



MARITIME AFFAIRS GROUP

MAG BULLETIN, FEBRUARY 2004

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Apologies for the absence of communication from the MAG committee – last month was the first time for a while the committee was able to meet in its entirety. However, this does not mean that maritime archaeology in the UK has been quiet. MAG continues to be represented in many different sectors, including the Diving Industry.

Recent developments include the 'Identifying Skills Needs in Maritime Archaeology' survey commissioned by EH which will form a future training policy. MAG members are invited to partake in the survey, and make a note of the International Conference on Managing the Marine Cultural Resource, to be held in Portsmouth this September (all details below).

All contributions for future editions of the Bulletin to me at Wessex Archaeology (e-mail address above) – particularly articles on regional round-ups.

INTERNATIONAL CONFERENCE 2004

Managing the Marine Cultural Resource

MAG is organising an International Conference on "Managing the Marine Cultural Heritage". The Conference will take place in Portsmouth Historic Dockyard, part of HM Naval Base in on 29th and 30th September 2004. There will be three themes of discussions: Defining and Quantifying the Resource, Management Themes and Issues, and Accessing the Resources. This will be an occasion to convene a wide range of international experiences discussing and evaluating scientific methods and approaches to the Marine Cultural Heritage. For further information please contact: ppalma@maryrose-as.com or write to Paola Palma, IFA-MAG Committee Member, c/o The Mary Rose Trust, HM Naval Base, College Road, Portsmouth PO1 3LZ, UK. Paola Palma

(Also, see the poster at the end of this bulletin and for display purposes, a pdf of the poster is available on request from m.dunkley@wessexarch.co.uk)

THE KEITH MUCKELROY MEMORIAL AWARD

At the instigation of MAG, the BAA, supported by the CBA among others, has a new award for 2004: the Keith Muckelroy Memorial Award. The Award is given for the best published work on the subject of British Maritime, Nautical or Underwater Archaeology that best reflects the pioneering ideas and scholarly standards of the late Keith Muckelroy.

Keith was a pioneer of the then-fledgling discipline of Maritime Archaeology in the 1970s who died in a diving accident in Loch Tay on 8th September 1980 at the age of 29. His work made a major contribution to the practical and theoretical approaches to the subject and still maintains an international reputation today. Details of the award can be found at: www.britarch.ac.uk/awards/muckelroy_award.html.

IDENTIFYING SKILLS NEEDS IN MARITIME ARCHAEOLOGY

Identifying Skills Needs in Maritime Archaeology is a survey of people involved in maritime archaeology in the UK, focussing on skills, experience and training. MAG members are invited to participate in the project by completing the questionnaire which can be downloaded from www.archaeologists.net/fullstory.php?linkno=68

The survey is being carried out by the Institute of Field Archaeologists; it is funded by English Heritage, and supported by the Association of Local Government Archaeology Officers, the Joint Nautical Archaeology Policy Committee and the IFA Maritime Affairs Group.

English Heritage has identified that there is a '... need to stimulate and support the development of an enhanced body of professional maritime archaeologists, through appropriate training and support' ([Taking to the Water](#), Roberts & Trow 2002).

The questionnaire and survey are aimed at professional and avocational (amateur) maritime archaeologists, both divers and people involved in other capacities, including those who study ancient naval architecture or maritime artefacts. The project will gather information on all those involved in maritime archaeology both on the foreshore and underwater, identifying their skills and training needs, to feed back into English Heritage's development of a training strategy for maritime archaeologists. It will benefit individual maritime archaeologists as well, and help them consider and enhance their own continuing professional development.

If you have any problems with completing the form, please telephone Rachel Edwards on 01905 26448 or email rachel@dalwoodedwards.freeserve.co.uk

JOINT MAG / ALGAO SEMINAR

The first seminar in this series, *The Legal and Administrative Framework*, proved very successful. The second seminar, *Maritime Archaeology Case Studies*, is due to take place on 3rd March, 2004 at King's Manor, York and 10th March, 2004 at Water UK, London.

Attendance at these seminars is free but must be booked in advance. Contact Mr I. Jones, Tees Archaeology, Sir Wm Gray House, Clarence Road, Hartlepool, TS24 8BT Tel: 01429 523455 E-mail: Tees-Archaeology@Hartlepool.gov.uk

MAG DIVING PAPER

The committee is committed to the production of an IFA Standard and Guidance paper on Archaeological Diving Practices. Communication has been established with the IFA Committee on Working Practices in Archaeology (CWPA) to take the paper a stage further.

IFA ANNUAL CONFERENCE

This year's IFA Annual Conference is to be held at the University of Liverpool on the 6 - 8 April 2004. MAG has organised a day session on maritime archaeology on Wednesday 7th. Maritime related trips during the conference comprise Derby House: Western Approaches Command Centre and Merseyside Maritime Museum. Wessex Archaeology Coastal & Marine Section has organised a session on Marine Sites for the 8th April.

Further details of the conference can be obtained from the IFA at <http://www.archaeologists.net/conference.php>

DCMS SUSTAINABLE DEVELOPMENT STRATEGY 2004

All government departments are producing strategies on sustainable development. Sustainable development, an overarching government aim, is defined here in DEFRA terms as 'meeting four objectives at the same time, in the UK and the world as a whole: social progress which recognises the needs of everyone; effective protection of the environment; prudent use of natural resources and maintenance of high and stable levels of economic growth and employment.

The DCMS statement, published on 4th February, sets out the Department's sustainable policies, sustainable estate management and the means of communicating sustainable development policies (see www.culture.gov.uk/global/publications).

Estelle Morris, Minister for the Arts, singles out the DCMS as 'unusual among government departments' in that 'we cover those 'quality of life' issues people care passionately about and enjoy'. She goes on to confirm 'We value and safeguard all our cultural assets and want to hand these on to future generations. Through the broad sweep of our policy interests – from arts and sport through tourism, the distribution of lottery funds, the historic environment, museums and galleries and the Royal Parks – and the way we can help other departments deliver their objectives, we can have a major impact.' Specific mention of the historic environment and the reference to joined up departmental delivery must surely be a positive statement.

'But,' she says ' we can do more. This strategy is just a start. Ensuring a better quality of life for everyone, now and for future generations to come, lies at the heart of the Government's sustainable development strategy'. The paper later goes on to identify the built environment as a key factor and affirms that DCMS is concerned with improving surroundings both ancient and modern.

The DCMS is committed to promoting sustainable development by screening policies and proposals for their sustainable development implications 'through their anticipated economic, social and environmental impacts, adjusting policies where ever possible and practicable to lessen adverse impacts and promote positive ones'.

Under the Action Plan, the Department sets out specific points: work with English Heritage and DEFRA to implement the action point in A Force for our Future to make the historic environment part of the remit of the Green Ministers; work with English Heritage and CABE to publicise ways in which the built environment may be used as an exemplar of best practice in sustainable development; establish a DCMS Sustainable Development Forum; work with ODPM and CABE to contribute to projects relating the sustainable communities, especially in the regeneration of parks and the use of public space; with the DTI and English Heritage to help develop appropriate measures to improve energy efficiency in historic domestic dwellings; and establishing a section on sustainable development to publicise the work of associated bodies on the DCMS website.

MAG ELECTIONS

As you may be aware, the current MAG committee completes its term of office this year. Elections will be held at an AGM in October following nominations, but expressions of interest may be sent to Mark Dunkley, MAG Hon. Secretary.

ENGLISH HERITAGE 18 MONTHS ON.

The expansion of English Heritage's remit to include the seabed off our coast to the 12 nautical mile Territorial Limit represents one of the biggest challenges the organisation has faced since its establishment. In spatial terms this represents approximately three-quarters as much again as the land area of England.

The seabed contains an immense wealth of archaeological sites and remains, potentially without equal elsewhere in the world in terms of their number and diversity, and (because of the essentially waterlogged burial environment) in an excellent state of preservation. These remains include extensive inundated prehistoric landscapes as well as evidence of the exploitation of the sea in more recent times.

English Heritage has been given these new responsibilities at the same time as the interests of the wider public and specific stakeholders in the marine and underwater heritage have risen to unprecedented heights (evidenced by the popularity of television programmes and the media generally). For an essentially maritime nation, this development offers a unique opportunity for making a very significant element of the nation's historic and archaeological resource accessible to the wider community.

During the past eighteen months, English Heritage's newly established Maritime Archaeology Team has made a number of significant achievements against a background of ever-expanding commercial development of the marine zone and a slowly growing understanding of its true archaeological potential.

Twenty days after the passing of the NHA 2002, a Head of Maritime Archaeology was appointed. Four months later the Maritime Archaeology Team was enhanced by the appointment of an Archaeologist (Maritime) followed by the addition of three-quarters of an Administrative Assistant post from mid-July 2003.

The Head of Maritime Archaeology's role includes the duties of Committee Co-ordinator for the Advisory Committee on Historic Wreck Sites (ACHWS) and Contract Manager for the UK Government's diving contract.

The main duties of the Archaeologist (Maritime) cover Project Officer responsibilities for maritime casework under the Aggregates Levy Sustainability Fund and for Designated Wreck Sites.

Reforms to the procedures and management of the ACHWS are underway to make the routine licensing functions more efficient and transparent. We are also initiating a debate on issues such as the reporting and treatment of finds from Designated Wreck Sites and the provision of competent archaeological advice to licensees.

The re-tendering of the Government's contract for diving services in relation to the Protection of Wrecks Act was successfully accomplished to Government and European procurement regulations despite significant difficulties and uncertainties derived from the delay in the formal transfer of responsibilities from the Department of Culture, Media & Sport to English Heritage. The new contract, with Wessex Archaeology, has been managed from its commencement in May 2003.

In order to put the maintenance of Designated Wreck marker buoys onto an organised schedule, formal arrangements have been made with relevant organisations such as Poole Harbour Commissioners and the Royal Naval Auxiliary Service, to service existing buoys. We are also drafting the criteria and procedures for deciding on whether any new buoys should be installed.

Over the last year our work programme has been framed in the light of the context of the main recommendations of *Taking to the Water, English Heritage's interim policy on maritime archaeology* published in May 2002. The range of activities and developments that it is possible to undertake has had to be restricted by the available budget.

There are 39 English Designated Wreck Sites in England's waters and we have adopted a staged approach for their investigation, conservation and management which is based on the development of management plans for each site (in keeping with well-established practice for designated terrestrial sites and monuments).

In the last year 45 licences for investigations on English sites have been processed by the Maritime Archaeology Team (13 Visitor, 21 Survey, 7 Surface Recovery, 4 Excavation). Each application involves extensive liaison with the applicant and consultation with other interested parties. We have followed up, through liaison with the Police authorities, two cases of illegal fishing gear placed on Designated Sites and one case of illegal diving.

The Maritime Archaeology Team has also arranged and carried out a series of face-to-face meetings with licencees and their project teams at a number of locations including the Scillies, the Penzance area of Cornwall, Dunwich in Suffolk, Ramsgate in Kent, and Filey Bay in Yorkshire.

Specifically targeted commissioned work has involved Desk Based Assessments on two sites with particular problems of erosion (HMS *Colossus* in the Scillies and HMS *Stirling Castle* on the Goodwin Sands) with a view to clarify objectives for future work. In addition a site stabilisation trial is being carried out on the *Colossus* because it is suffering unexpected erosion and lowering of the levels of protective covering sediments. Further proposals for marine environmental studies to help understand the processes causing change on such sites are also being considered.

Other commissioned research involves archive assessment and enhancement to bring together the disparate interests and highly variable standards of work on Designated Historic Wrecks in the past. Some wrecks have been investigated for over thirty years largely by avocational diving groups, often with only intermittent support from the historic environment profession and with an absence of Government funds.

Other commissioned work has been targeted according to strategic priorities such as promoting under-studied or vulnerable areas. For example, basic site evaluation work has been commissioned on the Bouldnor, off the Isle of Wight, on a submerged prehistoric landscape that includes worked flints dating to approximately 7,000 years before present.

Development control and wider consultation duties began immediately and are steadily increasing due to the Government's promotion of Marine Stewardship initiatives. Consultation functions were formally carried out by the Government's diving contractor for services in relation to the 1973 Act and DCMS.

Over the past year we have participated in 16 consultations and there are a further 26 currently ongoing, situated in all areas of the English marine zone. Consultations are now coming in at the rate of 15-20 a month. The developments range from marine aggregate extraction, offshore wind-farm installations, gas pipelines, electric cables, coastal defence, port and coast edge construction.

High levels of advice have been provided to other English Heritage teams and government departments. Maritime archaeology has been included for the first time in a number of important strategic initiatives including the *State of the Historic Environment Report* and the *Modern Military Framework Strategy*. Two Wetland, Coastal and Maritime Meetings have been convened by the Head of Maritime Archaeology.

Over the last year the Head of Maritime Archaeology has visited the Regional Offices in the South West and Yorkshire to discuss maritime issues with Regional staff. It is proposed that these visits will be extended in the near future to all Regions with coasts. These initiatives will be particularly important in encouraging and supporting the proper integration of maritime issues into the work of Regional colleagues. From the very positive response received to date, it is clear that that a significant component of the Maritime Archaeology Team's role must be to provide relevant internal training and Continuous Professional Development for the appropriate English Heritage staff.

A programme of internal training is already underway and the first, two-day course in maritime archaeology took place in January 2003 in Fort Cumberland. Further courses are planned for the Regional Offices.

Recognising that the future protection of the marine historic environment resource will lie as much with the awareness of regulators and the activities of developers, a considerable amount of time has been spent building an adequate framework for marine development control advice and liaison.

Meetings have been held, in our capacity of statutory advisor to Government, with Defra, MoD and DfT. The latter are undertaking a Regulatory Review of Development in Coastal and Marine Waters for Government and the report is currently with Ministers.

We have responded to 3 marine policy and strategy consultations released by other Government Departments and Agencies. There are a further 6 consultations of this type ongoing.

We have been building on our relationships with marine industries bringing the joint RCHME/British Marine Aggregates Producers Association guidance *Marine Aggregate Dredging and the Historic Environment* to publication.

The Maritime Team has attended and made presentation to various external meetings from regional, Local Authority-based organisations, such as the Dorset Coastal Forum, to international conferences (for example Coastal Futures 2003 and the Nautical Archaeology Society Annual Conference) to raise awareness of English Heritage's new role and responsibilities.

AGGREGATE SUSTAINABILITY LEVY FUND MARINE PROJECTS

The ALSF has provided the opportunity for a timely, if temporary, boost to our ability to fund essential research into the marine historic environment. Projects supported by the ALSF include:

- Survey of archaeological finds from southern North Sea and eastern English Channel with particular emphasis on enhancing understanding and characterisation of Palaeolithic and Mesolithic archaeology at risk from marine aggregate extraction;
- Characterisation of the historic environment resource under threat from marine aggregate extraction;
- Enhancement of available records of wrecks, hazards and casualties to improve understanding of likely maritime remains on seabed;
- Research into innovative, assessment protocols (such as multi-beam sonar) on historic wrecks;
- Understanding depositional processes of marine aggregate deposits;
- Determining the geomorphology of submerged and buried landscapes on the northern English Channel shelf to assess the archaeological significance of offshore fluvial systems in their palaeo-environmental contexts prior to aggregate extraction.

THE NEAR FUTURE

It is clear from our experience of the past year that there is also a wider range of functions that we are not able to carry out either fully or in part. These include:

- The development of appropriate research agendas for maritime archaeology;
- Clarification of what actually comprises the maritime archaeological resource and its relationship to other assets such as historic ships, maritime museums and coastal properties.
- Issues of jurisdiction, management and administration (national, regional and local) which cross the environmental divide of the Low Water Mark;
- Raising the capacity of the maritime archaeological sector whether in academia, contract archaeology or Local Authorities;

- The promotion of best practice in the existing maritime archaeology sector;
- Increasing our understanding of the nature of the maritime historic environment;
- The nature of relative preservation in different marine burial environments;
- Understanding the numbers, potential, nature, and threats to, existing sites, particularly drowned prehistoric landscapes.

It is essential that these areas (and others) are taken forward if we are to make any real progress in fulfilling our wider responsibilities to maritime archaeology.

If you would like further information about the work of the English Heritage Maritime Team please contact us: maritime@english-heritage.org.uk.

ROYAL NAVY U-BOAT HUNTER TO COME HOME

As reported in The Independent on the 18 January 2004, 'a historic Royal Navy warship that fought Hitler's U-boats in the Battle of the Atlantic during the Second World War is to be brought home from its berth in the Egyptian port of Alexandria.' The vessel is a Black Swan Class anti-submarine sloop and later purchased into the Egyptian Navy. The vessel is now being purchased as part of the Historic Ship Collection.

REVIEW OF THE NMR

MAG has submitted a response to the NMR Review – Public Consultation Paper. The consultation provides the opportunity to develop the national archive of the historic environment and will determine the future direction of the National Monuments Record, the nation's archive of the historic environment.

For the review, MAG noted that there is currently no publicly available archive on work undertaken under the terms of the Protection of Wrecks Act. MAG suggested that the NMR maintains an archive relevant to each of the Protected Wreck Sites, similar to existing databases of 'terrestrial' statutorily protected sites.

DIVING INDUSTRY COMMITTEE

Along with English Heritage, MAG has been asked to represent the archaeological diving community on the HSE's Diving Industry Committee. This committee consists of various interest groups within the commercial diving industry and provides a forum for discussion between the HSE and industry. Matters that have arisen to date that are of direct interest to archaeologists comprise Diving Schools and Diving Statistics.

Diving Schools. The owners of the Underwater Centre at Fort William have gone into receivership over a matter not directly related to the diving school. The School is still operating whilst a buyer is found. The Puffin Dive Centre at Oban has recently been granted permission to train to HSE SCUBA level.

Diving Statistics. The annual diving accident statistics were discussed, and have been summarised as follows ;

Incident and Enforcement Statistics (see attached .ppt presentation)

Update on Current Investigations There are currently 10 investigations underway which may lead to prosecutions.

HSE Research Update The results of a divers long term health study will be completed later this year. Information collected during the research led to a study of safety culture in divers which has now been published showing that good supervision is more important to divers than an overall safety culture.

The DDRC has completed the final report on its study on narcosis but it has not yet been published. This may take another couple of months.

CE Marking of Diving Equipment The CE mark is not a safety mark per se and incompatibility of equipment is a more important issue. Divers could put together items of CE marked equipment but they may be mismatched and may cause failure. HSE requires that the system being used is safe and not just that it is CE marked. European standards for surface supplied breathing standards have gone to CEN to be discussed. HSE has sponsored the first draft to enable it to be completed sooner. PPE does not normally cover helmets and umbilicals but in this

case the committee has been allowed to include the gas control panel. The current draft is work in progress and members were advised to wait until a first formal draft is available before making comments. The following websites should be consulted re CE conformity marking. Search the sites by industry sector as they have information on Directives that affect the diving industry other than just PPE.

<http://www.dti.gov.uk/strd/index.html>
http://europa.eu.int/comm/enterprise/sectors_en.htm

Reciprocal diver medical arrangements

The HSE has been liaising with other EU countries to try to set in place since 1996. Preliminary discussions have been held with Ireland, France and Spain. Currently there is a reciprocal agreement with Norway.

GIS IN THE MARINE AND COASTAL ENVIRONMENT

A one day seminar on GIS in the Marine and Coastal Environment Conference, organised by Spearhead Exhibitions and the Association of Geographic Information (AGI) in the UK, and sponsored by Metoc plc, is to be held at Oceanology 2004 Conference and Exhibition in London, Docklands on 18th March 2004.

More information is available from: http://www.onecoast.net/onecoast/events/GIS_Marine_Coast/

POLLEN CAN HELP DIVERS IDENTIFY WRECKS

DiverNet News, dateline 30 January 2004

French scientist Serge Muller has put forward a method of dating shipwrecks based on identifying the pollen trapped in resin used on the timbers of the hull. Positively identifying a wreck which has largely disintegrated can be a tricky task for marine archaeologists. However, just a small sample of the sealing resin used in the construction of the ship can provide vital clues to the place and date of construction by using Palynology - the study of plant pollens.

Muller outlined his identification technique in the Journal of Archaeological Science, describing how the type and combination of pollens present indicate key information which is more reliable than analysing the timbers. Timber was often imported, and may pre-date the year of the ship's construction. Muller's pollen analysis technique was used to investigate Baie-de-l'Amitié, a 2,000-year-old wreck found off the south coast of France.

Reference

1. Muller, S. D. Palynological study of antique shipwrecks from the western Mediterranean Sea, France. Journal of Archaeological Science, 31, 343 - 349, doi:10.1016/j.jas.2003.09.005 (2004).

MANAGING THE MARINE CULTURAL HERITAGE



29-30 SEPTEMBER
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