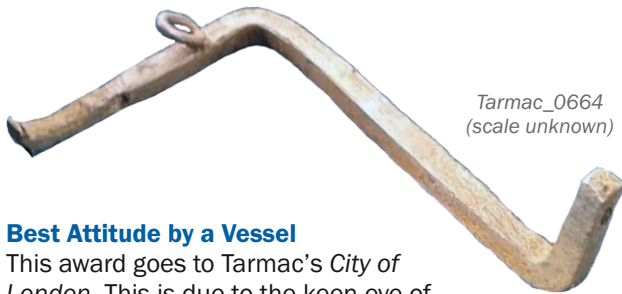
2015–2016 Finds Awards

As spring is upon us that also means that it is time for the annual Finds Awards! In this issue we are pleased to announce the winners of the 2015–2016 reporting year:



Best Attitude by a Wharf

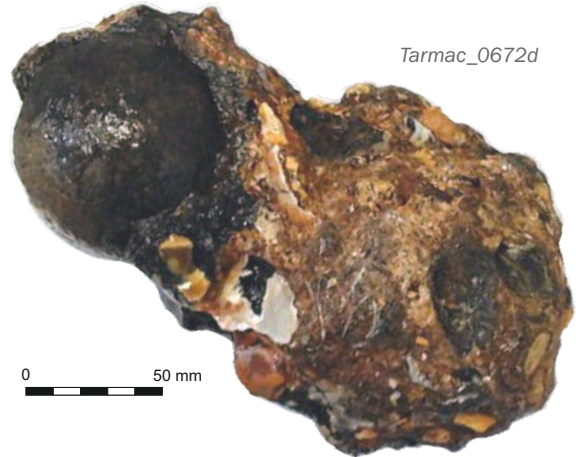
As always this is a difficult award to choose a recipient for as the attitudes employed by all the wharves are excellent, however there has to be a winner and this year it is Tarmac Southampton! This is for the dedication that they have to the Protocol, clearly demonstrated through the sheer number of reports that they have submitted. This reporting year they have submitted 44 reports; almost half of the number of reports received for the year.



Tarmac_0664
(scale unknown)

Best Attitude by a Vessel

This award goes to Tarmac's *City of London*. This is due to the keen eye of D. Johnson who spotted a very unusual **small lead object** (Tarmac_0664) whilst offloading material from the vessel in April 2016. The object comes from Humber, an area from where we have had very few finds, and is surmised to having once belonged to a larger structure. This peculiar object has puzzled the staff here at Wessex Archaeology because it resembles a common bracket in shape which suggests that it could have been part of a supporting structure aboard most types of vessels but the lead material it is made of is far too soft to confirm this hypothesis. A mystery indeed.



Tarmac_0672d

0 50 mm

Best Find

The winner of the award this year is a collection of **11 cannonballs** (Tarmac_0672) that were discovered by J. Jerromes at Southampton Wharf in April. They were recovered from Licence Area 127 to the east of the Isle of Wight. All 11 cannonballs were of similar proportions and relatively light, and are likely to have come from a cannon known as a minion (the French word for 'cute') which were widely used by both the Army and the Navy in the 16th and 17th centuries. Cannon such as these would have been used on board both faster more manoeuvrable ships of the fleet and also on merchant ships as a means of protecting their investment. What makes this discovery so exciting is that finding 11 cannonballs in one area may indicate the presence of a shipwreck or battle site. The mixed conditions of the cannonballs suggest that they would have been piled on the seabed, with some being protected by the ones on top; this clearly indicates a single event and we would urge anyone working within Licence Area 127 in the future to be extra vigilant and on the lookout for further evidence of a shipwreck.



Tarmac_0672g

0 50 mm

The ongoing success of the Protocol would not be possible without the dedication and professionalism of wharf and vessel staff, so Wessex Archaeology would like to thank everyone for their continued hard work!

2017 Festival of Archaeology



This summer why not take the family on a day out as part of the UK Festival of Archaeology. For a full breakdown of events go to www.festivalofarchaeology.org but we've picked out a few great events in the areas around the wharves that you might be interested in:



Hampshire and Wight

Sat 15th July – Open Day at the Newport Roman Villa.
www.archaeologyfestival.org.uk/events/2775

Fri 21st July to Friday 28th of July – The Mary Rose Museum has talks and workshops on marine archaeology and the discovery of the Mary Rose.
www.archaeologyfestival.org.uk/events/2859

Dorset and South-west

Sat 22nd July – Activities and crafts at Torquay Museum.
www.archaeologyfestival.org.uk/events/2789

Sat 22nd July to Sun 3rd September – Kents Cavern Stone Age School.
www.archaeologyfestival.org.uk/events/2759

Sat 29th July to Sun 30th July – Spend some time with Viking re-enactors in the 24 m long Viking longhouse at Cranborne.
www.archaeologyfestival.org.uk/events/2875



Newcastle, Co Durham and Northumberland

Mon 24th July – Roman cavalry displays at Segedunum Fort, Newcastle.
www.archaeologyfestival.org.uk/events/2854

Suffolk

Sat 15th July – Pop-up museum at the Tide and Time Museum, Great Yarmouth.
www.archaeologyfestival.org.uk/events/2850

Sat 22nd July – Warehouse open day with Suffolk Archaeology – see inside the stores at the Suffolk Council archaeology unit.
www.archaeologyfestival.org.uk/events/2718

Thames Estuary

Sat 10th June – World Archaeology Festival at UCL Institute of Archaeology including flint knapping and deer skin tanning.
www.archaeologyfestival.org.uk/events/2809

Sun 16th July – Crofton Roman Villa Family Fun Day – guided tour and activities around the Roman villa.
www.archaeologyfestival.org.uk/events/2706

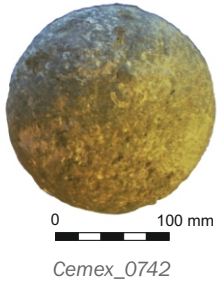
Sun 16th and Sun 23rd July – Southborough Forge – discover about the Wealden Iron foundries, which made many of the cannonballs found by you!
www.archaeologyfestival.org.uk/events/2781

Sussex

Mon 26th June to Sat 5th August – Culver Archaeological Project where you can take part in an archaeological excavation on a Romano-British settlement.
www.archaeologyfestival.org.uk/events/2727

A Round-up of Finds from 2016–2017

From 1 October 2016 to the present, we have had 26 archaeological finds reported through the Protocol so far. Over the next two pages we will look at some of the most exciting ones from the last six months.



A **stone cannonball** (Cemex_0742) was discovered by M. Pettitt approximately 8 km south-west of the Isle of Wight. Already in this issue we have featured examples of iron shot but the stone material this one is made of may indicate a slightly earlier

date; stone cannonballs were commonly used throughout the 15th and 16th centuries until the preference changed to iron shot in the 1630s as the cost of iron production fell. Although the type of stone used is unclear without further investigation British examples were commonly carved from a hard form of Limestone known as Kentish Ragstone. The size of this cannonball is particularly impressive as its 180 mm diameter equates to roughly a 42–48 pounder; a 48 pounder being the size of the largest French gun during the reign of Louis XIV (1643–1715). Stone cannonballs were carved from stone blocks and often remained unfinished until they were on board the vessel. The *Mary Rose* had 387 examples of stone cannonballs, the majority of which were discovered still in their uncarved state.



Barry Gould discovered a **ship's timber fragment** (Tarmac_0745) at the Erith Wharf. Although originally described as a piece of 'distressed wood, that appears to be a hard wood similar to that of a railway sleeper' finds experts at Wessex Archaeology have since determined the object to be an unidentifiable section of a ship's timber. Featuring several clean drilled holes through it with a finished wooden treenail, stopper or plug through one a clean cut and polished/sanded surface, the fragment seems to have been torn away from the rest of the structure in the past. The staining

present also suggests that it would have been in close proximity to iron at one time. Unfortunately, it is unlikely that its original function will be identified but finds such as these still have the potential to indicate an unrecorded wreck or related debris field.

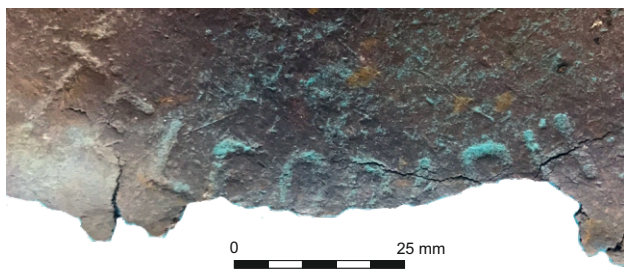


From stone to wood to metal the next find is a **brass cap** (Tarmac_0753) discovered by Jamie Jewell south-east of the Isle of Wight. The cap is 45 mm in diameter and has a knurled edge, a rolled base and 'TRANSMITS IF CAP REMOVED' in raised letters around the raised edge of the upper surface. The function of this find is, as yet, unknown, and discussions with aviation and shipping related finds experts have shed no further light. It is probable that this item dates from the 1940–50s and from some form of military communication system. Shipboard wireless telegraphy became established after 1910 and radiotelegraphy after 1920, with aircraft systems even later.



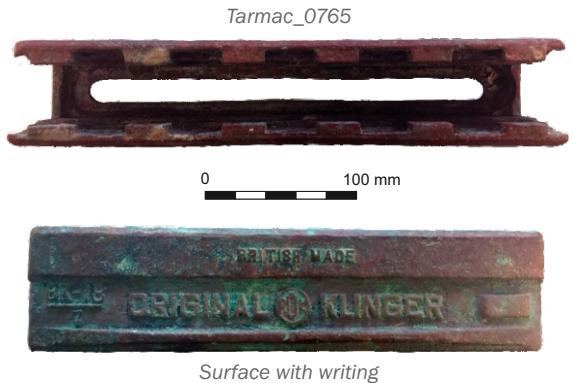
A **cutlery handle** (Tarmac_0755) was recovered by M. Wooldridge at Tarmac's Marchwood Wharf, Southampton. Made of stainless steel, stamps relating to the manufacturers name 'HM&CO', product code '514435' and date of manufacture '1964' can still be clearly deciphered from the corroded metal. This handle is likely to have been from a serving spoon or ladle. It has been concluded that the 'HM&CO' may relate to Harris, Miller and Co., a cutlery company based in Sheffield. Their cutlery was widely purchased by many users including the government for hospitals and prisons, BOAC and British Airways.

From the South Coast dredging region comes a **telegraph face** (Tarmac_0762), discovered by James Lutman of the *Arco Dee*. This brass fragment is 270 mm wide and is probably the face from a ship's telegraph or a chadburn from a brass pedestal style telegraph. The words 'ENGINE' and 'TELEGRAPH' are still clearly visible on the object. Unfortunately, no further information on this object is known at present however with the development of electronic indicators telegraph face's such as these have gradually disappeared off modern ships.



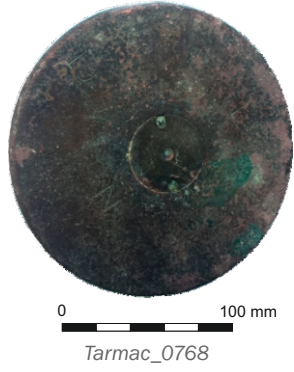
Detail of Tarmac_0762

The only ceramic find of the reporting year so far was also discovered by James Lutman, of Bedhampton Wharf. This is a 19th-century base of a **white pearlware bowl or pot** (Tarmac_0763). The object is approximately 90 mm in diameter. The manufacturer's logo, a fouled anchor and the words 'LEA[D]LESS GLAZE' can still be clearly seen in blue transfer print on the base. The logo relates to a company called Minton; whose brand is now part of the Waterford, Wedgwood and Royal Doulton Group even though the company itself no longer exists. The Minton logo shown was in use between c. 1873–1912, though the word 'England' was generally added from 1891 and replaced by 'Made in England' in 1902. During the 19th century the Minton factory was one of the most popular sources for made to order dinnerware for embassies and heads of state. The fouled anchor present on this particular find suggests that it was part of a naval commission for the company.



Also from the *Arco Dee*, Dean Lutman reported the discovery of a **water level clamp** (Tarmac_0765). This is the cover of a bronze water level gauge from a steam engine boiler on which the detail is still very clear. The words 'BRITISH MADE', 'BK-18/7' and 'ORIGINAL KLINKER' along with the company logo are readily visible. The function of this object would have been as a visual check of the water level in the boiler and therefore designed to withstand the pressure in the boiler as well as to protect the gauge from damage in the environment of a ships boiler room. Finds expert and Marine Engineer Anthony Mansfield was consulted. He said that it would have had a strip of glass about 10 mm thick that would have sat behind the slot and then the main body of the gauge would be against the glass with a sealing gasket. It would have been affixed to the boiler using a rear clamp with screws. Clearly, however these extra components have not survived.

The final find for this instalment of *Dredged Up* falls under the category of munitions. Approximately 6.5 km to the south-east of the Isle of Wight, Gary Cooper recovered a **fired shell case** (Tarmac_0768). Although heavily corroded, some markings on the base can still be deciphered; the '1952' is the date of manufacture, the 'E' the site of manufacture, the '19' indicates the batch number and the '1' is possibly the gun mark number although this is unconfirmed as this would be unusual given its date of manufacture. The 'N' indicates that it is a naval round, and based on its measurements probably a 5 inch one. Future information may be made available through further study of the markings on the base.



These are just a selection of the finds that have been reported so far and we would like to thank everyone involved in the Protocol for their continued efforts. We look forward to the reports that the rest of the year will bring!

Life on the Edge: CITiZAN and Inter-tidal Archaeology

BY REPORTING YOUR FINDS through the Marine Aggregate Industry Protocol, you are not the only ones bringing together information from the deep (and occasionally the shallows). Alongside your work archaeologists are also supported by professionals in the Offshore Renewables industry (ORPAD) and the fishing industry (with the FIPAD described in the last newsletter) and by members of the public through the Marine Antiquities Scheme (MAS), all reporting archaeological finds. On land the Portable Antiquities Scheme (PAS) allows for finders to report and be informed about their discoveries e.g. through metal detecting. But what about the gap in-between, in the inter-tidal zone?

The Coastal and Inter-Tidal Zone Archaeological Network (CITiZAN) brings together professionals and interested

volunteers to provide training in archaeological recording and sites across the inter-tidal zones of England and Wales (www.citizan.org.uk/get-involved).

These zones have incredibly rich archaeological potential – often covered in soft mud they support and protect archaeology, and due to the wet nature of the deposits, preservation is often similar to what you are experiencing with marine finds. The finds themselves are the same range as those you encounter on the dredgers – from individual artefacts right up to complete wrecks – but with the advantage that the sites can often be accessed and recorded at low tide.

CITiZAN events you can get involved in coming up include:

Team of volunteers at Gosport recording the remains of a wooden First World War Minesweeper in early May
www.citizan.org.uk/events/2017/May/02/training-minesweeper-gosport/

A free weekend working on recording features at Orford Ness, the former atomic weapons base in Suffolk
www.citizan.org.uk/events/2017/Jun/03/training-orford-ness/

Recording the SS *Fernebo*, a First World War wreck on Cromer Beach
www.citizan.org.uk/events/2017/Jun/24/training-recording-wreck-ss-fernebo-cromer/

Work on discovering and recording the submerged prehistoric forest at Pett Level, East Sussex
www.citizan.org.uk/events/2017/Aug/12/training-pett-level/

Introducing Yohann Paci



IT IS WITH great pleasure that we welcome Yohann Paci to the Protocol Implementation Team. Here is a little bit about our new English to French translator:

“My name is Yohann Paci and I translated the various documents and video for Wessex Archaeology’s Marine Aggregate Industry Protocol for the Reporting of Finds of Archaeological Interest. I have worked in the company since September 2015 as a field technician on terrestrial excavations.

As a French citizen, it’s with great pleasure that I accepted this mission to translate from English to French for the Coastal & Marine department.

This will help French-speaking crews and wharf staff to better understand the Protocol and the issues of reporting underwater archaeological discoveries made during dredging operations.”



Poster translated into French by Yohann

Wet and Woody: Waterlogged Organics and what they can tell us

PRESERVED ORGANIC MATERIAL is relatively rarely found archaeologically, due to the processes of decay which breaks down all organic material unless conditions prevent this. Underwater, there is a lack of oxygen, one of the vital elements needed for decay and so this breakdown can be arrested. If exposed on the seabed, organics are often broken down by the movement of the water around them and by marine organisms – as we see from dispersed shipwrecks where even large timbers are spread across a wide area. If the organics are also covered with seabed sediment, however, this can protect them from both the erosion from water movement and the breakdown of their fabric by decay.

Obviously, the largest organic objects out there are timber wrecks, or parts of them. These can be from almost any period, with evidence for medium sized craft crossing the channel during the Bronze Age (approximately 2200 BC to 700 BC) such as the Dover Boat. The North Sea, English Channel and Irish Sea all saw a large amount of merchant shipping and naval movement from the Romano-British period onwards, some of which never saw its home harbour again. This is particularly true around the sand banks along the East Coast. The timbers from these wrecks, if preserved, contain information on ship-building techniques and ship design as well as the types of tools being used – many have the cut and adze marks still on them! Others have yard marks detailing which shipment they are from or where they should be placed on the ship. Any visible markings should be recorded on the Protocol recording sheet and clearly photographed.



Timber recorded during the SAMPHIRE project



Timber recovered from Isle of Egg during the SAMPHIRE project

Smaller objects rather than complete or partial wrecks may seem less exciting, but are in fact just as fascinating, if not more so! These often every day artefacts are normally lost to decay on land, and so examples preserved offshore are often our only clue to what artefacts look like and their function within society. This can be something as everyday as a basket to bring fish to market up to the stove lamps from the *Mary Rose*. They can also include the contents of vessels as well as clothing items made from cloth, leather and silk. The potential for organics to be recovered is particularly heightened during dredging operations as they bring up the sediment which has protected the artefact, along with the artefact itself.



Ship's timber recorded through the Protocol (CEMEX_0350)

And of course, if you are really lucky there might be a complete 100 year old bottle of whisky that fell off a ship as they set sail!

In terms of immediate storage for these artefacts, it is hard to go wrong with trying to keep them in a similar environment from which they came. A bucket of sea water, possibly with some of the sediment in the base to support the find, is best. For larger timbers, this obviously isn't an option. We have found that wetting them, then wrapping them in wet material and then a tarpaulin prevents them drying out until they can be investigated further.

More information on waterlogged organics and timbers can be found in the Historic England Guides

<https://content.historicengland.org.uk/images-books/publications/waterlogged-organic-artefacts/woa-guidelines.pdf>

<https://content.historicengland.org.uk/images-books/publications/waterlogged-wood/waterlogged-wood.pdf>

Marine Antiquities Scheme – What’s New!

IN THE PREVIOUS ISSUE, we introduced the Marine Antiquities Scheme (MAS); a new and easy way for the public to record any archaeological discoveries within the marine environment. This can be done by anyone including divers, fishermen, boat operators and even just people walking on the beach through a handy app on their mobile phone. Since its launch the scheme has had great success with 93 objects having been reported, below are a few examples of some of the more interesting ones.

First up is a quick firing light naval and coastal defence gun known as a **6-pounder Hotchkiss** (MAS-6105BA). Dating to the 19th century, it is thought this model dates to before 1890 as it doesn't have the recoil system that was introduced at this time. Manufactured in France this type of gun was a standard torpedo defence and popular with navies all over the world. Due to the location of the find, in Cornwall, it is thought that it may have come from the French merchant vessel, SS *Saint Andre* which was torpedoed and sunk by the German submarine UB-58 on 19 December 1917.



6-pounder Hotchkiss (MAS-6105BA)



Recovered from the wreck *Loanda*, that sank following a collision on 31 May 1908 off the Kentish coast, were three complete **clay pipes** (MAS_100004) for smoking. Two of these pipes have Masonic emblems and the third features a male, possibly military, head. Clay pipes such as these were common exports in the 19th and early 20th centuries. The *Loanda* was a steamer owned by the British and African Steam Navigation Co. and was on route to Africa when she sank.



Last but certainly not least from the River Wear, a **flask-shaped ampulla** (MAS-D100029) was discovered and recorded. Dating to the late medieval period (around 1350–1500) flasks such as this are believed to have been used to transport holy liquid from pilgrim sites. It has been speculated that they may have even been used in agricultural blessing ceremonies with the holy water being sprinkled on the ground.

For all published records and for more information on the MAS you can visit www.marinefinds.org.uk.

For more information on the Protocol, how to book visits or to request copies of any awareness material please contact Wessex Archaeology

Email: protocol@wessexarch.co.uk Tel: **01722 326 867**

Or visit Wessex Archaeology's Protocol website

www.wessexarch.co.uk/projects/marine/bmapa

Protocol

for the Reporting of Finds of Archaeological Interest