



**BOSTON BARRIER ARCHAEOLOGICAL
CONTRACTOR**
Boston, Lincolnshire

Level 1 Hulk 5 Recording

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Summary

Wessex Archaeology (WA) has been commissioned by Mott MacDonald, as part of the BAM Mott MacDonald Joint Venture (BMMJV), on behalf of Environment Agency as the archaeological contractor for the Boston Tidal Barrier Scheme project in Boston, Lincolnshire to produce a Level 1 wreck recording of Hulk 5.

Hulk 5 is located within 'The Haven' tidal river in the town of Boston, Lincolnshire in the Lower Haven beyond the Black Sluice. Hulk site 5 is located on the right or western side of the Haven (centred on 532822, 342805) near the entrance to River Witham, and is located within the footprint of the proposed development.

The hulk sites did not fall under any statutory designations implemented by Historic England.

A Level 1 basic visual record comprising a photographic record and written account was undertaken of the hulk in 2017 during a UAV survey. Originally the hulk was an *in situ* site, but factors have since caused the wreck to dislocate. Unexpected work combined with tidal movement had caused the wreck to dislocate and, as a result, there are no longer any visible hulk remains *in situ*. A visit to the site in October 2018 determined only one timber belonging to the Hulk remained and it was recorded through photography, sketches and observations.

Dating Hulk 5 with certainty is not possible due to the limited exposed elements making up the vessel, however, it is likely to be of 19th-20th Century date. Similarly, details of ownership, construction year and shipyard registry has not been possible to identify due to the limited information that could be collected relating to the hulk.

It was suggested that this vessel may be an old fishing vessel, like other hulk sites in the river, which have lain there for at least 50 years.

Acknowledgements

Wessex Archaeology would like to thank Mott MacDonald for commissioning the archaeological watching brief, in particular Jenny Timothy and Maurice Hopper.

Thank you to the geomatics team and Bob MacKintosh for undertaking the recording of Hulk 5. The report was written by Lowri Roberts. The project was managed by Danielle Wilkinson and Euan McNeill on behalf of Wessex Archaeology.



BOSTON BARRIER SWINGING HOLE MONITORING

Level 1 Hulk Recording

1 INTRODUCTION

1.1 Project background

- 1.1.1 Wessex Archaeology (WA) has been commissioned by Mott MacDonald, as part of the BAM Mott MacDonald Joint Venture (BMMJV), on behalf of Environment Agency as the archaeological contractor for the Boston Tidal Barrier Scheme project in Boston, Lincolnshire to produce a Level 1 wreck recording of Hulk 5.
- 1.1.2 The Environmental Impact Assessment (EIA) Environment Statement (ES) indicated that the dredging works were assumed to permanently remove potential archaeological deposits, comprising prehistoric fen deposits and the remains of any abandoned hulks, wooden structures and posts within the tidal mud banks, to approximately -3m Ordnance Datum (OD) for capital dredging, and -8m OD for in-channel excavations for the barrier structure (Environment Agency 2016a).
- 1.1.3 **Site location and description**
- 1.1.4 Hulk 5 was located within 'The Haven' tidal river in the town of Boston, Lincolnshire in the Lower Haven beyond the Black Sluice. Hulk site 5 was located on the right or western side of the Haven (centred on 532822, 342805) near the entrance to River Witham, and was located within the footprint of the proposed development (Figure 1).
- 1.1.5 The Hulk 5 and other hulk sites within 'The Haven' sites did not fall under any statutory designations implemented by Historic England.
- 1.1.6 Before Hulk 5 could be recorded in detail, the site was removed due to unexpected work combined with tidal movement. Most was lost, with the exception of one piece that was retained for recording. It is likely that there are no longer any remains of Hulk 5 in this previous site location.

2 METHODOLOGY

2.1 Aims and objectives

- 2.1.1 The aims of the Level 1 wreck recording were to create a record of Hulk 5 prior to any potentially damaging dredging works taking place.
- 2.1.2 A Level 1 record is a basic visual record of the subject in accordance with the guidelines for Level 1 recording as detailed in the document: *Understanding Historic Buildings: A guide to good recording practice* (Historic England (HE) 2016). Level 1 is defined as follows:

'Level 1 is essentially a **basic visual record**, supplemented by the minimum of information needed to identify the building's location, age and type. This is the simplest record...Level 1 surveys will generally be of exteriors only, although they may include superficial interior inspection for significant features. Only if circumstances and objectives allow will any drawings be produced, and these are likely to take the form of sketches.' (ibid, 25).



2.1.3 The methodology for the Level 1 hulk recording was outlined in the approved Written Scheme of Investigation (WSI) for this project (BMMJV 2018). After the site was dislocated, this WSI methodology was amended in an addendum (Wessex Archaeology, 2018).

2.2 Sources

2.2.1 This Level 1 recording has been compiled from the following sources.

Oral Histories

2.2.2 It is believed the hulk may have functioned as a fishing vessel. Several attempts were made via telephone and email to contact Witham Sailing Club in order to determine whether any of the members were able to recall Hulk 5 and were willing to be interviewed to provide any information they had to inform an oral history record. Unfortunately, no answer was received from the Sailing Club.

2.2.3 In lieu of the lack of oral histories, additional online research was undertaken to try and identify Hulk 5. Several references were made to the hulks along the River Witham; however, no specifics are provided relating to any of their functions.

2.2.4 Table 1: Results of the online research and sources

Source Type	Information available	Website
Letter from Historic England within 2018 SCOPING OPINION: Proposed Boston Alternative Energy Facility by the Planning Inspectorate.	Recent nearby work associated with the Boston Flood Barrier has demonstrated the importance of revealing the significance of the hulks, wooden structures and deposits associated with the river. The proposal may also have an impact on foreshore structures (such as wrecks and other wooden structures). HE advised an approach be taken that starts from the premise that the known and visible wreck and timber evidence will, where impacted, be recorded in situ (photographed/ drawn / or other techniques including structure for motion / laser scanning etc.) and where feasible excavated for additional assessment onshore.	https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010095/EN010095-000008-BAEF%20-%20Scoping%20Opinion.pdf
Aegre, published June 2008. Journal issue 120 from the East Midlands Region.	In an article, the Haven was described at low tide as a dirty muddy ditch. The consultants included images of the waterway at low tide, with various derelict hulks alongside derelict buildings. They describe the decline in trading which has led to the town neglecting the river and the associated quayside.	https://issuu.com/waterwaysassoc/docs/aegre200806web120
Photographs and reflections from Lincolnshire, England, and beyond 2015 blog. Text and images.	On a recent walk by the River Witham in Boston, Lincolnshire, a photographer took photographs of old hulks, wooden boats of early twentieth century vintage that have been left to rot on the river banks, their mud-covered forms inundated daily by the tides and exposed at low water. It was not possible to compose a satisfactory photograph of the complete boat that features in the photograph however the detail of the bow is visible.	https://photorelect.blogspot.com/2015/08/
Boston, the Manchester Ship Canal, and Droitwich 2011 blog. Text and images.	The Haven dries out almost completely at low tide revealing the hulks of unwanted fishing boats which have been left to rot against the banks.	https://www.keeping-up.co.uk/Canals/2011Boston/2011Bosthome.htm



Photograph.	Image of The Haven hulks rotting in the mud of the river Haven taken on 18 September 2008.	https://commons.wikimedia.org/wiki/Category:Boston,_Lincolnshire#/media/File:Haven_hulks_-_geograph.org.uk_-_990488.jpg
Photograph.	Image of the old wreck with lifebelts at low tide at the port of Boston, England taken on 28 January 2012.	https://www.alamy.com/stock-photo-old-wreck-with-lifebelts-at-low-tide-at-the-port-of-boston-england-83268478.html

Past documentary records

- 2.2.5 One report was known to specifically mention Hulk 5 (Nayling 2011). An online search was carried out to establish whether there were any additional existing record or sources of information on Hulk 5 to collate as part of this recording, but none were located.
- 2.2.6 Primary and secondary sources for the hulk site is limited. Unfortunately, there is no archival material that refers to the specific hulk sites in 'The Haven', of which there are many, and the only additional information that survives are undated descriptions of some of the vessels made by David Doughty (Nayling 2011).
- 2.2.7 Wessex Archaeology was commissioned by the Environment Agency to undertake a programme of archaeological works including UAV survey, hulk recording and geoarchaeological auger survey in 2017, to be carried out in advance of dredging activities required for the construction of a new flood barrier in Boston, Lincolnshire (Wessex Archaeology 2017). A report was produced as a result of this work, including photographs of the hulk described below (Figure 2).

Digital photographic record

- 2.2.8 Photographs of the Hulk have been collated from a number of sources including two phases of archaeological survey and photographs provided by Mott MacDonald.
- 2.2.9 The photographic record comprises:
- general views of the hulk in its wider setting or landscape; and
 - the hulks external and internal features.
- 2.2.10 During the 2017 UAV survey conducted by Wessex Archaeology, the area occupied by Hulk 5 was flown at a height of 30 m AGL, with images also captured at a 45° angle. Images were also acquired at low tide to ensure that sites were captured with the greatest coverage possible (Plates 1-4). The images taken of Hulk 5 were processed using Adobe Remake. Comparison with the images provided in Nayling (2011) suggest that Hulk 5 has been subject to further sinking, erosion or burial by the accumulation of deposits, reducing their visibility. For this reason, it was not deemed worthwhile to produce elevation orthoimages of the hulk in 2017 (Wessex Archaeology 2017).
- 2.2.11 Photogrammetry models of the hulk were produced in 2017 for BMMJV (BMMJV 2018).
- 2.2.12 The Hulk 5 wreck became dislocated in 2018. One timber was retained and stored on site at the Boston Barrier Community Hub, Riverside Industrial Estate, Marsh Lane, Boston,



PE21 7PJ and was recorded by Wessex Archaeology in October 2018. Photographs, measurements and observations were made of the timber (Plates 17-20).

2.2.13 High quality digital images of the hulk obtained during the archaeological survey in 2017 as well as those of the retained timber in 2018 were taken with a digital camera.

2.2.14 A compilation of all known photographs is included in this report.

Data

2.2.15 Data was provided by BMMJV in the form of point cloud data of the hulk while *in situ*. This was reviewed by Wessex Archaeology and enabled approximate measurements of the hulk.

Scaled plan

2.2.16 A scaled plan of the *in situ* Hulk 5 wreck has been created for this report by Wessex Archaeology from the laser point cloud survey data. This scaled plan includes marked locations for the estimated positions of existing photographs.

2.2.17 In addition, scaled recording of the remaining dislocated timber took place in October 2018 by Wessex Archaeology.

3 WRECK DESCRIPTION

3.1 Introduction

3.1.1 The site was found adjacent to a line of five substantial timber mooring posts (Figure 3) and fragments of at least two clinker-built vessels were reported during a 2011 survey (Nayling 2011), lying in the mud and stone foreshore. It was suggested that this vessel may be old fishing vessels which had lain there for at least 50 years. None of the upper works have been preserved and the original overall length of the vessel could not be determined due to the rock and mud that filled the interior (BMMJV 2018).

3.2 Hulk 5 site *in situ*

3.2.1 The hulk was identified as a clinker type vessel, with overlapping planks. The overall preserved length was measured approximately 9.50 m in 2017. A total of 18 frames approximately 400 mm apart, centre to centre, were visible. These had moulded dimensions measuring approximately 160 mm and sided dimensions measuring approximately 10 mm. Three planks were partially visible on the southern half of the vessel, still attached to the framing elements. The width and thickness of the planks were difficult to ascertain as most of the planks were covered over with mud (Wessex Archaeology 2017).

3.2.2 Measurements were also taken from the mesh model created from the UAV survey data (2017) which recorded the remaining exposed length as 10.89 m (curved length 11.37 m). The mesh model highlighted a faint line measuring 12.62 m (Figure 4) that could be interpreted as an extension of the wreck (Figure 6) however, it cannot be confirmed at this time and the line could be the result of other activity.

3.2.3 During the 2011 survey, the framing elements protruded above the mud by approximately 300 mm. Additionally, a further two frames were visible on the northern half of the vessel, located towards the western end. This suggested that only the very lower works of the vessel may have been preserved beneath the mud and stones, possibly including the keel and garboard strakes (Nayling 2011).



- 3.2.4 In a photograph of an unknown date provided by the client, 70% of the outline of the hulk is visible through the protruding frames. The bow seems to form a point while the aft end appears to be squarer in shape.
- 3.2.5 In 2017, the exposed elements of Hulk 5 ran in a west-north-west to east-south-east orientation and were located along the curved upper foreshore. Only the southern half of the vessel was exposed, including framing and planking elements, both of which were heavily deteriorated; most likely from natural processes. It was not possible to determine for certain whether the exposed elements formed part of the port or starboard side of the vessel, and which end was aft and which end was fore (Wessex Archaeology 2017), however it is thought that the plan view suggested a shape widening in width towards the western end, possibly representing the aft end.

3.3 Dislocated Hulk 5 piece

- 3.3.1 Since the 2017 phase of works and the production of the WSI, the condition of Hulk 5 changed dramatically. Originally the hulk was an *in-situ* site, but it was reported at the end of July 2018 that unexpected work combined with tidal movement had caused the wreck to dislocate and, as a result, there were no longer any visible hulk remains *in situ*.
- 3.3.2 Images provided by the client revealed that the type of unexpected work was the excavation of sediments along the western bank of 'The Haven' during the installation of sheet piling (Plates 5-16). During this process, the Hulk 5 remains were moved from position without the implementation of archaeological controls. The depth of works indicates that little, if no, material of Hulk 5 may remain *in situ*.
- 3.3.3 The one recovered timber of Hulk 5 was recorded as being a floor timber measuring 1400 mm long by 100 mm wide. A treenail was recorded on the top surface with a diameter of 15 mm as well as an iron fastening between the floor and futtock, and on the outer surface for to attach planking. The sides of the timber angled approximately 45 degrees from the floor before curving to be around 30 degrees. The angles of both sides were not completely even, however whether this is from the time of build or damage that occurred later is unclear.
- 3.3.4 The measurement of the angle of the floor timbers along with measurements from the general outline of the vessel could potentially be used to identify where in the vessel it may have originated and the shape of the hull. This was tentatively attempted in the profile of the wreck from the mesh model in Figure 5, however, more exact research is beyond the scope of the current report.

4 RESULTS

4.1 BULSI Assessment

- 4.1.1 Wessex Archaeology's BULSI system uses five core stages in the 'life cycle' of a boat or ship from its building through its use and loss and then through its subsequent history as a wreck. This system has been proved on a wide variety of projects. The system identifies the description of any wreck within the following consistent categories:
- 4.1.2 **Build** – the vessel is thought to be 19th-20th Century in date. The place of construction and the companies and individuals involved are unknown although due to Boston's history as an important historic port (Cope-Faulkner 2014), the vessel may be local. The wooden hulk was identified as a clinker type vessel, with overlapping planks. The overall preserved length measured approximately 9.50 m. A total of 18 frames approximately 400 mm apart, centre to centre, were visible. These had moulded dimensions measuring approximately



160 mm and sided dimensions measuring approximately 10 mm. Three planks were partially visible on the southern half of the vessel, still attached to the framing elements. The tonnage and propulsion of the vessel is unknown however it is likely that the vessel had a small engine and oars.

- 4.1.3 **Use** – The vessel is thought to be have been a fishing vessel throughout its life. It is not possible to ascertain the registration and nationality information of the vessel, but it is assumed that the vessel was British in origin due to the importance of Boston as an historic port (Cope-Faulkner 2014). It was hoped that the detail of ownership and crew could be gathered from the oral histories, but no information was forthcoming. It is assumed that the owner of the vessel may have been a local fisherman.
- 4.1.4 **Loss** – It is thought that the vessel came to be a wreck because it had become obsolete or had become uneconomical to operate or repair, possibly in the 20th century, and was intentionally abandoned in the bank of the river.
- 4.1.5 **Survival** – The lower works of the hulk is thought to have been preserved in the intertidal mud since it's abandonment. It is thought that the river movements caused the upper works to erode over time leaving only the tops of the frames protruding from the mud. In 2018, the vessel was dislocated through works associated with the Boston Barrier scheme.
- 4.1.6 **Investigation** – The vessel has been subject to several archaeological investigations. The hulk was studied in 2011 by Nayling and again in 2017 by Wessex Archaeology as part of a UAV survey. The remaining floor timber was recorded in 2018 by Wessex Archaeology.

4.2 Archaeological Project Services table

- 4.2.1 The following table mirrors those created by Archaeological Project Services (2014) as part of the photographic recording of hulks along the Witham foreshore in Boston. Hulk 5 was not included in the 2014 report. This table aims to provide a complimentary entry.

Vessel No.	5	National Grid Reference	532805 342813
Type	Fishing Vessel	Condition	Initially buried. The hulk was dislocated in 2018 and it is unknown how much remains <i>in situ</i> .
Orientation	WNW-ESE	Visible dimensions	Up until 2018, the visible length of the hulk measured approximately 9.50 m.
Construction	Clinker	Material	Wood



Hulk 5 taken from the south west (Wessex Archaeology 2017)

Additional Notes	The vessel was dislocated in 2018 as a result of flood defence works. One floor timber was retained and recorded.
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4.3 Dating

- 4.3.1 It is not possible to date Hulk 5 based on construction techniques due to the limited exposed elements recorded in photography, however, it is likely to be of 19th-20th Century date like other hulks in the nearby area. Similarly, details of ownership, construction year and shipyard registry were not possible to identify.
- 4.3.2 The timber retained from Hulk 5 was not suitable for dendrochronological analysis to aid in dating the origin of the vessel. A sample used for dendrochronological dating must have a minimum of 50 rings and ideally evidence of sapwood present, which the timber did not have.

5 CONCLUSION

- 5.1.1 Several sources were consulted in order to establish as much as possible about Hulk 5. As the wreck has now been dislocated and oral histories were not possible to collect, only a few sources were able to provide any additional information; the recording of the timber, assessment of point cloud data and assessment of additional photographs not obtained during archaeological survey.
- 5.1.2 This report has succeeded in collating all available information concerning Hulk 5, both as an *in situ* wreck and as a single dislocated frame.
- 5.1.3 However, it may be possible to re-attempt a collection of oral histories in the future if willing participants are found.



6 ARCHIVE STORAGE AND CURATION

6.1 Museum

6.1.1 The archive resulting from the collation of this Level 1 record is currently held at the offices of Wessex Archaeology in Salisbury. The Collection Museum, Lincoln has agreed in principle to accept the archive on completion of the project, under the accession code **LCNCC: 2020.47**.

6.2 Preparation of the archive

6.2.1 The archive, which includes paper records and digital data, will be prepared following the standard conditions for the acceptance of excavated archaeological material by The Collection Museum, Lincoln, and in general following nationally recommended guidelines (SMA 1995; ClfA 2014c; Brown 2011; ADS 2013).

6.2.2 All archive elements will be marked with the **accession code**, and a full index will be prepared.

6.3 Security copy

6.3.1 In line with current best practice (eg, Brown 2011), on completion of the project a security copy of the written records will be prepared, in the form of a digital PDF/A file. PDF/A is an ISO-standardised version of the Portable Document Format (PDF) designed for the digital preservation of electronic documents through omission of features ill-suited to long-term archiving.

6.4 OASIS

6.4.1 An OASIS online record (<http://oasis.ac.uk/pages/wiki/Main>) has been initiated, with key fields and a .pdf version of the final report submitted. Subject to any contractual requirements on confidentiality, copies of the OASIS record will be integrated into the relevant local and national records and published through the Archaeology Data Service ArchSearch catalogue. The OASIS ID for this project is **wessexar1-388685**.

7 COPYRIGHT

7.1 Archive and report copyright

7.1.1 The full copyright of the written/illustrative/digital archive relating to the project will be retained by Wessex Archaeology under the *Copyright, Designs and Patents Act 1988* with all rights reserved. The client will be licenced to use each report for the purposes that it was produced in relation to the project as described in the specification. The museum, however, will be granted an exclusive licence for the use of the archive for educational purposes, including academic research, providing that such use conforms to the *Copyright and Related Rights Regulations 2003*. In some instances, certain regional museums may require absolute transfer of copyright, rather than a licence; this should be dealt with on a case-by-case basis.

7.1.2 Information relating to the project will be deposited with the Historic Environment Record (HER) where it can be freely copied without reference to Wessex Archaeology for the purposes of archaeological research or development control within the planning process.



7.2 Third party data copyright

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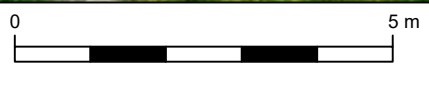
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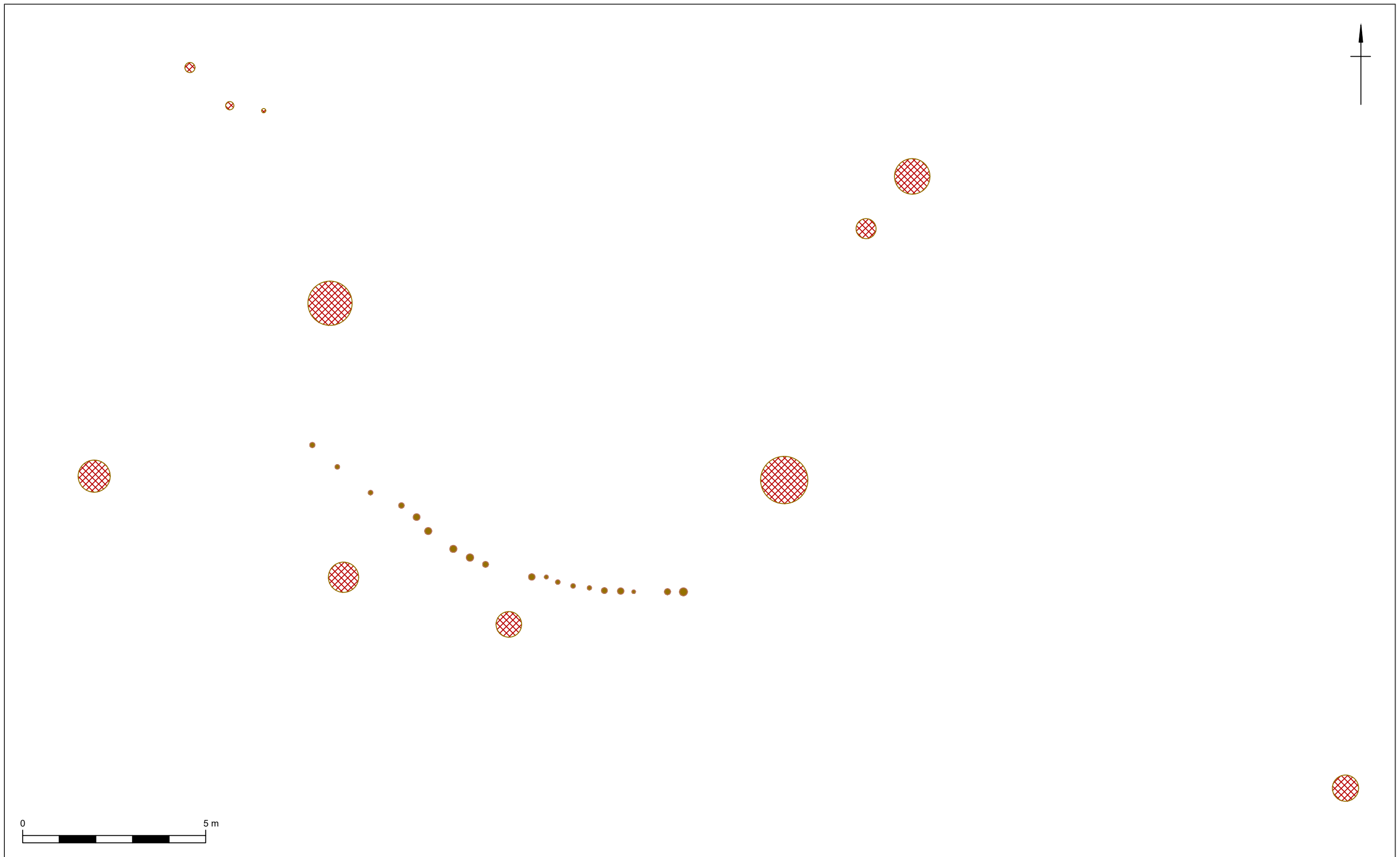


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206950 Boston Barrier. Orthophoto of wreck remains

Figure 2



0 5 m



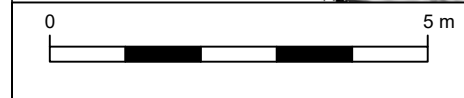
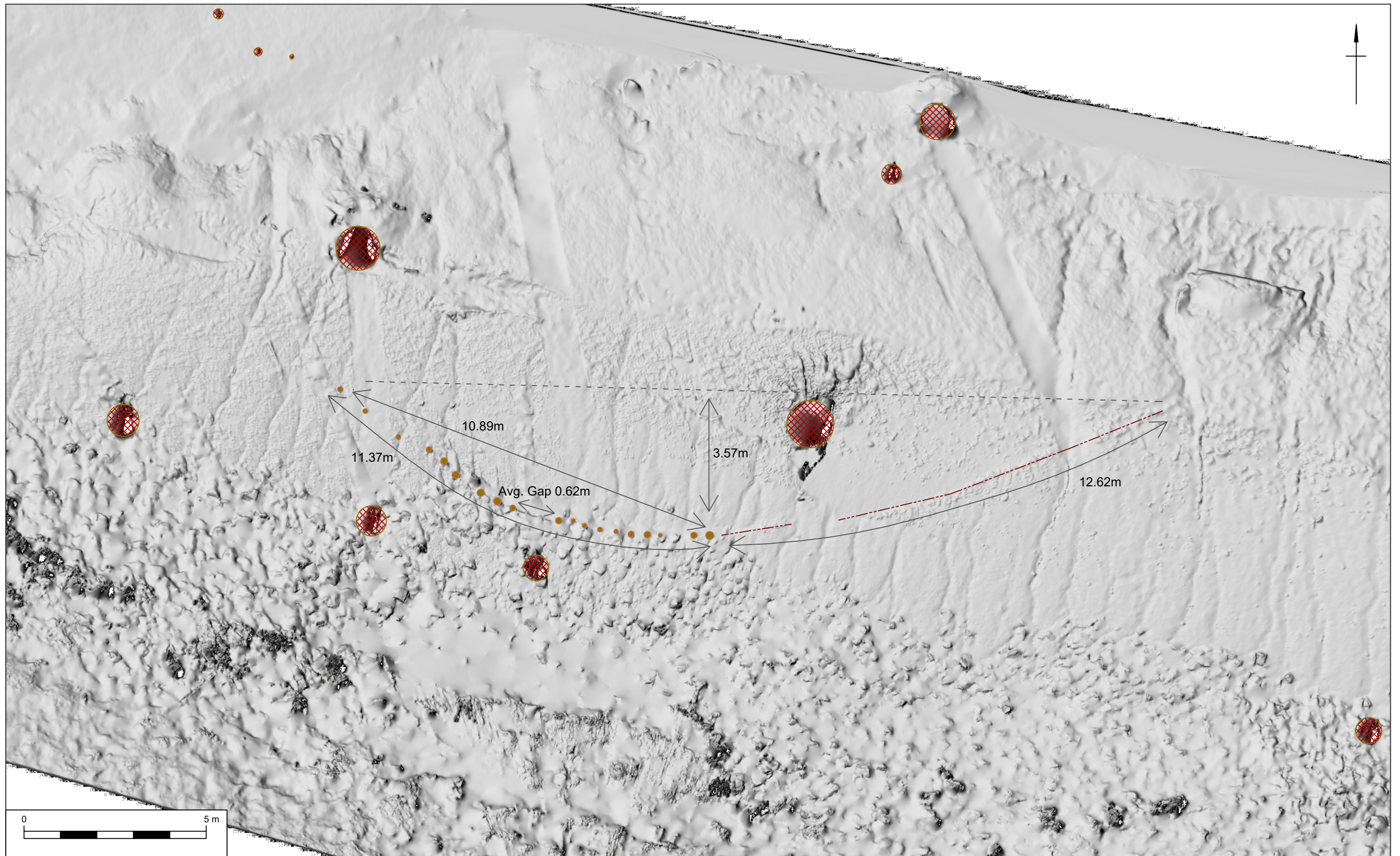
Key: ● Timber Posts
● Timber Frame of Wreck

Date:	11/ 11/ 2020	Revision Number:	0
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Path:	T:\Projects\206950\Geomatics\Plan\206950_location_plan.dwg		

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206950 Boston Barrier - Detail of Wreck

Figure 3

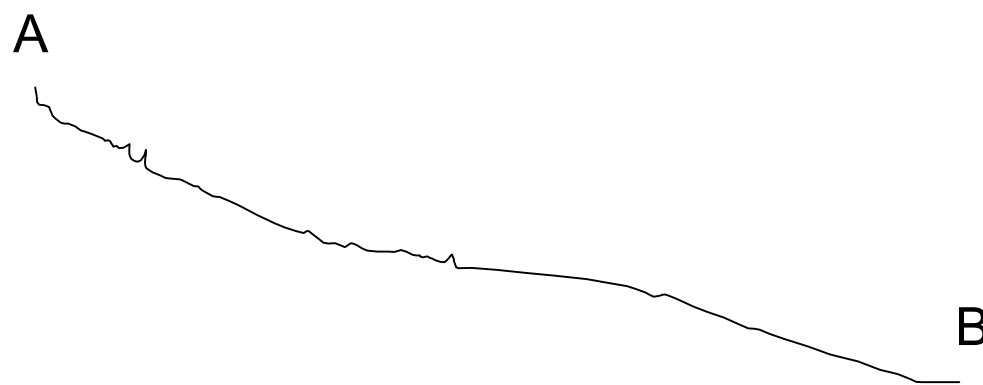
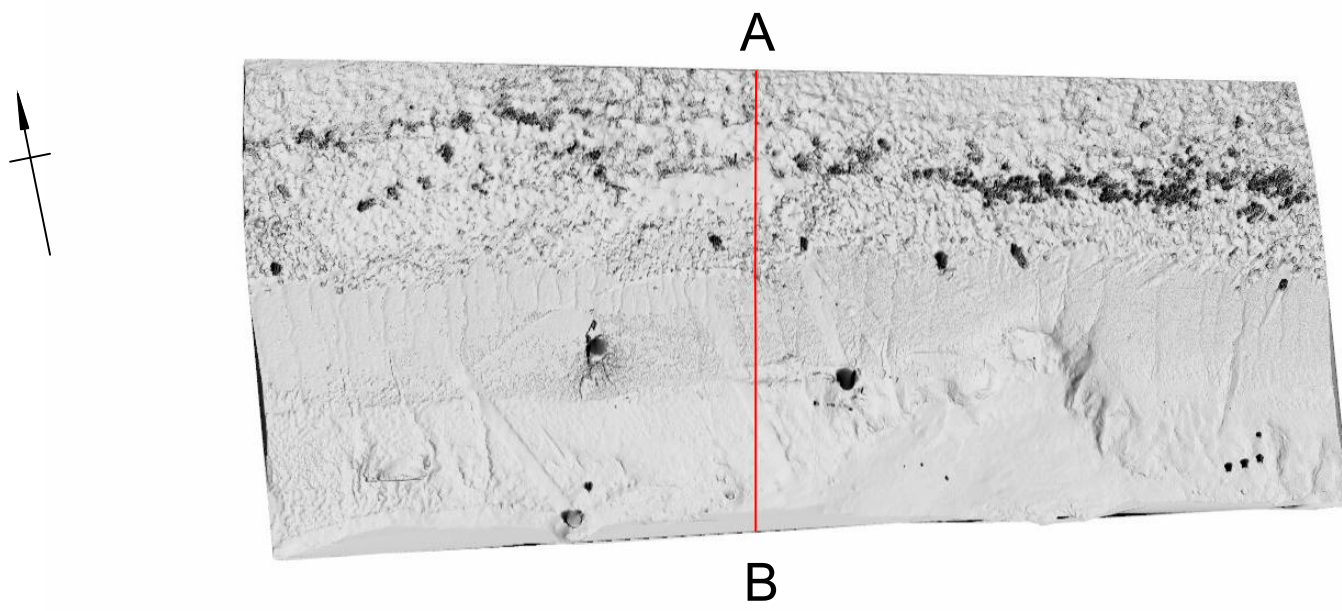
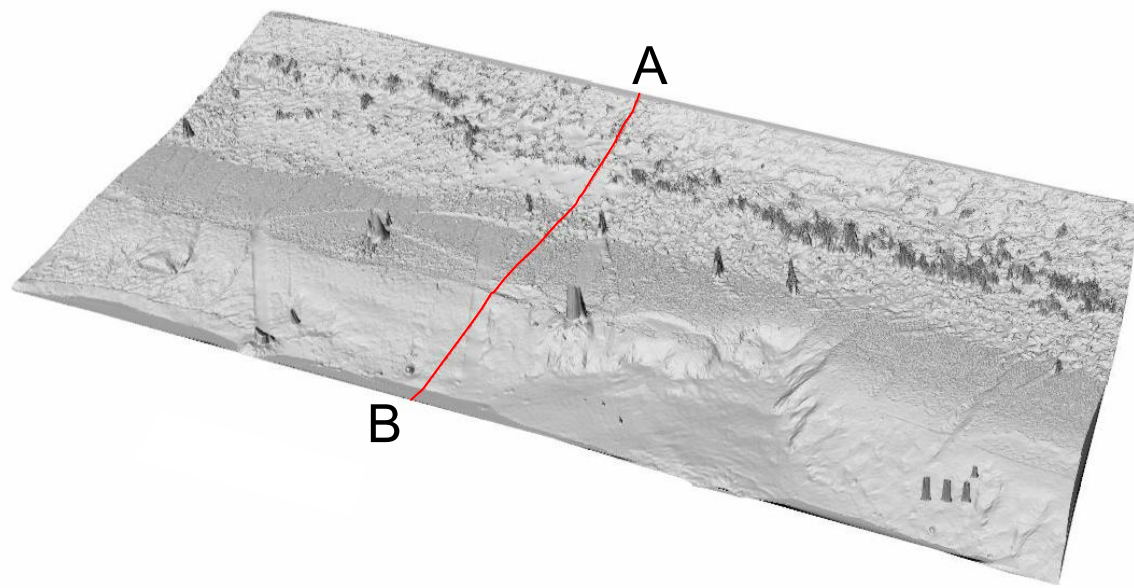


	Key: ● Timber Posts ● Timber Frame of Wreck --- Assumed edge of Wreck --- Benchmark	Date: 13/ 11/ 2020	Revision Number: 0
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		Path: T:\Projects\206950\Geomatics\Plan\206950_location_plan.dwg	

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206950 Boston Barrier - Outline of Wreck with mesh and measurements

Figure 4

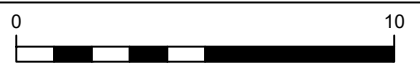
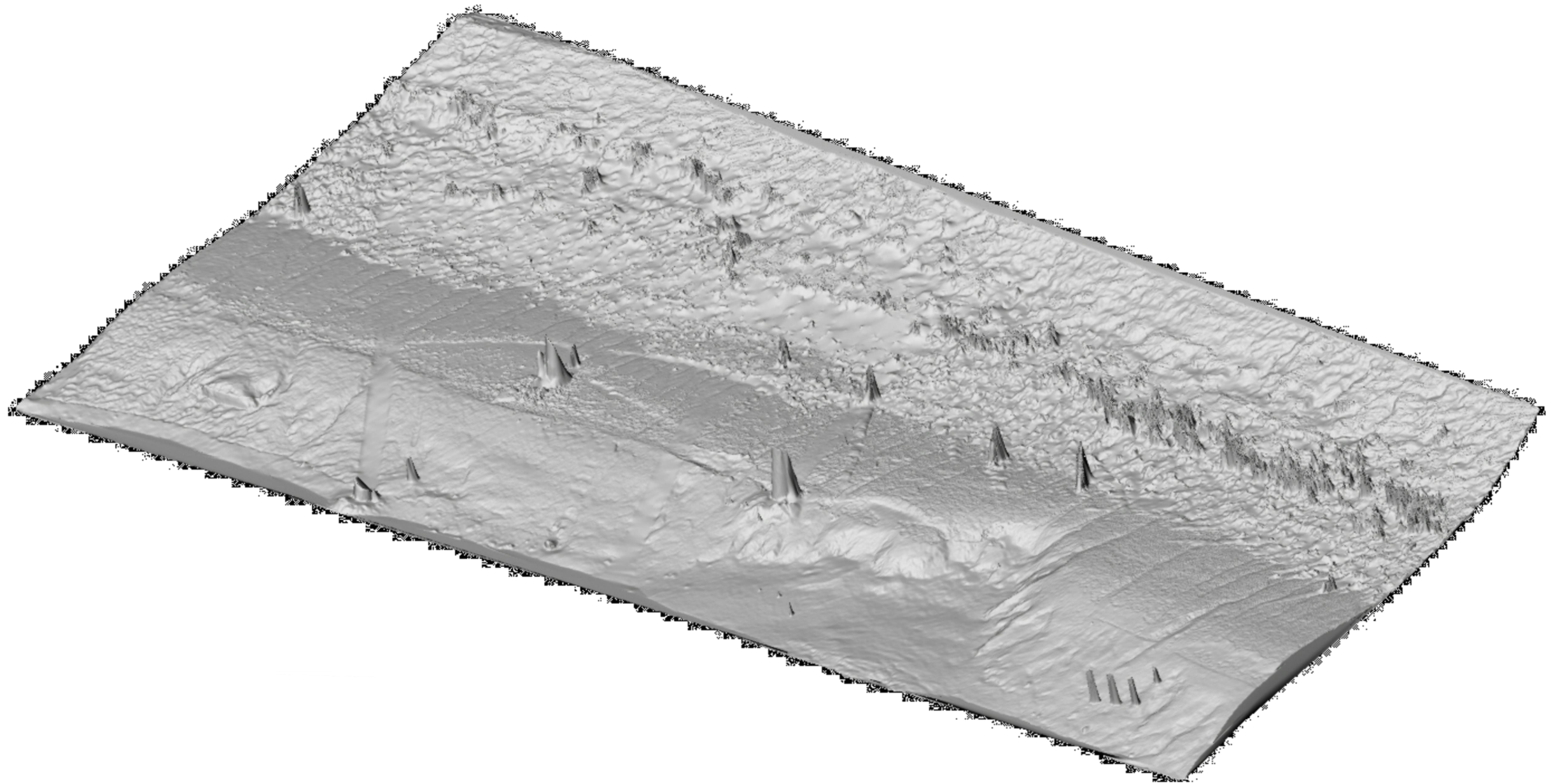


Key:
— Profile Location



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Date:	12/ 11/ 2020	Revision Number:	0
Scale:	1:400 and 1:200 @ A3	Illustrator:	RM/KH
Path:	\\edinburgh\wessex\Projects\206950\Geomatics\Plan\206950_location_plan.dwg		



Date:	13/ 11/ 2020	Revision Number:	0
Scale:	1:200 @ A3	Illustrator:	RM/KH
Path:	T:\Projects\206950\Geomatics\Plan\206950_location_plan.dwg		

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206950 Boston Barrier - 3D view showing extent of wreck and modern disturbance

Figure 6



Plate 1



Plate 2



Plate 3



Plate 4


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	Scale:	Not to scale	Illustrator:	WAF
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Plate 5



Plate 6



Plate 7



Plate 8


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Plate 9



Plate 10



Plate 11



Plate 12


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Plate 13

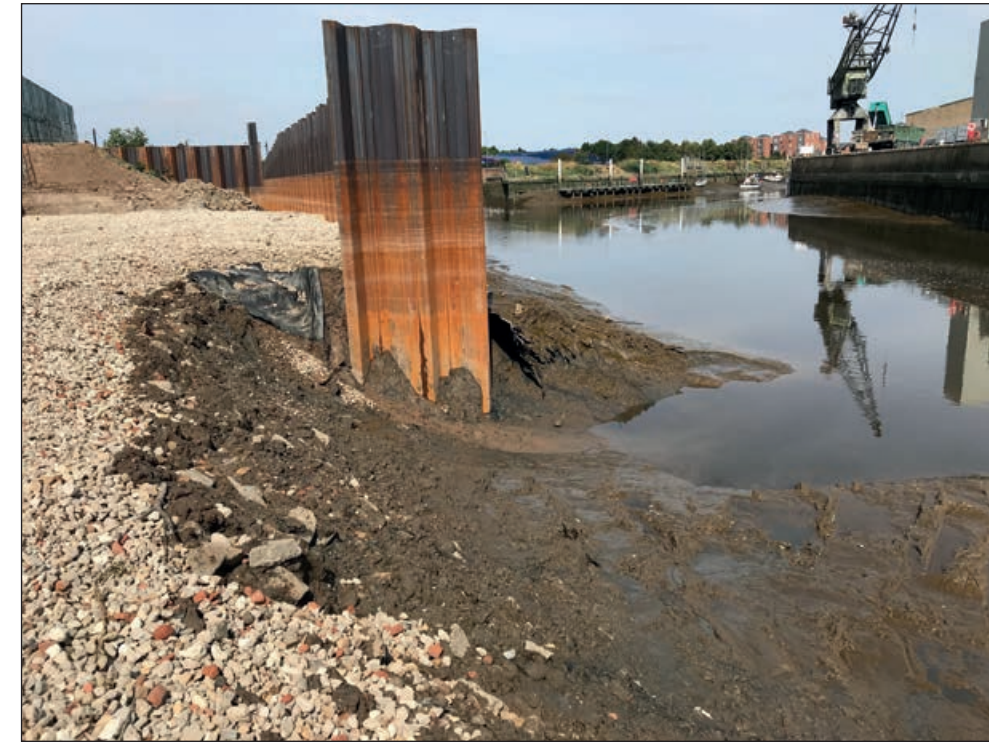


Plate 14



Plate 15



Plate 16


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Plate 17




Plate 18



Plate 19



Plate 20

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