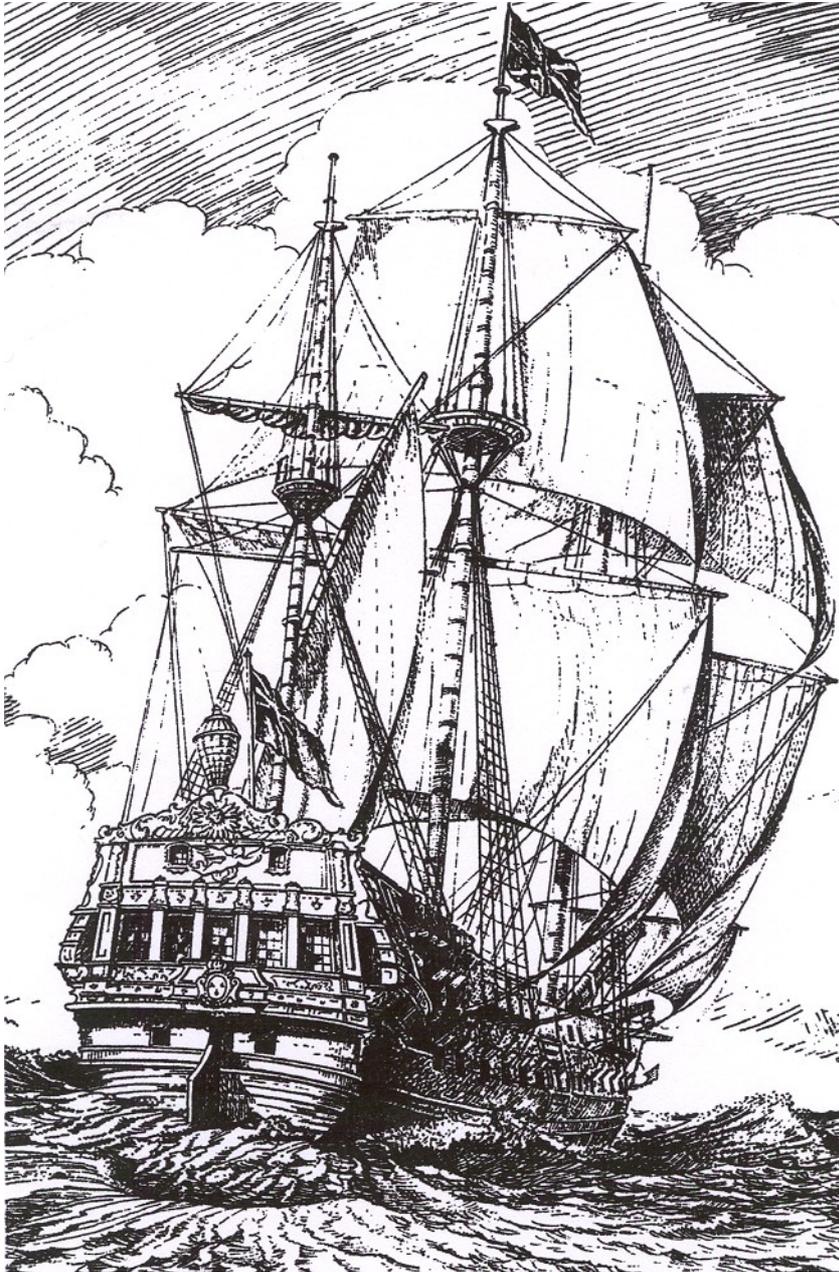


Hazardous Archive Summary Report



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1. Site Summary - current knowledge

The site of Warship *Hazardous* has been under archaeological investigation for over twenty years. This work has been undertaken by the Hazardous Project team (308 SAA) with the support of a range of archaeological advisors and organisations (this is detailed in 'Site History'). The majority of work has been on a volunteer basis, the Hazardous Project team have freely given their weekends, time and effort.

Aspects of work on the site have been published with two papers in the International Journal for Nautical Archaeology and various other interim and summary statements of work undertaken.

Due to lack of finance there has only been limited excavation on the site, which was undertaken in 1988, 1989 and 1990. This demonstrated the potential of the site, however, this has not been capitalised upon. Work since has been restricted to survey and surface recovery of artefacts that have been eroded from the sediment of this highly dynamic site.

Along side the archaeological survey there has been a pioneering scheme to develop diver access to this otherwise restricted site. In 2001 the Hazardous Diver Trail was launched and has since continued to attract divers.

However, with the active erosion of the site there will soon be little left for the Diver Trail participants to view. The current situation means that archaeological survey is only 'fire fighting' as artefacts become dislodged and much of their contextual information lost. It is for this reason that a coherent and a fully referenced archive has become a necessity.

This necessity, has led to discussions between English Heritage Maritime Team, Iain Grant (site Licensee), Hazardous Project members and the Hampshire & Wight Trust for Maritime Archaeology. From these discussions a proposal was formulated to undertake an assessment, enhancement, and deposition of the archive that has been created from archaeological work carried out on the Protected Wreck Site Warship *Hazardous*. This report provides a summary of the current archive.

1.1 Vessel History & Wrecking

Le Hazardeux was built in 1698 in Port Louis in France. The vessel was 137 feet long with a beam of 38 foot. The vessel took its place as a 3rd rate ship of the line in the Navy of Louis XIV with a crew of 350 and 50 guns. *Hazardeux* saw five years service with the French Navy.

In 1703 the ship was loaned to a privateer patrolling the Channel. When under the command of Captain de la Rue *Hazardeux* was seen by three English warships and engaged in battle. *Hazardeux* put up a fight for six hours before striking colours and surrendering. By this time the ship was reported to be 'reduced to a perfect wreck' (Owen 1988).

Towed to Portsmouth the ship was rebuilt and re-gunned over six months. In 1704 the ship was commissioned to the Navy as '*Hazardous*'. Now a 4th rate ship of the line carrying a crew of 320 and 54 guns.

Capturing of enemy ships became a way of improving shipbuilding technology. There are several features that *Hazardous* displays that were innovative, including lead caulking, paired and cant frames.

Hazardous joined the British fleet that was engaged in keeping a vigilant watch over trade and particularly the Channel waters. Britain had to maintain a fleet of standing warships in order to foster the rising naval dominance.

Only two years after being commissioned by the British the *Hazardous* was to run into trouble. While engaged in an escorting voyage from Chesapeake Bay, Virginia to England the fate of *Hazardous* would be sealed.

The fleet consisting of two Navy vessels and 35 merchant ships pushed on down the English Channel towards Portsmouth despite bad weather. They had been enjoying easterly winds until the 18th November when there was a dramatic shift to strong southwesterly winds. The fleet headed for the anchorage of St Helens Roads on the easterly side of the Isle of Wight.

Hazardous was following the lead Navy ship - *Advice*, however, there was no warning signal given that they were approaching shoal waters and the *Hazardous* was driven on to the shoals. Anchoring to prevent grounding was attempted but the ship would not hold and was pushed further towards the shore. By the morning of the 19th November there was no choice but to cut away the masts and run the vessel to shore.

There is no record of any loss of life from the wrecking. A Naval Court Martial found the Captain of the lead ship *Advice* guilty of the wrecking for failing to signal shoal waters.

Ten days after the wrecking there were salvage works to recover guns and anything above water. In 1715 further salvage was undertaken, this removed six brass and six iron guns. No further accounts of salvage have yet been discovered. The information available on the salvage indicates that a significant number of guns and other materials situated in the lower hull of the vessel remained out of reach.

1.2 Site History

1.2.1 Discovery and Protection

There is a long history of shipwrecks within Bracklesham Bay, this is confirmed by artefacts being trawled up in nets and washed up on the beach. In 1966 a local spear fisherman found a single iron cannon in the bay, this was reported but no additional investigations were carried out.

As with many of the Protected Wreck Sites around the coast of Britain, *Hazardous* was originally discovered by sport divers in 1977. George Arnold and Buster Geary were hunting flat fish in the bay when they came across the wreck. Their sub aqua club - the 308 branch of the SAA - now began a long term involvement with the wreck that continues to present day.

The wreck was designated in 1986 under the Protection of Wrecks Act 1973, club member Norman Owen was the licensee, and the group were granted a survey licence. Archaeological investigation of the wreck began in earnest in the mid 1980's, and has continued for the past twenty years.

1.2.2 Summary of archaeological work 1986 - 2003

In 1986 the 308 SAA Club was contacted by Alexander McKee who expressed an interest in the wreck and introduced the group to Mike Perkins (Golden Hill Fort and Museum, Isle of Wight). In 1986 Perkins was named as the licensee of the wreck and a pre-disturbance survey order was extended to the 308 SAA Club. The licence

allowed raising of artefacts that might help identify the wreck, or that were under threat from loss. Artefacts, including porringers with the initials of crew members on them, were raised and were found to date to the late 17th/ early 18th century. This pointed towards the wreck being that of *Hazardous* (crew's initials were later linked to individuals in the muster role for the ship).

During the late 1980's numerous individual artefacts and concretions were raised and examined, the cannon were surveyed in situ. Two of the thirteen guns were raised in 1986, treatment by electrolysis at Portsmouth City Museum was unsuccessful. However, detailed drawings and photographs were produced before they were destroyed.

It was during the late 1980's that the changes in erosion patterns were noticed. Timbers, concretions and artefacts were being freshly exposed. Due to the excellent state of preservation of the timbers it was assumed that the wreck had remained relatively stable from the time of wrecking until the early 1980's.

Due to the increased erosion intrusive excavations were carried out in 1988 and 1989. A trench was excavated to establish the extent of the remains buried towards the bow of the ship. The keel itself was not discovered, but a timber believed to be the foremast step was identified.

Monitoring of the site continued into the early and mid 1990's under the direction of Alexzandra Hildred (Mary Rose Trust). Artefacts and concretions at threat continued to be recovered. A detailed survey of a recently exposed gun carriage was carried out with the hope of recovery and conservation, however, as conservation could not be arranged this was not possible.

The death of Norman Owen (long time site licensee) in 1995 meant that only a limited amount of work was carried out for a number of years. The role of site licensee was taken over by Iain Grant, who remains the currently licensee. Monitoring was undertaken by the 308 SAA club, due to their interest in the site.

In 1998 the Hampshire & Wight Trust for Maritime Archaeology became the archaeological advisors for the site. Since that time annual survey and investigation has been undertaken. Particular focus has been on the central area of the wreck where the most active erosion has been occurring. The HWTMA has also worked with the Hazardous Project Group to develop and set up the Diver Trail which explores the wreck and the surrounding natural environment.

Specific initiatives to monitor the erosion were set up early in the 2002 season with a system of datum's to monitor bed levels and timber erosion. The main focus of work continues to be recording the affects of erosion. The *Hazardous* Project Team are intrinsic in this work. The team remain concerned that they are watching one of the Nations important wreck sites, and the potential information held within, disappear at the hands of the dynamic environment.

2. Site Recording system

2.1. Dive Archive

The largest section of the archive consists of diving records and their associated record sheets. These include records such as dive logs, daily journals, dive sketches, measurements taken and miscellaneous information regarding the daily activities carried out on site. Much of this information is the primary record of information collected and used later to form the interpretive section of the archive, such as the plans and drawings.

Context sheets covering the details of the excavated area and the sediments have been constructed from the available site data, these can now be found in this section.

Due to the nature of the records within this section of the archive an appropriate index system has been formulated and applied. This is based around the date of the record sheet, with an additional prefix that ascends with the number of records applicable for each date. For example the first record dated 1st sept 1991 will be recorded on the index as 01.09.91/1. A second record for this date will be recorded as 01.09.91/2, and so on. This system makes it possible to add records into the system, if there is a need to do so in the future.

Occasionally, it has been found that some records can be attributed to a year, but not to an exact date. These have been added to the index in the following manner; a record from 1991 will be recorded as 00.00.91/1, and will ascend with each extra record, eg 00.00.91/2, etc.

Wherever possible, these dive records have been cross referenced with each other, finds records and context sheets.

Drawings: Plans & Profiles

The drawn record has been compiled into two sections; the first of which contains site plans and profiles, while the second part contains artefact drawings.

The majority of site plans and profiles, are interpretive drawings which have been put together from data collected and recorded on dive sheets (which can be found in the Dive Archive). The plans and profiles are on both paper and permatrace. The index system utilised in this section is a simple one. It consists of the prefix D followed by a three digit ascending number, eg D001, D002, D003 etc.

To separate the two sections the second section starts with the drawing number D500. Drawings of artefacts have been given a unique identifier, this currently numbers up to D548. The artefact drawings have been cross reference to the relevant 'Artefact Record Sheet'.

Photographic Record

The photographic record covers all aspects of work carried out in relation to the Warship *Hazardous* site. There are images of underwater aspects of the site, such as timbers, concretions and survey/excavation activities. In addition there are images of surface activities and recovered artefacts. The image archive consists of photographs and slides.

The index system consists of a six character ascending unique identifier, with the letter p positioned at the end to underline that this identifier refers to an image. For example hz001p, hz002p, hz003p etc.

Conservation Records

The index system utilised in this section is 'hz' followed by a three digit ascending number, with the abbreviation 'con' at the end to denote that this unique identifier relates to a conservation record. The identifier therefore appears as: hz001con, hz002con, hz003con etc.

Artefact Records

The artefacts that were recovered from the site have been recorded in a 'Finds Register'. Each artefact has a form that has been annotated with information relating to the object. Information such as type, description, material, associated features, cross references and discovery location of the object can be found on these records. Unfortunately, a number of these records are incomplete. Of the 487 paper records found in this section 145 have associated artefact photographs.

The original individual identifying code has been maintained. This consists of a one or two letter prefix (eg FX, MS, N, W) followed by an ascending item number (eg, 1,2,3,4,...) and a year of recovery (eg, 86,87,88...). The identifying code therefore will be made up of four or five characters and will appear for example as W1-87 or MS1-87.

A number of artefacts were raised prior to a designation system being in place. The items have since been given a unique identifying number, which appears as thus: HZA PD01, HZA PD02 etc. As these finds were raised during a pre-designation period there is little information available about the artefacts context. Thus these artefacts must be considered as unstratified.

Wherever possible, the artefact record sheets have been cross referenced with the dive records and context sheets. If there is an artefact drawing that refers to a records sheet this has also been referenced.

Correspondence Records

There records of correspondence have been divided in to two sections of the same index. The first section deals with general correspondence. The second section deals with correspondence that is concerned with licensing aspect of the site.

The unique identifier number is made up of six characters. Two letters at the beginning denoting that the index is from the Warship *Hazardous* site;

followed by the letter 'c' that denotes that this a correspondence item. At the end of the identifier there is a three digit ascending number.

As mentioned above, the Correspondence records are split into two sections. The first section, covering general correspondence, is indexed between: 'hz c001- hz c325'. The second section, covering correspondence relating to licensing, starts at the number 500. In doing so this enables the general section to be added to at a later date, if so required. Additionally this highlights that the correspondence records can be seen as two separate areas of the archive, if there is a need. Licensing correspondence records can be found the identifiers hz c500- hz c613 presently.

In the Photographic Index there are 1024 photographic images recorded.

Other images present within the main archive are recorded in this index; such as xrays and video footage taken of the site.

Video Records

The Licensee holds a number of videos containing footage of the site. Information on these can be found signposted on the database. In addition to the videos held by the licensee, *HWTMA* posses footage of the site in video format. This includes edited and unedited footage taken while filming was undertaken for the *Wreck Detectives* series, and two Mini DV's of general aspects of the site..

There are nine video records of the site, which are currently held at the National Monuments Record. These are recorded on three types of format:

- VHS- 2 cassettes
- Hi8me90- 6 cassettes
- Mini DVM- 1 cassettes

Audio records

There are three audio records, which are currently held at the National Monuments Record. These audio records relate to dive activities undertaken by the Archaeological Diving Unit.

2.1 Statement on the completeness of the Records

Wherever possible the archive has been cross referenced. In the main archive the Dive logs have been cross referenced with the other records that relate to that day's activities. These records have also been cross referenced with the artefact record. With regards to the drawing record cross referencing has proved difficult, as the date referencing of the drawing are incomplete and inconsistent. Often a primary drawing is conducted underwater, and a reconstructed interpretive drawing is undertaken at a later date. Associated dates are the main method of reconstructing the archive, so where inconsistencies occur it is not possible to cross reference with any degree of accuracy. However, if a date is present it is possible to refer it to the main archive through the unique identity number, which is contains the date of the record.

The Artefact record has been cross referenced with the main archive and applicable drawings. It is also possible to cross reference the artefact record with the conservation record. This can be done via the artefact unique identity number that appears on both records.

3 Site Archive Summary

3.1 Site matrix and context record

One trench was excavated on the *Hazardous* site, from this trench it has been possible to reconstruct a matrix of the sediment archive present within this area of the site. The excavated area can be found in the north-east area of the site, where the ships timbers are covered by sand over burden. Initially, the intention was to excavate two trenches, the positions of which can be found on drawing D021. However, on commencement of excavation it was found that excavation sections were extremely difficult to maintain (I. Grant pers comm.). A decision was taken to abandon the attempt to excavate a second trench, designated trench B. The northern most of the initial trenches, designated trench A, was the trench that was excavated. The location of this trench varies from the proposed area slightly, probably as a result of gun carriage 4 and the foremast step being located in this area, and the desire to investigate these features. The new location of the trench section can be seen on drawing D022 (dotted line A-B).

Context A- Upper and most recent sediment. Fine sand/silt with fossil and shell inclusions. (See sheet 00.00.00/27)

Context B- Tertiary deposits. Dark organic sand layer with mussel shells, shells and stone inclusions. (See sheet 00.00.90/28)

Context C- Secondary deposits. Light to grey silt with mussel shells, shells and stone inclusion. (See sheet 00.00.90/29)

Context D- Primary and base deposits. Light grey/green clay silt with few small stone inclusions.(00.00.90/30)

Context U/S- Unstratified context. (see 00.00.90/31)

As the majority of the artefacts recorded in the archive have been surveyed with a two dimensional method of survey, they have to be placed within the unstratified context. However, a number of artefacts are clearly marked on their associated record sheets as coming from a definable layer. These therefore have been placed within their appropriate context and are recorded on the applicable context sheet.

The context sheets have been cross referenced with applicable drawings, artefacts, dive logs, daily logs and excavation reports.

3.2 summary of artefact record

In the artefact data base there are 487 artefact records, to accompany this artefact record sheet have been completed with as much information as

possible. Not all of the artefact record sheets have an associated record sheet. A break down of this section can be found below.

At present no specialist artefact reports have been carried out for any class of artefact within the assemblage. Therefore a full diagnostic analysis has not been undertaken.

Below is a summary of the artefacts held by the *Warship Hazardous Group*, and recorded in the database. These are summarised through artefact type.

Object archive	Number
Apparel	91
Barrel	1
Cannon Shot	40
Coin	7
Concretion	3
Fishing	1
Furnishing	6
Galley	45
Medical	6
Miscellaneous	32
Modern Intrusive	3
Navigation/ Measuring	26
Personal	24
Rigging	13
Ship Structure	44
Small Arms	13
Small Shot	25
Storage	30
Tools	1
Unidentifiable	22
Variable	3

3.3 Summary of environmental record

There is only one sample that has been taken from the site. This sample consists of the contents of a wooden scoop (ms83-88). This material has not been recorded separately as a sample, it has been stored in a fridge for the past fourteen years. Specialist analysis of this sample has not been undertaken.

3.4 Conservation work and assessment

In the archive there are 155 log sheets giving details of the conservation actions that have been carried out on a number of artefacts. The type of artefact materials that have undergone some form of conservation cover a wide range; including brass, bone, glass, lead, pewter, wood and pottery. The type of conservation mainly includes the artefacts being submersed initially in sea water. Then periodically the tap water is added to the liquid in increasing percentages, until the liquid the artefact is placed in is 100% tap water. The

next stage was to undertake the same process, but in this instance to replace the tap water with de-ionized water.

The conservation activities have resulted in a number of the artefacts from site being stabilized and able to be displayed. A significant number of artefacts still require completion of conservation. A conservation assessment has been undertaken by the Mary Rose Archaeological Services as part of this project. This report is included in the digital archive lodged with *Archaeological Data Service*.

3.5 Summary of the nature and quantity of the total archive by type

Below can be found a summary of all aspects of the Warship Hazardous archive. These are listed by type, material and the quantity of items within each type.

The primary archive will be copied onto microfilm and deposited with the National Monuments Record at Swindon.

The full project archive is currently held by the Warship Hazardous Group, this archive is currently being used for analysis and research work.

The long term future for the object archive is, as yet, unclear. The HWTMA and Hazardous Project Group are currently liaising with local museums and archives to secure the future of the collection.

4. Archive Audit

4.1 Summary of Drawn and Paper archive currently held by Warship Hazardous Group

Site Archive (paper and drawn)		
Archive type	Material	Number
Archaeological & Underwater Records	Paper	115
Dive Logs	Paper	210
Daily Logs	Paper	51
Survey	Paper	65
Artefact lists & records	Paper	487
Context Sheets	Paper	5
Drawings & Sketches	Paper	328
Photographs	Photo & Slide	1024
Post Excavation archive		
Finds photographs	Photograph	145
Finds drawings		
X-rays	Film	62
Conservation Sheets	Paper	155
Specialist reports	Paper	34

4.2 Summary of Records Held at NMR & EH

Currently there are a number of records held at the National Monuments Record, Swindon and in DCMS folders held by English Heritage Maritime Section, Fort Cumberland. These records will not be included in the primary archive that is being microfilmed for deposition at the NMR.

The following table is a summary of the records held at the NMR:

Archive Type	Materials	Quantity
ADU Reports	Paper	10
ADU Dive Logs	Paper	22
Report (Non ADU)	Paper	13
Survey	Paper	5
Licence Correspondence	Paper	14
Photographs	Photo	6
Video	Cassette	9
Audio	Cassette	3

4.3 Summary of the records held in the DCMS Folders, currently held by English Heritage Maritime Team

Archive Type	Materials	Quantity
ADU Reports	Paper	4
Correspondence	Paper	143
Licensing (Correspondence & Licences)	Paper	24
C.V.	Paper	2
Droit	Paper	1
Newspaper Article	Paper	1
Press release	Paper	1
Plan	Paper	1
File Notes	Paper	7
Invoices & Receipts	Paper	3
Sonar Images	Paper & CD	2

Between the records currently deposited at the three locations there are many duplications. Duplication occurs mainly in records concerning licensing and Annual *Hazardous* Site reports.