Final Report
SIFCA Pilot Project

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Fishing Industry Protocol for Archaeological Discoveries

Final Report, SIFCA Pilot Project

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Summary

Wessex Archaeology was commissioned by English Heritage to draw up and implement a Protocol for the reporting of sites and artefacts of historic environment interest discovered by the fishing industry during the course of their normal day-to-day activities. The Fishing Industry Protocol for Archaeological Discoveries (FIPAD) comprises a set a simple actions to be undertaken by the Finder, the FIPAD contact and the Archaeologist so that archaeological data can be accessioned to the national heritage record. The Protocol was trialled as a one year pilot project within the Sussex Inshore Fisheries and Conservation Authority (IFCA) District, starting April 2012.

This report supersedes the previous interim report (WA 73271.03), providing an overview and analysis of the entire pilot project. It also includes a section on sustaining the Protocol beyond the pilot project.

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1 INTRODUCTION

1.1 PROJECT BACKGROUND

1.1.1 In 2012, Wessex Archaeology (WA) in association with English Heritage (EH) and Sussex Inshore Fisheries and Conservation Authority (SIFCA) launched a pilot voluntary reporting scheme for the Sussex fishing industry. The purpose of the Fishing Industry Protocol for Archaeological Discoveries (FIPAD) was to provide a simple and effective mechanism for fishermen to report cultural heritage finds encountered on the seabed or recovered in fishing gear. The mechanism allowed for all discoveries to be assessed by a professional archaeologist and where pertinent, the data to be accessioned into the archaeological record.

1.1.2 The key purpose of the FIPAD pilot project was designed to test whether having an established reporting mechanism in place would encourage fishermen to report cultural heritage finds in a manner which would allow the data to enhance EH's archaeological record, the National Record of the Historic Environment (NRHE).

1.1.3 The text of FIPAD was kept intentionally short and simple with the basic provision of information on what to do when a site or artefact was encountered on the seabed during fishing operations. A more in-depth FIPAD handbook was also made widely available and provided clear guidance for each of the participating parties, namely the fishermen, the FIPID Contact, and the Archaeologist (in this case WA). Fishermen were able to report through a dedicated website (www.fipad.org), but also by contacting their nominated port FIPAD Contact, or WA directly. It was also possible to report through third parties such as museums and the Receiver of Wreck.

1.1.4 FIPAD was a one-year pilot study aimed at all commercial and recreational fishing operations within the Sussex inshore fishing conservation area. SIFCA has jurisdictional control of the area through a licensing system which covers a zone from the low water mark out to six nautical miles.

1.1.5 The pilot launched on April 1st 2012 and ran until March 31st 2013.

1.1.6 FIPAD was a **voluntary** protocol and the decision to participate ultimately rested with the skipper and crew of each fishing vessel. As part of their commitment to sustainable fisheries, SIFCA encouraged participation from SIFCA-licensed vessels and continued to promote and endorse FIPAD for the duration of the pilot scheme.

1.1.7 This report outlines the key events of the pilot year and assesses the extent to which the project achieved its core objectives.

1.2 PARTNERS AND ASSOCIATES

1.2.1 Prior to the launch of FIPAD in April 2012, WA undertook extensive consultation, meeting with representatives from the following organisations:

- *English Heritage;*
- *Historic Scotland;*
- *CADW;*
- *Royal Commission on Ancient and Historic Monuments of Scotland;*
- *Sussex Inshore Fishing and Conservation Authority;*
- *The Crown Estate;*
- *The Marine Management Organisation;*
- *Seafish;*
- *Joint Nautical Archaeological Policy Committee;*
- *East Sussex County Council;*
- *West Sussex County Council;*
- *National Federation of Fishing Organisations;*
- *Hastings Fisherman's Protection Society; and*
- *fishermen from the Sussex fishing industry.*

1.2.2 From these organisations and groups, a FIPAD Steering Group was established with the following members:

- *Dr Nikki Cook and Dr Simon Davidson (WA);*
- *Dr Chris Pater (EH);*
- *Rob Clark and Robert Yorke (SIFCA);*
- *Antony Delahunty (National Federation of Fishermen's Organisation);*
- *Colin Warwick (The Crown Estate);*
- *Andy Perry (Marine Management Organisation);*
- *Alison Kentuck (Receiver of Wreck, Maritime and Coastguard Agency);*
- *Mark Taylor and Rachel Salter (West Sussex County Council); and*
- *Casper Johnson (East Sussex County Council).*

1.2.3 The FIPAD Steering Group was supported in an observational capacity by other organisations and groups. Their respective representatives were:

- *Phillip Robertson (Historic Scotland);*
- *Polly Groom (CADW);*
- *Rhonda Robinson (Department of Environment Northern Ireland);*
- *George Geddes (Royal Commission on the Ancient and Historical Monuments of Scotland);*
- *Deanna Groom (RCAHMW);*
- *Dr Antony Firth (Fjordr);*
- *Phillip MacMullen (Seafish); and*
- *Samantha Davis (Cornwall IFCA).*

1.3 PROJECT DEVELOPMENT AND IMPLEMENTATION

1.3.1 The project was designed as a pilot study meaning that the methodology, or indeed any other aspect of the project, would be subject to revision after six months should the Steering Group feel that the methodology should be altered. The initial FIPAD methodology was agreed by the Steering Group during two pre-launch meetings, with the final FIPAD document (see **Appendix 3**) produced by WA.

1.3.2 The original FIPAD methodology was based on existing reporting protocol models such as those implemented by the Marine Aggregate Industry and the Offshore Renewables Industry, and as expected the text of FIPAD adopted similar language and syntax.

1.3.3 The Marine Aggregates Industry (MAI) *Protocol for Reporting of Finds of Archaeological Interest*[1] (MAI Protocol) and the *Offshore Renewables Protocol for Archaeological Discoveries*[2] (ORPAD) schemes have been developed and implemented by WA and resulted in the reporting of numerous finds[3]. However, the reporting process in these schemes relied on the existence of several "tiers" of staff liaison, and more pertinently, an operational structure which could both accommodate and enforce the main requirements of both the MAI Protocol and ORPAD within each complying company. There were assurances given that all companies would ensure staff compliance with these Protocols and this significantly aided their implementation and maintenance.

1.3.4 Discussions with SIFCA and the National Federation of Fishing Organisations (NFFO) representatives as well as other Sussex fishermen soon highlighted potential issues with the intended FIPAD reporting methodologies which relied upon the MAI Protocol and ORPAD models. Of these, the most pertinent was an evident lack of coherent communication network within the Sussex fishing industry.

1.3.5 The Sussex fishing industry presently comprises approximately 400 vessels, most of which are small (<10m in length) and crewed by between one and three people. During

[1] British Marine Aggregates Producers Association (BMAPA), English Heritage and Wessex Archaeology, 2005, *Protocol for reporting finds of archaeological interest*. Wessex Archaeology, Salisbury.
[2] Wessex Archaeology and The Crown Estate, 2010. *Protocol for Archaeological Discoveries: Offshore Renewables Projects*. Wessex Archaeology, Salisbury.
[3] In the case of the MAI Protocol, the reports numbered around 50 per year from its launch in 2005. ORPAD produced notably less, with only two or three finds making it into the system annually since its launch in 2008. However, this has now dramatically increased following increased Awareness training delivered by WA, funded by The Crown Estate, and also due to items reported through ORPAD from benthic surveys on Dogger Bank.

operations vessel crews are normally contactable by radio and/or by mobile phone[4]. Most fishermen also have email addresses. The vast majority of these details were acquired through direct contact with the fishermen in question. The details of other fishermen were not made available to WA, either because they were not known to anyone within the Steering Group, or because those persons in possession of the details were either unable or unwilling to divulge them.

1.3.6 Fishing operations in Sussex occur right along the coast from Selsey to Rye, a distance of approximately 90 miles with most vessels operating out of one of the nine main fishing ports[5]. Each port has unique features in both its layout and function, such as the shingle beach landing at Hastings and the marina frontage at Eastbourne. Rye provided port facilities for the only benthic trawler vessels operating out of Sussex whilst the shallow enclosed waters of Chichester harbour provided key oyster bed fisheries.

1.3.7 It became evident early on in the consultation process that the Sussex fishing industry was diverse in both nature and extent and that the various ports were synonymous with specific "types" of fishing gear. Consequently WA opted to set up a system with port representatives (hereafter FIPAD Contact) who would relay information to those fishermen landing their catch at a respective port. It was hoped that the presence of a FIPAD Contact would allow the effective dissemination of information and that a "system" of reporting would become established over time with the FIPAD Contact acting as a conduit for information.

1.3.8 In many ways, this was an attempt to mimic the methodology used in the MAI Protocol and ORPAD, where a recognised representative essentially becomes the first point of contact for fishermen seeking to report a discovery. It was also hoped that by employing a long standing and respected pillar of the local fishing community that the concept would be accepted and adopted more enthusiastically within that community. However, the system was still reliant on the goodwill and participation of fishermen, many of whom were only exposed to the FIPAD scheme through their port representative.

1.3.9 In order to add credibility to the FIPAD scheme and to further raise its profile throughout the fishing community, an extensive promotional campaign was devised to begin prior to the FIPAD launch and then throughout the pilot period. This involved sustained media coverage on television, radio, printed press and internet supplemented by port visits from WA staff (see **Section 4.2**). SIFCA hosted several meetings for fishing representatives and senior staff from DEFRA, whilst WA arranged meetings with fishermen around Sussex[6].

1.3.10 Upon realising that initial contact with fishermen would be sporadic and arbitrary, it was decided that a component of the reporting system should include a request for multiple contact details (e.g. telephone, email address, home address, etc.) with a view to setting up a database for future contact.

1.3.11 SIFCA manages fish stocks through a system of licensing enforced by six compliance officers who divide their time between land-based operations and sea operations[7]. Despite

[4] Mobile phone signal coverage in Sussex inshore waters (<6 miles from the coast) is generally quite good, although some areas suffer from lower levels of coverage than others.
[5] Selsey; Chichester; Shoreham; Littlehampton; Brighton; Newhaven; Eastbourne; Hastings; and Rye.
[6] Meetings were arranged through the FIPAD Contact who invited fishermen from his community to attend.
[7] SIFCA currently uses one vessel for its enforcement purposes. The vessel is used to carry out checks on fishing vessels at sea to ensure their catch is within agreed limits of quantity and type. It ensures that a level of formal engagement occurs between the IFCA and the fishermen.

the licensing controls and the presence of the SIFCA officers on the water there is a limited capacity for enforcement and much of the SIFCA governance is reliant on the voluntary compliance of the fishermen.

1.3.12 To this end, most independently run fishing operations do abide by SIFCA controls and crews are self-policing during those operations. However, this means a less formal or cohesive structure into which a scheme like FIPAD can be introduced and sustained.

1.3.13 WA carried out extensive field research and consultation, meeting with numerous fishermen and their representatives prior to finalising the FIPAD methodology, and identified potential obstacles to implementation (see **Section 4**). Of these, the most commonly voiced concern was over the perception of FIPAD amongst the fishing community as an additional control on fishing activities with the prospect of further sanctions and geographical restrictions should reported heritage turn out to be archaeologically significant.

1.3.14 The FIPAD Steering Group had to decide whether to tackle this issue proactively through its promotional campaign or whether to avoid drawing attention to what were necessary components of the Protocol. It was decided that the promotional campaign should adopt a fishermen-friendly tone and WA produced a FAQ pamphlet which addressed the key concerns raised during the preliminary consultations. The majority of these concerns pertained to the legal implications of reporting artefacts retrospectively[8] and the potential for sites to be designated and how access might be affected.

1.3.15 Wessex Archaeology, as sole contractor, was responsible for the delivery of the project and running the reporting service which accompanied it. The latter has been sustained by WA beyond the pilot period in order to maintain an unbroken service between the pilot period and any subsequent project that may be launched.

1.4 SUMMARY OF THE PILOT PROJECT FINDINGS

1.4.1 The FIPAD pilot in Sussex demonstrated the successful application of the protocol concept and generated useful feedback on changes that need to be made to better reflect the fishing industry and its modes of operation. FIPAD has so far resulted in the reporting of significant archaeological material with indications that further information will be forthcoming.

1.4.2 FIPAD was well received by the Sussex fishing community as well as the National Federation of Fishing Associations and SIFCA and there is a keenness to adopt it in other IFCA districts.

1.4.3 FIPAD provided a mechanism to improve the initial handling and recording of finds by fishermen thereby increasing the opportunities for sites and artefacts to be managed more effectively by heritage agencies at an early stage. Forty two reports were made through the reporting scheme. The value of this contribution should not be underestimated, especially in the eliciting of legacy information held by the fishing community which pre-dates FIPAD.

1.4.4 As well as being a mechanism for the reporting of finds and the accession of that data to national repositories, FIPAD played a key role in the raising of awareness about the marine historic environment and the role that fishing communities can play in its investigation, interpretation, and management. It presents an inclusive approach to

[8] Thereby leaving the reporter open to prosecution under the Merchant Shipping Act 1995.

dealing with problematic interactions between fishing operations and cultural heritage and has the potential to increase the engagement of fishing communities with their own historic environment.

2 ANNUAL REVIEW (APRIL 2012 TO APRIL 2013)

2.1 INTRODUCTION

2.1.1 Presented below is a chronological summary of the activities undertaken during the pilot period of the FIPAD scheme and includes some events which took place immediately before the launch. Details of the reports made during the period are contained in **Appendix 1**.

2.2 APRIL 2012

2.2.1 On 29th March 2012, WA contacted BBC 1's *South Today* news programme and that evening a feature on the FIPAD project was broadcast. The BBC interviewed Simon Davidson (WA), Rob Clark (SIFCA), and Chichester fishermen Gary Edwards for their *South Today* program.

2.2.2 April 1st saw the official launch of FIPAD. WA, EH, and SIFCA sought to raise awareness of the project through targeted press releases via the printed media, television and radio spots, all supplemented by meetings in Sussex with fishermen at the nine ports.

2.2.3 Also on 1st April, *The Observer* newspaper ran the article 'How fishermen are bringing lost secrets of UK waters to land' (Robin McKie, Science Editor). The article discussed the pilot scheme in some detail and included contributions from Simon Davidson, Phil Harding (WA), and Alison James (EH). The article is still available to view here:

http://www.guardian.co.uk/environment/2012/apr/01/fishermen-net-uks-nautical-history

2.2.4 A similar article was published in the *Fishing News* that week, as well as the Brighton-based paper *The Argus*.

2.2.5 The *Observer* article and the television appearance resulted in national interest in FIPAD and led to numerous broadcasters contacting WA and EH to find out more about it. Simon Davidson and Reneé Fok (EH) collaborated to cope with the rush in media interest and were able to respond to all requests for information. Simon created a general press release, approved by EH and SIFCA, which was relayed to interested parties for use in printed media.

2.2.6 Both BBC Wales and Oxford Scientific Films expressed interest in filming the project's pilot year and entered into discussions with WA, SIFCA, and EH about producing a television series which would follow fishermen on their daily operations in the hope of capturing finds on camera. Numerous meetings were undertaken with representatives of both companies and Oxford Scientific Films sent a cameraman to meet with Simon, Nikki Cook (WA), Rob Clark (SIFCA), Robert Yorke (SIFCA), Antony Delahunty (NFFO), and local Shoreham fisherman Jim Partridge. Several interviews were filmed in order to help with pitching the concept to television companies.

2.2.7 On 4th April, Nikki Cook and Simon Davidson gave a presentation to all SIFCA staff and available FIPAD Contacts at the SIFCA offices in Shoreham, where they ran through the roles of FIPAD contacts, demonstrated the online reporting form and disseminated promotional materials (posters, leaflets) as well as the guides for finders and FIPAD contacts.

2.2.8 On 5th April, WA was contacted by Mark Williams of BBC 1's *The One Show* about the possibility of doing a feature on FIPAD. Although a feature was discussed and filming undertaken, the feature was eventually replaced by another news item and was not shown.

2.2.9 On the morning of 11th April, Simon Davidson was interviewed live on BBC Radio Sussex and discussed the FIPAD scheme.

2.2.10 On 30th April, Nikki Cook met with the Fisheries Minister, the Right Honourable Richard Benyon MP, and other members of SIFCA at the their offices in Shoreham where she gave a presentation about FIPAD and took part in the discussions which followed. This event was also reported by several local newspapers.

2.3 MAY 2012

2.3.1 In early May, BBC Wales and Oxford Scientific Films decided not to pursue their interest in filming FIPAD, with both offering similar reasons. The primary "problems" were the unpredictable nature of what would be discovered coupled with the potential for long periods of time to elapse without a discovery. The latter in particular was expected to inflate the costs of production beyond their anticipated budgets. Both companies requested that WA contact them further into the project once WA had seen the level of response and the type and quantity of reported finds.

2.3.2 Two further companies subsequently approached WA with a view to filming one-off documentaries about FIPAD. In light of the comments received prior to this and given the low levels of reporting at this stage of the pilot period, WA felt it was in the project's best interests to postpone further discussions until such time that FIPAD was properly established and producing reports.

2.3.3 Further promotion was undertaken during this time by WA's Learning and Access team via social networking sites Facebook and Twitter with a good response received to both. SIFCA began Tweeting about one of their reported finds.

2.3.4 Several finds had been reported by mid-May, but the level of reporting remained low.

2.3.5 From 30th May to 1st June, Simon and Nikki undertook a three-day promotional visit to Sussex which included meetings with the fishing communities of eight of the nine ports (Rye, Hastings, Littlehampton, Shoreham, Selsey, Chichester, Brighton, and Eastbourne). Newhaven was not visited as a new FIPAD contact was in the process of being selected.

2.3.6 On 1st June, Nikki and Simon were taken out on a cuttlefish operation by FIPAD contact Antony Delahunty (Selsey) in order to see first-hand what happens on a fishing vessel. The excursion gave a good insight into how the reporting process would work in an operational context.

2.3.7 Subsequently, Nikki and Simon met with fishermen and their representatives and demonstrated how to report finds, using artefacts that had been brought to the meeting. They took the opportunity to demonstrate how the online portal worked. It was apparent from this visit that many fishermen had finds that had been recovered some time ago and there seemed to be a reticence to report such finds retrospectively due to a combination of fear of prosecution and ambiguity as to whether FIPAD was to be used for such finds. The role of FIPAD was clarified and a number of artefacts were reported at the meetings.

2.4 JUNE 2012

2.4.1 A second feature on FIPAD was published in the *Fishing News*.

2.4.2 Nicky Horter (Chichester), David Guy (Newhaven), and Jeremy Brooks (Littlehampton) were confirmed as new FIPAD contacts.

2.4.3 Further outreach and publicity resulted in further disclosures of artefacts and potential sites on the seabed. The number of finds reported through the online portal remained low (4) with fishermen preferring to discuss finds in person during WA visits to the Sussex ports.

2.4.4 An 18th Century carronade was (retrospectively) reported by a Shoreham fisherman with additional information and co-ordinates provided. The carronade was found off Shoreham and a further anchor stock is reported nearby suggesting a wreck may be present. The carronade was photographed by WA and details and pictures sent to naval armaments expert Charles Trollope for analysis and identification.

2.4.5 An early 17th Century seal top spoon was reported by a Chichester fisherman via SIFCA. The spoon is currently being analysed by WA.

2.5 JULY 2012

2.5.1 Further finds were reported through the FIPAD portal. A mammoth thigh bone was reported by a fisherman in Selsey, whilst a lap compass and warning panel were reported by a fisherman in Shoreham via SIFCA. A cannonball, a section of clay pipe, and a timber were reported by fishermen off Eastbourne.

2.6 AUGUST 2012

2.6.1 The WA Learning and Access team started developing outreach activities, establishing contact with schools and other educational establishments with a view to promoting the contribution the fishermen have made to the archaeological record. Continuation of these efforts are expected to form a portion of the subsequent phase of this project.

2.6.2 Discussions with the Chichester Harbour Oyster Partnership Initiative gave rise to the idea of an “Antiques Roadshow” type event where fishermen could bring their finds to have them analysed by an archaeologist and reported through FIPAD. It was not possible to arrange the event during the pilot period but it has been included in future recommendations.

2.7 SEPTEMBER 2012

2.7.1 Nikki and Simon undertook a two-day promotional visit to Sussex in a bid to encourage further reporting of seabed obstructions and potential wreck sites. They met with FIPAD contacts Graham Doswell (Eastbourne) and Antony Delahunty (Selsey) who both agreed to consult with fishermen to ascertain whether such information would be forthcoming.

2.7.2 Contact was made with three local museums where recovered wreck has been reported previously:

- *The Fishermen’s Museum (Hastings);*
- *The Marlipins Museum (Shoreham); and*
- *The Novium (Chichester).*

2.7.3 The museums agreed to host FIPAD flyers and posters and to promote FIPAD to fishermen attempting to deposit archaeological remains at the museum.

2.7.4 Simon conducted further research into the potential for localised data pertaining to navigational hazards and other obstructions to reveal sites of an archaeological nature. Given that much of the data is contained within distinct fishing communities or families and some of it pertains to previously unknown obstructions, it was concluded that any positional data of sites or obstructions has the potential to enhance existing data and may lead to the discovery of new wreck sites. It was agreed that this type of data would be pursued more proactively in the second half of the pilot period.

2.7.5 A number of sites have since come to light through discussions with fishermen, although the FIPAD reporting process was not used to declare these. Reports of a Valentine tank and various aircraft propellers were reported off Eastbourne whilst an aircraft engine was reported off Rye.

2.8 OCTOBER 2012

2.8.1 Antony Firth of Fjordr Ltd was tasked with researching both the methods and means of sustainable funding and further discussions are due to take place. Arrangements were made for third stakeholder meeting in January 2013 to assess progress and decide on a strategy for the final quarter and beyond.

2.9 NOVEMBER 2012

2.9.1 Samantha Davis of Cornwall IFCA was invited to join the steering group after expressing an interest in introducing FIPAD to Cornwall's inshore fishing fleet. Simon and Nikki made preliminary arrangements to visit the region and assess the feasibility and logistics of extending FIPAD there[9].

2.9.2 Chris Pater (EH) drew attention to the newly formed Geography of Inshore Fishing and Sustainability (GIFS), an interdisciplinary project funded by Interreg IVa 2 Seas programme. The focus of GIFS is "to explore and understand socio-economic and cultural importance of inshore fishing through a prism of governance, culture, and the economy.

2.10 DECEMBER 2012

2.10.1 Preparation and drafting of Interim Report for discussion at January FIPAD Client meeting.

2.11 JANUARY 2013

2.11.1 The second FIPAD Client group meeting was held on Tuesday 15th January 2013. The group were presented with the Interim Report and given a general update on progress to date. A discussion took place which addressed the issues experienced during the first nine months of the pilot project and sought resolutions for trial during the remaining three months. Antony Firth of Fjordr gave a presentation on sustaining FIPAD beyond the pilot period and further roll-outs were discussed (including Cornwall).

2.11.2 The outcome of the discussion was that further promotion was required in order to maximise the opportunities for further reporting. Nikki and Simon arranged a final excursion to Sussex to meet with FIPAD contacts and fishermen in April.

[9] A trip was subsequently planned for April 2013 but was postponed on the advice of Sam Davis. A further trip is planned for later in the year.

2.12 FEBRUARY 2013

2.12.1 Simon met with Antony Firth to discuss possible alterations to the FIPAD methodology ahead of a planned project proposal to EH for the next phase of the project. It was suggested that an improvement to the efficacy of FIPAD could be achieved through modifications to the reporting system and by adopting a more "ethnographic" approach to the collation of data which would allow further sites to be reported anecdotally. It was concluded that any future reporting system should have the capacity to absorb less rigid data and particular secondary accounts of sites on the seabed, although any second hand accounts must be regarded with a necessary degree of caution.

2.13 MARCH 2013

2.13.1 The final month of the pilot period saw another tour of Sussex fishing ports by Simon and Nikki including meetings with Anthony Delahunty, Yasmin Ormsby, Paul Joy, Graham Doswell, and Rob Clark. Further seabed sites were reported and charted, though no further recovered artefacts were reported.

2.13.2 The FIPAD reporting system remained active and accessible beyond the end of the pilot period and one further artefact was reported outside of the pilot period (**FIPAD0042**)

3 REPORTED SITES AND ARTEFACTS

3.1 OVERVIEW

3.1.1 The types of archaeological material that could be reported by fishermen were split into two broad categories, namely 'sites' and 'artefacts'. These were delineated on the web portal in order to simplify the reporting process and were distinguished in the supporting promotional literature. This was merely a mechanism designed to help fishermen understand what they should report and was not predicated on any archaeological themes or theory.

3.1.2 In total, 42 reports were made through FIPAD. Two of the reports were sites which had been located on the seabed during fishing operations, whilst 40 of the reports related to artefacts recovered from the seabed.

3.1.3 Data regarding the position of discoveries was variable and the location of the find event is unknown for 22 of the reports. Six of the reports had only very vague descriptions of the location of the find event such as 'off Eastbourne' or 'beach find'. The remaining 14 reports, however, had positional data sufficient to check finds against existing datasets, including the NRHE and the United Kingdom Hydrographic Office (UKHO) list of wrecks and obstructions. While only four of the reports were provided with a co-ordinate for the discovery, ten were provided with a description such as '2 miles of Hastings' which meant the location could be checked against existing data using GIS.

3.2 DEFINITIONS

Sites

3.2.1 For the purpose of FIPAD, 'sites' were considered to be all cultural heritage encountered on the seabed but not recovered. The use of this definition was intended to incorporate the types of archaeological material that results in net fastenings, damaged or entangled gear, or which impacts directly on the fishing vessel. It also includes areas of potential cultural heritage as areas avoided by fishermen on account of known or charted obstructions or wrecks. Sites may pertain to both maritime and aviation wreckage or association debris fields, and includes both single components and collections of

components. It also includes the potential for *in situ* prehistoric remains which may indicate a former terrestrial hinterland or place of human activity.

3.2.2 In reporting a site, the fishermen is expected to provide a position of the encounter or, in the case of obstructions, the position of the obstruction avoided. Supplementary information can also be included (where relevant) such as site characteristics and condition, environmental and cultural setting. A reported site may not turn out to be cultural heritage and may be either a natural feature or something modern (i.e. post-1950s). As part of the implementation service, all sites reported which could not be appraised from the details provided, were to be investigated.

Artefacts

3.2.3 For the purpose of FIPAD, 'artefacts' were considered to be any cultural objects recovered in fishing apparatus, irrespective of whether the object was retained or discarded after recovery. In several instances, WA was made aware of finds that had been recovered during previous fishing operations, that were now in various states of preservation in private collections or adorning the local harbour facilities. WA was also made aware of objects that were recovered from the seabed, then deposited in a different area of seabed in order to prevent the object becoming a navigational hazard.

3.2.4 Recovered artefacts were expected to come from a wide array of archaeological sites and contexts, including maritime craft and installations, aircraft wrecks, and former landscapes now inundated by the sea. Though such artefacts are abundant in this area of the English Channel, the likelihood of them becoming entangled in fishing gear to the extent that they could be brought aboard a vessel is comparatively low. A combination of factors needs to combine in order for this to happen. In the first instance, the artefact must be of sufficient construct, size, and resilience that it can survive the impact of the fishing gear and subsequent recovery. Similarly, the fishing gear must be able to support the artefact. The artefact is also more likely to survive if made of durable material that can withstand, not only the pressure difference from seabed to surface, but also any sudden exposure to oxygenated water or air. These factors had a significant bearing on the nature and diversity of artefacts that had been recovered.

3.2.5 It should be acknowledged that many of the artefacts reported were done so retrospectively having been recovered prior to FIPAD's launch, in some cases several years beforehand. Due to the fact that such objects are finite in number, the quantity of recovered artefacts may have risen dramatically in previous decades since the introduction of modern demersal fishing technologies. However, with objects being continually recovered and undergoing physical transformation through natural deterioration or environmental impacts, it is to be expected that these numbers would begin to decrease over time.

3.2.6 After posting a very low number of recovered artefacts during the first two quarters of the pilot period, WA staff opted to revise the approach by focusing on retrospective reporting. By incorporating finds which had already been recovered by fishermen, they were able to improve both the quantity and the quality of the reports and thereby attempt a more in-depth analysis of the interaction between the fishing community and cultural heritage on the seabed.

3.3 SITES REPORTED THROUGH FIPAD

3.3.1 In total, two potential archaeological sites were reported during the pilot year (see **Appendix 1**). The first of these (**FIPAD0006**) was thought to be a WWII Valentine tank, a sizeable piece of WWII apparatus discovered during trawling operations off Selsey. A co-

ordinate for this discovery was provided and this tank was found to exist in both the NRHE (767388) and the UKHO (12357). The second site consisted of a pair of disarticulated aircraft propellers (**FIPAD0040**) thought to have come from the same WWII aircraft. The former is apparently *in situ* though the latter have been moved to a safe location on account of their threat to navigation in the area. The location of the propellers find event is given as off Eastbourne. No correlations with existing datasets were identified.

3.3.2 During conversations with numerous Sussex fishermen, it came to light that many other wrecks, obstructions, navigational hazards, and fasteners were known to exist on the seabed and their locations were logged into the fishermen's navigational software. Although these locations were requested by FIPAD representatives, none have yet been forthcoming with the exception of the two included here.

3.3.3 Discussions with the fishing community point to a sizeable known wreck resource on the seabed of Sussex' inshore waters and whilst many of these will have been charted by the UKHO, it was apparent that many others were known only by select groups of local fishermen.

3.3.4 The reluctance of the fishermen to report the sites is discussed in more detail in **Sections 4 and 5**, with the most commonly cited reason being the potential for areas around sites to be declared off limits to fishing should the site turn out to be archaeologically important.

3.3.5 Fishermen also claimed not to know how to export positional data from their navigation hardware. Remote requests for the co-ordinates of potential sites received no response with fishermen commonly requesting that a FIPAD representative come aboard their board to read the co-ordinates directly. This was carried out on two occasions, the second of which yielded no data when the fisherman in question subsequently refused to allow access.

3.3.6 It would seem that there is a substantial amount of data pertaining to cultural heritage on the seabed which is currently held exclusively by the Sussex fishing community and that this data could be acquired with a methodology that included direct consultation with the fishermen and the collection of data directly from navigational hardware.

3.4 ARTEFACTS REPORTED THROUGH FIPAD

3.4.1 The vast majority of the reports generated through FIPAD were artefacts recovered from the seabed. Of the 40 reports, the vast majority were modern (post-AD1900) with the remainder from the late and post Medieval era (AD 1400 to AD1900) (see **Appendix 1**). Many of these reports have not been inspected by an archaeologist and this is for several reasons. In some cases, the artefact is now retained in a museum and has been recorded, conserved and placed on public display. In other instances, the artefact itself was not deemed to be archaeologically significant or at immediate risk of deterioration.

3.4.2 None of the reported artefacts could be correlated to sites or findspots recorded in existing datasets.

3.4.3 Several artefacts were investigated by FIPAD staff and an archaeological report produced (see **Appendix 2**). A granite statue of a deity (**FIPAD0041**) was brought along to an early FIPAD consultation with the fishing community and this was deemed significant to warrant further investigation. The finder had been using the statue to prop open a door in his house after dredging it up in his oyster nets near Chichester Harbour. Subsequent investigations included laser scanning of the surface of the statue by Bournemouth University. Subsequent interpretations by WA suggested a late medieval date and a

northern French origin. The location of the statue within the substrate of Bosham channel to the north of Chichester harbour suggested intentional deposition, either as a discard or as a ritual. The nearby church of Bosham contained little stone arches where the deity, along with others, may have been housed.. The likelihood of the statue being associated with a site on the channel bed is fairly low, although other artefacts may exist in proximity.

3.4.4 Other notable finds included an 18th Century carronade (**FIPAD0002**) which was discovered by a creel fisherman off Eastbourne. The fisherman recovered the carronade and stored it in his fishing shed for several years whilst trying source information about it. FIPAD staff arranged to see the carronade, recording its dimensions and taking detailed photographs in order to allow further investigation remotely. It was anecdotally reported that the carronade's location was near a known anchor site, the position of which could not be confirmed without further survey. The given location of the carronade does not match any known wreck site in the datasets currently held by the UKHO or by WA although a number of unidentified obstructions have been recorded within 4km of the position.

3.4.5 In August 2012, a 17th Century seal top spoon (**FIPAD0003**) was discovered in intertidal mud off Rye and may have been washed up from a shipwreck or thrown overboard as refuse. The spoon was examined by WA's finds specialist who concluded that it was copper alloy in composition with an unsupported fig-shaped bowl and seal-top knop surmounting baluster moulding, dating it to the early 17th Century.

3.4.6 The earliest find was a mammoth bone (**FIPAD0001**) which turned out to be the only prehistoric discovery reported.

3.4.7 A significant number of the reports pertained to nautical artefacts from the post-Medieval and modern periods, particularly WWII. These ranged from large propellers (**FIPAD0029**; **FIPAD0040**) to clay pipes (**FIPAD0037**). Of particular note were artefacts such as the 1820s French flintlock musket (**FIPAD0033**) and a Spanish (or French) stoneware jug (**FIPAD0008**) which may have come from shipwrecks. Three cannonballs were reported (**FIPAD0014**; **FIPAD0015**; **FIPAD0039**) along with several examples of timbers thought to have come from shipwrecks (**FIPAD0017**; **FIPAD0038**).

3.4.8 There were seven WWII aircraft artefacts reported, including a lap compass (**FIPAD0004**), a life raft escape hatch from a German Heinkel aircraft (**FIPAD0020**), and a Doodlebug V1 rocket missile (**FIPAD0022**).

3.5 SUMMARY

3.5.1 The reports showed a clear bias towards recovered artefacts rather than sites on the seabed. The reasons for this are discussed in **Section 4**, however it is important to acknowledge that the type of find discovered in fishing gear will be determined by several factors, borne out by the data presented here. In the first instance, in order to be discovered and retrieved, the physical integrity and structure of the artefact or site has to survive to the extent that it will cause a noticeable obstruction to fishing operations or be retrievable in the fishing gear. The second factor is the type of fishing gear deployed. Certain types of gear such as trawl nets and dredges will be more likely to interact with cultural heritage on the seabed purely by virtue of the fact that the apparatus is moving; it is covering wider areas; and, significantly, it is coming into direct contact with the substrate containing the sites and artefacts.

3.5.2 The trends of reporting show a clear bias towards modern artefacts (post AD1900) and particularly those which can survive longer term submersion in the marine environment. In

order to be recovered and discovered artefacts must be either laying on the surface of the seabed or buried to a depth no deeper than the teeth of the dredge. Only certain materials can survive in the benthic and demersal zones and exposure to the water column, even periodic, can significantly impact upon the physical integrity of artefacts and sites. Organic materials are particularly vulnerable to the physical, chemical, and biological impacts of the marine environment with burial in anaerobically sealed environments (such as muddy substrates) the main factor in longer term preservation. That the majority of the reports were of metal, stone, and ceramic artefacts supports this hypothesis. Further analysis, including the impact of cultural factors, is carried out below.

4 REVIEW AND ANALYSIS

4.1 INTRODUCTION

4.1.1 This section will examine the FIPAD pilot project as a whole, identifying and analysing the key successes and failures of the project.

4.1.2 Overall, the FIPAD scheme was received very positively by the Sussex fishing community and there was optimism that the reporting of archaeological finds would be frequent and widespread. Initial consultations with the various fishing communities suggested that a wealth of cultural material was being encountered on a regular basis and that fishermen were keen to discover more about their finds through FIPAD. This was borne out by the numerous meetings between WA project staff and fishermen where a good exchange of information was common and finds were discussed openly and, in a couple of instances, reported through the portal.

4.1.3 The first six months of FIPAD saw sustained progress with indications of growing enthusiasm in the project as it went on. Despite low levels of reporting during the first two months, enthusiasm on the ground within the fishing community remained high and in-person contact began to yield new discoveries and reports. It is anticipated that further promotion and awareness-raising will encourage more engagement with FIPAD.

4.1.4 Despite renewed attempts to encourage further reporting in the second six months of the project there was little increase in the level of reporting. This was put down to a combination of factors, some existing and some new. These are discussed in more detail in **Section 4.3** below, but in the first instance, it would be prudent to provide further details on the methodology and strategy for engaging with the Sussex fishing community in order to add additional context to the analysis.

4.2 ENGAGING WITH THE SUSSEX FISHING COMMUNITY

4.2.1 It was agreed by the FIPAD steering group prior to the launch of FIPAD that a major catalyst to reporting would be the promotion of the scheme and in particular educating the Sussex fishing community about the main reporting methods.

4.2.2 The promotional campaign which accompanied the launch of FIPAD had dual objectives. Firstly, WA (with input from EH) decided on a strategy of widespread public promotion through the media supplemented by a poster and flyer campaign with a view to generating a common awareness and interest in the project throughout the wider community. Secondly, WA and SIFCA targeted the Sussex fishing industry directly, engaging through direct contact, meetings, presentations, and regular interaction.

4.2.3 Coverage of the launch was reported in the national press through an article in Sunday newspaper *The Observer,* with supporting articles in the local Sussex press. Further

media coverage was attained through personal appearances of WA project staff on BBC's *South Today* programme and BBC Radio Sussex.

4.2.4 More targeted promotion was achieved through articles in the *Fishing News* and through an awareness-raising initiative undertaken by SIFCA which included direct contact between SIFCA Enforcement Officers and fishermen supplemented by an extensive poster and flyer campaign. Representatives at each of the nine participating landing ports were given packs of promotional material in order to further promote FIPAD.

4.2.5 A core strategy in launching FIPAD was to appoint FIPAD Contacts who not only represented their port community but also held the trust and respect of the Sussex fishermen therein. It was hoped that the FIPAD Contacts would act as promotional champions of FIPAD and also act as conduits for reports coming from their respective fishing fleets. The selection and appointment of the FIPAD contacts was based on discussions with SIFCA and the advice of local fishermen who nominated them.

4.2.6 This strategy was successful in gaining the trust of many of the fishermen but also in gaining insights into the profession and its internal workings.

4.2.7 Unfortunately, the large number of independent vessels operating in the Sussex inshore area (approximately 400 registered vessels) and the lack of a coherent communication network meant that comprehensive coverage of the Sussex fishing industry was problematic. It became apparent that contact between some fishermen and the FIPAD contacts was minimal and in some cases negligible. In order to try and increase the profile of the FIPAD scheme, it was necessary for WA to attempt direct liaison with as many of the fishermen as logistically possible, usually as they returned from sea with their catch. This was extremely challenging and at times completely impractical given that landing times were often weather-dependent and thus changeable. Numerous meetings were postponed or cancelled often at short notice or with no notice at all.

4.2.8 Comprehensive promotional coverage within the region was not only difficult to achieve but the effectiveness of the campaign was also difficult to quantify. It is therefore important to acknowledge that reporting levels may reflect a lack of awareness about the FIPAD scheme due to informative literature not reaching some fishermen. Special meetings set up by WA to promote FIPAD were comparatively poorly attended when the number of fishermen operating in Sussex waters was taken into account. However, those present were both interested and supportive, often offering to promote the scheme to their colleagues.

4.2.9 Throughout the pilot period it is not known what reach or coverage the promotional campaign achieved. WA's methodology was thorough and made the best use of the available resources and media outlets to promote the scheme. As part of the six month review of the pilot year, WA consulted again with key representatives from the Sussex fishing industry with a view to exploring new methods of promotion and education. The response was that the existing methodology was working in terms of raising awareness of the scheme but that more direct contact with fishermen was necessary in order to encourage independent reporting. It was concluded that FIPAD would take time to embed in the daily operations of fishermen and that a level of trust would need to be established before independent reporting would occur.

4.2.10 Further meetings with fishermen were set up along with spot visits to the ports designed to catch vessel skippers as they landed their catch. The strategy was successful in securing the declaration of further finds, however this was a labour-intensive and resource-heavy approach. As will be discussed in the recommendations, it became quickly apparent that a

dedicated FIPAD "ranger" operating regularly throughout Sussex would be a far more effective and efficient use of resources.

4.2.11 It is also apparent that sporadic promotional campaigns facilitated through the primary media outlets (television, radio, printed press) are not as successful as a sustained localised campaign of direct engagement. Similarly the reliance on fishermen to carry the promotional message to their colleagues has not proved effective. The main reason for this is the lack of opportunity to directly engage with other fishermen. Fishermen tend to operate independently and are not generally in contact with other vessels. In some cases the FIPAD contacts were quite open about the fact they have no contact with many of the vessels operating in their region.

4.2.12 The reticence of FIPAD contacts to proactively engage with fishermen whom they otherwise would not be in contact with can be attributed to several factors. It may be that the fishermen do not get along due to past disagreements; it may be due to a lack of available time; or it may be that the FIPAD contact has no way of contacting the fishermen directly.

4.2.13 Taking these factors into consideration, a new strategy should be considered when looking to implement a scheme such as FIPAD across a region, however the success of the implementation should not necessarily be appraised on the level of reporting alone. Many other factors influenced the levels of reporting and these are discussed in the following section.

4.3 REPORTING LEVELS

4.3.1 Throughout the pilot project, it was apparent that the reporting of finds, particularly through the online portal, was occurring less frequently than expected. It is perhaps important at this juncture to define what was expected in terms of reporting levels given that no real precedent had been set within the fishing industry. Other protocols implemented within the offshore aggregates industry (MAI Protocol) and the offshore renewables industry (ORPAD) have had differing levels with the former averaging between 30 to 40 finds per annum, and the latter much less (<10).

4.3.2 The fishing industry, however, has a documented history of site discovery and artefact recovery over the years and the very nature of demersal and benthic fishing pre-supposes regular and widespread interaction with underwater cultural heritage. The FIPAD scheme also offered to incorporate retrospective reports meaning that sites discovered and artefacts recovered in the past could be included in the inventory. Given these factors, it was anticipated that a much larger number of reports would have been generated, perhaps in the region of 200 to 300[10]. During the pilot period, only seven artefacts and two sites were independently reported. A further 33 artefacts were reported to WA staff in person with the majority being retrospective and secondary reports obtained through outlets such as heritage centres and museums.

4.3.3 Consultation with the Sussex fishing community suggested a number of possible factors that may be behind the relatively low levels of reporting:

[10] Based on the numbers of vessels operating in Sussex inshore fisheries; the number of known wrecks in the vicinity; the potential heritage resource in the region; previous discoveries reported by fishermen; and anecdotal accounts of artefacts recovered and sites discovered which came to light in informal consultation with fishermen.

- *the promotional campaign had not reached its achieved its objectives;*
- *there were no new finds to report;*
- *there was a reluctance on the part of fishermen to report; and*
- *there were problems with the reporting system.*

4.3.4 These are discussed in more detail below.

Communication and Awareness

4.3.5 In discussions with both SIFCA and representatives of the NFFO, it was suggested that some fishermen remained unaware of FIPAD and its aims and objectives for the duration of the scheme. Despite a dedicated program to raise awareness throughout the 400+ fishing crews who land their catch in Sussex, many of the fishermen are small independent businesses operating in isolation. Their most regular point of contact with the fishing establishment is through transactions with the port and its market.

4.3.6 During the promotional campaign, it was logistically very difficult to contact many of the fishermen directly and WA was reliant to an extent on SIFCA making direct contact on their behalf whilst at sea. FIPAD contacts were encouraged to pass on information, though they too were limited to chance encounters or a pre-arranged meeting.

4.3.7 As a consequence, targeted promotion and dissemination was arbitrary and remained reliant on chance meetings which meant the flow of information was sometimes erratic and slow. Specific promotional meetings arranged by WA were often poorly attended by fishermen, though in retrospect this may have been a consequence of a lack of coherent communication network with the Sussex fishing community. Attempts by the FIPAD contacts to draw their colleagues' attention to FIPAD had some success though this was limited to personal contact during short windows of time ashore.

4.3.8 The lack of efficient communication with the wider Sussex fishing community made it difficult to effectively appraise the project. It is hoped that most, if not all, of the Sussex fishing fleets are now aware of FIPAD and that the continuation of the scheme in Sussex will see it become embedded in daily fishing operations across the industry. It must be remembered that FIPAD is a voluntary protocol and cannot be enforced. It is therefore paramount that communication is improved and maintained and that ongoing promotion sustains the profile of the scheme.

New Discoveries

4.3.9 Arguably the most straight-forward explanation for the initially low level of reporting was a proportionately low number of new discoveries. Discussions with fishermen in Sussex (and elsewhere in the UK[11]) highlighted a trend which supports this hypothesis, namely that the number of artefacts recovered in recent years has steadily declined, especially in areas which are subject repeated fishing and where the same fishing gear has been deployed. It goes without saying that once artefacts have been recovered, they are no longer recoverable but equally, sites that have been encountered on the seabed through net fastenings and sonar anomalies are generally logged as navigational hazards and avoided thereafter.

[11] The author recently addressed 24 fishing representatives in the Western Isles of Scotland, and the discussion that followed disclosed that virtually no finds have been recorded by fishermen in 15 years. The reasons given were the accuracy of GPS navigation and the recycling of the same fishing grounds year on year, although the reduced maritime casualty rate in those waters was almost certainly a contributing factor.

4.3.10 It is possible that artefacts that have not yet been encountered or were not recovered on account of their size and shape may yet be recovered through fishing operations but it must be assumed that the nature and extent of commercial fishing over the last 25 years has had an indelible impact on the number of artefacts on the seabed. This hypothesis is further supported by evidence of recovered artefacts which exist in private collections.

4.3.11 The co-operation of several fishermen led to the disclosure of private hordes of archaeological material recovered during fishing operations. These artefacts ranged in number from a few objects to substantial collections, and were most commonly housed in sheds, attics, and garages[12]. Anecdotal accounts suggested that most fishermen will have recovered material from the seabed and either disposed of it privately or deposited it with a local museum or interest group.

4.3.12 Vessel skippers were quick to point out that fishermen will traditionally avoid wrecks where possible and now have the capacity to do this with unerring accuracy thanks to GPS. Complex and detailed charts which provide clear navigational details on the avoidance of seabed obstructions can now prevent impacts with obstructions which are known to damage fishing gear. The accuracy of these systems allows skippers to not only avoid potentially extant archaeological remains[13], but more pertinently, to remain within their target fishing grounds. This means that fishing vessels can operate within the same grounds year-on-year without notable deviation, and very little new seabed is exploited. Feedback from fishermen suggested the artefact recovery in some areas had probably peaked. Should changes to established fishing grounds and operational technologies occur in the future, archaeological remains may become vulnerable to encounter and recovery.

4.3.13 It should be noted that a lack of new discoveries can be considered a positive outcome. The nature and extent of fishing impacts on cultural heritage is currently the subject of commissioned research by EH but it should be assumed that in the vast majority of cases, the less interaction there is between fishing gear and cultural heritage, the better the prospects for site or artefact survival.

Existing Discoveries

4.3.14 It was clear from the various meetings that took place between WA, SIFCA, and the FIPAD Contacts that some fishermen were not entirely comfortable with reporting their finds. This nervousness appears to be rooted in their conception of the statutory legal framework governing the reporting of finds. This is highlighted (and explained) in the FIPAD Handbook, though it remained one of the most commonly asked questions at the meetings attended by WA project staff.

4.3.15 As noted, some fishermen have collections of artefacts recovered from the sea, some of which should have been legally declared to the Receiver of Wreck under the provisions of the *Merchant Shipping Act* 1995[14]. Whilst FIPAD offers to undertake this obligation on behalf of the finder, there remains concern (or misconception) about the consequences of

[12] The fishermen in question were encouraged to report their finds via the online portal, but all have so far refrained from doing so. WA staff were able to report some finds through the portal during arranged meetings with the fishermen.
[13] It is important to note that not all wrecks will present an identifiable obstruction on the seabed. This is particularly true for older wrecks of organic construction where exposed sections of hull and fittings may have eroded over time leaving a relatively low relief "footprint" that may go unnoticed even on high resolution sonar equipment. The impact on such sites from fishing gear is currently the subject of an EH project.
[14] Some fishermen had already reported some of their artefacts to the Receiver of Wreck. There was some feedback which seemed to suggest that after the closure of the local RoW office, they stopped reporting material due to the inconvenience involved.

retrospectively reporting finds that were recovered some years ago. Again, direct communication has helped in this respect and WA project staff were asked to report previously recovered finds on the fishermen's behalf after discussing the legal context with them. However, the problems encountered in disseminating information which could alleviate concerns over the legality of reporting, were a negative factor for this project.

4.3.16 The voluntary aspect of FIPAD may also play a part in the reluctance of fishermen to report finds. Consultation with the fisheries representatives (both prior to and during the pilot study) made it abundantly clear that fishermen lead busy lives and may find the prospect of form filling or website engagement an unwieldy chore on top of their working day. There was no evidence presented to WA staff to suggest that this was an issue, but without being able to consult a sufficiently representative cross-section of the fishing community directly it was not possible to reject this hypothesis outright. Indeed, having partaken in a fishing operation first-hand, it was clear to WA that reporting would require a certain level of dedication on the part of the crew. Numerous fishermen drew attention to the fact there was no tangible incentive to report with some going as far as to suggest a monetary rewards of sorts would have a substantial impact on the motivation to report.

4.3.17 It was further pointed out that some of the larger finds recovered by fishermen are generally thrown back overboard and that they were unaware of what to do in such a situation. It was noted that space can be an issue on vessels leading to them being discarded but there was also some feedback which suggested the dumping of finds alleviated the legal obligation to report it to the Receiver of Wreck. Again, there was not enough evidence to support this as consensus throughout the fishing community. In one incident, a beam trawler skipper operating out of Rye admitted snagging an aircraft propeller which he brought into port and dumped in a safe location[15].

The Reporting Process

4.3.18 The practicalities of the various reporting methods, and more specifically, the online portal itself, is also thought to have had an impact of the levels of reporting. Although designed to be as quick, easy and as user-friendly as possible, the project objectives meant that specific sets of data were sought from the finder during their interaction and it is entirely feasible that the original reporting process was simply too long and complex. Again, there is little evidence to support this hypothesis on account of the lack of feedback, but without a proper cross-section survey, it cannot be ruled out.

4.3.19 It should be acknowledged that there were some technical issues with the FIPAD website in the first month of the pilot period and these were reported by both fishermen and SIFCA. The primary technical problem, which related to the log-in prompt, was resolved quickly but in order to revive confidence amongst the fishing community, WA undertook further visits to Sussex to demonstrate the online portal in action. The most common feedback received during these meetings was that most fishermen hadn't yet attempted to report through the portal, noting that they would prefer the other more rudimentary reporting options such as by phone, or reporting to their FIPAD contact. Nevertheless it is conceivable that the website problem may have acted as a disincentive to some fishermen using the website for the first time.

[15] Finds recovered which are large enough to be considered hazards to fishing gear are quite routinely moved and dumped in areas with known charted obstructions. This ensures they are avoided in future.

4.4 CONCLUSION

4.4.1 It is certainly the case that public interest in the project has been widespread, with the project drawing enquiries from an array of sources across the UK. The Sussex fishing community has been enormously supportive of the project and provided assistance with both the implementation and endorsement of FIPAD. The concept also remains popular with the heritage community, as an opportunity to acquire data that otherwise would almost certainly have remained outside of the public realm.

4.4.2 All of the factors discussed have had an impact on the levels of reporting and it is safe to assume that multiple factors will have come to bear in some situations. What is less apparent is the extent to which these factors have influenced reporting levels. Despite WA conducting extensive consultation to this end during after the pilot period, no conclusive assessment could be drawn.

4.4.3 FIPAD benefited from a well-promoted launch and the continued support and participation of the major stakeholders, and after a slow start, reporting levels have steadily risen to those anticipated in the project design. If the upward trend continues as expected, it is the strong belief of WA that the fishing industry will make a significant contribution to the archaeological record. There are however some issues which require further analysis and mitigation. It is important to reiterate that FIPAD is not fundamentally about “finds” and rather is about the provision of a mechanism which can be used by the fishing industry to engage with the heritage community.

4.4.4 It is suggested that low levels of reporting are not indicative of apathy towards the project, but rather are the result of low levels of awareness about FIPAD’s objectives and more pertinently, widespread misconceptions about the legal implications of reporting. In particular, there is a fear that any find that is reported, regardless or significance, will result in restricted access to that particular area. This deficiency can be addressed with additional outreach support and awareness-raising and is not regarded as a major impediment to the success of such a project. One of the most frequently cited reasons from fishermen for supporting FIPAD was the positive publicity that it brought to the fishing industry. It is apparent that the UK fisheries have suffered in the public realm after renewed criticism of fishing practices and their impact on marine ecology and the environment[16]. The decision by the NFFO and SIFCA to officially endorse FIPAD reinforces the industry-wide support for the initiative.

4.4.5 Whilst low levels of reporting are not something that can necessarily be addressed by practical means, there are other types of data which can be reported through FIPAD, namely sites on the seabed. It is acknowledged that the initial promotion campaign was perhaps too weighted towards the recovery of objects in fishing gear, when the reporting of seabed obstructions and other features should have been emphasised equally. The existence of data pertaining to seabed obstructions, some of which may be unique and unrecorded in the most commonly consulted sources of archaeological data (i.e. the UKHO, NRHE, local HERs etc.), has been attested and may prove a valuable source of information. Consultations with fishermen support this hypothesis.

4.4.6 It is suggested that the fishing community’s apparent reticence to report new discoveries is also due in part to a lack of available time, particularly during a working day, and

[16] The fishing industry has been criticised in recent years for its impact on what has been reported as an increasingly fragile ecosystem. This was borne out by the comments which were left on the FIPAD Observer article [online], the majority of which were concerned about the impacts of fishing on the seabed. WA feels it is not appropriate to participate in such debates and has refused to comment publicly on any aspects of it.

misconceptions about the implications of reporting. Having witnessed a fishing operation first-hand, WA acknowledges that fishermen frequently work difficult hours and the work is physically and mentally demanding. However, the daily routine is broken up between long hours at sea when there are peaks and troughs in the levels of activity.

4.4.7 The most likely time that a fisherman would report a find is during the travel time between fishing grounds or on the way back to port. In this respect, the online portal is arguably not the most suitable of means of reporting, relying as it does on internet access and a period of concentration that may interfere with the running of the vessel. Internet coverage at sea is generally conditional on the vessel's proximity to land, although phone coverage is considerably better. It is suggested that a simple phone application may encourage reporting from the vessel directly, and though the information may be scant, it would open up a line of communication that could be followed up subsequently by the archaeologist. Similarly, an answer phone hotline that allowed for messages to be left at all hours is a potential option. Although this is not something that can be considered for introduction during this pilot period, it is recommended for consideration in future phases of the scheme.

4.4.8 A reticence to report can be addressed and mitigated in most cases, providing the correct methodology is applied and due consideration is given to all influencing factors. During the first month of the pilot period, this certainly included problems with the reporting system which were experienced by one or two fishermen. Outreach and promotion through a variety of sources remain the most constructive methods of encouraging fishermen to report. Direct contact through meetings has proved the most successful form of engagement.

4.4.9 Technical issues aside, it is possible that the reporting process itself, and particularly the online system, may need to be refined and made more accessible and user-friendly. Whilst the present system does capture a large and useful array of information, there was feedback from some fishermen who suggested that a phone call would be preferable for them when discussing finds. Having said that, the level of phone reporting was equally low despite the fact that WA's contact number is printed clearly on all FIPAD promotional literature and was given out in Finder's Packs at the start of the project. Though it was not mentioned, it could be the case that the potential cost of calling or texting is a deterrent to reporting. Nevertheless, the feedback suggested that timing was important, and that once fishermen have landed their catch at the port, their mindset changes to leisure time or domestic responsibilities. In order to make reporting more attractive, it seems likely that a method of reporting which could be undertaken during the fishing operation, or more pertinently on the journey back to port, would be more likely to be adopted by the fishermen.

4.4.10 It seems apparent that a desire to report an artefact or site is dependent on the following conditions:

- *available time;*
- *internet/phone signal;*
- *distance back to shore/port;*
- *available space on the vessel for the artefact; and*
- *artefact deemed worthy of reporting.*

4.4.11 None of these conditions can necessarily be improved or increased through methodological amendments to FIPAD, but these conditions should inform any new approach to reporting that is considered. For instance:

- *emphasising phone reporting;*
- *including texting or apps which can be deployed at the time a find is recovered (or shortly after);*
- *reducing the time spent reporting; and*
- *providing further information on what to report.*

4.4.12 If a fisherman needs to throw an artefact back into the sea in order to conserve space, a short description of the artefact accompanied by the position where it was deposited would be preferable and perhaps even sufficient to warrant dismissal or further investigation. Such details would take a matter of seconds to transfer by phone or radio. It is apparent that phone coverage at sea is arbitrary, but there is the potential to explore radio contact between vessels and the harbour masters who could act as conduits for information relayed by vessels outside of phone contact.

4.4.13 In conclusion, the observations of FIPAD suggest strong support for the scheme from both the fishing industry and heritage professionals with the prospect of an enhanced methodology and implementation system bringing improvements to the process. It is apparent that further promotion and awareness-raising would improve levels of reporting, particularly with regard to existing finds, however it would be prudent in the first instance to improve levels of communication between WA, the relevant IFCA, and their fishing community. Only through sustained communications and dedicated outreach and promotion can FIPAD achieve the target objective of becoming embedded in the daily routines of the fishing industry.

4.4.14 The following section will discuss how FIPAD can be sustained in line with the conclusions of this report.

5 SUSTAINING THE PROTOCOL BEYOND THE PILOT PROJECT

5.1 INTRODUCTION

5.1.1 The FIPAD Pilot in Sussex has demonstrated the successful application of the protocol concept and generated useful feedback on changes that need to be made to better reflect the fishing industry and its modes of operating. The protocol has resulted in reports of significant archaeological material with indications that further information will be forthcoming. FIPAD has been well received by stakeholders in the fishing industry and there is a keenness to adopt it in other IFCA districts.

5.1.2 The need for FIPAD has also been identified by the Fishing Interactions project (EH 6204) as a means of managing potential impacts on the historic environment from commercial fishing through improved information. Specifically, FIPAD is directly concerned with previously unknown sites, scatters and artefacts for which any form of subsequent management depends on early reporting of discoveries. FIPAD also provides a mechanism to improve the initial handling and recording of finds by fishermen, which can be expected to reduce damage/deterioration of artefacts and increase the information value of discoveries. FIPAD also provides a mechanism for reporting by fishermen in the intertidal zone, during bait digging and hand collection of shellfish for example.

5.1.3 Further, FIPAD provides a framework through which particular campaigns might be mounted to address points raised by the Fishing Interactions project. For example, FIPAD can be used to elicit legacy information held by the fishing community about discoveries pre-dating FIPAD, and about the position and character of fishermens fasteners. FIPADs role in communicating new information is also worth emphasising. Even greater integration with existing inventories and mapping initiatives will mean that FIPAD can help increase the speed and extent to which historic environment data can inform day-to-day fishing, especially in increasing the data available on snags and new discoveries so that they can be avoided. Finally, it is worth underlining the role that FIPAD can play in raising awareness within fishing communities of an approach that is more sustainable locally and that considers the fishing communities' own heritage to which archaeology (and archaeologists) can contribute.

5.1.4 In each of these respects, FIPAD is an appropriate and effective means of addressing interactions with fishing that have been highlighted elsewhere and which are otherwise difficult to deal with. Potential improvements identified in the course of the Pilot will enhance the care and curation that can be afforded to marine archaeological material implicated by fishing activity. Suggested improvements that might affect roll-out are discussed below.

5.1.5 As well as FIPAD being an appropriate response to specific types of interaction between commercial fishing and the historic environment, and generating important new data for local and national inventories, it is worth noting that FIPAD is consistent with wider policy on the marine environment, the historic environment and fisheries management. It presents an inclusive approach to dealing with problematic interactions between fishing and heritage assets, and it has the potential to extend awareness and increase engagement of fishing communities in their historic environment. Both of these aspects have contributed to the widely-expressed support for the introduction of FIPAD from members of the fishing industry.

5.1.6 Given the arguments for FIPAD's continuance and extension, the question arises as to how best to translate FIPAD pilot into sustainable, widespread, long-term measure. Extending FIPAD raises several sets of potential concerns, including:

- *technical issues (e.g. best use of information and communications technology; organisational roles);*
- *issues around local engagement and awareness-raising; and*
- *resourcing.*

5.1.7 How these issues are addressed will probably depend to a large degree on the source and structure of funding. It would be possible to take a functional approach to designing an enhanced FIPAD for roll-out, by optimising FIPAD technically and with respect to engagement. However, the substantial funding that will be required is likely to be accompanied by constraints and conditions that will have a strong role in framing FIPAD. This introduces a further potential issue, because FIPAD's design will be necessarily driven by the availability of funding whilst potential funders will want to know exactly what it is they will be funding.

5.1.8 In order to help build FIPADs parameters, it is helpful to consider some questions:

- *What is the ambition for FIPAD? How long? How widespread?*
- *What is the best way to achieve stakeholder engagement and maintain awareness in industry?*
- *How can engagement/awareness be delivered cost-effectively across different areas?*
- *Can efficiency be increased by integration with parallel schemes?*

5.1.9 These questions underpin the following discussion.

5.2 OUTLINE OF FIPAD

5.2.1 In terms of its future development, FIPAD can be seen as having four main parts:

- *Development;*
- *Introduction;*
- *Operation; and*
- *Enhancement.*

5.2.2 These four parts comprise the following activities. These draw upon the Executive Stages identified in the Pilot, but take greater account of the practical steps that would be necessary in extending FIPAD to new areas:

Development

- *development of Protocol, Implementation Service (incl. web portal) and Awareness Programme.*

Introduction

- *local consultation and liaison; agreement of FIPAD Contacts;*
- *tailoring of Implementation Service, FIPAD Portal and Awareness Programme to local requirements;*
- *baseline Awareness Programme locally (including local launch);*
- *specific measures to address local pre-FIPAD finds; and*
- *specific measures to address local fishermens fasteners.*

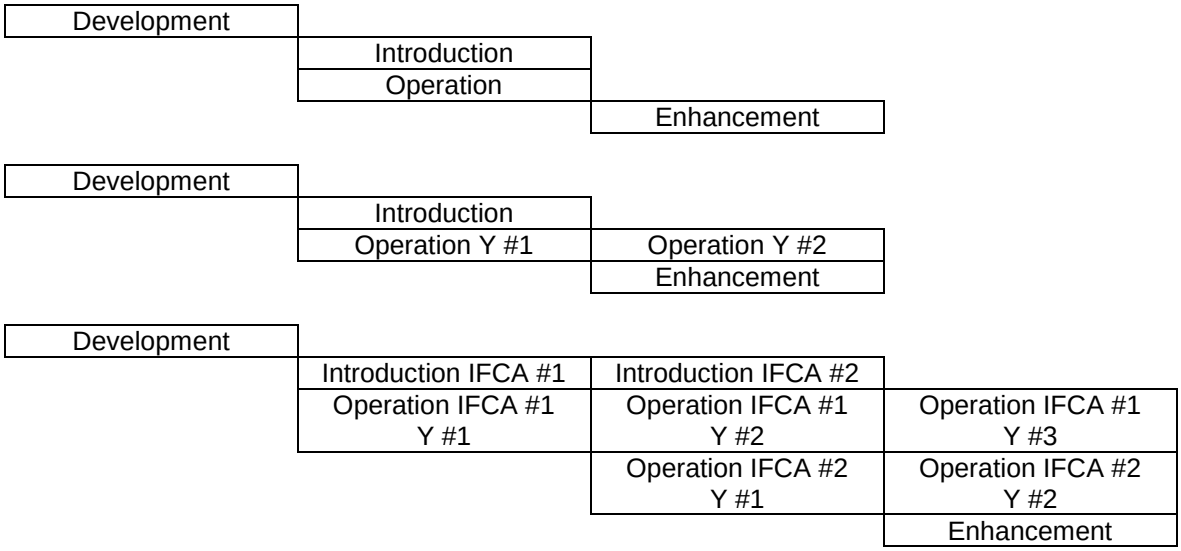
Operation

- *maintaining liaison (incl. support for FIPAD Contacts and network of experts);*
- *deliver Implementation Service in response to reports;*
- *maintain data in FIPAD Portal (incl. forwarding data to inventories);*
- *rolling Awareness Programme; and*
- *review and annual reporting.*

Enhancement

- *periodic update/enhancement of Implementation Service, FIPAD Portal, Awareness Programme in response to review.*

5.2.3 The four parts can be envisaged in different temporal configurations or phases, accommodating multi-year and multi-area arrangements:



5.2.4 Costings could be developed for each part depending on the configuration and extent that is planned.

5.3 ROLL-OUT OPTIONS

Extension to other coasts

5.3.1 There are several options for maintaining FIPAD in Sussex and extending it to other IFCA districts. The options include extension in England, throughout the UK, to British Crown Dependencies, and to EU neighbours. All have a bearing on sources of funding, noting that some funding opportunities may arise from the geographical scope of extension. That is to say, some sources of funding may require an extensive roll-out.

5.3.2 The anticipated geographical scope of roll-out has numerous implications. Both for clarity in its implementation and also to demonstrate a level playing field (equal access; non-prejudicial management), it would be advantageous for FIPAD to apply throughout England at least. Widespread adoption would also help address concerns about fishermen from outside a particular district not reporting discoveries made within the district.

5.3.3 Beyond England (and beyond the 6nm limit), extension to other jurisdictions has to bear in mind both territorially-based jurisdiction (where fishing takes place or fish are landed) and nationality-based jurisdiction (where fishing vessels are registered, or where crew and companies are based). Even in a domestic context, fishing is trans-boundary, so in order to give full and equal effect to measures to encourage reporting of archaeological material from English waters, it is necessary to consider also how this can be given effect to vessels, crews and fishing countries that originate outside the area. An appropriate and mutually equal approach is to seek to extend the measures to other jurisdictions, to apply both to their territory and vessels etc. registered there.

5.3.4 Broadening FIPAD to encompass Wales and Scotland would ensure comprehensiveness and avoid confusion in shared estuaries, notably in the Solway, Dee and Severn. Extension across all the home countries might assist in providing a mechanism for discoveries from commercial fishing that helps meet the requirements of the Merchant

Shipping Act 1995, which applies throughout the UK. Extension across the whole UK would also help give effect to the UK Marine Policy Statement, notably the statement:

Opportunities should be taken to contribute to our knowledge and understanding of our past by capturing evidence from the historic environment and making this publicly available (UK Marine Policy Statement paragraph. 2.6.6.3).

5.3.5 All public authorities must have regard to the Marine Policy Statement in taking decisions relating to functions that affect the UK marine area.

5.3.6 Equally, including the Crown Dependencies, the Isle of Man and Channel Islands, within the scope of FIPAD would ensure a common approach towards English vessels fishing in Crown Dependency waters, and vice versa.

5.3.7 Extension to other EU countries would help address the matter of reporting by other Community vessels where they have historic fishing rights within the 12nm limit, and is likely to be necessary in order to extend FIPAD beyond 12nm (see below).

Extension to other zones

5.3.8 The FIPAD pilot has been carried out within the IFCA zone between 0 and 6nm, within which the UK has exclusive rights to fish. Between 6 and 12 nautical miles, a number of other countries have historical rights of access that are recognised in Annex I of the European Union's Common Fisheries Policy (CFP) Regulation. These countries are: France; Ireland; Germany; the Netherlands; and Belgium. Fishing between 6 and 12 nautical miles is regulated by the Marine Management Organisation (MMO).

5.3.9 Beyond 12 nautical miles, there is common access to all EU fishing vessels, subject to the requirements of the CFP. Fishing beyond 12 nautical miles is regulated by the European Commission, though current reform of the CFP anticipates more decentralised implementation, including co-operation through the Regional Advisory Councils (RACs). English waters fall within two geographical RACs (below) and the Pelagic Stocks RAC.

RACs	**ICES* Areas**	
North Sea RAC (NSRAC)	Central North Sea	IVb
	Southern North Sea	IVc
(North Western Waters RAC (NWWRAC)	Irish Sea	VIIa
	Eastern English Channel	VIId
	Western English Channel	VIIe
	Bristol Channel	VIIf
	Southeast Ireland	VIIg
	Little Sole	VIIh
	Great Sole	VIIj
	West Great Sole	VIk

* International Council for the Exploration of the Sea.

5.3.10 Extending FIPAD to zones beyond 6nm would be consistent with EH's statutory responsibilities and with the UK Marine Policy Statement. Extension to the 6 to 12nm zone could be relatively straightforward as there is existing UK management of fisheries through the MMO. Measures would be needed to take into account the activities of other Community vessels with historical rights from France, Ireland, Germany, Netherlands and Belgium. It would be necessary to confirm the scope of the legal and administrative framework with respect to fishing in the 6 to12nm zone, but it should be borne in mind that the MAI Protocol operates with some success in respect of vessels operating in UK waters from the Continent. Furthermore, although FIPAD is voluntary there is an existing statutory requirement to report all finding and taking possession of wreck under the

Merchant Shipping Act 1985, which applies equally to non-UK vessels if finding/possession occurs within 12nm, even if the wreck is then landed outside the UK.

5.3.11 As well as involving a different regulator, the MMO rather than the IFCAs, the extension of FIPAD to the 6 to 12nm zone will require engagement with a different part of the fishing industry, including additional stakeholders. The basic structure of FIPAD is likely to be sufficiently sound to encompass the 6 to 12nm zone, but different approaches may need to be developed to enable effective data capture, feedback and general communication.

5.3.12 Extension of FIPAD from the 6 to 12nm zone should be seen therefore, as a distinct phase that will need specific preparation and development. The extension to the zone beyond 12nm is more complicated insofar as this comprises a common fishery that extends beyond the limits of the UK's territorial jurisdiction and would require its own preparation and engagement with a different part of the fishing industry and additional stakeholders. It would be necessary to understand the interplay between UK jurisdiction and the scope of the CFP Regulation. However, again it should be borne in mind that there is already a legal obligation on all ships, irrespective of nationality, to report wrecks that they find and take into possession outside UK waters if they bring it within UK waters. Moreover, FIPAD is a voluntary mechanism rather than a legal obligation, so seeking its application beyond 12nm need not be bound by the legal framework. Discussion could be initiated through the RACs, which have an important and potentially increasing role in fisheries management, with emphasis placed upon increasing the prominence of the industry's heritage, overall stewardship and sustainability, and an improved profile in the market place.

Extension of Scope

5.3.13 FIPAD is concerned principally with reporting new discoveries and reports of individual items recovered onto fishing vessels are likely to be the most common. Proposals to enhance the delivery of this core task on the basis of the results of the pilot are addressed elsewhere. The following paragraphs consider only how the scope might be extended.

Fishermens Fasteners and Legacy Data

5.3.14 In principle, FIPAD can also be used to report items that are still on the seabed, such as net snags, and to report previous discoveries that have not yet been subject to archaeological advice ('legacy' data). Although there is provision for such discoveries, there are no specific mechanisms or awareness-raising material to encourage and facilitate reporting of legacy data and/or fasteners. The results of the Fishing Interactions project suggest that FIPAD could play an important role in this regard, and it is proposed here that the scope of FIPAD is therefore extended to equip FIPAD to address legacy data and reports of fishermen's fasteners (both new and 'legacy'). For example, provision could be made to 'bulk enter' reports and to make specific provision for additional forms of data (e.g. personal charts) depicting fasteners. Provision might also be made to enable proactive campaigns of data gathering as well as passively responding to new discoveries as they occur.

Avoiding Impacts Subsequent to Discovery

5.3.15 For FIPAD to play a greater role in the active management of fishing interactions, its scope could be extended to feed reports back to regulators, their advisors and industry more promptly and directly. This is especially relevant to reducing impacts from commercial fishing subsequent to initial reports. In other reporting schemes, notably the MAI Protocol and ORPAD, activities likely to give rise to impacts subsequent to discovery are managed by the same organisation (company) that reports the initial discovery. As a result, discovery automatically informs management, including imposition by the company

of archaeological exclusion zones. Under FIPAD, there may be little relation between fishermen in an area, so a report by one will not automatically prompt others to avoid making subsequent impacts.

5.3.16 There is a case, therefore, for FIPAD to integrate much more closely with mechanisms that are used for circulating information within the fishing industry. This might mean speeding the transfer of data from FIPAD reports submitted to local and national inventories, so that reports are these to be passed on promptly to regulators and industry. There are various map products and initiatives through which data about new reports could be made quickly available so that subsequent impacts can be avoided.

Elucidating Significance through Investigation

5.3.17 Another aspect of FIPAD becoming a more active component of the management of fishing interactions would be in prompting further archaeological investigation. In order for the fishing industry to feel that the material that they report is archaeologically significant (and therefore worth reporting and avoiding), then archaeologists need to take steps to elucidate this significance. At present, FIPAD reports are added as data to inventories, if this data is not then mobilised in the pursuit of archaeological understanding, then the case for its significance is undermined. There are reasonably large numbers of discoveries reported by fishermen in the NRHE that pre-date FIPAD.

5.3.18 A wider spectrum of responses, that elucidates the archaeological significance of fishermen's discoveries through their investigation, would demonstrate that reporting through FIPAD is worthwhile. As well as reinforcing FIPAD, the active investigation of fishermen's finds is highly likely to lead to genuine advances in understanding and conserving what is most significant about the historic environment.

5.4 FIPAD Operational Structure and Task Related Costs

5.4.1 Currently, WA in Salisbury is responsible for all of the following elements of FIPAD. WA is acting as a contractor to EH, which is responsible for funding all the elements of the Sussex pilot.

5.4.2 Other operational arrangements are conceivable, and may be necessary in order to qualify for funding. Some elements are likely to benefit from being 'centralised' either because it is more cost-efficient, or because it facilitates coordination and consistency. Other elements might be better if based locally, drawn from and closely tied to fishing communities, as this may be a more effective way of building and maintaining the communication routes through which reports are made.

5.4.3 For example, the 'development' and 'enhancement' parts of FIPAD could be implemented centrally, whereas experience from the FIPAD pilot indicates that 'introduction' and 'operation' should be implemented locally. Equally, funding may be drawn from a combination of central and local sources, depending on the scope of different sources.

5.4.4 Specific considerations are discussed below.

Development

5.4.5 The development of FIPAD has been funded by EH. Further development costs are likely to be limited to those necessary to give effect to changes that are being proposed as a result of the experience of the pilot.

5.4.6 Beyond changes identified by the pilot, minimal development costs are required to extend FIPAD to additional IFCA districts as differences between new areas and the pilot area

are unlikely to necessitate substantive reworking of the Protocol and Portal. Some tailoring of the Implementation Service and Awareness Programme may be necessary for new areas, but these are addressed as 'introduction' costs, below.

5.4.7 Extension of FIPAD to new jurisdictions (home countries, Crown Dependencies and the EU) or to additional zones (6 to 12nm and beyond 12nm) is likely to incur additional development costs. Some costs will arise from technical matters, such as changes to the Protocol and Portal, or to the Implementation Scheme and Awareness Programme. However, the time costs of discussion and negotiation with other jurisdictions and agencies are likely to be more significant.

5.4.8 Some additional development costs may be incurred if the scope of FIPAD is extended to enable better recording of legacy data (pre-FIPAD discoveries) and/or fishermen's fasteners. Further development costs might also arise from improving the integration of FIPAD with active management by regulators and industry (e.g. through mapping/data initiatives) that is designed to reduce impacts subsequent to discovery.

Introduction and Operation

5.4.9 The introduction and operation of FIPAD in Sussex has been funded by EH. Substantial support has been provided by Sussex IFCA. The network of experts that provide assistance to the Implementation Service, and for the other sector-based Protocols, also represents valuable support.

5.4.10 Introduction of FIPAD to new areas will give rise to costs in adapting the Implementation Service and Awareness Programme to match local circumstances. There are likely to be savings if such locally-oriented enhancements are carried out for multiple places at one time (e.g. revising documentation for different areas at the same time rather than enhancing each in an intermittent sequence).

5.4.11 The costs for introduction will also include initial local consultation and liaison. The FIPAD pilot has demonstrated that initial liaison is both essential and takes a fair amount of time, due to community preferences for one-to-one meetings rather than group events.

5.4.12 In operation, the greatest costs are in the Implementation Service. The FIPAD pilot has indicated the limitations of a relatively passive centralised and office-based Implementation Service, which relies on fishermen making their own reports through the FIPAD Portal. Instead, it seems that a more active Implementation Service that is combined with an Awareness Programme and is based within fishing communities will be necessary to provide the iterative contact that is most likely to produce reliable details of discoveries. In practice, a locally-based FIPAD liaison officer is likely to be necessary, with a role akin to that of Portable Antiquities Scheme (PAS) Finds Liaison Officers, on at least a part-time basis within each IFCA district. It may be cost-effective to have a liaison officer covering two or more IFCA districts, depending on geography and volume of reports.

Enhancement

5.4.13 Enhancement of FIPAD to reflect the conclusions of annual review are likely to be relatively low cost. As for 'development', the greatest costs will arise where a decision is taken to extend the areas, zones or scope that FIPAD covers.

5.5 PARALLEL SCHEMES

5.5.1 In the following paragraphs several parallel schemes are outlined by way of context for discussion about the future of FIPAD.

Receiver of Wreck

5.5.2 There is one Receiver of Wreck (RoW) for the whole of the UK who administers cases of wreck and salvage within UK territorial waters. As the RoW duties include modern wreck events, historic material accounts for only a proportion of reports each year. Many of these are generated initially by MAI Protocol (see below).

5.5.3 The RoW is a statutory role under the Merchant Shipping Act (MSA) 1995 and is part of the Maritime and Coastguard Agency, which is sponsored by the Department for Transport (DfT). Reporting of wreck to the RoW is obligatory under the MSA 1995. Implementation and enforcement of the law is provided by the RoW and their Deputy. The RoW is supported locally by HM Coastguard officers and there are 19 Maritime Rescue Co-ordination Centres (MRCCs).

5.5.4 Currently there is no online portal for reporting finds to the RoW though the reporting forms can be downloaded online.

5.5.5 Although there have been major education campaigns in the past, current awareness-raising appears to be *ad hoc* rather than systematic, and based primarily on information provided by web-sites and paper documentation.

5.5.6 Historically or archaeologically important material reported to the Receiver of Wreck, is then recorded in the Maritime Section of the English Heritage Archive in Swindon or reported to the Royal Commission on the Ancient and Historic Monuments of Wales (RCAHMW) or the Royal Commission on the Ancient and Historic Monuments of Scotland (RCAHMS) as appropriate. Annual reporting is provided by the RoW.

Portable Antiquities Scheme

5.5.7 The Portable Antiquities Scheme (PAS) is a Department for Culture, Media and Sport (DCMS) funded project operating in England and Wales. It encompasses reporting of treasure under the Treasure Act 1996 but is otherwise a voluntary scheme aiming to compile information on archaeological finds by members of the public. It was initially piloted in 1997 with over 97,000 finds reported 2011. In 2011 86% of finds not covered under the Treasure Act were reported by metal-detectorists. Funding granted by the DCMS in 2011-12 was £1.387 million though external funding was also acquired to fund some internship positions and to explore the research potential of the data obtained.

5.5.8 The scheme operates a web-based Portal where visitors can search the database and registered users can record finds. It has a Central Unit of five staff and a Treasure Administration team of four staff hosted and based at the British Museum. Annual reports detailing key statistics and important finds are available both online and also published in a metal-detectorist interest magazine ‘Treasure Hunting’.

5.5.9 The PAS employs a network of 38 locally-based Finds Liaison Officers (FLOs) across England, usually hosted in local museums services. There is one FLO in Wales, who is supported by a coordinator in each of the four Welsh Archaeological Trusts that main a network of contacts in local museums. PAS also employs six National Finds Advisers.

5.5.10 FLOs carry out a range of awareness-raising activities locally and in 2011 were in contact with 199 metal-detecting clubs. A calendar of events is provided on the web-site with 881 outreach events taking place in 2011, including lectures and finds identification days.

Marine Aggregate Industry Protocol

5.5.11 In principle the MAI Protocol is UK-wide but is effectively focused on England and Wales by the distribution of aggregate dredging zones. It is compulsory for BMAPA member companies, reinforced by licence conditions for some dredging areas.

5.5.12 There is an online portal, an Implementation Service and basic Awareness Programme, all delivered by WA from its Salisbury office. Initial development of the Protocol and Implementation Service were funded by BMAPA and English Heritage (EH). A relatively extensive Awareness Programme was funded by EH with the support of the ALSF in previous years.

5.5.13 The operation of the MAI Protocol is currently funded by BMAPA and the Crown Estate with some support from EH. An annual review is produced and available online.

Offshore Renewables Protocol for Archaeological Discoveries (ORPAD)

5.5.14 ORPAD is UK-wide scheme for reporting and investigating unexpected archaeological discoveries encountered during construction and installation work associated with offshore energy production. It is voluntary but strongly endorsed by the Crown Estate, which is the major landowner for much of the foreshore and seabed. The application of ORPAD can be invoked by conditions on planning consent, which then renders it binding and enforceable.

5.5.15 ORPAD has an online portal, an Implementation Service and an Awareness Programme, all delivered by WA from its Salisbury office. The Crown Estate has funded the development, introduction and operation of ORPAD to date.

5.6 POTENTIAL SOURCES OF FUNDING/SUPPORT

English Heritage: National Heritage Protection Commissions Programme

5.6.1 The FIPAD Pilot has been funded through the EH National Heritage Protection Commissions Programme (NHPCP), which is EH's main mechanism for funding projects meeting its strategic objectives as set out in the National Heritage Protection Plan (NHPP). As indicated, the NHPCP is normally used to fund 'projects' framed in terms of an aim that can be achieved within a specified timespan, rather than processes or services that are intended to be ongoing, as expected of FIPAD.

5.6.2 Notwithstanding, the NHPCP has funded several longer-term initiatives, including the National Mapping Programme (NMP), the Grey Literature Library maintained by the Archaeological Data Service (ADS), and the development of Research Frameworks. In these longer-term initiatives, NHPCP can be seen to be supporting the introduction of new infrastructure that might be expected to become embedded in archaeological practice and supported accordingly by other parties. Partnership funding can be an important facet to EH involvement, as has been the case with the continuing support from NHPCP for implementation of the marine aggregate industry Protocol with BMAPA and the Crown Estate. Another case where the NHPCP has helped to establish practice and then gradually stepped back has been in providing funding for Conservation Officers in local authorities, which 'tapers' from a high percentage of costs to lower percentages each year, with local authority funding tapering-in accordingly.

5.6.3 English Heritage support through NHPCP could offer the possibility of extending and consolidating FIPAD in the short to medium-term. EH support for establishing FIPAD as part of the overall infrastructure of archaeological practice would be consistent with its approach to other initiatives. However, EH support is likely to require partnership funding, perhaps at a low level initially but tapering-in quite strongly so that EH funding can taper-

out, such that EH support in the medium to long-term is very modest and/or linked to specific initiatives.

Heritage Lottery Fund

5.6.4 The Heritage Lottery Fund (HLF) is a major source of heritage funding, amounting to £375 million each year. The substantial grant programmes are aimed predominantly at specific projects rather than at services such as FIPAD. The HLF could be approached, however, to support specific FIPAD initiatives in the medium term that could have the effect of building capacity overall. For instance, the PAS has recently been awarded a first round pass for a project to create Community Finds Liaison Teams. Although it does fund larger national projects, the HLF operates on a regional basis for many of its programmes, which would have to be taken into account in framing the potential use of HLF support. The HLF's programmes relating to skills and to building and transforming institutions may warrant consideration depending on the approach taken to the long-term organisation of FIPAD.

Department for Culture, Media and Sport (DCMS)

5.6.5 The PAS, hosted by the British Museum, is funded directly by DCMS. Direct support for PAS arose from policy developments accompanying the introduction of the *Treasure Act* 1996, recognising that there was a need for the reporting of non-treasure items. Support for voluntary reporting of non-treasure provided an alternative to compulsory reporting of all finds. The success of a series of pilot schemes led to expansion across England, with major support from the HLF but also drawing on DCMS funding in the interim.

5.6.6 At the end of the HLF-supported phase, funding was secured from DCMS. As noted above, applications have subsequently been made to HLF for specific initiatives.

5.6.7 Although in principle there may be no reason why the comprehensive voluntary reporting of finds from the sea by fishermen should not also be supported by DCMS, it should be borne in mind that the PAS arose out of the circumstances accompanying a change in legislation, and that PAS has been a focus for sometimes intense lobbying and political effort. PAS has been extremely successful, whilst archaeological discoveries on land have retained a high profile amongst the public and in the media. A great deal of focussed attention, or a very high profile marine discovery, is likely to be required for DCMS or another central government department is to provide direct support for FIPAD equivalent to PAS. It is also worth bearing in mind that the reach of the PAS is comprehensive rather than limited by sector and it seems likely that the coherence of an 'in principle' argument to provide a service equivalent to PAS for marine finds would depend on promulgating a comprehensive scheme also.

Department for Environment, Food and Rural Affairs (Defra)

5.6.8 Although, in the absence of political pressure, Defra might be unlikely to provide financial support for the core service of FIPAD, it is worth noting that Defra has an Evidence Plan for its Marine Programme that sets out intended research and analysis in support of its policy objectives. These objectives include a more sustainable fishing industry and growth in the wider economy. It is possible, therefore, that some funding might be obtained to develop the evidence base for interactions between commercial fishing and the historic environment through enhancing the reporting of archaeological material by fishermen.

Crown Estate

5.6.9 The Crown Estate is a funding-partner for the MAI Protocol and the sole funder of ORPAD. The marine estate does not including living resources such as fisheries, so the Crown Estate does not have a direct role or responsibility in fisheries management.

Nonetheless, fishing is an important consideration in respect of its other activities, and the seabed within which archaeological material may be found in the course of fishing is owned by the Crown Estate. In view of its support for the MAI Protocol and ORPAD, and its interests in archaeological material on the seabed, the Crown Estate might be approached as a potential partner in future funding of FIPAD, which would be consistent with its overall emphasis on stewardship of the assets it manages.

The Coastal Communities Fund

5.6.10 The Coastal Communities Fund is dedicated to promoting economic development of UK coastal communities and could be a potential funding source for FIPAD. It has been indicated in the past that projects of this nature are the focus or priority of this particular funding body.

IFCAs

5.6.11 IFCAs are unlikely to be a source of direct funding for FIPAD, but the importance of their continued support through staff time should be recognised. Individual IFCAs may also be able to assist in bidding for funding from other sources, though this is likely to be linked to initiatives framed as specific projects than for sustaining the core service.

FARNET: European Fisheries Area Network

5.6.12 FARNET is a European Commission (Directorate-General for Maritime Affairs and Fisheries) network intended to assist the sustainable development of fisheries with the support of Axis 4 of the European Fisheries Fund (EFF). This network includes Fisheries Local Action Groups (FLAGs) of which there are six in England:

- *North and West Cumbria*
- *North Devon*
- *Cornwall and Isles of Scilly*
- *Hastings*
- *North Norfolk*
- *Holderness Coast*

5.6.13 The intention of the FLAGs is to develop strategies and a business plan for local fishing that can then be given financial support. The funding available to FLAGS in England is £7.3 million, £3.9 million from the EFF and £3.4 million through the MMO.

5.6.14 FARNET has a theme for Environment, Culture and Society that covers funding for two forms of investment::

- ***material****: signposting, thematic itineraries and paths, museums and interpretation centres, rehabilitating historic buildings associated with fishing, cultural and social centres, preserving the areas natural heritage, environmental services and so on; and*
- ***immaterial****: to train local people, carry out research and make their assets known to a wider public.*

5.6.15 The implication is that, if FLAGS were to identify implementation of FIPAD as a component of the sustainable development of their local fisheries, then FIPAD could be eligible for support from the EFF.

5.6.16 As noted above, FLAGs have developed to make use of Axis 4 funds of the EFF. Activities that would assist with or encourage the implementation of FIPAD might also fall within the scope of Axis 1 (adapting the fishing fleet) and Axis 3 (measures of common interest).

5.6.17 It should be noted that the EFF comes to an end in 2013 and will be replaced by the European Maritime and Fisheries Fund (EMFF). The objectives of the EMFF are similarly focused on developing locally-based sustainable fishing and FLAGs will continue to be a major feature, hence FIPAD seems likely to fall within the ambit of the EMFF when it comes into effect in 2014.

5.7 CONCLUSION

5.7.1 This section has discussed the options for rolling-out FIPAD on a sustainable basis, drawing on the experience of the pilot in the Sussex IFCA district. The structure of FIPAD has been considered, distinguishing between tasks that are common and might be undertaken centrally (development and enhancement) and tasks that are dependent on FIPAD's scope (introduction and operation) that might be undertaken locally. Extensions to FIPAD have been outlined, including extension to other coasts, extension to other zones, and extension to scope. The possibilities in respect of extending FIPAD are significant and require discussion about overall aspirations for the scheme.

5.7.2 The overall timescale and phasing of extension also warrant careful consideration. Estimation of costs associated with extending FIPAD will depend on the ambition for the scheme and the factors influencing these costs have also been outlined. The main variables lie in the 'introduction' and 'operation' phases rather than 'development' and 'enhancement'.

5.7.3 By way of context, and mindful of potential opportunities for integrating different reporting procedures, schemes that parallel FIPAD in different sectors have been set out. Finally, the main sources of potential funding and support have been examined, noting the prevalence of support for time-limited 'projects' rather than long-term 'services' such as FIPAD. EH will potentially be an important source in the short to medium term but is likely to expect other partners to participate and for its funding to taper-out as FIPAD becomes established.

5.7.4 Support from HLF may help with respect to specific FIPAD initiatives or phases of expansion, as it has for PAS, and locally-based EU fisheries funding may form part of the mix especially where FLAGs are operating. The overall conclusion, however, is that the next steps with respect to roll-out and sustainable funding will require some decisions about the anticipated extent and scope of FIPAD, based on discussion amongst all the interested parties.

APPENDIX 1: SIFCA PILOT FINDS INVENTORY

FIPAD No	Description	Details	Finder Report ID	Date of Report	Status of Find	Condition of Find	Location of Find Event	Vessel Name	Gear	Further Investigation
FIPAD 0001	Mammoth bone	Large fragment of femur (proximal end) from mammoth discovered by fisherman 31/05/2012	FISHERMAN_ 30001	01.06.2013	Retained in private possession. Photographed by Wessex Archaeology.	Heavily abraded	50˚ 44' 0" N 0˚ 46' 0" W	Betty Peerley	Static	Pending
FIPAD 0002	Carronade	18th Century carronade, known as a "Smasher" by Nelson's sailors. The carronade was designed for close quarter engagements . Merchantmen continued to use such carronades well into the 19th Century. Carronade was found at sea by a fisherman on 15/12/1982 and was not thought to be part of a bigger wreck site, however an anchor is known to exist nearby.	SHOREJIM_ 30004	10.07.2012	Retained in private possession with present Shoreham FIPAD contact. Photographed by Wessex Archaeology, but currently not conserved.	Complete and intact with some erosion of outer skin and detail.	50˚ 36' 8" N 0˚ 27' 0" W	Royal Exile	Pots	Pending

FIPAD No	Description	Details	Finder Report ID	Date of Report	Status of Find	Condition of Find	Location of Find Event	Vessel Name	Gear	Further Investigation
FIPAD 0003	Seal Top Spoon	Identified by WA as a Post Medieval seal top spoon made of copper alloy. The spoon has a fig-shaped bowl with little or no reinforcement of the bowl underside. At the top of the handle there is a knop surmounting baulster moulding. This type of spoon was introduced during the the reign of Elizabeth I but the baulster mouldings are later variants from the early 17th Century. Report from Sussex IFCA.	IFCA_30010	10.08.2012	Currently in the possession of Wessex Archaeology pending a return to the finder.	Incomplete with some minor erosion and surface damage. Seal top is missing.	50.807222N 1.059722W	Unknown	Dredging	Pending
FIPAD 0004	Lap Compass	WWII aircraft compass. Made by Henry Hugh & Son a London based firm who developed the first compasses for use in aeroplanes in WWI. Marked 'Navigation Computer Mark IIIC.' Report from Sussex IFCA.	IFCA_30012	15.08.2012	Retained in private possession but on public display in the mess room of Chichester Harbour Conservancy. Photographed, not labelled or bagged.	Dial/case only remaining. This is lightly damaged	Unknown	Unknown	N/A	Pending

FIPAD No	Description	Details	Finder Report ID	Date of Report	Status of Find	Condition of Find	Location of Find Event	Vessel Name	Gear	Further Investigation
FIPAD 0005	Warning Panel	WWII warning panel from aircraft. Small painted black metal plaque with gold border and lettering. Reads 'Warning do not switch off the battery circuit when the engine is running'. Report from Sussex IFCA.	IFCA_30012	15.08.2012	Retained in private possession but on public display in the mess room of Chichester Harbour Conservancy. Photographed, not labelled or bagged.	Lightly damaged	Unknown	Unknown	N/A	Pending
FIPAD 0006	Valentine Tank	Designed by Vickers-Armstrongs, these tanks came into service from July 1941 and were produced until 1945 and were the most produced British tank during WWII.	TDELAHUNTY_30014	17.08.2012	On the seabed.	Unknown	50.44.222N 000.51.937 W	Unknown	Pots	Pending
FIPAD 0007	Crab/Whelk Pot	Hexagonal basket with sides formed from rope use to catch crabs using bait.	HASFM: 1994.336	22.08.2012	Retained and displayed in Hastings Fishermen's Museum.	Fair condition, seemingly stable.	5 miles SSW of Hastings	Stacey Marie (RX134)	Trawler	None
FIPAD 0008	Ceramic vessels	Two Spanish or French brown glazed stoneware jugs or jars with narrow spout and single handle.	HASFM: 1994.365	22.08.2012	Retained and displayed in Hastings Fishermen's Museum.	Good condition. Stable.	Off Hastings, sea bed find	Unknown	Trawler	None
FIPAD 0009	Anchor	An iron anchor covered at ends with sea bed aggregate with wooden shoulder in two pieces. Trawled up by fisherman and donated to the Hastings Fishermen's Museum in 1994. Dated 1780	HASFM: 1994.303	22.08.2012	Retained and displayed in Hastings Fishermen's Museum.	Lightly damaged, minimal conservation treatment but seemingly stable.	Unknown	Sky Lark (RX260)	Unknown	None

FIPAD No	Description	Details	Finder Report ID	Date of Report	Status of Find	Condition of Find	Location of Find Event	Vessel Name	Gear	Further Investigation
FIPAD 0010	Cricket Ball	Leather cricket ball found in fishing net in 1957.	HASFM: 1997.140	22.08.2012	Retained and displayed in Hastings Fishermen's Museum.	Lightly damaged, minimal conservation treatment but seemingly stable.	5 miles off Hastings	Unknown	Trawler	None
FIPAD 0011	French Headline Float	Metal float used with trawl nets, containing inscription "Profonder Maximum: 400M Patent No.96803; S.E.A. Le Beon Lorient, France"	HASFM: 2001.307	22.08.2012	Retained and displayed in Hastings Fishermen's Museum.	Good condition, seemingly stable.	Beach find	N/A	N/A	None
FIPAD 0012	Headline Float	Glass float protected by a Persian net. Mainly used by French fishermen for holding up trawl and drift nets.	HFMUS_ 30020	22.08.2012	Retained and displayed in Hastings Fishermen's Museum.	Good condition, stable.	Unknown	Unknown	Unknown	None
FIPAD 0013	Lobster Pot	Traditional pot constructed of wood, with rope and cork floats. Wooden frame holds net in tunnel shape, lobster is lured in by bait and then unable to escape.	HASFM: 1994.372	22.08.2012	Retained and displayed in Hastings Fishermen's Museum.	Some damage, condition fair to poor.	Unknown	Unknown	Unknown	None
FIPAD 0014	Cannon Ball	Cannon ball from a 64-pounder gun. Likely 19th century.	HFMUS_ 30022	22.08.2012	Retained and displayed in Hastings Fishermen's Museum.	Lightly damaged, minimal conservation treatment but seemingly stable.	1400yds off St Leonards	Unknown	Trawler	None

FIPAD No	Description	Details	Finder Report ID	Date of Report	Status of Find	Condition of Find	Location of Find Event	Vessel Name	Gear	Further Investigation
FIPAD 0015	Cannon Ball	18th Century cannon ball probably used in a 24-pounder which could fire a ball up to 2,200yds	HFMUS_ 30023	22.08.2012	Retained and displayed in Hastings Fishermen's Museum.	Lightly damaged, minimal conservation treatment but seemingly stable.	2 miles off the harbour	The Carol (RX140)	Trammel Net	None
FIPAD 0016	WWII Aircraft Wheel	Thought to be German aircraft bomber wheel. Rubber tyre, metal of wheel heavily corroded.	HFMUS_ 30024	22.08.2012	Retained and displayed in Hastings Fishermen's Museum.	Heavily corroded, minimal conservation treatment but seemingly stable.	Near Hastings	Unknown	Trawler	None
FIPAD 0017	Timber	Ship's timber in two sections incudes *in situ* wooden dowel, may be associated with iron anchor section.	HFMUS_ 30025	22.08.2012	Retained and displayed in Hastings Fishermen's Museum.	Poor condition but seemingly stable.	Unknown	Unknown	Trawler	None
FIPAD 0018	Sea Chest	Old iron sea chest with lattice pattern and studs in iron on all sides and lid. Keyhole in lid. Pair of hasp and staple type fittings for padlocks and decoy keyhole on front face. Handles either end.	HASFM: 1994.343	22.08.2012	Retained and displayed in Hastings Fishermen's Museum.	Good condition, stable.	Unknown	Unknown	Unknown	None
FIPAD 0019	Binnacle	Binnacle from the *MV Costa* found in 1969.This tall wooden case would house the ship's compass.	HFMUS_ 30027	22.08.2012	Retained and displayed in Hastings Fishermen's Museum.	Lightly damaged, minimal conservation treatment but seemingly stable.	7 miles SE of Hastings	Unknown	Trawler	None

FIPAD No	Description	Details	Finder Report ID	Date of Report	Status of Find	Condition of Find	Location of Find Event	Vessel Name	Gear	Further Investigation
FIPAD 0020	Life Raft Escape Hatch	Aluminium hatch in green/ brown camouflage with 'Acthung nicht betreten' (warning do no tread on) in red lettering. From German Heinkel aircraft.	HASFM: 1998.81	22.08.2012	Retained and displayed in Hastings Fishermen's Museum.	Lightly damaged, minimal conservation treatment but seemingly stable.	Unknown	Unknown	Trawler	None
FIPAD 0021	Ordnance	Dummy or practice 6-inch shell (being used as ballast). Rifling at base mimics the timer ring.	HFMUS_ 30029	22.08.2012	Retained and displayed in Hastings Fishermen's Museum.	Lightly damaged, minimal conservation treatment but seemingly stable.	Unknown	Valiant (RX90)	Unknown	None
FIPAD 0022	Doodlebug missile	Remains of a V-1 flying bomb (Doodlebug) used by the German air force during WWII. Heavily used in civilian air raids from 1944-1945.	HASFM: 1999.37	22.08.2012	Retained and displayed in Hastings Fishermen's Museum.	Heavily corroded but seemingly stable.	2.5 miles off Hastings	Our Lady (RX59)	Trawled	None
FIPAD 0023	Gas Mask	WWII gas mask. These were issued to civilians as the British government was concerned about the possibility of position gas attacks.	HFMUS_ 30031	22.08.2012	Retained and displayed in Hastings Fishermen's Museum.	Heavily degraded but seemingly stable.	Unknown	Unknown	Line Caught	None
FIPAD 0024	Timber	Ship's timber with copper alloy sheeting attached to one end.	HFMUS_ 30032	22.08.2012	Retained and displayed in Hastings Fishermen's Museum.	Poor condition but seemingly stable.	Unknown	Unknown	Unknown	None

FIPAD No	Description	Details	Finder Report ID	Date of Report	Status of Find	Condition of Find	Location of Find Event	Vessel Name	Gear	Further Investigation
FIPAD 0025	Keep Net	Long net of hemp made on galvanised wire hoops or rings, sealed at the bottom and open at the top (height 100cm, width 30cm. Used for fresh water fish, this method is now illegal due to the damage it causes to eels. Made in the 20th century and donated to the Hastings Fishermen's Museum by Mr R Wood in 1987.	HASFM: 1994.287	22.08.2012	Retained and displayed in Hastings Fishermen's Museum.	Lightly damaged, minimal conservation treatment but seemingly stable.	Unknown	Unknown	Unknown	None
FIPAD 0026	Caulking Tools	Standard fishing tools to seal and waterproof cracks and breaches. Includes a wooden hammer with T-shaped head with iron ends, 14 caulking wedges of differing sizes and shapes and a reel of cotton.	HASFM: 1994.370	22.08.2012	Retained and displayed in Hastings Fishermen's Museum.	Good condition, seemingly stable.	Unknown	Unknown	Unknown	None
FIPAD 0027	Tiles	Ceramic tiles recovered from the wreck of a wooden barge known as "Bricks & Tiles".	HASFM: 2005.3	22.08.2012	Retained and displayed in Hastings Fishermen's Museum.	In several fragments but seemingly stable.	9 miles SE of Hastings	Unknown	Trawler	None
FIPAD 0028	Anchor	Close-stowing Martin anchor, these were made of cast iron to the Admiralty pattern between 1852 and 1894, after which the improved Martin-Adelphi anchors were made of steel.	HASFM: 1995.9	22.08.2012	Retained and displayed in Hastings Fishermen's Museum.	Good condition, seemingly stable.	Unknown	Unknown	Unknown	None

FIPAD No	Description	Details	Finder Report ID	Date of Report	Status of Find	Condition of Find	Location of Find Event	Vessel Name	Gear	Further Investigation
FIPAD 0029	Bronze Propeller	Bronze screw propeller from a Hastings fishing boat.	HASFM: 1997.138	22.08.2012	Retained and displayed in Hastings Fishermen's Museum.	Lightly damaged, minimal conservation treatment but seemingly stable.	Unknown	Unknown	Unknown	None
FIPAD 0030	Grapnel Hook	Used to retrieve nets or as small anchors. Composite iron object with a short length of chain.	HASFM: 2001.205	22.08.2012	Retained and displayed in Hastings Fishermen's Museum.	Good condition, seemingly stable.	Unknown	Unknown	Unknown	None
FIPAD 0031	Anchor	Cast iron anchor.	HASFM: 1994.386	22.08.2012	Retained and displayed in Hastings Fishermen's Museum.	Some corrosion and accretions but seemingly stable.	Unknown	Little Paul (RX88)	Trawler	None
FIPAD 0032	Net	Skin net, used to scoop fish from the train net onto the deck when the catch is too heavy to lift onto the boat. Wooden handle, iron hoop and orange netting.	HASFM: 2001.201	22.08.2012	Retained and displayed in Hastings Fishermen's Museum.	Fair to good condition, seemingly stable.	Unknown	Unknown	Unknown	None
FIPAD 0033	Flintlock musket	Part of the stock and barrel of an 1820 French flintlock musket believed to be part of the Tombstone wreck.	HASFM: 1995.10	22.08.2012	Retained and displayed in Hastings Fishermen's Museum.	Poor condition, heavily corroded with some concretions but seemingly stable.	Beach find	N/A	N/A	None

FIPAD No	Description	Details	Finder Report ID	Date of Report	Status of Find	Condition of Find	Location of Find Event	Vessel Name	Gear	Further Investigation
FIPAD 0034	Axe	Ship's axe. Wooden handle with an iron blade. Typically used on boats for jammed fishing lines and chopping firewood.	HASFM: 1994.306	22.08.2012	Retained and displayed in Hastings Fishermen's Museum.	Poor condition, heavily degraded with some concretions around the head but seemingly stable.	Unknown	Unknown	Trawler	None
FIPAD 0035	Anchor	Heavily concreted, large iron anchor.	HFMUS_ 30033	22.08.2012	Retained and displayed in Hastings Fishermen's Museum.	Heavily concreted but seemingly stable.	Unknown	Unknown	Unknown	None
FIPAD 0036	Post Bottle	Post bottle enclosing a letter from George F.M. Ertle. Bottle is 30cm in height. Donation from the crew of Trawler RX 152, 1956.	HASFM: 1994.84	22.08.2012	Retained and displayed in Hastings Fishermen's Museum.	Lightly damaged, minimal conservation treatment but seemingly stable.	Unknown	RX152	Trawler	None
FIPAD 0037	Clay Pipe	Clay pipe with decorative fluting around bowl. End of stem broken off but otherwise intact. Likely 18th/19th century.	GDOSWELL_ 30015	22.08.2012	Retained in personal possession	Light damage, incomplete	4 miles off Eastbourne	Unknown	Pots/Creels	None
FIPAD 0038	Timber	Ship's timber measuring approx 15ft in length, originally part of a much larger piece	GDOSWELL_ 30016	22.08.2012	Retained in personal possession	Light damage, erosion	4 miles off Eastbourne	Unknown	Pots/Creels	None
FIPAD 0039	Cannon Ball	Cannon ball thought to be from the wreck of the *Resolution*	GDOSWELL_ 30017	22.08.2012	Retained in personal possession	Light damage, some erosion	Off Eastbourne	Unknown	Pots/Creels	None

FIPAD No	Description	Details	Finder Report ID	Date of Report	Status of Find	Condition of Find	Location of Find Event	Vessel Name	Gear	Further Investigation
FIPAD 0040	Propellers	No details.	GDOSWELL_ 30018	22.08.2012	On seabed	Unknown	Off Eastbourne	Unknown	Fastener Pots/Creels	None
FIPAD 0041	Stone Statue	Medieval/post-Medieval granite statue of a deity. Granite possibly of French origin. Statue was probably deposited or discarded during sacking of Chichester. A nearby church at Bosham appears to have shelf features where such a figure would have been placed.	GEDWARDS_ 30019	22.08.2012	Retained in personal possession	Headless and some erosion have made the writing on the base of the statue illegible. Otherwise, stable.	400yds off Bosham	Unknown	Oyster dredge	None
FIPAD 0042	Anchor	Anchor dredged up in the 1960s during laying of long sea outfall at Bexhill Road.	HFMUS_ 30034	23.03.2013	Retained at Hastings Fishermen's Museum	Heavily corroded with some concretions but seemingly stable.	Unknown	N/A	Unknown	Pending

APPENDIX 2: ARCHAEOLOGICAL REPORTS

Fishing Industry

Protocol for reporting Archaeological Discoveries

Fisherman_30001: Mammoth Bone

This bone was found in May 2012 by Dave Robinson on the *Betty Peerley*. The vessel was using static gear and the bone was found in the Wight sea area.

This bone was correctly identified by the finders as a mammoth bone. Lorrain Higbee, zooarchaeologist for Wessex Archaeology confirmed this identification.

This bone is the proximal end of the femur or upper rear limb bone. Proximal refers to the end in closest proximity to the core of the body (antonym: distal) and this bone would originally have had a ball joint articulating to the pelvis of the animal. This example has been damaged during its time underwater and shows characteristic rounded edges caused by water action.

There were several species of mammoth but *Mammuthus primigenius*, the woolly mammoth, is possibly the best known, being popularised by film and TV. This species evolved around 200,000 years ago in Asia and disappeared from Britain around 14,000 years ago during the Pleistocene, though isolated populations are thought to have existed in remote locations until as recently as 4,000 years ago. It is not known which species of mammoth Fishermen_30001 originated from.

Fisherman_30001

Woolly Mammoth

Finds such as this one add to our understanding of how climatic changes influenced species movement and development, and increase our knowledge of submerged prehistory. They provide evidence through which we may be able to understand how mammoth populations evolved and spread, and how their numbers diminished into eventual extinction at the end of the last Ice Age

Information about this discovery has been forwarded to:

- English Heritage
- IFCA
- The National Record of the Historic Environment
- The Historic Environment Record for East Sussex
- The Local Government Archaeology Officer for East Sussex
- The Sussex Finds Liaison Officer (Portable Antiquities Scheme)

Fishing Industry

Protocol for reporting Archaeological Discoveries

SHOREJIM_30004: Carronade

This find was discovered by the *Royal Exile* whilst fishing with pots on 15th December 1982. It is retained in private possession with the present Shoreham FIPAD contact.

This exceptional find aptly demonstrates the value of material that can be reported through the FIPAD. Finds like these, without the safety-net and framework that a protocol provides, may go unrecorded.

This is an 18th century carronade which was known by sailors as a "Smasher", presumably a reference to its destructive capabilities at short-range. The carronade was designed for close quarter engagements. Mounted on the side of a vessel it had the potential to fire a range of ammunition including cannonballs, barshot, double-headed chain shot, grape shot and canister shot. The short length of the breech of the gun compromised the range, but for close combat it was a practical and effective weapon.

This type of gun was produced from the 1770s to the 1850s by the Carron Company based in Falkirk, Scotland and Merchantmen continued to use such carronades well into the 19th Century.

It is not known how this find reached the seabed. It was found at sea by a fisherman on 15th December 1982 and is not thought to have been part of a bigger wreck site. An anchor reportedly lies close to the location where this find was recovered but it is not known if the two artefacts are connected.

Information about this discovery has been forwarded to:

- English Heritage
- IFCA
- The Receiver of Wreck
- The National Record of the Historic Environment
- The Historic Environment Record for East Sussex
- The Local Government Archaeology Officer for East Sussex
- The Sussex Finds Liaison Officer (Portable Antiquities Scheme)

IFCA_30010: Seal Top Spoon

Sussex Inshore Fisheries Conservation Authority (IFCA) staff reported this spoon. It was discovered on intertidal mud at Nutbourne, Chichester Harbour.

This artefact was reported through the Fishing Protocol by Sussex IFCA, who also sent Wessex Archaeology the find so that one of our find's specialists, Lorraine Mepham, could examine it.

Lorraine identified it as a seal top spoon. It is made of a copper alloy, which is evident from the green/blue discolouration of the metal. The spoon has a fig-shaped bowl with little or no reinforcement of the bowl underside. At the top of the handle there is a seal-top knop surmounting baluster moulding.

A seal top spoon refers to the shape of the spoon, which ends abruptly as if cut off, leaving it flat. The seal-top was introduced during the reign of Elizabeth I, but the baluster mouldings are later variants, belonging to the early 17th century (James I or Charles I).

During the 16th and 17th century it became common when travelling for people to carry their own personal eating utensils and writing materials. Most letters and documents were sealed with wax and it was for this purpose that spoons were often manufactured with the owner's seal on the end of the handle. On close examination of this spoon it is impossible to tell if there was a seal on the top for this use. This may because there was not one, but it could also be due to corrosion when the artefact was in the sea.

This find was discovered on intertidal mud, washed up by the sea. It may have been moved by currents from a shipwreck site or it could be an isolated find thrown overboard as refuse. It is important that finds like these are reported, as further finds could identify a shipwreck location and all finds reported can add to our knowledge of the past in the local area.

Information about this discovery has been forwarded to:

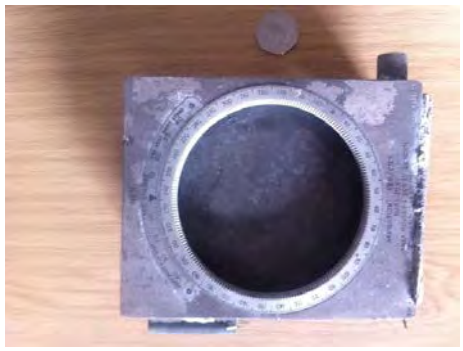
- English Heritage
- IFCA
- The Receiver of Wreck
- The National Monuments Record
- The Historic Environment Record for West Sussex
- The Local Government Archaeology Officer for West Sussex
- The Sussex Finds Liaison Officer (Portable Antiquities Scheme)

IFCA_30012: Lap Compass and Warning Sign

The Inshore Fisheries Conservation Authority staff reported these artefacts. It is unknown where they were originally found.

These two finds are on display in the mess room of Chichester Harbour Conservancy and were reported by Sussex IFCA. The circumstances of their discovery are not known but they are believed to have been discovered during fishing activity off of the coast of Sussex.

The finds are thought to have come from an aircraft and potentially date to the Second World War. The find shown on the left above is a warning panel bearing the message: 'WARNING DO NOT SWITCH OFF THE BATTERYCIRCUIT WHEN THE ENGINE IS RUNNING'. The small plaque is likely made of bronze or brass and the message is depicted through the use of black paint. It is in good condition and, despite minor superficial damage, has not suffered from marine corrosion.



IFCA 30012: Compass dial and case

The find on the right is the dial and case of a lap compass and bears the inscription 'Navigation Computer Mark IIIC'. It was made by Henry Hugh & Son, a London based firm who developed the first compasses for use in aeroplanes during WWI.

It is likely that both of these finds came from an aircraft. During the Second World War many thousands of aircraft flew over the south coast to attack or defend cities, industry and military targets in Britain. Planes downed over the sea are poorly recorded – where records exist they are often vague giving an approximate distance from a town or city (for example, 5 miles from Hastings) which leaves a very broad area. Aircraft, being light in nature in order to get airborne, often fragment when downed in water – either due to the force of impact with the surface of the water or the seabed, or due to whatever cataclysmic damage has caused them to ditch in the first place. As such, aircraft remains can be spread over a wide area with no clear site or nucleus.

It is highly likely that fishermen working off of the coast of Sussex will continue to find aircraft remains in the future. Downed aircraft are protected under the Protection of Military Remains Act (1986) and should not be knowingly disturbed. They may contain unexploded ordnance or they may represent war graves.

Information about this discovery has been forwarded to:

- English Heritage
- IFCA
- Ministry of Defence
- The Receiver of Wreck
- The National Record of the Historic Environment
- The Historic Environment Record for West Sussex
- The Local Government Archaeology Officer for West Sussex
- The Sussex Finds Liaison Officer (Portable Antiquities Scheme)

Fishing Industry

Protocol for reporting Archaeological Discoveries

Valentine Tank Source: Wikimedia CC

WARG_30021: Valentine Tank

A Valentine Tank reportedly lies on the seabed off of the coast of Sussex. It has been reported by fishermen using pots and no images of the potential site are available.

Information about potential net or pot snags on the seabed can be archaeologically important – whilst some snags are naturally occurring (such as rock outcrops or boulders) others will relate to sites of archaeological significance such as ship or aircraft wrecks, or in this case a potential tank site on the seabed.

Reporting information – no matter how sparse – about this type of site can mean that they are logged, both on charts of fishing or shipping hazards to prevent damage to gear, but also on archaeological databases. In some instances this may lead to sites being investigated more fully. Information received from the fishing industry might be the first indication of an archaeological site of national or international importance and schemes like the FIPAD facilitate reporting by providing a framework for information to be logged.

The information available about the site reported as WARG_30021 suggests that there is a Valentine Tank lying on the seabed off the Sussex coast. This type of tank was developed during the Second World War by Vickers-Armstrongs. They came into service in July 1941 and were produced until 1945. They were the British tank with the highest WWII production figures and numerous variants were made, including flamethrowers and bridge layers.

Interpreting this site further is not possible on the information available. The co-ordinates provided for the site will be added to national heritage databases including the National Record of the Historic Environment (maintained by English Heritage and previously known as the National Monuments Record) and the Historic Environment Record for Sussex. Any work considering heritage in this offshore area will likely make recourse to these records and so the information reported here will be of value to future understanding.

Information about this discovery has been forwarded to:

- English Heritage
- IFCA
- Ministry of Defence
- The Receiver of Wreck
- The National Record of the Historic Environment
- The Historic Environment Record for East Sussex
- The Local Government Archaeology Officer for East Sussex
- The Sussex Finds Liaison Officer (Portable Antiquities Scheme)

Fishing Industry

Protocol for reporting Archaeological Discoveries

WARG_30022: Whelk Pot

This find was discovered by the Sussex trawler *Stacie Marie* (RX 134) 5 miles SSW of Hastings. It was reported through FIPAD in August 2012 and is currently on display at the Hastings Fishermen's Museum.

Museum ref: HASFM: 1994.336

Whelk or crab pots show huge regional and chronological variation. The earliest examples would have been made of wood or rope whilst more modern examples include metal and plastic in their construction. Regional variation follows local tradition with fishermen constructing pots as taught by their forefathers for generations giving rise to distinct local styles of pot design and manufacture. These were documented in a Ministry of Agriculture, Fisheries and Food pamphlet printed in 1967 (and now available online via DEFRA) which states:

'Cockle baskets are most commonly used, but variations made from potato, bread, and fruit baskets are used along the south coast from Margate to Brighton. At Bognor Regis and Selsey old Cornish prawn pots are used. Circular wire frames covered with hessian and sprat netting are used at Poole and Portland, and metal milk crates covered with net at Eastbourne.'

A modern pot being used in Sussex – note the use of plastic in its construction

Ministry of Agriculture, Fisheries and Food, *'Whelks laboratory leaflet No. 15'* published January 1967.

This example is likely to be a local Sussex type given the location of its discovery. Pots like this one are baited and deployed to the seabed to catch whelks or crabs and this example is likely to have come adrift from its tether and other pots placed at the same time, to remain on the seafloor. It was eventually rediscovered by the trawler *Stacie Marie* and was donated to the Hastings Fishermen's Museum. Assigning a date is difficult but given the absence of plastics in its construction, this example is potentially early 20th century in date.

Information about this discovery has been forwarded to:

- English Heritage
- IFCA
- The Receiver of Wreck
- The National Record of the Historic Environment
- The Historic Environment Record for East Sussex
- The Local Government Archaeology Officer for East Sussex
- The Sussex Finds Liaison Officer (Portable Antiquities Scheme)

WARG_30023: Ceramic Vessels

These finds are catalogued as being seabed finds, discovered by an unnamed trawler and gifted to the Museum in 1994. They are currently displayed in Hastings Fishermen's Museum.

Museum ref: HASFM: 1994.365

These two ceramic jugs are reported as having been found on the seabed by an unnamed trawler. They are brown with a narrow neck to allow pouring, and have a short handle which is near the top of each vessel.

Lorraine Mepham, finds specialist for Wessex Archaeology, viewed images of the two vessels. The brown coating, and specifically the way it appears to have worn off of the top of the vessel on the left in the image above, suggests that these are glazed earthenware vessels. They are thought to be Continental – potentially French or Spanish – though at present a parallel has not been found on which to base a firm identification. Assigning a date is difficult from images alone but they are likely to date from the 18th or 19th century.

This type of jug was used to transport liquids – potentially wine or olive oil. How they ended up on the seabed off the Sussex coast is unknown. They may have come from a shipwreck or been lost overboard from a vessel. Given the similarities in their construction they may have been lost together or they could have come from separate vessels and been paired at a later date, after their discovery offshore.

Information about this discovery has been forwarded to:

- English Heritage
- IFCA
- The Receiver of Wreck
- The National Record of the Historic Environment
- The Historic Environment Record for East Sussex
- The Local Government Archaeology Officer for East Sussex
- The Sussex Finds Liaison Officer (Portable Antiquities Scheme)

Fishing Industry

Protocol for reporting Archaeological Discoveries

WARG_30024, WARG_30044, WARG_30047, WARG_30051 and WARG_30058: Anchors

WARG_30024 was trawled by the *Sky Lark* (RX 260) and donated to the Museum in 1994. WARG_30044 was donated by I. R. Porter in 1994. WARG_30047 was trawled by the *Little Paul* (RX 88) and accessioned in 1994. The circumstances of the discovery of WARG_30051 are unknown. WARG_30058 was dredged up in the 1960s during the laying of the long sea outfall at Bexhill Road.

Museum ref: WARG_30024 - HASFM: 1994.303; WARG_30044 - HASFM: 1995.9; WARG_30047 - HASFM: 1994.386; WARG_30051 - HFMUS_30033; WARG_30058 - HFMUS_30034

These five anchors are displayed in Hastings Fishermen's Museum. Warg_30024 (pictured above) is an iron anchor with sea bed aggregate concreted over one of its flukes. It has a wooden stock in two pieces has been dated to 1780.

Warg_30044 is a close-stowing Martin anchor, made of cast iron to the Admiralty pattern between 1852 and 1894. Warg_30047 is a small cast-iron anchor and Warg_30051 is a heavily concreted, large iron anchor. There is no image available of WARG_30058 but it is described as being heavily corroded with some concretions but is seemingly stable. All of these anchors are likely to have been used on vessels (potentially fishing vessels) operating off of the south coast before they were lost to the sea or brought ashore and donated to the Museum.

Anchors are not uncommon artefacts on the seafloor. There are a number of reasons why an anchor may end up on the seabed – they may have been lost during a storm, been fouled, lost as part of a shipwreck event or lost due to broken chains or ropes. Whatever the reason they came to the seabed, anchors are important as they can tell us a great deal about the history of an area, where an anchorage was located, areas of danger to ships and the location of shipwrecks. As donations to museums they can teach us about innovations in marine and fishing technology and they are evocative symbols of our long maritime tradition.

Information about this discovery has been forwarded to:

- English Heritage
- IFCA
- The Receiver of Wreck
- The National Record of the Historic Environment
- The Historic Environment Record for East Sussex
- The Local Government Archaeology Officer for East Sussex
- The Sussex Finds Liaison Officer (Portable Antiquities Scheme)

Warg_30044

Warg_30047

Warg_30051

Fishing Industry

Protocol for reporting Archaeological Discoveries

WARG_30025: Cricket Ball

This cricket ball was found by an unnamed trawler 5 miles off of the Sussex coast. It was discovered in 1997 and reported through FIPAD in 2012. The ball is currently on display at Hastings Fishermen's Museum.

Museum ref: HASFM: 1997.140

This cricket ball was discovered 5 miles off shore by an unnamed trawler. It has clearly been submerged for some time as the leather binding has lost its sheen and characteristic red colouring.

Cricket balls are constructed from a core of cork bound most commonly in red leather, though in some circumstances a white ball is used. The game can trace its origins to the Tudor period though it likely originated earlier, potentially during the early or middle medieval period. It was popular during the Victorian period which saw the creation of county cricket clubs. Sussex CCC is the oldest of the 18 county cricket clubs in England and Wales, being created in 1839.

Cricket Ball

How this ball came to lie offshore is not known though a number of scenarios can be easily imagined – from a fumbled catch and a game ruined, to the ball washing from the shore or being lost with a wreck. As an addition to the Hastings Fishermen's Museum this is an interesting and evocative find.

Information about this discovery has been forwarded to:

- English Heritage
- IFCA
- The Receiver of Wreck
- The National Record of the Historic Environment
- The Historic Environment Record for East Sussex
- The Local Government Archaeology Officer for East Sussex
- The Sussex Finds Liaison Officer (Portable Antiquities Scheme)

Fishing Industry

Protocol for reporting Archaeological Discoveries

WARG_30028: Lobster Pot

This lobster pot was accessioned to Hastings Fishermen's Museum in 1994. Its history is unknown – it may have been discovered offshore or on the beach, or it may have been in use or on display elsewhere prior to its addition to the Museum.

Museum ref: HASFM: 1994.372

This lobster pot is on display in Hastings Fishermen's Museum. It is a traditional pot constructed of wood, with rope and cork floats. The wooden frame holds a net in tunnel shape. These pots would be baited and deployed to the seabed. Lobsters, drawn in by the bait, enter the net tunnel and become trapped.

Providing a date for this type of pot is difficult – lobster pots are made according to local traditions from any suitable materials available. When damaged they were often repaired meaning that the same pots could be in use for many years by different generations of fishermen. Given the absence of any modern plastics in the construction of the pot reported here, this example is potentially of late 19th or early 20th century date.

The circumstances of its donation to the Museum are unknown. It may have been in use up until its donation or it could have been part or a personal collection. Storing artefacts like this one in museum collections is important for preserving information about ways of life that are changing as technologies advance.

Pots being emptied

Detail on a modern lobster pot

Information about this discovery has been forwarded to:

- English Heritage
- IFCA
- The Receiver of Wreck
- The National Record of the Historic Environment
- The Historic Environment Record for East Sussex
- The Local Government Archaeology Officer for East Sussex
- The Sussex Finds Liaison Officer (Portable Antiquities Scheme)

WARG_30029 and WARG_30030: Cannonballs

WARG_30029 (the larger cannonball) was found by an unnamed trawler 1400 yards off St Leonards. WARG_30030 was found by *The Carol* (RX 140) 2 miles offshore, using a trammel net.

Museum ref: WARG_30029 - HFMUS_30022; WARG_30030 - HFMUS_30023

These two cannonballs are on display in Hastings Fishermen's Museum. They were both found offshore and appear to be in a relatively stable condition, given the often damaging effects of submersion and drying on iron finds.

Round shot such as these were in use from the medieval period until the 19th century. Early examples were made of stone with iron becoming dominant from the 17th century onwards. This type of ammunition consists simply of a heavy round ball and receives its momentum from gunpowder placed behind it in the barrel of the cannon. They show little variation in construction over time but they do change weight and size reflecting changes in the design of the cannon used to fire them.

Detail of WARG_30030

These examples are interpreted as dating from the 19th century (WARG_30029 – potentially fired from a 64-pounder gun) and the 18th century (WARG_30030 – potentially fired from a 24-pounder gun).

Cannonballs are common finds in the south coast region which has played host to an abundance of battles, training shots and shipwrecks during the age of sail accounting for their presence on the seafloor. A concentration of them from one area may indicate the site of a naval battle, or (and especially if maritime material is recovered alongside them) the site of a shipwreck.

These examples may have been lost with a ship, they may have been fired from a ship or they may have been deliberately discarded overboard – either to lighten the load of a struggling vessel in severe weather, or to sink something to the seafloor (bodies were sometimes disposed of in this manner when a sailor died onboard ship).

Information about this discovery has been forwarded to:

- English Heritage
- IFCA
- The Receiver of Wreck
- The National Record of the Historic Environment
- The Historic Environment Record for East Sussex
- The Local Government Archaeology Officer for East Sussex
- The Sussex Finds Liaison Officer (Portable Antiquities Scheme)

Fishing Industry

Protocol for reporting Archaeological Discoveries

WARG_30031: Wheel

This find is on display in Hastings Fishermen's Museum. The full circumstances of its discovery are not known but it is described as having been found off of the Hastings' coast.

Museum ref: HFMUS_30024

This is a wheel with a rubber tyre. The metal at the centre of the wheel, where it would have affixed to an axle, is heavily concreted and obscured by marine aggregate. Images of the find were shown to Ewen Cameron, Curator at the RAF Museum.

Identifying finds from images alone is difficult as it is not always possible to pick out details or to gauge the scale of an object. Based on the image available, Ewen suggests that the find is British or American. German tyres, he reveals, tended to be smooth apart from mould lines which radiated from the centre. This tyre, with a deep tread running around its circumference is more reminiscent of a British or American aircraft dating from the 1950s or 1960s. Assuming that the laminated label in the photograph above is A4, the wheel is similar in size to a nose wheel from an aircraft, Ewen tells us.

Aircraft wreck sites offshore are often poorly understood – records for losses are incomplete and where they do exist they are sometimes vague, giving a broad geographical area for an aircraft loss, not a clearly defined location. It is highly plausible, in fact almost certain, that there are aircraft wrecks lying undiscovered off of the Sussex coast that will be discovered by offshore work such as fishing. Reporting any finds that may relate to these losses through a framework such as FIPAD is crucial to locating, understanding and protecting these sites.

The south coast is especially rich in aircraft material given its location on the flight path between the continent and cities in the UK targeted during the blitz. It is also the arena in which many air battles would have played out during the Battle of Britain in the summer of 1940. Military aircraft wreck sites are protected in law under the Protection of Military Remains Act (1986) as they may be the final resting place of the crew that flew them. They may also contain unexploded ordnance which can be hazardous during work offshore.

Information about this discovery has been forwarded to:

- English Heritage
- IFCA
- Ministry of Defence
- The Receiver of Wreck
- The National Record of the Historic Environment
- The Historic Environment Record for East Sussex
- The Local Government Archaeology Officer for East Sussex
- The Sussex Finds Liaison Officer (Portable Antiquities Scheme)

Fishing Industry

Protocol for reporting Archaeological Discoveries

WARG_30032: Timber

This find was discovered by an unnamed trawler and accessioned into Hastings Fishermen's Museum. Wessex Archaeology photographed the find in August 2012.

Museum ref: HFMUS_30025

This wooden timber is displayed in Hastings Fishermen's Museum. It is in a stable condition, despite having suffered damage at some point in the past (most likely during time in submersion or subsequent drying out).

Wooden timbers found offshore are important as they may be indicative of the site of a wooden shipwreck. This example has clearly been worked - the squared end seen at the forefront of the image above, the notch carved into this end and wooden dowels seen along its length all indicate that this is a worked timber, and not one that has occurred naturally.

The presence of wooden dowels, called treenails in a maritime context, possibly point towards a post-medieval date for this timber as copper or iron nails are likely to have been used were it made later.

Treenails are an effective building method. Free from corrosion (unlike metal counterparts), they swell to fit the gap they are inserted into when the timbers come into contact with water. This led to them being used heavily in shipbuilding technology.

It is not possible to confirm conclusively whether this timber was used as part of a ship or not though given the context of its discovery, this would seem highly likely. The piece is a beam, as opposed to a plank, and so, were it used in shipbuilding, it may have been likely to be part of the frame rather than a floor, ceiling or wall surface.

Information about this discovery has been forwarded to:

- English Heritage
- IFCA
- The Receiver of Wreck
- The National Record of the Historic Environment
- The Historic Environment Record for East Sussex
- The Local Government Archaeology Officer for East Sussex
- The Sussex Finds Liaison Officer (Portable Antiquities Scheme)

Fishing Industry

Protocol for reporting Archaeological Discoveries

WARG_30033: Sea Chest

This item is on display in Hastings Fishermen's Museum. It was donated to the Museum by Mr J. H. Savill and was accessioned in 1994.

Museum ref: HASFM 1994.343

This artefact is a sea chest. It is made of iron laid in a lattice pattern and secured by iron studs, and displays a keyhole on the lid and dummy key hole on the front. Two strong latches can also be raised and padlocked on the front of the chest for added security.

Chests like these were used to store the personal possessions of a sailor. This one made of iron by a clearly talented craftsman would have been very expensive. The level of security displayed by the chest – a lock, two latches and a dummy lock – indicate that the owner possessed items of financial or sentimental value (or that he deeply distrusted his crewmates). This is not the type of chest that would have been used by someone working offshore locally and returning to their home port at night as, even though the chest is relatively small, measuring 37cm in height by 67.3cm width, it is extremely heavy.

Sea chests are not always as grand as this one and were commonly made of cheaper materials such as wood.

Artefacts such as this one are incredibly important for what they reveal about life in the past. It is an evocative artefact which instantly brings to mind adventures on the high seas, long voyages away from home and conjures up stereotypical images of pirates' treasure chests. It is hard to imagine anyone gazing at this find in the Museum failing to be captured by its mystery and intrigue. The value of having this artefact conserved and displayed to the public far outweighs its financial value and Hastings Fishermen's Museum is commended for making it available to the public.

Information about this discovery has been forwarded to:

- English Heritage
- IFCA
- The Receiver of Wreck
- The National Record of the Historic Environment
- The Historic Environment Record for East Sussex
- The Local Government Archaeology Officer for East Sussex
- The Sussex Finds Liaison Officer (Portable Antiquities Scheme)

Fishing Industry

Protocol for reporting Archaeological Discoveries

WARG_30034: Binnacle

This artefact was found by an unnamed trawler 7 miles SE of Hastings. It was found in 1969 and is currently on display in Hastings Fishermen's Museum.

Museum ref: HFMUS_30027

This wooden and copper artefact is the binnacle from the *MV Certa*. It was found by a trawler on January 22nd 1969 approximately 7 miles SE of Hastings.

A binnacle houses instruments on board a ship, most commonly a compass. This example held the compass of the *MV Certa* which sank with the loss of two lives.

The role of the binnacle is tri-fold:

1) to provide a safe housing for expensive equipment on board a vessel

2) to position the instrument in the eye line of the helmsman for ease of use

3) to provide the optimum environment for the working of the instrument. To this end, compasses were mounted on a pivoted gimbal to counteract the pitching of the ship and a binnacle may have had spheres of metal attached to neutralise magnetic interference from iron (which was especially important on iron clad vessels).

The negative affect of iron on a magnetic compass, combined with the corrosion resistant properties of copper probably gave rise to the copper construction of this example.

Legally, all finds deemed to be wreck (flotsam, jetsam, lagan and derelict) remain property of their original owner and it is the role of the Receiver of Wreck to match salvaged material with an owner, where possible, or to deposit finds in a relevant museum.

Information about this discovery has been forwarded to:

- English Heritage
- IFCA
- The Receiver of Wreck
- The National Record of the Historic Environment
- The Historic Environment Record for East Sussex
- The Local Government Archaeology Officer for East Sussex
- The Sussex Finds Liaison Officer (Portable Antiquities Scheme)

Fishing Industry

Protocol for reporting Archaeological Discoveries

WARG_30035: Life Raft Hatch

This item was discovered by an unnamed trawler. It is currently on display in Hastings Fishermen's Museum, having been accessioned in 1998.

Museum ref: HASFM 1998.81

There are several clues as to the origin of this find – the camouflage paint, the German warning written in red on the piece and the aluminium it is constructed of all point to this item having originated on a German aircraft.

Aluminium is often used in the construction of aircraft as it is light and planes needed to be light in order to get airborne. The camouflage paint in brown and green suggests a military role and the language used on the artefact is a strong indicator that this comes from a German aircraft.

The wording 'Achtung Nicht Betreten' translates to 'Warning do not enter' or 'Warning do not tread'.

A former German pilot identified the find for the Museum, revealing it to be a life raft escape hatch from a German bomber, potentially a Heinkel.

Finds of aircraft material on the south coast are not uncommon. Many aircraft flew over the region to attack or defend Britain during the Second World War, most notably during the battle of Britain in the summer of 1940. Planes shot down over the sea are poorly recorded – where records exist they are often vague giving an approximate distance from a town or city (for example, 5 miles from Hastings) which leaves a very broad area.

Aircraft, being light in nature in order to get airborne, often fragment when downed in water – either due to the force of impact with the surface of the water or the seabed, or due to whatever cataclysmic damage has caused them to ditch in the first place. As such, aircraft remains can be spread over a wide area with no clear site or nucleus.

It is highly likely that fishermen working off of the coast of Sussex will continue to find aircraft remains in the future. Downed aircraft are protected under the Protection of Military Remains Act (1986) and should not be knowingly disturbed. They may contain unexploded ordnance or they may represent war graves.

Information about this discovery has been forwarded to:

- English Heritage
- IFCA
- Ministry of Defence
- The Receiver of Wreck
- The National Record of the Historic Environment
- The Historic Environment Record for East Sussex
- The Local Government Archaeology Officer for East Sussex
- The Sussex Finds Liaison Officer (Portable Antiquities Scheme)

WARG_30036: Dummy Shell

This dummy shell was being used as ballast on board the *Valiant* before it was donated to the Museum. How it came to be in the possession of the crew of the *Valiant* is not recorded, though it is plausible that it was found offshore.

Museum ref: HFMUS_30029

The shell has a 6 inch calibre. It displays an obturating ring, on the right in the image above, which were fitted to shells to create a seal between the shell and the breech of the gun firing it, trapping propellant gases behind to ensure efficient firing. This shell is of the correct calibre to have been fired by a QF 6 inch 40 calibre naval gun which were popular from the 1890's and were used during WWI.

Unexploded ordnance, AKA UXO, pose a significant risk as degradation of the detonator or fuse can render them unstable and an impact could potentially detonate the device. Most ordnance found in British waters relates to WWI or WWII meaning that unexploded ordnance could have lain undisturbed for 70-100 years. The most dangerous MEC – munitions or explosives of concern – in UK waters lie within the wreck of the SS *Richard Montgomery* which sunk off of the Isle of Sheppey, Kent. Carrying approximately 1400 tonnes of explosives and lying in shallow waters close to a populated area the vessel poses a significant risk. In living memory, and presumably before the extent of the risk was understood, enterprising locals offered summer boat trips around the wreck, the masts of which are visible from the shore.

This find is described by the Museum as being a dummy round – dummy rounds carried no explosive and were fired as practice shots. Fishermen are trained or learn to recognise ordnance as unexploded munitions brought in with a catch could be highly dangerous. It is highly unlikely that the crew of the *Valiant* would have used it as ballast without being certain that is was completely safe.

Information about this discovery has been forwarded to:

- English Heritage
- IFCA
- Ministry of Defence
- The Receiver of Wreck
- The National Record of the Historic Environment
- The Historic Environment Record for East Sussex
- The Local Government Archaeology Officer for East Sussex
- The Sussex Finds Liaison Officer (Portable Antiquities Scheme)

WARG_30038: Doodlebug

This find was trawled by *Our Lady* (RX 59) from a location 2.5 miles off Hastings. It was found by Richard and Paul Read in the summer of 1998 and is currently on display in Hastings Fishermen's Museum having been accessioned in 1999.

Museum Ref: HASFM: 1999.37

This corroded metal find has been identified as a flying bomb – a German V1, or doodlebug, or at least part thereof.

These bombs were fired at Britain from 1944 until 1945 with over 9000 (roughly 100 per day) being aimed at the south-east of England from sites in France and Holland. The seemingly innocuous name 'doodlebug' was given to the bombs to describe the characteristic buzzing sound their pulse jet engines made when in flight. Armed only with enough fuel to reach Britain (where they were intended to drop from the sky as the fuel was exhausted) it was said that if you could hear the engine, you were safe. If the noise ceased, the bomb was about to descend.

This bomb could have reached the seabed in a number of ways. It may have been shot down by anti-aircraft guns or by RAF aircraft as part of Operation Crossbow which protected the UK from such threats. It may have run out of fuel before reaching its intended target and hit instead the surface of the sea. Alternatively, after detonating on land the remains of the bomb may have been taken out to sea for disposal (a practice thought to have been used for blitz rubble removed from the City of Portsmouth and deposited to the east of the Isle of Wight).

Information about this discovery has been forwarded to:

- English Heritage
- IFCA
- Ministry of Defence
- The Receiver of Wreck
- The National Record of the Historic Environment
- The Historic Environment Record for East Sussex
- The Local Government Archaeology Officer for East Sussex
- The Sussex Finds Liaison Officer (Portable Antiquities Scheme)

WARG_30039: Gas Mask

This gas mask is displayed in Hastings Fishermen's Museum. It is not known which vessel discovered it but incredibly it is described as 'line caught'.

Museum ref: HFMUS_30031

The metal fixings, glass lenses and straps of this mask have been lost to the sea but the recognisable rubber shape remains. Masks, helmets and cotton or sponge pads have been used to protect against gas in mining and polluted conditions for centuries but the modern gas mask was developed during the First World War to protect against chemical gas attacks.

During the Second World War gas masks were issued to every British citizen to protect against gas attacks on the Home Front. This was thought necessary due to the extensive use of gas in WWI but, fortunately, gas was not used to attack Britain during WWII. Masks were also issued to servicemen and there are many still in existence in museums, private collections and people's homes today.

This example is an adult mask – smaller more brightly coloured masks were issued to children and full-body coverings were designed for babies.

There are several scenarios that would account for its presence underwater. It may have been lost from a plane or from a ship or it may have been deposited at sea with domestic refuse after the war. Whilst it is plausible that a gas mask may have been taken on board a ship or a plane, aircraft were fitted with breathing masks for use during flight and a ship or plane would be an unlikely target for a gas attack. It may however have been part of someone's personal kit.

Another scenario is that it was dumped at sea following a major event, such as the evacuation of Dunkirk, and has drifted to where it was discovered. Finds like this one, relating to our recent past, are important additions to museums detailing our offshore heritage and this find is an evocative reminder of recent conflict.

Information about this discovery has been forwarded to:

- English Heritage
- IFCA
- Ministry of Defence
- The Receiver of Wreck
- The National Record of the Historic Environment
- The Historic Environment Record for East Sussex
- The Local Government Archaeology Officer for East Sussex
- The Sussex Finds Liaison Officer (Portable Antiquities Scheme)

WARG_30040: Ship's Timber

The circumstances of the discovery of this find are unknown. It is currently displayed in Hastings Fishermen's Museum.

Museum reference is HFMUS_30032

This find is difficult to interpret given the lack of distinguishing features on the item.

It is a wooden timber with copper sheeting covering one end of the find. A copper bolt is visible part way along the wooden section of the artefact. Whilst the find is seemingly stable at present, it is in a poor condition and has suffered damage in the past. The nature of this damage is unconfirmed – many of the finds in the Museum have been donated by fishermen having been trawled or otherwise discovered offshore. If this find was also retrieved from a marine context, the damage may have originated when it entered the water, during its time in submersion, during recovery or whilst drying post-recovery.

It is currently interpreted based on images alone as a ship's timber. This is based on the presumed circumstances of its discovery and accession into the Museum, and because of the use of copper in its construction. Copper is commonly used offshore as it is far more resistant to the corroding effects of seawater than other metals, such as iron. The fact that the wood is sheeted in copper may suggest that this find was designed to spend time in submersion – either as part of the framing of the vessel or as part of the vessel such as the rudder. Unfortunately damage to the find prevents confirmation of this or further interpretation at this stage.

Information about this discovery has been forwarded to:

- English Heritage
- IFCA
- The Receiver of Wreck
- The National Record of the Historic Environment
- The Historic Environment Record for East Sussex
- The Local Government Archaeology Officer for East Sussex
- The Sussex Finds Liaison Officer (Portable Antiquities Scheme)

Fishing Industry

Protocol for reporting Archaeological Discoveries

WARG_30041: Keep Net

This find was donated to the Hastings Fishermen's Museum by Mr R Wood in 1987.

Museum Ref: HASFM: 1994.287

This is a keep net made of hemp on galvanised wire hoops or rings. It is sealed at the bottom and open at the top in order to trap freshwater fish. This type of net would have been commonly used in the past.

Strung into the flow of a river or stream, fish would have been funnelled into the net, becoming trapped. They could then be landed and eaten or sold. Unfortunately fish were not the only creatures to become ensnared in these nets and other casualties include otters and eels.

Because of the threat to eel populations this type of fishing was made illegal and nets like this one should no longer be in use. This example is made in the twentieth century by machine.

The gifting of this net to the Museum ensures that information about this type of fishing, and the lessons in sustainability that can be learnt from it, are passed on to future generations.

This find measures approximately 100cm by 30cm.

Information about this discovery has been forwarded to:

- English Heritage
- IFCA
- Ministry of Defence
- The Receiver of Wreck
- The National Record of the Historic Environment
- The Historic Environment Record for East Sussex
- The Local Government Archaeology Officer for East Sussex
- The Sussex Finds Liaison Officer (Portable Antiquities Scheme)

WARG_30042: Caulking Tools

This set of caulking tools was accessioned into the Hastings Fishermen's Museum in 1994. It is not recorded who donated them or how they came into the Museum's collections.

Museum ref: HASFM 1994.370

These tools were essential in the maintenance and repair of wooden ships. This exhibit consists of a caulking mallet, various chisel shaped caulking irons and a reel of white Egyptian cotton.

To make a wooden vessel watertight or the repair a seal which has lost its functionality, the caulker would drive cotton into the join between two timbers using the caulking irons and mallet. This would then be sealed with a putty or tar to ensure the integrity of the mend.

The different tools seen here would have been carried by a caulker allowing him to select the most appropriate size for the repair being undertaken. Tools like these have largely fallen out of use, except in traditional ship building techniques, as vessels are now commonly made or clad in metal or plastics, or the traditional caulking is replaced with a modern marine sealant.

The word 'caulking' continues in use though its meaning has adapted. Modern bathroom sealants are sometimes called caulking as they too form a watertight join between two surfaces.

Whereas these tools would one day have been common on board sea going vessels, they are now more likely to be evidenced in museums and private collections. Preserving knowledge about them through their display in the Hastings Fishermen's Museum ensures that this traditional art is not entirely lost.

Information about this discovery has been forwarded to:

- English Heritage
- IFCA
- The Receiver of Wreck
- The National Record of the Historic Environment
- The Historic Environment Record for East Sussex
- The Local Government Archaeology Officer for East Sussex
- The Sussex Finds Liaison Officer (Portable Antiquities Scheme)

WARG_30043: Ceramic Tiles

These finds were recovered from an area 9 miles south-east of Hastings. They are thought to be connected to a wreck known locally as 'bricks and tiles', presumably named for its cargo. These finds are currently displayed in Hastings Fishermen's Museum.

Museum reference is HASFM: 2005.3

These finds are ceramic tiles. They are in fairly robust condition though none of those photographed by Wessex Archaeology in August 2012 are intact. They have lettering clearly imprinted onto them though it has not been possible at present to interpret the lettering, given the broken nature of the finds.

This type of tile was likely intended for use in building – potentially for flooring.

They are reported to have come from a wreck known locally as 'bricks and tiles'. The south coast is littered with shipwrecks – some of which are of national and international importance, whilst others have local significance or links to people and industries in distant parts of the country. Despite years of archaeological research, there are still many unnamed wrecks lying off of our coasts. Wrecks such as the one thought to have carried these tiles are often well known amongst a small group of local people using the waters around them and virtually unknown out of these circles.

Understandably, many fishermen avoid known wrecks because of the damage that they can cause to nets and other fishing apparatus. However, depending on the circumstances of a wrecking event, a shipwreck may have a debris field lying around it consisting of ship structure and spilled cargo. It would appear a likely scenario that these tiles were recovered from the vicinity of the wreck of a ship that carried them as cargo. Information about these tiles will be added to national databases in order that future finds from the area can be understood in relation to these discoveries.

Information about this discovery has been forwarded to:

- English Heritage
- IFCA
- Ministry of Defence
- The Receiver of Wreck
- The National Record of the Historic Environment
- The Historic Environment Record for East Sussex
- The Local Government Archaeology Officer for East Sussex
- The Sussex Finds Liaison Officer (Portable Antiquities Scheme)

WARG_30045: Propeller

This propeller was donated to the Museum in 1997 by Steve Peak. It is currently displayed in Hastings Fishermen's Museum.

Museum reference is HASFM: 1997.138

This small screw propeller is made of bronze and it is described as having come from a Hastings fishing boat. It is now displayed in Hastings Fishermen's Museum.

Bronze is largely resistant to corrosion which makes it an excellent material for boat components, such as this one, which would spend the vast majority of its working life in submergence. The corrosive effect of seawater would be devastating on other metals such as iron, and copper, brass and bronze are commonly used in marine engineering for this reason.

Whilst finds like these may seem innocuous, they can be extremely valuable for what they can teach about the development of fishing vessels over time. Forward drive for marine vehicles can be achieved in a variety of ways – oars, sails and propellers are all common.

WARG_30045

Screw propellers were first used in the late 18th century but did not become popular or dominant until the end of the 19th century. This example is likely to date from the first half of the twentieth century.

Information about this discovery has been forwarded to:

- English Heritage
- IFCA
- The Receiver of Wreck
- The National Record of the Historic Environment
- The Historic Environment Record for East Sussex
- The Local Government Archaeology Officer for East Sussex
- The Sussex Finds Liaison Officer (Portable Antiquities Scheme)

WARG_30046: Grapnel

This find is catalogued as having come from the Fishmarket, Store in 2001. It is currently displayed in Hastings Fishermen's Museum.

Museum ref: HASFM: 2001.205

This small iron grapnel is in excellent condition and is on display in Hastings Fishermen's Museum. It displays 4 flukes, a pivoting head and has a small length of chain attached.

Grapnels such as this one play several roles on board fishing vessels. They can be used to retrieve nets (using the flukes to snag rope in the water) or they can be deployed as anchors. This example is a relatively small one and would likely have been deployed by hand. The good quality of casting suggests a twentieth century date of manufacture though this cannot be confirmed on current evidence.

The history of this find is unknown but it is likely to have been used by a fishing boat working off of the Sussex coast. It is described as having been donated by the Fishmarket Store. Larger grapnels are used in seabed clearance and Wessex Archaeology has provided archaeological support for material retrieved during grapnel runs ahead of commercial development offshore.

Information about this discovery has been forwarded to:

- English Heritage
- IFCA
- The Receiver of Wreck
- The National Record of the Historic Environment
- The Historic Environment Record for East Sussex
- The Local Government Archaeology Officer for East Sussex
- The Sussex Finds Liaison Officer (Portable Antiquities Scheme)

WARG_30048: Net

This find is catalogued as having come from the Fishmarket, Store in 2001. It is currently displayed in Hastings Fishermen's Museum.

Museum ref: HASFM: 2001.201

This is a skim or hand net with a wooden handle and an orange net. This type of net is commonly carried on board fishing vessels to assist with bringing in a catch. When a catch is too heavy to lift onto the boat, a skim net is employed to remove some of the haul from the trawl net, lightening the load without losing the catch.

This example is traditionally built with a wooden handle, iron hoop and orange netting. It is described as measuring 4 feet in length.

More modern equivalents of nets like these will be common place on fishing vessels operating out of Sussex, and across the country, today. The basic design – of a net held open by a loop attached to a pole to give reach – is thought to have originated in prehistory, potentially in the Palaeolithic or Old Stone Age. The first examples would have been made of naturally occurring materials such as wood with a string net made of twisted plant fibres or animal sinew. Modern examples are manufactured from metal and plastics which are practical and hardwearing for work offshore.

Sussex Vessels

It is difficult to assign a date to this find but it potentially dates form the early twentieth century and is an evocative reminder of the role fishing has played in the industrial, social and personal history of Sussex.

Information about this discovery has been forwarded to:

- English Heritage
- IFCA
- The Receiver of Wreck
- The National Monuments Record
- The Historic Environment Record for East Sussex
- The Local Government Archaeology Officer for East Sussex
- The Sussex Finds Liaison Officer (Portable Antiquities Scheme)

WARG_30050: Axe

This find was discovered by an unnamed trawler. It is currently displayed in Hastings Fishermen's Museum.

Museum ref: HASFM: 1994.306

This iron and wooden find is in poor condition, having heavily degraded during its time in submersion. It has some concretions around the head but is still recognisably an axe and is currently seemingly stable.

This find is likely to have been lost by a vessel off of the Sussex coast. Axes such as this one may have played several roles on board vessel. The cutting edge could have been used to free trapped lines or rigging and it could have been used to chop firewood for the stove.

Whilst details of its discovery are sparse, this find is thought to have been discovered offshore by fishermen before being donated to the Museum.

On current evidence, dating this find is difficult though it potentially dates to the post-medieval or modern periods (from 1500 onwards).

Information about this discovery has been forwarded to:

- English Heritage
- IFCA
- The Receiver of Wreck
- The National Record of the Historic Environment
- The Historic Environment Record for East Sussex
- The Local Government Archaeology Officer for East Sussex
- The Sussex Finds Liaison Officer (Portable Antiquities Scheme)

WARG_30052: Message in a bottle

This find was donated to the museum by the crew of RX 152. It is currently displayed in Hastings Fishermen's Museum, alongside a typed letter from the man who cast it into the sea.

Museum ref: HASFM: 1994.84

This bottle contains a message and was retrieved from the sea by the crew of trawler RX 152. A transcript of the message was not available at the time of writing but it is recorded as having been written by George F. M. Ertle.

Mr Ertle was contacted by a Mr Dannreuther – presumably one of the finders or a contact from the Museum – and Mr Ertle's response is also displayed in the museum (Museum ref: HASFM 1994.82). The response is dated 13th July 1965.

Messages in bottles are iconic symbols of the human need to communicate. They have been used for centuries to communicate messages, positions and information. The basic tenet is that a message is sealed in a water-tight container and cast into the sea or ocean. The current of the water moves the message, often many miles from its starting point.

This form of communication has commonly been employed when all hope has been lost – by people shipwrecked and in need of rescue or by those who feared for the safety of their vessel using it as a means to communicate their final wishes to loved ones. Of course it is not a reliable form of communication and many thousands of messages may remain unrecovered and lost at sea.

The principle of setting a message adrift has been employed in the study of tidal currents and researchers have released scores of bottles (or similar containers designed to be water-tight) into the ocean with the intention of studying where they are collected to assess water currents. Researchers received a boon in 1992 when 29,000 plastic bath toys were washed overboard from a container ship during a storm. The accidental mass release of so many recognisable objects into the water in one event provided a unique opportunity to study currents and finders were encouraged to report discoveries of the yellow ducks and other brightly coloured creatures when they made landfall.

This bottle with its enigmatic message is an exciting and evocative addition to the museum.

Information about this discovery has been forwarded to:

- English Heritage
- IFCA
- The Receiver of Wreck
- The National Record of the Historic Environment
- The Historic Environment Record for East Sussex
- The Local Government Archaeology Officer for East Sussex
- The Sussex Finds Liaison Officer (Portable Antiquities Scheme)

Fishing Industry

Protocol for reporting Archaeological Discoveries

WARG_30053: Clay pipe

This find is retained in personal possession and is described as having been found off 4 miles off Eastbourne by a vessel using pots or creels.

Wessex Archaeology ref: GDOSWELL_30015

Clay tobacco pipes like this one were in use from approximately 1600 onwards. They show a distinct typology in the construction of their bowls, which can allow relatively accurate dating.

Images of this find were shown to Lorraine Mepham, finds specialist at Wessex Archaeology. This pipe is decorated with fluted patterns and has a spurred bowl. This example, Lorraine tells us, is likely to have been made in a mould. A faint seam, visible around the bowl of the pipe and extending down over the spur, suggests that this was manufactured in the 19th century. By this time, this type of pipe was being mass produced and manufacturing processes no longer allowed for the quality of finish seen on earlier examples, which would have seen the seam smoothed off.

Detail on WARG_30053

Clay pipes were very common especially among sailors, and tobacco sometimes formed part of the daily rations of a sailor in the British and other navies. They were seen as consumables and made in large quantities but due to their fragile nature were frequently damaged and subsequently discarded. It is remarkable that this example survived offshore and was retrieved intact. The finders are commended for their careful handling of the artefact and for reporting it appropriately.

Information about this discovery has been forwarded to:

- English Heritage
- IFCA
- The Receiver of Wreck
- The National Record of the Historic Environment
- The Historic Environment Record for East Sussex
- The Local Government Archaeology Officer for East Sussex
- The Sussex Finds Liaison Officer (Portable Antiquities Scheme)

WARG_30054: Timber

This find is retained in personal possession and is described as having been found off Eastbourne by a vessel using nets.

Wessex Archaeology ref: GDOSWELL_30016

This wooden timber was discovered offshore. When it was discovered in the 1980's it was around 15 feet in length. The finder, Graham Doswell, contacted an archaeologist who cleaned the find and reduced it to its current length.

Identifying it is difficult due to the partial nature of the find. The item is a composite of three pieces of timber secured with copper fastenings and with a bronze plate and 'loop' affixed to one edge. The use of corrosion resistant metals in its construction suggests that this find was intended for use offshore and this item is likely to have formed part of a wooden or composite vessel.

Images of the find were shown to Wessex Archaeology's Coastal and Marine Team who agreed that the find may be part of the gunwale of a vessel with the 'loop' shown above providing a line guide for ropes as part of the rigging – this is known as a fairlead. The construction of the piece suggests that the fairlead could be adjusted to move to the left or right of its current position which would allow the ropes to be tensioned or repositioned. The section of wood standing proud in the centre of the item might be a stringer providing structural support for the gunwale and allowing the attachment of further framing. A screw noted on the top right of the image above appears to have an even thread suggesting that it was machine manufactured. This type of machinery didn't become widespread until the late 18th century and so this find is likely to date to the late 18th or 19th century.

It is likely that this find formed part of a vessel. The rest of the vessel may be lying on the Sussex seabed, or this piece may have entered the water in some other way, for example through loss after damage or through deliberate disposal offshore.

Information about this discovery has been forwarded to:

- English Heritage
- IFCA
- The Receiver of Wreck
- The National Record of the Historic Environment
- The Historic Environment Record for East Sussex
- The Local Government Archaeology Officer for East Sussex
- The Sussex Finds Liaison Officer (Portable Antiquities Scheme)

Fishing Industry

Protocol for reporting Archaeological Discoveries

WARG_30055: Cannonball

This find is retained in personal possession and is described as having been found off Eastbourne by a vessel using pots or creels.

Wessex Archaeology ref: GDOSWELL_30017

This cannonball was found offshore and appears to be suffering some degradation caused by the damaging effects of submersion and drying on iron finds.

Round shot such as these were in use from the medieval period until the 19th century. Early examples were made of stone with iron becoming dominant from the 17th century onwards. This type of ammunition consists simply of a heavy round ball and receives its momentum from gunpowder placed behind it in the barrel of the cannon. They show little variation in construction over time but they do change weight and size reflecting changes in the design of the cannon used to fire them.

This example is described as potentially having come from the vicinity of the wreck of the *Resolution,* which sank in Norman's Bay during the Great Storm of 1703.

Cannonballs are common finds in the south coast region which has played host to an abundance of battles, training shots and shipwrecks during the age of sail accounting for their presence on the seafloor. A concentration of them from one area may indicate the site of a naval battle, or (and especially if maritime material is recovered alongside them) the site of a shipwreck.

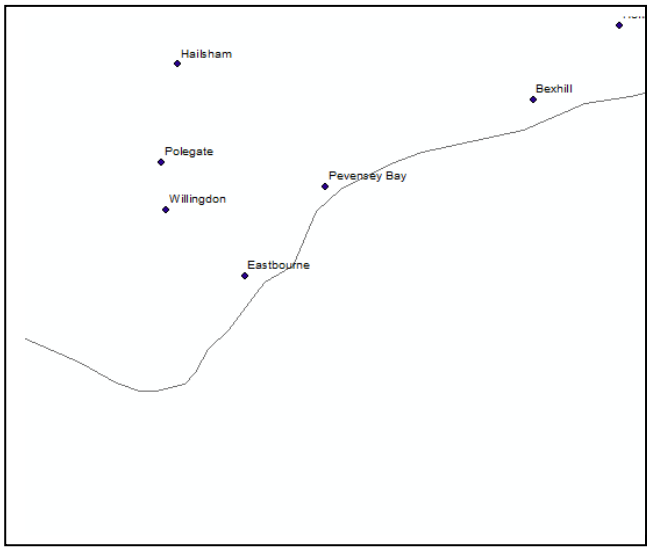
This example may have been lost with a ship, it may have been fired from a ship or it may have been deliberately discarded overboard – either to lighten the load of a struggling vessel in severe weather, or to sink something to the seafloor (bodies were sometimes disposed of in this manner when a sailor died on board ship)

Information about this discovery has been forwarded to:

- English Heritage
- IFCA
- The Receiver of Wreck
- The National Record of the Historic Environment
- The Historic Environment Record for East Sussex
- The Local Government Archaeology Officer for East Sussex
- The Sussex Finds Liaison Officer (Portable Antiquities Scheme)

Fishing Industry

Protocol for reporting Archaeological Discoveries



WARG_30056: 'Propellers'

This potential site is described as having been found off Eastbourne by a vessel using fastener pots or creels. It was reported to Wessex Archaeology in August 2012.

Wessex Archaeology ref: GDOSWELL_30018

Very little information is available about this potential site. It is described simply as 'propellers' and lies at an unspecified location off Eastbourne.

It is not confirmed how the description of propellers was arrived at and whether this was based on visual inspection or on finds retrieved from the seabed during fishing activity.

It is also not know whether the description, if found to be accurate, relates to propellers designed for use in the marine sphere or whether it references propellers designed for use in aviation.

Potential sites like this one are often first noted by fishermen. Pots and nets can become snagged on archaeology on the seabed – termed 'net snags'. Information about such snags is often passed on verbally from vessel to vessel. This potentially means that there is a wealth of archaeological material on the seabed which is well evidenced by fishing vessels but which is not recorded elsewhere. Schemes such as the FIPAD provide a recognised framework through which finds on the seabed can be reported and recorded.

Information reported through the FIPAD is uploaded onto national databases which act as a point of reference for all archaeological projects, planning consents and offshore developments with regards to heritage. In this instance, this potential site will be reported to the National Record of the Historic Environment maintained by English Heritage (previously the National Monuments Record) and the Historic Environment Record for East Sussex. This discovery will also be reported to the Local Government Archaeology Officer and to the local Finds Liaison Officer.

Information about this discovery has been forwarded to:

- English Heritage
- IFCA
- Ministry of Defence
- The Receiver of Wreck
- The National Record of the Historic Environment
- The Historic Environment Record for East Sussex
- The Local Government Archaeology Officer for East Sussex
- The Sussex Finds Liaison Officer (Portable Antiquities Scheme)

Fishing Industry

Protocol for reporting Archaeological Discoveries

WARG_30061 and WARG_30027: Floats

These two floats are exhibits in the Hastings Fishermen's Museum. The metal float (WARG_30061) was found on a beach. The circumstances of the discovery of the glass float (WARG_30027) are not known.

Museum ref: WARG_30061 - HASFM: 2001.307; WARG_30027 - HFMUS_30020

These two floats are displayed in the Hastings Fishermen's Museum. The metal float, shown above, bears the inscription "Profonder Maximum: 400M Patent No.96803; S.E.A. Le Beon Lorient, France". Le Beon is a French manufacturing company based in Lorient, a sea-port in Brittany on France's north-western coast. This find has been interpreted as being a float – used to hold trawl nets in the water column.

WARG_30027 is a glass float covered in a knotted net. This helps to protect the float from damage whilst in use and provides a method for it to be attached to fishing nets. This type of float was reportedly popular with French fishermen for holding trawl and drift nets.

WARG_30027: Glass float

Both of these floats are likely to have come adrift whilst in use, which has resulted in their discovery and eventual deposition with the Museum. Neither is thought on current evidence to be indicative of a site of further archaeological significance on the seabed, though both are interesting additions to the Museum.

Information about this discovery has been forwarded to:

- English Heritage
- IFCA
- The Receiver of Wreck
- The National Record of the Historic Environment
- The Historic Environment Record for East Sussex
- The Local Government Archaeology Officer for East Sussex
- The Sussex Finds Liaison Officer (Portable Antiquities Scheme)

Modern floats in use in Sussex

WARG_30062: Flintlock Musket

This find is described as a beach find. It is currently displayed in Hastings Fishermen's Museum having been accessioned to the Museum in 1995.

Museum ref: HASFM: 1995.10

This heavily degraded wood and iron find is a flintlock musket. It was found on a beach, where it had presumably been washed by the tide, and was donated to the Museum in 1995. It is in poor condition, due to its time spent submerged, and is heavily corroded with some concretions. Despite this, it is currently seemingly stable.

The Museum catalogue records that this find is a flintlock musket dating from 1820. It is thought to be French and is described as having come from a shipwreck known locally as the 'Tombstone' shipwreck.

Butt of a matchlock musket found in the Thames and investigated by Wessex Archaeology

Flintlock muskets are so named because an angular piece of worked flint is installed into the mechanism within the gun which provides the spark for firing. This technology replaced earlier designs such as the matchlock musket (example pictured).

Information about this discovery has been forwarded to:

- English Heritage
- IFCA
- Ministry of Defence
- The Receiver of Wreck
- The National Record of the Historic Environment
- The Historic Environment Record for East Sussex
- The Local Government Archaeology Officer for East Sussex
- The Sussex Finds Liaison Officer (Portable Antiquities Scheme)

APPENDIX 3: PROTOCOL TEXT DOCUMENTS

Fishing Industry

Protocol for Archaeological Discoveries

Protocol Handbook

For Sussex IFCA Pilot Project

April 2012

Fishing Industry

Protocol for Archaeological Discoveries

Protocol Handbook

Summary
Wessex Archaeology has been commissioned by English Heritage to draw up and implement a Protocol for the reporting of potential finds and sites of historic environment interest discovered by the fishing industry during the course of their normal day-to-day activities.

The Protocol is being trialled as a pilot project for one year within the Sussex Inshore Fisheries and Conservation Authority (IFCA) District, starting April 2012.

The Fishing Industry Protocol for Archaeological Discoveries, or FIPAD, comprises a set of simple actions to be undertaken by the Finder, the FIPAD Contact and the Archaeologist. This document comprises a Protocol Handbook, intended to accompany the Protocol, providing more detail regarding the background, rationale and scope of the project.

Acknowledgements
Wessex Archaeology gratefully acknowledges the considerable time and effort provided by the staff of Sussex IFCA, in particular Robert Clark, in facilitating the development of the Protocol. Considerable thanks are also due to the members of the project Client Group for their useful insights and expertise, and to the numerous fishermen, merchants and other key individuals within the Sussex IFCA region who have helped to shape the Protocol. Wessex Archaeology would also like to extend their gratitude to BSmith Design for contributing the FIPAD logo.

The project has been funded by a grant from English Heritage's National Heritage Protection Programme.

Sussex IFCA
Inshore Fisheries and Conservation Authority

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Document Ref: 73271.01

April 2012

Wessex Archaeology

ENGLISH HERITAGE

Cover images: Fishing boats at Rye and Concha wreck with cargo winch

Fishing Industry

Protocol for Archaeological Discoveries

Contents

1. Project Background

1.1. Overview

1.1.1. The archaeological discoveries made by fishermen have been hugely important in helping us to understand and reconstruct the activities of cultures from both the ancient and recent past. Seabed substrates, targeted for the fish and crustacean species which inhabit them, also house a diverse array of archaeological sites and artefacts, sometimes with levels of preservation far exceeding those found in terrestrial settings.

1.1.2. The likelihood of fishermen encountering archaeological remains is considerably higher than in most other marine industries due to the methods and techniques used in modern commercial fishing. Despite this, there remains no formal system in place within the fishing industry for the reporting of archaeological sites and artefacts discovered during operations. The purpose of the Fishing Industry Protocol for Archaeological Discoveries (hereafter, 'FIPAD') is to provide a simple and effective mechanism for fishermen to report cultural heritage finds encountered on the seabed or recovered in fishing gear. The mechanism will allow for all discoveries to be assessed by a professional archaeologist and, where pertinent, the data will be accessioned into the archaeological record.

1.1.3. The Protocol (included as Appendix 1) will provide a step-by-step guide to what fishermen should do upon encountering finds during their daily operations, and will also provide clear guidance for the Archaeologist who will be dealing with the reports. As you will see, the Protocol Handbook (this document) will provide more detailed information on the various roles and tasks.

1.1.4. FIPAD will be trialled through a pilot project in Sussex over a period of one year from April 2012 to March 2013. The main objective is to test the methodology and assess whether there is scope for a wider-reaching initiative to work within the UK's fishing industry.

1.2. Scope

1.2.1. FIPAD is a one-year pilot study and incorporates all commercial and recreational fishing operations within the Sussex Inshore Fisheries and Conservation Authority (Sussex IFCA) District. Sussex IFCA has jurisdiction out to 6nm. There is the potential for the pilot study to inform national initiatives for reporting within the fishing industry, and representatives from the UK's devolved administrations have been consulted throughout the design and implementation.

1.2.2. FIPAD acknowledges two main types of archaeological discovery which occur during fishing operations:

Site	An archaeological object encountered on the seabed.
Artefact	An archaeological object recovered in the fishing gear.

1.2.3. All Sites and Artefacts will treated equally in that they will be assessed by an archaeologist, with a report generated for the Finder, before the data is accessioned to the historic environment record. Finders will retain salvage rights to Artefacts recovered from the sea subject to the provisions of the Merchant Shipping Act 1995.

1.2.4. A major catalyst for FIPAD has been the success of the British Marine Aggregate Producers Association (BMAPA) Protocol (2005) which offers a comparable mechanism for the aggregate industry. The Offshore Renewables Protocol for Archaeological Discoveries (ORPAD) provides a similar mechanism for the offshore renewables industry. Both initiatives have exceeded expectations in the provision of new data about marine archaeological finds, and continue to bring new discoveries to light. FIPAD's methodology has been tailored through consultation with fishing organisations, merchants and fishermen directly in order to incorporate the unique lifestyle requirements of the fishing crews and their communities.

1.2.5. FIPAD is a voluntary protocol and the decision to participate ultimately rests with the skipper and crew of each fishing vessel. As part of their commitment to sustainable fisheries Sussex IFCA will be encouraging participation from vessels which operate in Sussex waters and will promote the Protocol to all fishing crews it encounters.

1.3. Rationale

1.3.1. Sussex IFCA's District incorporates a stretch of the English Channel which has a long and varied cultural history stretching back to prehistoric times when humans inhabited what is now the seabed. Successive marine transgressions and regressions resulted in the former landscape being intermittently exploited and inhabited by successive generations of humans, prior to its most recent inundation approximately 10,000 years ago. With the formation of the English Channel, the prehistoric exploitation relocated to the higher ground, and the newly formed waterway became synonymous with maritime activity. The English Channel became part of an extensive maritime trading network, playing host to thousands of military engagements, and providing resources and subsistence for the successive populations who lived on its peripheries. The remnants of those activities survive primarily in the form of flint scatters, animal remains, shipwrecks, and aircraft crash sites. The number of sites is potentially vast and, given the comparative rarity of early prehistoric discoveries and the uniqueness of maritime discoveries, new finds on the seabed could provide a significant contribution to the archaeological record and our understanding of past cultures.

1.3.2. With the growing threat posed to underwater archaeological sites and artefacts by the emergence of new industries and their attendant human pressures, this finite resource is in danger of being dispersed and destroyed. It is imperative therefore that all information yielded through interaction and encounter with archaeological remains on the seabed is recorded in the historic environment record for the benefit of future generations.

1.3.3. The fishing community has long been identified as an industry which regularly and inadvertently encounters archaeological remains on the seabed. The discovery by fishermen of important archaeological material is long attested. Examples include a Mesolithic harpoon point trawled up by the *Colinda* in 1931; the medieval rudders trawled up off Rye and Winchelsea; and several historic wrecks first found as 'fishing' snags and subsequently designated under the Protection of Wrecks Act 1973 (including *Invincible*, *Resurgam*, Dunwich Bank wreck, Studland Bay wreck and Norman's Bay wreck, among others). Cataloguing the Michael White collection of over 300 prehistoric artefacts discovered by trawling clearly illustrated how dialogue with fishermen could help generate valuable new information about artefacts, and the ancient landscape of which they were once part (Wessex Archaeology 2004†).

1.3.4. The key purpose of the FIPAD pilot project is to test whether having an established reporting mechanism in place will encourage fishermen to report their finds in a manner which would allow the data to be used to enhance English Heritage's archaeological record (the National Record of the Historic Environment).

† Wessex Archaeology 2004, Aggregates Levy Sustainability Fund, Marine Aggregates and the Historic Environment, Artefacts from the Sea, Catalogue of the Michael White Collection, ref. 51541.05; see also http://www.wessexarch.co.uk/projects/marine/alsf/artefacts_sea/michaelwhite.html

2. Role Definition and Terminology

2.1. The Finder

2.1.1. The Finder should ideally be the person who made the discovery; however, it may sometimes be the case that several members of the crew were responsible for a particular discovery. In such instances it is assumed that the Skipper of the vessel will assume responsibility and adopt the role of Finder. If required, the Skipper may delegate the role of Finder to another crew member. Once delegated, the Finder is responsible for the reporting of the find and any actions taken to conserve it. If the Finder's role is subsequently transferred to another crew member, the Finder must ensure that all information pertaining to the find is also transferred.

2.1.2. The Finder will act as the first point of contact between the vessel crew and either the FIPAD Contact or the Archaeologist.

2.1.3. Should the Finder wish, they may report the find directly to the Archaeologist (Wessex Archaeology) via the following methods:

- Direct Contact;
- Phone Call to Designated Number;
- Online Database available via the FIPAD website;
- Hard copy forms sent by post, fax, or scanned and emailed.

2.1.4. Details about the types of information that should be conveyed are included in **Appendices 2** and **3**.

2.2. FIPAD Contact

2.2.1. The FIPAD Contact will act as a point of contact for the Finder and will pass on reports and finds to the Archaeologist on the Finder's behalf. Ordinarily, the FIPAD Contact should be someone who works in or near their respective port and who is familiar with the fishing fleet operating out of that port. There will be nine FIPAD Contacts – one for each fishing port - within the Sussex region for the duration of the pilot study.

2.2.2. FIPAD Contacts were appointed after consultation with the Sussex fishing communities. A FIPAD Contact should be someone who is well known to the local community and who regularly liaises with fishing crews, either in a professional or a commercial capacity. For example:

- A Senior Member of a Fishing Association, Union, or Society;
- A Fish Merchant;
- The Harbour Master;
- A Port Official;
- A relevant authority (e.g. Sussex IFCA; Marine Management Organisation; The Crown Estate).

2.2.3. The FIPAD Contact will be readily contactable by phone and/or email, and should ideally have a regular presence within the port and a good rapport with the fishing community they represent. It is acknowledged that round-the-clock availability is not a realistic expectation, and therefore it is vital that the FIPAD Contact has the facility for remote messaging and is able to communicate regularly with fleets.

2.2.4. The appointed **FIPAD Contacts** for the duration of the pilot study are:

Port	FIPAD Contact	Email	Phone
Brighton	Alan Hayes	alanphayes@hotmail.com	01273 675190
Chichester	Nicky Horter	nicky@conservancy.co.uk	01243 512301
Eastbourne	Graham Doswell	Graham.doswell@sky.com	07767 458574
Hastings	Yasmin Ornsby	hfps@btconnect.com	01424 722322
Littlehampton	Jeremy Brooks	riversidefish@hotmail.com	07730 041205
Newhaven	David Guy	davidguy2020@gmail.com	07980 591631
Rye	Matt Gandy	matgfish@aol.com	01797 225188
Selsey	Tony Delahunty	no_thumbs_tone@hotmail.com	07974 254248
Shoreham	Jim Partridge	monteum@btconnect.com	01273 463014
	Matt Leach	matt@bnfs.co.uk	01273 434431

2.2.5. The Finder may also report direct to the Sussex IFCA, the Receiver of Wreck or Wessex Archaeology†.

NB This contact list was last updated on 10 May 2012 and may be subject to change. For the latest contact list go to:

http://fipad.org/resources/fipad-contacts-list

2.3. The Archaeologist

2.3.1. The Archaeologist for the duration of the Sussex IFCA pilot study will be Wessex Archaeology. All information pertaining to archaeological discoveries will be assessed and processed by the Archaeologist. When a FIPAD report is received, it is expected that the Archaeologist will report back to the FIPAD Contact and Finder within four weeks. The duties of the Archaeologist are outlined in **Section 4**.

2.3.2. For each new find reported, the Archaeologist will prepare an individual report for the Receiver of Wreck, the National Record of the Historic Environment and the relevant Sussex Historic Environment Record. The Archaeologist will also compile an annual report of all finds for English Heritage at the end of the pilot study. Update reports will be provided to English Heritage on a quarterly basis.

† Sussex IFCA can be contacted on 01273 454407; Wessex Archaeology can be contacted on 01722 326867. Contact details for the Reciever of Wreck are on p.10 of this handbook.

3. Discoveries

3.1. Types of Discoveries

3.1.1. Two types of primary discovery are envisioned within fishing operations, and for ease of use these have been categorised as **Sites** and **Artefacts**. These are discussed in more detail below.

Sites

3.1.2. Sites are objects or deposits on or within the seabed which are encountered while fishing. Encounters most commonly result in the fastening of nets or obstruction of dredges though lesser impacts can be observed when fishing gear temporarily snags on a Site.

3.1.3. Objects leading to snagging or net fastening on the seabed need not necessarily be cultural in origin† but unless the object can be soundly identified as a natural feature, a precautionary approach should be adopted and the obstruction treated as a Site of potential archaeological interest.

Type of Obstruction	Action
Natural	No Action
Cultural	Report Position & Details via FIPAD
Unknown	Report Position & Details via FIPAD

3.1.4. In instances where an obstruction can be soundly identified as natural (e.g. a geological bedrock feature, a sandbank, or natural outcrop), or if the feature is a charted obstruction, then the likelihood is that the Archaeologist will already be aware of the obstruction.

3.1.5. Where a natural obstruction is assumed, but cannot be conclusively proven, the object should be treated as a Site and reported under FIPAD.

3.1.6. The actions required of the Finder after the discovery of a Site are outlined in Section 4.

Artefacts

3.1.7. Artefacts comprise all objects brought to, or recovered from, the surface while fishing. Such artefacts could range from prehistoric flints through to substantial aircraft components and are only constrained in type by the size of the vessel and its fishing gear. Items such as wood or peat should also be reported.

3.1.8. Due to the diversity of material that can be encountered on the seabed, Finders are asked to adopt a cautionary approach in determining the archaeological value of Artefacts. For notes on identifying material of archaeological interest please see Appendix 2. There will be notable exceptions to this rule:

- Items containing synthetic materials such as plastics or PVC;
- Items of clearly modern origin, such as drinks cans or computer circuit boards.
- Items carrying a date later than 1950, such as coins or mechanical components.

If such items are encountered, the item should be reported directly to the Receiver of Wreck in line with the requirements of the Merchant Shipping Act 1995. For all other Artefacts recovered, the actions required by the Finder are outlined in Section 4.

† 'Cultural in origin' is taken to mean man-made. Anything that can be shown to have been result of human activity is considered archaeological and reportable under FIPAD.

3.2. Legal Context

Sites

3.2.1. Net fastenings, snags and obstructions may turn out to be cultural material from a wreck or indeed the superstructure of a wreck itself. There is no statutory obligation for fishermen to report Sites encountered on the seabed, provided no physical remains are recovered; however, the Receiver of Wreck will gladly accept notifications of new discoveries on the seabed, and has a mechanism for dealing with such reports.

Artefacts

3.2.2. The Merchant Shipping Act 1995 (Section 236) requires that all objects recovered from the sea be declared to the Receiver of Wreck, under the assumption that the object falls under the legal definition of wreck. The legal definition of wreck - outlined in Section 255 (1) – includes "jetsam, flotsam, lagan and derelict found in or on the shores of the sea or any tidal water". For the purposes of clarity:

- Jetsam refers to goods thrown over the side of a stricken vessel which remain afloat on the sea's surface;
- Flotsam refers goods that have floated away from a sinking or sunken vessel;
- Lagan refers to goods thrown over the side of a stricken vessel which then sink to the seabed and which might be marked by a buoy for later recovery;
- Derelict refers to material abandoned with the stricken vessel and also resting on the seabed which is thought to be non-recoverable.

3.2.3. In this respect, the Merchant Shipping Act 1995 provides a notable distinction between Artefacts which were formerly associated with a now wrecked vessel, and Artefacts which have come to be on the seabed by other means:

Wreck	Jetsam, flotsam, lagan, and derelict: cargo, fixtures, personal effects, or components of the vessel itself which have a physical association with a wrecked vessel.
Non wreck	Artefacts which have no physical association with a wrecked vessel.

3.2.4. Once declared, the Receiver is obliged to attempt to locate the original owner of the Artefact within twelve months of posting notice of the find. During this period, the Finder may be allowed to retain possession of the Artefact provided they agree to house it at their own expense. If the Receiver is unable to find the original owner, title automatically reverts to the Crown. However, should the Crown wish to retain title to the find, the Finder will be entitled to a salvage award to cover expenses and effort in the find's recovery. This award is commonly a percentage of the market value of the find. Should the Crown wish, it may bestow title to the find back to the Finder in lieu of a salvage award.

3.2.5. Under FIPAD **all reported Sites and Artefacts will be reported to the Receiver of Wreck on the Finder's behalf**. Whilst this removes the obligation on the Finder to report the find to the Receiver of Wreck, **it does not affect the Finder's salvage rights**.

4. Protocol Guidance

4.1. Actions for the Finder

4.1.1. When a Site or Artefact is encountered, the Finder should follow the simple steps laid down in the Protocol:

Step 1: Record Position of Site/Artefact

4.1.2. In the case of a Site encounter, the Finder should check the position against known, charted obstructions in the area. If it can be established with confidence that the obstruction is a natural feature, then no further action is required. If it is not possible to determine whether the obstruction is natural or cultural (see Section 3), then the obstruction should be treated as a Site.

4.1.3. Good accuracy for the position will help with relocating a Site on the seabed, and will also help when comparing it with known, charted finds or other historical records. If several Sites are encountered during a single trip, the recorded positions and associated information should be collated separately to avoid confusion over details.

4.1.4. In instances of net fastenings or snags, the Skipper should check the fishing gear as soon as possible after the encounter to see if any archaeological material is trapped within it.

4.1.5. In the case of an Artefact discovery or recovery, the Finder should accurately record the position of the occurrence as soon as possible. It is acknowledged that an accurate position of Artefacts may not be available, but the position of the vessel at the time of discovery should be recorded accurately in any case so that the track can be traced back. Any additional details submitted about vessel tracks will help to narrow down the potential location of the Artefact on the seabed prior to being recovered.

Step 2: Record the Site/Artefact

4.1.6. With respect to a Site, the Finder should try to record as much observational information as possible. The following details would prove useful to the Archaeologist:

- The accurate position of the Site;
- Observations of the surrounding environs;
- Depth;
- Proximity to other known obstructions in the area;
- Type of gear being used during encounter;
- Vessel type;
- Vessel speed;
- Notes on the force of impact.

4.1.7. Artefacts should also be recorded in as much details as possible, and Finders should:

- Create a label for the Artefact with a unique identifier based on the vessel's PLN and the date;
- Photograph the Artefact in good light with the label and a visible scale shot;
- Make observational notes on Artefacts describing its physical attributes;
- Make observational notes on Artefacts detailing any changes in physical appearance that have occurred since its recovery from the sea.

4.1.8. A visual representation of the Artefact may prove vital for data retention should the item start to deteriorate upon exit from the water. A low quality photograph would be preferable to no photograph at all. Where possible, the photographer should take care to ensure there is sufficient light in the picture to capture the finer details, and where possible, several shots should be taken from differing angles. With reference to the scale, having a hand, foot or common object such as a pen or ruler beside the Artefact in some of the photographs is helpful in indicating the size of the Artefact.

4.1.9. Artefacts from the sea should always be stored in a safe, dark place aboard the vessel, preferably submerged in seawater and out of direct sunlight. Where several Artefacts are encountered, the process should be repeated separately for each one, with care taken not to contaminate or confuse the recovered Artefacts.

4.1.10. If the Artefact is manageable and sufficiently small, it should then be placed in a FIPAD bag with some seawater and sealed. FIPAD bags will be provided to vessels at their port, and will be continuously available thereafter from the FIPAD Contact (or a specially assigned location in the port). The bag should also be labelled with a permanent marker pen using the unique identifier number drawn from the vessel's PLN no and the date. In instances where the Artefact is too big for the bag, an alternative container should be used with sufficient space to house the Artefact and enough seawater for continuous submersion.

Special Note

Where an Artefact is considered too big for storage on the vessel, or to be landed at the port, the item should be photographed to the highest standard possible, and returned to the sea with the position of the return location reported to the Archaeologist or FIPAD Contact as a Site (see **Section 2**). Information about the recovery and re-deposition should be emphasised when reported to ensure that the Archaeologist is aware that a large Artefact has potentially been removed from a Site.

Step 3: Report Site/Artefact to FIPAD Contact or Archaeologist

4.1.11. Having recorded the relevant details the Finder should report all recorded Sites and Artefacts to the FIPAD Contact. The Finder may also report Sites/Artefacts directly to the Archaeologist via the pre-established methods:

- Direct Contact;
- Phone Call to Designated Number;
- Online Database available via the FIPAD website;
- Hard copy forms sent by post, fax, or scanned and emailed.

4.1.12. In order to make an informed assessment of the discovery, the Finder should include all observations and notes made at the time of the discovery. If contacting the FIPAD Contact or Archaeologist directly, the Finder will be prompted for such information as part of the reporting process.

4.1.13. If ordnance or munitions have been recovered, Finders should follow safe working procedures. Before reporting munitions via the Protocol, they must be made safe or identified as inert by the police or a military Explosive Ordnance Disposal Officer (EOD). Once the items have been confirmed as safe and suitable for handling, they should be reported as normal through the Protocol.

4.1.14. In the case of an Artefact, once it has been labelled and stored the Finder should report it to the FIPAD Contact or the Archaeologist at their earliest convenience, using one of the following methods:

- Direct Contact;
- Phone Call to Designated Number;
- Online Database available via the FIPAD website;
- Hard copy forms sent by post, fax, or scanned and emailed.

4.1.15. Where an Artefact of seemingly high value or high archaeological interest is recovered, the Finder should notify the FIPAD Contact or Archaeologist immediately and retain the Artefact in their possession until it can be assessed by the Archaeologist. The FIPAD Contact or Archaeologist will advise on secure storage for the item until it can be collected for assessment.

4.1.16. Please remember: any Artefact recovered that is not reported under FIPAD must be reported to Receiver of Wreck by law. The Receiver of Wreck can be contacted as follows:

Receiver of Wreck **Maritime & Coastguard Agency** Spring Place,105 Commercial Road, Southampton, SO15 1EG	
Telephone:	023 8032 9474
Fax:	023 8032 9477
Email:	row@mcga.gov.uk
Web:	www.mcga.gov.uk/row

4.1.17. The Finder should retain the Artefact in their possession until further notice unless the FIPAD Contact agrees to house the Artefact on their behalf.

4.2. Actions for the FIPAD Contact

4.2.1. The FIPAD Contact will hear about the discovery of Artefacts through direct contact with the Finder; through a phone call; or through third party notification. When a discovery is declared to the FIPAD Contact, there are three steps that should be followed to ensure the maximum retention of data and the correct deposition of that data with the Archaeologist.

Step 1: Collate and verify report details

4.2.2. The FIPAD Contact will collate all available details pertaining to the Site/Artefact being reported. They should use either the hard copy FIPAD Reporting Form or the Online FIPAD Reporting Form when recording details directly from a Finder either in person or over the phone. The hard copy form and Online form contain the same data requests (see Appendix 3). Hard copy forms should be submitted to the Archaeologist at the earliest available opportunity.

4.2.3. The FIPAD Contact should be able to provide guidance to the Finder on how to record details, store Artefacts, and dispose of the Artefacts in the interim. Training will be given to all FIPAD Contacts by the Archaeologist. Archaeological queries should be referred on to the Archaeologist at the Contact's earliest convenience.

Step 2: Guide and advise the Finder on safe interim storage

4.2.4. It is assumed that Artefacts recovered by fishermen will be retained by the fishermen until further notice. Where possible, the FIPAD Contact should advise the Finder on the safe storage and conservation of any Artefact. If there are any concerns about what should be done to ensure the safe storage and management of an Artefact, the Archaeologist should be consulted as soon as possible.

Step 3: Send Site/Artefact reports to the Archaeologist

4.2.5. The FIPAD Contact should forward all reported details to the Archaeologist at their earliest convenience. The FIPAD Contact will have full access to the FIPAD Online database and will be able to enter details online as the Finder is reporting them.

4.3. Actions for the Archaeologist

4.3.1. The Archaeologist will act as the main point of contact for both the FIPAD Contact and the Finder in respect of both Sites and Artefacts, and will be available for consultation about all aspects of the reporting process and the project.

4.3.2. For the duration of the Pilot Study, the Archaeologist will be Wessex Archaeology. They can be contacted as follows:

Wessex Archaeology Portway House, Old Sarum Business Park, Salisbury, Wiltshire. SP4 6EB	
Telephone:	01722 326867
Email:	fipad@wessexarch.co.uk
Web:	www.wessexarch.co.uk

4.3.3. Upon receiving a report of a Site or Artefact from the Finder or the FIPAD Contact, the Archaeologist will undertake the following steps:

Step 1: Acknowledge report

4.3.4. The Archaeologist will acknowledge receipt of a report by contacting the Finder and FIPAD Contact. If any further details are required, the Archaeologist will liaise with either the Finder or the FIPAD Contact, as appropriate.

Step 2: Advise

4.3.5. The Archaeologist will provide initial advice on dealing with the discovery.

4.3.6. In the case of Sites, the reported position and details will be cross-checked with existing databases to identify potential correlations with known wrecks and maritime obstructions. In the case of Artefacts, the Archaeologist will carry out a preliminary remote assessment from the details and photographs provided to determine whether the Artefact requires further inspection and evaluation.

4.3.7. If the Artefact is deemed to have archaeological value, a formal inspection will be recommended and in some instances it may be necessary for the Archaeologist to take temporary possession of (but not title to) the Artefact for analysis.

4.3.8. Where an Artefact is actively decaying, or appears to be deteriorating, the Archaeologist may request that the item be conserved. Where the Artefact cannot be transferred to the Archaeologist for conservation treatment, the Finder in possession of the Artefact will be advised on the best interim treatment for the item, and should adhere to the guidance offered. Where any assessment is not possible remotely, the Archaeologist shall endeavour to collect the Artefact at the first available opportunity and carry out the evaluation directly.

Step 3: Consult

4.3.9. The Archaeologist will consult other sources of information (maritime databases, finds experts, etc.) in order to fully identify Sites or Artefacts, and will undertake further research into any discoveries in order to gain a better understanding of their nature and significance.

4.3.10. An assessment will be made of the significance of the discovery, and this will be reported back to the Finder.

Step 4: Create individual Site/Artefact report

4.3.11. The Archaeologist will create a separate report for each Site and Artefact discovery. The Finder will receive a full report containing an archaeological assessment of their find, and any finds examined by the Archaeologist will be returned to their Finder or FIPAD Contact, as appropriate.

Step 5: Dissemination

4.3.12. The Archaeologist will create a separate report for each Site and Artefact discovery. Each report will be compiled with a view to distribution to the following recipients:

- The Finder;
- Sussex IFCA;
- English Heritage;
- The Receiver of Wreck;
- The East or West Sussex Historic Environment Record.

Step 6: Enhancement of the Historic Environment Record

4.3.13. All Site and Artefact reports will be compiled into quarterly batches and presented for accession to the relevant Sussex Historic Environment Record and the National Record of the Historic Environment.

4.3.14. All Site and Artefact records will also be incorporated into an annual report for English Heritage, which will also contain a review of the pilot project. This will be presented in April 2013. The report will be accompanied by a GIS showing where the discoveries were made. This report will also contain a full breakdown of the types of discovery, the types of fishing operations that led to each discovery, and an assessment of the Sussex fishing industry's contribution to the archaeological record as a whole.

4.3.15. A bi-annual progress report will also be sent to English Heritage, The Crown Estate, the Marine Management Organisation and other key stakeholders.

Guidance and support

4.3.16. The Archaeologist will be available for consultation during office hours (Monday – Friday, 9am – 5pm) and will provide guidance as required by the FIPAD Contacts or Finders. This includes (but is not limited to):

- Confirming the archaeological credibility of Sites on the seabed;
- Advice on the identification and dating of Artefacts;
- Advice on the conservation and storage of Artefacts;
- Guidance on reporting Sites and Artefacts;
- Advice on reporting previously recovered Artefacts.

Outreach and Education

4.3.17. A key component of the pilot Protocol will be ongoing promotional work to maintain a high profile for FIPAD and to ensure that both the fishing industry and those in the wider community are made aware of the benefits of Protocol compliance. To this end, the Archaeologist will maintain a regular presence in the Sussex ports, schools and community facilities, as well as the local and national press. Promotional efforts will include the use of posters, leaflets and websites, as well as events such as open days and touring presentations.

4.3.18. As primary sponsor of the Project, English Heritage will be available for consultation on all archaeological matters and also on issues relating to the reporting mechanism. Should the reporting methodology need to be altered within the pilot period, English Heritage will be consulted throughout the process and will provide assistance and guidance thereafter.

Fishing Industry

Protocol for Archaeological Discoveries

Actions for Finders

On discovering a Site or Artefact

STEP 1: Location

- Onboard record/estimate the position of the boat/Site/Artefact;
- If the find is too big to bring ashore and is left at sea, record the location at which it has been dropped;
- Put Artefact in a safe place.

STEP 2: Information

- Fill in a reporting form: on paper; online; or with a FIPAD Contact;
- Photograph Artefact;
- Bag and label Artefact;
- Put Artefacts in a safe place.

STEP 3: Report it

Pass the report either:

- By phone;
- By email;
- By post;
- Online or;
- To a FIPAD Contact.

If you discover a Site

If you encounter a obstruction, snag or structure, complete a Reporting Form with as much information as possible.

If you discover munitions be careful!

Despite long periods underwater, munitions can still be extremely dangerous and should always be treated with caution. Always follow safe working procedures when dealing with munitions. Before reporting munitions via the FIPAD, they must be made safe or identified as inert by the police or a military Explosive Ordnance Disposal (EOD) Officer. Once items have been confirmed as safe and suitable for handling they should be reported through the Protocol. If you have any queries regarding the reporting of munitions, please contact the Fishing Protocol team.

If you discover an Artefact

- Take photographs of each Artefact
- Record details of each Artefact on a separate reporting form
- Protect your Artefact. Immerse it in a water filled container and store it in a dark cool place.
- Bag each Artefact separately
- Label Artefacts/containers with PLN and date
- If there is more than one Artefact, assign a different number to each item

Use the Online Reporting Form

www.fipad.org

Fishing Industry

Protocol for Archaeological Discoveries

Actions for Contacts

On receiving a report

STEP 1: Confirmation

- Confirm details of the Site/Artefact with the Finder;
- Fill in additional information on the reporting form;
- Ensure correct Finder details.

STEP 2: Advise

Advise the Finder on safe storage of Artefacts. If in doubt, consult the Archaeologist.

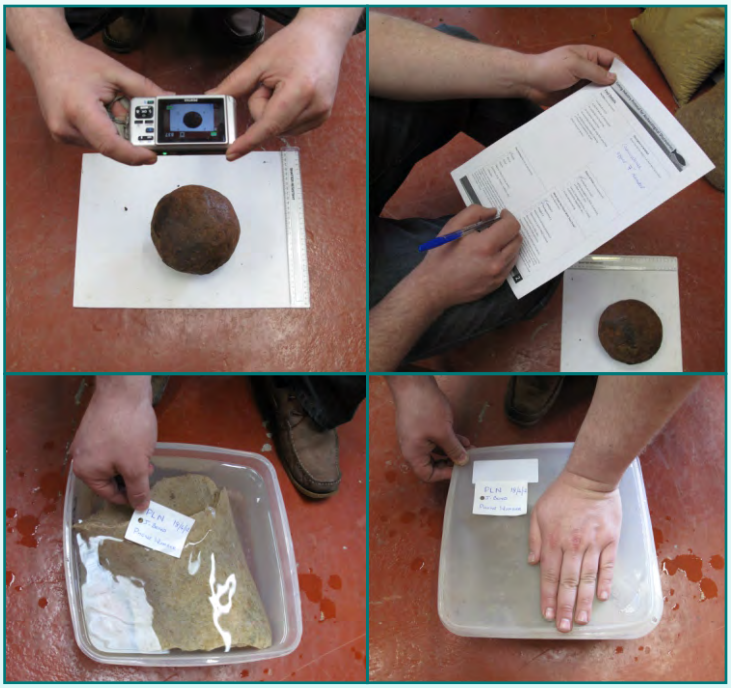
STEP 3: Submit form

Send form to the Archaeologist, or upload via the FIPAD website as soon as possible.

Have Artefacts been recovered?

Please ensure Artefacts have been:

- photographed
- properly labelled
- placed in water (see conservation information sheet)
- stored in a safe place



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For further information please contact:
"**Fishing Protocol Team**"

Wessex Archaeology
Portway House
Old Sarum Park
Salisbury, SP4 6EB
Tel: 01722 326867
fipad@wessexarch.co.uk

Use the Online Reporting Form:
www.fipad.org

Fishing Industry

Protocol for Archaeological Discoveries

Actions for the Archaeologist

On receiving a report

STEP 1: Acknowledge
Acknowledge receipt of report to the Finder and FIPAD Contact and ask for any further details if necessary

STEP 2: Advise
Provide initial advice on dealing with the Site/Artefact to the Finder or FIPAD Contact

STEP 3: Consult
Seek advice on identifying the Site/Artefact from specialists

STEP 4: Report
Send Discovery Report back to FIPAD Contact and Finder

STEP 5: Disseminate
Send monthly batches of Discovery Reports to English Heritage and the IFCA. Discovery Reports will also be sent to the Receiver of Wreck and Ministry of Defence as appropriate.

STEP 6: Enhance
Export FIPAD data to local and national heritage databases

Have Artefacts been recovered?

If Artefacts have been recovered the Archaeologist may also need to...

- Confirm the location of any Artefacts brought ashore
- Provide information on Artefact first aid and storage
  Arrange to collect Artefact if necessary
- Make assessment of the significance of the discovery
- Return Artefact to owner
- Compile progress reports to be sent bi-annually to English Heritage, The Crown Estate, Marine Management Organisation, Inshore Fisheries & Conservation Authority.
  Publish discoveries on the FIPAD website and in the newsletters.

Rubber, Plastic, etc.

In most cases, rubber, plastic, bakelite and similar modern materials are not of archaeological interest and can be disregarded. One exception is where such materials are found in the same area as aluminium objects and structures, which may indicate aircraft wreckage from World War Two. Such material should be reported.

Iron and Steel

The potential range and date of iron and steel objects is so wide that it is difficult to provide general guidance. In broad terms, iron and steel objects which are covered by a thick amorphous concrete-like coating ('concretion') are likely to be of archaeological interest and should be reported.

Pieces of metal sheet and structure may indicate a wreck and should be reported.

A Munitions Code of Practice applies in respect of ordnance (cannonballs, bullets, shells) which should take precedence over archaeological requirements. However, discoveries of ordnance may be of archaeological interest, and they should be reported.

Other Metals

Items made of thin, tinned or painted metal sheet are unlikely to be of archaeological interest.

Aluminium objects may indicate aircraft wreckage from World War Two, especially if two or more pieces of aluminium are fixed together by rivets. All occurrences should be reported.

Copper and copper alloy (bronze, brass) objects might indicate a wreck, or they may be very old. All occurrences should be reported.

Precious metal objects and coins are definitely of archaeological interest because they are relatively easy to date. All occurrences should be reported except coins of obviously modern (post 1950) date.

Bone

Occasional discoveries of animal bone, teeth and tusks are of archaeological interest because they may date to periods when the seabed was dry land, and should be reported. Such bones, teeth, tusks etc. may have signs of damage, breaking or cutting that can be directly attributed to human activity.

Large quantities of animal bone may indicate a wreck (the remains of cargo or provisions) and should be reported.

Human bone is definitely of archaeological interest, and is also subject to special legal requirements under the Burial Act 1857. Any suspected human bone should be reported, and treated with discretion and respect. If the event of the discovery of human bone, Wessex Archaeology will advise on the required legal procedure.

Objects made out of bone – such as combs, harpoon points or decorative items – can be very old and are definitely of archaeological interest. All occurrences should be reported.

Wood

Light-coloured wood, or wood that floats easily, is probably modern and is unlikely to be of archaeological interest.

'Roundwood' with bark – such as branches – is unlikely to be of archaeological interest. However, roundwood that has clearly been shaped or made into a point should be reported.

Pieces of wood that have been shaped or jointed may be of archaeological interest, especially if fixed with wooden pegs, bolts or nails. All occurrences should be reported.

Objects made out of dark, waterlogged wood – such as bowls, handles, shafts and so on – can be very old and are definitely of archaeological interest. All occurrences should be reported.

Stone

Small to medium size stones that are shaped, polished and/or pierced may be prehistoric axes. All occurrences should be reported.

Objects such as axe heads or knife blades made from flint are of prehistoric date and should be reported.

Large blocks of stone that have been pierced or shaped may have been used as anchors or weights for fishing nets. All occurrences should be reported.

The recovery of numerous stones may indicate the ballast mound of a wreck, or a navigational cairn. All occurrences should be reported.

Pottery

Any fragment of pottery is potentially of interest, especially if it is a large fragment. Items which look like modern crockery can be discarded, but if the item has an unusual shape, glaze or fabric it should be reported.

Brick

Bricks with modern proportions and v-shaped hollows ('frogs') are of no archaeological interest. Unfrogged, 'small', 'thin' or otherwise unusual bricks may date back to Medieval or even Roman times and should be reported.

Peat and Clay

Peat is black or brown fibrous soil that formed when sea level was so low that the seabed formed marshy land, on the banks of a river or estuary for example. Peat is made up of plant remains that can provide information about the environment at the time it was formed. This information helps us to understand the kind of landscape that our predecessors inhabited, and how the landscape changed. It can also provide information about rising sea-level and coastline change, which are important to understanding processes that are affecting us today.

Prehistoric structures (such as wooden trackways) and artefacts are often found within or near peat, because our predecessors used the many resources that these marshy areas contained. As these areas were waterlogged, and continued to be waterlogged once the sea-level had risen, 'organic' artefacts made of wood, leather, textile etc. which would have perished on dry land often survive.

Fine-grained sediments such as silts and clays are often found at the same places as peat. These fine-grained sediments also contain microscopic remains that can provide information about past environments and sea-level change.

While fishing fleets try to avoid the places where peat and clay are found because they contaminate and damage fishing gear, any discoveries of such material would be of archaeological interest, and their occurrence should be reported.

Fishing Industry

Protocol for Archaeological Discoveries

Reporting Form

Discovery made: ☐ on a vessel ☐ at a port ☐ on the seabed ☐ in the intertidal zone

Vessel Name:	PLN:

Sea Area:

Landing Port:

Date of Discovery:	Date of Report:
Name of Finder:	Contact no.:

Email address:

Report Compiled By:

Type of Position: ☐ Position of Site on seabed ☐ Position of Vessel at time of Artefact discovery

Position:
[Please Record in Lat/Long]

Projection Datum

Depth:

Position Accuracy:

Notes:

Fishing Gear Deployed At Time of Discovery [tick as appropriate]:

☐ Trawled net ☐ Dredge ☐ Pots ☐ Static gear ☐ Angling ☐ Other

Fishing Industry Protocol for Archaeological Discoveries

Find Details

The Site [tick as appropriate]:

- ☐ A visible structure
- ☐ A charted wreck or obstruction
- ☐ An uncharted net fastening
- ☐ An uncharted obstruction
- ☐ An uncharted net/dredge snag that came free
- ☐ An uncharted seabed object showing on Sonar but avoided by vessel
- ☐ Other [Please give details]:

The Artefact is [tick as appropriate]:

- ☐ Metal
- ☐ Wood
- ☐ Stone
- ☐ Textile
- ☐ Organic Deposit (e.g. peat)
- ☐ Synthetic (e.g. Plastic, rubber, etc)
- ☐ Unknown

Please Note: Synthetics such as plastics are relatively modern in origin and are not generally held to be archaeologically valuable. If your find is primarily made of plastic, rubber, pvc, or any other synthetic material then you can discard it and exit the reporting process. If you are in any doubt, please continue with the report. Thanks.

Description of Artefact

[Please describe the artefact in as much detail as possible]

Status of Find [tick as appropriate]:

- ☐ Complete and intact
- ☐ Lightly damaged (scuffed, scratched, surface erosion, etc)
- ☐ Heavily damaged (broken, crushed, substantially degraded, etc.)
- ☐ Visibly deteriorating

What Have You Done With Your Find?

[tick as appropriate]:

- ☐ Labelled it
- ☐ Photographed it
- ☐ Bagged it
- ☐ Retained in private possession
- ☐ Deposited it with FIPAD Contact
- ☐ Returned it to the sea, recording the new position
- ☐ Disposed of find at unknown location

Please label your find using a FIPAD label (available from the port/FIPAD Contact) or alternatively using another suitable waterproof label that you can attach to the find with string. Label with the **PLN** of your vessel followed by the date (**DDMMYYYY**) the find was made. If you have several finds from the same date, please suffix the date of each with a letter (e.g. **RX950 01042012A**.)

Fishing Industry

Protocol for Archaeological Discoveries

Reporting Form

Thanks!

Your report will now be assessed by Wessex Archaeology (WA) who will contact you shortly. Should the discovery turn out to be archaeological, WA may wish to inspect and assess the Artefact first-hand and may arrange to visit you at your earliest convenience. Similarly, WA may decide that the Artefact requires urgent conservation treatment, in which case you'll be contacted directly with guidance on how best to manage the Artefact. After the initial assessment, you'll receive a full report by email. The Protocol Team at WA will also report the find to the following bodies:

- The Receiver of Wreck
- The National Record of the Historic Environment
- East Sussex Historic Environment Record
- West Sussex Historic Environment Record
- English Heritage
- Sussex Inshore Fisheries & Conservation Authority

As legal Finder of an Artefact, your salvage rights are not affected by the Fishing Protocol, however you are legally obliged to report any wreck recovered from the seabed to the Receiver of Wreck under the *Merchant Shipping Act 1995*. Failure to do so may result in **prosecution**. By reporting your find through the Protocol scheme, Wessex Archaeology will fulfil those legal obligations on your behalf.

Please return your form to:

Fishing Protocol Team
Wessex Archaeology
Portway House,
Old Sarum Park,
Salisbury,
SP4 6EB

or email:

fipad@wessexarch.co.uk

For further information please contact:
"**Fishing Protocol Team**"

Wessex Archaeology
Portway House
Old Sarum Park
Salisbury, SP4 6EB
Tel: 01722 326867
fipad@wessexarch.co.uk

Use the Online Reporting Form:
www.fipad.org

Image Cardigan Wreck with Crab

WESSEX ARCHAEOLOGY LIMITED.
Registered Head Office: Portway House, Old Sarum Park, Salisbury, Wiltshire SP4 6EB.
Tel: 01722 326867 Fax: 01722 337562 info@wessexarch.co.uk
Regional offices in **Edinburgh**, **Rochester** and **Sheffield**
For more information visit **www.wessexarch.co.uk**

Fishing Industry

Protocol for Archaeological Discoveries

Report now via
www.fipad.org

Finders Handout

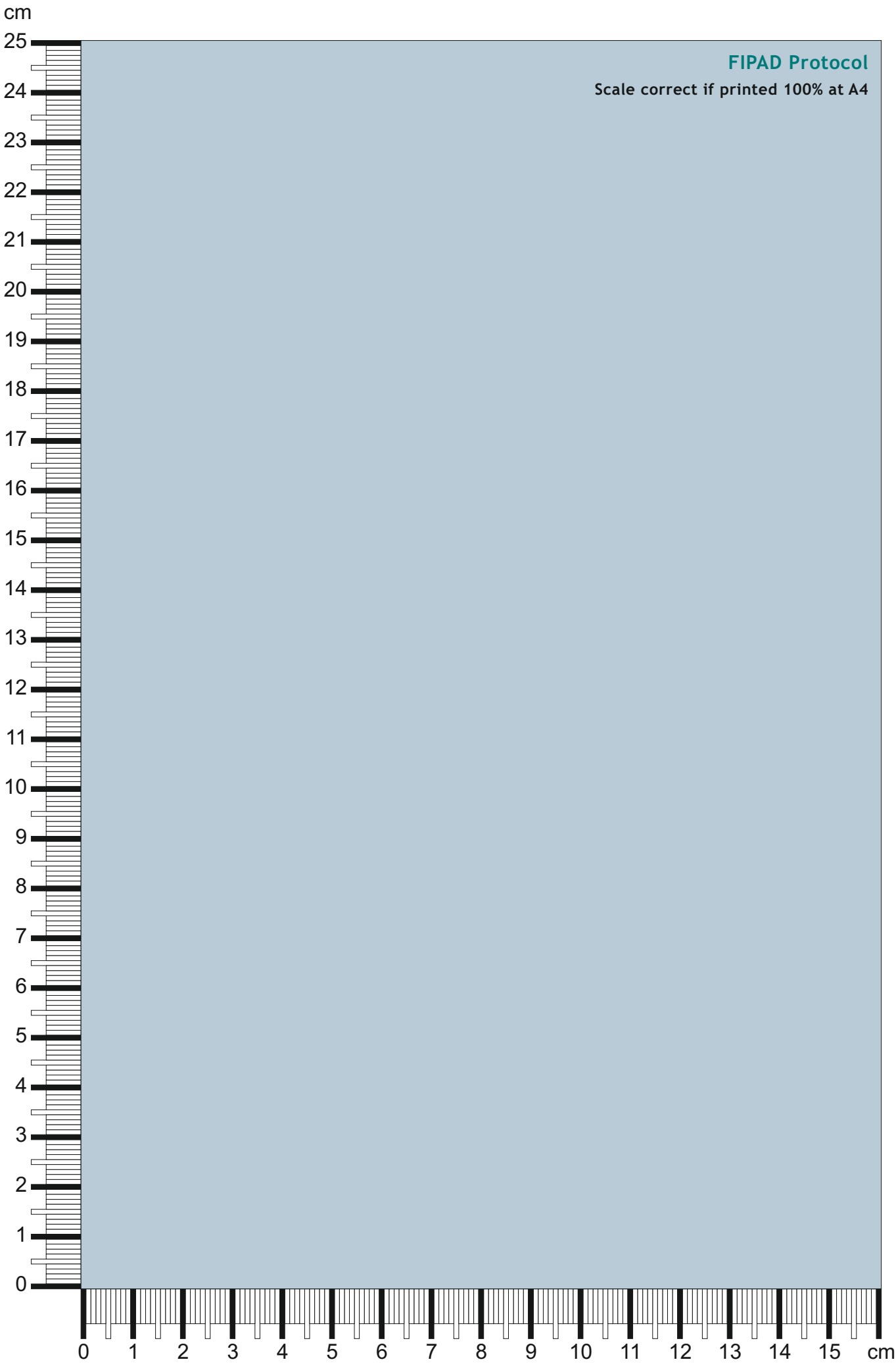
For Sussex IFCA Pilot Project

Sussex IFCA Inshore Fisheries and Conservation Authority

Wessex Archaeology

ENGLISH HERITAGE

April 2012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Fishing Industry

Protocol for Archaeological Discoveries

Actions for Finders

On discovering a Site or Artefact

STEP 1: Location

- Onboard record/estimate the position of the boat/Site/Artefact;
- If the find is too big to bring ashore and is left at sea, record the location at which it has been dropped;
- Put Artefact in a safe place.

STEP 2: Information

- Fill in a reporting form: on paper; online; or with a FIPAD Contact;
- Photograph Artefact;
- Bag and label Artefact;
- Put Artefacts in a safe place.

STEP 3: Report it

Pass the report either:

- By phone;
- By email;
- By post;
- Online or;
- To a FIPAD Contact.

If you discover a Site

If you encounter an obstruction, snag or structure, complete a Reporting Form with as much information as possible.

If you discover munitions be careful!

Despite long periods underwater, munitions can still be extremely dangerous and should always be treated with caution. Always follow safe working procedures when dealing with munitions. Before reporting munitions via the FIPAD, they must be made safe or identified as inert by the police or a military Explosive Ordnance Disposal (EOD) Officer. Once items have been confirmed as safe and suitable for handling they should be reported through the Protocol. If you have any queries regarding the reporting of munitions, please contact the Fishing Protocol team.

If you discover an Artefact

- Take photographs of each Artefact
- Record details of each Artefact on a separate reporting form
- Protect your Artefact. Immerse it in a water filled container and store it in a dark cool place
- Bag each Artefact separately
- Label Artefacts/containers with PLN and date
- If there is more than one Artefact, assign a different number to each item

Use the Online Reporting Form

www.fipad.org

Fishing Industry

Protocol for Archaeological Discoveries

Contact Details

Port	FIPAD Contact	Email	Phone
Brighton	Alan Hayes	alanphayes@hotmail.com	01273 675190
Chichester	Nicky Horter	nicky@conservancy.co.uk	01243 512301
Eastbourne	Graham Doswell	Graham.doswell@sky.com	07767 458574
Hastings	Yasmin Ornsby	hfps@btconnect.com	01424 722322
Littlehampton	Jeremy Brooks	riversidefish@hotmail.com	07730 041205
Newhaven	David Guy	davidguy2020@gmail.com	07980 591631
Rye	Matt Gandy	matgfish@aol.com	01797 225188
Selsey	Tony Delahunty	no_thumbs_tone@hotmail.com	07974 254248
Shoreham	Jim Partridge	monteum@btconnect.com	01273 463014
	Matt Leach	matt@bnfs.co.uk	01273 434431

Company	Phone	Email	Web
Sussex IFCA	01273 454407	admin@sussex-ifca.gov.uk	www.sussex-ifca.gov.uk/
Wessex Archaeology	01722 326867	fipad@wessexarch.co.uk	www.fipad.org
Receiver of Wreck	023 8032 9474	row@mcga.gov.uk	www.mcga.gov.uk/row

NB This contact list was last updated on 10 May 2012 and may be subject to change. For the latest contact list go to:

http://fipad.org/resources/fipad contacts list

For more information about photography, recognising and conserving Artefacts. Download the Information Pack from the website

For further information please contact:
"Fishing Protocol Team"

Wessex Archaeology
Portway House
Old Sarum Park
Salisbury, SP4 6EB
Tel: 01722 326867
fipad@wessexarch.co.uk

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Report now via
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Information Pack

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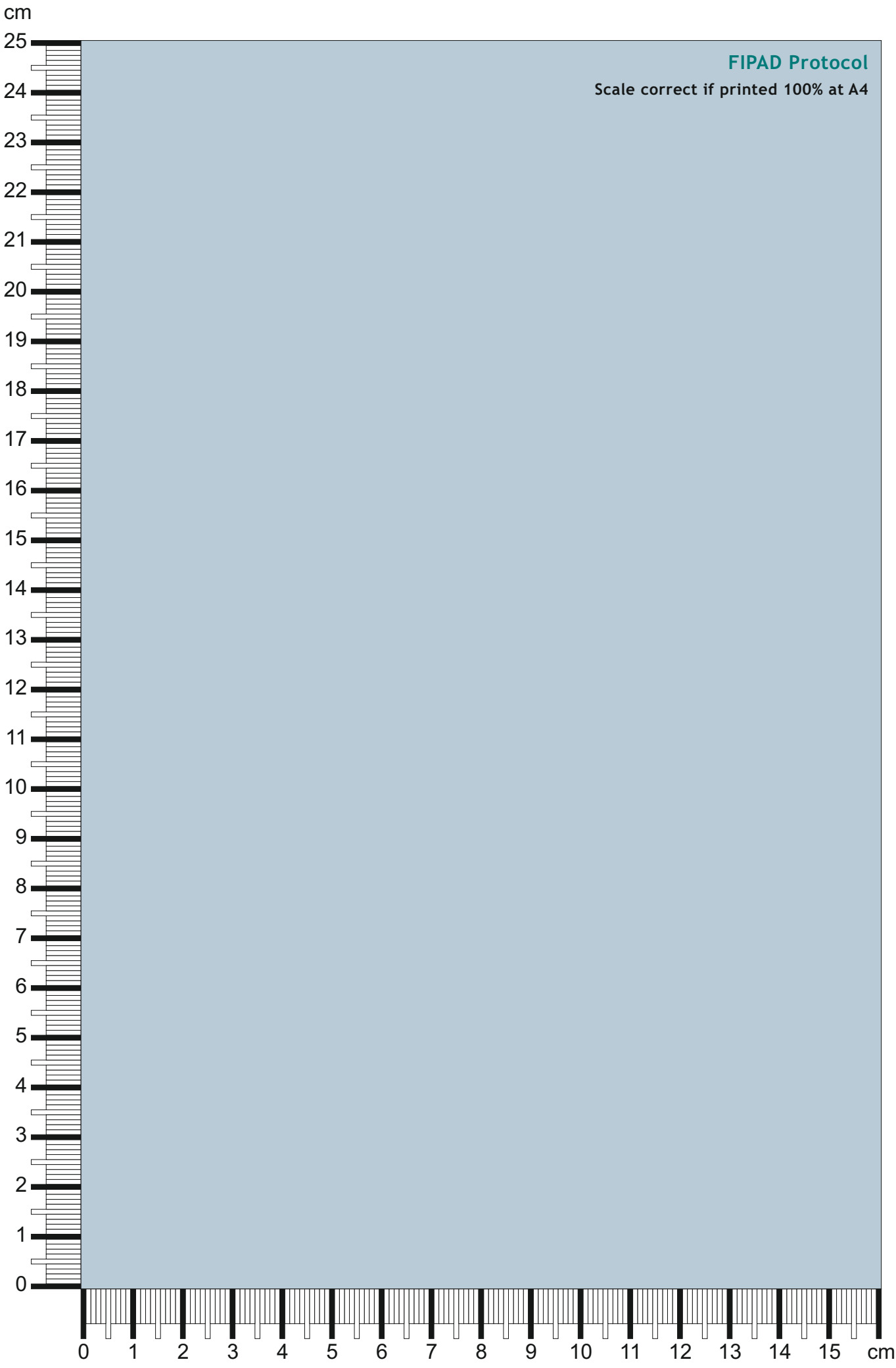
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Littlehampton	Jeremy Brooks	riversidefish@hotmail.com	07730 041205
Newhaven	David Guy	davidguy2020@gmail.com	07980 591631
Rye	Matt Gandy	matgfish@aol.com	01797 225188
Selsey	Tony Delahunty	no_thumbs_tone@hotmail.com	07974 254248
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Fishing Industry

Protocol for Archaeological Discoveries

Actions for Contacts

On receiving a report

STEP 1: Confirmation

- Confirm details of the Site/Artefact with the Finder;
- Fill in additional information on the reporting form;
- Ensure correct Finder details.

STEP 2: Advise

Advise the Finder on safe storage of Artefacts. If in doubt, consult the Archaeologist.

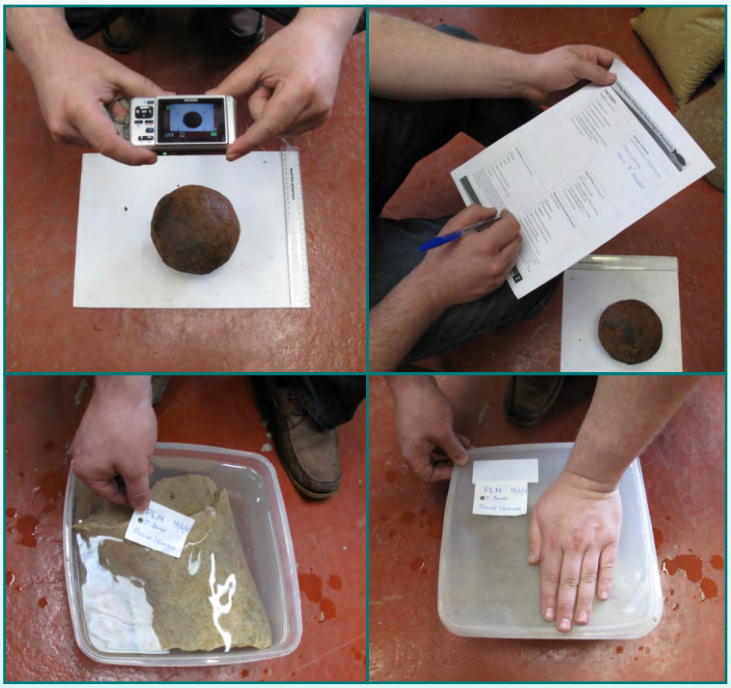
STEP 3: Submit form

Send form to the Archaeologist, or upload via the FIPAD website as soon as possible.

Have Artefacts been recovered?

Please ensure Artefacts have been:

- photographed
- properly labelled
- placed in water (see conservation information sheet)
- stored in a safe place



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Actions for the Archaeologist

On receiving a report

STEP 1: Acknowledge
Acknowledge receipt of report to the Finder and FIPAD Contact and ask for any further details if necessary

STEP 2: Advise
Provide initial advice on dealing with the Site/Artefact to the Finder or FIPAD Contact

STEP 3: Consult
Seek advice on identifying the Site/Artefact from specialists

STEP 4: Report
Send Discovery Report back to FIPAD Contact and Finder

STEP 5: Disseminate
Send monthly batches of Discovery Reports to English Heritage and the IFCA. Discovery Reports will also be sent to the Receiver of Wreck and Ministry of Defence as appropriate.

STEP 6: Enhance
Export FIPAD data to local and national heritage databases

Have Artefacts been recovered?

If Artefacts have been recovered the Archaeologist may also need to...

- Confirm the location of any Artefacts brought ashore
- Provide information on Artefact first aid and storage
  Arrange to collect Artefact if necessary
- Make assessment of the significance of the discovery
- Return Artefact to owner
- Compile progress reports to be sent bi-annually to English Heritage, The Crown Estate, Marine Management Organisation, Inshore Fisheries & Conservation Authority.
  Publish discoveries on the FIPAD website and in the newsletters.

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Protocol for Archaeological Discoveries

Munitions and Ordnance

SAFE TREATMENT OF MUNITIONS
when they are discovered

Despite long periods spent underwater munitions can still be extremely dangerous and should always be treated with caution. The appropriate response when dealing with munitions is to report them to the police, coastguard or Ministry of Defence.

How common are munitions?

Up to 10% of the bombs that fell on and around the UK during WWII failed to function and so far only a fraction of these have been recovered. In addition to these 'blind' munitions, ordnance from both world wars was dumped at sea and munitions on board sunken vessels are rarely salvaged.

Fuse cap

Reporting munitions

Always follow safe working procedures when dealing with munitions. Before reporting munitions via the Protocol they must be made safe or identified as inert by the police or a military Explosive Ordnance Disposal Officer (EOD). Once the items have been confirmed as safe and suitable for handling they should be reported as normal through the Protocol. If you have any queries regarding the reporting of munitions please contact a member of the FIPAD team.

Vis or Random pistol

German WWII machine gun

Ammunition

Fishing Industry

Protocol for Archaeological Discoveries

Conservation and Storage

Marine finds are very fragile and can dry out quickly. Don't be fooled; even seemingly robust objects such as cannonballs can quickly degrade if they are not treated correctly.

What do I do with a wet find?

1 – Place the find into a plastic container and completely cover with seawater. If the find is large, cover as much as possible with seawater and wrap the rest in wet fabric or polythene.

2 – Label the container or wrapping and store in a cool dark area.

Label: ***PLN Date (DD/MM/YYYY)***
Finder Name
Contact Number

3 – Check the condition of the find regularly. Change the seawater when necessary and note any cracks or flaking.

The detrimental effects of rapid drying on iron shot

What do I do with a dry find?

If a find is dry do not to place it back into water. But it is still important to label it and place in a dark, cool place.

Three rules

- Wet Keep the object wet by covering with water in an appropriately sized container.
- Cool The hotter something is the more likely it will corrode so place the artefact somewhere cool.
- Dark Place the artefact away from direct contact with light, such as in a drawer or cupboard.

Things to avoid

- Supermarket bags they contain harmful chemicals
- Drying when wet finds dry quickly they crack and disintegrate
- Tissue paper tissue will degrade in water
- Bubblewrap textured wrapping can leave impressions on soft finds
- Placing different finds together some types of material can be affected by contact with others
- Metal containers metal can cause problems such as corrosion
- Glue Some glues are harmful; if a find breaks don t fix it

Further advice

Advice on conservation can be sought from the Portable Antiquities Scheme (PAS) which has a network of regional archaeologists (Finds Liaison Officers or FLOs). FLOs are responsible for recording finds reported by the public and providing advice. Contact details for your local officer can be found on the PAS website:

http://www.finds.org.uk/involved/contacts.php

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Protocol for Archaeological Discoveries

Prehistoric Artefacts

Some of the first things that spring to mind when you think of underwater archaeology are shipwrecks and aircraft wrecks. Whilst shipwrecks are important, there is a huge range of other exciting and significant artefacts that can be found under the sea.

Some of the most important finds from the seabed are stone tools. Stone tools are the oldest known technology used by man. These implements were first used in Africa 2.5 million years ago and until metal was discovered, stone was the primary resource for making tools.

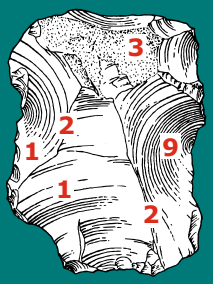
Whilst a large majority of tools are made from flint, in places where this was not available other stones were used instead.

It is not only the tools which are of interest to archaeologists, flint-knapping produces piles of waste flakes. Archaeologists examine the flakes to see what sort of tools were being made.

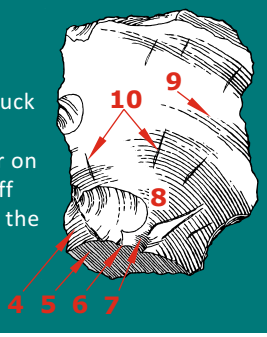
See below for some examples of handaxes, arrowheads and flakes.

How to recognise stone tools and flakes

Stone tools and flakes have recognisable features and shapes that indicate they were made by humans. The **negative flake scars** and **bulb of percussion** are some of the easiest to find.



The **bulb of percussion** is a curved raised lump left behind when a flake is struck off. The **negative scar** is a concave cone-shaped scar on the flake where it came off the core - the opposite of the bulb of percussion.



1 Negative Flake Scars
2 Ridges
3 Cortex
4 Bulb Scar
5 Butt
6 Point of Percussion
7 Cone of Percusion
8 Bulb of Percussion
9 Conical Ripples
10 Fissures

Fishing Industry

Protocol for Archaeological Discoveries

Metalwork and Concretions

What is a concretion?

Concretions are dense clumps of hard material that develop on the surface of iron or other ferrous metals as they corrode. A concretion can form one clump around an object or become large sections on iron shipwrecks. Within a concretion the object gradually corrodes away, sometimes leaving only a hollow space. It is easy to see if a concretion has been freshly pulled off an iron object as it has a bright orange rust colour.

Why are concretions important?

Concretions can easily hide the shape of an object, making them impossible to identify. However you should not assume that concretions are unimportant; x-rays can sometimes reveal what lies underneath the concretion, or injecting filler can make a mould of the hollow shape.

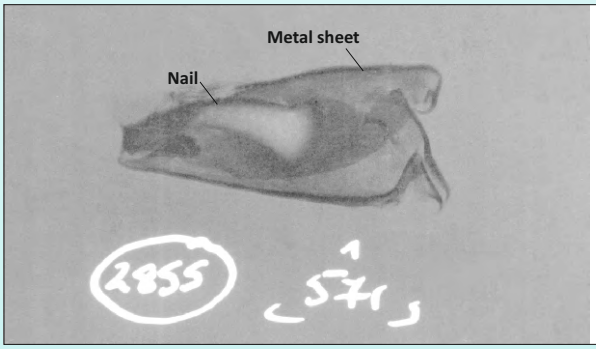
Recording

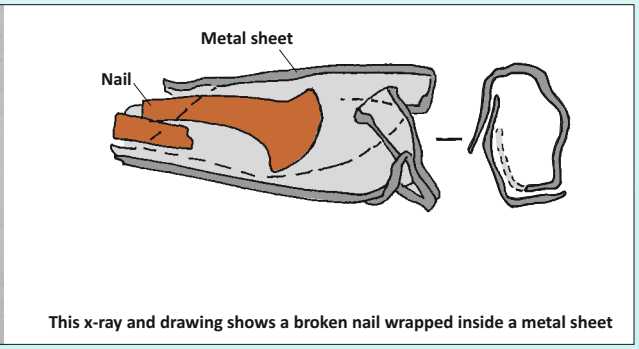
As with other types of artefacts, the more information we have the better. When recording concretions useful information includes length, width, diameter and thickness of concretion, where possible.

Keep your eyes peeled

Some people miss concretions as they can look like rocks from the seafloor. If you find something you're not sure about, report it.

A concretion can look like a rock





This x-ray and drawing shows a broken nail wrapped inside a metal sheet

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Protocol for Archaeological Discoveries

Photographing Artefacts

What is the photograph for?

The photographs that we receive of new discoveries are very important. They provide a lot of information about each object and can be sent to specialists around the country.

Tips

Make sure there is a scale in the photo – if you do not have the scale sheet provided you can use a ruler or known object, such as a coin or biro, to help show the size of the find.

Biro scale

To avoid light spots in the photo make sure any excess water is wiped off.

Make sure the photo is sharp.

Do not include too many objects in one shot.

Take photographs at different angles; the more photographs and views, the easier it is to interpret the artefact.

Take additional close-up pictures of markings or features that you think are unusual.

Detail shot

Checklist

Can someone tell from the photos:

What size the object is.
What shape it is.
What type of object it is.
What it is made of.
Whether it has any unusual markings.


Good use of scale sheet


Take photos from different angles

Fishing Industry

Protocol for Archaeological Discoveries

Overview

In April 2012 English Heritage, in association with Sussex Inshore Fisheries & Conservation Authority and Wessex Archaeology, launched a voluntary reporting protocol for the fishing industry. The idea behind the Protocol is to support fishermen and their discoveries. The Fishing Industry Protocol for Archaeological Discoveries (FIPAD) provides a simple way for fishermen to report finds discovered on the seabed directly to an archaeologist.

Under the FIPAD, Finders may report their discoveries directly to the Archaeologist (Wessex Archaeology) or via a FIPAD Contact.

The Finder will receive an archaeological report about their discovery. Information about their find will also be entered into the National Record for the Historic Environment (www.pastscape.org.uk). If necessary, Wessex Archaeology will also report the discovery to the Receiver of Wreck on behalf of the Finder thereby taking care of their legal obligation.

Contents

The FIPAD information pack provides guidance on what to do on discovering a Site or Artefact.

If you have any pages missing please download them from the website

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