



making sense of heritage

Brandy Wreck Weymouth

Archaeological Services in Relation to Marine Protection
Undesignated Site Assessment



Ref: 108280.17
January 2016



Archaeological Services in Relation to Marine Protection

Brandy Wreck Weymouth

Undesignated Site Assessment

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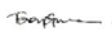
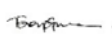
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Summary

Wessex Archaeology was commissioned by Historic England to undertake an undesignated site assessment of a newly discovered wreck site, the Brandy Wreck, off Weymouth. The site had been reported to Historic England by The Shipwreck Project, a local organisation based in Weymouth. Geophysical and diver surveys were carried out by The Shipwreck Project in 2010 and 2015.

The site consists of a previously unrecorded wreck site, with material visible on the seabed comprising a ballast mound, four cannons, four anchors, lead sheets thought to be cannon aprons, a millstone, a few possible concretions and limited small finds on the surface of the seabed, such as ceramics and glass.

Wessex Archaeology worked closely with The Shipwreck Project during the assessment. This included not only processing the 2015 side scan sonar data provided by The Shipwreck Project, but also utilising The Shipwreck Project's dive boat, the *Wey Chieftain IV*, and consulting their local knowledge of the wreck site. Finds previously discovered by The Shipwreck Project were loaned to Wessex Archaeology for further assessment by finds specialists.

Seven dives were undertaken on the site between the 20th and 23rd of August and on the 8th of October 2015. Key features on the site were positioned using diver tracking, measured with tape measures, and photographed with still and video cameras.

The four cannons are heavily concreted with no distinguishing marks, and are relatively small, consistent with sakers or minions; the two largest are consistent with 6-pounders and the two smallest with 3-pounders. Two of the anchors have curved arms, and could date to the 16th or 17th century, or to the late 18th or early 19th century. The other two anchors are too damaged for further assessment. The date of the site is inconclusive, but it is likely to date to the post-medieval period, prior to 1825. The earliest dated find on the site comprises a piece of mid-17th century pottery, however, this could be intrusive, as many of the other small finds, such as the 19th and 20th century glass and pottery likely are.

Risk assessment using Historic England's methodology suggests that the site is at **low** risk.

The wreck is of archaeological interest, however, it does not, in the opinion of Wessex Archaeology, meet the criteria for designation under the *Protection of Wrecks Act 1973* and no formal management is recommended. However, Historic England may wish to encourage The Shipwreck Project to continue the investigation of the site.

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Acknowledgements

Wessex Archaeology was commissioned by Historic England to undertake an Undesignated Site Assessment on the Brandy Wreck, Weymouth. The assistance provided by Alison James, Mark Dunkley, Chris Pater, and Serena Cant is gratefully acknowledged.

A number of published sources were consulted during this investigation, and Wessex Archaeology is grateful to their authors, as listed in the References section. Wessex Archaeology is also grateful for information and assistance provided by the following:

- *The Shipwreck Project, in particular, Grahame Knott and Richard Bright-Paul for provision of geophysical data and the location of the wreck site, their assistance during diving operations on board the Wey Chieftain IV, as well as their considerable local knowledge, past experience and understanding of the site. Thanks are also due for research undertaken by Selwyn Williams and Ruth Brown on the local geology and potential losses in the area;*
- *Simon Brown, for provision of the 2D photomosaic of the site;*
- *National Record of the Historic Environment, local wreck and casualty data;*
- *Wessex Archaeology is particularly indebted to independent ordnance expert Charles Trollope, whose working theory concerning the possible dating of the guns present on the site has informed the discussion of both dating and significance;*
- *Oliver Penney, a student and Royal Navy diver who assisted with the diving fieldwork; and*
- *Tom Harrison and Lowri Roberts, Masters students at Bournemouth University who assisted with diving operations on board and in liaising with The Shipwreck Project.*

The assessment was carried out by a Wessex Archaeology team comprising the following:

- *Toby Gane, project management, QA and editing;*
- *Andrea Hamel, project officer, archaeological diving and reporting;*
- *Graham Scott and Paolo Croce, diving supervision, archaeological diving;*
- *Michael Murray, Peta Knott, Debra Shefi, and Toby Gane, archaeological diving;*
- *Laura Andrews, geophysical data processing;*
- *Richard Milwain, GIS and data searches; and*
- *Will Foster, illustrations.*

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1 INTRODUCTION

1.1 Assessment Background

- 1.1.1 Wessex Archaeology was commissioned by Historic England to undertake an undesignated site assessment of an unidentified wreck site outside of Portland Harbour, known as the 'Brandy Wreck' (**Figure 1**). As the site remains unknown, it is referred to as the Unknown ('Brandy Wreck') Site throughout this report. The work was undertaken as part of the Archaeological Services in Relation to Marine Protection (Diving Contract) 2015-2017.
- 1.1.2 The site was discovered in 2010 by The Shipwreck Project during a sidescan sonar survey of the area. The Shipwreck Project is a community interest organisation that undertakes maritime heritage research, and geophysical and diver fieldwork in the Dorset region. They dived the site approximately 10 times and recovered a small cannon ball, a brown glass bottle (thought to be a brandy bottle, hence the moniker of the wreck site), a salt glaze jug and a piece of pottery. The Shipwreck Project undertook a second sidescan sonar survey of the site in 2015 prior to the commencement of diving fieldwork.
- 1.1.3 The site was considered to be an excellent candidate to explore a working partnership between Historic England, The Shipwreck Project and Wessex Archaeology, and the project was designed and carried out with The Shipwreck Project. Data on the site generated both before and during the assessment has been shared.
- 1.1.4 The dive assessment was conducted in accordance with a written brief and agreed scope of work (Historic England 2015).

2 ASSESSMENT AIMS AND OBJECTIVES

- 2.1.1 The overall aim of the project was an undesignated site assessment, which was separated into the following primary and secondary objectives in the Brief (Historic England 2015):

2.2 Primary Objectives

- *Contact The Shipwreck Project Team, finders of the site, to assist with the identification of the site's location and participate in the undesignated site assessment, including the possibility of access to their geophysical survey data;*
- *Undertake a data audit comprising documentary research on the site, as appropriate, to inform designation assessment. Contact Serena Cant to ensure all information is gained from the NRHE;*
- *Contact the Receiver of Wreck and Historic England to gain a list of droits relating to the site;*

- Undertake assessment of any finds held by The Shipwreck Project;
- Undertake a diver survey of the exposed remains. Confirm position, extent, stability and character (plotted by tracked diver survey) of the site;
- Locate and accurately position (plotted by tracked diver survey and probing where appropriate) any additional visual archaeological material;
- Undertake a diver survey to ground truth anomalies identified from the geophysical data provided by The Shipwreck Project Team (using tracked diver survey, probing and augering as appropriate);
- Accurately position and recover samples suitable for dendrochronological analysis if suitable timbers are exposed according to the brief protocols issued by the Historic England Scientific Dating Team (Annex A), and deliver them to Historic England on the completion of site visit for further analysis to be co-ordinated by the Historic England Scientific Dating Team;
- Produce a structured report of field observations; preferably including a photographic record of the site as free from fauna as possible and a basic site plan. Key artefacts are to be subject to detailed examination and recording (position by tracked diver survey, taped measurements, photographs and video, and written database entries); and
- Review the site against the non-statutory criteria for Designation under the Protection of Wreck Act 1973.

2.3 Secondary Objectives

- If possible (and without excavation) assess the likely depth of deposit on the site, estimated by reference to the angle of any frames and the height of any ballast/cargo/artefact mound material;
- Supplement the recording of the core of the site by recording profiles across the main axis of the site; and
- Undertake second stage documentary research and a comparison of the site with any documentary evidence on the site as appropriate, to inform designation assessment.

2.3.1 The recording level set in the Brief was level 3a, whereby a diagnostic record is generated comprising a detailed record of selected elements of the site.

2.3.2 The following products were specified in the Brief, this is document P2.

- P1 – Archaeological Report (suitable for public release);
- P2 – Undesignated Site Assessment (confidential);
- P3 – Project archive/s compiled in accordance with current accepted standards; and
- P4 – Finds should also be logged appropriately with the Receiver of Wreck.

3 METHODOLOGY

3.1.1 All fieldwork procedures and standards complied with the relevant guidance by the Chartered Institute for Archaeologists (CIfA) as listed on their website (CIfA website, accessed June 2015).

3.2 Data Audit

3.2.1 The Shipwreck Project put forward the Unknown ('Brandy Wreck') Site to Historic England as a site for further investigation, following sidescan sonar survey and diver investigations of the site in 2010.

3.2.2 For the undesignated site assessment, a number of sources were consulted, to determine whether there was any existing information on the site. This was undertaken to determine whether there was information relevant to the site location, the condition survey, BULSI characterisation, and possible identification of the wreck site. The following sources were consulted:

- *Dorset Historic Environment Record (HER) (obtained from HER 09/06/2015);*
- *NRHE (obtained from NRHE 14/10/2015);*
- *UKHO (obtained from UKHO 12/06/2015);*
- *Receiver of Wreck (data not yet received at time of writing);*
- *Geophysical data from The Shipwreck Project (received 10/08/2015);*
- *Photogrammetry model by Simon Brown;*
- *Photographs of the site and material recovered supplied by The Shipwreck Project and Jason Brown;*
- *Research into the geology of the area undertaken by Selwyn Williams;*
- *Research into potential losses in the area undertaken by Ruth Brown;*
- *Article about the wreck by Grahame Knott in Just About Dorset magazine, October 2015; and*
- *Personal communications with Grahame Knott and Richard Bright-Paul, throughout the project.*

3.2.3 This shipwreck was discovered by The Shipwreck Project in 2010, and therefore there are limited primary and secondary sources that refer to the site. The site is not recorded by the UKHO, NRHE or HER. However, the site has been covered by two geophysical surveys undertaken by The Shipwreck Project.

3.2.4 In order to provide background for the wreck, records of documented losses held by the NRHE were consulted. There are 152 losses of ships dating from the 14th century to the present, however it is possible that this wreck could also be a wreck that was either not recorded or for which the record has been lost.

3.3 Geophysical Survey

3.3.1 Geophysical surveys of the site have been undertaken by The Shipwreck Project, in 2010 and 2015, comprising side scan sonar surveys of the site.

3.3.2 The 2010 sidescan sonar data were processed by The Shipwreck Project, and the results of the survey were supplied to Wessex Archaeology as an image in a Microsoft Word document, with details of the position (**Plate 1**). The image showed a discrete site comprising a possible ballast pile with a possible cannon and other features lying on top, with an outlying oblong object, probably a cannon, and other outlying material possibly representing concretions. The Shipwreck Project labelled the main site T64, with an outlying anomaly, probably another cannon, T65.

- 3.3.3 The July 2015 sidescan sonar data were acquired by The Shipwreck Project using a C-max sidescan sonar system. The data were provided as standard xtf file format and were processed by Wessex Archaeology using Coda GeoSurvey software. This allowed the data to be replayed with various gain settings in order to optimise the quality of the images. A mosaic of the sidescan sonar data was also produced. Anomalies relating to the site were interpreted and added into the project GIS to support diving activities (**Figure 2**).
- 3.3.4 The geophysical survey data acquired in 2015 showed a number of anomalies in the area, with the main site (**WA7032**) measuring approximately 13m NNW/SSE by 8.4m WSW/ENE (**Figure 2**). An outlying geophysical anomaly (**WA7033**) is situated approximately 9.4m to the NE of the main site. The main site (**WA7032**) was described as an irregular area of dark and bright reflectors in an area of clear seabed. No clear structure was visible, and the site could consist of debris. The site included a large object measuring 3.2m x 1m x 0.6m.
- 3.3.5 Following the diving investigations, the geophysical data were shifted 10m to the west of their original position, in order to account for a time lag in the data collection. The new position reflects the diver observation points.

3.4 Photogrammetry Model

- 3.4.1 A 2D photomosaic (**Plate 2a**) and a 3D photogrammetry model of the Unknown ('Brandy Wreck') site were developed by Simon Brown from approximately 300 high resolution images (Simon Brown, pers. comm.). For the 2D mosaic, Simon Brown used Photoshop to align the images and stitch, and for the model he used Agisoft Photoscan Pro. The 3D model can be accessed through Sketchfab.¹

3.5 Diving Survey, Sampling and Finds

- 3.5.1 All Wessex Archaeology operations complied with the *Diving at Work Regulations 1997* and the associated *Scientific and Archaeological Diving Projects Approved Code of Practice (ACOP) and guidance* (HSE website, accessed June 2015). Diving operations were conducted during daylight hours only on a single shift system by a four person team, assisted by a volunteer student and Royal Navy diver, Oliver Penney, and a non-diving student from Bournemouth University, Tom Harrison.
- 3.5.2 Diving was initially intended to be Surface Supplied, based on the survey vessel RV *Coastal Guardian*, which is capable of three point anchoring. However, as the winch was not operational at the time the fieldwork was conducted, the diving was undertaken with untethered SCUBA from the smaller vessel, The Shipwreck Project's *Wey Chieftain IV*, a purpose built dive vessel based in Weymouth. The crew, members of The Shipwreck Project team, were familiar with the site, and they were consulted in order to plan the dive survey. In particular, their expertise was invaluable with regards to local tidal conditions and the location and layout of the wreck site.
- 3.5.3 Archaeological, environmental and observational data was recorded using Wessex Archaeology's proprietary real-time DIVA Microsoft Access recording system. Inspection and survey of the site was carried out visually, with diver positional data provided by a Sonardyne Scout USBL system. This position was displayed in DIVA's ArcGIS interface during the dive, layered onto a georeferenced geophysical survey image of the site. This enabled the diving supervisor to provide navigational information to the diver, when required.

¹ See: <https://sketchfab.com/models/299cd0d029c041afa2961730f30a94f1>, accessed July 2015

- 3.5.4 Fieldwork data not recorded by Wessex Archaeology has been integrated into this assessment. The source of the data is stated where applicable.
- 3.5.5 The general assessment methodology was as follows:
- *The georeferenced 2015 side scan sonar image of the site was used as a base map for locating, examining and identifying potential archaeological material;*
 - *The archaeological features recorded on Simon Brown's 2D mosaic of the site were located on the seabed and assessed. Measurements were taken of key features;*
 - *Features recorded on the side scan sonar images, but outside beyond the coverage of the 2D mosaic were located and assessed;*
 - *Diagnostic measurements of the ordnance and other notable archaeological features on the site were taken, along with detailed descriptions, in order to aid identification;*
 - *The extent of the site was explored during the diver survey; and*
 - *Still and HD video recording was carried out using a housed camera system. Additional video recording was carried out using a mask-mounted HD GoPro video camera.*
- 3.5.6 In order to promote consistency between the fieldwork already undertaken by The Shipwreck Project and this diving survey, the naming and numbering system already in use by The Shipwreck Project was re-utilised (for example Cannon 1, Anchor 1, etc.), but some features had not yet been numbered, and therefore rather than having two systems in place, all features were also assigned a WA_ID (**Appendix 2**).
- 3.5.7 All finds recovered from the seabed have been reported to HM Receiver of Wreck, and the find and droit number are recorded in **Appendix 3**.

3.6 Site Plans

- 3.6.1 The site plan in this report (**Plate 2b** and **Plate 2c**) has been prepared from the 2D photogrammetry model produced by Simon Brown, supplemented with diver observations. The site plan has not been georeferenced using positional data produced using the USBL system, as the diver observation points focussed on material within the site, rather than forming a robust network around the outer limits of the site, and because there were discrepancies in the positions of the diver observation points that could not be reconciled with the sidescan image. For the same reasons it has also not been possible to georeference the 2010 sidescan sonar image (**Plate 1**).
- 3.6.2 Unless otherwise stated, measurements of the material on the seabed are based on the scaled 2D model.

3.7 Characterisation

- 3.7.1 The site has been both described and characterised. **Section 5.2** uses the BULSI scheme (Wessex Archaeology 2006) to present site and contextual data as a vessel and site 'biography' under the following themes:
- *Build – the design and construction of the vessel;*
 - *Use – the use of the vessel before it was lost;*
 - *Loss – how the vessel was lost, including initial shipwreck site formation processes;*

- *Survival – what has happened to the site since, including subsequent site formation and modification processes and the current condition of the vessel; and*
- *Investigation – what is known about post-loss salvage and site investigation.*

4 RESULTS

4.1 Summary of Progress against Objectives

4.1.1 **Table 1** shows the progress that has been made against the fieldwork objectives presented in **Section 2**.

Table 1: Summary table

Objective	Progress
Contact The Shipwreck Project Team, finders of the site, to assist with the identification of the site's location and participate in the undesignated site assessment, including the possibility of access to their geophysical survey data.	Achieved. Wessex Archaeology worked closely with The Shipwreck Project, and they assisted with the identification of the site's location, provided access to geophysical survey data, and shared their knowledge and understanding of the site.
Undertake a data audit comprising documentary research on the site, as appropriate, to inform designation assessment. Contact Serena Cant to ensure all information is gained from the NRHE.	Achieved. Data audit of documentary research undertaken. Serena Cant was contacted to ensure all information was gained from the NRHE.
Contact the Receiver of Wreck and Historic England to gain a list of droits relating to the site.	Partially achieved. The Receiver of Wreck and Historic England were contacted to gain a list of droits relating to the site and the surrounding area. However, data for the area had not yet been received at the time of writing.
Undertake assessment of any finds held by The Shipwreck Project.	Achieved. The finds held by The Shipwreck Project were loaned to Wessex Archaeology for further archaeological assessment.
Undertake a diver survey of the exposed remains. Confirm position, extent, stability and character (plotted by tracked diver survey) of the site.	Achieved. A diver survey of the exposed remains was undertaken. The position of the wreck, the extent, stability and character were confirmed.
Locate and accurately position (plotted by tracked diver survey and probing where appropriate) any additional visual archaeological material.	Achieved. Visible archaeological material was located and positioned.
Undertake a diver survey to ground truth anomalies identified from the geophysical data provided by The Shipwreck Project Team (using tracked diver survey, probing and augering as appropriate).	Achieved. The diver survey ground truthed anomalies identified from the geophysical data provided by The Shipwreck Project, using diver tracking.
Accurately position and recover samples suitable for dendrochronological analysis if suitable timbers are exposed according to the brief protocols issued by the Historic England Scientific Dating Team (Annex A), and deliver them to Historic England on the completion of site visit for further analysis to be co-ordinated by the Historic England Scientific Dating Team	Not achieved. There were no visible timbers on the wreck site.

Objective	Progress
Produce a structured report of field observations; preferably including a photographic record of the site as free from fauna as possible and a basic site plan. Key artefacts are to be subject to detailed examination and recording (position by tracked diver survey, taped measurements, photographs and video, and written database entries).	Achieved, using the DIVA recording system and still and video photography. Key artefacts, including the cannons and one anchor were examined in detail and recorded, positioning them with tracked diver survey, where possible, and including tape measurements, photographs, video and written database entries.
Review the site against the non-statutory criteria for Designation under the Protection of Wreck Act 1973.	Achieved. See Section 7.2 .
If possible (and without excavation) assess the likely depth of deposit on the site, estimated by reference to the angle of any frames and the height of any ballast/cargo/artefact mound material.	Partially achieved. The key site features sit on the seabed. It is possible that further material is present beneath the ballast pile, however no excavation was undertaken to confirm or disprove this.
Supplement the recording of the core of the site by recording profiles across the main axis of the site.	Achieved previously by The Shipwreck Project and Simon Brown. Simon Brown has already produced a 3D model that records the profiles across the main site.
Undertake second stage documentary research and a comparison of the site with any documentary evidence on the site as appropriate, to inform designation assessment.	Not required for this site.

4.2 Engagement

- 4.2.1 The fieldwork was planned and executed with The Shipwreck Project. The engagement resulted in The Shipwreck Project sharing their data, interpretations and theories with Wessex Archaeology, and all of the data generated by Wessex Archaeology during the project, including photographs of finds, documentary research, processed geophysical survey data and diver survey data will be passed to them in a suitable format.

4.3 Site Position

- 4.3.1 The Unknown ('Brandy Wreck') Site is located outside of Portland Harbour (**Figure 1**). It lies just over 300m to the south-east of an obstruction recorded by the UKHO (UKHO 18778). The UKHO obstruction was examined by the UKHO in 1991 using a trisponder, and was described as man-made and pipe-like, covering an area 20m in length with a width of 0.5m and a height of 2.1m. Therefore the UKHO obstruction is unlikely to be the same as the Unknown ('Brandy Wreck') Site.
- 4.3.2 The location of the site is based on data provided by The Shipwreck Project. Their position plots immediately to the west of the diver observation points. Therefore it appears to present a very accurate fix on the wreck site.

Table 2: Site co-ordinates for Unknown ('Brandy Wreck') Site

WGS84 Lat/Long (Decimal Degrees)		WGS84 UTM 30N	
Longitude	50.57415	Easting	543821
Latitude	-2.38115	Northing	5602653

4.4 Operational Summary

- 4.4.1 Seven dives were undertaken on the site between the 20th and 23rd of August and on the 8th of October, 2015. The diving operations were conducted from *Wey Chieftain IV*. Weather conditions were generally good, however poor weather prevented the diving fieldwork from being completed in a single trip, hence the return to the site in October.
- 4.4.2 The Unknown ('Brandy Wreck') Site is relatively deep (25-26m), and therefore bottom times were limited. Working with The Shipwreck Project was particularly advantageous with regards to accessing the site, as both Grahame Knott and Richard Bright-Paul are familiar with the site and tides, and were able to anchor immediately adjacent to the site for all dives.
- 4.4.3 In addition, the photogrammetry model produced by Simon Brown (**Plate 2a**) provided a detailed site plan from which to base survey work.
- 4.4.4 Visibility on the site was usually relatively good, with divers reporting 1-4m. However, if the seabed was disturbed in areas beyond the ballast pile, visibility quickly reduced.
- 4.4.5 During some dives the tracking system performed poorly for unknown reasons, and the positions recorded for Cannon 2 appear to be inaccurate by up to 4m, however, this could be the result of positions being taken on different points of the 2m long anchor, with an inaccuracy of up to 2m.

4.5 Site Description

Seabed and Ecology

- 4.5.1 The solid geology of the area comprises Kimmeridgian and Portlandian Upper Jurassic sedimentary rocks (Brown 1983a). The Kimmeridge Clay is brown-weathering bluish black clay with thin bands of oil shale and limy mudstone, and several prominent beds of limestone and dolomite. The Portland Beds comprise Portland Stone (thickly bedded, commonly cherty fossiliferous limestones) above Portland Sand (clays and siltstones, well bedded pink and grey fossiliferous limestone and dark grey to green variably glauconitic quartz sands).
- 4.5.2 The sea bed sediments in the area comprise gravelly sand and sandy gravel, to a depth of up to 0.5m (Brown 1983b). The mean grain size is medium sand.
- 4.5.3 Within the main part of the wreck site, the seabed consists of a ballast pile of stones. Beyond the ballast pile, the seabed is flat and is silty and shelly, with very coarse grained sand and gravel. Occasionally there are small bits of stone.
- 4.5.4 There are numerous swimming scallops and small crabs present in the area around the wreck site. In addition, soft coral is present on much of the wreck material. Jellyfish and lobster were also observed on the site.
- 4.5.5 The depth of the site is approximately 26m, based on evidence from the diving survey.

Material on the Seabed

- 4.5.6 The site comprises archaeological material including cannons, anchors, concretions, a mill stone, ballast stones, and small finds such as ceramics and glass. No timber was visible on the seabed, however some could still be present underneath the pile of ballast stones. The main concentration of the site is within an area approximately 20m north-south by 10m east-west, with an outlying cannon and concretion approximately 10m to the northeast. However, additional related material could be present in the surrounding area.

The site is quite flat, and it does not present any relief apart from the ballast pile, ordnance and anchors.

Cannons

- 4.5.7 Four cannons are exposed on the seabed. Three cannons are within the main part of the site: Cannon 1 (**WA2001**), Cannon 2 (**WA2006**) and Cannon 3 (**WA2009**), while Cannon 4 (**WA2010**) lies approximately 10m to the NE. The cannons are all heavily concreted with no discernible markings. Dimensions of Cannon 2, Cannon 3, and Cannon 4 were taken by hand, with measurements from Cannon 1 derived from a scaled version of the 2D mosaic, and are as follows in **Table 3**.

Table 3: Measurements of cannons

WA_ID	Cannon Name	Length	Length in feet	Cascabel to Base Ring Length	Diameter Muzzle	Diameter Cascabel
2001	Cannon 1	1.40m	4'6"			
2006	Cannon 2	2.00m	6'6"	0.2m	0.3m	0.45m
2009	Cannon 3	2.00m	6'6"		0.2m	0.42m
2010	Cannon 4	1.45m	4'9"	0.10m	0.2m	

- 4.5.8 Although the cast iron guns are heavily concreted with no visible markings, they appear to taper towards the muzzle, and Cannon 3 (**WA2009**) has a clearly visible cascabel at its southern end. These guns are relatively small, and their size suggests that they would have been used with relatively small shot.
- 4.5.9 The lengths of all four cannons are consistent with sakers, made in the late 16th century to early 18th century, and generally measuring between 4'6" and 10' (1.37m - 3.05m), while the saker cutts were generally less than 7' in length (2.13m) (Lavery 1987: 102).
- 4.5.10 However, the length of all four guns is also consistent with minions. Minions, which measured between 4' and 7' (1.22m - 2.13m) were in production for the English Navy between 1620-1715, then probably died out and later had a revival in the form of the 4-pounder which was produced from about 1716 and still appeared on lists of guns in 1800 although it may not have been much used at that time (Lavery 1987: 103). The 4-pounders generally measured from 5'6" to 6' long (1.68m - 1.83m), which would exclude the cannon on this site, however there was likely more variation in non-naval cannon production.
- 4.5.11 The larger two guns, Cannon 2 (**WA2006**) and Cannon 3 (**WA2009**) are also consistent with 6-pounders, Dutch guns produced in the 17th and 18th centuries, that measured between 6' and 9'6" in length (1.83m - 2.90m) (Lavery 1987: 102). The guns were available but not in high demand until the early 18th century, and then demand fell in the 1790s.
- 4.5.12 The smaller guns, Cannon 1 (**WA2001**) and Cannon 4 (**WA2010**) are small enough to be 3-pounders, which generally measured between 4'6" and 6' (1.37m - 1.83m) (Lavery 1987: 103).

- 4.5.13 Details of the cannons were forwarded to Charles Trollope, an independent ordnance expert, who suggested that the guns were consistent with 4- to 6-pounders.

Anchors

- 4.5.14 There are four anchors on the site, Anchor 1 (**WA2002**) which lies to the west of Cannon 1 (**WA2001**), Anchor 2 (**WA2004**) which lies to the east of Cannon 1 (**WA2001**) and two anchors (**WA2007** and **WA2008**) which lie either side of Cannon 2 (**WA2006**) (**Plate 2b** and **2c**).
- 4.5.15 Anchor 1 (**WA2002**) comprises a corroded anchor with two flukes and the remains of a shank. It has been reported that when the site was first discovered, part of the shank lay on the seabed adjacent to the anchor (Grahame Knott, pers. comm.), however the additional piece is no longer on the seabed. What remains of the shank measures 1m from the tip of the shank to the throat, or 1.2m from the tip to the crown. There is a distance of 1.7m between the tips of the fluke, and a distance of 0.95m between the fluke tip and the base of the anchor throat. The flukes measure 0.62m in length.
- 4.5.16 Anchor 2 (**WA2004**) is corroded and partially covered by ballast. The crown and arms are visible on the seabed, however the shank is either broken or buried in the ballast pile. No diagnostic features were visible on the anchor, however, the arms appear to be rounded rather than angular or flat in section. The extents of Anchor 2 (**WA2004**) as illustrated on the site plan (**Plate 2b** and **Plate 2c**) are fairly vague, as the anchor is not clearly visible in the photomosaic.
- 4.5.17 The third and fourth anchors (**WA2007** and **WA2008**) are broken, heavily concreted and covered in marine growth, and have no visible diagnostic features. The remains of the anchors include part of the broken shaft, the crown and small sections of the arms on either side (**Plate 2b**).
- 4.5.18 Although the third and fourth anchors (**WA2007** and **WA2008**) are too broken for further assessment, it is possible to suggest a tentative date for Anchor 1 (**WA2002**), and possibly Anchor 2 (**WA2004**).
- 4.5.19 Between 1600 and 1815, the angle-crown anchor was popular with naval vessels, and these anchors had arms that were set at an angle of 60 degrees to the shank (Lavery 1987: 30; Howard 1979: 187). In the 16th and 17th century, most anchors had curved arms, such as those found on *La Trinidad Valencera*, wrecked in Kinnagoe Bay, Ireland in 1588 (Upham 2001: 12). The anchor from *La Trinidad Valencera* had a shaft that was roughly square in section, and measured 5m in length and 2.8m between the flukes. However, as larger anchors were required, the straight-arm anchor was introduced in English vessels (Upham 2001: 12).
- 4.5.20 Anchor proportions for English ships of war did not change significantly during the post medieval period (Lavery 1987: 30). In general: shanks were approximately three times as long as one of the flukes, stocks were approximately equal to the length of the shank plus half the diameter of the ring, and the length of the fluke was half the length of the arm (Lavery 1987: 30). The breadth of the palm was slightly less than half the length of the arm and equal to the diameter of the ring. Anchors were identified by weight, which was proportional to the cube of the length of the shank, and which in turn was proportional to the size of vessel, for example, anchors would be five-hundredths of the tonnage (i.e.: 0.05%), (Lavery 1987: 30). For example the table of dimensions of Admiralty anchors for six rates of ship, from Sutherland's *Ship-Building Unvail'd* of 1717, notes that a ship of 1677 tuns would have an anchor 71 C. and a ship of 225 tuns would have an anchor of 11 C (from Nelson Curryer 1999: 53). However, smaller ships could have proportionally

smaller anchors (Lavery 1987: 30). In the 17th century ships of war normally carried seven anchors: one sheet anchor, four bowers, one stream anchor and one kedge (Howard 1979: 104-106).

- 4.5.21 By the beginning of the 18th century, anchors were fairly standardised in shape, and their weight, and size, was based on the ship's tonnage, with 1 cwt for every 25 tons of the ship's burden for big ships and 1cwt for every 20 tons for small ones (Howard 1979: 185). According to Sutherland's *Ship-Building Unvail'd* of 1717, which provides numerous measurements of Admiralty anchors and associates them with specific vessel sizes (referenced in Nelson Curryer 1999: 53), anchors with flukes of 2'2" (or 0.62m, the size of the flukes on Anchor 1 (**WA2002**)), would be carried by vessels of 225 tons. A table of the established sizes and weights of anchors for the Royal Navy c. 1763 (reproduced in Nelson Curryer 1999: 56) suggests that bower anchors with flukes of 2'1½" (or roughly 0.62m) were carried by 20-gun ships, that would also carry a single stream anchor and a smaller kedge anchor. A table of anchor weights from 1809 (reproduced in Nelson Curryer 1999: 61) suggests that anchor flukes 2' 2" (or 0.62m) would belong to a 2 cwt anchor (one of the smallest made in his Majesty's dockyard), and would likely have a shank measuring 6' 6" (1.98m).
- 4.5.22 It must be noted that the merchant service was much less regulated than the Navy, and there are no known tables of anchors that apply (Nelson Curryer 1999: 57).
- 4.5.23 In the early 19th century, anchor shapes began to change. An illustration of Richard Pering's improved long-shank anchor of 1819 (in Upham 2001: 20), provides a curved shape that appears to be very similar to Anchor 1 (**WA2002**). However, from 1825 the round-crown anchor began to appear, in which the arms formed the arc of a circle, and this soon became the standard shape (Lavery 1987: 30; Howard 1979: 233) (Commander William Rodger's patent double-concave small palmed anchor of 1832 is illustrated in Upham 2001: 20). In the mid-19th century, all but the smallest ships carried three sorts of anchor: usually four bower anchors, one steam and one kedge, while the smallest craft carried two to or three bowers.
- 4.5.24 Images of Anchor 1 (**WA2002**) were shown to Charles Trollope, an independent ordnance expert who reviewed the anchor alongside the cannons, and who noted that the rounded arms of the anchor appeared to suggest an anchor type that was introduced abroad in the very late 18th century and here in the UK in the early 19th century (Charles Trollope, pers. comm.).
- 4.5.25 Although Anchor 1 (**WA2002**) provides a possible date range for the wreck site, it is also possible that the anchors are intrusive features to the site. The seabed in the vicinity is relatively flat and featureless, and therefore the wreck site would provide a place for anchors to catch. However, whether the anchors are contemporary with the site or were lost later, they provide a *terminus ante quem* of the late 18th or early 19th century.

Millstone

- 4.5.26 A millstone (**WA2005**) is visible on the site, at the south-eastern edge of the ballast mound between Cannon 1 (**WA2001**) and Cannon 2 (**WA2004**). The millstone measures approximately 0.45m in diameter. No intrusive investigations of the millstone were undertaken, and no samples of the millstone were collected during fieldwork. It is not possible to suggest a provenance for this find, or to determine whether the millstone was carried for use on board the vessel or was carried as part of the ballast.

Ballast mound

- 4.5.27 A mound of what is presumably ballast covers part of the northern half of the main site. The mound covers an area approximately 5m north-south by 2.4m east-west, and it is comprised of stones of various sizes and shapes. It is possible that additional remains of the wreck, including part of the hull of the vessel, could still be extant beneath the ballast mound.
- 4.5.28 A further discussion of the material comprising the ballast mound can be found in **Section 4.6**.

4.6 Object Assemblage

- 4.6.1 Twelve objects have been recovered from the seabed (**WA5001 – WA5012**) (**Appendix 3**). Five were recovered by The Shipwreck Project, four from before the fieldwork took place and one after, and seven were recovered by Wessex Archaeology during the recent fieldwork. All of the finds were recovered from the surface of the seabed, and as such, none were in secure contexts. It is possible that some of the finds are associated with the shipwreck, such as the cannonball, however it is also possible that the finds were intrusive – either dropped on the site at a later date or moved to the site by natural processes such as tidal currents and sand movements, or by anthropogenic activities such as trawling.

The date range of the recovered material is illustrated in **Appendix 4.Pottery**

- 4.6.2 Six ceramic finds have been recovered from the wreck. Details of the finds can be found in **Appendix 3**.
- 4.6.3 The oldest ceramic find is a large part of a tin glazed earthenware bowl (**WA5009**) (**Plate 3**). The decoration on the bowl is typical of the early 17th century, and designs of this type were produced both in the Netherlands and in London.
- 4.6.4 A complete pale fired earthenware jug (**WA5007**) (**Plate 4**) is a product of the post-medieval east Dorset industry in Verwood and the surrounding district. The industry was in operation from at least the middle of the 17th century until 1952, and although these types of products are difficult to date as their form did not change considerably through time, this example is thought to date from 1800 onwards.
- 4.6.5 Four sherds of pottery date to the 19th to 20th century. **WA5003** is a body sherd from a plain, refined whiteware flatware vessel, possibly a plate, dish or bowl (**Plate 2c** and **Plate 5**). **WA5004** comprises a sherd from the body of a large cylindrical jar or flagon (**Plate 2c** and **Plate 6**). The feldspathic glaze on the sherd indicates that it dates no earlier than the 1830s. Two pieces have more modern dates. **WA5001** comprises a rim sherd from a refined whiteware soup plate, typical of the utilitarian wares produced in the UK during and just after the Second World War (**Plate 7**). The final piece of pottery (**WA5006**) has been positively dated – the date 1944 is stamped on the back of the sherd of the plain, refined whiteware saucer, along with the words G vi R / Sutherland / China (**Plate 8**), indicating manufacture by Hudson and Middleton at the Sutherland Pottery in Longton, Staffordshire. This sherd represents a wartime military issue.
- 4.6.6 The 20th century pottery is definitely intrusive and it is thought that at least some of the other pottery is intrusive as well, particularly as it was recovered from the surface of the seabed and not in secure contexts. The fact that so much of the pottery discovered is thought to be intrusive is not surprising. Even on the *Mary Rose* excavations, it has been estimated that between 73% and 89% of the pottery that was recovered was intrusive (Duncan Brown, pers. comm.).

- 4.6.7 It was reported that a complete earthenware jar, likely to date to the 15th-16th century was visible under Cannon 2 (Simon Brown, pers. comm.), however this artefact was not visible during fieldwork. Whether it relates to the earthenware jug (**WA5007**) recovered by The Shipwreck Project or whether it has since been lost, it has not been possible to confirm.

Glass

- 4.6.8 Two glass objects have been recovered from the wreck. **WA5008** comprises a green glass spirit bottle, with a long neck, and rounded body. The bottle is embossed with the name CUSENIER (**Plate 9a** and **9b**). The form is an imitation of an archaic 17th to 18th century bottle form, but the embossed lettering indicates that it derives from the Cusenier distillery in Ornans, France, that was founded in 1868. The supposition that this could be a brandy bottle provided the wreck site with its moniker, however its late date indicates that it is intrusive material. The second glass object (**WA5005**) comprises a cylindrical machine-made brown bottle for alcoholic beverage, and is thought to date to the 19th or 20th century (**Plate 10**).

Metal

- 4.6.9 Two metal finds were recovered from the wreck. In 2010 when the wreck was first dived, The Shipwreck Project recovered a small cannonball (**WA5011**) (**Plate 11**). The exact size and weight of the cannonball are not known, however it is speculated that this represents a shot no bigger than a 6-pounder, and more likely a 4-pounder (Charles Trollope, pers. comm.). A lead sheet (**WA5002**) (**Plate 12**) was recovered immediately to the south of Cannon 1 (**WA2001**). The lead sheet is covered in a thick layer of marine growth, and there are no identifiable markings visible. However, it has been suggested that these could be part of a cannon apron (Grahame Knott, pers. comm.), and it does appear to be similar to cannon aprons raised during the excavation of the *London*.² A lead cannon apron, measuring 0.254 x 0.254m (10" x 10") was also discovered on the HMS *Dartmouth* wreck site (McBride 1976: 196). At least one other lead sheet remains on the seabed adjacent to Cannon 1 (**WA2001**).

Possible Ballast Stone

- 4.6.10 Two possible ballast stones have been raised, one by Wessex Archaeology during the fieldwork (**WA5010**) and the other by The Shipwreck Project shortly after (**WA5012**). **WA5010** comprises a small black stone, with obvious fossils visible on its surface (**Plate 13**). The stone has been interpreted as local Kimmeridge Clay. **WA5012** was split by layer and identified as Mudstone (**Plate 14**). There are numerous outcrops of Mercia Mudstones in Britain (illustrated in Figure 2.4 of Hobbs *et al.* 2002), with the nearest outcrop to the west of the site between Exmouth and Seaton, but other coastal outcrops in the Severn, north of Liverpool to Lancaster, around the River Esk, and around the River Tees.
- 4.6.11 Both pieces of stone could represent relatively local materials used as ballast, or natural material that was moved onto the site due to natural processes such as seabed sediment movement, or anthropogenic processes such as trawling.

5 DISCUSSION

5.1 Site Identification

- 5.1.1 There is limited wreck material on the seabed. Only four cannons have been discovered, and their small sizes suggest they could be sakers, saker cuts, minions, or possibly 4-

² See: <https://www.facebook.com/fishes6575/photos/pb.166665836754771.-2207520000.1447772344./889271807827500/?type=3&theater>, accessed November 2015.

pounders. The larger two guns are also consistent with 6-pounders, while the smaller two are consistent with 3-pounders. There are four anchors, which have not been securely dated, and there is a possibility that they could be intrusive. The small finds on site provide a date range from the 17th century to the mid-20th century (**Appendix 4**), and as all the finds were recovered from the surface, they could all be intrusive. The samples of the possible ballast pile have revealed relatively local stone, and this could represent a pile of ballast, a dump of stone, or material that has moved along the seabed.

5.1.2 Therefore, there are a number of possible interpretations of the material on the seabed, including:

- *a small part of the assemblage of a naval ship, with only some of its guns and other material discovered;*
- *the wreck site of a lightly armed merchant ship;*
- *the wreck of a privateer, active in the English Channel in the 17th, 18th and early 18th centuries;*
- *that the cannon and/or anchors are jetsam, for example part of a jettisoning event to lighten the vessel to avoid shipwreck;*
- *that the cannon were already obsolete at the time of wreck and were on board as ballast; or*
- *that the site does not, in fact, represent a wreck site but rather a coincidental location of discarded material.*

5.1.3 Three of the possibilities, that the site represents a naval ship, a lightly armed merchant ship, or coincidental deposition, are discussed in more detail below.

Possibility 1: Naval Ship

5.1.4 There are detailed records for the armaments carried on board Royal Naval ships, and many of the lists include sakers, 6-pounders, 4-pounders and 3-pounders.

5.1.5 The gun establishment of ships for the Royal Navy in 1703 suggests that although 3rd rates carried four 3-pounders (they generally measured 5'6" (1.68m) in length which is larger than the smallest guns on this site), and were among a gun complement of 80 or 72 guns (Howard 1979: 210). Even the 6th rate ships that carried 6-pounders carried 20 6-pounders (7' (2.13m) in length) on the upper deck and four 6-pounders (6' (1.83m) in length) on the quarterdeck (Howard 1979: 210); not only considerably more cannon, but also different sizes. A 1761 list of guns carried by naval ships suggests that ships of 28, 24 or 22 guns carried 3-pounders, measuring 4'6" (1.40m) (Howard 1979: 214) but there is no mention of guns measuring 6'6" (2.00m), and it would mean that at least 18 guns are unaccounted for. Generally guns of the early 19th century have shorter barrels and appear to be heavier built, however a list of armament for 1820 includes both 6-pounders (measuring 6'6" (2.00m) in length) and 3-pounders (4'6" (1.40m) in length) (Howard 1979: 249), which fits well for this wreck, although, again, they were likely carried with a number of other guns of larger sizes.

5.1.6 The Shipwreck Project have suggested a possible candidate for the wreck site: the HMS *Pembroke*, a 28 gun naval frigate that sunk in 1667 and is thought to be located somewhere in the area (Grahame Knott, pers. comm.). HMS *Pembroke* was built in 1654 as a 5th rate frigate, one of six 22 gun ships that were commissioned at the time. The ship measured 81' in length (25m) with a breadth of 25' (7.5m). The original cannons were a mixture of British demi-culverin and sakers, and the armament was later increased to 28

guns. In 1667, following a collision with the 3rd rate frigate HMS *Fairfax*, HMS *Pembroke* sank in Weymouth Bay. Reports at the time say the ship was lost, but that the vessel's mast was still visible (research undertaken by The Shipwreck Project). Locations for the loss range from south of Portland, and as far west as Torbay, however a salvage attempt by the *Eagle* in 1732 records the wreck three miles (4.8km) east of Weymouth (Grahame Knott, pers. comm.). Salvage was undertaken using a diving engine, in about 12 fathoms of water and two guns and two anchors were recovered (research undertaken by The Shipwreck Project). Waters shallow enough for the diving engine, located to the south or just east of Portland would position the wreck somewhere in Portland Race, whereas the position of the Unknown ('Brandy Wreck'), is consistent with the depth criteria, and likely more suitable for the use of the diving engine (Grahame Knott, pers. comm.). It is possible that additional material was recovered during the salvage operation, but not reported, or that salvage has been undertaken in more recent times, but again, not reported. A possible 17th century date for the site is suggested by one of the pieces of pottery (WA5009) assuming it is not intrusive. In the 17th century, ships of war carried seven anchors (Howard 1979: 104-106), and the anchors of this period had curved arms (Upham 2001: 12). Therefore the anchors could be contemporary with a site of this period.

- 5.1.7 A sister ship of HMS *Pembroke* is HMS *Dartmouth* which was launched in 1655 and lost in 1690 in the Sound of Mull. Since its discovery in 1973, HMS *Dartmouth* and has undergone considerable archaeological assessment (for example Adnams 1974; McBride 1976; and Martin 1978). HMS *Dartmouth* carried 32 guns in war and 28 guns in peace time (Adnams 1974: 273). The guns of HMS *Dartmouth* that are laying on the seabed have been analysed in detail (McBride 1976). The site plan of the wreck site (*ibid*: 192) illustrates 20 cannons on the site, including those listed in **Table 4** below.

Table 4: Cannons on the HMS *Dartmouth* site (based on Table 3A from McBride 1976: 193)

Number of guns on the seabed	Identification	Shot weight	Cannon ID that length was based on	Length in feet	Length in metres
6	Demi-culverins	9lb	13	8' 1 ½"	2.47
2	6-pounder	6lb	18	7'	2.13m
3	Saker-drake	4 ¾ lb	17	5'7"	1.7m
3	3-pounder	3lb	10	5'2"	1.57m
4	Unidentified				
2	Cannons not described				

- 5.1.8 Three anchors were discovered on the HMS *Dartmouth* wreck site, one measured 3.6m in length while the other two measured 2.4m in length. However, no further details are readily available regarding the shape of the anchors.
- 5.1.9 If the Unknown ('Brandy Wreck') Site does represent a naval ship, such as HMS *Pembroke*, then it is likely that the material visible on the seabed comprises only a small proportion of the original vessel and its contents, for which there could be a number of explanations. Firstly, it is possible that additional material lies in a wider area on the seabed, either due to the wrecking event, site formation processes or later scattering due to trawling or other activities. In addition to the location of Cannon 4 and other concretions to the northeast of the site, the geophysical assessment indicates other possible

anomalies in the wider area. Alternatively, the site could have been salvaged in the past, but the material not reported or recorded.

Possibility 2: Merchant Ship

- 5.1.10 On the other hand, it is possible that this wreck site comprises the remains of a lightly armed merchant vessel. There is no evidence of any cargo, but if the cargo was organic, it is likely that it, along with the exposed wooden hull, would have deteriorated during the site formation process.
- 5.1.11 None of the cannons, anchors, or small finds provide a secure date for the site, however, with regards to the number and size of the cannons and the general shape of Anchor 1 (**WA2002**), the site could represent a typical small merchantman of the later part of the Napoleonic wars (1803-1815) (Charles Trollope, pers. comm.). These vessels were usually armed with four or six small guns, generally 4- to 6-pounders. The guns were put ashore in home waters as soon as peace was declared, so the wreck would be unlikely to date post 1815. The rounded arms of the anchors also suggest a possible late 18th or early 19th century date for the wreck.
- 5.1.12 The NRHE lists five Recorded Losses that date to the Napoleonic wars (**Appendix 5**). Little information is available about these vessels, although all are described as either British or English. Four have causes of loss, with three lost due to stranding or coming ashore, and the fourth lost after it sprung a leak. The Unknown ('Brandy Wreck') is in deep water some distance off the coast, and therefore is unlikely to be represented by one of the vessels that stranded or came ashore. However, it could represent a vessel from this period that was lost but not recorded.

Possibility 3: Co-incidental Deposition

- 5.1.13 Although considerably less likely, as no hull remains have yet been discovered, the possibility that this site represents the co-incidental deposition of material cannot be entirely ruled out.
- 5.1.14 It is possible that the stone pile was discarded here, perhaps along with the cannons or as a separate event, and it is also possible that the anchors and other material, such as the pottery *etcetera*, are all intrusive.

Recorded Losses

- 5.1.15 As the identity of the wreck could not be established by the material on the seabed, the list of Recorded Losses in the area, held by the NRHE, was consulted. Within an 8km radius of the Unknown ('Brandy Wreck') Site, the NRHE holds records for 152 documented losses of ships (**Appendix 5**), which can be broken down by date as follows in **Table 5**, and by cause of loss in **Table 6**

Table 5: Dates of Documented Losses of Ships within an 8km Radius of the Unknown ('Brandy Wreck') Site

Date	Number
1300-1499	1
1500-1599	1
1600-1699	11
1700-1799	37
1800-1899	77
1900-present	25
TOTAL	152

Table 6: Causes of Loss of the Documented Losses of Ships within an 8km Radius of the Unknown ('Brandy Wreck') Site

Date	Number
Embayed	1
Burnt	1
Came ashore	2
Capsized	2
Collision	3
Driven ashore / went ashore / lost on rocks	17
Foundered / sunk	27
Lost at moorings / lost at anchor	4
Lost during heavy gale / hurricane	5
Sprung a leak	1
Stranded	51
Struck on an anchor	1
Sunk while under repairs	1
No cause recorded	36
TOTAL	152

- 5.1.16 It is possible to discount any of the late 19th century and 20th century wrecks (unless they were carrying the cannon as ballast), as well as causes of loss such as stranding that would likely put the wreck closer to shore (unless the wreck was later lifted by the tide and eventually sunk elsewhere), and wrecks with specific wrecking locations (**Appendix 5**). Therefore the number of possibilities for contenders for the wreck site, based on the information available, is actually much smaller, with around 35 possibilities (see **Appendix 5**).
- 5.1.17 Due to the wide date range of material on the seabed, it has not been possible to narrow down the list of candidates further. In addition, the records do not provide information about armament, anchors or other features that might assist in confirming the identity of the wreck site.
- 5.1.18 It must also be noted that there could be numerous ships that were lost and recorded, but for which the loss location recorded in the NRHE database positions them outside of the

8km search area for this project. For example, HMS *Pembroke*, which is considered to be one of the possible contenders for this wreck site, is recorded as having been lost 'off Portland'³, however its recorded loss location in the database positions the loss south of Portland Bill, and therefore just outside of the 8km search radius. Therefore, it is possible that a number of other possible candidates for the wreck site also lie outside of the search area and as such were not considered in this report. It is also possible that this particular wreck was not recorded when it was lost or that the record of the loss has since been lost.

5.2 Site Characterisation

- 5.2.1 The overall characterisation of the exposed material on the seabed can be summarised as follows, using the Build/Use/Loss/Survival/Investigation (BULSI) method for 'shipwreck biography' as presented within the ALSF project *On the Importance of Shipwrecks* (Wessex Archaeology 2006).

Build

- 5.2.2 There is little or no evidence concerning the design of this vessel or vessels potentially lost in this area. Any such vessel is likely to have been a wooden sailing vessel antedating 1815 (see 5.1.11). Additionally, it is possible that while the cannon located on the site may be indicative of a wreck event, they could instead represent jettisoned material.

Use

- 5.2.3 There is no evidence of any cargo, and little concerning the use of the vessel. The four cannon on the seabed are inconclusive, and may be evidence of use aboard a warship or privateer, or armament or ballast for mercantile vessels. Alternatively, they may form a cluster of jettisoned material that precluded the formation of a shipwreck site.

Loss

- 5.2.4 There is no evidence concerning the loss of the vessel. The most common cause of loss listed in the Recorded Losses was stranding (see **Table 6, Appendix 5**), however this wreck lies in deep water (26m), and therefore stranding was unlikely the cause of sinking unless the vessel was later refloated and drifted to the present location. Other causes for wreck events listed in the Recorded Losses include foundering, capsizing, gales, hurricanes, leaks and collisions, any of which could have been the cause of loss.

Survival

- 5.2.5 The archaeological material on this site is limited to four cannons, four anchors, a ballast pile, a small number of possible concretions, and a millstone. A small cannonball has been discovered, and as its dimensions are consistent with the possible bores of the cannons, it could be associated with the site, however other small finds on the site, such as pottery and glass could be intrusive, as all were recovered from the surface of the seabed. There is potential for buried material under the ballast pile and in the surrounding area, particularly under other site features. The environment is dynamic, with strong currents, and it also could have been impacted by post-depositional activities such as trawling, and therefore it is possible that material associated with the wreck site could be discovered in the wider area.

³ See: http://www.pastscape.org.uk/hob.aspx?hob_id=900427&sort=4&search=any&criteria=hms+pembroke&rational=q&recordsperpage=10, accessed November 2015.

Investigation

- 5.2.6 The site was discovered by The Shipwreck Project in 2010 during a geophysical survey, and has been dived by The Shipwreck Project on numerous occasions since. There is no indication in available sources to suggest that the site was previously known.

6 RISK ASSESSMENT

- 6.1.1 Using available information, the site has been risk assessed for the purposes of site management using Historic England's *Protected Wreck Sites at Risk: A Risk Management Handbook* (2008). The results are set out in **Appendix 6**.
- 6.1.2 Risk is assessed as **low risk**. The site appears to be relatively stable, although there have been minor changes to the site since its discovery in 2010 and the fieldwork undertaken in 2015. For example, the stock of Anchor 1 (**WA2002**) that lay broken on the seabed in 2010 is no longer visible and appears to have been moved from the site, either by natural processes or possibly fishing.

7 ASSESSMENT AGAINST NON-STATUTORY CRITERIA FOR DESIGNATION

7.1 Assessment Scale

- 7.1.1 For each criterion, one of the following grades has been selected. This has been done in order to help assess the relative importance of the criteria as they apply to the site. The 'scoring' system is as follows:

- *Uncertain – insufficient evidence to comment;*
- *Variable – the importance of the wreck may change, subject to the context in which it is viewed;*
- *Not Valuable – this category does not give the site any special importance;*
- *Moderately Valuable – this category makes the site more important than the average wreck site;*
- *Highly Valuable – this category gives the site a high degree of importance. A site that is designated is likely to have at least two criteria graded as highly valuable;*
- *Extremely Valuable – this category makes the site exceptionally important. The site could be designated on the grounds of this category alone.*

7.2 Non-Statutory Criteria Assessment

- 7.2.1 The Brandy Wreck site has been assessed using the scale presented above against the criteria required for designation under the Protection of Wrecks Act 1973 as presented in Historic England's *Ships and Boats: Prehistory to Present* (2012: 9-11). Should further evidence be found relating to the site, this assessment should be updated appropriately.

Period

- 7.2.2 Uncertain. The date of this wreck has not been determined, however, it is likely to be a post-medieval wreck that dates prior to 1815.

Rarity

- 7.2.3 Uncertain. There is currently insufficient evidence to assess rarity.

Documentation

- 7.2.4 Uncertain. The wreck has not yet been identified, and no prior documentation relating to this wreck site has been uncovered during this assessment.

Group Value

- 7.2.5 Uncertain. This wreck has not yet been identified or dated, and as it sits isolated on the seabed, it is not considered to have a group value at this time. However, this could change if more evidence is uncovered.

Survival/Condition

- 7.2.6 Moderately Valuable. There are limited archaeological remains for this vessel on the seabed. Should the remains be dated to pre-1700, they would be of national importance, as sites of this age are so rare. If the wreck is dated pre-1800 it is likely to be of local or regional importance. Although further assessment would be required based on the degree of survival and intactness, for example, should additional remains be discovered buried or in the surrounding area.

Potential

- 7.2.7 Uncertain. It is possible that there are undisturbed archaeological remains buried beneath the ballast pile, under other features on the site, or beneath the seabed between exposed features. In addition, this is a relatively dispersed site, and it is possible that further material remains could be discovered in the wider area.

Summary

- 7.2.8 Although the site is undoubtedly of archaeological interest, based on the above assessment, Wessex Archaeology is of the opinion that the site does not meet the criteria for designation under the *Protection of Wrecks Act 1973*.
- 7.2.9 Should further significant data, for example that could identify the site, become available, it is recommended by Wessex Archaeology that this assessment be reviewed.

8 CONCLUSION AND RECOMMENDATIONS

- 8.1.1 On the basis of the available evidence, Wessex Archaeology does not believe that the site requires formal management intervention or other active intervention at the present time.
- 8.1.2 The character of the site is summarised in the following table, which focuses on seven topics for evaluating underwater wreck sites (Watson and Gale 1990: 183).

Table 7: Summary of site character, based on Watson and Gale 1990

Area and distribution of surviving ship structure	No ship structure has been found, although it is possible that ship structure remains are still buried on the site, particularly under the ballast pile. The main site covers an area approximately 20m by 10m.
Character of the ship structure	Not applicable, although the guns found on the site are likely to have been carried on board a wooden sailing vessel.
Depth and character of stratigraphy	No intrusive investigations have been undertaken to assess the site stratigraphy. However, there is potential for buried artefacts and deposits to be preserved, particularly under the ballast pile, the guns, and other features on the site.
Volume and quality of	There is a limited assemblage of evidence, comprising four

artefactual evidence	relatively small cannons, four anchors, a ballast pile, a couple of possible concretions, a millstone, and small surface finds that may be intrusive. No other artefactual material has been found.
Apparent date of the ship's construction and/or loss	The presence of cannon suggests a post-medieval and probably pre-1825 date. One sherd of pottery suggests a wreck from the 17 th century, however the majority of pottery dates to the 19 th and 20 th century and is probably intrusive. Anchor 1 (WA2002) possibly dates from either the 16 th to 17 th century or to the late 18 th / early 19 th century, however it, too, could be intrusive.
Apparent function	There is no evidence to indicate the function of the vessel. The cannons could either be all that remains of a larger gun complement that has since been salvaged, or could indicate a lightly armed merchantman, or could have been used as ballast.
Apparent origin	There is no evidence to suggest an origin.

8.1.3 A number of recommendations could be considered for future diver investigations of the site:

- *Metal detector survey of site, to determine whether there are any possibly diagnostic metal artefacts either:*
 - *Exposed on the ballast pile; and/or*
 - *Buried in the sediment across the wider site;*
- *Explore the site further, for example to determine if there is any additional material in the immediate surroundings that has not been recorded;*
- *Probe seabed surrounding visible artefacts, to determine if there are buried remains in the area, although this could be difficult due to the shelly/gravelly nature of the seabed;*
- *Assessment of additional geophysical targets in the wider area in order to determine whether they are associated with the site;*
- *Intrusive investigation of millstone to recover a sample for further assessment, to determine material and possibly provenance;*
- *Excavation of ballast to determine whether there are any extant hull remains;*
- *Excavation adjacent to Cannon 2 or Cannon 3 to determine whether any buried material is present;*
- *Intrusive investigation of cannons on the seabed to determine whether there are any diagnostic marks; and*
- *Possible recovery of cannon for further assessment.*

9 ARCHIVE

9.1.1 The project archive consists of a hard copy file and computer records and is currently stored at Wessex Archaeology under project code 108280. The project archive will be transferred to the NRHE.

- 9.1.2 Shapefiles generated for the project comply with Marine Environment Data and Information Network (MEDIN) standards for metadata (Seeley *et al.* 2014).

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10.3 Charts

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11 APPENDICES

11.1 Appendix 1: Dive Log

Dive	Date	Start Time	Duration*	Max. Depth (m)	Divers	Task
1002	20/08/2015	09:38	25 minutes	25.9m	Hamel/Croce	Photographs and video of Cannon 1 and Anchor 1.
1003	20/08/2015	12:17	25 minutes	26.6m	Murray/Penney	Position Anchor 1, Cannon 2, locate Cannon 3
1004	21/08/2015	08:51	30 minutes	25.4m	Hamel/Murray	Position Cannon 2, locate Cannon 3.
1005	21/08/2015	11:57	23 minutes	25.8m	Croce/Penney	Record Cannon 4
1006	23/08/2015	11:53	27 minutes	25.8m	Croce/Penney	Locate and record Cannon 3.
1007	23/08/2015	12:02	N/A		Scott/Penney	Dive aborted
1008						Blank DIVA entry
1009	08/10/2015	13:52	19 minutes	25m	Knott/Gane	Measurements and photographs of cannons.

* Bottom time in minutes (time from diver left surface to diver left bottom; actual working time will be shorter)

11.2 Appendix 2: Context Register

Context No.	Material	Description
2001	Iron	Cannon 1
2002	Iron	Anchor 1
2003	Stone	Ballast Pile
2004	Iron	Anchor 2
2005	Stone	Mill Stone
2006	Iron	Cannon 2
2007	Iron	Anchor to the west of Cannon 2
2008	Iron	Anchor to the east of Cannon 2
2009	Iron	Cannon 3
2010	Iron	Cannon 4

11.3 Appendix 3: Object Register

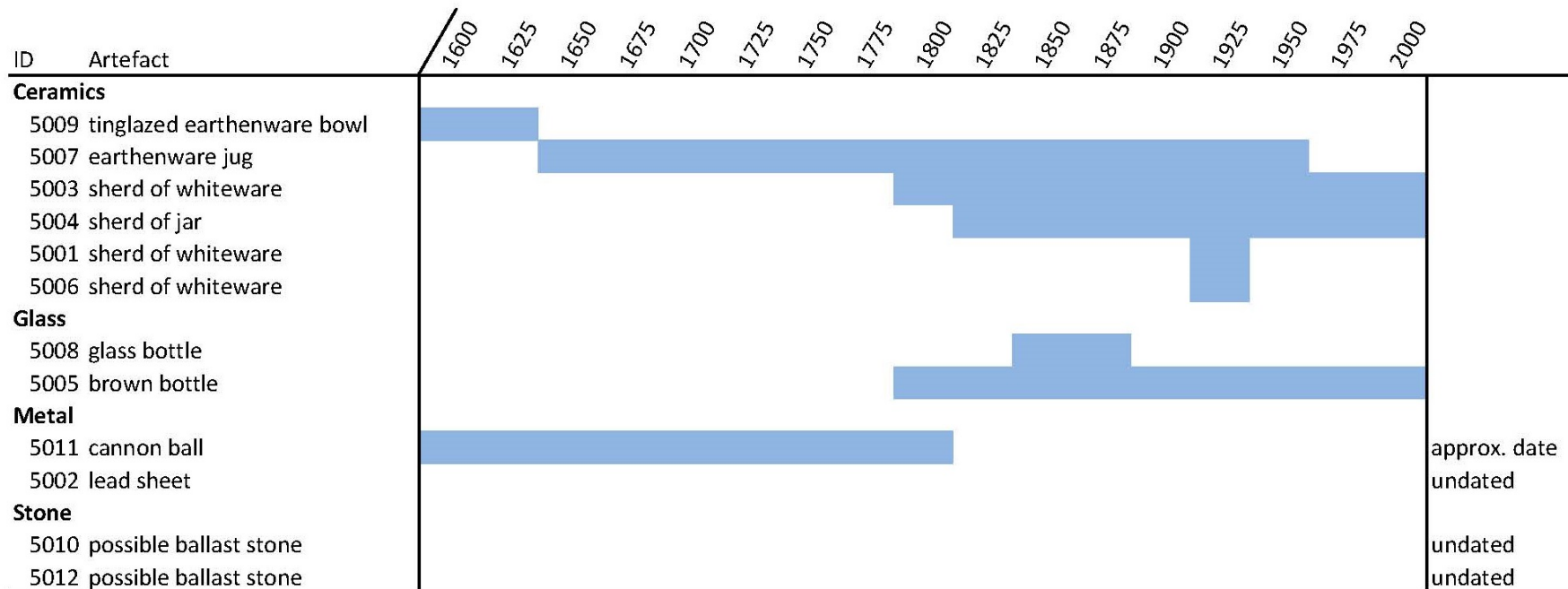
Object No.	Material	Description	Dimensions	Current location (recovered/ <i>in situ</i> on site)	RoW Droit Number
5001	Ceramic	Rim sherd from soup plate in refined whiteware, plain. Potential date range is 19 th to 20 th century, but this plate is typical of the utilitarian wares produced in the UK during and just after the Second World War.	23cm x 12cm	Recovered / Stored in Unit 2, Wessex Archaeology Salisbury	167/15
5002	Lead	Square lead plate; possible cannon apron. No detail visible under surface encrustation.	29.5cm x 26.5cm	Recovered / Stored in Unit 2, Wessex Archaeology Salisbury	167/15
5003	ceramic	Body sherd from flatware vessel (plate, dish or bowl) in refined whiteware, plain. Potential date range 19 th to 20 th century.	9cm x 7.5cm	Recovered / Stored in Unit 2, Wessex Archaeology Salisbury	167/15
5004	ceramic	Body sherd from large cylindrical jar or flagon, in feldspathic-glazed stoneware. The form is typical of the 19 th and early 20 th centuries, and the use of feldspathic glaze dates it no earlier than the 1830s.	20cm x 14cm	Recovered / Stored in Unit 2, Wessex Archaeology Salisbury	167/15
5005	Glass	Cylindrical machine-made brown bottle, for alcoholic beverage. 19 th or 20 th century.	24cm in length. 9cm in diameter at the widest point.	Recovered / Stored in Unit 2, Wessex Archaeology Salisbury	167/15
5006	ceramic	Roughly half of a saucer in refined whiteware, plain, and with backstamp G vi R / SUTHERLAND / CHINA / 1944. This is the mark of Hudson and Middleton at the Sutherland Pottery in Longton, Staffordshire (Godden 1964, 338), and the G vi R and date stamp identify this as a wartime military issue.	12cm x 8cm	Recovered / Stored in Unit 2, Wessex Archaeology Salisbury	167/15
5007	Ceramic	Complete jug in a pale-firing earthenware; splash of glaze on neck; narrow horizontal band of incised lines around the neck; strap handle and pulled lip. The basal angle has been worn down just under the spout, probably through continual tilting on a hard surface while pouring the contents. The pale-firing fabric and incised band around the neck serve to identify this jug as a product of the post-medieval east Dorset industry in Verwood and the surrounding district (Draper with Copland-Griffiths 2002, chapter 8). The industry was operating from at least the middle of the 17 th century until 1952. Verwood-type products can be difficult to date, as forms did not change radically through time, but this example is likely to date to the last century and a half of production.		Returned to The Shipwreck Project	



Object No.	Material	Description	Dimensions	Current location (recovered/ <i>in situ</i> on site)	RoW Droit Number
5008	Glass	Green glass spirit bottle; long neck, rounded body and rounded basal angle with deep kick. Embossed with the name CUSENIER across the body. The form itself is an imitation of an archaic 17 th /18 th century bottle form, but the addition of the embossed lettering dates it no earlier than 1868, the date of the foundation of the Cusenier distillery in Ornans, France (online source: Wikipedia).		Returned to The Shipwreck Project	
5009	ceramic	Large part of a bowl in tinglazed earthenware; polychrome decoration on the interior surface. The exterior surface may be lead-glazed, but the bowl is in poor condition; the interior surface badly abraded, and with encrustation on both surfaces. The decoration, featuring motifs arranged in panels around the sides of the bowl, with a central rosette, is typical of the early 17 th century; designs such as this were produced in both the Netherlands and in the London pothouses (see, for example, Britton 1986, 106-7).		Returned to The Shipwreck Project	
5010	Stone	One black stone. There are fossils clearly visible on the face of the stone, and it is thought to comprise local Kimmeridge Clay. Possible ballast.	14cm x 11cm x 5.5cm	Recovered / Stored in Unit 2, Wessex Archaeology Salisbury	256/15
5011	Cannon ball	One small cannon ball.	Unknown	Held by The Shipwreck Project	
5012	Stone	One stone. The stone was split by James Brown and interpreted as local mudstone. Possible ballast.	Unknown	Held by The Shipwreck Project	



11.4 Appendix 4: Date Range





11.5 Appendix 5: Recorded Losses

Co-ordinates in British National Grid

NRHE_ID	Name	Date	Loss	Loss Location	Description	Possible Candidate	Easting	Northing
1445737	LA MICHEL	1362	foundered after grounding on a rock	Ringstead Bay	<i>La Michel</i> , an English cargo vessel, foundered after grounding on a rock in Ringstead Bay, possibly after having been partially burnt. The wooden sailing ship was en route to Aquitaine, carrying goods belonging to Edward the Black Prince.		376070	81260
1544402	JULIENNE	1506	stranded or arrived safely?	Mecombe Regis	The <i>Julienne</i> was a wooden sailing vessel. This Spanish cargo vessel may have stranded or have arrived safely following a storm at Mecombe Regis, whilst carrying Philip of Castile and his wife Dona Juana back to Spain from Flanders, but other sources suggest that the vessel came ashore at Poole Bay. Philip of Castile and his wife were welcomed by Sir Thomas Trenchard at nearby Wolfeton House, suggesting that a wrecking event at Melcombe Regis is thought to be more likely.		368750	78890
1033779	LILY	1653	driven ashore and wrecked	Weymouth Bay	The <i>Lily</i> was a 6th rate ship of the line, a wooden sailing vessel that was driven ashore and wrecked in Weymouth Bay during a storm. The vessel had entered Royal Navy service in 1642 as a purchased ship.		370530	80370
900424		1666		Coast	This wreck is described as a private man'o'war, cast away on the coast, however it has also been described as a cargo vessel.		370530	80370
900431		1668	driven ashore	Two leagues NE of Weymouth at White North	This vessel is described as having been driven ashore two leagues NE of Weymouth at White North and staved to pieces.		370530	80370
900437		1674	gone ashore		The vessel is described as having gone ashore at 11:00 in the evening. The Master was Cumber, and there were eight crew members. Three crew members were lost in the wrecking.		368750	78890



NRHE_ID	Name	Date	Loss	Loss Location	Description	Possible Candidate	Easting	Northing
900439	SUCCESS	1681			The <i>Success</i> was lost near Weymouth on 28th April 1681. It was carrying a cargo that included wine.	possible	368750	78890
900442	CONSTANCE	1687		Weymouth Roads	The <i>Constance</i> wrecked at Weymouth Roads on 22nd November 1687. The ship foundered and was described as a total loss.	possible	368750	78890
1449034	COURTEEN	1690	stranded in a storm	Weymouth Bay	The <i>Courteen</i> was lost on 9th October 1690 in Weymouth Bay during a storm. The Dutch warship was a wooden sailing vessel, mounting 50 guns. It had participated in the Battle of Beachy Head between a Dutch-English alliance and the French fleet on 30th June 1690. The vessel measured 135 feet in length. It was built in 1687 (if identifiable with the Kortgene). The commanding officer was de Boer, and the crew were recorded as 240 in 1688. About 40 of the crew were lost when the vessel wrecked.		370530	80370
1225972	ANTEGOA	1696	stranded		The <i>Antegoa</i> was a British wooden sailing vessel that stranded at Weymouth while on passage from Antigua via Plymouth to London, carrying a cargo of sugar and tobacco, as well as passengers. The vessel was lost on 16th November 1696.		368750	78890
1228518		1697			On 14th April 1697, a small vessel was lost. All the crew were saved. The vessel had been bound from Lyme to Newport in the Isle of Wight, carrying a cargo of tobacco and cider.	possible	368750	78890
900444	AGREEMENT	1698			The <i>Agreement</i> , an English wooden sailing ship, was lost on 15 th September 1698 while carrying a cargo of bear and buck skins.	possible	370530	80370
900445		1699	stranded		This Spanish cargo vessel was lost in April 1699. The vessel stranded and was a total loss.		368750	78890
900447	LA NOTRE DAME DE MONTAIGNE	1701	stranded	Near Weymouth	<i>La Notre Dame de Montaigne</i> was a French cargo vessel that stranded near Weymouth while on passage from Bordeaux to Rotterdam. It was a wooden sailing vessel.		368750	78890
1375343		1733	capsized		A wooden sailing craft capsized in 1733. It was a leisure craft carrying passengers.	possible	370530	80370



NRHE_ID	Name	Date	Loss	Loss Location	Description	Possible Candidate	Easting	Northing
1458791	L ESPERANCE	1738	foundered	Weymouth Roads	<i>L'Esperance</i> was a French cargo vessel that foundered in Weymouth Roads en route from Le Havre for Bristol. The wooden sailing vessel was carrying a cargo of wine. The vessel had a crew of 11, nine of which, including a passenger, got into the boat. However, three people drowned with the ship.	possible	370530	80370
1456257		1739	foundered		This French banker foundered off Weymouth on 24th November 1739. The wooden sailing vessel was homeward-bound from Newfoundland with a cargo of fish. 14 bodies were recovered from the wreck.	possible	370530	80370
1375668		1739	foundered	Portland Roads	This British tender foundered in Portland Roads on 13th October 1739. It was a wooden sailing vessel. The tender belonged to His Majesty's ship the <i>Centurion</i> . About 30 men drowned. Other sources suggest this could be the tender for the <i>Owner's Goodwill</i> , which sailed from Yarmouth, Isle of Wight, and was never seen again.	possible	369090	76110
900453	PROSPEROUS	1744	went ashore	leaving Weymouth harbour	The <i>Prosperous</i> was a British cargo vessel that was lost on 25th September 1744. It went ashore leaving Weymouth harbour, and its cargo was damaged.		368750	78890
1435228	CHARMING SALLY	1745	foundered	In Portland Roads	The <i>Charming Sally</i> was a British sailing vessel that foundered in Portland Roads on 18th November 1745, en route from Carmarthen to London. Apart from two boys, none of the rest of the crew was saved.	possible	369090	76110
1435227	RICHARD AND HANNAH	1745	foundered	In Portland Roads	The <i>Richard and Hannah</i> was a British wooden sailing vessel that foundered in Portland Roads on 18th November 1745, while en route from Milford Haven to Great Yarmouth.	possible	369090	76110
1435230	JOHN AND ANNE	1745	foundered	In Portland Roads	The <i>John and Anne</i> was a British wooden sailing vessel that foundered in Portland Roads en route from Milford Haven to London on 18th November 1745.	possible	369090	76110
1436812	TRIAL	1747	foundered	Portland Roads	The <i>Trial</i> was a wooden sailing ship, thought to be of British nationality, that foundered on 1st December 1747 in Portland Roads, while en route from Southampton to Lisbon. The crew were saved.	possible	369090	76110



NRHE_ID	Name	Date	Loss	Loss Location	Description	Possible Candidate	Easting	Northing
900466	CHARMING MOLLY	1749	stranded	Three miles E of Weymouth Harbour	The <i>Charming Molly</i> was a British cargo vessel that stranded three miles east of Weymouth Harbour while en route from Malaga to London on 31st October 1749. The wooden sailing vessel was carrying a cargo of lemons, oranges and raisins.		370530	80370
1146652	DOROTHEA	1760	stranded	Near Portland Roads	The <i>Dorothea</i> was a wooden sailing ship, a cargo vessel bound from Bordeaux for Frederickshall carrying a cargo of salt, wine and brandy. On 19th February 1760, the vessel stranded near Portland Roads. The crew was saved.		369090	76110
1146631	HAPPY JENNET	1760	stranded	Near Portland Roads	The <i>Happy Jennet</i> was a British cargo vessel, carrying fruit from Lisbon to Scotland that stranded near Portland Roads on 19th February 1760. The crew was saved, except for one boy.		369090	76110
1146044	HUDSON	1761	went ashore	Near Portland Roads	This British cargo vessel was lost on 9th October 1761. The <i>Hudson</i> , a wooden sailing vessel, was loaded with salt and skins. It went ashore near Portland Roads.		369090	76110
1146039	PHEASANT	1761	presumed foundered		The <i>Pheasant</i> (ex- <i>Faisan</i>) was a British frigate that was lost on 9th October 1761. The vessel had been captured from the French in April 1761. The wooden sailing vessel had a recorded tonnage of 292 tons. The armament comprised 14 x 6 pounder cannons and 10 swivels. It was missing, presumed foundered on or about the 10th October 1761, due to a storm in the English Channel.	possible	368750	78890
1229986	ST PETER	1768			The <i>St Peter</i> was a British Cargo vessel that was loaded with stones for London. It was lost on 1st January 1768. There were two men and two boys on board and all perished.	possible	368750	78890
900515	LUCRETIA	1772	stranded	Flat Beach	The <i>Lucretia</i> stranded on Flat Beach near Weymouth and the waves beat the ship to pieces. The captain and crew were saved.		368750	78890
1146012	NEPTUNE	1774			This Swedish cargo vessel was lost on 30th September 1774. Six crew and one passenger were lost.	possible	368750	78890
1325175	SALLY	1780	driven ashore		The sloop <i>Sally</i> , a wooden sailing ship, bound from Liverpool to London was driven on shore by the current on 18th January 1780.		368750	78890



NRHE_ID	Name	Date	Loss	Loss Location	Description	Possible Candidate	Easting	Northing
1315930	ELIZABETH	1782	driven ashore	Portland Road	The <i>Elizabeth</i> , was driven on shore in Portland Road on 25th March 1782 and was entirely lost, however part of the cargo was saved.		369090	76110
900542		1786			This 25 ton English sloop was lost on 6th January 1786.	possible	368750	78890
900540	SELICIA	1786	stranded		The <i>Selicia</i> was a 40 ton British sloop. The wooden sailing ship was lost on 5th January 1786. It was stranded and was a total loss.		368750	78890
1328326	BENJAMIN	1786			The <i>Benjamin</i> , a British craft bound from Weymouth to London was lost near Weymouth on 29th December 1786. All materials were saved.	possible	368750	78890
900543	NANCY	1788	stranded	Near Weymouth	The <i>Nancy</i> was a British wooden sailing vessel that stranded near Weymouth on 5th February 1788 and was a total loss.		370530	80370
1330267	MARY	1788	Stranded	Near Weymouth	The <i>Mary</i> was a British wooden sailing ship that was lost on 11th March 1788.		368750	78890
900547	JONGE DAUCEFE	1788			The <i>Jonge Daucefe</i> of Embden, a hoy carrying 100 tons, was lost on 16th December 1788. The Dutch wooden sailing vessel was en route from Natz to Briger near Ostend, laden with wine.	possible	368750	78890
900553	LOTTERY	1791	stranded	On a beach a mile from the harbour	The <i>Lottery</i> was a 30 ton British sloop that was lost on 18th January 1891. The wooden sailing ship stranded on the beach a mile from the harbour. The passengers and crew were saved.		368750	78890
900564	REBECCA	1794	driven ashore	Weymouth Roads	The <i>Rebecca</i> , a British wooden sailing vessel, was driven on shore in Weymouth Roads on 7th October 1794. It was expected that the vessel would get off, but there are no further accounts of the vessel, suggesting it may have wrecked.		370530	80370
900561	ADVENTURE	1794	burnt		The <i>Adventure</i> was a British sloop that burnt near Weymouth on 25th April 1794.	possible	368750	78890
1143297		1794		Off Weymouth	This English sloop was lost off Weymouth on 23rd September 1794. Supposedly the ship was bound to Bude carrying oats. All crew were lost.	possible	368750	78890



NRHE_ID	Name	Date	Loss	Loss Location	Description	Possible Candidate	Easting	Northing
1142721	LEWIS	1795	stranded	Portland Roads	The <i>Lewis</i> was a British brig that was stranded in Portland Roads on 17th February 1795. The 72 ton vessel was bound from Weymouth to Exeter and Cadiz. It was built in Weymouth in 1784.		369090	76110
1145631	HANNAH	1795	went onshore	Four miles from Weymouth	The <i>Hannah</i> was an English cargo vessel that was lost near Hills Harbour on 20th November 1795. The 300 ton wooden sailing ship was carrying ordnance stores ran foul of the transport <i>Harmony</i> . The <i>Hannah</i> went onshore about 4 miles from Weymouth. It is possible that it was lost in the gale on the 17th/18th of November 1795.		370530	80370
900583	MARQUIS OF WORCESTER	1797	stranded	Burton Bradstock	The Marquis of Worcester was a British West Indiaman that was stranded at Burton Bradstock on 16th December 1797. The wooden sailing vessel was on passage from St. Vincent to London with passengers, all of whom were lost, together with the crew.		368750	78890
900586	MERMAID	1798	sunk while under repairs	Near West Harbour Weymouth	The <i>Mermaid</i> was lost on 16th February 1798 near West Harbour Weymouth. The vessel sunk while under repairs.		368750	78890
900766	RESOLUTION	1799	sunk	Near Weymouth	The <i>Resolution</i> was a British wooden sailing ship that sunk on 22nd November 1799 near Weymouth.	possible	368750	78890
900758	FAME	1799	stranded	Near Weymouth	The <i>Fame</i> was lost near Weymouth on 5th February 1799. The British wooden sailing vessel bound from Newcastle to Weymouth ran aground.		368750	78890
900592	RECOVERY	1799	came ashore	At Weymouth	The <i>Recovery</i> , a British sloop, was lost on 5th February 1799. It came ashore at Weymouth and was considerably damaged.		368750	78890
900768	CAROLINE	1800			The <i>Caroline</i> was an English passenger vessel that was lost on 3rd January 1800.	possible	368750	78890
900770	HERCULES	1800			The <i>Hercules</i> was a British cargo vessel that was lost at Weymouth on 11th March 1800.	possible	368750	78890
900773	DISPATCH	1800	lost on rocks	Near Weymouth	The <i>Dispatch</i> was a British wooden sailing vessel that was lost on the rocks near Weymouth on 9th November 1800. The master and one man were lost.		368750	78890



NRHE_ID	Name	Date	Loss	Loss Location	Description	Possible Candidate	Easting	Northing
900778	NORWICH PACKET	1802	struck on an anchor	Entrance to Weymouth Harbour	The <i>Norwich Packet</i> was a British cargo vessel that struck on an anchor at the entrance to Weymouth Harbour on 12th July 1802, but managed to get into Weymouth, full of water.		368750	78890
1340039	RUSSEL	1806		Near Weymouth	The <i>Russel</i> was an English wooden sailing vessel that was lost near Weymouth on 16 th January 1806.	possible	368750	78890
1149347	CERES	1808	came ashore	Near Weymouth	The <i>Ceres</i> was an English craft that was lost near Weymouth on 1st January 1808. The vessel was from Portsmouth and came ashore at Weymouth.		368750	78890
1342058	FAME	1810	Stranded	Two miles N of Weymouth	The <i>Fame</i> was a British craft that stranded two miles north of Weymouth on 5th October 1810. The wooden sailing vessel was from Sunderland.		371120	81480
1171031	JACOB	1811	sprung a leak		The <i>Jacob</i> was a British craft that was lost off Weymouth on 26th October 1811. It was lost after it sprung a leak.	possible	368750	78890
1149369	HIGHLANDER	1811	stranded during gale	North of Weymouth Harbour	The <i>Highlander</i> was a British cargo vessel that was lost north of Weymouth Harbour on 4th January 1811. It stranded during a violent gale from the ENE. The wooden sailing vessel was bound from St. Domingo to London. The vessel ran ashore and the cargo and materials were saved.		368750	78890
1346652	PHEASANT	1819		Portland West Bay	The <i>Pheasant</i> was lost on 12th November 1819 at West Bay. The wooden sailing vessel was en route from Poole to Milford when it was lost in Portland West Bay.	possible	366360	72980
1175837	SALLY	1824	Foundered in a gale	Off Osmington Mills	The <i>Sally</i> , an English smack, was lost off Osmington Mills during a gale on 23rd November 1824. The 500 ton wooden sailing vessel broke from its anchors and sunk in the bay, and only the captain's son was saved.		370530	80370
1231696		1824	lost during hurricane	North shore of Weymouth Bay	This vessel was lost on the north shore of Weymouth bay on 23rd November 1824 during a hurricane. It was one of three or four vessels, names unknown, that were lost during the same storm.		371120	81480
1231720		1824	lost during hurricane	Near Weymouth	This vessel was lost near Weymouth on 23rd November 1824. The 500 ton wooden sailing ship was lost during the great gale and was seen to go down near Weymouth.	possible	368750	78890



NRHE_ID	Name	Date	Loss	Loss Location	Description	Possible Candidate	Easting	Northing
1175792	JOHANNES CHRISTIANA	1824	stranded in a gale	In Weymouth Bay	The <i>Johannes Christiana</i> was a Dutch galliot that was stranded in Weymouth Bay during a gale on 23rd November 1824. The wooden sailing vessel was en route from Rotterdam to Bordeaux with a cargo of butter, cheese, linen and silver. The crew and some of the cargo were saved.		370530	80370
1175795	LOUISA	1824	stranded in a gale	Near Weymouth	The <i>Louisa</i> was an English smack that stranded near Weymouth during a gale on 23rd November 1824.		368750	78890
1175935	FORTUNA	1824	stranded	At Blacknor Point	The <i>Fortuna</i> was a Dutch galliot that stranded at Blacknor Point on 19th December 1824. The wooden sailing vessel was on passage from Oporto to its home port of Amsterdam carrying a cargo of oranges and lemons.		366360	72980
1231698		1824	lost during hurricane	North shore of Weymouth Bay	This vessel was lost off the north shore of Weymouth Bay on 23rd November 1824, during a hurricane. It was one of three or four vessels that were lost in the area at the time.	possible	371120	81480
1231694		1824	lost during hurricane	North shore of Weymouth Bay	This vessel was lost off the north shore of Weymouth Bay on 23rd November 1824, during a hurricane. It was one of three or four vessels that were lost in the area at the time.	possible	371120	81480
1231735		1827	wrecked on the rocks	Near Weymouth Harbour	This French smack was lost near Weymouth Harbour on 26th January 1827. It wrecked on the rocks and none of the crew were saved.		368750	78890
1357645	FRIENDS ADVENTURE	1828	lost during heavy gale	West Bay	The <i>Friends Adventure</i> , an English vessel, was lost in West Bay on 17th May 1828. It was en route from Plymouth to Arundel, when it was lost during a heavy gale. The crew were rescued.		366360	72980
900927		1832	became embayed off Lynch	West Bay	This sloop was lost in West Bay on 24th December 1832. The vessel had become embayed off Lynch and sprang a leak. The captain and two men were lost, but one man was rescued.		366360	72980
1231772	ABEONA	1833	stranded on a ledge of rocks	Lulworth Cove	The <i>Abeona</i> was a British craft that was lost near Weymouth on 3rd February 1833. It was stranded on a ledge of rocks in Lulworth Cove. The crew, cargo and materials were saved, but the vessel was a total wreck.		368750	78890



NRHE_ID	Name	Date	Loss	Loss Location	Description	Possible Candidate	Easting	Northing
1358860	BONNE PERE	1833			The <i>Bonne Pere</i> was a British craft lost off Portland on 2nd January 1833. The wooden sailing ship was bound to Lisbon. The crew were saved.	possible	369090	76110
1231781	SAXONY	1833	stranded	Near Weymouth	The <i>Saxony</i> was a British craft that was lost near Weymouth on 19th December 1833. The vessel stranded and was a total loss.		368750	78890
1145529	HOUND	1836			The <i>Hound</i> was a British revenue cutter that was lost at Weymouth on 1st January 1836. Four years later, material from the wreck washed ashore during gales and heavy seas.	possible	368750	78890
1171274		1838		Near Weymouth	This English brigantine was lost near Weymouth on 30th November 1838. The brigantine was based in Poole, and was laden with barley. The vessel was totally wrecked near Weymouth and the crew were drowned.	possible	368750	78890
1171271	LOUISE MARIE	1838	driven ashore	Weymouth Bay	The <i>Louise Marie</i> was a French vessel that was lost in Weymouth Bay on 29th November 1838. The vessel was bound from Cherbourg to Granville when it was driven on shore and went to pieces.		370530	80370
900936	SALLY	1838		Osmington Mills	The <i>Sally</i> was a British smack that was lost off Osmington Mills on 23 November 1838. All of the crew were lost except for one.		368750	78890
1156335		1838		West Bay	This vessel was lost in West Bay on 28th November 1838. All the crew were lost.		366360	72980
1156357		1838		White Nothe	This French Chasse Maree was lost at White Nothe on 30th November 1838.		377250	80610
1171289	MARY ANN	1838		Near Weymouth	The <i>Mary Ann</i> was an English vessel lost near Weymouth on 2nd December 1838.	possible	368750	78890
900942	LOUISE	1838		Bowleaze Rocks	The <i>Louise</i> was a Swedish barque lost on Bowleaze Rocks on 29th November 1838. The vessel was bound from Hambro to St. Ubes, and was blown ashore near Preston, and the hull was sold for £15.4s.9d. The crew were saved.		371120	81480
1156333	BRITANNIA	1838		Near Weymouth	The <i>Britannia</i> was a British vessel lost near Weymouth on 29th November 1838. The vessel was based in Sandwich. All the crew were saved.	possible	368750	78890



NRHE_ID	Name	Date	Loss	Loss Location	Description	Possible Candidate	Easting	Northing
900956	MARIE LOUISE	1839		Near Weymouth Bay	The <i>Marie Louise</i> was a French brig that was lost near Weymouth Bay on 2nd October 1839.	possible	370530	80370
900979	VENUS	1850		Blacknor Rocks	The <i>Venus</i> was an English brig that was lost on Blacknor Rocks on 15 February 1850. The 130 net ton (190 gross ton) vessel, based in Teignmouth, had a crew of seven. It was bound from Teignmouth to London carrying a cargo of pipe clay.		366360	72980
900991	NOUVELLE LOIRE	1852		Portland Beach	The <i>Nouvelle Loire</i> was a French barque that was lost on Portland Beach on 16th December 1852. The 252 ton vessel was en route from Havre de Grace to the coast of Africa carrying a general cargo.		369090	76110
900986		1852		East of the Shambles	This gun brig was lost east of the Shambles on 11th August 1852. The vessel was seen by the coastguard to sink. It had painted gunports, but had lost its mainmast and its foremast was broken at the top.		374000	67750
900988	HORATIO	1852	stranded following a collision	On Wyke Beach	The <i>Horatio</i> was a smack from the Channel Islands that stranded on Wyke beach following a collision on 8th November 1852. The wooden sailing vessel had been en route from Guernsey to Plymouth carrying a cargo of wine, fruit and bricks. It was in a collision with a Swedish schooner. The crew and passengers were saved.		368750	78890
901002	CHARLOTTE	1853	sank at anchor	Portland Roads	The <i>Charlotte</i> was an English schooner that was lost on Portland Roads on 9th September 1853. The vessel, carrying a cargo of stone, sank at anchor and the crew got off in their own boat. Divers raised the cargo and the hull was then floated into shallow water and abandoned.		369090	76110
901012	INO	1855	stranded	Weymouth	The <i>Ino</i> was an English brig that stranded at Weymouth in front of the Esplanade, opposite the Brunswick buildings. The <i>Ino</i> was en route from Newport for Southampton carrying a cargo of coal. The wooden sailing vessel had been built in 1820.		368750	78890
901018	GOODWILL	1856			The <i>Goodwill</i> was lost on 24 th January 1856 near Bincleaves. It was a wooden smack that departed from Swanage en route for Dartmouth, carrying a cargo of furniture		368750	78890



NRHE_ID	Name	Date	Loss	Loss Location	Description	Possible Candidate	Easting	Northing
901071	LA FOI	1857	stranded	At the Mixen	<i>La Foi</i> was a French smack that was registered in Dieppe and was stranded at the Mixen on 2 nd February 1857.		368750	78890
901075	JAMES MOORHOUSE	1858	stranded	At the Mixen	The <i>James Moorhouse</i> was an English wooden sloop that was carrying a cargo of potatoes from Portsmouth to Weymouth when it stranded at the Mixen, Weymouth on 23 rd February 1858.		368750	78890
901077	ALERT	1860	foundered after grounding	Isle of Portland Breakwater	The <i>Alert</i> was a Welsh wooden schooner that foundered after grounding on the Isle of Portland Breakwater on 14 th February 1860.		369090	76110
901079	IRENE	1860	stranded after striking one of the piles of the light		The <i>Irene</i> was a Norwegian wooden full rigged cargo vessel carrying a cargo of timber to Bristol, when it stranded on 26 th December 1860. The vessel struck one of the piles of the light and went to pieces.		369090	76110
901081	TAMORA	1861	stranded	Portland Bay	The <i>Tamora</i> was a Scottish wooden barque that was carrying a general cargo from London when it was stranded in Portland Bay on 15 th January 1861.		369090	76110
901109	JACOBA CATHERINA	1869	foundered		The <i>Jacoba Catherina</i> was a Dutch wooden sailing vessel that foundered on 1 st November 1869 while en route from Shields to Barcelona carrying a cargo of coal.		369090	76110
901107	HENRY AND DORA	1869	stranded, struck the rocks	Portland Breakwater	The <i>Henry and Dora</i> was a Welsh wooden brigantine that stranded at Portland Breakwater following a collision on 5 th February 1869, while en route from Trouville sur Mer to Llanelli. The vessel struck the rocks forming the base of the breakwater.		369090	76110
901108	SALATHIEL	1869	stranded	Portland Breakwater	The <i>Salathiel</i> was a Welsh wooden schooner carrying a cargo of wheat when it stranded on Portland Breakwater on 12 th September 1869 while en route from Weymouth to Cardiff.		369090	76110
901116	JANE CATHERINE	1872	stranded	Shankland Point	The <i>Jane Catherine</i> was a Welsh wooden schooner that stranded at Shankland Point on 23 rd November 1872 while carrying a cargo of salt from Runcorn to Yarmouth.		366360	72980



NRHE_ID	Name	Date	Loss	Loss Location	Description	Possible Candidate	Easting	Northing
901125	CAERMANO DE CAMARINAS	1873		Balaclava Bay, Isle of Portland	The <i>Carermano de Camarinas</i> was a Spanish wooden brig that was lost at Balaclava Bay, Isle of Portland on 9 th November 1873 while carrying a cargo of mahogany, sugar and wine from Cuba to London.		369090	76110
901127	SULTAN	1874	dashed against breakwater	Lost inside Portland Breakwater	The <i>Sultan</i> was an English wooden smack that was lost inside the breakwater during a violent storm. The vessel was dragged and dashed against the breakwater and became a total wreck.		369090	76110
901140	KNAPTON HALL	1877	collision		The <i>Knaption Hall</i> was an iron steamship carrying coal that was lost after a collision on 15 th October 1877.		374000	68060
901148		1879			This wooden sailing barge, bound from Amsterdam to Milford Haven, was lost 4 th December 1879.		369090	76110
901144	SPEEDY	1879	stranded	Passage Bridge	The <i>Speedy</i> was a wooden sailing vessel that stranded near Passage Bridge and was lost on 7 th January 1879 while en route from Penzance to St Brieuc carrying a cargo of tin ingots.		368750	78890
901145	THOMAS AND MARY	1879	foundered	Near Sandsfoot Castle	The <i>Thomas and Mary</i> was a wooden sailing smack that foundered and was lost near Sandsfoot Castle on 20 th October 1879.		369090	76110
1143260	FIVE SISTERS	1880	foundered		The <i>Five Sisters</i> was an English wooden sailing schooner that foundered and was lost on 16 th October 1880 while in ballast between Kingston upon Hull and Weymouth.		368750	78890
1143321	JEANNE ELISE	1881	stranded		The <i>Jeanne Elise</i> was a French wooden sailing schooner that stranded and was lost on 27 th November 1881 while en route between Caen and Swansea, in ballast.		371120	81480
901156	MARIE JOSEPH	1881	stranded		The <i>Marie Joseph</i> was a French wooden sailing schooner that stranded east of Preston Coastguard Station on 17 th December 1881 while carrying a cargo of coal from Sunderland to Landerneau.		371120	81480
901152	ROSEBUD	1881	stranded		The <i>Rosebud</i> was a Welsh wooden brigantine that stranded on the Isle of Portland Breakwater on 4 th February 1881 while en route between Dieppe and Llanelli in ballast.		369090	76110
901160	T C SULTAN	1882	stranded	Isle of Portland Breakwater	The <i>TC Sultan</i> was a steamship that stranded on the Isle of Portland Breakwater.		369090	76110



NRHE_ID	Name	Date	Loss	Loss Location	Description	Possible Candidate	Easting	Northing
901159	CORSAIR	1882	lost at moorings	Portland Roads	The <i>Corsair</i> was an English cutter that was lost while at moorings in Portland Roads on 24 th October 1882. The vessel was in ballast.		369090	76110
1144002	FLORA	1884	stranded		The <i>Flora</i> was an English wooden brig that stranded on 7 th December 1884 while en route from Hartlepool to Weymouth carrying a cargo of coal and iron.		376070	81260
901193	LAUREATE	1887	collision	Portland Breakwater	The <i>Laureate</i> was a cutter that collided with the Portland Breakwater while out on a pleasure cruise off Weymouth with passengers. The wooden sailing vessel was lost on 30 October 1887.		369090	76110
901200	EHEN	1890	stranded	At Mutton Cove	The <i>Ehen</i> was a French barque that stranded at Mutton Cove on passage from Bremer Lehe for Bordeaux carrying rice and preserves. The vessel had been built of wood in 1862 and was lost on 22nd April 1890.		366360	72980
901205	BULTINE	1891	stranded	Near Preston	The <i>Bultine</i> was an English schooner that stranded near Preston coastguard station on 9 th March 1891 while en route between Maldon and Poole carrying a cargo of beans.		370530	80370
1144565	THAMES	1891	stranded		The <i>Thames</i> was an English iron steamship that was stranded on 2 nd January 1891 while en route between Neywlyn and London, while carrying a cargo of tin ingots and stone.		0	0
901217	GERTRUDE	1894	stranded	Black Pit, Blacknor Point	The <i>Gertrude</i> was an English iron steamship that was stranded at Black Pit, Blacknor Point, on 26 th August 1894, while en route between Huelva and Rotterdam, while carrying a cargo of iron ore.		366360	72980
901214	PETREL	1894	driven from moorings and lost on rocks	Portland Breakwater	The <i>Petrel</i> was an English wooden sailing ship that was driven from her moorings and was lost on the rocks against the breakwater on 11 th February 1894.		369090	76110
901221		1895	collision		The steam launch belonging to the yacht <i>Ulva</i> was sunk by collision with the yacht <i>Corsair</i> on 24 th August 1895.		370530	80370
901231	ALERT	1897	driven ashore at moorings	Near the New Pier, Portland	The wooden launch <i>Alert</i> was lost on 3 rd March 1897. It was driven ashore and wrecked whilst at its moorings near the New Pier, Portland.		369090	76110



NRHE_ID	Name	Date	Loss	Loss Location	Description	Possible Candidate	Easting	Northing
901229	MABEL	1897	stranded	Castletown Beach	The <i>Mabel</i> was a wooden sailing vessel carrying provisions when it stranded and wrecked on Castletown Beach on 22 nd January 1897.		369090	76110
901230	STANDARD	1897	stranded	Portland breakwater	The <i>Standard</i> was a wooden ketch from the Channel Islands that stranded by Portland breakwater after breaking from its moorings and colliding with the breakwater.		369090	76110
901234	LAVONIA	1898	lost at moorings		The <i>Lavonia</i> was a British wooden sailing yawl that was lost at its moorings on 25 th March 1898.		369090	76110
901235	SURPRISE	1898	lost at moorings	Portland Roads	The <i>Surprise</i> was a British wooden cutter that was lost at its moorings in Portland Roads on 25 th March 1898.		369090	76110
901233	PATRICK HENRY	1898	foundered	Portland Roads	The <i>Patrick Henry</i> was a wooden storage hulk that foundered with a cargo of coal on 9 th March 1898 in Portland Roads.		369090	76110
901239	NETLEY ABBEY	1899	Foundered following a collision		The <i>Netley Abbey</i> was a Welsh steamship carrying a cargo of coal when it was lost following a collision with HMS <i>Surprise</i> while en route from Cardiff to Kronshtadt. It was lost on 4 th August 1899.		374000	67750
1147001	VERBENA	1903			The <i>Verbena</i> was a Welsh wooden ketch that was lost on 22 nd July 1903 while carrying a cargo of Culm from Saundersfoot to Weymouth.		366360	72980
1147006	DEVERON	1905	foundered following a collision or lost at moorings		The <i>Deveron</i> was an English wooden schooner that foundered following a collision with the destroyer HMS <i>Conflict</i> on 19 th June 1905. The vessel was lost at its moorings. It was carrying a cargo of china clay from Portland.		369090	76110
892044	ROLLA	1906	stranded	By the old breakwater, Isle of Portland	The <i>Rolla</i> was an English schooner bound from Rouen to Plymouth carrying a cargo of stone when it stranded by the old breakwater, Isle of Portland, on 6 th January 1906.		369090	76110
900832	JOANAH	1907	stranded		The <i>Joanah</i> was a wooden sailing cargo vessel carrying a cargo of bark from Lisbon to Hamburg when it stranded on 1 st November 1907.		368750	78890
1146693	FOX	1909	foundered following collision	North entrance to Portland Harbour	The <i>Fox</i> was a wooden sailing yawl that foundered following a collision at the north entrance to Portland Harbour. The vessel was in ballast and bound from Portland Harbour to Portland Harbour.		369090	76110



NRHE_ID	Name	Date	Loss	Loss Location	Description	Possible Candidate	Easting	Northing
892059	SPIRIT	1910	foundered following a collision	¼ mile north of Portland breakwater	The <i>Spirit</i> was a wooden sailing cutter that foundered following a collision on 15 th January 1910, a quarter of a mile north of Portland breakwater.		369090	76110
1146691	ETHEL	1912	foundered following a collision	Harbour mouth at Weymouth	The <i>Ethel</i> was a wooden sailing yawl, used for fishing, that foundered in the harbour mouth at Weymouth following a collision on 17 th December 1912.		368750	78890
892066	MOTH	1913	stranded	Two miles off Osmington Mills	The <i>Moth</i> was a wooden sailing yacht or cutter that stranded two miles off Osmington Mills on 17 th April 1913. It was in ballast.		368750	78890
892070	TURENNE	1913	stranded		The <i>Turenne</i> was a French fishing vessel, a steel steam ship from Boulogne that stranded and was lost on 12 th February 1913 while carrying a cargo of fish.		366360	72980
900871	BARMSTON	1918	stranded	Tar Rocks	The <i>Barmston</i> was a Norwegian steamship carrying a cargo of coal from Swansea to Rouen when it stranded on Tar Rocks on 21 st March 1918.		366360	72980
1443884	HMS GOLDEN SUNSET	1918	foundered following collision	Off the Shambles Light vessel	The HMS <i>Golden Sunset</i> is a British steamship drifter fishing vessel that foundered off the Shambles light vessel following a collision while on Admiralty duties.		374000	67750
904631	MYRTLEDENE	1919	stranded	Mutton Cove	The <i>Myrtledene</i> was an English steamship carrying a cargo of iron ore from Sagunto to Rotterdam when it stranded at Mutton Cove on 25 th March 1912.		367879	71115
904633	JAMES FENNELL	1920		Tar Rocks	The <i>James Fennell</i> was a British steam trawler that was lost at Tar Rocks, Blacknor Point on 22 nd March 1920.		367628	71951
900878	PREVEZA	1920			The <i>Preveza</i> was a Greek steel steamship that was en route between Cardiff and Rotterdam when it was lost on 15 th January 1920.		366360	72980
1534324	AMY	1928	foundered - scuttled		The <i>Amy</i> was an English schooner that was scuttled by explosives in 1928.		374000	67750
900904	HMS FOYLEBANK	1940			HMS <i>Foylebank</i> , a British cargo vessel requisitioned for war service as an anti-aircraft vessel was lost in 1940.		369090	76110
900914	HMS BLOODHOUND	1943			HMS <i>Bloodhound</i> , a British torpedo boat, was lost in 1943.		369090	76110

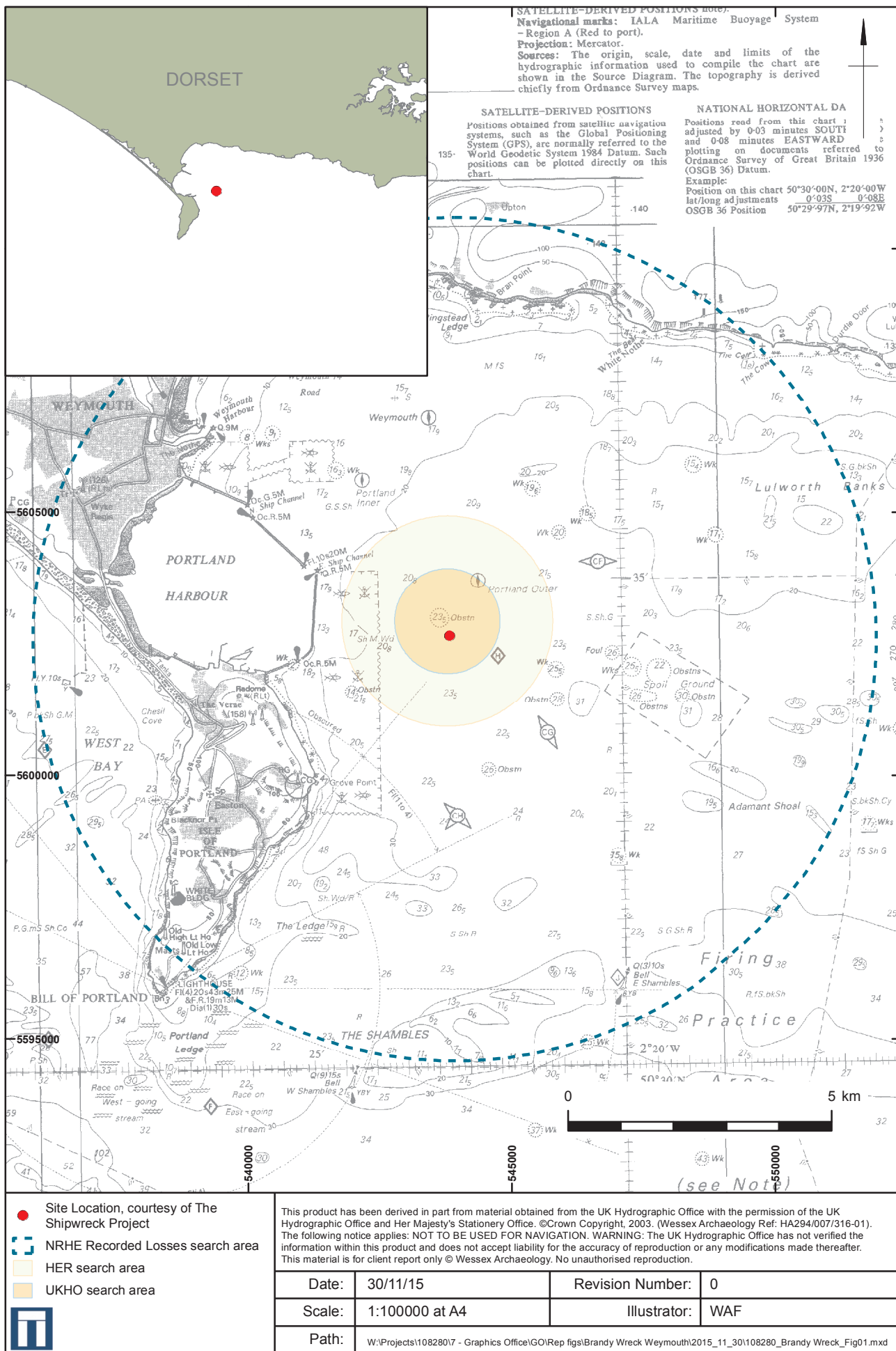


NRHE_ID	Name	Date	Loss	Loss Location	Description	Possible Candidate	Easting	Northing
900916	HMS LILY	1943			HMS <i>Lily</i> , a British Pilot Boat was lost in 1943.		369090	76110
1572081	U322	1944	foundered		U322, a German U-boat foundered in 1944.		374000	67750
900917	HMS LCPS9	1944			A British Landing Craft, HMS LCPS9 was lost in 1944.		368750	78890
1234327	MINERVE	1945			A French submarine was lost in 1945.		366360	72980
1521712		1948	capsized and foundered	In Portland Harbour	A British 'liberty boat' capsized and foundered in 1948.		369090	76110
1521092	LENDOR	1951	foundered after propellers fouled		The <i>Lendor</i> was a British yacht that foundered in 1951.		374000	67750
1521243	PATRICIA II	1967	foundered		The <i>Patricia II</i> was a British yacht that foundered in 1967.		379960	79770
1521250	MARIA ANTONETTE	1969	foundered	3.5 miles ESE of the Shambles	The <i>Maria Anton</i> was a British fishing vessel that wrecked in 1969.		374000	67750



11.6 Appendix 6: Site Risk Assessment

Wreck/Site Name	Brandy Wreck, Weymouth		
NRHE / UKHO No.	EH Region	Restricted Area	Principal Land Use
N/A	South West	N/A	Marine
Latitude (WGS84)	50 34.449N		
Longitude (WGS84)	02 22.869W		
Class Listing	Period	Status	
Unknown	Unknown	Non-designated wreck site	
Licensee	Nominated Archaeologist	Principal Ownership Category	
		Unknown	
Seabed Owner	Navigational Administrative Responsibility		
The Crown Estate			
Environmental Designations			
None			
Seabed Sediment		Energy	
Gravel		Medium	
Survival			
Unknown			
Overall Condition	Condition Trend	Principal Vulnerability	
Generally satisfactory with minor localised problems	Stable	TRAWL, FISH	
Amenity Value: visibility			
Limited above bed structural remains and finds scatter with limited visibility and only 'legible' with further interpretative information.			
Amenity Value: physical accessibility		Amenity Value: intellectual accessibility	
Full. No restrictions on access and no impediments to appreciation of the wreck.		No interpretation.	
Management Action	No action required.		
Management Prescription	No management prescription required. Historic England to liaise with stakeholders concerned to improve management regime.		
Notes:			
<p>The site is considered to be relatively stable, however there have been slight changes to the site between 2010 when the site was first discovered and 2015 when it was last assessed. For example, the stock of Anchor 1 which had been broken but was lying nearby on the seabed has since disappeared, and it is possible that other artefacts on the surface have also been lost. This is a medium energy site, and it is possible that some of the loss is due to natural processes such as tidal movements, but the changes could also be due to fishing, trawling or other human impacts in the area.</p>			
Risk is assessed as:	Low		
Data Source	CON	Date & Initials	16/11/2015 ATH



Site location

Figure 1



Sidescan sonar survey data (2015) and diver observations

Figure 2

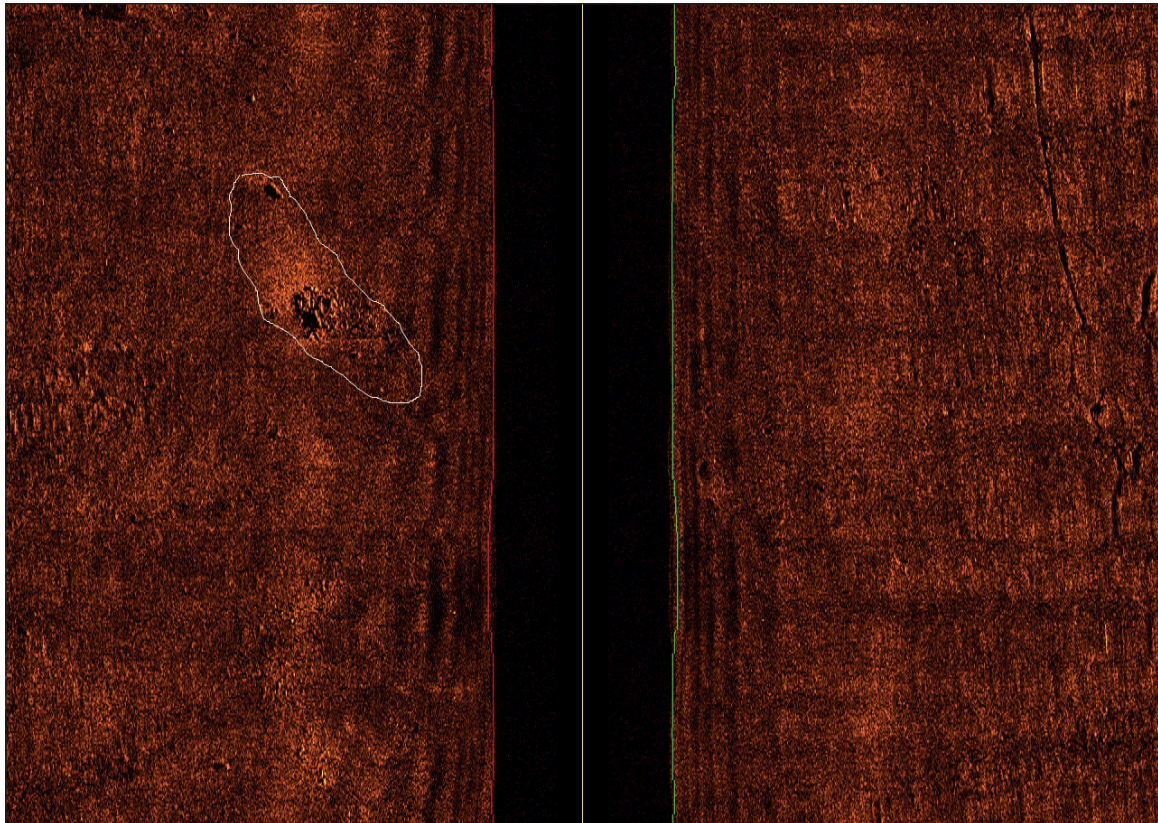

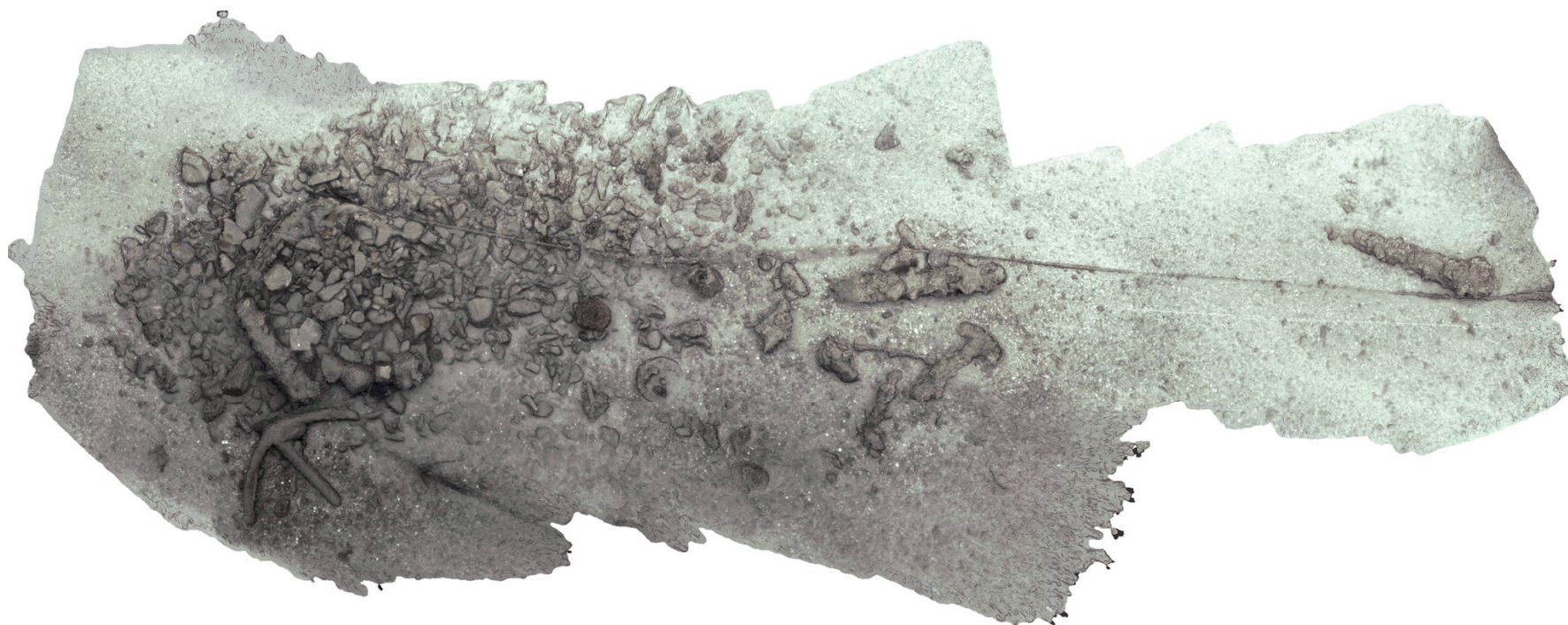


Plate 1: Sidescan sonar data (2010) (courtesy of The Shipwreck Project)

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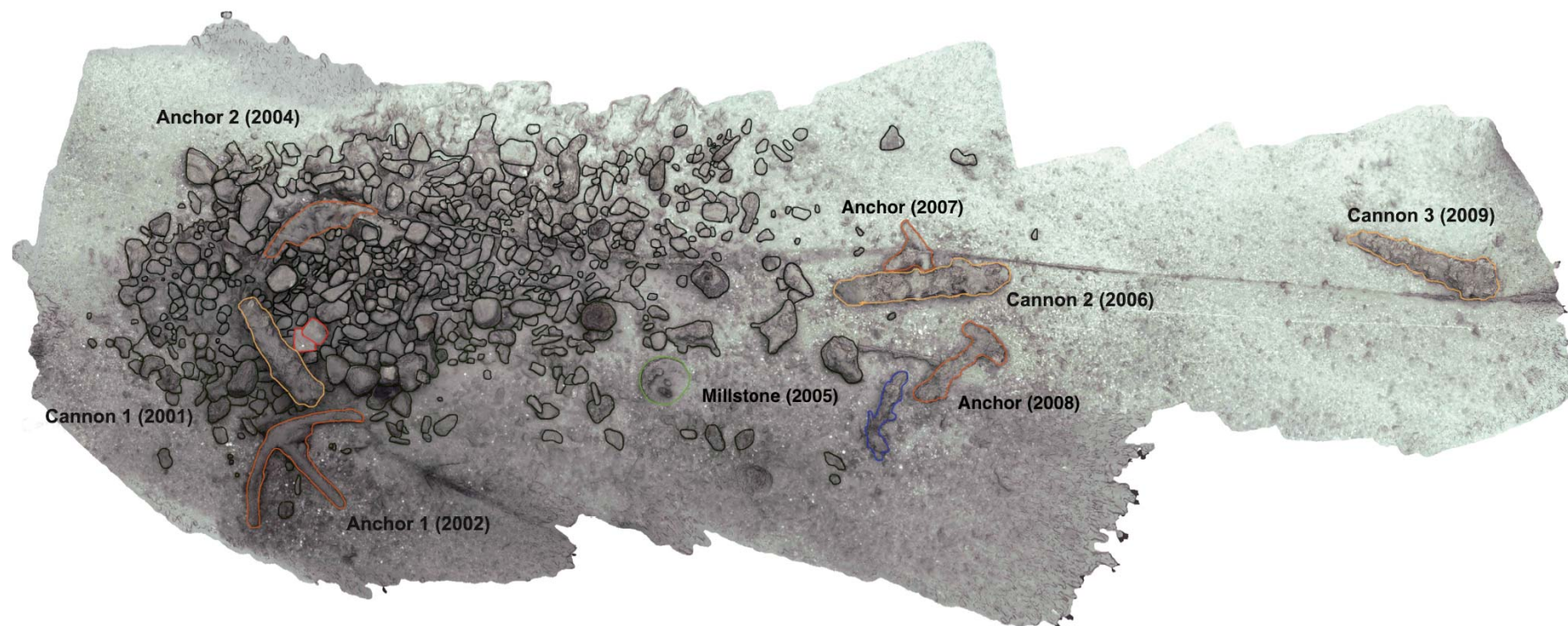


0 5 m



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0 5 m



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Anchor 2 (2004)



Pot sherd (5003)



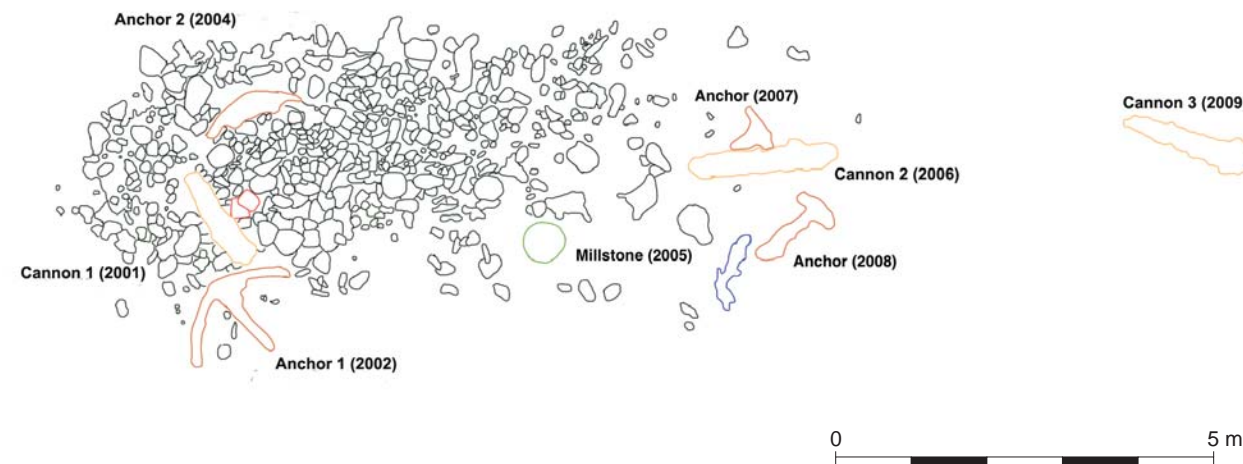
Flagon (5004)



Cannon 4



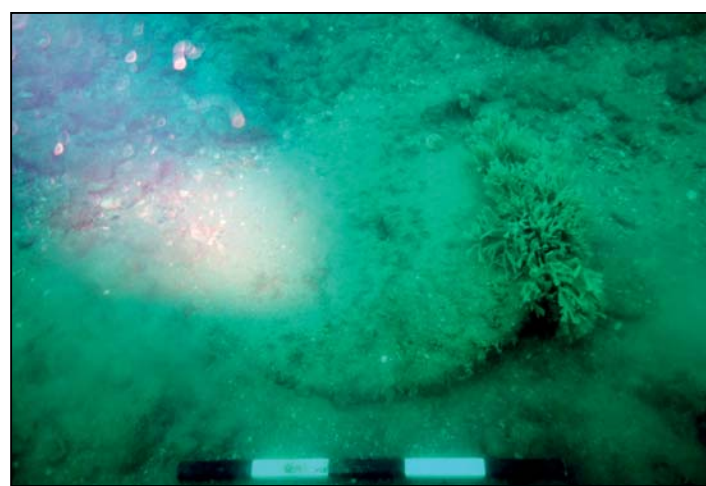
Cannon 1 (2001)



Cannon 3 (2009)



Anchor 1 (2002)



Millstone (2005)



Cannon 2 (2006) and Anchor (2008)



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Plate 3: Tinglazed earthenware bowl (5009), c. 17th century.

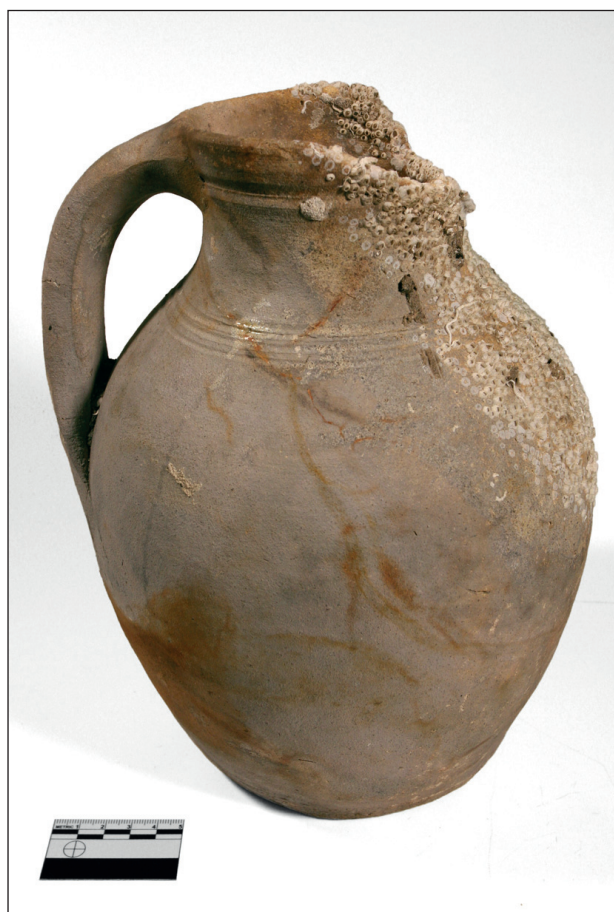


Plate 4: Earthenware jug (5007), c. 1800s onwards.



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Plate 5: Sherd of plain, refined whiteware flatware (5003), c. 19th to 20th century.



Plate 6: Sherd of large cylindrical jar or flagon (5004), post 1830.

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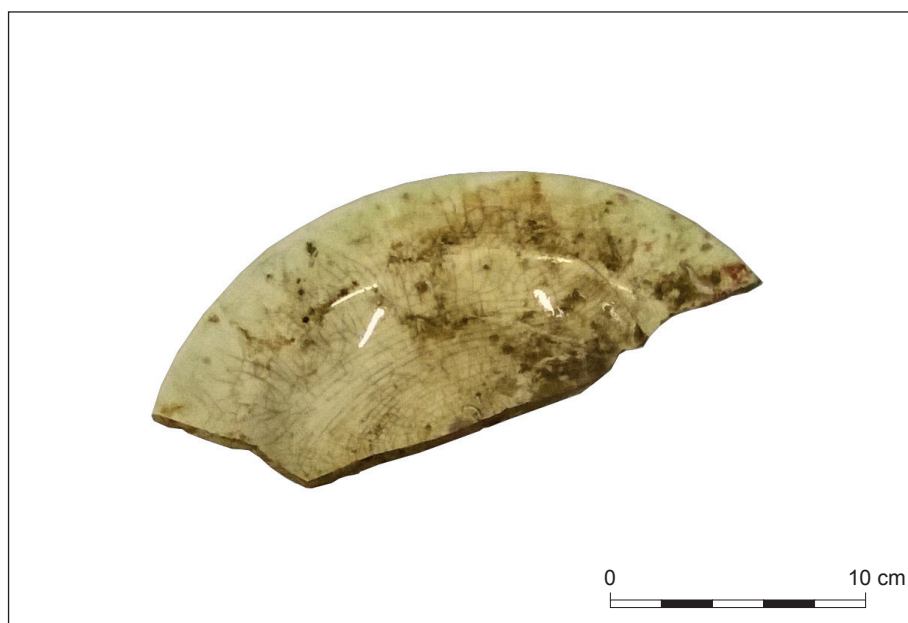


Plate 7: Rim sherd of refined whiteware soup plate (5001), Second World War.



Plate 8: Sherd of plain, refined whiteware saucer, stamped 1944, G vi R, Sutherland, China (5006).


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Plate 9: Green glass spirit bottle, embossed with CUSENIER (5008), post 1868.



Plate 10: Machine-made brown bottle for alcoholic beverage (5005), 19th or 20th century.


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Plate 11: Cannonball (5011). Courtesy of The Shipwreck Project

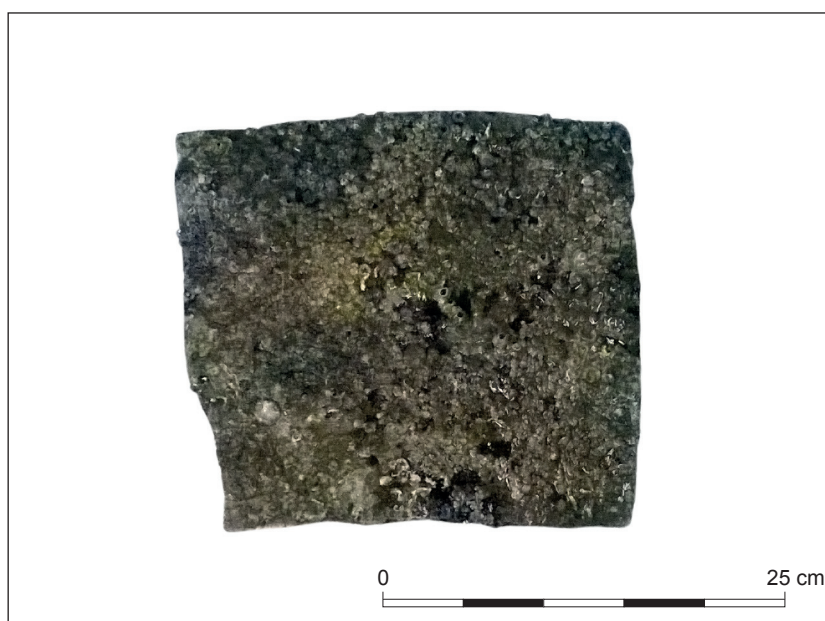


Plate 12: Lead sheet, possibly a cannon apron (5002).


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Plate 13: Possible ballast stone, Kimmeridge Clay (5010).

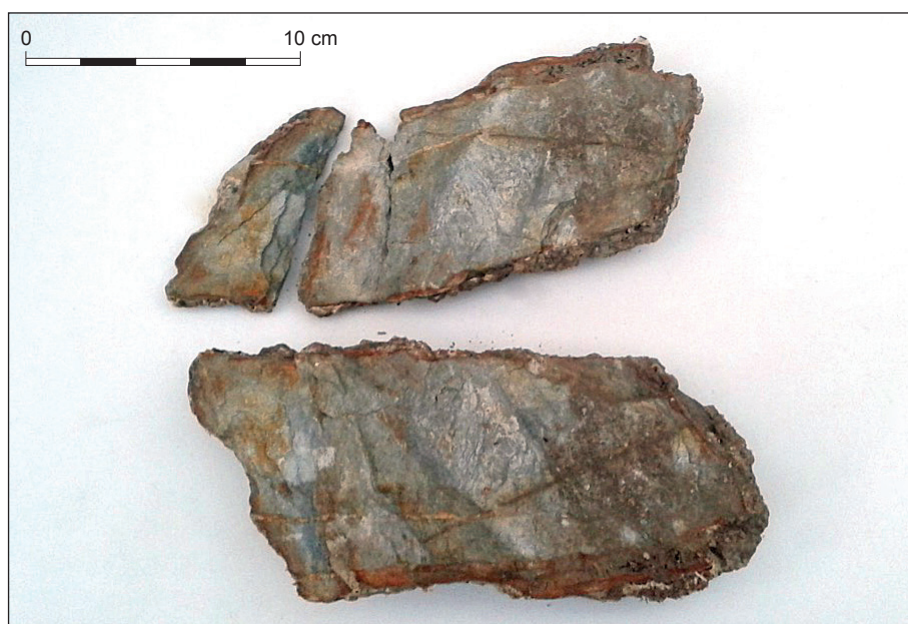



Plate 14: Possible ballast stone, Mercia Mudstone (5012). Courtesy of The Shipwreck Project

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