

The Archaeologist

Issue 121

Winter 2024



In this issue:

Protecting wrecks:
the next 50 years
p10

Women and protected
wrecks: examining
engagement
p20

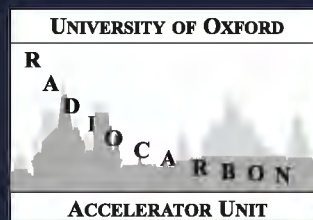
The Archaeological
Achievement Awards
2023
p30

CIfA Standards and
guidance for an
international audience
p31



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Contents

Notes for contributors

Themes and deadlines

TA122: *Heritage crime: guest edited by ClfA's Heritage Crime Group, this edition will explain what heritage crime is, its relationship with forensic archaeology and law enforcement, and explore volunteering and career opportunities in this emerging area of archaeology.*

Deadline: 1 April 2024

Contributions to *The Archaeologist* are encouraged.

Please get in touch if you would like to discuss ideas for articles, opinion pieces or interviews.

We now invite submission of 100–150-word abstracts for articles on the theme of forthcoming issues. Abstracts must be accompanied by at least three hi-resolution images (at least 300dpi) in jpeg or tiff format, along with the appropriate photo captions and credits for each image listed within the text document. The editorial team will get in touch regarding selection and final submissions.

We request that all authors pay close attention to ClfA house style guidance, which can be found on the website: www.archaeologists.net/publications/notesforauthors

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- 2 The role of the heritage agencies in protecting shipwrecks *Hefin Meara*
- 7 Replacing the Protection of Wrecks Act in Scotland – a decade on *Philip Robertson*
- 10 Protecting wrecks: the next 50 years *Rob Lennox*
- 12 New developments in addressing Maritime Heritage Crime *Paul Jeffery*
- 14 'Damned un-English machines' *Graham Scott*
- 16 Dealing with a complex international archive from a protected wreck: the repatriation of artefacts excavated from the *Rooswijk* *Beccy Austin*
- 20 Women and protected wrecks: examining engagement *Lauren Tidbury*
- 22 Protecting wrecks: the next generation *Alison James*
- 24 The story of half a century: the Nautical Archaeology Society and wreck protection *Mark Beattie-Edwards and Peta Knott*
- 26 Valentine tanks and medieval shipwrecks: maritime archaeology at Bournemouth University *Dave Parham*
- 28 'A blind archaeologist you say': how technology is transforming opportunities for visually impaired archaeologists *Bob Clarke*
- 30 The Archaeological Achievement Awards 2023
- 31 ClfA Standards and guidance for an international audience *Jen Parker Wooding*
- 32 Why should I apply for Practitioner accreditation? *Ellen McNamara*
- 33 Member news
- 35 Member lists
- 36 Noticeboard

Cover photo: *Surveying the Wheel Wreck, Isles of Scilly.* Credit: CISMAS

ClfA

The Archaeologist | 1

THE ROLE OF THE HERITAGE AGENCIES IN PROTECTING SHIPWRECKS



p12



p20



p22

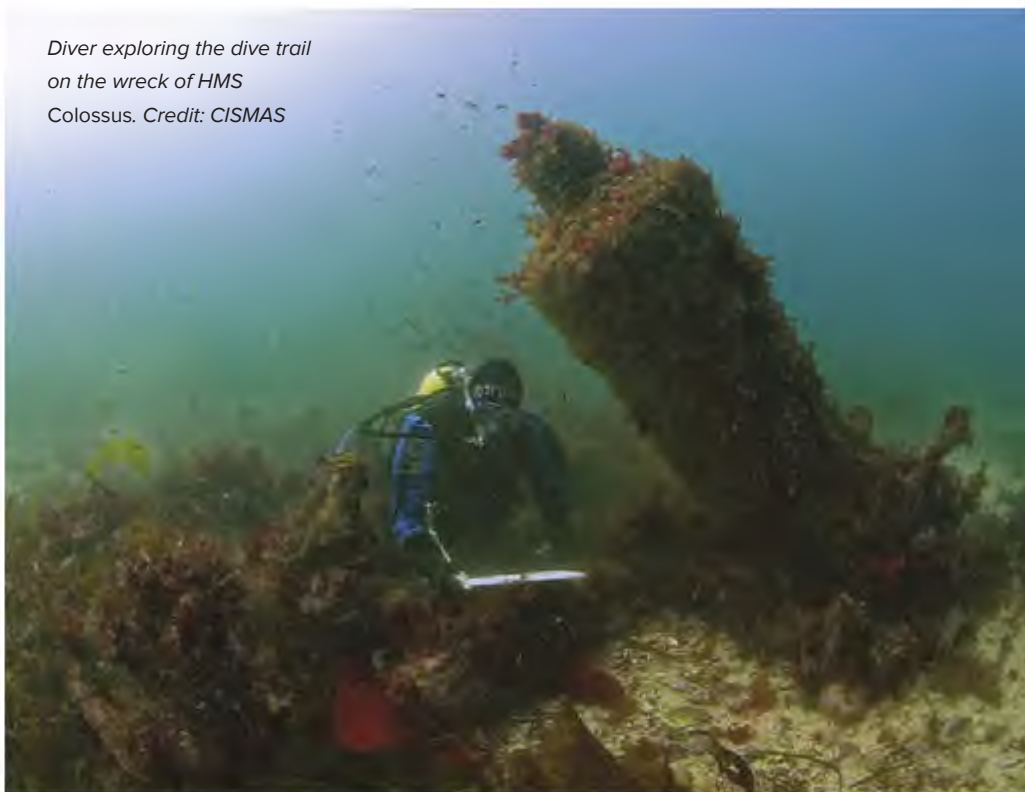


p28

Hefin Meara MCI(A) (8573), National Listings Adviser (Marine), Historic England

Historic England has had a role in maritime archaeology since the early 1990s, when we started compiling a record of historic shipwrecks within territorial waters adjacent to England. This record has grown to include over 46,000 shipwrecks, findspots and other seabed features. However, the management of archaeological sites in territorial waters did not become our responsibility until the passing of the National Heritage Act in July 2002 transferred the administrative functions relating to the Protection of Wrecks Act 1973 to Historic England (English Heritage as we were at the time).

Diver exploring the dive trail on the wreck of HMS Colossus. Credit: CISMAS





Archaeologist recording cannon on the seabed. Credit: Wessex Archaeology

This July saw the 50th anniversary of the Protection of Wrecks Act 1973. The anniversary year has provided an opportunity to work with partners to celebrate the exciting discoveries relating to protected wrecks, to engage with new audiences, and to reflect on the past 50 years of heritage protection at sea to draw lessons that can inform the next 50 years.

We're pleased that ClfA has offered this issue of *The Archaeologist* to explore the challenges being faced by the sector, to celebrate the ground-breaking projects, and to show how innovative technology is being applied to the protection of historic shipwrecks.

The Act's origins

The late 1960s and early 1970s saw a great increase in the use of diving equipment,

with scuba diving becoming an affordable and accessible pastime. Several high-profile incidents in the early years encouraged the development of the Act, which was put forward as a Private Members' bill, as a relatively quick measure to deliver statutory protection. The Act was brought into effect to prevent damage and destruction of historic shipwrecks as a result of indiscriminate salvage that was taking place, causing public outcry.

The Act is applicable in England, Wales and Northern Ireland. The Scottish government replaced the legislation in 2010, and now protects shipwrecks as Historic Marine Protected Areas. The Protection of Wrecks Act isn't the only legislation used to protect historic shipwrecks at sea. Shipwrecks can also be scheduled under the Ancient Monuments and Archaeological Areas Act 1979. Furthermore, the Protection

of Military Remains Act 1986, administered by the Ministry of Defence, is used to protect the remains of vessels lost while on military service.

There are currently 57 shipwrecks around the coast of England that are protected under Section 1 of the Protection of Wrecks Act, and a further six in Wales and one in Northern Ireland. The earliest designated sites date from the Bronze Age and contain the scattered remains of cargoes, the original wooden hulls of the vessels having long since decayed away. The majority of the protected wreck sites are wooden sailing vessels of the 13th through to the 19th centuries, with a particular concentration around the 17th and 18th centuries. The youngest shipwreck protected under the Act is the *UC-70*, a German minelaying submarine lost off Whitby in October 1918.

How are sites protected?

There are two routes for a site to be protected. The first of these is as a result of proactive thematic listing projects. In recent years Historic England has undertaken projects to assess the remains of wooden wrecks from prehistory through to 1840. We've looked at the remains of submarines from the First World War, and we're currently undertaking a project to protect the best surviving examples of early iron vessels.

The other key route for sites to be designated is when sites are reported to the heritage agencies by the public. Sites are often first discovered by divers, and reporting in this way allows for the sites to be protected before any damage occurs. In 2022 two shipwrecks located on the Shingles Bank, off the Isle of Wight, were protected under the Act after being discovered and reported by divers Martin Pritchard and Dave Fox.

Assessment and monitoring of shipwreck sites

The Secretary for State has enabled a contract for archaeological services relating to wreck sites in UK territorial waters. Historic England is responsible for the English part of this contract. This has traditionally been undertaken by a single

contractor, with Wessex Archaeology being the most recent holder. Following a review of marine services at Historic England, we have now moved to a system with three contractors being allocated work as part of a framework agreement. These three are Wessex Archaeology, MSDS Marine, and Maritime Archaeology Ltd. The move to this framework system has strengthened the sector and provided more opportunities for capacity development and employment.

The contractors will undertake fieldwork to assess new sites being considered for protection. They will also undertake periodic targeted monitoring of protected sites to assess their condition and survival. The works undertaken as part of this framework include desk-based research, remote sensing and site investigation by divers and, on occasion, remote-operated vehicles (ROVs). The budget for undertaking work by contractor is very limited, and as a result only a handful of sites can be visited for assessment and study each year.

The greater part of the monitoring is undertaken by volunteer divers, the licensees. The licensees play a vital role in the management of the sites. They undertake many hours of diving, recording the condition of the wrecks on the seabed

and identifying new discoveries. In 2022 there were over 180 licensees and team members undertaking study of protected wreck sites around the coast of England.

Grant-funded projects

Historic England is able to provide grant support for a variety of projects. These cover a broad range of activities. While these projects do include targeted investigation of shipwreck sites, we also undertake a broad range of other activities in relation to protected wrecks. These include funding the development of diver trails on the seabed to promote public access, as well as developing virtual dive trails¹ to allow those who don't dive to explore protected wrecks. We also facilitate projects to tackle the backlog of research and publication in relation to investigations that took place during the early years of the Act.

Marking 50 years of the Act

We're delighted to have been able to fund a range of projects this year, to mark this important anniversary. Several of these projects are featured later in this edition of *The Archaeologist*.

As part of our call for projects we were eager to receive applications from groups

Traditionally, maritime archaeology outreach has focused on areas that are closest to the sea, and to the wrecks themselves. To address this we funded MSDS Marine to host 50 pop-up events across the landlocked counties of Derbyshire and Nottinghamshire.



Public engagement to mark the 50th anniversary of the Act. Credit: MSDS Marine

¹ <https://storymaps.arcgis.com/stories/9649c7793bd948b6aedb86180d7dc2f8>

which had not previously received any funding. We were therefore particularly pleased to support a project from the Teign Heritage Centre, a volunteer-run independent museum in South Devon. The museum houses the collection from the 16th-century Church Rocks Wreck. We've been able to facilitate improved interpretive material and the deposition of the site digital archive with the Archaeology Data Service to ensure its long-term preservation and to improve accessibility for researchers.

Traditionally, maritime archaeology outreach has focused on areas that are closest to the sea, and to the wrecks themselves. To address this we funded MSDS Marine to host 50 pop-up events across the landlocked counties of Derbyshire and Nottinghamshire.

Providing support for current and future licensees is a key aim of our projects. We've supported the Nautical Archaeology Society (NAS) in delivering a series of



Volunteers recording the Chesil Beach protected wreck. Credit: Maritime Archaeology Trust and the Nautical Archaeology Society

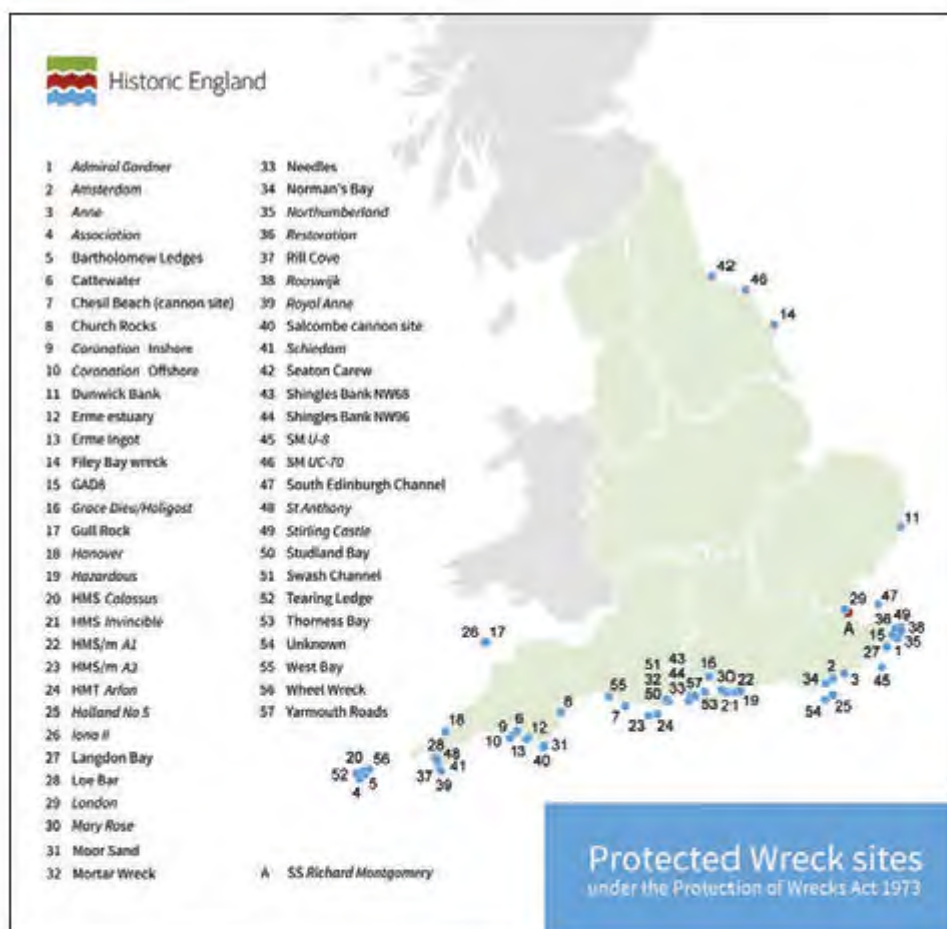
expert-led online training sessions. These sessions provide an excellent introduction to a broad range of topics, such as how to

apply for a licence to access protected wrecks, how to apply for project funding, and many others. These sessions are recorded and are available via the NAS YouTube Channel.²

We're very conscious of the need to encourage more divers to come forward to act as licensees on protected wrecks. A project by the Maritime Archaeology Trust has looked at the engagement of women with protected wrecks, with the aim of encouraging more women to become licensees in future.

Over the last 50 years a large archive of film has been built up relating to protected wreck sites. A large volume of film footage is in the archive of award-winning underwater cameraman Michael Pitts. We provided funding to create a short film to communicate Historic England's work on protecting historically important shipwrecks and to look at the legacy that 50 years of work on protected wreck sites has created. The film was launched at the annual NAS conference and will be available via the Historic England website in the near future.

As well as celebrating the successes, it's also vital that we reflect on ways that things can be improved, so we've supported ClfA in the delivery of a seminar to critically analyse the existing Act and explore how heritage protection at sea could be improved for the next 50 years.



Map of the protected wreck sites. Credit: Historic England

² <https://www.youtube.com/playlist?list=PL6XkmVTuQ2jQ5UzP5Hx4do49OP9mGFbSE>



Surveying the Wheel Wreck,
Isles of Scilly. Credit: CISMAS

We provided funding to create a short film to communicate Historic England's work on protecting historically important shipwrecks and to look at the legacy that 50 years of work on protected wreck sites has created.



Lady Alice Kenlis, located on the bank of the River Deben, Suffolk. Credit: Historic England Archive

Further reading

Accessing England's Protected Wreck Sites – Guidance notes for Archaeologists and Divers
<https://historicengland.org.uk/images-books/publications/accessing-englands-protected-wreck-sites-guidance-notes/heag075-guidance-notes-for-divers-and-archaeologists/>

The next 50 years

Over the last 50 years there have been some amazing discoveries. We're ensuring that there's a new generation of divers stepping forward to continue the investigation of England's protected wreck sites, and we're working closely with partner agencies across the country to reduce the risk these sites face from heritage crime. The engagement we've seen with the projects to mark the 50th anniversary show how much enthusiasm there is for maritime archaeology. We're looking forward to seeing what the next 50 years will reveal.



Hefin Meara

Hefin is a committee member of the ClfA Marine Archaeology Special Interest Group. He is a maritime archaeologist at Historic England, with responsibility for marine designation casework and the management of protected wrecks. This year he has been involved with several projects to mark the 50th anniversary of the Protection of Wrecks Act 1973. He is also currently working on the redevelopment of the National Marine Heritage Record, and is also preparing a conservation management plan for the wreck of Sir Ernest Shackleton's *Endurance*, in partnership with the UK Antarctic Heritage Trust.



SCAN ME



QR code link to
Diving into History



QR code link to the
virtual dive trail story
map

Replacing the Protection of Wrecks Act in Scotland – a decade on

A decade ago, many of Scotland's protected historic wrecks became Historic Marine Protected Areas ('Historic MPAs') or were de-designated altogether. This followed a decision by the Scottish Parliament to replace section 1 of the Protection of Wrecks Act 1973 with Part 5 of the Marine (Scotland) Act 2010, bringing marine heritage protection in Scotland into line with nature conservation, as part of a common approach to the protection of our natural and cultural marine heritage.

Although section 1 of the 1973 Act (the part that deals with historic wrecks) is no longer in force in Scotland, it would be remiss not to acknowledge the major role it played in the investigation and protection of Scotland's underwater heritage. The 1973 Act provided a legal framework that facilitated increasing knowledge about maritime heritage by dedicated wreck licensees, while helping to protect some of our most important historic wrecks from the threat of salvage and treasure hunting.

In the 1970s scuba diving was opening up an exciting new frontier for discovery in the waters around Scotland's coasts. The wreck of the Fifth Rate Royal Navy Frigate HMS *Dartmouth*, lost in 1690 in the Sound of Mull, was found by a group of divers on holiday from Bristol. Their preliminary survey revealed a scatter of cast-iron guns and finds which included a ship's bell revealing the identity of the vessel. The discovery was reported to the Receiver of Wreck and the recoveries were voluntarily donated to the National Museum of Scotland. Soon afterwards the *Dartmouth* was amongst the first wrecks to be designated under the 1973 Act.

Historic wrecks like *Kennemerland* and *Wrangels Palais* on the islands of Out Skerries, Shetland, are the northernmost protected wrecks in the UK, illustrating the importance of Shetland's position on northern sea routes that connected Europe with the rest of the world. It was on the wreck of the Dutch East Indiaman *Kennemerland* (sank 1664) that a young pioneering archaeologist Keith Muckelroy set about establishing some of his theoretical approaches to wreck formation, which continue to underpin the practice of nautical archaeology today. Shetland museums played a major role in curating the rich collection of artefacts and documents from these investigations and making them accessible to the public.

Philip Robertson MCIfA (4786), Deputy Head of Designations, Historic Environment Scotland



Jill Sweetnam excavating the wreck of HMS *Dartmouth* with the dredge.
Credit: HES (Dr Colin and Dr Paula Martin Collection)



The statutory wreck protection notice, HMS *Dartmouth*, flanked by (left) Roger Holman and (right) Ray Bishop of the Bristol Undersea Archaeology Group. Credit: HES (Dr Colin and Dr Paula Martin Collection)

Duart Point, Sound of Mull. A visiting diver tours the wreck, guided by a waterproof site-map. Credit: HES (Dr Colin and Dr Paula Martin Collection)

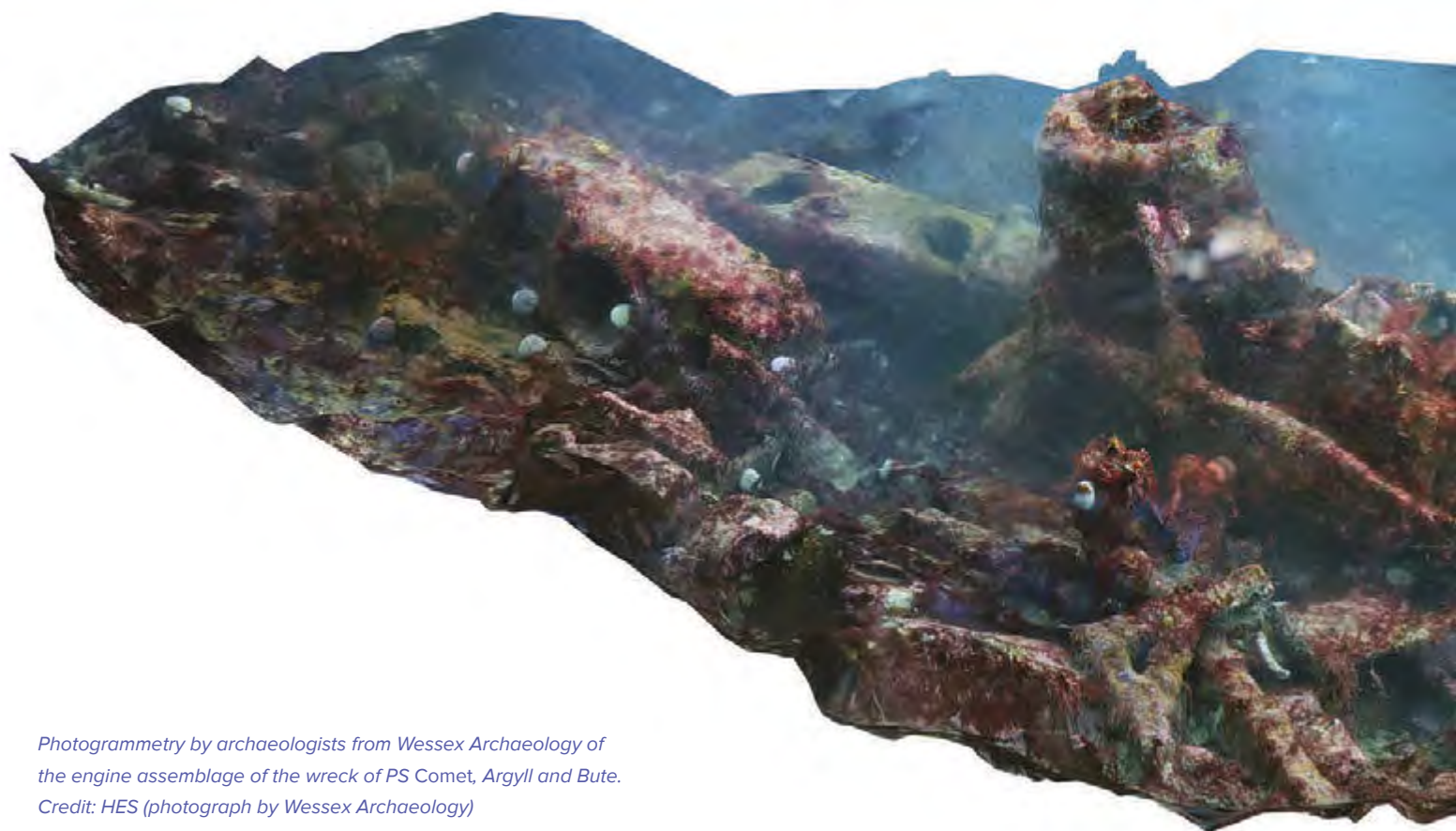
Amongst the major concerns that provoked Scotland to replace the 1973 Act was a perception that it was excessively restrictive – for example, by limiting access to licence holders alone. Arguably, this created an atmosphere of secrecy and mistrust as divers who found many of these wrecks perceived that they were at risk of being excluded by archaeologists. This perception has taken time to address, not least through the efforts of the diving associations in promoting responsible practice, and through the Nautical Archaeology Society's outreach and training programmes.



When Historic Scotland assumed responsibilities for Scottish administration of the 1973 Act in the 1990s, it adopted the principle of parity of esteem for how it approached underwater heritage compared with heritage on land. Support included funding projects, from site investigations through to interpretation and publication. Creative thinking was required to get round some of the more burdensome aspects of the 1973 Act. In the Sound of Mull, with a green light from the then UK Advisory Committee on Historic Wreck Sites (ACHWS), Historic Scotland approved establishment of the UK's first protected historic wreck visitor scheme on the Duart Point wreck in 1994–95. During visitor days, the wreck became an underwater museum with visitors enjoying the privilege of observing underwater excavation first hand before exploring an exhibition in Duart Castle.

Meanwhile, in 2001, following concerns in museum circles about the number of artefacts being recovered from the German High Seas Fleet in Scapa Flow, Historic Scotland decided against designating these wrecks under the 1973 Act, on the basis that the licensing requirements would have been unworkable for thousands of visitors each year. Instead, they decided to 'schedule' the wrecks using the same legislation used to protect nationally important monuments on land.

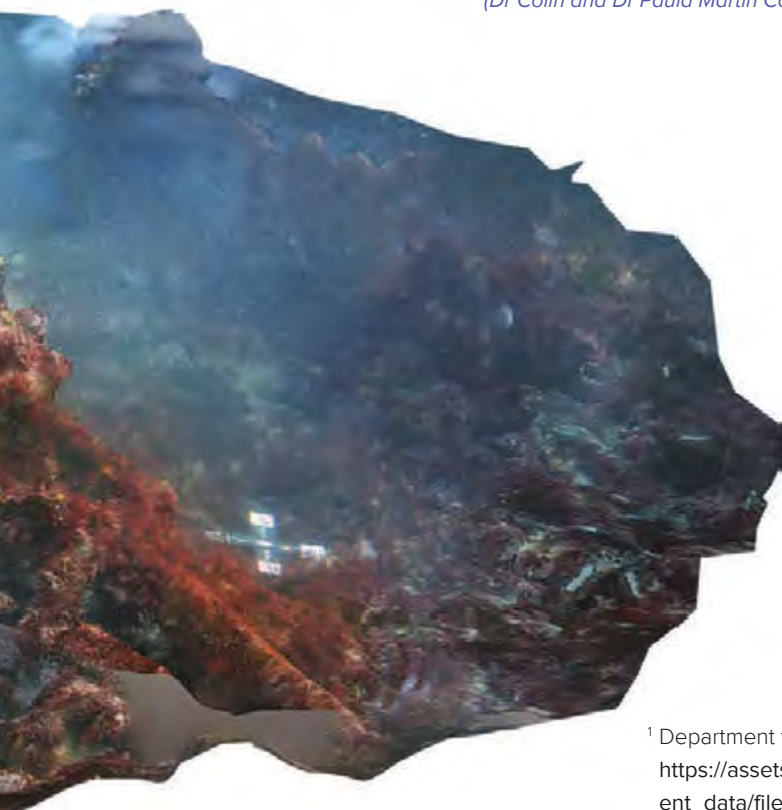
November 2023 marked the 10th anniversary since the creation of Scotland's first Historic MPAs. The experience has mostly been positive, and we now have eight designations in place, with three others



Photogrammetry by archaeologists from Wessex Archaeology of the engine assemblage of the wreck of PS Comet, Argyll and Bute. Credit: HES (photograph by Wessex Archaeology)



Duart Point, Sound of Mull. Diver inspecting the large, panelled door. © Credit: HES (Dr Colin and Dr Paula Martin Collection)



awaiting decision by Scottish government. Some scheduled wrecks remain in Scapa Flow, and indeed we recently scheduled the wreck of the paddle steamer *Comet* as an interim measure. The intention at present is that these designations will gradually be replaced by Historic MPAs in the coming years.

The changes introduced through Historic MPAs include many improvements that the heritage sector had been calling for through various reviews that took place in the early 2000s, leading to a UK government White Paper in 2007.¹ The changes included: consultation in advance of designation; urgent designation mechanisms as a form of 'interim protection'; a broadening of what types of sites are eligible for designation; the ability to designate 'areas' rather than just 'sites'; more flexible consent mechanisms; regulating impacts beyond just diving and salvage to include activities such as commercial fisheries; and also increasing penalties for breaking the law.

While these have been significant changes, the need to continue to investigate and monitor our historic shipwrecks hasn't changed. At Historic Environment Scotland, we remain reliant on collaboration and partnership with communities of interest and place. In an era of tight heritage agency budgets, citizen science and a sense of responsibility for collective stewardship remains ever relevant.



Philip Robertson

Philip is Deputy Head of Designations at Historic Environment Scotland. Before working for HES, Philip used to run a dive centre in the Sound of Mull on the west coast of Scotland. For the last 15 or so years, he has headed up marine policy and marine designation at Historic Scotland, and now Historic Environment Scotland. During this time, Philip has managed a variety of projects on protected wrecks in Scottish waters.



¹ Department for Culture Media and Sport (2007) Heritage Protection for the 21st Century. https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/228520/7057.pdf

Protecting wrecks: the next 50 years

For the 50th anniversary of the Protection of Wrecks Act (1973), Historic England has funded a range of projects exploring the Act's legacy. As part of this, ClfA has been funded to work with leading maritime archaeology experts from the University of Plymouth and MSDS Marine to investigate the potential merits of updating the Protection of Wrecks Act (the '73 Act) so that it might remain relevant for the next 50 years.

To do this, ClfA hosted a seminar in November which was introduced by the Arts and Heritage Minister Lord Stephen Parkinson and attended by over 50 expert stakeholders, including archaeologists, recreational divers, protected wreck licensees, museums, government policymakers and the Royal Navy. While the focus of the funding was on England's 57 protected wrecks and the operations of the Act in English waters, representatives from Northern Ireland, Wales and Scotland also took part.

Issues, challenges and solutions

The '73 Act was innovative when it was first passed, but it was only ever considered to be a stop-gap legislative solution. Fifty years on, the landscape for the protection of sites has changed. There are now multiple routes to statutory protection, including the scheduling of marine sites under the Ancient Monuments and Archaeological Areas Act (the '79 Act), and in Scotland since 2010, the designation of Historic Marine Protected Areas. These

Rob Lennox ACIfA (7353), Policy and Advocacy Manager, Chartered Institute for Archaeologists

systems have various strengths and weaknesses and different UK governments have used each to extend protection to sites over the years – often with no single option providing the perfect solution.

One unique strength of the '73 Act is its system of licensees, who act as stewards of sites, undertaking work to monitor, survey or investigate them. These licensees put their personal resources towards the work and have developed into a vital, highly skilled, community interest group on the frontline of research and protection for some of the most important maritime heritage assets. Historic England, the Nautical Archaeology Society, and Protected Wrecks Association support licensees to increase archaeological knowledge and public benefit. However, the '73 Act restricts access to people other than licensee teams who may wish to dive wrecks, potentially limiting public engagement with and enjoyment of sites, although heritage agencies have sought to address this through the creation of dive trails on robust sites. There are also real limits to the voluntary capacity and resources of licensee teams to capitalise on opportunities.

Alison James, MCIfA (MSDS Marine) and Christopher Dobbs, MCIfA, entertain Lord Stephen Parkinson. Credit: Mark James



The '73 Act also lacks 'teeth' in its legislative protection. For instance, it is only an offence to cause damage to sites under specific circumstances, and there are onerous requirements to prove damage has occurred, with few realistic options to do this. Fines are also derisive. Unlike the '79 Act, which has seen some high-profile convictions, there have been almost no meaningful convictions under the '73 Act. All of this combines to reduce the effectiveness of the deterrent to those acting with ill intent or simply irresponsibly around protected sites.

Innovative new technologies may provide ways to improve protection. For instance, satellite monitoring can now be provided for wreck locations, and sites can be forensically marked to help catch those causing harm or threatening sites.

There are also questions about whether current marine protections are suitable for dealing with processes of natural decay. It is arguable that preservation in situ for marine heritage assets is not a viable philosophy when the primary threat to many sites are things like natural erosion, ship worm and climate change. Further, the system of applying for permission to intervene to recover artefacts at risk is too slow and cumbersome.

Some of these issues could be addressed by a rethink of legislative provisions. There is also the ever-present issue of funding, with most solutions costing money and for which a strong case must be made to government.

ClfA will now collate discussions and undertake further consultation necessary to formulate a report and recommendations which will be presented to government. These recommendations will consider the potential for simple improvements, as well as longer term legislative reform, reflecting on key



Lord Stephen Parkinson, UK government's Arts and Heritage Minister, introduces the seminar. Credit: Mark James

issues like improving protection, delivering public benefit and ensuring effective operation. ClfA's hope is that the project will produce some clear advocacy asks which the Institute can pursue, with its allies in the maritime heritage world, in the coming years. Following the seminar, there is a sense of optimism at the coming together of audiences to discuss these issues in an open and collaborative environment.

You can watch the seminar recording on ClfA's YouTube channel (scan the QR code).



Rob Lennox

Rob is ClfA's Policy and Advocacy Manager and has been leading the *Protecting wrecks: the next 50 years* project. Rob has capsized various small watercraft and generally accepts that he isn't cut out for life on the water. Nonetheless, he supports ClfA's accredited professionals and Marine Archaeology Special Interest Group to deliver against ClfA's maritime advocacy objectives and represents ClfA as an observer on the Joint Nautical Archaeology Policy Committee.



New developments in addressing Maritime Heritage Crime

Paul Jeffery MCIfA (576), Interim Head of Listing, Historic England



Site security champions. Credit: MSDS Marine

As we look back over 50 years of the Protection of Wrecks Act (PWA) 1973, it is a useful opportunity to consider how it has influenced current and future protection and enforcement.

In the last decade, there have been several changes to the way heritage agencies, the wider maritime heritage sector and enforcement agencies approach the issue of human-led harm to sites. The biggest change has been the recognition that there are a range of activities that together can be put under the umbrella of *heritage crimes*. The next edition of *The Archaeologist* (TA122) will focus on this developing area of partnership, and the creation of the new ClfA Heritage Crime Special Interest Group (HCSIG).

This article highlights some recent English marine-specific initiatives. More detailed case studies, including some of the technology and joint working impacting the marine sector, will be covered in TA122.

Brief background

In a marine context, heritage crime can cover a range of both intentional and unintentional activity. This includes, but is not limited to, specific offences under the applicable Heritage Legislation (see the article by Hefin Meara on p.2), theft of historic artefacts from wreck sites and damage caused by anchor dragging or trawling.

A decade ago Historic England (HE), working with partners, began a number of successful prosecutions resulting in large fines and some custodial sentences for theft of artefacts and damage to a number of

protected wrecks. These cases used various legislation and sources of evidence.

People solutions

One of the biggest achievements of the PWA was the establishment of a network of over 50 Wreck Licensees with over 200 volunteer team members (in England). The contribution they have made to identifying, researching, managing and protecting protected wrecks (and other undesignated ones) cannot be overemphasised. The value – academically, practically and financially – that they add to the limited resources of the heritage agencies is nothing short of remarkable.

These are the ‘eyes and ears’ of the heritage world and it is no surprise that when HE began to look into heritage crime, the intelligence provided by these volunteers meant marine challenges were among the core areas considered, alongside other terrestrial threats such as illegal metal detecting and theft of heritage metals.

Following the establishment of Heritage Watch schemes in England and Wales, HE supported MSDS Marine and the Protected Wrecks Association in developing a network of Site Security Champions. This scheme has since been used as a model for several other initiatives using its innovative Site Risk Assessment and reporting mechanisms.

Partnership and common understanding

Early casework showed that one element of the challenge were organised criminal gangs (OCGs). Investigating, finding evidence and successfully prosecuting these groups required partnership between a wide range of heritage bodies, experts, law enforcement and maritime colleagues. The UK heritage agencies do not have any in-house vessels. Licensees and volunteers are useful but patrolling, evidence gathering and enforcement falls to a range of organisations including police marine units, Border Force, the Maritime & Coastguard Agency (Receiver of Wreck and enforcement teams), the Royal Navy, the Marine Management Organisation, and fisheries through Inshore Fisheries and Conservation Authorities (IFCAs) among others. Intelligence is shared via the National Maritime Intelligence Centre (NMIC), but it became clear that there was a need for operational guidance and training to give these a shared level of understanding.

The result is the soon-to-be-launched Common Enforcement Manual (CEM) commissioned by HE from Plymouth University and MSDS Marine. It has been designed in partnership with the various enforcement agencies to provide a useful tool for those involved in marine patrols and interdiction. It will form the basis for cross-agency training and operational practice going forward.

New technology

HE, working in partnership with the Cultural Heritage Agency of the Netherlands (RCE), funded the development and piloting of an innovative new underwater forensic marking system which has been deployed on a number of protected wrecks. Meanwhile, the Maritime Archaeology Sea Trust, working with Oceanmind, have established the Maritime Observatory. This initiative is exploring the use of satellites, AI and other methods to monitor and identify unauthorised activity and recoveries from wreck sites.

Alongside other developing technologies, projects like these are helping agencies to identify and manage

human threats to our marine heritage. Both projects flagged above have attracted interest from around the world.

The future?

No one solution mentioned above will be successful on its own, but in partnership we are beginning to see some really positive outcomes. Marine heritage, especially wrecks, are vulnerable to harm for many reasons. They are often out of direct sight. They may be hard to access for monitoring because of the environment or other factors. When harm occurs, investigation is often much harder to undertake, more challenging and more expensive than on a terrestrial site.

The combination of greater awareness, partnerships, intelligence-sharing and a growing track record of enforcement activity means that in practical terms our marine heritage is arguably better protected than ever. Technology is also making access to deeper wrecks easier for both researchers and criminals. There is still a long way to go and no room for complacency, but there is reason for hope.



HE, working in partnership with the Cultural Heritage Agency of the Netherlands (RCE), funded the development and piloting of an innovative new underwater forensic marking system which has been deployed on a number of protected wrecks.

*Diver deploying protective markers.
Credit: MSDS Marine*

Paul Jeffery

Paul has spent over 30 years in various roles at English Heritage and Historic England. Prior to that he worked on excavations in southern England. Since 2008 part of his remit has included leading the team which manages activities related to the Protection of Wrecks Act. This has included helping to develop and provide training and operational support to police forces and the Maritime & Coastguard Agency. He is the current Chair of the ClfA Heritage Crime SIG and was one of the first cohort of internal Maritime Heritage Crime Advisers within HE.



Paul Jeffery assisting on a warrant providing heritage crime and historic ordnance advice to partner agencies. Credit: Historic England

‘DAMNED UN-ENGLISH MACHINES’

Graham Scott ACIfA (2354), Senior Maritime Technical Specialist and Subsea Superintendent, Wessex Archaeology

Submarines, those dangerous, ‘underhand, unfair and damned un-English machines’, to quote Admiral Sir Arthur Wilson, Controller of the Royal Navy in 1901, are some of the most iconic shipwrecks of the First World War. Used by both Britain and Germany, they had a profound impact on the war. Many were sunk and their wrecks are an important part of Britain’s maritime heritage.



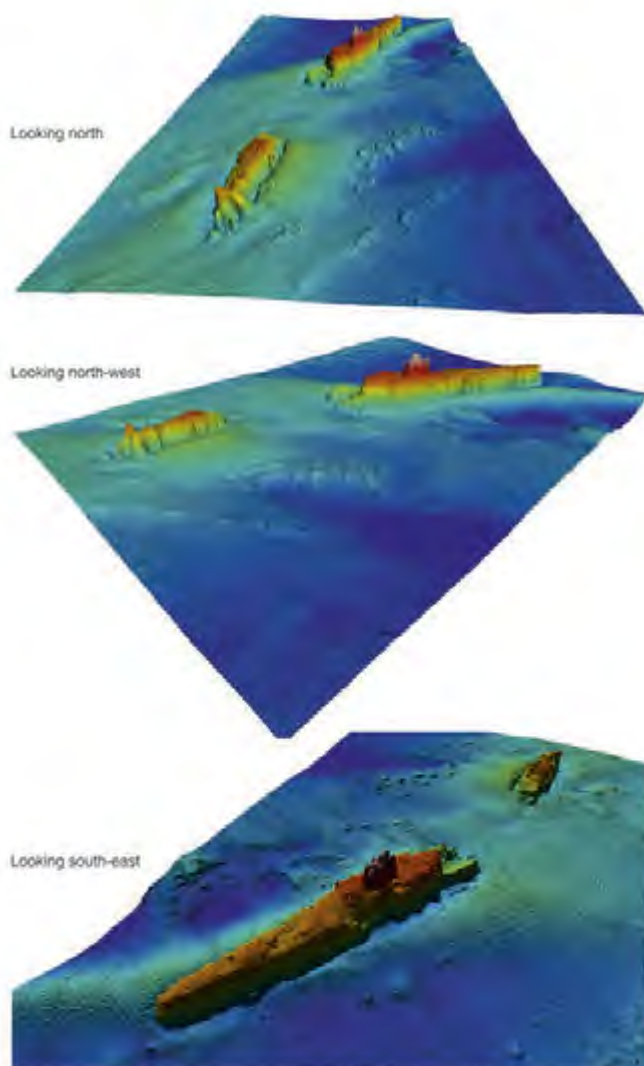
Examples include the wreck of the *UB-109*, one of the last U-boats to be lost when a mine blew it in two whilst it was trying to sneak past the anti-submarine barrage between Folkestone and the French coast. The commander Kurt Ramien and two of his crew were trapped in an air pocket in the conning tower of the sunken submarine, with more than 20m of water above them. Whilst all three miraculously

managed to escape to safety and captivity, when the captain opened the upper hatch, the escaping air blew all three up into the opening at the same time, causing them to become stuck. Their British interrogator is reported to have subsequently drily noted in his account that all three had then ‘competed with each other’ for the honour of being first to leave the submarine. Ramien described it as ‘thirty seconds of

*Graham Scott
preparing to dive.
Credit: Wessex
Archaeology*

To mark the centenary commemorations of the worldwide 1914–18 conflict, Historic England undertook the multi-year *First World War: Submarine Wrecks* project (<https://historicengland.org.uk/research/current/discover-and-understand/military/first-world-war-home-front/sea/submarine-wrecks/>). A strategic desk-based assessment was first commissioned to assess the potential significance of submarine wrecks of the conflict. This identified a total of 47 submarine wrecks lost in that part of UK Territorial Waters that lies off the English coast, mostly the famous German U-boats. Of those, eleven were selected as being of special interest because of their rarity and identity. These were subsequently investigated by teams of geophysicists and archaeologists, with a number subsequently being given protection.

Multibeam swath bathymetry images of the wreck of UB-109 on the seabed off Folkestone. Sound pulses bounced off the seabed have been used to create a depth map which shows the two halves of the submarine. The different colours represent different depths. Credit: Wessex Archaeology & Historic England



hard struggle' and when he reached the surface, he was astounded to find himself amongst a group of five other men who had also escaped from the submarine. The hatch, used subsequently by Royal Navy divers to enter the submarine to search for code books and secret equipment, remains open today.

The lessons learned from that project have since been captured in a document called *Approaches to Submarine Wreck Investigations*. This aims to help professionals and avocationals carrying out investigations of a First World War submarine wreck to better understand what is likely to be important about that wreck, what from an archaeological perspective should be recorded, and how that can be achieved. It also provides recommendations about assessing condition and risk, as well as importance. The recommendations have been drawn from project experience, as well as from other studies of submarines that were lost both before and shortly after the war. It is

not intended as formal guidance, but rather provides examples for consideration.

Approaches to Submarine Wreck Investigations and an appendix of examples can be downloaded as free pdfs from the Wessex Archaeology website at

https://www.wessexarch.co.uk/sites/default/files/field_file/8052_227560_Approaches%20submarinewreckinvestigations_GS_20221218.pdf

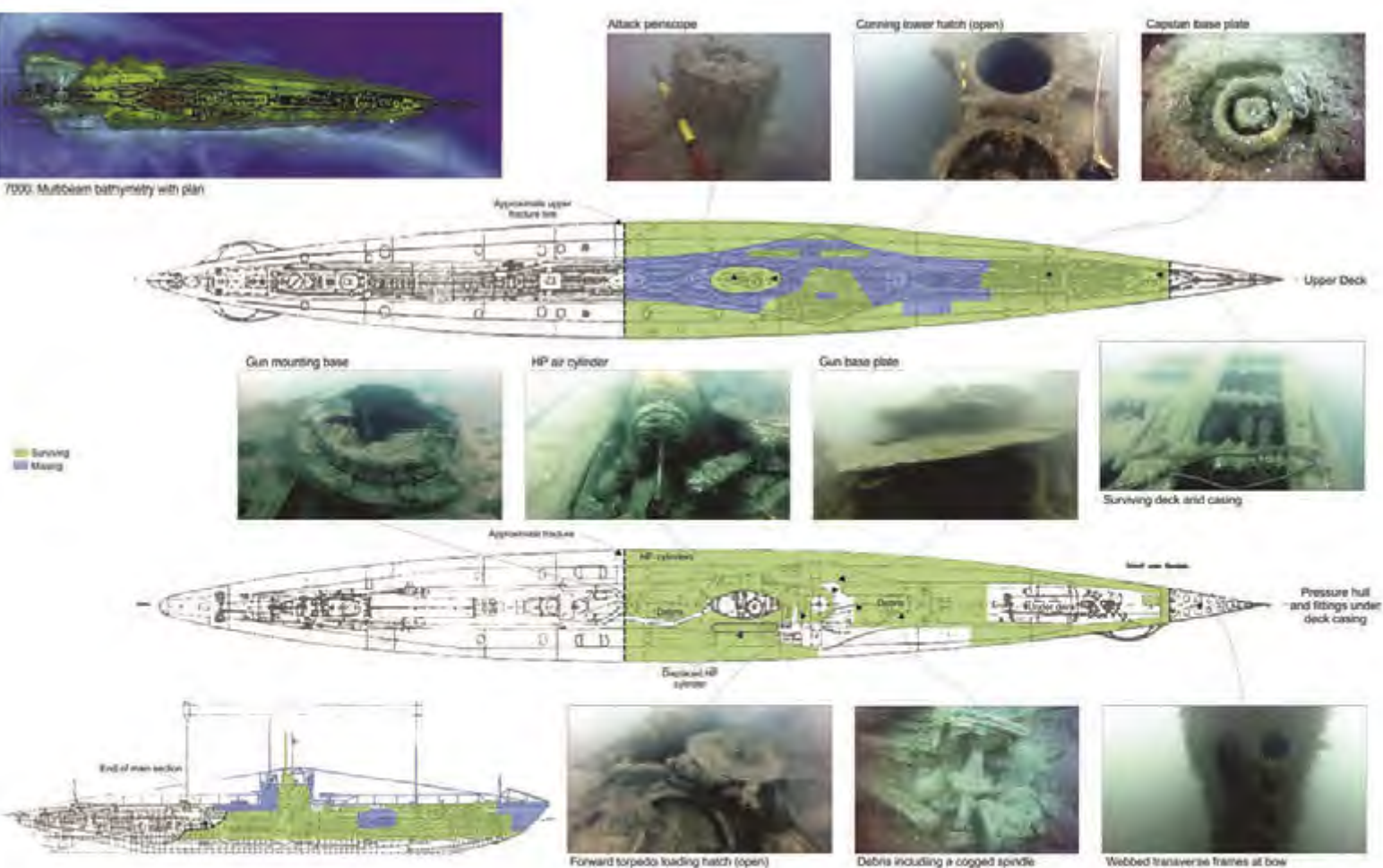
https://www.wessexarch.co.uk/sites/default/files/field_file/8052_227560_Approaches%20submarinewreckinvestigations_Appendix_GS_20221219.pdf

The archaeological report on the investigation and history of the *UB-109* wreck can be downloaded from the Historic England website at <https://historicengland.org.uk/research/results/reports/123-2015> The investigation of the wreck was assisted by volunteer divers from the Canterbury and Folkestone branches of the British Sub-Aqua Club.



Graham Scott

Graham Scott is Wessex Archaeology's Senior Maritime Technical Specialist and Subsea Superintendent and has been a full-time marine archaeologist for over 20 years. A veteran director of dozens of historic shipwreck and aircraft crash site investigations for both domestic and international clients, Graham had a leading role in much of the fieldwork carried out for Historic England during their *First World War: Submarine Wrecks* project.



Diver photographs of the wreck of the *UB-109*, with schematics showing how much of the wreck has survived. The open conning tower hatch can be seen second row from the top. Credit: Wessex Archaeology & Historic England

Dealing with a complex international archive from a protected wreck: the repatriation of artefacts excavated from the *Rooswijk*

A diver recovers an oil lamp from the protected wreck *Rooswijk*, during an excavation. Credit: #Rooswijk1740 Project



Beccy Austin MCIfA (11482), Senior Project Officer, MSDS Marine

Archaeological archives can be complex enough, especially where thousands of artefacts are involved, but add in international requirements and the transportation of objects of historic significance to a foreign state, and it becomes an even greater challenge. Given the very nature of shipwrecks, this is a situation that could apply to many protected wreck sites were they to be excavated by a team of international partners.

The *Rooswijk* was a trade vessel belonging to the *Verenigde Oostindische Compagnie* (VOC) and in 1740 it was en route from Texel to Jakarta when it sank in a violent storm on the Goodwin Sands. The wreck was discovered in 2005 and was designated under the Protection of Wrecks Act in 2007. In 2016 the site was considered to be at high risk and during 2017 and 2018, excavations took place in a collaboration between Historic England, the Cultural Heritage Agency of the Netherlands (RCE) and MSDS Marine. Artefacts brought up for analysis and conservation included personal belongings, company-issued equipment, and trade goods. These included hundreds of sabres, thousands of silver coins, a chest of thimbles and casks of nails, ship's weaponry and galley ware, as well as personal items including shoes, spectacles and the remains of a trumpet.

The artefacts were taken to the Historic England Conservation Laboratory at Fort Cumberland, where Lead Conservator Angela Middleton took on the epic responsibility of conserving this quantity and variety of objects. Supported by a small team and assisted by volunteers, Angela set out the conservation treatments for each of the artefacts. The conservation treatment for thousands of waterlogged artefacts of differing materials is time consuming but add to this the recording, analysis and documentation of the process and you have a very large and complex set of data. In addition to conservation data, recordings relating to the excavation itself add to an already hefty amount of digital archive. Because of the large quantity of artefacts and data, it was decided to split the collection into tranches. A cutoff date was agreed by all organisations whereby artefacts that were stable by a specified date formed tranche one of the transfer, which was made up of around 2560 objects.

More like guidelines than actual rules

As the *Rooswijk* is a Dutch vessel, the Netherlands maintain ownership, which meant that the material excavated from it was under the remit of RCE and would ultimately be returned to them. There is plenty of guidance available for planning and managing physical

and digital archives in the UK, including many useful resources from ClfA, and these are extremely useful during project planning. Whilst these are great for dealing with excavations that are conducted under a UK remit, there are different standards in other countries that may apply where a collection either belongs to or will be transported to another state.

The project team soon discovered that while in the UK, resources relating to managing archives are generally treated as *guidelines*, in the Netherlands they are seen as *requirements*, and so much stricter policies were in place for how, where and when each step should be carried out. The Dutch Archaeology Quality Standard (KNA) sets out the requirements for all archaeological processes including excavation and conservation and the handling of digital archives which are stored in the Data Archiving and Networked Services (DANS). Many of these lengthy documents had to be translated from Dutch to English, which added an extra challenge.

Ticking all the boxes

When it came to preparing for the transfer of the physical archive to the Netherlands, many different licences were required, both for it to leave the UK and for it to enter another country. It was vital that there was good communication between organisations on both sides to ensure that this went smoothly.

In order to export items of cultural significance out of the UK it may be necessary to obtain an export licence from the Export Licence Unit (ELU) at Arts Council England. This applies to certain cultural goods that exceed a specified age or monetary value that are due to leave the UK either temporarily or permanently. In this case, the artefacts did exceed the threshold and an export licence was required. Provenance must be provided, along with a monetary valuation and photographs of the objects.

Usually export licences are for single items such as works of art or small collections, so the application process is tailored towards this. When dealing with the *Rooswijk* archive, given the large quantity and variety of objects, the process was considerably more complicated. As it was a complex application, I contacted the licensing agencies beforehand to see if there was a more pragmatic approach that could be taken to meet the requirements. The ELU were very helpful and provided advice on how to proceed. They also offered to check the application before it was formally submitted, which assisted in making sure there were no complications or delays during the process.

The monetary value of archaeological material is generally an uncomfortable topic but in certain circumstances it is necessary, either for insurance purposes or in this case for obtaining an export licence. I approached a specialist marine antiques



Conservator Carola Del Mese inspects a box of coins ready for transfer. Credit: MSDS Marine



Lead Conservator Angela Middleton makes final checks on lead sheeting before it is packed into crates. Credit: MSDS Marine

auctioneer whom I had worked with previously at the Receiver of Wreck, to help value the *Rooswijk* collection. Again, this was complex due to the quantity, variety and varying conditions of the artefacts but, working together, we came up with a process that would result in a valuation format that was acceptable for the application.

Certain goods or controlled substances may require additional permits, apart from the export licence. In tranche one of the *Rooswijk* collection there was an ivory comb, which was identified using ZooMS (zooarchaeology by mass spectrometry) analysis. Ivory export is controlled under the Convention on International Trade in Endangered Species (CITES) and in addition to this, in 2018, the Ivory Act came into force in the UK, which prohibits dealing in ivory in certain circumstances. The *Rooswijk* comb required a permit from CITES to leave the UK and although it was not being sold or traded, I contacted the Ivory Policy Team who administer the Ivory Act to check this, and to obtain written confirmation that an exemption certificate was not required.

Licensing processes are often set up for the sale of objects so words such as 'trading' and 'dealing' are commonly used, but this did not apply in this case. To make sure the process went as well as possible the relevant agencies dealing with the applications were contacted for advice in each instance on what this meant for the *Rooswijk* archive.

Juggling deadlines

Dealing with a substantial archive of thousands of objects and supporting digital records, it was important to allow enough time to get everything in order before transfer. Predicting time requirements relating to conservation can be problematic given the nature of the conservation process, and deciding when objects might be stable enough to package and transport is difficult. Splitting the collection into tranches helped to simplify this and give everyone a date to work towards.

In addition to other project constraints, we had to be mindful of processing times for applications and also, once obtained, the expiration dates of permits and licences, not only for UK regulations but also for those required when importing objects to the Netherlands. The CITES application process can take up to 30 days with export licences taking up to 28 days, but we had to be prepared for this to take longer as the application was complex, and the assessors may have requested further details to make a decision.

As the artefacts were going to be transported by a specialist company organised by RCE, we also needed to provide enough notice to start building specialist crates for carrying the collection and this could take several weeks. Successfully managing all of these time

constraints was only possible through thorough planning and regular and timely communication between all of the organisations involved.

Packing and preparing to move

The Cultural Heritage Agency of the Netherlands had an approved art handling specialist, Hizkia, that was commissioned to pack and transport the *Rooswijk* archive. Hizkia met with us in advance at Fort Cumberland to measure and quantify the objects in their archival packaging, which made the process very efficient. Documents relating to the artefacts, such as permits and licences, along with communications detailing specific agreements made with the regulating organisations, were included in a pack provided to accompany the tranche one items to ensure a smooth transfer.

Two hundred and eighty-three years after it left the Netherlands, tranche one of the archive left the UK in November 2023 and this time, rather than travelling by sea, it crossed the Channel by rail in climate-controlled lorries. We were all relieved when we heard that all 2560 artefacts had arrived safely at the National Maritime Depot at Batavialand in Lelystad.

The successful transfer of tranche one of the *Rooswijk* physical archive was the result of months of work involving a small team from organisations including Historic England, The Cultural Heritage Agency of the Netherlands (RCE), the Maritime Archaeology Depot at Batavialand, Hizkia and MSDS Marine. The *Rooswijk* project continues, with ongoing conservation treatment for the remaining artefacts and digital data to be transferred as part of other tranches in the future.



Beccy Austin



Beccy is a senior project officer at MSDS Marine, specialising in shipwreck legislation, marine heritage crime and research. For the last year, Beccy has been involved in assisting with the transfer to the Netherlands of a large quantity of artefacts recovered from the protected wreck *Rooswijk* (1740). Prior to working at MSDS Marine Beccy was the Deputy Receiver of Wreck for the UK for over a decade, where she was responsible for administering and enforcing wreck and salvage legislation, advising government departments on policy and locating museums for thousands of objects from shipwrecks.



Specially designed and constructed crates in a pile, ready to receive Rooswijk artefacts. Credit: MSDS Marine



An ivory comb recovered from the protected wreck of the Rooswijk (RK17 00725). Credit: Historic England



The Rooswijk artefacts being loaded onto the climate-controlled lorry at Fort Cumberland. Credit: MSDS Marine



Rooswijk artefacts being loaded into the custom-made crates. Credit: MSDS Marine

Women and protected wrecks: examining engagement

Lauren Tidbury MCIfA (8625), Maritime Archaeologist, Maritime Archaeology Trust



MAT team on Beaulieu foreshore. Credit: Maritime Archaeology Trust

There are currently 57 shipwrecks off England designated under the Protection of Wrecks Act, meaning any activity on them requires a licence. Statistics show that only 6 per cent of licensees are women. This shocking figure helped inspire a project developed by the Maritime Archaeology Trust and funded by Historic England to better understand the involvement of women with protected wrecks.

The project aims to better understand the apparent low levels of female involvement, analyse the reasons for it and the potential impact this has had, and is having, on engagement with and understanding of protected wrecks. While other initiatives such as the *Profiling the Profession* reports have looked at the gender balance within UK professional archaeology, there has not been specific consideration of the maritime sector, which concentrates on protected wrecks and which includes professional and avocational practitioners.



Christin Heamagi working on the Shingles Bank protected wreck site. Credit: Maritime Archaeology Trust

Preliminary research results show that consistently less than 30 per cent of protected wreck teams licensed to dive sites have been female in the period 2011–2022 (data obtained from Historic England, November 2023). Looking more widely at statistics on women's involvement in

maritime archaeology both professionally and avocationally, we found that the gender balance of speakers at UK maritime archaeology conferences also demonstrates inequity. Some 11 per cent of speakers at the International Maritime Archaeology and Shipwreck Society

conferences from 1983 to 2023 were female, and approximately 30 per cent of speakers at the Nautical Archaeology Society Annual conference over the last three years were female. However, a review of published website information on members of staff in maritime archaeological organisations in England has shown that around 65 per cent are female, yet *membership* of maritime archaeological organisations, as well as roles such as trustees, presidents and patrons, remain male-dominated.

The online survey to understand women's involvement in protected wrecks in more detail and gather information on attitudes to and experiences of involvement has garnered responses from a variety of individuals, including maritime archaeologists, volunteers and those involved in publication and dissemination, as well as those working with protected wreck collections. The survey has shown, generally, that there is a balance in terms of gender in maritime archaeology professionally, but not in the sports diving and avocational archaeology community, with female divers sometimes feeling dismissed and patronised. The survey highlighted that historical gender roles, particularly relating to childcare, have meant many women in the past did not have the free time to get involved as volunteers on protected wrecks.

During interviews we have heard inspiring stories from women who have led projects, pioneered techniques, and fought for the protection of our underwater heritage. However, many of those interviewed said they often had to work harder than their male counterparts to prove themselves, and we have heard stories of sexism, which was often at the time just accepted as the norm.

As well as looking at women and protected wrecks today, we are also looking at stories of women on board these ships when they were lost. Historically, the naval sphere being male-dominated is a clear fact and of course this means many investigations and stories told from shipwrecks are often male-focused. However, women were not absent from ships. The role of women – not only onboard but also as key parts of the supporting network that enabled maritime trade, transport and industry – should not



Divers Heather Anderson and Jan Gillespie. Credit: Maritime Archaeology Trust



Student photographing shipwreck material. Credit: Maritime Archaeology Trust



Working with shipwreck archives. Credit: Maritime Archaeology Trust

be overlooked and more of these stories should be told, a number of which we will be exploring through a series of blogs. There are some parallels here with the *Rewriting Women into Maritime History* project lead by the Lloyd's Register Foundation, which has included a recent exhibition entitled 'She Sees', that tells the stories of several women in the maritime context both past and present.

Early conclusions from the project include the need to create more opportunities for women. In diving this can involve practical considerations such as equipment specifically designed for women and the logistics, timing and frequency of dive trips. On a personal level this can also relate to confidence, making it important to provide a supportive community and celebrate women in diving and protected wreck imagery and communications. It is also important to recognise the contributions of others with protected wreck material, such as researchers, conservators and museum curators; many of these roles are dominated by women and their contribution and roles need to be more well known. Representation is key; we need to have more women represented and increase the visibility of female role models in order to engage more women. The barriers are often subtle, and are much broader than just maritime archaeology, but it is about changing mindsets, challenging stereotypes and ensuring opportunities.



Lauren Tidbury

Lauren works for the Maritime Archaeology Trust and the Honor Frost Foundation on a range of maritime archaeological projects, including research, fieldwork and dissemination. Lauren has a particular interest in the history of maritime archaeology as a discipline and women's involvement in the field. She is also a qualified diver and has worked on a number of protected wreck sites.



PROTECTING WRECKS: THE NEXT GENERATION

Maritime archaeology in England is underpinned by a system of volunteer licensees, but it's long been recognised that the demographic of volunteers working on the protected wreck sites is one of an ageing population. In addition, there are sector-wide skills shortages in areas of maritime archaeology, including marine geophysics and geoarchaeology. To address these challenges there has been a focus on reaching new audiences, attracting new people into the profession, and recruiting the next generation of volunteers.



Visitors to the protected wreck roadshow. Credit: MSDS Marine



Intern Jack Doyle talking to younger visitors at a pop-up event. Credit: MSDS Marine

Alison James MCIfA (6059), Director, MSDS Marine

Traditionally maritime archaeology outreach has focused on areas that are closest to the sea, and to the wrecks themselves. Many UK counties are landlocked but two frequently claim to be furthest from the sea – Derbyshire and Nottinghamshire in the East Midlands. Residents of these counties often do not have the opportunity to visit the coast and to engage with maritime heritage, yet the areas have strong links to the sea and maritime history that are little known. Examples include Nelson's monument and the three ships on Birchen Edge, lead ingots originally from Derbyshire and recovered from protected wrecks that are housed in the Peak District Mining Museum, and the technology employed at the Derwent Valley Mills which helped to inform the redevelopment of Portsmouth Dockyard. ClfA Registered Organisation MSDS Marine is based near Belper in Derbyshire, which made us ideally placed to take maritime archaeology inland.

Historic England funding enabled MSDS Marine to deliver 50 pop-up events this summer to the public, and to schools and youth groups, to encourage active participation with maritime heritage, specifically new audiences who do not traditionally or who are not able to engage with heritage. Some 13,647 individuals attended an event and as a direct result, enquires for work experience at MSDS Marine have risen significantly. It is hoped that by having an understanding and appreciation of maritime archaeology more people will value the hidden maritime heritage that surrounds the UK.

The project also enabled three paid internships for archaeology students to gain practical experience through on-the-job training. Internships were tailored to the interests of participants to ensure that students were able to gain as much practical experience as possible during their placements.

Focusing on volunteers, MSDS Marine has been working with the South West Maritime Archaeology Group (SWMAG) to help secure their archive and to ensure that their knowledge is passed on to younger divers. SWMAG describe themselves as a team of avocational divers with a passion for history from the sea. The group has a long-standing relationship with several protected wreck sites including those at Salcombe and Moor Sand. The protected sites there contain both Bronze Age and 17th-century material and a wealth of finds that are now on display in the British Museum. SWMAG's work has resulted in many startling



SWMAG members have been working with a next generation of divers to ensure SWMAG's extensive site knowledge is not lost and their work is continued.

A new volunteer putting into action underwater what Mick taught him. Credit: MSDS Marine

discoveries, from Bronze Age gold jewellery to tin ingots that are helping redefine our understanding of Bronze Age trade in northern Europe. SWMAG members come from Northampton British Sub-Aqua Club (BSAC). At its height the club had over 220 members but today there are only a few members remaining.

SWMAG is committed, enthusiastic and important to how maritime archaeology is managed in the UK. However, like many of the volunteer teams working on the wrecks, they are now in their late 70s and early 80s, which impacts on their ability to dive. The Salcombe Cannon wreck was selected for a Historic England funded pilot project because of the ageing demographic of SWMAG members. SWMAG members have been working with a next generation of divers to ensure SWMAG's extensive site knowledge is not lost and their work is continued. Members have attended fieldwork on the diving support vessel, and the use of 360° video footage is being trialled to enable them to see how the site has changed in recent years since they stopped diving. This project will continue into 2024.

Maritime archaeology has its challenges for people coming into the profession and for volunteers, not least the cost of training and equipment needed to enable the required skills to be gained. Specific projects such as those discussed here are vital if we are to ensure the profession has the skills required to support offshore development and heritage management in the future, as well as providing the training required for volunteers to continue to play an active role.



SWMAG member Mick Kightley briefing new divers on the diving support vessel. Credit: MSDS Marine

Alison James

Alison is a director at MSDS Marine with experience in the management of historic shipwreck sites, volunteer involvement, community engagement and education initiatives. Previously Alison spent ten years with Historic England managing England's protected wreck sites and working with the licensed teams and volunteers who work on the sites. Alison is also a Trustee of the Nautical Archaeology Society.



The story of half a century: *the Nautical Archaeology Society and wreck protection*

Mark Beattie-Edwards MCIfA (5319), Chief Executive Officer, and Peta Knott, Education Manager, Nautical Archaeology Society

In this 50th year of the Protection of Wrecks Act, the Nautical Archaeology Society (NAS) has reflected on our own half a century of supporting the protection of underwater heritage. Our organisation's long running education programme has been a major player in this support and has stayed relevant by adapting to changes in the sector and the requests of our diverse audience, which includes both avocational and professional archaeologists.

The need for more archaeologically trained divers for the *Mary Rose* protected wreck excavation was the instigating factor for our education programme. We continue that support for protected wrecks and their licensees to this day through individuals attending our courses, or we run specific training based on their professional development needs. While in the past that has been on particular techniques, such as cannon recording or sidescan sonar use, more recently we have assisted MSDS Marine and Heritage with a succession planning project which sought to rejuvenate the ageing licensee teams.

Being the inaugural recipient of the Archaeology Training Forum Award in 2011 demonstrated the continuing success of our education programme, as was stated by Dr Heyworth, Chair of the forum:

'The NAS stood out for its strategic approach and long-term commitment to training, delivered through an established and internationally recognised programme which is coherent, well-structured and tested, aimed at both professional and amateur sectors.'

*Suggest rephrase:
Volunteers developing the
next generation of
licensees, here studying
the protected wreck
Hazardous. Credit: MSDS
Marine and Heritage*



While over a decade has since passed, we continue to strive to stay up to date, such as through our pioneering use of eLearning to remove the 'death-by-PowerPoint' elements of our training. While our *Discover Maritime Archaeology* eLearning courses were recently shortlisted in the Council for British Archaeology's Archaeology Achievement Awards, it is the positive feedback received from the hundreds of participants that drive us to further improve our training.

While most of our audience comprise avocational archaeologists with a penchant for maritime heritage, we have a strong following of professionals who look to us for their Continuing Professional Development (CPD). Over the years, many of our courses have been mapped to the National Occupational Standards for ClfA endorsement and we look to increase our future CPD offerings to benefit the sector. We can work with ClfA Registered Organisations and ClfA members to provide bespoke CPD packages for their teams based on needs identified in their internal skills audits. Most recently we ran a ClfA-endorsed course *Dendrochronology in the Marine Environment for Archaeologists*, where participating archaeologists assisted experts Nigel Nayling and Rod Bale in actual fieldwork on foreshore wrecks at Sandwich Flats in Kent and gained an excellent understanding of how to replicate these techniques for themselves on other marine heritage sites.

A recent gap in the broader maritime heritage sphere is being filled by our latest course in development – *Maritime Archaeology for Museum Practitioners*. As a result of extensive consultation with museum professionals, this learn-at-your-own-pace online course will be modular to suit the specific gaps in each participant's knowledge and to also be cost effective for the cash-strapped sector. There is great anticipation for the improvements in wreck artefact protection that this course will bring.

While most of our work is at the community archaeology or local professional development level, we are privileged to have a seat at the table with those that have sway over the highest level of wreck protection through the UNESCO 2001 Convention on the Protection of the Underwater Cultural Heritage. As an accredited NGO to this convention, we

attend key meetings as observers, but also develop our own projects with other accredited NGOs. At a recent meeting of signatories to the convention, several representative ambassadors acknowledged their limited understanding of underwater cultural heritage beyond their expertise in legally enforcing the convention. To empower these people who are skilled in diplomacy and the law, but limited in wreck protection understanding, we are coordinating an international team of accredited NGOs to create a bite-sized awareness course that fills in the gaps in their professional knowledge and helps them to make better decisions for the improvement of our discipline.

This year we are celebrating the last half a century of wreck protection, in which the Nautical Archaeology Society has been

involved throughout. By training licensees, providing individual archaeologists with professional development and assisting diplomats in their work, we have used our education programme to create a more supportive environment to protect our precious and vulnerable underwater heritage.

NAS ClfA-endorsed courses:

- 3D Surveying
- Basic Photography in Archaeology
- Dendrochronology in the Marine Environment for Archaeologists
- Flint Knapping
- Newport Ship: Excavation, Recording and Conservation
- The Archaeology of Sunken Cities and Submerged Settlements
- Underwater Cultural Heritage Law in England and Wales
- Understanding Wooden Ships and Boats



Nigel Nayling passing on knowledge to the two archaeologists attending the ClfA-approved dendrochronology course. Credit: Nautical Archaeology Society



Accredited NGO representatives at the Paris office of UNESCO in June 2023. Credit: Nautical Archaeology Society



Mark Beattie-Edwards

Mark is an archaeologist and diver who has worked for the NAS since 2001. He has been the Chief Executive Officer since 2015. Mark has been heavily involved with protected wrecks, particularly as the licensee of the HMS m Holland No. 5 submarine, the Normans Bay Wreck protected wreck,


and the Unknown Wreck off Eastbourne, now identified as the *Klein Hollandia* (2019 to date), as well as undertaking research on the HMS m/A1 submarine and the *Coronation* protected wreck site, and is the designated archaeologist for the protected wreck of *The London*. Between 2009 and 2018 Mark worked freelance as an NVQ Assessor for the Chartered Institute for Archaeologists.

Peta Knott

Peta is a maritime archaeologist who first became a NAS member in 2003 in Australia as part of her university degree. She then joined the NAS staff in 2017 to run the education programme. She designs and implements

courses and events in the UK, including running protected wreck days to the *Iona II* off Lundy Island. Peta also works with NAS's many international training partners to deliver localised versions of NAS training, and she is the Secretary of the Accredited NGOs to the UNESCO 2001 Convention on the Protection of the Underwater Cultural Heritage.





Valentine tanks and medieval shipwrecks: maritime archaeology at Bournemouth University

Dave Parham MClfA (1622), Professor of Maritime Archaeology, Bournemouth University

Excavating the Mortor Wreck in 2023. Credit: Bournemouth University

At Bournemouth we've been involved in protected wrecks since 2001 and have been directly involved with 43 per cent of those designated nationally, as well as with a couple of the maritime Scheduled Ancient Monuments. Our involvement has ranged from supporting the work of others to managing large excavation projects and providing advice to government.

We have worked on sites ranging across 3500 years of human history and this has provided us with considerable experience to take forward in our own research and reflect in our teaching. Whilst some of our work has taken us far afield, most of our current work is within our own home waters in Poole Bay and its approaches. We are lucky in the UK to have one of the richest underwater cultural heritage landscapes in the world, and within a short distance of Poole Harbour entrance we have hundreds of underwater sites, including eleven designated heritage assets. This huge range includes shipwrecks, submerged land surfaces, aircraft crash sites, sunken amphibious tanks and even one of the world's earliest aircraft carriers – all providing us with a range of teaching, research, and management issues to grapple with.

Our focus at the moment is working on the 13th-century wreck in Poole Bay that sank whilst carrying a cargo of Purbeck marble mortars, grave slabs and building rubble. Purbeck marble was a major local industry at the time of the loss, with the stone being exported for architectural work around the UK and the near continent. The site is unusual as it has international significance but is also relevant locally. Most shipwrecks connect the beginning and end of their voyage, being less relevant to their place of loss. As this ship was lost at what we assume was the very beginning of its voyage, it gives it gives a significant local flavour.

After a gap of several years where we haven't been able to involve students in our fieldwork, the re-introduction of a diving unit into our undergraduate programme has meant that we can include students as an addition to our core diving team. This gives suitably qualified individuals not only a view of what it's like to work as an archaeologist underwater, but also an involvement in the logistics of setting up a project; that filling eight tonnes of sandbags is as important as mastering the finer points of theory. This experience can give students the opportunity to progress to other things; one of the positives of working at a university is giving people an experience of this kind and then watching them develop as they move on with their career.

Delving into the 13th century hasn't been our only archaeological work this year. In late 2022 we discovered that one of the Scheduled Ancient Monuments in Poole Bay, the remains of an amphibious Second World War Valentine tank, had been significantly damaged. The tank's turret had been struck by a large object and knocked off the vehicle's body, exposing undisturbed material. After reporting it to Historic England we were commissioned to undertake mitigation work, make the site safe and collect evidence, which involved working with the police and the Royal Navy. Investigations are still ongoing.

Working in maritime archaeology in the UK is a logistical and financial challenge. The UK diving regulations, with good reason, are amongst the most stringent in the world, which makes the UK a safe place to work as a diver, but has a considerable impact in terms of cost. This, coupled with the fact that doing anything at sea is done at a premium, means our daily costs just to dive on a single site are over £3000 a day; anything more complicated just adds to the cost. Compared to many other nations, maritime archaeology in the UK is very poorly funded, something made considerably worse by austerity and the Covid pandemic. This makes any work on protected wrecks difficult and because of this, much of our work involves working with partners and our own fund-raising team to generate the funds needed to do much of the work that we undertake. Nearly all of our

work is funded in this way now. While this makes things possible that would otherwise not happen, it does mean that work has to both match the archaeological needs of the site and the interests of those willing to fund it, not always an easy circle to square.

*Staff and students of the Mortor Wreck team in 2023.
Credit: Bournemouth University*



Compared to many other nations, maritime archaeology in the UK is very poorly funded, something made considerably worse by austerity and the Covid pandemic.



*Valentine tank after the turret had been knocked off.
Credit: Bournemouth University*



Dave Parham

Professor of Maritime Archaeology at Bournemouth University, Dave has over 40 years' experience of working on a variety of protected wrecks and other assorted sites. He is particularly interested in the sustainable development of maritime archaeology in the UK.

‘A BLIND ARCHAEOLOGIST YOU SAY’: HOW TECHNOLOGY IS TRANSFORMING OPPORTUNITIES FOR VISUALLY IMPAIRED ARCHAEOLOGISTS

Bob Clarke MCIfA (9399),
Deputy Research Director,
Wessex Archaeology

As we are all aware, archaeology is an assault on the senses. We interpret artefacts, landscapes, buildings and a plethora of other aspects of the world around us using all five senses. So imagine the impact of losing one of those senses, in this case sight, practically overnight.

In this brief article, Dr Bob Clarke, Deputy Research Director for Wessex Archaeology, describes why, after the loss of his sight, he has worked together with his employer to investigate and pioneer the use of the latest technology in the sector in a bid to inspire others who have similar disabilities to work in the discipline. And, along his journey, Bob has discovered that he can offer a different perspective on archaeology.

I have been blind for five years now and in just that short period, technology has raced forward to make the world more accessible for people with visual impairments. There is a range of speech-to-text programs now available. All such programs also have a read-back facility, meaning that any punctuation or misspellings can be highlighted.

But these have been around for years, I hear you cry. And indeed they have, but what is important, I believe, is the extremely fast learning potential of such programs. I have a broad North Yorkshire accent and in the early days of speech-to-text technology, the program struggled to such an extent I didn't hold out much hope when I suddenly had to come to rely on



The ORCAM on Bob's glasses follows the movement of his finger to turn written text into speech in a matter of seconds. Credit: Wessex Archaeology



Bob uses a screen reader to convert text from print sources into speech. This allows original documents and older publications to be made accessible. Credit: Wessex Archaeology

them. But I was pleasantly surprised by how fast this technology has progressed.

E-books and e-reading devices have become widespread and practically any print book is now available electronically. More importantly for archaeology, the number of journals that are now publishing online and digitising their back catalogues is gathering speed.

One problem for visually impaired archaeologists is the interpretation of site layouts and the age-old challenge of searching for relationships within given matrices. Here a different sort of technology can be used.

I have recently taken delivery of a machine that, using Swell Touch technology, can convert a two-dimensional plan of a site or building into a tactile relief plan. This allows me to feel the lines of trenches or sections and build a mental picture of any given site or building layout. When coupled with a description that can be listened to via the technologies mentioned above, it is possible for me to understand some of the most complex stratigraphy.

A further bonus here is that the plan can be annotated, allowing me to enhance the experience further by introducing other forms of technology. I am currently using a glasses-mounted optical reader called an Orcam, which uses optical character recognition to convert any text into speech and then pipes it into my ear. This means I can navigate around plans, maps and other forms of imagery in real time. It is this combination of two or more technologies where I am finding the most benefit.

Now, all this is not learned overnight, and it is with the support of my employer that I have been given time to work through these innovations. Wessex Archaeology



Bob uses his fingers to explore the relief plan of a Cold War nuclear bunker. The plan was created using Swell Touch technology. Credit: Wessex Archaeology

also funds a visually impaired technology coach, whom I meet regularly to discuss directions for improvement on these new technologies.

Of course sight is not the only sense used in archaeological investigation. Touch is just as important and is a crucial means for me to continue to engage with my archaeological specialism. This first-hand experience is vital because I have learned, over the past few years, that there are a million ways to describe one thing. Besides, part of being an archaeologist is the love of encountering material from the past. How to interpret an artefact using touch can be taught quite easily, as long as an agreed set of terms is used – an area which I believe has some way to go.

If I had been told ten years ago that I would be at the forefront of shifting our culture to be more accessible to those with visual impairment, I would certainly have been surprised, but now I realise I have been given an opportunity to make archaeology more accessible for those who wish to have a career in this fantastic discipline. Onward and upwards, as they say.

Bob Clarke

Bob has been involved in professional archaeology for 25 years and has held a range of academic and professional posts throughout that time. Bob gained his PhD from Exeter in 2016, exploring the archaeological potential of Cold War sites in the United Kingdom. He has worked at Wessex Archaeology since 2017 and is currently Deputy Research Director. Bob has been severely visually impaired since March 2019.

Bob uses touch to understand and interpret the features of this gun cartridge dating to the 1940s.

Credit: Wessex Archaeology



THE ARCHAEOLOGICAL ACHIEVEMENT AWARDS 2023

ClfA is a proud supporter of the Archaeological Achievement Awards, which showcase the very best of archaeological activity across the British Isles and celebrate innovation, engagement and participation, learning, training and skills and public dissemination, as well as the contribution of early-career archaeologists.

The awards seek to promote high standards of archaeological practice in the service of the public. The judging criteria aim to showcase how archaeology provides value for society and our environment and how the work of archaeologists creates a positive impact. The challenge of archaeology is that many of the ways we undertake our investigations are destructive. What we touch and how we interpret it can enrich and sustain society, but it can also damage and offend. The awards reflect a collective belief in the value and sensitivity of what we do and encourage work founded on ethical practice, expertise and restraint, based upon shared standards.

The judging panel is made up of representatives from across the archaeological community, chaired by the European Society of Black and Allied Archaeologists (ESBAA)'s Jeannette Plummer Sires. ClfA is represented on the panel by our Head of Professional Development and Practice, Kate Geary, who said:

'Again, it's been an honour to be involved in judging the Archaeological Achievement Awards. I have been inspired by the quality of the nominations and particularly by the passion and dedication of the archaeologists behind them. The Awards reflect ClfA's aims to promote the public benefit that professionalism in archaeology brings, to show that archaeologists have a value to society equivalent to other professions, and to encourage archaeologists to have pride in their professionalism. I was delighted to see so many successful nominations from ClfA members and Registered Organisations this year and hope this will inspire others in the future.'

The awards were presented in York at a fantastic event hosted by CBA President Raksha Dave and attended by archaeologists from across the public, private and third sectors, in the presence of York MP and member of the All Party Parliamentary Archaeology Group, Rachael Maskell.

ClfA would like to congratulate all the shortlisted and winning entries for 2023, but especially ClfA members Sakshi Surana PCIfA and Tabitha Gulliver Lawrence PCIfA, winner and highly commended in the Early Career Archaeologist award, and Registered Organisation's Wardell Armstrong and Worcestershire Archaeology and Archives Service for the winning nominations in the Public Dissemination or Presentation; Learning, Training and Skills; and Archaeology and Sustainability categories, and the Outstanding Achievement category, respectively. Wessex Archaeology and York Archaeology were highly commended in the Public Dissemination or Presentation and Engagement and Participation categories, respectively, and South West Heritage was highly commended for its work with Avalon Archaeology in the Engagement and Participation category. Full details of the shortlisted, highly commended and winning entries can be found at Archaeological Achievement Awards Council for British Archaeology (archaeologyuk.org)

(from the top): Early career award winner, Sakshi Suran. Credit: Adam Shaw. Outstanding achievement award winner, Roots in Time. Credit: Adam Shaw. The archaeology and sustainability award winner, Roots in Time Credit: Adam Shaw. The learning, training and skills award winner, Uncovering Roman Carlisle. Credit: Adam Shaw. The public dissemination or presentation award winner, Uncovering Roman Carlisle. Credit: Adam Shaw



ClfA Standards and guidance for an international audience

Jen Parker Wooding MClfA (7885), Senior Professional Standards and Practice Coordinator, ClfA

ClfA is the leading professional body representing archaeologists working in the UK and overseas.

There has been a notable increase in overseas ClfA members in recent years, supported by the establishment and influence of ClfA's International Practice Special Interest Group and the Deutschland and Australia Area Groups. At present there are ClfA members based in 26 countries and jurisdictions, with Registered Organisations also located in Germany and the Republic of Ireland. If you consider the number of ClfA-accredited UK-based archaeologists that also work, undertake research or manage projects overseas, the number of countries/jurisdictions represented is much higher. It is therefore a strategic plan priority to ensure the Institute's primary regulatory documentation, namely the *Code of conduct* and the Standards and guidance, are up to date and applicable to ClfA-accredited archaeologists wherever they're working.

To facilitate this, the Institute's *Code of conduct*, now over 40 years old, has been undergoing an in-depth review (as outlined by Peter Hinton in T4118) and a new structure has been introduced for the ClfA Standards and guidance. The structural changes have involved separating the Standard from the guidance so they are standalone and reorganising the guidance into two tiers focused on universal guidance and jurisdiction-specific guidance. This approach provides the mechanism to deliver Standards and guidance that can be applied anywhere, supported by more detailed guidance for different jurisdictions.

This is a substantial piece of work supported by a Professional Standards Advisory Panel comprising a broad spectrum of ClfA-accredited archaeologists. The work is happening in stages, with the fieldwork documents (amongst ClfA's oldest) forming the initial focus and test for the delivery of the new structure. In December 2023, after in depth consultation, the newly updated Standards and 'universal' guidance for archaeological excavation, archaeological field evaluation and archaeological monitoring and recording (formerly watching brief) were published on the ClfA website

<https://www.archaeologists.net/codes/cifa>. The jurisdiction-specific guidance is still in development, but we are excited to have taken this first step to ensuring our documents are applicable to archaeological activities wherever they take place.

As awareness of ClfA continues to grow globally, this work is essential, but so is your input. If you have an opportunity to respond to a consultation in the future, please do! These documents form the regulatory foundation for professional archaeological practice, so your input is a crucial part of helping to shape your profession.

If you have any queries about the updates or would like to enquire about getting more involved in the review process, please contact Jen (jen.parkerwooding@archaeologists.net).

The ClfA logo is displayed in a large, stylized, purple font. The letters 'C', 'I', and 'A' are in a bold, sans-serif typeface, while the 'f' is a script-style letter that overlaps the 'I' and 'A'.

Why should I apply for **Practitioner** accreditation?



Ellen McNamara PCIfA (12518), Membership Services Coordinator, ClfA

When you think about ClfA Practitioner accreditation and its benefits, it's likely the first things you think of are the post-nominals (PCIfA) and career support and professional development. Accreditation demonstrates your level of competence and professional accreditation to others. You can also use it as formal recognition of a professional qualification by the construction sector to apply for a Professionally Qualified Person card with CSCS. Alongside the post-nominals, you gain access to ClfA's regular eBulletin, weekly Jobs Information Service and Training (JIST) bulletin, a range of professional practice papers and *The Archaeologist* magazine. For career support and development, there is the careers toolkit and professional pathways bulletins.

Whilst these are all great benefits, there is much more to becoming accredited with ClfA. As a recent PCIfA applicant says,

'I decided to join ClfA to expand my current knowledge of professional archaeology and it has allowed me, via the application process, to really reflect on my experience working in the industry and what I have achieved.'

Accreditation is also increasingly used by employers in recruitment and grading of staff and in determining rates of pay.

Advocacy is central to the work of ClfA, influencing policy and decision makers and raising the profile of archaeology to strengthen the profession for the future. Becoming accredited gives you the opportunity to take an active role in supporting and developing your profession by responding to consultations or joining committees to have your say.

ClfA is an active community, and there are all sorts of ways to get involved. Once accredited, you can become directly involved with developing your profession, by voting at the AGM on changes to policy and standards, volunteering your time on a committee, or nominating yourself for election to the Advisory Council or ClfA Board of Directors. There are currently 5 Area Groups and 15 Special Interest Groups to get involved with, each running their own events and activities.

Getting involved doesn't only benefit the profession, it can also be highly beneficial on a personal level and for continued professional development (CPD). It opens the door to a world of networking and peer learning to help improve your career prospects.

So, if you have been thinking about applying for Practitioner (PCIfA) you can find all the guidance you need on our website (www.archaeologists.net/join/pcfifa) or get in touch with me, Ellen, at ellen.mcnamara@archaeologists.net and I will be happy to help.

ClfA careers kit – www.archaeologists.net/careers/intro

ClfA professional pathways – <http://www.archaeologists.net/join/pathway>

Member news

Registered Organisations spotlight

IAC Archaeology

We are delighted to announce that IAC, both their Irish and UK businesses, have attained Registered Organisation status with ClfA. This follows a detailed assessment by ClfA of all aspects of their company procedures and policies within their Irish and UK operations, including quality standards, methods of work, health and safety and staff training programmes.

IAC said they look forward to upholding the variety of ClfA Standards and *Code of conduct*, which apply to all jurisdictions they currently work within, in addition to their longstanding commitment to the policies and guidance of the Institute of Archaeologists of Ireland. They offered their thanks to the ClfA review committee for their time, and for making the process an enjoyable one.

Commenting on the appointment, Rob Lynch, Managing Director, said

‘Attaining Registered Organisation status is a significant milestone for our company, and it confirms our commitment to quality in all areas of our business. We look forward to working with ClfA to further develop standards within IAC and the wider profession.’

One of their staff members has also become professionally accredited at MClfA; find out more in their member bio below.



Maeve Tobin MClfA (13197)

I have worked in commercial archaeology in Ireland since 2004, and in this time have garnered considerable experience in the identification, excavation and osteological analysis of human skeletal remains from a range of site types and periods. Working with IAC Archaeology through national economic peaks and troughs I learned to turn my hand to different tasks and thus develop a variety of skillsets, and as such I am also involved in the preparation of archaeological impact assessments to inform the planning process. In 2022 I became News Editor for *Archaeology Ireland* magazine.

Volunteering on the Board of Directors for the Institute of Archaeologists of Ireland (IAI) as their Membership Secretary has given me a greater appreciation of the

value of wider collegial support and connection. At the start of 2023 I set several goals for myself, one of which was achieving ClfA's Member grade. I found the application process challenging in a good way, encouraging a detailed personal review of my work and collation of reflective examples. The bonus product of this approach was highlighting where I need to focus my future attention for career development.



Maeve Tobin. Photo: contributor's own

Member news

Jason Cumberworth ACIfA (12568)

In 2014 I took a career break to explore my love of history, luckily landing a seasonal job at Flag Fen Archaeology Park. I have worked in the museums and heritage sector ever since, taking on various roles within operations, schools and collections teams. With encouragement I went on to study archaeology as a mature student, graduating in 2019.



Jason Cumberworth.
Photo: contributor's own

Since then, I have had the opportunity to work closely with the archaeology collections of Peterborough Museum & Art Gallery, joining the Archaeological Archives Enhancement Project, where I have been fortunate enough to work alongside and learn from some incredibly talented people.

As a team we have approached the project from the ground up, interrogating every aspect of the archives and building in the latest museum and archaeology practices. These legacy archives are always full of surprises, requiring us to constantly adapt and improve our knowledge and skills.

Applying for an upgrade from Affiliate to Associate was a chance to reflect on all that I have learnt and achieved since the beginning of the project. To have that recognised professionally has been an amazing experience.

Sarahjayne Clements MCIfA (6668)

I felt after having worked in paid roles in the sector for ten years it was time to try to upgrade to MCIfA, and I'm very pleased to say I was successful. It has not been an easy journey to get to where I am now, and I would like to thank all those who have helped me on the way.

I work part time because of my conditions, and I honestly never thought this would be achievable for me because of the lack of higher-level positions available that offer part-time hours. In 2022 I sadly had to leave archaeology due to lack of career progression, but I now have a wonderful new job and team as a Community Heritage Officer in a local authority and am in the third year of my doctoral studies, researching disability inclusion in archaeology.

I'll never leave archaeology behind and I'm still undertaking voluntary work on the ClfA Equality, Diversity and Inclusion Committee and Advisory Council. I'm the Networking and Communications Officer for the Enabled Archaeology Foundation and am sitting on a steering group for the Council for British Archaeology and Historic Environment Scotland advising on EDI issues.



Sarahjayne Clements.
Photo: contributor's own

Steph Dalby MCIfA (9272)

I am delighted to have been awarded MCIfA accreditation. Achieving MCIfA was the next logical step in my career progression, and coincided with a promotion to Senior Historic Environment Consultant at The Environment Partnership (TEP) Ltd.



Steph Dalby.
Photo: contributor's own

As a senior consultant I undertake a variety of projects, ranging from producing desk-based assessments to managing archaeological excavations. Each project requires thorough knowledge of the legislation, policies and guidance which apply and understanding of the reasoning for the project so that it can be tailored accordingly. I really enjoy the variety of projects and locations this work provides, and I am constantly learning.

The application process gave me an opportunity to review the work I've undertaken and consider all the things I've learnt over the nine years since my first job as a trainee field archaeologist. The professional discussion interview was something that I was apprehensive about, but the interviewers made me feel more at ease and less daunted, and it really was a professional discussion rather than an examination on how I work!

New members

Member (MCIfA)							
8112	Mike Glyde	13194	Maria Kitts	12452	Samantha Pace	13201	Vida Rajkovaca
13197	Maeve Tobin	10596	Ashley Tuck				
Associate (ACIfA)							
13200	Alice Agarwal	13253	Sarah Bailie	12953	Victoria Bowns	8230	Kevin Claxton
13004	Tom Dawkins	10116	Jasmin Folland	13107	Samuel Harris	13198	Rakesh Kumar
13208	Rosie Loftus	13255	Kelsi McDaniel	6265	Christine Milton	10196	Richard Pougher
13101	Maddison Quail-Gates	1668	Adrian Scruby	10493	Henry Smith	13129	Robert Templar
13199	Keighley Wasenczuk						
Practitioner (PCIfA)							
13241	John Baker	13237	Gary Ball	12297	Caleb Bateman	8690	Daniel Bateman
10742	Jack Blackett	13169	Noah Breslin	13173	Francesca Broom	13238	Christopher Burdon
13168	Phoebe Burrows	13095	Hilary Calow	13091	Sophie Cathcart	13062	Merwan Chettir
13100	Amber Denton	13104	Alice Evans	12661	Mike Feider	10965	Tom Fickling
13090	Hannah Fisher-Morrison	13093	Helen Gant	8239	Adam Goodfellow	13172	Nicole Greaves
13170	Elena Hancock	12523	Josh Harding	13056	Phillipa Haworth	13240	Volodymyr Holonko
13161	Tanja Karlsen	13092	Agnes Kener	12940	Wyatt Krater	13236	Declan Lancaster
12908	Michael Lawlor	13163	Tony Le Bourne	13089	Katherine Maer	13239	Sydney McGovern
13094	Charlotte Molloy						
13120	Dale Munn	13171	Grace Murray	13193	Arantza Novelo Franco	9257	Ricardo Pinheiro Teixeira
9859	Stefano Ricchi	12043	Patrick Rowan	13096	Alex Rowbottom	13276	Kate Sibbick
13167	Linda Sjoegren	13262	Victoria Stuebner	13103	Ola Zdral		
Student							
13131	Emily-Rose Adams	13227	Lucy Addison	13110	Harry Armstrong	13149	Calantha Babineau
13209	Ava Bartos	13115	Anske Bax	13160	Wilfred Bazley	13122	Elijah Bees
13252	Richard Betts	13229	Erin Bishop	13109	Kate Bleckly	13138	Katrina Brennand
13164	Amy Brooks-Cole	13231	Lindsay Butterworth	13137	Alexander Campbell-Brown	13246	Niamj Carroll
13188	Alessandra Casanovas	13212	Valeria Ceballos Vargas	13190	Emily Chain	13215	Abigail Christopher
13233	Gareth Clark	13147	Hannah Clint	13191	Jude Cochrane	13267	Emma Cooper
13222	Chloe Davis	13126	Cain Dempster	13218	Mary Dowdeswell	13119	Katherine Faulkner
13136	Adrianna Figacz	13159	Cassie Fletcher	13125	Ezra Gaura-Bhandal	13099	Noah Gawthorn
13133	Niamh Gilert	13143	Emily-Rose Granville	13130	Jeremy Greaves	13150	Joseph Greenacre
13272	Mark Griffiths	13151	George Hanfrey	13117	Drew Harris	13123	Bryan Harris
13202	Aisling Haxton	13127	Thomas Haynes	13264	Bailey Hough	13245	Anna-Lena Jerg
13145	Raphael Kahlenberg	13113	Sam Kirkby	13116	Yashika Kotian	13204	Angelina Lin
13154	Avril Lindsay	13083	Lucy Lovell	13098	Mia MacAllister	13144	Kieren Machen
13105	Evan Machin	13121	Connie Magee	13097	Amber Manning	13230	Alex Mason
13192	Kayano Matthews	13102	Oliver Merriman	13210	Heather Miller	13140	Mustafa Mohammed
13228	Charlotte Moore	13108	Hannah Morris	13124	Hannah Morris	13274	Fahim Muhammad
13259	Ronnaug Overby	13250	Kinga Pajak	13251	Vishak Prakash	13270	Tasnimah Rahim
13265	Genevieve Rainey	13221	Matthew Reed	13206	Dominic Royle	13186	Heather Rudd
13132	Iestyn Silcox	13162	Shreya Singh	13111	Christopher Skoyles	13157	Phoebe Smyth
13152	Colin Southall	13266	Matthew Spalding	13211	Tashi Spence		
13135	Luke Stobo	13279	Jennifer Strachan	13244	Harry Symington Tucker	13118	Michal Szedzielorz
13232	Madison Thomas	13196	Maria Toigonbaeva	12489	Maddison Truman	13114	Charlotte Turner
13234	Ben Tyler	13242	Benjamin Verrall	13139	Abigail Walton	13189	Sunetra Webb
13269	Elle Wenham	13273	Ana Whitmarsh	13214	Louisa Wirawan	13187	Audrey Wong
13225	Yuxuan Wu	13277	Wenjing Zhang				
Affiliate							
13128	Lewis Bankes-Hughes	12824	Alisha Barker	13223	Ann Bevitt	13153	Emily Blackmore
13243	Len Branson	13158	Philip Clarke	13249	Arthur Grainger	12883	James Green
13258	Charlotte Isherwood	13141	Simran Kaur	11778	Emily Kelso	13235	Murray Knight
13247	Samantha Levick	13106	Elliott Lochhead	13226	Oscar Lozada	12632	Daniel MacEwan
10697	Séamus McKenna	13156	Mark O'Donnell	12784	Joseph Parker	10214	Elanor Pitt
13268	Harrison Plant	13148	Leah Purcell	13248	Laurin Scheiderer	13146	Madeleine Smedley
13260	Struan Steptoe						
Practitioner (PCIfA)							
12137	John Jackson	11022	Farhana Rashid				

Upgraded members

Member (MCIfA)		Associate (ACIfA)			
11865	Christian Adams	11422	Kerry Boughton	9271	Isobel Phillips
8027	James Archer	10874	Rachel Buckley	6440	Stella Smith
6668	Sarahjayne Clements	12568	Jason Cumberworth	12409	Marc Zubia-Pons
9272	Steph Dalby	8578	Agata Kowalska		
8878	Florence Laino	8747	Charlotte-Elizabeth Larkins		
5995	Laura Pritchard	10723	Angus Milne		
5270	Robert Skinner	11916	Emily Moon		
		12703	Sophie Pearson		

NOTICEBOARD

Heritage carbon literacy training course

ClfA is supporting Historic England in delivering *Heritage carbon literacy training* for the sector, accredited by the Carbon Literacy Trust. This is aimed at small to medium-sized enterprises (SMEs).

Carbon literacy is a key way for organisations to gain an awareness of the causes and impacts of climate change and an understanding of carbon emissions. It provides a great foundation for individuals, teams and organisations to begin to take steps towards reducing their carbon emissions and become more environmentally sustainable. The course will include some specific examples relating to archaeology and give you guidance on how to actively talk about climate change and carbon reduction. At the end of the training, you will come away with your own carbon action pledge based on the knowledge you've gained.

The training takes place over two three-hour sessions and the next course is on 20 and 21 March, with further courses coming up in May, July and September. Places are limited to twelve delegates so please ensure that you register early.

Find out more at www.archaeologists.net/civicrm/event/ical?reset=1&list=1&html=1

ClfA2024 – Legacy

16 April online fringe event

24–25 April, Crowne Plaza Chester

Sponsored by Towergate Insurance

ClfA2024 will be getting underway in a few months' time. The conference will take place live in Chester 24–25 April, with two full days of engaging content incorporating keynote addresses, wide-ranging sessions and training workshops. If you are not able to attend in person, do not worry; you will have the option to watch the recorded content in your own time.

The in-person conference will be preceded by a ClfA2024 online fringe event: *Dismantling legacies and collectively building new ones – breaking barriers and bias in archaeology*, hosted by the Equality, Diversity and Inclusion committee.

Theme

Archaeology is about legacy; the decisions we make and the actions we take now impact whether and how future generations access, interact with and benefit from their historic environment. They determine who the archaeologists of the future will be, and they influence how archaeology is perceived and valued by policy makers and by society. In the face of significant environmental, social and economic challenges, they may even determine whether there is a future for our discipline and our profession. ClfA2023 identified the need for collaboration to navigate these challenges. The theme for ClfA2024 takes this a step further.

Booking information, special offers, news and a full timetable of sessions can be found on our conference website: www.archaeologists.net/conference.

Conference bursaries

As part of our aim to make the conference as accessible as possible, we have bursaries available to assist with the cost of registering and participating in ClfA2024. Find out how to apply at www.archaeologists.net/conference.

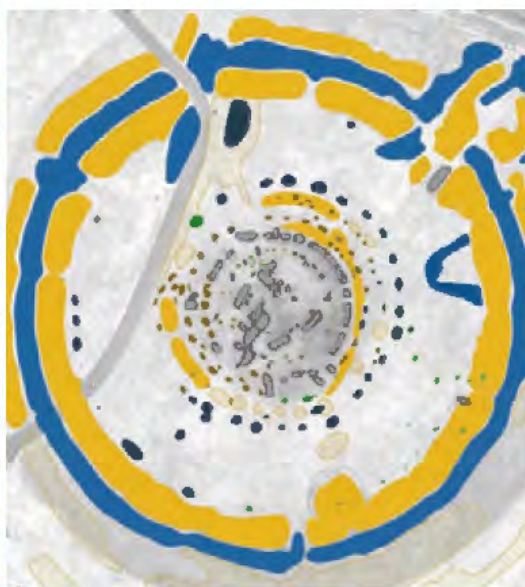
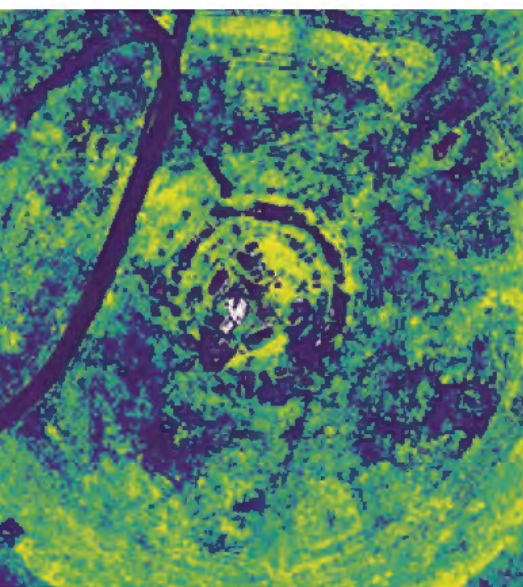




Part of Time Team
Channel 4 1993-2013
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