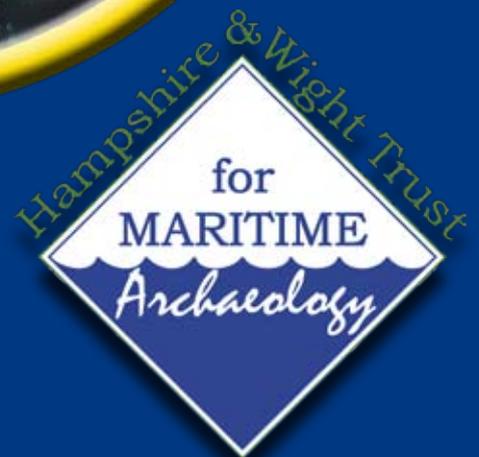


A Year in Depth

Hampshire and Wight Trust for
Maritime Archaeology



2009/2010

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Mr B. Mason
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Mrs N. Wilkinson (until June 2010)
Dr J. Whitewright

Underwater Archaeology Centre Staff

Miss K. Ashton
Miss M. Ashton
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Mr T. Rayner
Mrs R. Shirlaw

Key External Personnel

Mr S. Fisher
Mr L. Moran
Miss L. Tidbury

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The quest for knowledge of maritime cultural heritage is seen as adventurous and mysterious. It excites a broad cross-section of society, but is more than just a way of accessing the past. Where it is presented effectively the subject's wide appeal can unify and engage, attracting large audiences and bringing attention to bear on much wider issues. This is a concept that has not been lost on the media who have repeatedly reported on our projects which contribute to the debate on climate change, sea level rise and past human adaptations. Neither has it been overlooked by movie moguls who have used the subject as a backdrop for numerous blockbuster films.

The Hampshire and Wight Trust for Maritime Archaeology (HWTMA) has, for the last nineteen years, been uncovering the secrets of the underwater world and exploring ways the fascinating results can be used for the public benefit. The results from project research are being used to develop an education and outreach programme delivered through exhibitions and a mobile outreach vehicle which extends to all sectors of society. One particular focus has been the production of teaching resource packs, teaching notes and activity books for schools. Physics, chemistry, mathematics, history, geography, sea-level rise, resource management, social mobility and climate change are just some of the topics that can be accessed through the process and study of the maritime cultural heritage.

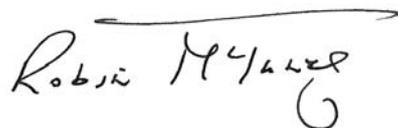
The education resources are supported by visits to instruct classes while workshops are given to help specialists and educators. School visits are complemented by activity days which include the use of our purpose built Maritime Bus. Activities are also organised for the public at events festivals or open days while local groups, societies and conferences receive more formal presentations. Outreach also extends underwater where dive trails have been created with accompanying books, booklets and displays. The wide range of subjects applied to answer questions about the past has been appreciated for many years by archaeologists but it is only recently that educators and more established sections of our education system are beginning to realise the possibilities.

As the HWTMA grows it continues to bring aspects of research and dissemination together. Its experience is now being drawn on to support similar models beyond our shores. A major new initiative has been the Atlas of the 2 Seas project where we are investigating shipwrecks and submerged landscapes with French and Belgian partners. The objective is to present the unified results through a collaborative project website, in exhibitions, educational resources and via our Maritime bus. This is allowing us to bring all our skills together under one project and is an exemplar we are keen to see copied.

The HWTMA welcomes its new staff, project officers and key external personnel; Rachel Bynoe, Steven Fisher, Lawrence Moran, Lauren Tidbury, Katy Bell and Kathleen Ashton. I take this opportunity to thank them for their hard work in making the HWTMA such a success. I would particularly wish to record my thanks to Garry Momber and other members of the existing staff for their vital work on income generation, research and dissemination activities. I would also like to thank Hampshire County Council, English Heritage, the Heritage Lottery Fund, the European Regional Development Fund, Southampton City Council, the Isle of Wight Council, the University of York, the Leverhulme Trust and the Crown Estate, along with those other authorities, companies, organisations, Trusts and individuals who are listed in this report for their sponsorship and support over the past twelve months.

Dr Robin McInnes OBE

Chairman
October 2010



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.

OBJECTIVES

HWTMA 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 HER 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.

Quantifiable Deliverables, Outputs, Dissemination and Promotion

In the past 12 months, HWTMA has engaged with the public through;

- **1,375 volunteer hours.**
- **8,491 visits to the Maritime Bus.**
- **1,300 website hits per month from 84 countries.**
- **19,748 people attending HWTMA outreach events.**
- **125 Talks, lectures, presentations and outreach events.**
- **8,123 public visits to the UAC including 1,428 school pupils.**
- **1,483 school pupils who have received an education session.**
- **72 days of fieldwork.**

The Archaeological Atlas of the 2 Seas (A2S) project is looking to disseminate the narrative encapsulated within sunken shipwrecks and submerged landscapes as well as celebrating this common European heritage. The research led objectives within this collaborative project mirror those of the HWTMA enabling us to utilise our expertise in fieldwork, research and outreach.

The work is part-funded by the European Regional Development Fund (ERDF) through the Interreg IVA 2 Seas programme that supports cross-border co-operation projects. The lead partner is the Association for the Development of Maritime Archaeological Research (Adramar) from France, while our Belgium partner is the Maritime Heritage Unit of the Institute for Flemish Heritage (VIOE). English Heritage, the Heritage Lottery Fund, the University of Southampton and the University of York have supported or collaborated in HWTMA research projects while Le Département des recherches archéologiques subaquatiques et sous-marines (DRASSM) in France has worked closely with Adramar and played a key role in the initiative from the outset.

The Archaeological Atlas of the 2 Seas (A2S) project will culminate in an enhanced knowledge of submerged heritage, a website through which the results can be accessed and shared, and an increased capacity within Europe to tackle challenges facing the submerged archaeological resource.

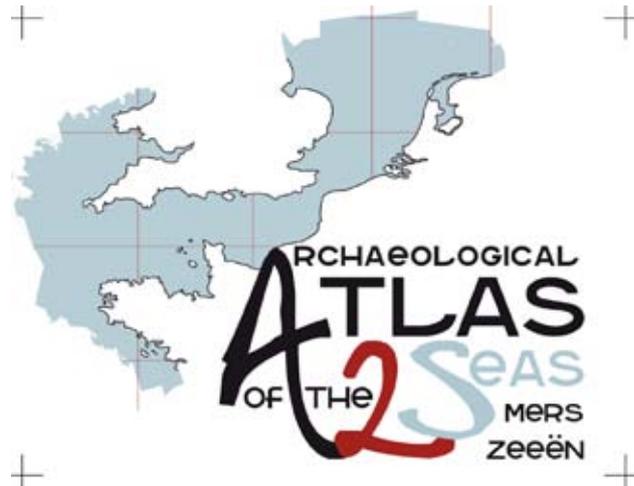
Data Management & Archival Research

The A2S project aims to allow the partners increased access to archival material through the ability to utilise resources from all three countries concerned. This will allow HWTMA access to new sources of information regarding wreck sites of French and Belgium origin which are now off the coast of England.

HWTMA will be compiling information from our archaeological archive alongside new data gathered during the course of the A2S project into a database developed to meet UK data storage standards. Comparable data sets from all three partners will be merged and made accessible through an online geo-portal to divers, students, researchers, heritage management groups and the general public.

Cross-border Collaboration

In addition to aiding research, cross-border collaboration has also benefited the A2S fieldwork programme with international teams involved in the projects in all three countries. The fieldwork has enabled underwater archaeological experience to be shared amongst staff and volunteers from the three partner organisations. In England, the support of A2S has been integral to a number of the projects



reported in this publication, including: the Alum Bay wreck site (page 13); the submerged landscape at Bouldnor Cliff (page 8); and the Eastern Solent Marine Archaeological Project (page 10). In France, Adramar ran four weeks of fieldwork from St Malo off the coast Department of Ille-et-Vilaine and Morbihan consisting of geophysical surveys as well as diver investigation. A variety of sites were investigated and baseline data for the region was collected. In Belgium, HWTMA staff joined our colleagues from the VIOE in Nieuwpoort for a week's fieldwork on the wreck site *Buiten Ratel*. The site is that of a wooden sailing ship, with substantial sections of hull remaining buried under the sediments. Artefacts previously recovered from the wreck site, including clay pipes, pewter spoons and a watch in a gold case, have been dated to the mid-18th century. The fieldwork in 2010 focused on the production of a detailed site plan of the exposed elements of the wreck.

HWTMA and Adramar also collaborated on a joint project in Fermanville, near Cherbourg. This site consists of a Middle Paleolithic submerged landscape, first discovered through the presence of submerged peat deposits in 1968. Later dives on the site during the 1970's and 1980's revealed thousands of worked flint objects on and under the seabed at the base of a granite cliff 18m below sea level. This site is the oldest submerged prehistoric site in northern Europe and its study is vital to research into hominin adaptation and dispersals as the climate deteriorated at the beginning of the last Ice Age. Understanding Neanderthal capabilities and population dynamics during this period is integral to our understanding of their migration, social organisation and ultimately their demise. The fieldwork this year focused on the establishment of a site grid with reference points and an assessment of lithic distribution.

A2S has also enabled HWTMA to investigate a series of wreck sites located to the south of the Isle of Wight. These wreck sites have not previously been subject

to archaeological survey although archival research has been carried out by *Wight Spirit* skipper, Dave Wendes. The wrecks surveyed this year were:

- SS *Azemmour*, owned by Cie Generale Transatlantique. *Azemmour* departed London for Nantes on 18th March 1918, on 20th March was torpedoed by the *UB-59* to the south of St. Catherine's Point on the Isle of Wight.
- SS *Coquetdale*; British steamer. One of four vessels sunk by Stuka dive bombers on 8th August 1940. The loss of the vessels saw the beginning of the Battle of Britain.
- SS *Londonier*, Belgian steamer under charter to the French government. On 13th March 1918 was on route from Calais to the Bristol Channel when torpedoed by the *UC-71*.
- *Saxmundham*; 2,537 ton British steamer. Sunk in collision on 4th November 1888.
- *Smyrna*; launched as a wool clipper trading to Australia. On 28th April 1888 was on route to Sydney a collision with the steamer *Moto* in thick fog resulted in a hole torn in the side of the *Smyrna*.
- HMS *Warwick Deeping*; commissioned into the Royal Navy in the Second World War as an anti-submarine and anti-invasion vessel, attacked on Friday 11th October 1940 by the German 5th Torpedo-Boote Flotilla. Within 20 minutes, after continuous shelling, the ship began to fail.

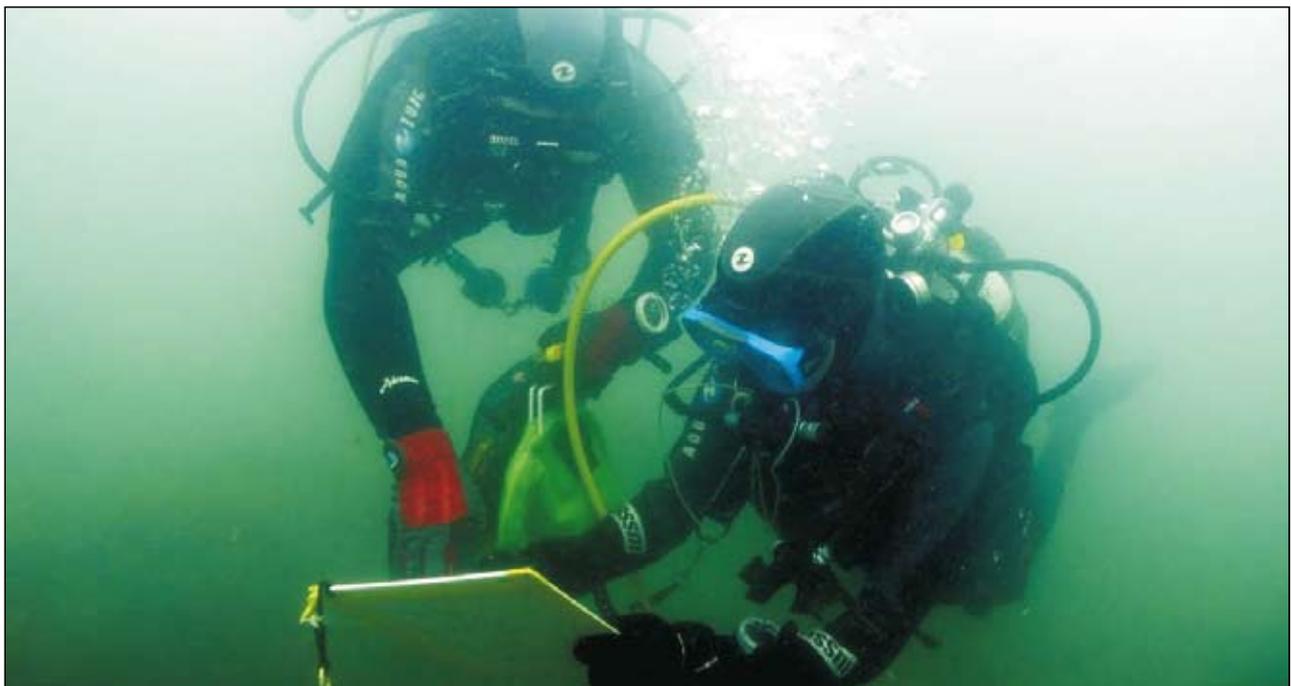
Measurements of key archaeological features of these wrecks were made, and a photographic and video record of the sites was created. This information will act as initial survey data for the sites which has allowed the production of preliminary site plans.



Diver returning after successful survey.

Work to follow

The fieldwork is ongoing and will allow the international team to amass a wealth of information that will contribute to the A2S data resource and enhance our common maritime archaeological record. This will provide new sources of information for the production of educational materials, including information on, and photographic and video records of, maritime archaeological sites in three countries. This will act as the foundation for an extensive program of outreach and dissemination, which will be used for exhibition materials and to allow the Maritime Bus to reach new audiences across the Channel.



Underwater collaboration has been a key element of the A2S project fieldwork.

Education and outreach is core to the HWTMA's objectives as a progressive archaeological organisation. The past year has proved extremely busy with an energetic program of dissemination achieved across a wide cross section of society. Activities include public talks and lectures; visits to schools and universities; and attendance and displays at shows, conferences and open days. In addition, members of the wider community engage with the HWTMA by visiting standing exhibits, reading publications, utilising our website, tracking our progress in the media, engaging as volunteers in fieldwork, and through involvement with our popular Maritime Bus.

Education inside and outside the classroom

From countryside to city, foreign language to home educated, the HWTMA team have delivered bespoke maritime archaeology sessions to over fifty schools including twenty-eight sessions at the Underwater Archaeology Centre on the Isle of Wight. Our year opened with the students of University College School being treated to a full day of activities: being an ROV pilot, meeting Stone Age people, investigating finds from HMS *Invincible* and being the first school to explore our Maritime Bus. This set the scene as HWTMA addressed the needs of school groups which differed in size and ability. Pupils have surveyed shipwrecks, dressed up like a diver, created facial reconstructions, produced model log-boats, examined artefacts under our digital microscope and viewed microscopic environmental evidence through 3D glasses. Our latest learning aids include a hands-on and interactive learning session with a fully working miniature airlift...complete with mini diver.

The HWTMA's initiatives were on display at the Education Show in Birmingham which proved an excellent opportunity for disseminating educational resources to a wide audience. Staff exhibited materials that were developed through the Aggregate Levy Sustainability Fund (ALSF), and promoted maritime archaeology as a focus for teaching to the 15,000 plus teachers and home educators who attended.

Away from formal education HWTMA have been visiting a number of Brownie packs in Hampshire as Girlguiding UK celebrates its 100th birthday. Handling collections and a range of engaging activities have been used so successfully that requests for visits to Brownie packs are growing rapidly. This is proving an exciting new audience, allowing educational initiatives to be brought to young people outside of school hours.

Cultural heritage at the Bargate

In May 2010 HWTMA held an event at the 'a space' gallery in Southampton's historic Bargate Monument,

to celebrate the official launch of two HLF funded projects: the HMS *Invincible* digital archive and the Maritime Bus. The Bargate event was an excellent opportunity to showcase HWTMA's work. Visitors were able to see the *Invincible* online digital archive in action and visit the Maritime Bus located next to the Bargate monument where it also attracted a great deal of interest from those passing by as they shopped in town. HWTMA staff gave presentations to the assembled audience and HWTMA Chair, Dr Robin McInnes, thanked staff and Trustees for all their hard work.

The HWTMA was honoured to count as guests the Mayor of Southampton and the Lord Lieutenant of the Isle of Wight, along with the *Invincible* project team; volunteers involved with creating the *Invincible* project archive; HWTMA sponsors, supporters and Trustees; and representatives from local businesses and heritage organisations. The event was generously supported by Kuti's Royal Thai Pier Restaurant who provided a tasty and visually striking buffet that was appreciated by all, and BBC Radio Solent were present, interviewing HWTMA staff for an article that went out later that day.



The Mayor of Southampton takes a tour of the Maritime Bus (Photo: Derek Callaghan).

Society Talks and International Conferences

The number of requests for public presentations at local groups and societies remains high. Bouldnor Cliff has been a very popular topic due to recently published articles about the site, as have talks about the HWTMA work on HMS *Invincible*. Other topics have included Wrecks of the IOW, Forton Lake and the HWTMA's ongoing work on the Mystery Wreck.

The pioneering projects and initiatives taken forward by the HWTMA are recognised both in the UK and on the international stage. As such, we are called on to give presentations and provide expertise at academic conferences, and seminars outside our region and beyond our shores. Over the last year advice and council has been sought at events from Finland to Egypt, some locations between including Germany, Belgium, France, Italy, Greece and Turkey.

The past year has witnessed the successful continuation of the HWTMA 'Maritime Archaeology: Engaging New Audiences' project, funded by the Heritage Lottery Fund (HLF). The aims of this project are fourfold;

- To increase public awareness and understanding of maritime archaeology.
- To increase access to maritime heritage, providing greater opportunities for people of all ages, abilities and backgrounds to become involved.
- To take our exciting and inspiring resources and educational activities into the community to engage new audiences.
- To increase the confidence of educators in using maritime archaeology in their teaching.

The main element in this project is the 'Maritime Bus'. This is a mobile resources facility that enables HWTMA to take maritime archaeology to a wide range of audiences and communities.

Maritime Bus Highlights: 2009/2010

Since its launch at the end of 2009, the Maritime Bus and our education and outreach team have visited many locations and events (please see centre pages). The presence of the Bus, which is filled with interactive educational resources, has enhanced the impact of HWTMA at the public events that it has attended. It has also provided an invaluable tool when visiting schools and community groups.

The biggest event of the year in terms of visitor numbers was the Gosport Big Day Out which attracted 15,000 visitors. Over 1,000 people came onboard the Maritime Bus during the course of the day. The Maritime Bus and our education and outreach team also participated in the Festival for British Archaeology

through its attendance at Manor Farm Country Park, close to the River Hamble, and by joining English Heritage's open day at Fort Cumberland in Portsmouth. Other events and sites visited have included the New Forest Show, Southampton's Civic Centre, Lepe Country Park, the Portchester Precinct as part of a public event organised by the Portchester Safer Neighbourhood Team, and the Bus even spent a day adorning the entrance to the National Maritime Museum in Greenwich.

Looking Forward

The success of the first year of operation has facilitated strong working relationships with a range of groups and organisations to identify key locations to take the Maritime Bus in the future. During the summer of 2010 the Maritime Bus has attended a number of events organised by 'Extended Services Clusters' who help schools work with organisations and the local community to offer the best opportunities to young people and their families. HWTMA are now planning a Maritime Bus 'road-trip' incorporating seven schools in the north of Hampshire whose rural location can make it hard for pupils to visit heritage sites. The Maritime Bus is perfectly placed to overcome this barrier by taking heritage and culture into the heart of rural communities.

The education and outreach resource provided by HWTMA has developed a great deal since the commissioning of the Bus and everyone is looking forward to an even busier time next year. This will enable us to continue active engagement with new audiences and dissemination of the HWTMA's work to the public.



Above: Students at University College School enjoying a day with the Maritime Bus.

Left: The presence of the Maritime Bus made an exciting addition to the Bargate in Southampton's City Centre. (Photo by Derek Callaghan).

The eroding landscape: the more we look the more we find

Worked wood, hearths, flint tools, food remains, twisted plant fibres and an enigmatic assemblage of intercalated timbers are just some of the amazing recoveries to date. Each year the location is eroded away a bit more which reveals fresh artefacts, deposits and features. While we seek funding to enable larger scale excavation and research we are recording rescued material and undertaking remedial work to protect what we can in the face of on-going change.

This year, support from the Leverhulme Trust via the University of York, English Heritage and the National Oceanography Centre (NOC) has allowed the processing, analysis and recording of artefacts recovered in 2009. The finds are kept in the BOSCORF cold store at the NOC and the results of the processing integrated into the HWTMA dataset. Details of the analysis have also contributed to the Bouldnor Cliff publication: *Submerged Mesolithic landscapes of the Solent* which is in press and due for publication as a Council for British Archaeology Monograph late in 2010.

The most significant finding that emerged from the analysis was the use of technologies on some of the worked wood that are 2,000 years ahead of anything else seen in the UK to date. The largest piece of

timber recovered so far measured 0.94m long by 0.41m wide and provided a radiocarbon date of 6240-6000 cal BC (Beta 249735). It had been tangentially split from a large slow grown oak tree. This method employs wedges to cut a plank towards the edge of a tree so the grain runs almost parallel along its width. The technique can be used to create a flat plank. Once this is removed from a large oak bole, around three quarters of the tree's circumference would be available for further conversion or fashioning. Another indicative factor was the relative angles of the medullary rays, which were almost parallel. This suggested the timber had been converted from the edge of a large tree in the order of 1.5m to 2m wide. The length of such a plank may well have been over 10m long.

This presents the possibility of creating a large, deep log boat or dugout canoe with the rest of the tree. If not the remains of a log boat this tangentially split timber could have been part of a monumental building. Prehistoric timbers using these conversion techniques have been found elsewhere, although not until the Neolithic period over 2,000 years later. The timber is associated with many other pieces of trimmed and flattened wood. Some have been surveyed and recovered while others remain beneath the old land surface. The true function of this exceptional site can only be resolved by further investigation which must be done before it is lost completely.



HWTMA Director Garry Momber presents 8,000 year old worked wood to TV Archaeologist Neil Oliver which was filmed as part of a documentary; 'The History of Ancient Britain' to be aired early in 2011.

Fieldwork Investigations

The fieldwork during 2010 focused on the recovery of strategic samples in order to resolve inter-related parts of the buried worked timbers. In addition, the development of a functional monitoring system was continued. The current fieldwork is being part funded thanks to the Atlas of the 2 Seas project.

During June 2010 a week of fieldwork on the Mesolithic submerged site of Bouldnor Cliff was undertaken by a team of professional divers and volunteers. With the help of three boats and a team of 12 the work concentrated on and between the locations at BC-II and BC-V. The positioning of monitoring pins every 25m along a 400m stretch between the two sites was one of the key tasks begun in 2010. The system is made up of labelled monitoring pins allowing divers to locate positions underwater while acting as reference points to monitor cliff erosion. The pins were marked with small fishing floats to facilitate location in the future. Neap tides were used to maximize working time underwater which was forever being curtailed by relentless tidal changes. This was particularly restricting when it came to checking the monitoring pins which necessitated the divers swimming back and forth either towards or against the moving water. The work on BC-V was focused on an area where

previous excavations have revealed worked wood. The area was planned in 1:20 and a couple of monolith box samples were recovered. Further pieces of worked wood were identified and rescued which are being laser scanned by the University of Birmingham. The work on the area of BCII focused on collecting samples and recovering surface finds of flints.

The dive team was supported by an eight person strong shore-side team made up of HWTMA employees and experienced volunteers who processed all the samples recovered by the divers on a daily basis. Volunteers began the week identifying and sorting through lithic samples recovered by the divers. Once 'box' samples began to be recovered from the site, their excavation could begin. This involved careful analysis of the sediments and how they related to one another. Once the different layers within the samples had been excavated these were then wet-sieved; wet-sieving revealed the contents of the layers so that the volunteers could then sort out the different contents from each other for expert analysis of the environmental and anthropogenic settings of this site.

A Diminishing Resource

The work at Bouldnor Cliff continues to recover unprecedented material from the Mesolithic submerged forest, yet limited funds only enable us



Section of 1m long worked and channelled timber.

to pick at the surface. The submerged landscape has a one kilometre long exposed face that is continually eroding. Previous research has shown that between 0.1m to 0.5m of perfectly preserved landscape and covering sediments disappear along its length each year. This equates to between 100 and 500 square metres. With it goes the priceless archaeological record. The HWTMA has only been able to investigate a few square metres in detail but this alone is revealing a wealth of 8,000 year old immaculately preserved material that is second to none in the UK. The HWTMA continues to seek funding as it endeavours to rescue this unique and irreplaceable archaeology for the nation.

International Submerged Landscape Initiatives

SPLASHCOS

Submerged Prehistoric Archaeology and Landscapes of the Continental Shelf (SPLASHCOS) is an initiative funded through the European COST programme. Its aim is to bring together archaeologists, marine geophysicists, environmental scientists, heritage agencies, and commercial and industrial organisations interested in researching, managing and preserving the archives of archaeological and palaeoclimatic information locked up in the drowned prehistoric landscapes of the European continental shelf, and to disseminate that knowledge to a wider public.

The HWTMA's experience in the investigation of submerged prehistoric landscapes both in the Solent and abroad has been recognised through involvement in the project, both chairing and contributing to one of

the four Working Groups. This four year programme is developing important contacts and future collaborative projects through meetings, seminars and the project website. The initial project meeting was held at the University of York in March 2010 which brought together sixty-three delegates from across Europe. Full information on the project can be viewed at the SPLASHCOS website;

<http://php.york.ac.uk/projects/splashcos>

Deukalion

A complementary initiative will be the Deukalion project that will advance understanding through a wide range of fieldwork, research and analysis, it is being developed as a proposal for the Framework VII funding stream.

2010 fieldwork in the Eastern Solent brought together twenty-six divers and three boats which took part in the investigation of eight wreck sites between the 3rd-9th July. The project was part of the Archaeological Atlas of the 2 Seas work, in addition to supporting other ongoing wreck research, notably that of the Warship Hazardous Project Group. The main project base on Hayling Island and a satellite base in Wittering, gave rapid access to the Eastern Solent where the following sites were investigated: HMS *Impregnable*, Mystery Wreck (*Flowers of Ugie*), HMS *Invincible*, Warship *Hazardous*, Landing Craft and associated vehicle site, HMS *Velox* and a newly rediscovered site of *Caduceus*.

Warship Hazardous: Sand, Sea & Survey

The site of the 17th century Designated Protected Wreck Site of *Hazardous* has been under investigation for the past 30 years by the Warship Hazardous Group. This work has included a range of survey, excavation and recovery of artefacts at risk. The studies have identified increased erosion on the site which has put the seabed archive under serious threat and the need to take the site archive forward through analysis to publication. To achieve this the Hazardous Group and the HWTMA have developed a staged programme of work.

Prior to 2008 work had included an audit of the archive and review of environmental factors affecting the site. The need for excavation prompted a number of applications for funding with contributions being

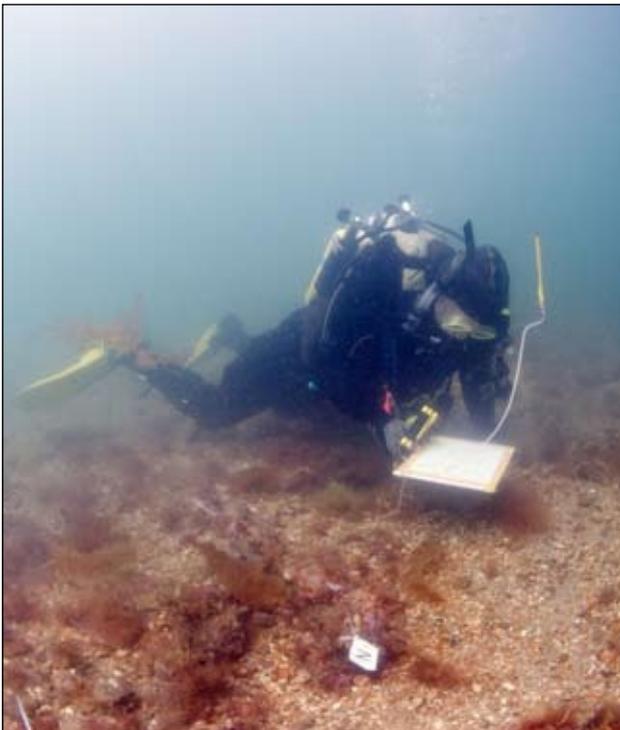
received from English Heritage, the Heritage Lottery Fund 'Awards for All' and Margary Grant from the Sussex Archaeology Society, and more recently the Interreg IVA funded Archaeological Atlas of the 2 Seas project (page 4).

As reported in the last two HWTMA Annual Reports attempts to undertake excavation on the site have been thwarted by bad weather. Not to be deterred excavation was rescheduled for 2010, however, diving by the Hazardous Group early in the season discovered that a large amount of sand (over one metre in depth) had accumulated on the site over the winter. Such a build up of sand had not been witnessed for over twenty years. Unfortunately this meant it would not be possible to undertake the excavation in the areas that had previously been exposed through erosion. However, in contrast to the main wreck site there had been a movement of sand away from gullies to the north west of the main wreck site which were previously uncovered twenty years ago and were found to contain a range of artefacts from the *Hazardous*. Finds exposed in the area of gullies in 2010 include a wooden spar and copper alloy buckles, lead tangles and pieces of broken glass onion bottles. It is believed these artefacts had been trapped in the gullies since the wrecking of the vessel, although some may also have been transported there due to erosion from the main wreck site.

In response to this change in circumstances plans for fieldwork were revised to concentrate on planning exposed structure on the north east edge of the main wreck site and the investigation, survey, position fixing and recovery of at risk artefacts from the area of gullies. The work proved to be very successful with forty-two dives taking place and around fifty hours spent underwater. The resulting data is now being drawn up and artefacts that were raised are being recorded and conserved. The next phase of work for the site will include specialist assessment and analysis of the recovered archive to move this towards publication. On site the Hazardous Group are undertaking further monitoring and survey to ensure changes on the site are recognised to enable a swift reaction should further material come under threat.

Caduceus

Caduceus was a sailing barque, built in Sunderland in 1857. The vessel was en-route from Newcastle to Salerno with a cargo of coal when it sank in the Eastern Solent in November 1881. The crew were forced to lash themselves to the base of the mizzenmast to survive, but were all rescued by the Bembridge Lifeboat after a 14 hour ordeal. The vessel is notable because it was built using a composite construction of iron frames and wooden planking. This method of



HWTMA volunteer investigating the wreck of the *Caduceus* (Photo: Rowland Brookes).

construction was only used for a short period in the mid-19th century.

Although discovered in the 1970's and dived by Alexander McKee, the site had been lost for several years despite repeated attempts to re-locate it. In 2010 side scan sonar was used to investigate the seabed around the recorded position for the vessel. HWTMA divers were then deployed to investigate the resulting anomalies which proved to be the *Caduceus*. A basic survey of the site and surviving elements was completed.

The archaeological survival of the short-lived construction method used to build *Caduceus* provides great scope for future research into mid-19th century British shipbuilding practices. Comparisons with the near contemporary Mystery Wreck (*Flowers of Ugie*), also built in Sunderland should be especially fruitful.

Further survey and research into the wreck is planned for the coming year.

HMS *Impregnable* Monitoring

This large second-rate warship sank in 1799 off Hayling Island and was originally surveyed by the HWTMA in 2003. The site comprises the lower part of the hull with the most prominent features on the seabed being concreted iron ballast blocks and copper pins. The exposed remains are relatively robust and there appears to be little change to the site in the past seven years, however HWTMA monitors the seabed levels around the remains annually to assess any changes and their potential impacts. This year monitoring was undertaken as part of the Eastern Solent Diving supported by the Archaeological Atlas of the 2 Seas project (page 4). Further monitoring will continue in 2011.

Archaeological Project Updates

Langstone Logboat

The Langstone logboat is due out of conservation at the Mary Rose Trust imminently. The logboat is being delivered to Portsmouth City Museum which is developing plans for its presentation and display. The timing is very pertinent as the draft publication which records the excavation and investigation of the logboat and associated materials is almost complete.

Hamble Logboat

Due to a grant from the Roman Research Trust it has been possible to take forward the analysis of a logboat from the River Hamble. It was originally recovered in 1888 from almost two metres of mud and for many years has been housed in Southampton City Museum stores. The logboat, which measures 4m long by 0.76m wide and is formed from an oak tree has long been thought to be Roman in date due to its place of discovery near the Scheduled Ancient Monument of Curbridge Roman Villa. Dating of the boat through dendrochronology has been undertaken by Nigel Nayling of the University of Lampeter and has revealed that the logboat is in fact Saxon, dating from AD 668-704. Further investigation of the vessel is planned, that may shed new light on Saxon maritime activity in the Solent Region.

HMS *Invincible*

The past year has seen diving on the designated site of HMS *Invincible* in order to continue to monitor the condition of the site. In addition to the fieldwork, 2010 has witnessed the final launch of the Digital *Invincible* Project live website. This will enable free and ongoing

public access to the complete archive (c. 10,000 individual documents) of this Designated Protected Wreck Site. The website supplements the raw data, deposited with the Archaeological Data Service, by providing a user-friendly interface that allows the site to be investigated in a variety of different ways. The Digital *Invincible* can be accessed at; www.hwtma.org.uk/digital-archive



Hamble Logboat in storage at Southampton City Museum.

The Solent Maritime Heritage Assets Project is funded through English Heritage and is allowing HWTMA to respond on a regional basis to maritime sites that require ongoing investigation, research and monitoring. This work will be completed by diver investigation and desk-based assessment. Five sites have been selected to be the focus of the project, which will run until 2011. These sites are the Needles, Yarmouth Roads, HMS *Invincible* (all Protected Wreck Sites), the *Fenna* and HMS *Velox* (both currently undesignated).

HMS *Velox*

HMS *Velox* was a British Destroyer sunk by a mine on 25th October 1915. The *Velox* was originally named HMS *Python*, and was part of the *Viper* class of Naval vessels along with its sister ships HMS *Viper* and HMS *Cobra*. After the loss of the *Viper* and *Cobra* in 1901 the *Python* was renamed *Velox*. This class was notable for being the first Royal Naval Vessels to use steam turbine propulsion. These ships demonstrated that turbines could be used successfully and led to the installation of turbines in all Naval destroyers after 1903.



Scattered remains of HMS *Velox* on the seabed.

The diving activities on the site were undertaken by HWTMA staff, French and Belgian colleagues and volunteer divers. The use of side scan sonar as well as diver surveys allowed the extent of the wreckage to be confirmed. The diving fieldwork included a photographic and video record of the site, and taped measurements of the archaeological features enabled the production of a site plan. Future diving work on the site is planned for the coming year.

The *Fenna*

The site of the *Fenna* lies around three nautical miles west-south-west of the Needles. The site was first dived by Dave Wendes (Wight Spirit Charters and

maritime historian) in 2000. HWTMA has dived on the site and monitored it since 2002.

The site of the *Fenna* lies at a depth of 18m below chart datum. It was a Dutch schooner that sank in 1881 while on route from Amsterdam to Messina. The *Fenna* developed a leak after sailing into bad weather on route from the Netherlands. A further episode of poor weather forced the crew to abandon ship, prior to its sinking. The crew and skipper were able to save themselves by rowing to Poole. Following sinking, it was recorded that the *Fenna*'s mastheads were visible above the waves and posed a danger to navigation.

The *Fenna* still sits upright on the seafloor although the hull of the vessel above the seabed has now degraded away. However, the cargo of the vessel is remarkably intact; iron bars (possibly railway lines), sheets of glass (originally in boxes, now degraded) and barrels of iron nails are all still stacked in exactly the same way as they were when originally loaded.

It is these highly-coherent, contextualised remains that have led to the *Fenna* being incorporated into the Solent Maritime Heritage Assets Project. This will allow HWTMA to continue to monitor, research and manage this potentially important site. The first stage of this process has been the production of a formal Site Assessment of the *Fenna*, on behalf of English Heritage. This assessment highlights the unique nature of the site and the potential to inform on the day-to-day use of vessels such as the *Fenna*, which were an integral part of 19th century maritime trade.

The assessment also draws attention to the fragile nature of the wreck site. Although the cargo remains are well preserved and in a stable environment, they could easily be damaged by unintentional human interference such as fishing or boats anchoring. This could disturb the highly coherent nature of the site which is the source of its high archaeological value. Monitoring and research into the site will continue in 2010-2011.

Yarmouth Roads Monitoring

As licensee for this Designated Protected Wreck which comprises the remains of a 16th century Spanish merchant vessel, the HWTMA undertake regular monitoring of the site to ensure it remains stable. After the excavation in the 1980s the site was covered in sand bags to protect any elements protruding from the seabed. Diving in June 2010 confirmed there has been little change to this site in the past year. In addition to monitoring, efforts are in progress to raise funds to undertake an archive audit for the site as a first step towards publication.

Alum Bay Excavation and Archive Work

Alum Bay has been the focus of fieldwork and research during a number of diving seasons since the HWTMA's formation in 1991. Work has included a variety of searches, wreck surveys and excavation in addition to the installation of a dive trail related to the rich shipwreck heritage of the bay. The extensive archive generated from this work has undergone assessment to develop plans for publication thanks to a grant provided by the Marc Fitch Fund. In 2010 HWTMA had the opportunity to add to the archive through fieldwork for the Archaeological Atlas of the 2 Seas project (page 4), which facilitated further fieldwork excavation on the Alum Bay I wreck as well as survey and searches for new wreckage.

Operations were undertaken between the 21st-25th June from dive boat *Wight Spirit*, which was supported during the week by pleasure craft *Dingle* and *Halcyon*. Joining the HWTMA team were colleagues from France and Belgium in addition to volunteers. Over the five days 103 dives took place resulting in 92.5 hours of time underwater.

Excavation on Alum Bay I

This year's work built on past surveys with trench excavations aiming to expose and record more of the buried structure to confirm its form, extent and condition. Divers used water dredges to clear the sediment from the wooden structure which comprises a piece of the upper port side of the forward end of a naval vessel. This is believed to be part of HMS *Pomone* which wrecked on the Needles in 1811. The structure is lying hull side down and various fastenings and fittings can be seen above the seabed.



Diver planning trench five during the excavation of Alum Bay I.

The depth of sediment over the timber structure is relatively shallow, but as excavation has revealed, there are still substantial timber elements below the surface. As the site is subject to ongoing erosion and threat from anchoring vessels this has increased the need for excavation and recording.

After placing a base line down the centre of the site and a range of datum points on the exposed structure, excavation proceeded from the northerly bow area towards the southern end of the site. Five trenches were excavated revealing substantial timbers below the surface. Few artefacts were encountered during the excavation. However, there were a number of ship hull fixtures and fittings. As a result of this work a much more complete picture of the extent of the preservation of the site has been gained. Analysis will now concentrate on developing comparisons between Alum Bay I, HMS *Pomone* and other Leda Class vessels.

Searches of the Bay

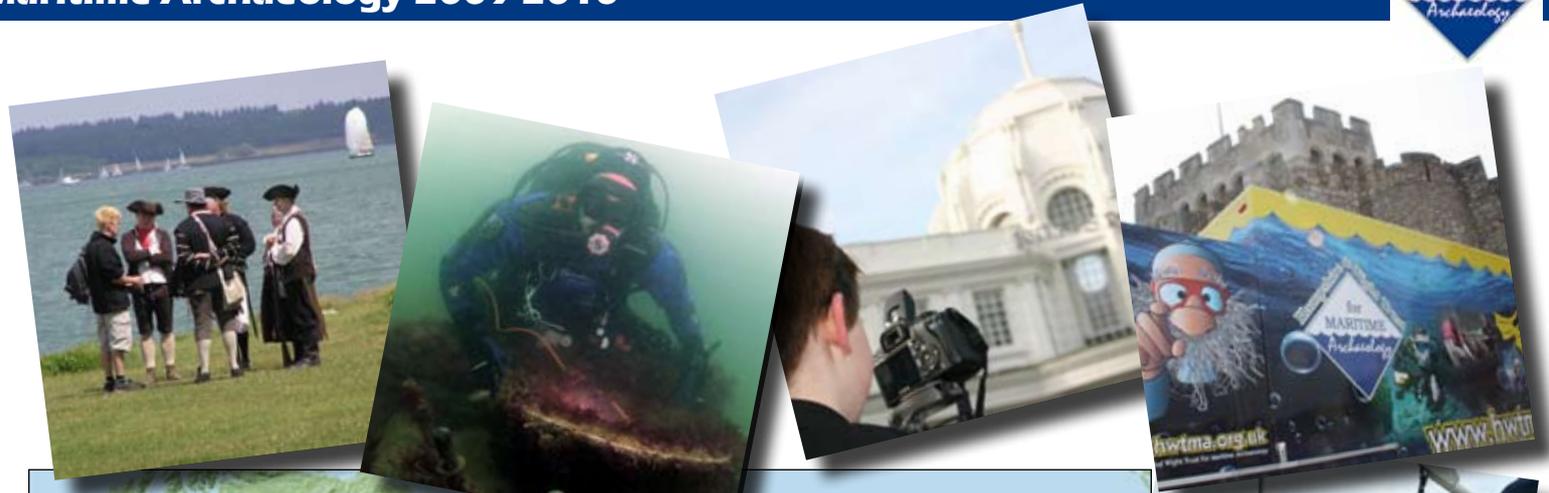
The fieldwork in Alum Bay included a program of side scan sonar survey to identify anomalies that may represent wreckage. This work was conducted from *Halcyon*, which was then able to deploy divers to review the targets identified. Over the years there have been a range of reports of wreckage in the bay and this work sought to add to the knowledge of these potential scatters. A number of pieces of wreck material were found, in addition to quite a lot of natural, albeit fascinating, geology! Shipwreck remains are not the only type of site in the bay, the side scan sonar revealed interesting images of the remains and distribution of the former pier in Alum Bay, follow up dives confirmed the nature and condition of the material on the seabed.

Alum Bay II monitoring

Lying only around 60 metres from the Alum Bay I wreck is another piece of wreckage which represents the remains of a much smaller vessel. This site has its outer hull facing upwards and is around twelve metres in length, it does not protrude far above the protective seabed sediments. This site has been monitored through inspection and photographs which can be compared against a site plan generated in 2003. Dives this year revealed that there is more sand covering the site than in previous years, indicating that the remaining timber is provided some protection.

The diving week in Alum Bay was very successful and has allowed the HWTMA to return to sites it has been wanting to investigate further for a number of years in addition to prospecting for new ones. Thanks must be extended to all those involved during the week, without whose support it would not have been possible to achieve such results.





Maritime Archives

Over the past year the HWTMA has drawn on its experience of working with maritime archaeological archives in the Solent region to conduct nationally important research.

The 'Securing a Future for Maritime Archaeological Archives' project sought to assess factors affecting the deposition of archives within public museums and repositories and was completed in November 2009. The results of the study, which involved an extensive survey and interview process, have:

- Developed understanding of the limitations of museum capacity around the coast, which at present provides few opportunities for archives from maritime archaeological investigations to be deposited;
- Improved understanding of the extent of archive material of different types (objects, paper, photograph, samples, video and digital) that is in private ownership without a public museum or archive able to take it;
- Reviewed the types of projects creating archives and how fast, to help determine future archive capacity needs;
- Improved understanding of the current regulatory, curatorial and consenting process affecting maritime archive deposition.

These results are now being utilised to help develop plans to improve the fate of archives from the marine zone. The full reports can be found at: <http://www.hwtma.org.uk/maritime-archaeological-archives>

Drawing on the results of this project there were some outstanding questions related to aspects of archives connected to seabed ownership and management. In order to address these the HWTMA has been awarded a research grant from The Crown Estate Marine Communities Fund. This begins a new phase of work which is seeking to:

- Investigate roles and responsibilities within the marine development framework to develop clarity and ultimately improve the system to ensure all archaeological archives from projects are deposited in a publicly accessible repository.
- Review archives being deposited to assess where there are problems within the current system and identify possibilities for improvement.
- Investigate artefacts within the marine aggregate licensing process, particularly looking at ownership of historic material and whether this is becoming publicly accessible.
- Review procedures and processes in relation to archives within ports and harbours.
- Review the handling of historic material within the Receiver of Wreck system.

This project will be running over the coming year. Updates will be posted on the project webpage: <http://www.hwtma.org.uk/matce>.

Additionally the HWTMA has supported the work of the Archaeological Archives Forum through acting as co-secretary for the group and providing specialist input on maritime issues. The HWTMA's work related to maritime archives demonstrates how utilising our accumulated experience and understanding of issues on a regional scale can help develop professional standards and practice nationally and internationally.

Identifying Coastal Archaeology

Identifying Coastal Archaeology using Multispectral Satellite Imagery of the Intertidal Zone is a pilot project being undertaken with the Department of Geography, University College London and Langelands Museum in Denmark. The project is assessing the use of satellite imagery for the identification of archaeology in the intertidal zone using Langstone and Portsmouth Harbours as a study area. HWTMA has contributed information on the known archaeological and palaeoenvironmental resource of the area from databases and first-hand experience of the intertidal zone.

The Stirling Castle

English Heritage commissioned the HWTMA to audit and appraise the archive for the Designated Protected Wreck Site of the *Stirling Castle*. The results of the archive audit have shown that cross referencing, cataloguing, ordering and indexing will be required to enable a comprehensive assessment of the *Stirling Castle* archive. This will allow a wider understanding of the site and its relevance at local, regional, national and international levels.

The current phase of work involves an assessment of the archaeological and historical information to define the research potential, the creation of a photographic record of all known and accessible artefacts, the development of a chronological and inter-reliant site plan, and the refinement and updating of the database produced as part of Phase 1.

Input from volunteers has helped this project enormously; Norman Temple from Seadive has provided the HWTMA with video footage taken from the site. This has enabled us to see how this dynamic site has changed over the years, as well as footage of the raising of the complete cannon and carriage. Help from site licensee Robert Peacock, members of the Trust for Thanet Archaeology and countless other volunteers have allowed us access to the work carried out over the last thirty years, enabling us to better understand the significance of this site, with the ultimate long-term objective being publication

and dissemination. Phase 1 results are available at; www.hwtma.org.uk/stirling-castle

Enhancing the NMR

Funded through the Aggregates Levy Sustainability Fund (ALSF) distributed by English Heritage, the overall aim of this project is to examine the perceived inconsistencies between the National Monuments Record (NMR) and United Kingdom Hydrographic Office (UKHO) datasets and, where applicable, suggest solutions as to how these discrepancies should be overcome.

This project involves three phases of work:

1. Identify the scale of the problem and make recommendations.
2. Test and implement such recommendations.
3. Production of guidance notes.

Phase One, the identification of the scale of the problem, was completed in September 2010 and consisted of:

- Undertaking a pilot study by reviewing NMR and UKHO datasets in and around all existing aggregates extraction areas;
- Undertaking a pilot study by reviewing NMR and UKHO datasets in the Thames Estuary and Humber areas since these are areas of potential aggregate extraction;
- Reviewing NMR and UKHO datasets in all Protected Wreck Sites in England as a comparative tool;
- Comparing the results of the three pilots; and
- Making recommendations for possible solutions.

Phase One analysed the maritime NMR and UKHO data in areas that are currently subject to marine aggregate dredging as well as areas of potential marine dredging. This supports the work undertaken by the NMR in relation to finds reported through the EH-British Marine Aggregate Producers Association (BMAPA) Protocol for Reporting Finds of Archaeological Interest. It will also enable better informed licencing processes and facilitate a greater understanding of the data required to support UK Government priorities such as marine spatial planning.

The usability within a spatial context, the format and the method of bringing both datasets together has been assessed and challenges identified. Phase One results have shown that:

- The assessment of data format demonstrated the challenges of converting large scale databases from paper format to a digital and spatial output.
- Attribute data fields and their content need some basic common standardisation to allow matching further records in the future.

- There is considerable scope for matching further records by addressing some of the contradictions identified. However, further indexable fields would be needed from both databases if records were to be matched beyond the use of known matching identifiers.
- Spatial discrepancies were identified in all pilot areas undertaken as part of this Phase One of work. Spatial discrepancies were both in distance and direction. The presence of such discrepancies would not appear to be solely related to the different coordinate systems used by the datasets.
- The data attribute assessment illustrated that there are several fields in both datasets with equivalent data but presentation and use of this data is not always consistent.

Due to the nature of UKHO and NMR datasets, this phase included cross referencing of both datasets to enable consistency with standards and protocols for the marine sector (<http://www.oceannet.org/>). Consequently, this approach is enabling the delivery of essential evidence to allow management decisions within the marine environment.

Historic Seascapes

HWTMA's trading company Maritime Archaeology Ltd (MA Ltd) and SeaZone have been commissioned by English Heritage to undertake a Historic Seascape Characterisation (HSC) of the south coast between Hastings and Purbeck, extending out to the limits of UK Controlled Waters. Historic Seascape Characterisation presents an archaeological interpretation of the historic cultural dimension of our coasts and seas by identifying and mapping areas whose present character has been shaped by similar dominant cultural processes. After rigorous development and testing, a nationally-applicable method for characterising HSC using Geographic Information Systems (GIS) was finalised and published by English Heritage in 2008.

MA Ltd and SeaZone are using in-house expertise in maritime archaeology, GIS, HSC and database development to apply the methodology in close communication with English Heritage's Characterisation Team. Further information will be posted on our website as the project progresses, and we will be holding an HSC stakeholder seminar on the completion of the project to disseminate the results in spring 2011.

More information about Historic Seascape Characterisation can be found at www.english-heritage.org.uk/server/show/nav.8684.

The 'Mystery Wreck' was a previously unidentified wooden shipwreck lying in a licensed dredging area in the Eastern Solent. The HWTMA has undertaken diving work on the site since 2004. In 2009, HWTMA received funding for fieldwork and further research under the Aggregates Levy Sustainability Fund (ALSF) via English Heritage. Attention has now turned to Stage Three of the project.

The diving work and historical research into the site of the Mystery Wreck led to the conclusion that the shipwreck was probably the remains of the *Flowers of Ugie*, a Sunderland-built barque carrying a cargo of coal to Cartagena in Spain that sank during the Great Gale of December 1852, when anchored near the present site.

Historical research into the *Flowers of Ugie* has revealed that the vessel spent most of its career trading between the UK and the Indian Ocean; at first sailing between Liverpool and Calcutta and later between London and Calcutta. Other ports visited included Penang, Cape Town, Bombay and Mauritius.

Completion of the diving survey in 2009 allowed an overall plan of the site and the structures lying on the seafloor to be produced. The high level of recording carried out across the site has allowed a great deal of research to be conducted into the way that the Mystery Wreck was built. Comparison with the archaeological remains of British merchant ships indicates that the site shares many of the characteristics with ships built in the north-east of England during the mid-19th century. This research will be developed further during the autumn and winter with consultation of archives in Sunderland and London relating to British shipbuilding at this time.

While diving on the site it has been consistently noted that areas of the timber structure are missing each year, while new areas are uncovered. In 2009 an attempt was made to begin to record this process more systematically by installing a series of monitoring points across the wreck remains. The site was visited in 2010 during the Eastern Solent Marine Archaeological Project in order to review the state of the remains and take measurements at the monitoring points.

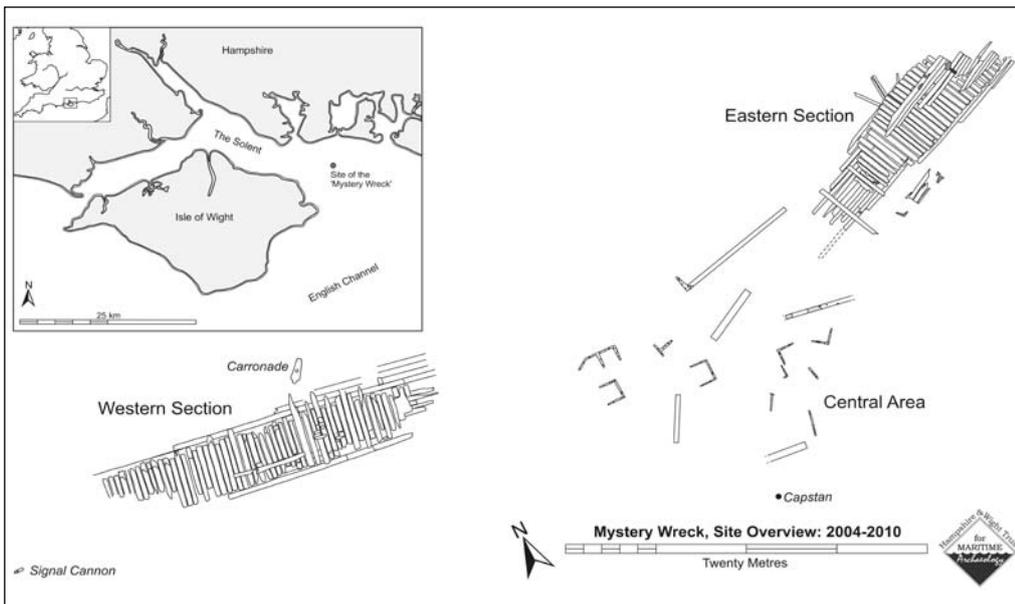
Mystery Wreck Teaching Pack

Alongside the ongoing fieldwork and research on the Mystery Wreck, HWTMA have been developing a dissemination element. This will take the form of a booklet and supporting teachers' notes aimed at KS3/4 (secondary schools).

The Mystery Wreck and the story of its discovery and investigation to date, constitutes a unique case study relevant to many areas of the national curriculum.

The cross-curricular resource is funded by the Marine Environment Protection Fund and developed in partnership with the Hampshire Wildlife Trust. The teaching pack will highlight how fieldwork, historic and scientific research can help identify a shipwreck. It will introduce students to archaeological and marine biodiversity processes and show how maritime archaeologists, marine biologists and the marine aggregate industry, work together in the interest of the fragile natural and cultural resources found on the seabed.

HWTMA will be running a number of in-school workshops using the Mystery Wreck teaching pack, towards the end of 2010.



Location and overall plan of the remains of the Mystery Wreck in the Eastern Solent. The plan shows the maximum extent of the site across all of the survey seasons.

HWTMA has begun a new project to conduct research into the site of a World War Two landing craft in the Eastern Solent region. The project is funded by English Heritage through the Historic Environment Enabling Program and will witness collaborative fieldwork and research between HWTMA and Southsea Sub-Aqua Club (SSAC). The aim of the project is to survey and record the remains and former cargo, spread over two sites, of LCT(A) 2428 that sank in June 1944 while en-route to the D-Day beaches.

SSAC has been researching and diving on the two sites since 2008. A key element of the current HWTMA/SSAC project will be the collaboration between the two organisations. This will illustrate the potential benefit of partnerships between professional and volunteer groups for the efficient research and management of the UK's maritime heritage.

The investigation of the landing craft and its former cargo will not just be confined to underwater work. An oral history project is planned that will gather more information about the landing craft, its use, sinking and life on board other similar vessels. This element of the project will also build on the work done so far by SSAC and some of it will be published as a downloadable podcast.

The Landing Craft project is also being used as a case-study for the future management and protection of England's underwater archaeology, specifically shipwreck remains, using the same legislation that has, to date, only been applied to sites on land.

Vessel History

The Mark V landing craft tank (LCT) 2428 was originally delivered to the UK from the USA under the lend-lease program. For the allied invasion of Normandy, these vessels were intended to carry two tanks to provide firepower support, both from the vessel and on landing. A third tank was carried on board that was fitted with a bulldozer blade in order to destroy any anti-tank devices on the beach.

On the evening of the 5th June 1944 LCT(A) 2428 experienced engine trouble while on passage to Normandy. Although taken under tow by the rescue tug HMS *Jaunty*, the landing craft capsized and lost its cargo. Following capsizing, HMS *Jaunty* fired upon the upturned hull until it sank, removing a potential navigational hazard for the invasion fleet. None of the crew of LCT(A) 2428 were lost. The manner of loss created two sites on the seabed. The first site, at the point of capsizing, consists of the vehicles and other equipment that was being carried on board at the time. The second site, around 6km to the east, comprises the upturned hull of the landing craft.



Diver inspecting the remains of an armoured bulldozer (Photo: Martin Davies).

HWTMA Diver Investigation

In July 2010 two HWTMA dive teams, joined by Martin Davies and Jim Fuller from SSAC, visited both groups of material as part of the Eastern Solent Marine Archaeology Project 2010.

The hull section of LCT(A) 2428 is scattered across a large area, as would be expected of a vessel approximately 37m in length. Divers observed 'goal-post'-like upright elements that represent the hull and deck beam supports of the original vessel, as well as an extensive engine block arrangement including a propeller and shaft. There appear to be two main concentrations of wreckage with other significant material distributed across a wider area of seabed. Diver survey to take place in September 2010 will benefit from the use of a diver tracking system, which, combined with underwater communications, will enable the co-ordination and management of divers during the survey.

Further to the west, a cluster of armoured vehicles lie on the seabed in much the same arrangement as they would have occupied in the vehicle bay aboard LCT(A) 2428. SSAC divers have produced measured plans of this assemblage, including two Centaur CS IV tanks lying side by side, with two D7 armoured bulldozers immediately to the south. The remains of an armoured vehicle are present to the north amongst a dense distribution of ammunition!

The next phase of work will include a detailed survey of the vehicles themselves with the intention of producing a three-dimensional site plan. The establishment of monitoring points and the fixed location of the wreck features will enable an understanding of the relative stability of the sites, which will inform an assessment of the potential benefits of statutory heritage protection. The fieldwork results, including the survey work and oral history archive will be available in early 2011 through the HWTMA website.

HWTMA have been developing a number of approaches and avenues for working with schools and teachers during the year. In Hampshire, HWTMA has been building links with the Primary and Secondary History Steering Groups, promoting the HWTMA's work and resources at their meetings, writing articles for their county-wide publications and taking the Maritime Bus to the Annual Leading History Conference where teachers from all over Hampshire could see the Bus and the team in action.

Teachers' Workshop

During April, HWTMA ran a 2-day residential workshop for teachers. This was made possible thanks to funding from English Heritage through the Aggregates Levy Sustainability Fund (ALSF). Teachers came from primary and secondary schools, special schools and colleges all over the country to explore how maritime archaeology and heritage can complement the national curriculum and support school work. The format was very interactive and hands-on, offering opportunities for teachers to experiment with resources, materials and activity ideas, some of which have been developed with ALSF funding. There was a fantastic atmosphere throughout the workshop and participants went away with energy, enthusiasm and ideas for incorporating maritime archaeology and heritage into their work. One participant summed up the workshop by saying;

"That was some of the most exciting Continuing Professional Development I've done as a teacher, and I think the Trust has some really excellent approaches to working with the various different age groups."

Following discussions with teachers and subject leaders during the workshop and at the steering group meetings, a range of new information sheets for teachers have been produced, each focusing on a topic (e.g. Underwater Survey, ROVs, Shipwrecks, Facial Reconstruction) and how it can link to school subject areas, provide a focus for classroom and homework sessions and how HWTMA can enhance learning with our materials, resources and team.

In the context of higher education, the Maritime Bus visited Southampton University's Centre for Maritime Archaeology as part of an HWTMA double lecture on the 'why', 'where', 'what' and 'how' of maritime archaeology education and outreach. This came under the *Heritage Management and Conservation in the Coastal Zone* unit of Southampton University's Masters Degree in Maritime Archaeology. This element will now be a regular feature of Southampton's Masters programme and next year an education and outreach assessment will be added for completion by graduates.



Teachers and HWTMA staff during the Teachers' Workshop.

Speed Networking

Speed networking is a fairly new concept based on the idea of speed-dating where you get to meet as many people as possible in a short amount of time. Speed-networking has proven to be successful in the business sector and is now a popular component of many business conferences.

The HWTMA's first speed networking event was held on Friday the 13th November 2009. Despite the inauspicious date the event, devised and delivered by HWTMA, was a great success! The event took place at the National Oceanography Centre in Southampton and was attended by educators and professionals from a wide variety of organisations. Some were relatively local while others travelled quite a distance to take part.

After a brief introduction and a very interesting talk by the guest speaker Julian Richards everyone sat down to take part in an intense and productive speed networking session. With thirty participants, all needing to meet each other individually, four-minute sessions were arranged. Participants had been advised to bring promotional material and at least thirty business cards which they exchanged during their sessions. The time rushed by and after a short lunch break, everyone was back networking again. At the conclusion of the event, after two sessions and almost three hours of networking, all the participants were then shown around HWTMA's Maritime Bus.

These events have been made possible thanks to support from DEFRA through the Aggregates Levy Sustainability Fund as administered by English Heritage.

Helping Young People to Find Their talent

Building on last year's success, HWTMA have continued to work with young people during 2009/10 through the PUSH4Culture Find Your Talent programme. This initiative was part of the former government's commitment to offer every young person a minimum of five hours a week of quality arts and culture.

This year HWTMA worked closely with the Chamberlayne College for the Arts in Weston, Southampton on two very successful projects. The first project focused on maritime heritage in Southampton by capturing important landmarks in the city with a 3D camera lens. The second project allowed gifted and talented young people to create a short animation film based around the story of Henry V's flagship *Grace Dieu*, the remains of which now lie, not far from Chamberlayne College, in the River Hamble.

Maritime Heritage in 3D

Pre-dating the recent explosion of 3D technology in our cinemas, this project focused on presenting Southampton's maritime heritage in 3D images. The young people from Chamberlayne College selected sites in the City that interested them and learnt about the background of their chosen site and the city of Southampton in general.

The sites chosen by the young people were:

- Calshot Spit Lightship, formerly located at the western entrance to Southampton Harbour to warn vessels about the potential navigational hazard. It is currently located in Ocean Village.
- Southampton's Royal Pier pavilion gatehouse, that provided access to the Victorian Pier. Located on the waterfront next to Mayflower Park, this building is still a very impressive site that has been likened to a giant wedding cake.
- Southampton's City Walls, which have a long and fascinating history dating back more than 800 years. Everyone was surprised to see how much of this imposing and dramatic structure was still intact.

The young people spent a morning taking pictures of their sites with SLR cameras and a special 3D lens that takes two images with one click. The afternoon was spent overlapping the two images and adding a 3D effect using computers. The astonishing and eye-catching 3D images were professionally printed in large format and framed. The pictures were then exhibited by Southampton City Art Gallery during the summer of 2010, alongside works by Turner, Constable and Lowry. HWTMA are very grateful to Southampton City Art Gallery for their support of this project.

Animating the Past

The animation project focused on giving young people an understanding of their local heritage and putting it in a national context. This was achieved by focusing on a single event; the building and sinking of Henry V's *Grace Dieu* and the archaeological investigations that have taken place on the site since the 19th century.

The young people took part in a series of workshops during which they developed the script and various scenes that make up the animated movie. The result is a brilliantly entertaining short film using the stop-motion (frame-by-frame) animation technique. The film covers the whole story from Henry V as a young man, through the ship being hit by lightning, to the story of how the wreck was found by archaeologists and how it continues to be studied today.

This project enabled the young people to see how new technologies and innovative approaches can be used when exploring their own heritage. It also helped them to engage with their heritage and explore new ways of accessing it and interpreting it for others.

The film is available online at:

www.hwtma.org.uk/fyt

Sadly, the Find Your Talent national programme has now been cancelled due to funding cut-backs. HWTMA would like to thank the PUSH4Culture team for their help and support, particularly Ben Scott and Amy Eastwood.



3D image of the Calshot Spit Lightship produced by Chamberlayne College students.

PATHH

Starting in September 2010 the HWTMA will be involved in an exciting project with Hampshire's Countryside Access Forum. After the county's Countryside Access Plans identified the need for new public rights of way, the Forum ran a successful pilot project that demonstrated that several of these could be provided by recruiting volunteers to help identify historic paths or bridleways on old maps. After securing funding from the Heritage Lottery Fund, the Forum has recruited HWTMA to manage the new PATHH (Providing Access to Hampshire's Heritage) project. HWTMA is ideally placed to deliver this project, drawing on extensive experience in volunteer management and education and outreach.

Over the next two years the HWTMA will be recruiting at least 100 volunteers who have an interest in researching historical maps and local history. A dedicated education and outreach programme will accompany the research work, along with a travelling exhibition that will make use of the HWTMA's Maritime Bus. Full training will be provided for volunteers who wish to help research local rights of way, so if local history and the evolution of maps in the Hampshire area is something you're interested in, please do get in touch!

Red Funnel

This summer the HWTMA is working with the Southampton Family Learning Project and Red Funnel ferries to create a new leaflet for the ferries travelling to the Isle of Wight each day. Holiday makers and local residents travel past numerous historic maritime locations on their way across Southampton Water and the Solent, ranging from some of the country's first Tudor coastal defences to the Schneider Trophy races of the 1930s, where Reginald Mitchell began to perfect the design of high speed fighter planes. Of course the route taken by the ferries also passes numerous shipwrecks and hidden maritime hazards like Bramble Bank!

Working with family learning groups from Weston Park Junior School, the Trust will be researching these stories and producing a leaflet for Red Funnel to distribute to its passengers. Although the Trust will be leading the project, it will be the families that decide what information to include and how to display it in the leaflet. It's hoped this will help make the maritime history of Southampton Water and the Solent more accessible to local residents as well as to visitors to the area.

Underwater Archaeology Centre

Two new exhibitions have been created at the UAC this season to attract more visitors and encourage repeat visits. One exhibit is on the history of Fort Victoria, whilst the other is dedicated to a single shipwreck and will change annually. The exhibit this year featured HMS *Invincible* and was enhanced with artefacts such as one of the fire buckets. It also included new lighting so that visitors could see the fine detail on the leatherwork and clothing. The UAC's Bouldnor Cliff exhibition has been updated with the addition of a new animation, thanks to Winchester Discovery Centre who have kindly given permission for use of their "Surviving the Stone Age" DVD. Visitor figures have responded positively to these changes and we hope to continue developing and updating exhibitions regularly to encourage return and local visitors.

School visits to the UAC have continued their upward trend with a 27% increase in student visitors from 2009. Teacher feedback on the new hands-on activities, which were introduced half way through the 2009 season, has been very positive and instrumental in encouraging schools to re-book and recommend the UAC for future visits by other schools.

The popularity of Summer Activity Thursdays at the UAC has prompted an expansion into the Easter

and half-term holidays. Families can come and join in with a range of different activities and learn about the work of HWTMA on any Thursday during these school holidays.

This year saw the first invasion of Fort Victoria...by pirates! The fort was transformed into the Caribbean town of Nassau in 1718 and more than 80 pirate and British militia re-enactors did battle over a July weekend. There was great amusement and cheers from the visiting public who were invited to join in with drills and judge the best sword fights!



Pirates invade Fort Victoria and the Underwater Archaeology Centre.

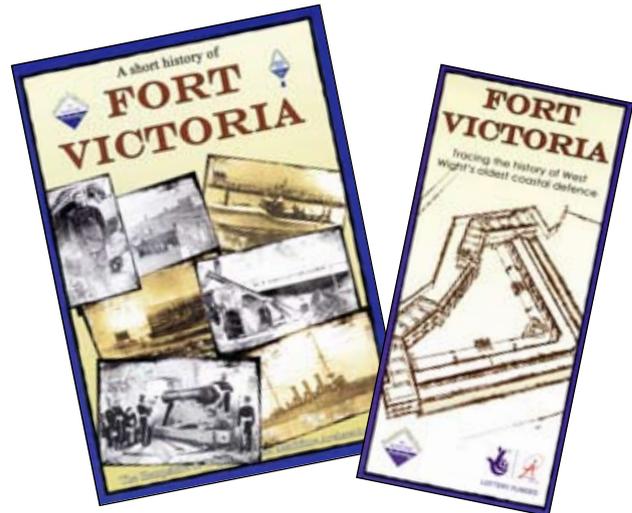
A New History of Fort Victoria

The history of Fort Victoria is the focus of a new exhibit which opened at the UAC this season. Although a Victorian Fort may not seem to have an immediate connection with the world of maritime archaeology, delving a little deeper reveals fascinating links between the work of the HWTMA and the Palmerston Forts of the mid-19th century.

The UAC is housed in five of the old casemates of Fort Victoria, just outside Yarmouth on the Isle of Wight. Built to protect the vulnerable Needles Passage from a long feared French invasion, the fort saw a variety of different uses during its life. After its role was largely superseded by the newer gun batteries on the cliffs closer to the Needles, the fort was used by the Royal Engineers as a submarine mining station. Sea mines were stored in the very rooms the museum now occupies and were laid in the narrow channel between the fort and Hurst Spit by small steamboats operating from the pier. Nearby Fort Albert was used to test the Army's brand new Brennan torpedo; the world's first practical guided torpedo that remained in use at harbours and ports around the Empire until 1905.

During the Second World War Fort Victoria became home to the Royal Army Service Corps' Water Transport Units. Operating fast launches in support of amphibious assaults, numerous vessels based at the fort went to Normandy and supported the D-Day invasion by organising the re-supply operation along the beaches. The RASC remained at the fort until 1962 training National Servicemen to handle Army vessels prior to postings all around the globe.

HWTMA's successful grant from HLF 'Awards for All' enabled the creation of a new and more in-depth exhibition on the history of Fort Victoria. This included new display boards, exhibit displays, a



leaflet, a booklet and the creation of an oral archive which will be incorporated into the exhibition through a listening post. The oral archive was created with the help of home educated young people on the Isle of Wight, who attended our oral archive skills workshop before interviewing people with memories of the Fort or with a family relative who worked there in the past. This oral archive, which will be supplemented with various sounds of a working fort through the ages, will be installed in time for the 2011 season. The Fort Victoria booklet (page 26), which has long been sought by visitors to the fort, has been very well received and is available in the UAC shop and from HWTMA's website.

Over the summer this project has expanded with funding from the West Wight Landscape Partnership and the HWTMA has been producing exterior interpretation panels for the fort and the country park around it. The HWTMA are also in the early stages of setting up a heritage trail around the West Wight peninsula to link all of the Victorian forts along the coast.



A 3D reconstruction of Fort Victoria, viewed from above, was used in the new exhibition panels and booklet.

School Work Placements

2010 saw the HWTMA host eleven work placements from schools. Before a placement, all students must complete an application form and attend an informal interview. The interview process seeks to ensure both the students and HWTMA gain positively from the placement.

Students are supported to create materials and the results of their work are regularly used in the Maritime Bus and at the UAC. Additionally, students are able to receive training and to assist in archaeological fieldwork in the inter-tidal zone.

see: www.hwtma.org.uk/workexperience

James Troup's work placement report;

'From the 24th of June to the 2nd of July 2010, I did my work experience placement with the HWTMA. I have always been interested by history and archaeology and so I was very excited about my placement.

I was fairly nervous on my first day coming into the office, although everybody was very welcoming and the office had a relaxed atmosphere. I was set a task to produce a "talking timeline" for HWTMA's Underwater Archaeology Centre at Fort Victoria. The timeline would cover the development of boats and ships from the prehistoric to the modern era.

My first task was to research information online about the development of the boat. This then had to be put into several large paragraphs relating to a number of different historical eras. This was a fairly challenging task as for some periods, for example the Palaeolithic, have relatively little solid information on them and the internet contains many conflicting sources regarding them. It was, however, an interesting task and I learnt a lot about the subject through the research itself.

Following this, I had to cut down the text so that it would fit on the timeline, and finalise the script and layout. This occupied me for a few days and on Wednesday I went to the UAC to see where the timeline would go and help with some school groups, this was good fun and an interesting experience. The rest of my placement was mostly spent touching up the text for the timeline and doing some admin work in preparation for some future dives the HWTMA are doing. I also examined and recorded some flint finds from the Mesolithic site at Bouldnor and got a rundown of how to do this, which was really interesting.

In all I had a really good time at HWTMA, I learned a lot about maritime archaeology as well as simply what being in a real workplace is like. I would definitely recommend work experience here and I am strongly considering pursuing maritime archaeology or something similar in the future!



Coastal change map, created by PGCE students, being road tested at the Teachers' Workshop.

PGCE Student Placements

During March 2010 the Education & Outreach team had the pleasure of hosting two PGCE (Post Graduate Certificate of Education) students from Southampton University for a four week work experience placement. Lynn and Leanne gained the unique experience of working with an extraordinarily diverse range of children of different ages, learning abilities, teaching environments and even languages.

They managed to combine the subject of maritime archaeology and the primary National Curriculum standards to produce two excellent new teaching aids in the form of:

- A huge and colourful material map demonstrating coastal change.
- A ball pool puzzle as a simplified representation of finding clues under water and piecing them together.

It proved to be a very rewarding placement, both PGCE students were a great asset to the HWTMA and their contributions have been in constant use since their time with us.

Volunteers

Volunteers have been central to the work of HWTMA since its earliest days. Projects such as 'Digital Invincible' would have been impossible to complete without this dedicated help. HWTMA would like to extend a huge 'thank you' to all those who have volunteered with us over the past year.

As with work placements, HWTMA always try to ensure that volunteers are able to take on work and

projects that interest them and are applicable to their existing skills. In addition, the chance is always available to learn new skills while volunteering within HWTMA. If you would like to volunteer and work on some of our projects, please visit our website; www.hwtma.org.uk/volunteering

An innovative volunteer project has been undertaken in the last year by Richard Wyatt, who describes his experience below. Richard has researched and produced an audio guide to the maritime heritage of the River Hamble. The guide can be listened to, while walking the banks of this historic river. Download the guide from our website at; www.hwtma.org.uk/podcasts-videocasts)

HWTMA volunteer Richard Wyatt writes;

'I came to the HWTMA through Southampton Voluntary Services, which matches organisations needing assistance to volunteers with time on their hands. I was previously unaware of the HWTMA and its activities, but attracted by what I read when doing some research – my interest in antiquities and sailing may have had something to do with it.

As a keen walker, I had often been to the Hamble and wondered about the history of the wrecks and hulks that litter the river banks, I thought the proposed audio tour would be interesting, the like of which I had not

tackled before (though had I known how long it would take, I may have chosen differently). Much of the work was internet-based research and also condensing the salient details of the results of the Heritage Lottery funded Hamble research project. Discovering that all things internet need to be verified, and verified again, was a little frustrating. There is some fascinating history in HWTMA's files which often diverted me from the main task in hand and reminded me of the importance of their work; I sometimes felt I could have trebled the length of the tour. During some fine afternoons on-site, I was taught a great deal about recording techniques, and the help and constructive reviews of other staff proved invaluable.

Putting self-consciousness to one side, the recording eventually became straightforward. Golden rules - don't wave the microphone around, and re-record as many times as necessary any sentence stumbled over (it's easier to edit out the unwanted ones than to return to the site later). Editing took longer, thanks to software glitches that rendered an entire session useless on more than one occasion. I still find it odd to listen to my own voice.

At the time of writing, the first section of the Hamble audio guide is finished and available online, with the second well underway.'

Become a Friend of the HWTMA

The Friends of HWTMA are a group of people with a keen interest in their maritime heritage and a strong desire to see it explored and preserved. Anyone is welcome to join, we offer events and activities that everyone can participate in and enjoy.

Simply fill out an application form (download from our website, or call to request one) and send it to us with a cheque or banker's order for your annual subscription.

Membership options are:

ADULT, full member £14.95

JOINT, full member £19.95

STUDENT/OAP, member £ 9.95

UNDERWATER EXPLORER (under 15), £7.95

Or join online; www.hwtma.org.uk/how-to-support-us

Benefits of Being a 'Friend'

As a Friend of HWTMA you will receive:

- A membership pack.
- Unlimited free admission to the Underwater Archaeology Centre (UAC).
- Vouchers for free admission to the UAC for up to six guests.
- Regular copies of the HWTMA Friends' Bulletin.

- A copy of our Annual Report
- A programme of talks, workshops and social events.
- An invitation to attend our AGM.
- Opportunity to participate in HWTMA fieldwork and research.



Volunteers taking part in intertidal fieldwork.

The past year has again been busy with a range of books, papers and reports being produced.

Monographs, Books & Booklets

Forton Lake: Work over the past year has involved the publication of a popular booklet titled *Forton Lake Archaeology Project: Forton's Forgotten Fleet*, and further research and writing up of the project results into a monograph publication. The three seasons of fieldwork on this hulked vessel collection will be published this autumn in the NAS Monograph Series *The Archaeology and History of the Hulked Vessels at Forton Lake: The Forton Lake Archaeology Project 2006 – 2009*.

Bouldnor Cliff: Work undertaken on the site between 2003 and 2007 has been written up into the first major publication on this internationally important submerged Mesolithic landscape site. The monograph *Bouldnor Cliff and the submerged Mesolithic landscape of the Solent* will be published in the Council for British Archaeology Research Report Series.

CBA Handbook: HWTMA has been funded by English Heritage to produce a 'Marine Handbook' to be published in the Council for British Archaeology Series. The Marine Handbook will enable popular access to information regarding the marine historic environment. Such information is often found solely in academic books or journals which are not necessarily accessible to all sectors. Therefore, it is envisaged that the Marine Handbook will reach a wider audience, including interested amateurs and non-marine archaeologists, increasing public awareness regarding the marine historic environment

Maritime Archaeological Research Framework for England: a number of HWTMA staff have been involved in the development and writing of this document, the production of which is being coordinated by the University of Southampton. Work has included co-chairing the Post-Medieval and Maritime Archives and Collections sub-groups and being represented on the Mesolithic sub-group. The published document is expected later in 2010.

A Short History of Fort Victoria: A Short History of Fort Victoria details the fascinating history of the old Palmerston Fort that today houses the HWTMA Underwater Archaeology Centre. Starting with the earliest defences on Sconce Point and the building of the fort in the mid-19th century, the booklet goes on to detail the fort's fascinating evolution from a coastal battery to a submarine mining station and later, its role as a training base for soldiers of the British Army's maritime fleet. The booklet was funded by the Heritage Lottery Fund's 'Awards for All' scheme and has proved a popular souvenir with the visitors to

the fort; it has quickly become the HWTMA's fastest selling publication.

Published papers

- Mason, B. 2010. Archiving the Historic Shipwreck Site of HMS Invincible. *Advisory Committee on Historic Wreck Sites. Annual Report 2009-10*. English Heritage.
- Momber, G. 2010. Diving into the Mesolithic *Current Archaeology* 241: 32-36.
- Momber, G. 2010. Book review: M. Bell. Prehistoric Coastal Communities: The Mesolithic in Western Britain. *International Journal of Nautical Archaeology* 39(1): 195-197.
- Momber, G., Satchell, J & Gillespie, J. 2009. *Mesolithic Horizons Volume 1. Occupation in a submerged Mesolithic landscape* pp. Eds McCarton, S, Schulting, R., Warren G & Woodman, P Oxbow 324-332.
- Satchell, J. 2010. Book Review: J. Sidell and F. Haughey (eds). Neolithic Archaeology in the Inter-Tidal Zone. *International Journal of Nautical Archaeology* 39(1): 199-200.
- HWTMA contribution to: Peeters, J. H. M. 2009. *North Sea Prehistoric Research Framework (NSPRMF)*. English Heritage.

HWTMA Project Reports

In addition to formal publications the HWTMA has produced a range of reports detailing the latest results of projects, these are available from our website:

- *The 'Mystery Wreck', (Aggregate Area 122/2 - UMD), Eastern Solent: Stage Two – Fieldwork Report and Updated Research Design*.
- *Securing a Future for Maritime Archaeological Archives: Analysing present and assessing future archive creation*
- *Solent Marine Heritage Assets: HMS Invincible Protected Wreck Site*.
- *Solent Marine Heritage Assets: The Fenna, Site Assessment*.
- *The Hamble Logboat: Report on the recent investigation by HWTMA*.

Publicity

Amongst the publicity featuring the HWTMA have been the following programmes and publications;

- BBC History Magazine
- BBC Radio Solent
- CBA Wessex News
- Channel 4 *Man on Earth* documentary
- Current Archaeology
- Independent on Saturday
- Isle of Wight County Press
- New Scientist
- Southern Daily Echo
- The News, Portsmouth

Talks and Conferences

Demand for talks has remained high, with over 25 different groups and organisations addressed during the past year. HWTMA has also been represented at a number of conferences over the past year, both in the UK and on the international stage;

- 2nd International Symposium on Occupational Scientific Diving, Helsinki.
- The International Seminar on Maritime Cultural Heritage, Alexandria.
- The International Symposium on Boat and Ship Archaeology, Istanbul.
- Institute for Archaeologists Annual Conference, Southport.
- The Extended Schools Conference, Southampton.
- The Head Teachers' Conference, London.
- The History Teachers' Conference, Alton.
- The Annual Leading History Conference, Botley.
- Southampton Heritage and Arts People Conference, Southampton.
- Find Your Talent – PUSH First Anniversary Conference, Southampton.
- Nautical Archaeology Society's Annual Conference, Portsmouth.

Representation

The HWTMA have been represented on the following

committees and groups: Standing Conference on Problems Associated with the Coastline (SCOPAC), Mesolithic Research Framework, the Solent Forum, the Institute for Archaeologists Disciplinary Committee and Maritime Affairs Group, the Joint Nautical Archaeology Policy Committee, Nautical Archaeology Society Education Working Group, the Solent European Marine Sites Strategic Advisory Group, the Council for British Archaeology Wessex Region Committee, Society of Underwater Technology Diving and Manned Submersibles and Underwater Science Group Committees, the Scientific Diving Supervisory Committee, Chichester Harbour Archaeology Partnership, Poole Harbour Heritage Project, the Hamble Estuary Management Plan Implementation Forum, the Isle of Wight Maritime Heritage Partnership, the Southampton Heritage Federation, Severn Estuary Levels Research Committee, Hampshire County Council Compact, Dorset Coast Forum, SHAPe Education Working Group, Committee Member of the Jubilee Trust, The Project Deukalion Drafting Group, EAA member, SHAPe Executive Group, Fort Victoria Association, English Heritage Advisory Committee, EPE Learning Advisory Committee, New Forest Educators' Forum, Archaeological Archives Forum, Maritime Archaeology Research Framework and the European SPLASH Management Committee.

Dudley Keep

It is with great regret that we have to report the loss of Councillor Dudley Keep. Dudley was one of the founding members of the HWTMA and a staunch supporter of Hampshire's maritime heritage. He was a tireless champion of the HWTMA's work and a past

Chairman. It is no exaggeration to say that without the good grace and ongoing support of Dudley, the HWTMA would not exist as it does today and much of its current success owes a great deal to him. Dudley was a true gentleman and will be dearly missed.

Organisation Updates

Staff Changes

This year we would like to welcome Stephen Fisher who has joined the education and outreach team, and worked tirelessly on a number of initiatives. Rachel Bynoe has also been a valued member of HWTMA over the past year, and we would like to thank her for her hard work and wish her the best for the future as she leaves to begin work on her PhD.

We are sad to be saying goodbye to Rosemary Shirlaw and Tony Rayner, who have worked at the UAC for five seasons, and alongside Mary Ashton have been essential to the development and success of the Underwater Archaeology Centre. We are very grateful for all they have done for HWTMA and wish them every happiness in the future.

In the course of this year we have also sadly said

goodbye to Hilary Musker and Nazrin Wilkinson who have departed HWTMA for new opportunities.

Staff Development

In January 2010 three members of HWTMA staff furthered their professional development by taking part in an HSE SCUBA course. The two week course was a 'top-up' of the divers' qualifications and previous experience and resulted in their certification under the 'Diving at Work' regulations.

Training and assessment was given with full face masks, voice communications, underwater survey, dive supervision, risk management and recompression chamber operation. At the end of the course an examination was taken and all three staff members successfully received their HSE SCUBA qualifications.

We need YOU to help us preserve YOUR maritime heritage

As a charity we are reliant on support from charitable trusts, companies and individuals. The donations and grants that we receive enable us to continue our valuable research, education and outreach work. We continue to seek more funds to ensure that we succeed in preserving our fascinating but fragile maritime past and to engage communities with their local cultural heritage.

The support we received in 2009/10 enabled us to:

- Expand our research projects on shipwrecks, intertidal remains and submerged landscapes nationally and internationally.
- Promote maritime archaeology far and wide via our Maritime Bus, school workshops and public events.
- Increase public participation in maritime archaeology, offer more volunteering opportunities and work placements.

Ways of supporting us

Trusts and Foundations:

The HWTMA is extremely grateful for the funding it receives from charitable trusts and foundations. This makes an enormous difference, both to our core work and specific projects. If you are a trustee or a foundation administrator and would like to discover more about our work, please get in touch.

Corporate Sponsorship

We have a number of sponsorship opportunities available for both local and national businesses. By

sponsoring one of our projects or events not only will you be helping to preserve your maritime heritage, but you will benefit through the wide publicity and media interest gained by the HWTMA. This includes national and international media.

Donations in Kind:

Donations such as diving equipment and activity materials for our education and outreach programme are of great value to us. We are extremely grateful for the donations we have received in this way during 2009-10. If you think you may be able to help us with donations of equipment of any kind, please do get in touch.

Gift Aid

If you are a UK tax payer, please do Gift Aid your donation. This means that your contribution to the HWTMA is boosted by 28p for every £1 you give, at no extra cost to you.

Contact Us

Whether you are a charitable trust and foundation, a local or national business, or an interested individual, please contact us if you would like to make a donation to the HWTMA, or would like to hear more about our current projects.

Contact us at; info@hwtma.org.uk or by post at; HWTMA, Room W1/95, National Oceanography Centre, Empress Dock, Southampton SO14 3ZH. Tel: 02380 593290

Volunteer Contributions & Assistance

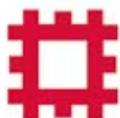
Delian Backhouse-Fry
Carolyn Bell
Jessie Booth
Robert Bradbury
Rowland Brookes
Mike Cahill
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West Wight Landscape Partnership
University of York

HWTMA would like to extend grateful thanks to all our supporters, 'Friends' and volunteers whose help and support have enabled us to achieve the projects and activities outlined in this report.

A 'Year in Depth' is a summary of the work of the Hampshire and Wight Trust for Maritime Archaeology from October 2009 to September 2010.

Below the waves lies the largest and best-stocked museum in the world. The seabed in our coastal waters contains an assemblage of cultural assets that reflect British social and technical development over thousands of years.

The resource is common to us all but is easily overlooked as, being out of sight, it can often be out of mind. A main objective and one of the major successes of the HWTMA is to discover the mysteries of the deep and disseminate the information far and wide.

This year the Trust has delivered an extensive program of outreach events that have encompassed schools, universities, public events and academic conferences. This work complements the expanding high quality fieldwork undertaken by the our archaeologists in Hampshire, the Isle of Wight and further afield.

The work of the HWTMA has featured on national and regional television, radio, newspapers, websites and documentaries as it champions local and international research of our submerged cultural heritage.



Hampshire & Wight Trust for Maritime Archaeology

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National Oceanography Centre, Room W1/95, Empress Dock, Southampton, SO14 3ZH

Telephone: 02380 593290

Fax: 02380 593052

email: info@hwtma.org.uk

web: www.hwtma.org.uk

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