



ENGLISH HERITAGE

ANNE
PETT LEVEL, nr CLIFF END, RYE BAY, ROTHER, EAST SUSSEX
CONSERVATION STATEMENT & MANAGEMENT PLAN

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**ANNE
CONSERVATION STATEMENT & MANAGEMENT PLAN**

EXECUTIVE SUMMARY

The *Anne* was a Third Rate ship of the line built at Chatham Dockyard in 1678, damaged during the Battle of Beachy Head in 1690 and subsequently beached at Pett Level, Rye Bay, East Sussex. Attention was drawn to the wreck in early 1974, when an attempt was made to loot the site with a mechanical excavator, resulting in an emergency designation under the Protection of Wrecks Act 1973 in June 1974 to prevent any further uncontrolled salvage. Archaeological surveys show that the lower part of the hull is extensively preserved. *Anne* is lying heeled over to the west, with more of the port side surviving than the starboard. The tops of 18 oak frames with inner and outer planks fastened to the frames by treenails have been recorded and various objects recovered from the *Anne* are now on display at the Shipwreck Museum, Hastings. The *Anne* is owned by the Warship *Anne* Trust, a subsidiary of the Nautical Museums Trust.

This Conservation Statement and Management Plan has been produced to enable local, regional and national stakeholder involvement in English Heritage's aspirations for the conservation management of the *Anne* to balance conservation with economic and social needs. The principal aim of the Plan is to identify a shared vision of how the values and features of the *Anne* can be conserved, maintained and enhanced.

The following management policies have therefore been developed:

Policy 1 We will continue to support and develop authorised access to the site as a mechanism to develop the instrumental value of the *Anne*.

Policy 2 Through liaison with the Nautical Museums Trust we will support and develop authorised access for surface recovery of vulnerable artefacts as part of an agreed project plan.

Policy 3 Through web-based initiatives and publication, we will continue to improve the accessibility of related material and support appropriate links so as to develop public understanding.

Policy 4 We will work with the Nautical Museums Trust to publish previous investigations on the site.

Policy 5 We will seek to develop a programme of environmental monitoring of the *Anne*.

Policy 6 Through liaison with the appropriate authorities, we will seek to stabilise and afford preservation in situ where necessary.

Policy 7 Unless a clear and agreed research framework has been devised, unnecessary disturbance of the seabed within the restricted area should be avoided

wherever possible in order to minimise the risk of damage to buried archaeological remains.

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1 INTRODUCTION

1.1 Background

- 1.1.1 England's historic environment is particularly rich and varied; it is our legacy to the future and we owe it to future generations to make sure it is protected and enhanced.
- 1.1.2 Wreck sites may contain the remains of vessels, their fittings, armaments, cargo and other associated objects or deposits and they may merit legal protection if they contribute significantly to our understanding of our maritime past. The Protection of Wrecks Act 1973 (PWA) allows the UK Government to designate, in territorial waters, an important wreck site to prevent uncontrolled disturbance. Although the National Heritage Act 2002 enabled English Heritage to assist with costs relating to works under the PWA, this opportunity must be balanced against our strategic research priorities.¹
- 1.1.3 In addition, the UK Government has adopted the Annex to the UNESCO Convention on the Protection of the Underwater Cultural Heritage 2001 as best practice for archaeology. This Annex comprises a series of ethical *rules concerning activities directed at underwater cultural heritage* which provide objective standards by which to judge the appropriateness of actions in respect of archaeology underwater.²
- 1.1.4 Government guidance, headed by the National Planning Policy Framework and the UK Marine Policy Statement 2011, stresses the importance of according all heritage assets of significance due consideration, irrespective of their formal designation status.³

1.2 Purpose

- 1.2.1 This document seeks to set out a Conservation Statement and Management Plan for the *Anne*, an archaeological site designated under the Protection of Wrecks Act 1973 lying on the foreshore at Pett Level, Rye Bay, Rother, East Sussex.
- 1.2.2 The *Anne* is attributed the National Record of the Historic Environment (PastScape) number 1082120 and National Heritage List for England number 1000060.

¹ See English Heritage's *National Heritage Protection Plan* <http://www.english-heritage.org.uk/professional/protection/national-heritage-protection-plan/all-about-NHPP/>

² See: http://portal.unesco.org/culture/en/ev.php-URL_ID=33966&URL_DO=DO_TOPIC&URL_SECTION=201.html.

³ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/69322/pb3654-marine-policy-statement-110316.pdf

- 1.2.3 English Heritage has published a set of *Conservation Principles, Policies and Guidance* for the sustainable management of the historic environment designed to strengthen our credibility and consistency of decisions taken and advice given (English Heritage 2008). These *Conservation Principles* are intended to support the quality of our decision-making, with the ultimate objective of creating a management regime for all aspects of the historic environment that is clear and transparent in its purpose and sustainable in its application. As such, *Conservation* is taken to be the process of managing change in ways that will best sustain the values of a place in its contexts, and which recognises opportunities to reveal and reinforce those values.
- 1.2.4 This Conservation Statement and Management Plan has therefore been produced to enable local, regional and national stakeholder involvement in identifying aspirations for the conservation management of the *Anne*.

1.3 Aims and Objectives

- 1.3.1 The principal aim of this Conservation Statement and Management Plan is to identify a shared vision of how the values and features of the *Anne* can be conserved, maintained and enhanced.
- 1.3.2 This will be achieved through the following objectives:
- Understanding the *Anne*
 - Assessing the significance of the *Anne*
 - Identifying where the significance of the *Anne* is vulnerable
 - Identifying policies for conserving the significance of the *Anne*
 - Realising the public value of conservation of the *Anne*

1.4 Scope and Liaison

- 1.4.1 In 2007, English Heritage sought to develop assessment methods to characterise the state of all designated historic assets and to understand their current management patterns, their likely future trajectory and how that can be influenced to ensure their significance is maintained for both present and future generations. For historic wreck sites, methodologies were developed to allow for the systematic quantification of the resource and to set benchmarks for the monitoring of future change. A major component of this process comprises the identification of risks to historic wreck sites so as to provide a measure of how a site is likely to fare in the future (see English Heritage 2008b).
- 1.4.2 Practical measures that can conserve, maintain and enhance the values and features of *Anne* identified as being at risk will be delivered through this Conservation Statement and Management Plan.

- 1.4.3 There are currently 47 wrecks designated in England under the Protection of Wrecks Act 1973. They are listed on the National Heritage List for England. Access to these sites is managed through a licensing scheme and authorisation by the Secretary of State for Culture, Media and Sport.
- 1.4.4 In addition, the current owner of the wreck and its contents was invited to provide comment in relation to management of the *Anne* and contribute archaeological and historical information for integration within this Conservation Management Plan.

1.5 Authorship

- 1.5.1 Prepared by English Heritage, contributions to this draft Conservation Statement and Management Plan are currently being sought through stakeholder involvement. Full acknowledgements of those who contributed to, or were consulted on, its preparation will be presented in the final version.
- 1.5.2 This document is based on the English Heritage Standard for *Conservation Statements for English Heritage sites* (ref: EHS 0003:2005) and draws on generic management plans for shipwreck sites (e.g. Cederlund 2004).

1.6 Status

- 1.6.1 This Plan was adopted on 15 January 2014 and notes on its status (in terms of revision) will be maintained.

2 UNDERSTANDING THE ANNE

2.1 Historical Development of the designated Site

- 2.1.1 The *Anne*, named after Lady Anne (1665-1714, later to become Queen of England in 1702), was built at Chatham Dockyard by Phineas Pett II and launched on 7 November 1678.
- 2.1.2 In 1677 there had been serious concern of the strength of the Navy. Half the English fleet was at least 20 years old and many more were in a poor state of repair, whereas most Dutch and French warships were new. Samuel Pepys, Secretary to the Admiralty, on the orders of King Charles II, managed to persuade Parliament to fund a fleet of 30 new ships of the line known as the *Thirty Ship Programme* commissioned in 1677 (Warship *Anne* Trust c 1997a, 3). The King's programme included 20 Third Rate Ships of 70 guns, of which the *Anne* was one, and the programme has been described as 'one of the most important in the history of the British Navy for it set a large number of precedents for the design and construction of future line-of-battle ships' (Lavery 1980, 54-60 quoted in Marsden 1995, 3).
- 2.1.3 A pencil sketch by Willem van de Velde the Younger shows *Anne* in about 1685 (Boymans Museum, NL, reproduced in Marsden 1995, 3).
- 2.1.4 The *Anne* had a brief and uneventful career until 1687 when James II ordered the *Anne* to convey the future Portuguese queen from Rotterdam to Lisbon. Upon completion of this mission, *Anne* embarked on a Mediterranean cruise to the Barbary States of North Africa to confirm peace treaties with England. In these commissions, the ship was commanded by the famous (then Captain) Cloudesley Shovell (Marsden 1995, 4; Warship *Anne* Trust c 1997a, 9).
- 2.1.5 Three years later the *Anne* had been refitted for normal Naval use, and, as part of the Anglo-Dutch forces, took part in The Battle of Beachy Head (29 July 1690) against France (Marsden and Lyon 1977, 9-12). Unfortunately, the *Anne* was heavily damaged in the battle. An attempt was made to tow her to safety, but her Captain, John Tyrrell, ran her aground at Pett Level off Rye, East Sussex, in hope of saving her from the victorious French and then reluctantly set her alight to prevent capture: she was the only significant loss for the English. The *Anne* was then extensively salvaged and all her ordnance recovered. A failed attempt was made by the Admiralty to sell the burnt remains for salvage but in the end she was left to decay on the foreshore.
- 2.1.6 Records exist of cursory interest in the wreck over the years (such as a photograph of 1913 reproduced in Marsden 1995, 7 and a photograph of 1973 published in Marsden and Lyon 1977, 13) but it was not until 1974 when an attempt was made to loot the site with a mechanical excavator that serious interest in the *Anne* was rekindled (Marsden and Lyon 1977, 13). Various objects were recovered including 14 cannon balls, six grenades, a lead musket ball and wooden barrel staves, and were published in Marsden and

Lyon 1977 (16-19). Further objects were also found including a tin farthing of James II, pewter spoon and plate, a pewter bottle cap, a brass dress buckle, clay pipes (Marsden 1995, 11; Marsden, Endsor and Barak 1997, 12). These objects are now at the Shipwreck Museum, Hastings. Further objects, a Finbanker Iron Saker gun, and ships' timbers, one identified as a clamp from the forward end of the orlop, may also have come from the *Anne* at some point and are now in Winchelsea Museum (Endsor 2013a & b).

- 2.1.7 The salvage led to designation in 23 May 1974 under the Protection of Wrecks Act 1973 to prevent any further destruction. This designation came into force 23 June 1974 (SI 1974/910).
- 2.1.8 On 10 June 1983 the Ministry of Defence and the Nautical Museums Trust jointly created The Warship *Anne* Trust to become the *Anne*'s owner (Warship *Anne* Trust c 1997b, 9).
- 2.1.9 The known information and particulars of the *Anne* may be presented as a summary *Ship Biography* which draws together the main attributes of the site and provides a statement of the site's archaeological interest:

Build	1678, Chatham Dockyard by Phineas Pett II. A Third Rate, ship of the line, commissioned in 1677 as part of the <i>Thirty Ship Programme</i> . Owned by the Crown
Use	<i>Anne</i> conveyed the future Portugese queen from Rotterdam to Lisbon in 1687, then embarked on a Mediterranean cruise to the Barbary States of North Africa to confirm peace treaties with England, commanded by Cloudesley Shovell. Refitted for normal Naval use, and as part of the Anglo-Dutch forces, took part in The Battle of Beachy Head.
Loss	Heavily damaged at The Battle of Beachy Head (29 July 1690), ran aground and burnt at Pett Level off Rye, East Sussex by her Captain John Tyrrell to prevent capture
Survival	<i>Anne</i> is sunk deep into estuarine clay. The lower part of the hull is extensively preserved and measures 44.65m long, 11m wide and 4m high. She is heeled over towards the west on port side, whilst her surviving top lies at about 0.5m above tidal datum. The tops of 18 oak frames with inner and outer planks fastened to the frames by treenails have been recorded. The interior contains over 0.6m of black silt believed to contain any remaining artefacts and ballast. In 2008 a magnetometer survey was undertaken which showed significant quantities of ferrous artefacts may also remain
Investigation	The outline of the <i>Anne</i> was recorded and published in 1977. Further surveys have recorded timbers and amended her position. Various objects recovered from the <i>Anne</i> are now on display at the Shipwreck Museum, Hastings

2.2 Description of Surviving Features

- 2.2.1 The site lies in the beach off the east end of Pett Level by Cliff End in Rye Bay. The *Anne* is sunk deep into a flat wave-cut beach of grey estuarine clay; the bottom of the stern is believed to be (in 1997) about 4.24m deep, and the bow about 3.65m deep. She is heeled over towards the west on port side, whilst her surviving top lies at about 0.5m above tidal datum given in the Admiralty Tide Tables (Marsden, Endsor and Barak 1997, 4).

- 2.2.2 Archaeological survey of the site was undertaken in 1974 and a provisional outline of the *Anne* was recorded and published in 1977 (Marsden and Lyon 1977, 15).
- 2.2.3 Following an unsuccessful attempt to locate the *Anne* in 1990 (ADU 1990), the Archaeological Diving Unit (ADU) noted structural elements including frames, inner and outer planking, and the centre filled with sand in 1991 (ADU 1991). The position of the *Anne* was measured and co-ordinates were amended in 1992 (SI 1992/347). In 1994 the ADU reported that the *Anne* was not under obvious threat (ADU 1994).
- 2.2.4 By 1995 much fuller survey had taken place recording the main structure: this revealed that the entire hull survived and measured 44.65m long, 11m wide and 4m high (Marsden 1995, 8). Probing of the interior of the ship revealed over 0.6m of black silt believed to contain any remaining artefacts and below which was thought to be the unsalvaged ballast (Marsden 1995, 11). The survey clarified the extent to which the *Anne* was deteriorating.
- 2.2.5 It became clear that the *Anne* was being eroded by the sea, and consequently a small trial underwater excavation was undertaken in 1997 with the tops of 18 frames investigated (Marsden, Endsor and Barak 1997). The work showed serious degradation of timbers by marine borers and damage to timbers caused by breaking waves. The wreck was considered to be much more exposed on the seabed than since 1913 (Marsden, Endsor and Barak 1997, 8).
- 2.2.6 In 1999 the wreck was reported as relatively stable and not under immediate threat. The wreck was situated in a shallow lagoon between two sandbanks that lay parallel to the shoreline. The top metre of sediment that covers the wreck was reported as being very mobile and the flow of water through the lagoon was constantly scouring and redepositing this sand (ADU 1999).
- 2.2.7 In 2008 a magnetometer survey was undertaken which revealed a distinct area of strong ferrous response delimiting the probable extent of the remnants of the ship and it is likely that significant quantities of ferrous artefacts remain at the wreck site (Martin 2008, 7). The position of the *Anne* was again amended in 2009 (SI 2009/2394).
- 2.2.8 The lower part of the hull is extensively preserved. The discovery of the stempost and sternpost has enabled the central axis to be established, and, with the port and starboard sides of the wreck having different curving plans, indicate that the *Anne* is lying heeled over to the west, with more of the port side surviving than the starboard. The tops of 18 oak frames with inner and outer planks fastened to the frames by treenails have been recorded (Marsden, Endsor and Barak 1997).
- 2.2.9 In early February 2013, following extremely low tides, the Warship *Anne* Trust reported to English Heritage that the site was more exposed than in living memory. The site has remained exposed since and English Heritage have

planned a photographic survey for late August 2013 at the next set of low tides.

2.3 Ownership, Management and Current Use

- 2.3.1 The *Anne* is owned by The Warship *Anne* Trust, a subsidiary of the Nautical Museums Trust.
- 2.3.2 The *Anne*'s remains are sunk into a clay lagoon created between two sandbanks with mobile sand and silt in the vicinity. Sediment levels are unstable, varying significantly within short periods of time and remains are exposed when the water level is low.
- 2.3.3 An article was published by K McDonald in 1983 'A Plan to Pull the *Anne* out of the Soup' and preserve her in a museum. Raising the *Anne* was again discussed by the Warship *Anne* Trust in 1995 as she was being eroded and they had been offered proposed museum sites.
- 2.3.4 In 2009 and 2010 proposals for further archaeological investigations were submitted (Batchvarov 2009 (outline proposal only), Endsor 2010) and a licence to survey was granted to D McElvogue in 2011; none of these were carried out.
- 2.3.5 Endsor reported (2010, 7) that much has been made of noticeable changes in the level of overburden and possible degradation of the hull. However this had not been quantified and it is arguable that this is a natural cyclical change in the level of overburden through natural processes of erosion and accretion due to coastal sediment transportation.
- 2.3.6 At present (March 2013) the wreck lies exposed at low tide and surface recovery of finds may be necessary.
- 2.3.7 An information board on the coastal path at Pett Level overlooking the *Anne* explains the history of the wreck.

2.4 Gaps in Existing Knowledge

- 2.4.1 There is a huge, but unpublished, contemporary documentary record of this ship, from dockyard shipbuilding reports and logs of her voyage to Lisbon and around the Mediterranean, to her burning in 1690 following her damage during the Battle of Beachy Head (these sources are mentioned in Batchvarov 2009, 9, Endsor 2010, 4-5, 8, Marsden & Lyon 1977, 12 and Warship *Anne* Trust c1997b, 20). Copies of much of this are at the Shipwreck Museum, Hastings, as well as several objects from the *Anne* on display and her excavation and survey archive. Further objects, a Finbanker Iron Saker gun, and ships' timbers are now in Winchelsea Museum. These items should be recorded, dated and, if possible, their provenance established.
- 2.4.2 A formal programme of archive assessment and collation of the above is required to contribute towards a fuller understanding the site and to assist in developing planned operations.

- 2.4.3 Following the report in Endsor 2010 (see 2.3.4 and 2.3.5 above) it is necessary to quantify the changes and ascertain what actual degradation is occurring. The site and current environments will need to be surveyed which will allow for accurate and informed monitoring of beach sediment levels as well as the relative position of the wreck within its burial environment. This should be coupled with a review of historic changes in the sea bed level.
- 2.4.4 To achieve this aim a limited excavation may be required to expose the tops of timbers, to locate the two primary datum located to the north and south of the wreck and to ascertain the depth of overburden within the ship itself. However, at present (March 2013) this is not necessary as the site is exposed at low tide.
- 2.4.5 Together, the archaeological and historical information forms a sound basis to develop an understanding of the *Anne*. However, the wreck site clearly has the potential to yield more information as much is unexcavated and there is a lack of information on the extent and significance of structural material remaining.

3 ASSESSMENT OF SIGNIFICANCE

3.1 Basis for Assessment of Significance

- 3.1.1 Significance means the sum of the cultural and natural heritage values of a place (English Heritage 2008). Cultural heritage value has many aspects, including the potential of a place to yield primary information about past human activity (evidential value, which includes archaeological value), the ways in which it can provide direct links to past people, events and aspects of life (historical value), the ways in which people respond to a place through sensory and intellectual experience of it (aesthetic value, which includes architectural value) and the meanings of a place for the people who identify with it, and communities for whom it is part of their collective memory (communal value).
- 3.1.2 In addition, the historic environment is a cultural and natural heritage resource shared by communities characterised not just by geographical location but also by common interests and values. As such, emphasis may be placed upon important consequential (technically, 'instrumental') benefits or potential, for example as an educational, recreational, or economic resource, which the historic environment provides. The seamless cultural and natural strands of the historic environment are a vital part of everyone's heritage, held in stewardship for the benefit of future generations.
- 3.1.3 The basis for assessing significance therefore enables consideration of the varying degrees of significance of different elements of the site. By identifying those elements which are vital to its significance and so must not be lost or compromised, we are able to identify elements which are of lesser value, and elements which have little value or detract from the significance of the site.

3.2 Statement of Significance

3.2.1 The *Anne* formed an important part of the Restoration Navy. Pepys had encouraged the standardisation of classes and rates of warships and the *Anne* was one of the first 30 new standard ships - the Thirty Ship Programme of 1677. These ships had a great influence on the British Navy as they represented the birth of the line-of-battle-ship, designed to maximise efficiency in battle, and were the direct ancestors of the ships which fought at Trafalgar. They were pre-establishment ships, that is, before the Admiralty established dimensions for ships of each rate.

3.2.2 The NRHE includes 73 recorded losses of ships of the line lost in the two decades either side of 1691 (1670-1710); 16 of these were Third Rate ships. Only four are designated and were constructed 1678-9 as part of the same Thirty Ship Programme as the *Anne*:

Vessel	Location	NHLE number	Date of loss
<i>Northumberland</i>	Goodwin Sands, Kent	1000058	1703
Tearing Ledge (<i>Eagle</i>)	Western Rocks, Isles of Scilly	1000063	1707
<i>Restoration</i>	Goodwin Sands, Kent	1000057	1703
<i>Stirling Castle</i>	Goodwin Sands, Kent	1000056	1703

3.2.3 The quality of the *Anne*'s remains have significant potential for further study and comparison with the *Stirling Castle*. These two have better survival than at similar sites such as the *Northumberland* and *Restoration*. In spite of their importance, there are no surviving detailed construction drawings or clear written accounts that show in detail how these ships were constructed. Consequently, the recording of the *Anne* will be of enormous value in understanding 17th century shipbuilding technology and practice.

3.2.4 The remains of the *Anne* are extensive enough that full recording of the hull can yield much information on ship design, carpentry and engineering of the period. There may be material to test methods of conceptualising hull shape and to investigate the practical utilisation of mathematics into shipbuilding. Information on timber supply, trade in strategic commodities like timber and an understanding of 17th century environmental conditions should be possible. A dendrochronological study of the hull timbers should identify the date, and perhaps sources and types of timber employed.

3.2.5 The *Anne* was built to a standard specification and therefore was typical for her class. Unlike the other ships built for the Restoration Navy such as the *Stirling Castle*, *Northumberland* and *Restoration*, the *Anne* had not been rebuilt and is in her original 'as built' condition.

3.2.6 A substantial artefact assemblage survives from the *Anne* and the wreck has high potential to understand life on board in the 17th century. Finds recovered

from the *Stirling Castle* could be compared. The silts in the hull may produce significant environmental information relating to life aboard.

- 3.2.7 Her construction at Chatham by Phineas Pett II adds extra interest to the build of this vessel constructed at an internationally renowned shipyard by a member of the Pett dynasty of shipwrights who shaped the Navy Royal of the later 17th century (Phineas Pett, shipbuilder and naval administrator (1570-1647) has an entry in the Oxford Dictionary of National Biography).
- 3.2.8 The *Anne* took part in 17th century naval campaigns such as the Battle of Beachy Head which played a key role in England's national history. She is associated with leading personalities such as King Charles II, Samuel Pepys and Cloudesley Shovell. King James II went on board the *Anne* and arranged the voyage from Rotterdam to Lisbon for the German princess.
- 3.2.9 Contemporary documents survive and the archaeological and historical archive currently housed at the Shipwreck Museum, Hastings aids our understanding and adds significance to the surviving remains.
- 3.2.10 The *Anne*, the *Coronation* wrecked in 1691 and possibly the designated wreck in Norman's Bay, off Eastbourne, are the only identified wreck sites of the late 17th century (English Heritage 2012, 10).
- 3.2.11 The *Anne* has group value with other heritage assets in the vicinity. Adjacent to the *Anne* on the foreshore is a prehistoric submerged forest (c 3350 BC) at Pett Level <http://www.english-heritage.org.uk/content/imported-docs/p-t/peat-database-east-sussex.pdf> (record 3320). Another C14 date of c 1500 BC was obtained for the forest (Peter Marsden: pers comm.). This lies in the SSSI Hastings Cliff to Pett Beach, as well as the High Weald AONB and Romney Marshes Natural Area. The Royal Military Canal, scheduled monument (NHLE 1002214) is 0.5kms to the north-west whilst further down the coast west of Hastings is the designated wreck of the *Amsterdam* (1749).
- 3.2.12 The following table seeks to summarise these values as a whole, by noting how those values relate to the surviving fabric and its constituent parts:

Evidential	Relating to the potential of the <i>Anne</i> to yield primary information about past human activity; limited excavation has indicated survival of substantial elements of hull structure with potential for other archaeological deposits inside the hull.
Historical	Relating to the ways in which the <i>Anne</i> can provide direct links to past people, events and aspects of life, the wreck is identified with famous personalities and military campaigns. Documentary evidence allows for an understanding of her life, the battle and subsequent wrecking event. The extensive remains would provide evidence of 17 th century ship design and naval technology and offer insights into shipboard life. The <i>Anne</i> could also provide evidence of the strategic understanding of emerging naval power and how this influenced shipbuilding.
Aesthetic	Relating to the ways in which people respond to the <i>Anne</i> through sensory and intellectual experience; her strength lies in her being a warship of the pre-establishment Restoration Navy. She was one of King Charles II Thirty Ships of 1677, forming the first great shipbuilding programme and is unaltered by rebuilding.

Communal	Relating to the meanings of the wreck for the people who identify with it, and whose collective memory it holds; from the local community of Rye, to the more recent investigation and survey by the Warship <i>Anne</i> Trust.
Instrumental	Economic, educational, recreational and other benefits which exist as a consequence of the cultural or natural heritage values of the <i>Anne</i> may be identified in her value as a sometimes visible site and location within the Romney Marshes Natural Area and group value with other heritage assets.

3.3 Gaps in Understanding Significance

- 3.3.1 Despite the acknowledged need for a formal programme of staged assessment and research, the assessment of significance has not been acutely hindered by any gaps in knowledge identified in Section 2.4 above.

3.4 Statutory and Other Designations

- 3.4.1 Statutory Instrument 2009/2394 affords protection to a circular area of seabed (radius 100m) around position 50°53.45'N, 00°41.76'E under the Protection of Wrecks Act 1973. The National Grid Reference is 589766 113625.
- 3.4.2 Archaeological interventions that impact the seabed/foreshore may require a licence issued by the Marine Management Organisation under the Marine and Coastal Access Act 2009 and a licence from the Crown Estate.
- 3.4.3 The *Anne* lies within the Romney Marshes Natural Area (which embraces the vast shingle beaches and flat marshland between Hythe in Kent and Pett in Sussex). The concept of Natural Areas was a response by English Nature to the EU Convention on Biological Diversity signed by the UK Government in 1992. They are intended to provide a framework for an integrated approach to nature conservation and are defined in the UK Biodiversity Action Plan as 'biogeographic zones which reflect the geological foundation, the natural systems and processes and the wildlife in different parts of England, and provide a framework for setting objectives for nature conservation.' The *Anne* also lies adjacent to the SSSI Hastings Cliff to Pett Beach and the High Weald AONB.
- 3.4.4 In addition, Section 40 of the Natural Environment and Rural Communities Act (2006) places a duty on all public bodies to have regard to the conservation of biodiversity. Guidance for this duty has been published by DEFRA 2007 *Guidance for Public Authorities on implementing the Biodiversity Duty*
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/69311/pb12585-pa-guid-english-070516.pdf

4 ISSUES AND VULNERABILITY

4.1 Introduction

- 4.1.1 This section summarises the main conservation and management issues that specifically affect, or may affect, the significance of the *Anne* and its component parts. The ways in which the significance of the site may be vulnerable will also be identified.
- 4.1.2 Vulnerability (and therefore risk) may be assessed against environmental factors (such as natural processes) and human impacts on the site, including the setting (see English Heritage 2008b). Commissioned research is being undertaken to assess site specific marine environments to provide a better understanding of the level of risk to assets or whether a site is in a stable condition. Current assessment indicates that such sites are at medium or high risk, unless they are completely buried below bed level during successive tidal cycles.
- 4.1.3 It is accepted that all wreck sites are vulnerable simply because of the nature of their environment, though sites will be considered to be at risk when there is a threat of damage, decay or loss of the monument. However, damage, deterioration or loss of the monument through natural or other impacts will not necessarily be considered to put the monument at risk if there is a programme of positive management.
- 4.1.4 Practical measures that affect site stability, preservation *in situ* and increased visitor access will be addressed here, while the necessity to address the paucity of publication in relation to previous interventions on the site is recognised (see also Section 4.7).
- 4.1.5 Issues relate specifically to the values identified in Section 3.2 above and are presented here thematically rather than in order of severity or priority for remedial action. Relevant issues cover a wide range, including - but not restricted to;
- The physical condition of the site and its setting;
 - Conservation and presentation philosophy;
 - Ownership and other legal requirements (including visitation);
 - The existence (or lack) of appropriate uses;
 - Resources, including financial constraints and availability of skills;
 - Lack of information or understanding about aspects of the site, and;
 - Conflicts between different types of significance.

4.2 The Physical Condition of the Site and its Setting

- 4.2.1 Endsor reported in 2010 that much has been made of noticeable changes in the level of overburden and possible degradation of the hull in previous diving reports. However this had not been quantified.

4.2.2 The wreck lies in the tidal zone and remains are exposed to air at extremely low tides. Once material is exposed, deterioration of hull structure and wooden material due to biological decay is likely to be fairly rapid. Once timbers are weakened by biological attack they may be subject to detachment and dispersal. When exposed, the site is extremely vulnerable to destruction and the processes of sediment movement around the wreck are not understood. The wreck lies in the inter-tidal surf zone where, at low tide each day, its exposed structure is pounded by breaking waves that simply dislodge timbers. This was very evident in early 2013 (Peter Marsden: pers comm.).

4.3 Conservation and Presentation Philosophy

4.3.1 It is necessary therefore to ascertain what actual degradation is being done. The site is vulnerable to destruction and the processes of sediment movement around the wreck are not understood. The installation of monitoring points may aid in the assessment of how fast erosion is occurring, and regular monitoring of this site through diver survey would aid in allowing artefacts to be recorded as they are revealed by erosive processes. A level survey will allow for accurate and informed monitoring of sediment levels coupled with a review of historic changes using air photographs in the sea bed level. Such work will assist the planning of future conservation strategies for the long-term survival of the wreck.

4.3.2 Surface recovery of artefacts has recently become necessary as the wreck has been exposed in the low tides of Spring 2013 and a licence has been issued to enable the recovery of vulnerable mobile artefacts. The Nautical Museums Trust (NMT) is preparing a project design with licence application in order to undertake a full survey of the site in late 2013.

4.3.3 Ownership of any artefacts recovered under any recovery licence will be transferred formally from the Licensee to the NMT, although it will still be the responsibility of the Licensee to report all recoveries to the Receiver of Wreck (RoW). A copy of this artefact list, sent to the RoW should be transferred with the artefacts. It is the responsibility of the NMT to report these finds to the MoD (as per the deed of gift). Any artefacts recovered under licence will formally be transferred to the Shipwreck Museum subject to the view of the RoW.

4.3.4 There is a clause on the Licence that as well as submitting a full copy of the archive at the end of the licence period to the NRHE, a copy will also be deposited with the NMT with a licence granted to NMT to use the material in perpetuity whilst recognising the copyright of the Licensee.

4.4 Visitor and other Occupancy Requirements

4.4.1 An information board on the coastal path at Pett Level overlooking the *Anne* explains the history of the wreck. In the Shipwreck Museum in Hastings the *Anne*'s story is told, with photographs and reconstruction paintings of the ship (two modern paintings by Richard Endors showing 'Anne at Sea' and 'Anne burning after the Battle of Beachy Head' are also reproduced on the website) along with artefacts from the wreck. Some information can also be found on the website: <http://shipwreck-heritage.org.uk/maritime-shore/anne-wreck/>.

4.4.2 It is recognised that interest in the site stimulated through electronic access will be limited by the lack of formal archaeological publication.

4.5 The Existence (or lack) of Appropriate Uses

4.5.1 Regular, consistent and reliable information relating to the condition of the *Anne* will be necessary to monitor the existence (or lack) of appropriate uses of the site.

4.5.2 Enforcement of the Protection of Wrecks Act 1973 is the responsibility of the appropriate County Constabulary as it is a criminal offence to any of the following in a designated area without a licence granted by the appropriate Secretary of State:

- Tamper with, damage or remove any part of a vessel lying wrecked on or in the seabed or any object formerly contained in such a vessel.
- Carry out diving or salvage operations directed to the exploration of any wreck or to removing objects from it or from the seabed, or uses equipment constructed or adapted for any purpose of diving or salvage operations. This is likely to include deployment of remotely operated vehicles.
- Deposit anything including anchors and fishing gear which, if it were to fall on the site, would obliterate, obstruct access to, or damage any part of the site.

4.5.3 It is also an offence to cause or permit any of the above activities to be carried out by others, without a licence, in a restricted area.

4.5.4 In September 2010 the police received reports that timber was being taken from protected wrecks including the *Anne* to be made into items of furniture.

4.6 Resources, including Financial Constraints and availability of Skills

4.6.1 There is no doubt that extensive recovery of archaeological material, including hull structure, indicates the evidential value of the *Anne* and that interaction with archaeological material relates to both aesthetic and historical value. However, there shall be a presumption against further excavation and recovery, other than vulnerable mobile artefacts, until an agreed project design has been submitted to English Heritage.

4.6.2 In accordance with the Diving at Work Regulations 1997, archaeological interventions underwater commissioned by English Heritage can only be undertaken by a registered Diving Contractor, and then only by such a Contractor with appropriate archaeological experience.

4.7 Lack of Information or Understanding about aspects of the Site

4.7.1 *Taking to the Water* (English Heritage's Initial Policy for the Management of Maritime Archaeology in England) addressed the protected wreck site post-excavation backlog. Here, it is recognised that over the last 25 years many

licenses have been issued for survey and excavation work within areas designated under the Protection of Wrecks Act 1973. Few of the licenses issued required the academic reporting of fieldwork results and, as the vast majority of this work took place on a voluntary basis, lacking adequate financial support for subsequent analysis and dissemination of the results, very little of this work has been formally published (Roberts & Trow 2002, 25).

- 4.7.2 There are three main areas that hinder public understanding of the *Anne*:
- Lack of publication/synthesis of previous activities (including documentary evidence)
 - Lack of reliable information regarding the degradation of the hull
 - Lack of information on the extent and significance of structural material remaining
- 4.7.3 The data from previous activities represents the only record of investigations and, therefore, is itself an irreplaceable resource.
- 4.7.4 It is the intention of this Conservation Management Plan to provide a mechanism to reconcile the lack of information/understanding about the site to assist in its management for all.

5 CONSERVATION MANAGEMENT POLICIES

5.1 Introduction

5.1.1 This section of the Conservation Statement and Management Plan builds on the Assessment of Significance and the issues identified in Issues and Vulnerability to develop conservation policies which will retain or reveal the site's significance, and which provide a framework for decision-making in the future management and development of the site or reveal the site's significance and also:

- Meet statutory requirements;
- Comply with English Heritage's standards and guidance.

5.1.2 It is intended that the policies will create a framework for managing change on the *Anne* that is clear in purpose, and transparent and sustainable in its application. Our aim is to achieve implementation through the principles of shared ownership and partnership working so as to balance protection with economic and social needs.

5.1.3 Policies are also compatible with, and reflect, English Heritage's *Conservation Principles for the Sustainable Management of the Historic Environment* (English Heritage 2008a) and its published policies and guidelines, as well as the wider statutory and policy framework.

5.2 The *Anne* is a Shared Resource

5.2.1 The *Anne* forms a unique record of past human activity which reflects the aspirations, ingenuity and investment of resources of previous generations. It may also be an economic asset as a generator of tourism or inward economic investment (see also 3.2.12).

5.2.2 The *Anne* is therefore a social asset as a resource for learning and enjoyment. It should be used and enjoyed without compromising the ability of future generations to do the same.

5.2.3 In addition, the conflict between the desire for access to the site and the restrictions imposed by conservation needs and legislative limitations will be reconciled through visitor management.

5.2.4 Learning is central to sustaining the historic environment. It raises people's awareness and understanding of their heritage, including the varied ways in which its values are perceived by different generations and communities. It encourages informed and active participation in caring for the historic environment.

5.2.5 Education at all stages should help to raise awareness and understanding of the site's values, including the varied ways in which these values are perceived by different generations and communities.

Management Policy 1 We will continue to support and develop authorised access to the site as a mechanism to develop the instrumental value of the Anne.

Management Policy 2 Through liaison with the NMT we will support and develop authorised access for surface recovery of vulnerable artefacts as part of an agreed project plan.

5.3 Everyone should be able to participate in sustaining the Anne

- 5.3.1 Local, regional and national stakeholders have the opportunity to contribute to understanding and sustaining the *Anne*. Judgements about its values and decisions about its future will be made in ways that are accessible, inclusive and informed.
- 5.3.2 Practitioners should use their knowledge, skills and experience to help and encourage others to understand, value and care for the *Anne*. They play a crucial role in communicating and sustaining the established values of the wreck, and in helping people to refine and articulate the values they attach to it.

Management Policy 3 Through web-based initiatives and publication, we will continue to improve the accessibility of related material and support appropriate links so as to develop public understanding.

5.4 Understanding the significance of the Anne is vital

- 5.4.1 The significance of the *Anne* embraces all the cultural and natural heritage values that are associated with it. To identify and appreciate those values, it is essential first to understand the structure and ecology of the site, how and why that has changed over time, and its present character.
- 5.4.2 The purpose of understanding and articulating the significance of the *Anne* is to inform decisions about its future.
- 5.4.3 We acknowledge that documentary and archaeological records of previous interventions on the *Anne* form an irreplaceable resource to identify values and assist with maintaining a cumulative account of what has happened to the site.
- 5.4.4 A formal programme of staged assessment and research is therefore required, to contribute towards a fuller understanding the site in its entirety. Such work will conform to the *Management of Research Projects in the Historic Environment* (English Heritage 2006) and is likely to comprise the following stages;
- Collation of the site archive and archive signposting;
 - Assessment to determine academic potential of the archive;
 - Determination of further work to fulfil this academic potential;
 - Preparation of a research archive;
 - Report text for publication, and finally;
 - Publication.

Management Policy 4 We will work with the NMT to publish previous investigations on the site.

5.5 The Anne should be managed to sustain its values

- 5.5.1 Changes to the Anne are inevitable and it is acknowledged that all wreck sites are vulnerable simply because of the nature of their environment.
- 5.5.2 Action taken to understand natural changes will be proportionate to the identified risks and sustainable in the long term.
- 5.5.3 Intervention that causes limited harm to the values of a place may be justified if it increases understanding of the past, reveals or reinforces particular heritage values, or is necessary to sustain those values for future generations, so long as any harm is decisively outweighed by the benefits.
- 5.5.4 The site is managed through our Heritage At Risk initiative and its vulnerability is assessed annually. If erosion continues then intervention may be appropriate.
- 5.5.5 New work should aspire to a quality of design and execution, related to its setting, which may be valued both now and in the future. This neither implies nor precludes working in traditional or new ways, but demands respect for the significance of a place in its setting.

Management Policy 5 We will seek to develop a programme of environmental monitoring of the Anne.

Management Policy 6 Through liaison with the appropriate authorities, we will seek to stabilise and afford preservation in situ where necessary.

Management Policy 7 Unless a clear and agreed research framework has been devised, unnecessary disturbance of the seabed within the restricted area should be avoided wherever possible in order to minimise the risk of damage to buried archaeological remains.

6 FORWARD PLAN

6.1 Introduction

6.1.1 In order to commence the implementation of the proposed Management Policies outlined in Section 5, English Heritage is seeking to support a range of projects that will increase our understanding of the value and setting of the *Anne*. These projects are outlined in Section 6.2 below.

6.2 Proposed Projects in relation to the *Anne*

6.2.1 *The Anne Archive Project*. A project design should be formulated for archiving and publication. It is expected that work will comprise a formal programme of site archive assessment, research and publication. This should consider what documentary and other material is already in existence and should identify and then examine additional sources. Past publications such as Marsden & Lyon 1977 should be incorporated.

6.2.2 *Environmental monitoring*. It is strongly recommended that the Contractor or a suitable licensee should undertake further condition survey work. This should commence in the short-medium term. The aim of this work should be to establish the rate of decay of exposed and near surface archaeological material. This may require a programme of repeated visits to the site over a number of years to undertake measurements and experimentation.

6.2.3 *Surface recovery of vulnerable artefacts*. A surface recovery licence has been issued and a separate project design is expected to be submitted by the NMT as this work has become more urgent (see Section 4.3).

6.2.4 The proposed timescale for the implementation of these projects is summarised below:

Project Title	Project Summary	Management Policy	Timetable
The <i>Anne</i> Archive Project	Site archive assessment, research and publication	MP3, MP4	To be determined
Environmental monitoring	Programme of environmental monitoring	MP5, MP6	To be determined
NMT	Surface recovery of vulnerable artefacts	MP1, MP2	Spring 2013 ongoing

7 IMPLEMENTATION

7.1 Consultation

7.1.1 This document has been internally reviewed by English Heritage.

7.1.2 The *Conservation and Management Plan* for the *Anne* shall be circulated for a four-week stakeholder consultation to refine how the values and features of the *Anne* can be conserved, maintained and enhanced. Responses to the consultation will be considered and the *Plan* revised as appropriate.

7.2 Adoption of Policies

7.2.1 Following consultation, the *Plan* was adopted on 15 January 2014.

7.2.2 A programme that identifies a realistic timescale for implementing the *Plan*, taking into account those areas which need immediate action, those which can be implemented in the medium or long term, and those which are ongoing will be devised.

7.2.3 Responsibilities for implementation lie with English Heritage (led by the Designation Department), though consultation with stakeholders will be maintained throughout. In addition, provision will be made for periodic review and updating the *Plan*.

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9 AUTHORSHIP AND CONSULTATION

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