Wessex Archaeology

Buckler's Hard, Beaulieu,New Forest, Hampshire

Archaeological Evaluation Report

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August 2012

BUCKLER'S HARD, BEAULIEU, NEW FOREST, HAMPSHIRE

Archaeological Evaluation Report

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Archaeological Evaluation Report

Summary

Wessex Archaeology was commissioned by the New Forest National Park Authority (NFNPA) to undertake an archaeological excavation adjacent to the riverfront at Buckler's Hard, Beaulieu, Hampshire (NGR 441000 100100). This evaluation formed part of the Festival of British Archaeology 2012 as well as being part of the New Forest National Park *New Forest Remembers – Untold Stories of World War II* project. It was also hoped that the project could act as an evaluation for a proposed replica shipwright's workshop.

In addition to the initial three trenches outlined in the Written Scheme of Investigation, two further test pits and five other excavation areas were opened up in order to target better the proposed building footprint and to assess and investigate the concrete slipway.

In the area to the west of the slipway the evaluation was able to demonstrate that substantial levelling and landscaping had taken place post-war, and the majority of the structures have been comprehensively demolished. While the depth of archaeology in **Trench 1** and **Test Pit 5** was shown to be relatively shallow, a much greater depth of stratigraphy was seen in **Trench 2** which lay between them. This could suggest a large cut feature or channel was previously situated in this area. The earliest confirmed activity was a possible jetty **114** in **Trench 1**, though this stratigraphically pre-dated the concrete hard-standing it could not be securely dated.

The slipway itself was seen to be in generally good condition though some of the concrete has been damaged, particularity by root action. The WWII slipway still exits to a length of over 65m with a 1950's extension giving it an overall length of over 73m. There is a contrast in working height of the slipway between the upper end and the lower end where a traditional greaseway was set between the rails. Contemporary photographs taken of the Site in the post-war period would seem to indicate that the area to the east of the slipway was also used with a number of timbers visible, the timber seen in **Trench 3** may relate to this activity.

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Acknowledgements

This project was commissioned as part of the *New Forest Remembers* project and Wessex Archaeology would like to thank James Brown (Project Manager) for his considerable help both on and off site. Wessex Archaeology would also like to thank Frank Green (New Forest Archaeologist) for his support and advice.

The evaluation was directed by Naomi Brennan and Phil Andrews, assisted by Matt Kendall. This project formed part of the 2012 British Festival of Archaeology and so excavation, recording and finds processing was undertaken by volunteers under professional supervision. The volunteers involved were: Bill Atkinson, Chris Ballard, Dave Bird, Stuart Bloom, Jenny Brewis, Lisa Calder, Lorie Coffey, Graham Denny, Sarah Downer, Derek Durham, Jim Ford, Emily Greenaway, Sallyann Hart, John Hawkins, Richard Hellyer, Anne Hobbs, Diane Hogarty, Ellie Jacobs, Megan Jones, Barry Kerley, Helen Lloyd, Susan Nicholas, Bryan Norman, Pauline Norman, Amy Marshall, Norman Martin, Robert MacKintosh, John Martin, Harry Mayne, Zoe Miles, Mary Montagu-Scott, Nikki Olley, Sue Page, John Pemberton, Avril Poppitt, Paul Raine, Graham Roberts, Ken Roberts, Kim Roberts, John Salkeld, Mike Scott, Derek Stidder, Allison Shelley, Stephen Springate, Nora Waygood, David Whelton, Tim Wilding, Tina Wilding, Tim Wilks, Wendy Wiseman, Katie Witherington. We also had help from work experience students Autumn Chard, Daisy Cockrean and David Freemantle. The 13th July also saw visits from Beaulieu Primary School and South Baddesley Primary School who helped to start excavating the test pits with much energy and enthusiasm.

This report was written and complied by Naomi Brennan. The illustrations were prepared by Elizabeth James. The project was managed for Wessex Archaeology by Sue Farr.

Wessex Archaeology would also like to thank Jane Mills (Buckler's Hard) for her assistance on site and the provision of a beautiful cream tea to celebrate the end of the dig. We would also like to acknowledge Bill Grindey who as former Harbourmaster at Beaulieu was able to provide some invaluable detail based on his recollections of the site during and after the war.

This project would also not have been possible without the support and enthusiasm of the Montagu family, particularly Mary Montagu-Scott.

BUCKLER'S HARD, BEAULIEU, NEW FOREST, HAMPSHIRE

Archaeological Evaluation Report

1 INTRODUCTION

1.1 Project Background

1.1.1 Wessex Archaeology has been commissioned by New Forest National Park Authority (NFNPA) to undertake an archaeological excavation adjacent to the riverfront at Buckler's Hard, Beaulieu, Hampshire (hereafter 'the Site') centred on National Grid Reference (NGR) 441000 100100 (**Figure 1**).

1.1.2 Beaulieu Estate gave permission for an archaeological excavation to explore the archaeological activity of Buckler's Hard riverfront, during the Festival of British Archaeology 2012, to be undertaken by New Forest National Park and Beaulieu volunteers under the supervision of Wessex Archaeology and monitored by the NFNPA Archaeological Advisor.

1.1.3 The excavation formed part of the New Forest National Park *New Forest Remembers – Untold Stories of World War II* project, to investigate and improve the knowledge and understanding of the New Forest's essential role in World War II.

1.1.4 It was also hoped that the project could act as an evaluation for a proposed replica shipwright's workshop. This is anticipated to be a timber framed building, measuring some 6 x 14.4m, with fairly shallow foundations.

1.1.5 The evaluation was carried out between the 12th and 23rd July 2012.

1.2 The Site, Location and Geology

1.2.1 The Site is located at the hamlet of Buckler's Hard, within the New Forest National Park, approximately 3km south-east of Beaulieu. The excavation was positioned at NGR 441000 100100 (**Figure 1**) to investigate the extensive historic and modern activity evidence in the area.

1.2.2 At present the extant archaeological earthworks comprise a flat platform cut into a gentle slope dropping from the houses down to the river. The platform is bisected by a concrete road providing access to the quay, and is cut to the west by a gravel track running down to a landing stage and to the east by a concrete slipway, all these features established as part of the WWII developments.

1.2.3 The area of excavation occupied an elevation of from between 4.3m aOD and 1.5m aOD as it sloped gently towards the river. However the slipway itself continues into the river and below sea level.

1.2.4 In terms of geology the New Forest National Park is underlain by Eocene sands and clays lain down about 14 million years ago, often very fossiliferous with sharks' teeth, molluscs and corals (West 2010). However, inland, within the New Forest heaths and woodland, the clays and sands are poorly exposed. The strata are mostly weathered and unfossiliferous at the

surface. Only occasionally, and at a few places in stream beds or artificial excavations, are the Eocene strata well-exposed.

1.2.5 The soils at Buckler's Hard comprise the typical argillic gleys of the 841b (Hurst) association (SSEW 1983), along with river gravels. It is very likely that alluvial deposits are present, given the proximity of the site to the Beaulieu River, and these will consist of estuarine mud and salt deposits.

1.3 Archaeological and Historical Background

1.3.1 The hamlet of Buckler's Hard, originally called Montagu Town, was built by the second Duke of Montagu in 1722 as a free port at a convenient landing place on the Beaulieu River (Beaulieu Enterprises Ltd.). Though Montagu Town failed as a sugar port it grew into a very successful ship building village called Buckler's Hard. The 1740s saw demand on the Royal Dockyards increasing and to cover this Buckler's Hard was chosen for the site of a new civilian yard to help keep pace with orders. The late 18th century and early 19th century saw a successful and productive period for shipbuilding at Buckler's Hard, which began to decline towards the middle of the 19th century. The village then became a predominantly farming community, until the development of steam pleasure yachting heralded in a new era for the Beaulieu River and those seeking un-spoilt countryside. There was a rise in tourism in the area from the end of the 19th century and saw the conversion of the Master Builder's House into a hotel in 1926.

1.3.2 The outbreak of World War II saw Buckler's Hard and Beaulieu River take on new importance. At the beginning of the war the Admiralty ordered the removal of all boats and blocked the river entrance with a boom. Buckler's Hard had a concrete slipway installed so it could be used as a service and repair base for motor torpedo boats. In 1943 the village was requisitioned for naval personnel and activities, which involved the erection of Nissan huts. The village also became heavily involved in several secret projects, such as 'Quicksilver', which involved the building of fake landing craft to divert the enemy's attentions, and then the construction of 'Mulberry' Harbours essential to the success of D-Day embarkation. The build-up to D-Day itself saw unprecedented activity along the river as it filled with landing crafts and ancillary units. After the war in 1947 the Agamemnon boat yard was opened to serve as a repair base for yachtsmen with river moorings and from this point on Buckler's Hard began to develop once more as a tourist destination, and as visitor numbers increased more amenities were introduced.

1.3.3 A search of Hampshire's Archaeology and Historic Buildings Record (AHBR) revealed 21 archaeological sites within 1km of the Site and 22 historic buildings, the majority of which are post-medieval to modern.

1.3.4 Excavations were undertaken on the three westernmost of the early slipways on the river front by Jon Adams and the University of Southampton in 1993 and 1994 as part of a multi-disciplinary project focused on Buckler's Hard (Adams 1994). These found material evidence from three main periods of activity: initial creation of settlement, an early period of shipbuilding in the 17th and 18th centuries, and the World War II developments. The latter developments had destroyed much evidence from the earlier periods, especially between the westernmost slipway and the World War II concrete slipway, in part of the area where the proposed excavations will take place.

1.3.5 A recent detailed gradiometer survey undertaken by Wessex Archaeology (Wessex Archaeology 2012a*)* that covered part of the area of the proposed excavations revealed significant magnetic disturbance. Whilst the strongly varying magnetic backgrounds made interpretation challenging, the results indicate extensive modern and historic activity on the site, and several discrete anomalies were identified. The dataset reflects significant ground disturbance, possibly the result of landscaping, but given the site's historical background it may relate to boat servicing and foundry activities.

1.4 Aims and Objectives

1.4.1 The principal aims of the archaeological investigation were to:

- Clarify the presence/absence and extent of any buried archaeological remains within the Site, which might be impacted by development, and should remains be found to be present to ensure their preservation by record to the highest possible standard;
- Identify any other archaeological features, structures, deposits, artefacts or ecofacts within the immediate vicinity of the Site, and to record such evidence;
- Undertake a survey and condition assessment of the WWII concrete slipway and surviving mechanism;
- Provide training and instruction in archaeological excavation and survey to volunteers;
- Provide an education experience for local schools and visitors to the Site during the Festival of British Archaeology 2012;

2 METHODOLOGY

2.1.1 The full detailed methodology of the archaeological works was set out in a Written Scheme of Investigation (Wessex Archaeology 2012b), approved by the NFNPA Development Control Archaeologist and is summarised below:

2.1.2 The trenches were excavated using a 360° mechanical excavator fitted with a toothless bucket, under constant archaeological supervision. Mechanical excavation continued in spits through topsoil and subsoil down to either the uppermost archaeological features or natural deposits, whichever was encountered first. Topsoil was separated from subsoil and any other arisings and stored at a minimum of 1m from the trench edge. The spoil from the trenches was scanned for artefacts. The trenches were back-filled with the excavated spoil, topsoil last in order to preserve the soil stratigraphy. Turf was stored separately from spoil and re-laid by hand after the machine had compressed down the backfilled deposits.

2.1.3 Where archaeological features were encountered they were investigated by hand, with a sufficient sample of each layer/feature type excavated in order to establish, as may be possible, their date, nature, character, extent and condition.

2.1.4 Archaeological deposits and features were recorded using Wessex Archaeology's *pro forma* recording system with a unique numbering system for individual contexts. Archaeological features and deposits were hand-drawn at either 1:10 or 1:20, including both plans and sections, these were referred to the Ordnance Survey National Grid. The Ordnance Datum (OD) height of all principal features and levels were calculated and this information is included on both plans and sections. A representative section of each trench was recorded showing the depth of the overburden deposits.

2.1.5 A photographic record was kept utilising black and white film, colour slides and digital images. The record illustrates both the detail and the general context of the principal features, finds excavated, and the Site as a whole. Digital images have been subject to a managed quality control and curation process which has embedded appropriate metadata within the image and ensures the long term accessibility of the image set.

2.1.6 The survey was carried out with a Leica Viva series GNSS unit using the OS National GPS Network through an RTK network with a 3D accuracy of 30mm or below. All survey data was recorded using the OSGB36 British National Grid coordinate system.

2.1.7 A unique site code **85950** was allocated to the Site, and was used on all records and finds.

2.2 Best practice

2.2.1 The evaluation was carried out in accordance with the relevant guidance given in the Institute for Archaeologists' *Standard and Guidance for archaeological field evaluation* (IfA 2008). Approaches to work undertaken with volunteers was guided by the Institute for Archaeologists' Policy Statement *The Use of Volunteers and Students on Archaeological Projects* (revised edition October 2008) and with reference to the relevant aspects of the New Forest National Park Authority's Volunteer Policy (2011).

2.3 Copyright

2.3.1 The New Forest National Park Authority shall retain full copyright of any commissioned reports, tender documents or other project documents, under the Copyright, Designs and Patents Act 1988 with all rights reserved; excepting that it will provide an exclusive licence to the Beaulieu Estate for the use of such documents in all matters directly relating to the project as described in the Project Specification or Design and for the purposes of education and research purposes and for informing any future planning application relating to the site

3 RESULTS

3.1 Introduction

3.1.1 Details of individual excavated contexts and features are retained in the project archive. Summaries of the excavated sequences can be found in **Appendix 1**.

3.1.2 As well as the initial three trenches outlined in the WSI (Wessex Archaeology 2012b), two further test pits and five other excavation areas

were opened up in order to target better the proposed building footprint and to assess and investigate the concrete slipway.

3.2 Trench 1 (Figure 2)

3.2.1 Trench 1 was targeted in the known vicinity of the WWII Nissan huts, in close proximity to the shoreline and adjacent to an extant concrete pad and chain later identified as a 'dead man' (B. Grindey *pers. comm.*). The trench crossed over a visible bank after which the ground fell sharply away to the shore.

3.2.2 Initial excavation showed that the topsoil **101** was very thin likely due to its situation over a gravel rich levelling or made ground deposit 1**04**. While at the southernmost end of the trench this directly overlay natural river gravels **106**, in the central part of the trench it was found to overlay another made ground deposit **105** in which large sections of steel hawser could be seen.

3.2.3 Beneath **105** a 2.4m wide area of concrete hard-standing **108** was uncovered (**Figure 2, Plate 1**). Being such a comparably narrow section makes it unlikely to be a floor within one of the buildings. Composed of two adjoining sections, **108** overlay hardcore and preparation deposits **111** and **118** within construction cut **112**. Abutting this platform on the north-east edge was layer **110** which was overlain by a re-deposited clay layer **109** which slightly overlapped this side of the hard-standing. Also beneath layer **110** was a thin pale grey gravel lens, derived from the north-west (riverward).

3.2.4 A sondage dug along the south-west edge of hard-standing **108** demonstrated no further disturbance with the river terrace gravels **106** overlying the natural clay **107**. This was confirmed by another sondage at the south-western end of the trench.

3.2.5 However a sondage dug along the north-eastern edge of the concrete hard-standing **108** exposed a number of horizontally laid planks **114** (**Figure 2, Plate 2**). Layer **113**, which overlay these timbers, was cut by the construction cut **112**. Exposed were the remnants of two planks side by side, the northernmost of which was discoloured suggesting mineralisation. Within this plank was a hole presumably for an upright fitting. The end of a third plank was also visible in the eastern edge of the slot and further wood could be seen in the south facing section, underlying the bank. It seems most likely that this wood is the remnants of a jetty pre-dating the WWII activity.

3.2.6 Investigation of the bank showed that the landward side was composed of **103**, demolition rubble thought to derive from the dismantling of the WWII buildings (**Figure 2, Plate 1**). On the north-eastern edge this was overlain by a deep deposit of mixed clay and clay **102**, re-deposited natural material likely heaped up by a mechanical earthmover.

3.2.7 The bank overlay a pale grey gravel layer **119** similar to **115**. Within this were some fragments of machine cut wood. A sondage at the far north-east end of Trench 1 showed that **119** was a relatively thin layer which overlay a distinctive cinder or clinker rich deposit **121**, which also contained frequent slag as well as nails and glass. This in turn overlay **120** a humic deposit indicating a former turfline. This overlay natural river gravels **122**.

3.3 Trench 2 (Figure 3)

3.3.1 The position of Trench 2 was based on co-ordinates given by the New Forest National Park Authority in order to evaluate the proposed new replica shipwrights building, however these turned out to lie slightly north of where the proposed building footprint was located.

3.3.2 Beneath a thin layer of turf **201**, similar to what was seen in Trench 1 were layers **202** and **203**. These appeared to be distinguished by their position relative to a north-east/south-west aligned concrete beam **214**. An exposed piece of ceramic pipe within this suggests it may carry a waste water pipe.

3.3.3 Layer **202**, which lay to the west of concrete structure **214**, was a dark sandy gravel within which two iron utility pipes (**215** and **216**) were situated (**Figure 3, Plate 3**). It is possible that this is a deliberate ground preparation layer. Layer **203**, which lay to the east of concrete structure **214** was noticeably different containing large fragments of brick and concrete demolition rubble.

3.3.4 Both deposits **202** and **203** however overlay layer **209** a possible buried soil deposit which may be equivalent to **204** at the eastern end of the trench. Beneath this were layers **210**, **211** and **212**, alternating gravel and clay deposits which seem to be levelling or landscaping events. **212**, the deepest of these deposits lay some 0.7m below ground level and was not fully excavated. A sondage just to the west of concrete structure **214** demonstrated that the concrete was abutted by **210**.

3.3.5 At the eastern end of the trench the opportunity was taken to machine excavate a deep sondage (**Figure 3, Plate 4**). Here, beneath layer **203**, a buried soil horizon **204** was seen. This overlay two gravel layers **205** and **208** which are most probably levelling or made ground layers. The lower of which, **208**, overlay another humic deposit **206**, most likely representing yet another former ground surface. Within this deposit was a large timber **213**. Although the timber was originally considered to be a timber-lined culvert, on closer inspection it appeared the internal part of the timber had rotted away and was therefore interpreted as a section of tree trunk. Due to the depth of excavation, not all the timber was exposed, however, there were no clear tool marks visible and a fragment of clay pigeon was recorded in the surrounding deposit (see section 7.1.2).

3.3.6 The natural gravel **207** beneath timber **213** was similar in characteristics to that seen in Trench 3 but was distinctly different in colour to that encountered in Trench 1. Gravel **207** was only exposed in the northern part of the sondage as it appeared to fall away to the south. As the sondage was at a depth of 1m below ground level by this point a decision was made not to excavate it further, due to the stability of the trench edges.

3.4 Trench 3 (Figure 4 and Figure 5, Plate 5)

3.4.1 This trench was situated adjacent to the east edge of the WWII slipway and extended across to the known location of the 18th century slipway. It was not possible to extend it for its full proposed length as this would have taken it under the tree canopy.

3.4.2 Unlike in Trenches 1 and 2, a subsoil horizon **302** was visible under the topsoil **301**. This was deeper towards the WWII slipway where it may have been deliberately banked up.

3.4.3 Beneath the subsoil **302** and within the gravel layer **303** below was a number of lengths of roughly hewn timber, **305**, aligned roughly south-west – north-east (**Figure 5, Plate 5**). Below these, shorter sections of timber could be seen lying tangentially to these, as well as a number of smaller pieces and off-cuts of wood situated within this deposit. A few possible upright timbers were also identified. It is not entirely clear whether these timbers represent a succession of superimposed structures (they seem to lack enough coherence to one deliberate structure) or whether some or all of these timbers have been moved from their original position and may in fact be something like the remnants of a dismantled cradle.

3.4.4 Immediately adjacent to the lower edge of the WWII slipway and at the base of the subsoil **302** was the top of a concrete pad **306**. This had a shallow indentation on its upper surface which may have once held a fitting of some kind. It is possible that this is another dead man.

3.5 Test Pit 4 (not illustrated)

3.5.1 Test Pit 4 was initially opened and excavated during the school visit. It was also located on the proposed building footprint. In the same way as in Trenches 1 and 2 this encountered a thin topsoil **401** overlying a gravel rich modern made ground **402**. Further excavation took place but ceased when the test pit reached a layer of demolition rubble **403**. This deposit, consisting as it did of concrete and brick rubble is likely to derive from the demolition of the WWII structures.

3.6 Test Pit 5 (not illustrated)

3.6.1 Test Pit 5 was also initially opened and excavated during the school visit. It was located on the proposed building footprint to the north-west of Test Pit 4. In the same way as in Trenches 1 and 2 and Test Pit 5, the upper most deposits comprised a thin topsoil **501**, overlying a gravel rich modern made ground **502**.

3.6.2 At the base of **502** was a north-east/south-west aligned iron utility **510**, forming a continuation of **216** to the north. To the east and beneath **502** was **504**, the edge of a concrete beam forming a continuation of **214**.

3.6.3 Although **501** and **502** are relatively level deposits, the east-facing section shows the layers in the northern part of the test pit sloping steeply downwards. This suggests that there was originally a terrace at this point and that the ground has since been levelled. Lying directly above the natural clay **509** was a slightly disturbed layer of clay **508**, this had been potentially exposed or re-deposited. Above this was a thin band of sand **505** and then a mixed gravel rich layer **503**, which was also beneath **504**. In the southern part of the test pit the level of the natural clay **509** was much higher and consequently much thinner layers of sand **507** and mixed gravel **506** overlay it, likely equivalent to **505** and **505** respectively.

3.7 Trenches 6, 8 and 10 (Figure 4 and Figure 5, Plates 6 and 7)

3.7.1 Trenches 6, 8 and 10 were all hand dug between the rails of the concrete slipway. After removal of around 0.2m of humic topsoil (**601**, **801** and **1001**) each encountered between 0.2-0.3m of infilling (**602**, **802** and **1002**) which had raised the ground surface to near the base of the rails (**Figure 5, Plate 6**). The concrete base on which the rails rested was also shown to widen towards the base. Abutting the base of this was the working surface (**603** and **803**) which would have functioned as a floor level enabling access to the base of the hull. In Trench 10 a concrete base was found located centrally between the rails supporting an iron roller (**1003**) (**Figure 5, Plate 7**). This is positioned at the join between the end of the original WWII slipway and the 1950s extension, the top of the roller being level with the top of the rails.

3.8 Trench 7 (Figures 4 and 5, Plates 8, 9 and 10)

3.8.1 Trench 7 was extended from an original pair of test pits to investigate the concrete hard-standing **703** at the top of the slipway and its relationship to an adjacent concrete block.

3.8.2 The concrete hard-standing **703** itself was shown to 3.7m x 3.9m in size at around 0.45m high (**Figure 5, Plate 8**). A number of *in situ* fixtures and fittings were observed including a number of upright bolts, two cut off upright girders and an T-bar handle. It seems likely that not all these fixtures are contemporary. According to B. Grindey the winch engine which once stood there was later moved to Hythe. The off-centre alignment of the platform is deliberate as the winding drum would have been situated at the end of the engine.

3.8.3 The adjacent concrete block, thought to be a dead man was seen to abut the concrete hard-standing. This had been broken on the south-west edge in line with the anchoring chain (**Figure 5, Plate 9**).

3.8.4 Marked into the top of the concrete of the slipway was the initials W. G. 1952, these were identified by B. Grindey as being his own initials, marked when they extended the slipway.

3.9 Trench 9 (Figure 6, Plate 11)

3.9.1 An area along the lower portion of the slipway **904** was cleared and then extended to reveal concrete structures **903** and **905** on either side. These structures which consisted of timbers set into concrete were identified by B. Grindey as greaseways to enable the boats to be moved off the main slipway and worked on.

4 FINDS

4.1.1 All finds have been quantified by material type within each context, and this information is summarised by trench in **Table 1, Appendix 3**. Within context and material type the metalwork finds in particular were sub-divided in terms of object type (nails, screws etc.) and this data entered into an Access database, which forms part of the project archive. This section provides basic details of the finds in order to assess their potential to address the aims and objectives of the project; in particular to elucidate the WWII activity on the site.

4.2 Evidence of Earlier Activity

4.2.1 A single possible struck flint was found at the top of the natural gravel **207**. This is not diagnostic but may indicate prehistoric activity.

4.2.2 Six sherds of Verwood pottery were recovered; this is one of the local potteries and manufactured pottery from the post-medieval period until 1952. The sherds recovered cannot be closely dated and could either be residual 18th or 19th century sherds or they could be 20th century and contemporary with the rest of the assemblage.

4.2.3 A copper alloy nail with a large rounded head found unstratified in Trench 1 (ON 2) is marked with the 'broad arrow'. This would seem to indicate that it dates to the period when naval vessels were being built on the site during the mid-18th to early 19th centuries.

4.3 Ship Building Activity

4.3.1 The finds assemblage from all trenches was dominated by iron and copper alloy bolts, nails and screws. The vast majority of these are thought to relate to the WWII and later ship servicing and repair work carried out on the site though some will be from fixtures and fittings associated with the workshop buildings. In particular, a large number of copper roves, nails and the cut-off ends of copper nails were identified, suggesting evidence of clinching. These would most probably date to the years after the war when dinghies (> 16ft) were serviced on the Site (B. Grindey *pers. comm.*).

4.3.2 The abundance of copper alloy fittings in the assemblage, is a result of its resistance to corrosion in comparison to iron, making it the preferred material for use in both ships and also waterside structures such as jetties.

4.3.3 An iron 'dog' used in timber preparation was found in layer **701**, two more were exposed at the base of Trenches 7 and 8 but left *in situ* (**Figure 5, Plate 9**).

4.3.4 Other items relating to the shipyard include steel hawsers and lengths of chain used to manoeuvre and anchor the boats.

4.3.5 Use of electricity in the workshops is evidenced by numerous lengths of cable and wire, a fragment of ceramic insulator (**105**) and some fragments of small glass bulbs (ON 1, 302).

4.4 Structural Material

4.4.1 Areas of demolition rubble were seen in Trenches 1 and 2 thought to relate to the destruction of the WWII Nissan huts and other buildings. The demolition is dominated by concrete, but brick rubble is also present. During the war the local brickworks were closed down as the light from the kilns would breach blackout rules (F. Green *pers. comm.*). This is supported by the absence of the distinctive pale Beaulieu bricks and the presence bricks stamped with the LBC of the London Brick Company and white flettons (confirmed by a member of Buildings Estate team) derived from the Lower Oxford clays.

4.4.2 Amongst the demolition rubble was numerous fragments of Georgian Wired Glass (window glass embedded with wire mesh), no doubt from the WWII buildings.

4.4.3 Ceramic Building Material (CBM) was recovered from several contexts to provide information on the dimensions and type of material present. As all the CBM was of demonstrably modern date and came from contexts that were relatively late in the stratigraphic sequence, after basic recording the material was discarded.

4.4.4 Within layer **202** a number of compacted and superimposed pieces of painted chipboard or similar were recorded. These were concluded to be remnants of surfacing.

4.4.5 Quantities of worked wood within the trenches were recorded. Although generally small machine cut fragments some with traces of paint still adhering were noted, a handmade wooden peg or treenail was found unstratified within Trench 8 (ON 8). A machine cut possible fence post was also discovered (ON 7, **503**).

4.5 Personal and Domestic

4.5.1 Personal and domestic items were rare, as would be expected from a working environment, but a few fragments of bottle glass and refined whiteware pottery, likely from cups or plates, were discovered. However a few fragments of clay pipe (**209**, **302** and **1002**) and a glass marble was also recorded (**1002**).

4.5.2 Two whole bottles were discovered; a screw top 'Tizer' bottle from layer **302** and a milk bottle embossed with R & Bross, Wilcox Farm Dairies, Woolston. from layer **502**.

4.5.3 Four coins were also found the earliest of which was a George V silver sixpence, dated 1923 (**701**). Also from this period was a 1943 halfpenny (**502**). An Elizabeth II sixpence was also identified from this layer, the date is illegible but they were minted between 1953-1967, though they continued in use some time after decimalisation. A Dutch 1 cent coin was also found within the topsoil of Trench 1, **101**, dated to 1954.

5 PALEO-ENVIRONMENTAL REMAINS

5.1.1 Two palaeo-environmental samples were taken at the request of the New Forest Archaeologist from within the timber **213** at the base of Trench 2 and from the deposit within which the timber was situated **206**. Analysis of these was undertaken of Frank Green of the New Forest National Park Authority and will be reported on separately.

6 OUTREACH AND USE OF SOCIAL MEDIA

6.1.1 During the course of this evaluation daily blog entries were posted online at http://www.wessexarch.co.uk/blogs/events in order to allow those interested to follow the progress of the dig. Some of the entries were contributed by volunteers and one of the work experience students. References to the blog and the project were also disseminated by Wessex Archaeology and the New Forest National Park Authority via Twitter and Facebook. The Site was

also viewable on a live webcam hosted by the New Forest Park Authority (http://www.newforestnpa.gov.uk/visiting/see-the-views/bucklers-hard-new-cam).

6.1.2 On the first Friday over 120 children from the local primary schools of Beaulieu and South Baddesley visited the Site. As well as workshops on finds and a walk looking at timber and shipbuilding they were also given the opportunity to excavate within test pits. Feedback from Beaulieu Primary School indicates that many of the children particularly enjoyed the chance to dig and look for artefacts.

6.1.3 Visitors to Buckler's Hard were able to observe the dig in progress, talk to staff and volunteers and information signs were updated to show some of the findings as the dig progressed.

6.1.4 At the end of the project further images, footage and information was put up online on the Wessex Archaeology website and unloaded to the Wessex Archaeology photostream (links below) and it is intended that this report should also be publicly accessible via the Wessex Archaeology website.

http://www.wessexarch.co.uk/projects/location/85950/bucklers-hard

http://www.flickr.com/photos/wessexarchaeology/sets/72157630867645630/

7 CONCLUSIONS

7.1.1 In the area to the west of the slipway this evaluation was able to demonstrate that substantial levelling and landscaping had taken place after the war and the majority of the structures have been comprehensively demolished. Surviving utilities are likely to date from the WWII though as the area was used as a commercial yard in the 1950s and 1960s their use may also date to this time.

7.1.2 Interestingly where the depth of archaeology in **Trench 1** and **Test Pit 5** was shown to be relatively shallow, a much greater depth of stratigraphy was seen in **Trench 2** which lay between them. This could suggest a large cut feature or channel was previously situated in this area. Despite the exposure of a deep succession of deposits in the east end of **Trench 2** the artefactual evidence was not able to confirm a significantly earlier date for any of these deposits. Indeed a small piece of clay pigeon was found in the vicinity of the large timber **213** though it may have been intrusive.

7.1.3 The earliest confirmed activity was wooden planking **114** recorded in **Trench 1**, and thought to be a possible jetty which stratigraphically pre-dated the concrete hard-standing but could not be securely dated.

7.1.4 The slipway itself was seen to be in generally good condition though some of the concrete has been damaged, particularity by root action where it has been turfed over and the lower portion of the rails shows some corrosion from immersion in the river (**Figure 7, Plate 12**). The WWII slipway still exits to a length of over 65m with the 1950's extension giving it an overall length of over 73m. It was shown to consist of two parallel concrete beams 0.6m wide and widening to just over 0.9m and set 2.4m apart (8ft). The iron rails themselves are set around 3m apart (10ft), they would have guided the

bogies at the base of the cradle in which the ship would be placed (Sciortino 2010). In the area just to the north-east of **Trench 10** a portion of the concrete capping which lips around the rails has been lost. This revealed a series of small square voids within the top of the concrete along the interior edge of the rail; nails were still visible within these voids into which wooden fixtures were presumably set potentially to support the rail (**Figure 7, Plate 13**). There is a contrast in working height of the slipway between the top of the slipway (**Trenches 6**, **8** and **10**) where access would have been possible beneath the vessel and **Trench 9** where a traditional greaseway was set between the rails. This suggests that while boats would be winched in cradles to the top of the slipway to enable work on the underside of the hull, they could also be manoeuvred more manually along the lower portion of the slipway.

7.1.5 Contemporary photographs taken of the Site in the post-war period would seem to indicate that the ground level in the vicinity of **Trench 3** was near the base of the slipway (**Figure 7, Plate 14**). A large area of timber is also visible suggesting that timbers **305** relate to this activity.

8 ARCHIVE

8.1.1 The project archive was prepared in accordance with the guidelines outlined in Appendix 3 of *Management of Archaeological Projects* (English Heritage 1991) and in accordance with the *Guidelines for the preparation of excavation archives for long term storage* (Walker 1990). The project archive is currently held at the offices of Wessex Archaeology under the project code **85950**. In due course the complete archive will be deposited with either the Buckler's Hard Museum (in line with guidance issued by Arts Council England) or the New Forest National Park Authority, subject to the agreement of the Beaulieu Estate

8.1.2 Information on the Site will be placed on the online information resource OASIS.

9 REFERENCES

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APPENDIX 1: TRENCH SUMMARIES

bgl = below ground level

TRENCH 1			**Type:**	Machine excavated
Dimensions: 15.00x2.25m	**Max. depth:** 0.75m		**Ground level:** 1.67-2.96m aOD	
Easting: 440996.40		**Northing:** 100106.27		
Context	**Description**			**Depth (m)**
101	*Topsoil*	Modern topsoil. Dark brown silty loam. Humic. 2% gravel, sub-angular, <1-3cm. Compact. Bioturbated. Overlies 102 and 104.		0.00-0.11 bgl
102	*Layer*	Bank deposit consisting of re-deposited clay. Pale green clay with irregular bands of pale grey sandy gravel. Re-deposited natural likely banked up by mechanical earthmover. Forms river side of bank. Overlies 103.		0.58 deep
103	*Layer*	Bank deposit consisting of demolition debris, 23.6m wide. Composed of large fragments of concrete and brickwork and occasional fragment of iron re-enforcing and steel hawser. Forms landward side of bank. Overlies 109. Largely unexcavated.		-
104	*Layer*	Levelling deposit. Mid orange-brown sandy loam. 15% gravel, sub-rounded, <1-6cm. Occasional brick fragments and charcoal flecks. Slightly mixed. Fairly compact. Overlies 105.		0.27 deep
105	*Layer*	Made ground/ levelling. Mid grey-brown silty sand. 15% gravel, sub-rounded – sub-angular, <1-10cm. Occasional brick rubble and large sections of steel hawser. Mixed with lumps of pale green clay and patches of gravel. Compact. Overlies 103.		0.23 deep
106	*Natural*	River terrace gravel. Pale grey, sub-angular – sub-rounded, <1-4cm. Sandy. Compact. Overlies 107.		0.32-0.46+ bgl
107	*Natural*	Natural clay. Pale green clay with diffuse mid orange and pale grey mottles. Compact.		0.42+ bgl
108	*Surface*	Concrete hard-standing. 2.4m wide. Overlies 111. Construction cut **112**.		0.10 high
109	*Layer*	Re-deposited natural. Mid to pale green clay. No visible inclusions. Compact. Overlies 110.		0.08 deep
110	*Layer*	Dark grey silty sand. 2% gravel, sub-0rounded, <1-3cm. Frequent FeO mottles, rare wood fragments. Fairly compact. Abuts 108, overlies 115.		0.08 deep
111	*Deposit*	Hardcore preparation beneath concrete hard-standing 108, fill of **112**. Dark grey sandy clay. 30% gravel, sub-rounded, <1-4cm. Compact. Fairly homogenous. At south end 108 overlies two larger pieces of broken concrete, one with ring inset. Overlies 118.		0.12 deep
112	***Cut***	**Construction cut for concrete hard-standing 108, filled with 108, 111 and 118. Though to be rectangular in plan with straight, vertical sides. Only partially seen. Cuts 113.**		**0.12 deep**
113	*Layer*	Mid grey clay. 1% gravel, sub-rounded, <1-4cm. Occasional FeO mottles. Compact. Overlies timber 114.		0.11 deep
114	*Structure*	Possible jetty, horizontally laid planks. Remnants of two visible side by side in slot, northernmost possibly mineralized and with hole for upright fitting. End of third plank in eastern edge of slot and further wood visible in south facing section. Overlies 116.		0.03 deep
115	*Layer*	Possible flooding event. Pale grey sandy gravel, sub-rounded, <1-3cm. Compact. Fairly homogeneous. Thin lens derived from north-east. Overlies 113.		0.04 deep
116	*Layer*	Mid grey sandy gravel, sub-rounded, <1-3cm. Fairly homogeneous. Compact. Overlies 117.		0.14 deep
117	*Natural*	River terrace gravel. Pale grey, sub-angular – sub-rounded, <1-		0.80+ bgl

		4cm. Sandy. Compact.	
118	*Deposit*	Deliberate backfill within **112**. Mid grey sandy gravel, sub-rounded, <1-2cm. Fairly homogeneous. Moderately compact. Overlies **112**.	0.12 deep
119	*Layer*	Possible natural flooding event but includes modern debris. Pale grey sandy gravel, sub-rounded, <1-3cm. Bioturbated. Compact. Fairly homogeneous. Overlies 121.	0.05 deep
120	*Layer*	Former turf line/ ground surface. Dark grey-black clay. Humic/ peaty. Some bioturbation. Compact. Overlies 122.	0.10 deep
121	*Layer*	Cinder/ clinker rich layer. Dark grey-black silty sand. 2% gravel, sub-rounded, <1-2cm. Compact. Overlies 122.	0.08 deep
122	*Natural*	River terrace gravel. Pale grey, sub-angular – sub-rounded, <1-4cm. Sandy. Compact.	0.32+ bgl

TRENCH 2			**Type:** Machine excavated
Dimensions: 15.00x1.90m	**Max. depth:** 1.0m		**Ground level:** 2.98-3.02m aOD
Easting: 440998.05		**Northing:** 100093.40	

Context	**Description**		**Depth (m)**
201	*Topsoil*	Modern topsoil. Dark brown silty loam. Humic. 2% gravel, sub-angular, <1-3cm. Compact. Bioturbated. Overlies 202 and 203.	0.00-0.9 bgl
202	*Layer*	Levelling/ landscape layer. Mid grey sandy gravel, sub-rounded, <1-3cm. Mixed. Compact. Overlies 209.	0.08-0.26 bgl
203	*Layer*	Levelling/ landscape layer. Pale grey sandy clay. 2% gravel, sub-rounded, <1-3cm. Contains large fragments of brick and concrete demolition rubble. Mixed. Compact. Overlies 209.	0.05-0.36 bgl
204	*Layer*	Probable buried soil. Mid grey silty clay loam. 5% gravel, sub-rounded, <1-3cm. Fairly homogeneous. Moderately compact. Overlies 205.	0.17 deep
205	*Layer*	Probable levelling layer/ Mid orange-grey gravel, sub-rounded, <1-5cm. Compact. Fairly homogeneous. Overlies 208.	0.19 deep
206	*Layer*	Probable buried soil. Dark grey brown silt loam. 2% gravel, sub-rounded, <1-2cm. Slightly humic. Compact. Fairly homogeneous. Overlies 207. ES 2.	0.18 deep
207	*Natural*	Natural gravel. Mid yellow-brown sandy gravel, sub-angular – sub-rounded, <1-3cm. Compact. Homogeneous.	0.72+ bgl
208	*Layer*	Probable levelling layer. Pale grey gravel, sub-rounded, <1-6cm. Compact. Fairly homogeneous. Overlies 213.	0.18 deep
209	*Layer*	Possible buried soil. Dark grey-blue silt loam. 1% gravel, sub-rounded, <1-2cm. Possibly same as 204. Moderately compact. Fairly homogeneous. Overlies 210.	0.10 deep
210	*Layer*	Possible levelling layer/ Pale grey silty sand. 25% gravel, sub-rounded – sub-angular, <1-4cm. Compact. Slightly mixed. Overlies 211, abuts 214.	0.17+ deep
211	*Layer*	Made ground/ levelling. Mid yellow-brown silty clay. 1% gravel, sub-rounded, <1-5cm. Compact. Slightly mixed. Includes demolition rubble. Overlies 212.	0.21 deep
212	*Layer*	Possible levelling layer. Pale yellow-brown silty sand. 25% gravel, sub-rounded – sub-angular, <1-4cm. Compact. Slightly mixed. Not fully excavated.	0.05+ deep
213	*?Structure*	Timber at base of sondage, East-north-east – west-south-west aligned. 0.30 wide, full length unseen. Hollow centre – possible drain but more likely inside has rotted away. ES 1. Within 206.	0.10 high
214	*Structure*	*In situ* concrete beam, may contain ceramic waste water pipe. North-east – south-west aligned.	0.23+ high
215	*Utility*	Iron pipe, approx 1" diameter, probably for water. North-east – south-west aligned.	0.10 bgl
216	*Utility*	Iron pipe, approx 1" diameter, probably for water. North-east – south-west aligned.	0.10 bgl

TRENCH 3			**Type:** Machine excavated
Dimensions: 7.00x2.80m	**Max. depth:** 0.40m		**Ground level:** 3.13-3.40m aOD
Easting: 441021.35		**Northing:** 100087.90	

Context	Description		Depth (m)
301	*Topsoil*	Modern topsoil. Dark grey-brown silty clay. 2% gravel, sub-rounded, <1-3cm. Bioturbated. Humic. Fairly homogeneous. Overlies 302.	0.00-0.07 bgl
302	*Subsoil*	Modern subsoil. Mid grey sandy silt loam. 2% gravel, sub-rounded, <1-3cm. Bioturbated. Humic. Fairly homogeneous. Deep by slipway, may have been built up. Overlies 303.	0.05-0.40 bgl
303	*Layer*	Possible levelling or build up. Mid orange-brown gravel, sub-rounded, <1-4cm. Slightly mixed. Fairly homogeneous. Overlies 304.	0.13-0.19 bgl
304	*Layer*	Possible backfill of 18th century slipway. Pale brown-grey sandy gravel, sub-angular, <1-3cm. Fairly homogeneous. Moderately compact. Full depth not seen.	0.19+ bgl
305	*?Structure*	Large number of timbers within 303. Long sections south-west – north-east aligned with shorter south-east – north-west aligned sections visible beneath these. Also some possible upright posts. Unclear whether this represents multiple structural elements, a single structure or randomly discarded timber.	-
306	*Structure*	Concrete pad, depth not seen, appears at base of 302. Indentation in upper face may have been for fitting. Possible dead man.	-

TRENCH 4			**Type:** Hand excavated
Dimensions: 1.50x1.50m	**Max. depth:** 0.35m		**Ground level:** 3.28-3.46m aOD
Easting: 441002.70		**Northing:** 100082.28	

Context	Description		Depth (m)
401	*Topsoil*	Modern topsoil. Dark brown silty loam. Humic. 2% gravel, sub-angular, <1-3cm. Compact. Bioturbated. Overlies 402.	0.00-0.06 bgl
402	*Layer*	Levelling deposit. Mid orange-brown sandy loam. 15% gravel, sub-rounded, <1-6cm. Occasional brick fragments and clay pigeon. Slightly mixed with pale grey-yellow clay. Fairly compact. Overlies 403.	0.06-0.17 bgl
403	*Layer*	Demolition debris. Composed of large fragments of concrete and brickwork within mid yellow-brown sandy loam. 10% gravel, sub-rounded, <1-5cm. Largely unexcavated.	0.17-0.35+ bgl

TRENCH 5			**Type:** Hand excavated
Dimensions: 1.45x1.5m	**Max. depth:** 0.67m		**Ground level:** 3.11-3.14m aOD
Easting: 440994.43		**Northing:** 100087.53	

Context	Description		Depth (m)
501	*Topsoil*	Modern topsoil. Dark brown silty loam. Humic. 2% gravel, sub-angular, <1-3cm. Compact. Bioturbated. Overlies 502.	0.00-0.09 bgl
502	*Layer*	Demolition debris/levelling. Mid grey-brown silty clay. 15% flint, sub-rounded, <1-8cm. Occasional CBM fragments. Compact. Overlies 504 and 506.	0.09-0.19 bgl
503	*Layer*	Levelling/ landscaping. Mid grey-yellow clay and mid grey-brown silty clay. 15% flint/gravel, sub-angular – sub-rounded, <1-3cm. Occasional CBM and wood fragments. Overlies 505.	0.22-0.56 bgl
504	*Structure*	*In situ* concrete beam, likely continuation of 214. North-east – south-west aligned. Overlies 503.	0.24 high
505	*Layer*	Thin band of mid orange brown sand. 2% gravel, sub-angular, <1cm. Fairly homogeneous. Moderately compact. Overlies 508.	0.48-0.59 bgl
506	*Layer*	Levelling/ landscaping. Mid grey-yellow clay and mid grey-brown silty clay. 12% flint/gravel, sub-angular – sub-rounded, <1-4cm. Occasional CBM and wood fragments. Similar to 503. Overlies 507.	0.22-0.32 bgl

507	*Layer*	Thin band of mid orange brown sand. 2% gravel, sub-angular, <1cm. Fairly homogeneous. Moderately compact. Similar to 505. Overlies 508.	0.33-0.36 bgl
508	*Layer*	Disturbed, possibly exposed or re-deposited natural. Mid grey-yellow clay. Occasional manganese flecks. Compact. Overlies 509.	0.19-0.66 bgl
509	*Natural*	Mid yellow-brown clay. Rare chalk flecks. Occasional diffuse mid green mottling. Compact.	0.30+ bgl
510	*Utility*	Iron pipe, approx 1" diameter, probably for water. North-east – south-west aligned. Continuation of 216. Within base of 502.	0.20 bgl

TRENCH 6			**Type:** Hand excavated
Dimensions: 2.30x0.60m	**Max. depth:** 0.62m		**Ground level:** 3.60-3.65m aOD
Easting: 441017.70		**Northing:** 100081.33	
Context	**Description**		**Depth (m)**
601	*Topsoil*	Modern topsoil, includes O horizon. Humic grey-brown silty clay. Fairly homogeneous. Fairly friable. Overlies 602.	0.00-0.16 bgl
602	*Subsoil*	Modern subsoil/ infilling. Mid to dark grey-brown silty clay. 1% flint/gravel, sub-angular –sub-rounded, <1-4cm. Fairly homogeneous. Bioturbated. At interface between this and 603 below are large amounts of scrap metal, plastic and asbestos.	0.16-0.39 bgl
603	*Surface*	Working surface. Dark grey silt loam. Compact. Homogeneous. Overlies 604.	0.39-0.43 bgl
604	*Buried soil*	Mid 20th century buried soil. Mid grey sandy silt. 1% gravel, sub-angular – sub-rounded, <1-3cm. Fairly homogeneous. Moderately compact. Overlies 605.	0.43-0.62 bgl
605	*Natural*	River terrace gravel. Pale yellow- grey, sub-angular – sub-rounded, <1-4cm. Sandy. Compact.	0.62+ bgl

TRENCH 7			**Type:** Hand excavated
Dimensions: 5.14x6.50m	**Max. depth:** 0.55m		**Ground level:** 4.00-4.13m aOD
Easting: 441020.35		**Northing:** 100076.36	
Context	**Description**		**Depth (m)**
701	*Topsoil*	Modern topsoil, includes O horizon. Humic grey-brown silty clay. No distinct subsoil. Fairly homogeneous. Fairly friable. Overlies 702.	0.00-0.30 bgl
702	*Natural*	Mid yellow-brown clay. Compact. Homogeneous.	0.25+ bgl
703	*Structure*	Concrete hard-standing to support winch mechanism. 3.7x3.9m. Includes a number of fixtures and fittings still *in situ*.	0.45 high

TRENCH 8			**Type:** Hand excavated.
Dimensions: 2.38x0.92m	**Max. depth:** 0.56m		**Ground level:** 3.41-3.52m aOD
Easting: 441016.95		**Northing:** 100083.80	
Context	**Description**		**Depth (m)**
801	*Topsoil*	Modern topsoil, includes O horizon. Humic grey-brown silty clay. Fairly homogeneous. Fairly friable. Overlies 802.	0.00-0.21 bgl
802	*Subsoil*	Modern subsoil/ infilling. Mid to dark grey-brown silty clay. 1% flint/gravel, sub-angular –sub-rounded, <1-4cm. Fairly homogeneous. Bioturbated. At interface between this and 803 below are large amounts of scrap metal.	0.21-0.57 bgl
803	*Surface*	Working surface. Dark grey silt loam. Compact. Homogeneous. Unexcavated.	0.56+ bgl

TRENCH 9			**Type:** Hand excavated
Dimensions: 12.90x3.54m	**Max. depth:** 0.40m		**Ground level:** 1.80-2.17m aOD
Easting: 441009.67		**Northing:** 100109.46	
Context	**Description**		**Depth (m)**
901	*Topsoil*	Modern topsoil. Dark grey-brown silty loam. 5% gravel, sub-	0.00-0.10

		angular, <1-2cm. Compact. Bioturbated. Overlies 902, 903 and 904.	bgl
902	*Layer*	Overlies western end of 905 where ground rises. Mid grey-brown sandy silt. 25% gravel, angular – sub-rounded, <1-4cm. Moderately compact. Some bioturbation.	0.10-0.40+ bgl
903	*Structure*	East greaseway.	-
904	*Structure*	Main slipway.	-
905	*Structure*	West greaseway.	-

TRENCH 10			**Type:** Hand excavated
Dimensions: 2.35x1.70m	**Max. depth:** 0.50m		**Ground level:** 3.19-3.41m aOD
Easting: 441015.96		**Northing:** 100087.37	
Context	**Description**		**Depth (m)**
1001	*Topsoil*	Modern topsoil, includes O horizon. Humic grey-brown silty clay. Fairly homogeneous. Fairly friable. Overlies 802.	0.00-0.22 bgl
1002	*Subsoil*	Modern subsoil/ infilling. Mid to dark grey-brown silty clay. 1% flint/gravel, sub-angular –sub-rounded, <1-4cm. Fairly homogeneous. Bioturbated. At interface between this and 803 below are large amounts of scrap metal.	0.22+ bgl
1003	*Structure*	Concrete block with iron roller. 1.5x0.7m	0.50+ high

APPENDIX 2: GLOSSARY OF SELECTED TERMS

Broad arrow	symbol used to mark government property from at least the 17th century
Dead man	an object or block used as a temporary mooring point or to act as an anchor
Dog (shipyard usage)	large metal staple used to restrain timber baulk while being worked
Greaseway	area where boats could be placed and manoeuvred here consisting of greased wooden logs set into concrete
Hawser	a thick cable or rope used in mooring or towing a ship
Rove	a slightly conical copper washer used in ship building. A nail is inserted from the outside and the punched over the inside end of the nail. The latter is then cut off a little proud of the rove. The nail is then clenched over the rove
Slipway	a ramp on the shore extending down to the water by which ships can be moved to and from the water. The word slip derives from the practice of coating the vessel's hull with grease
Treenail	wooden peg or dowel used to fasten timbers

APPENDIX 3: FINDS SUMMARY

	Trench 1		Trench 2		Trench 3		Trench 4		Trench 5		Trench 6		Trench 7		Trench 8		Trench 9		Trench 10		Total count	Total weight
	count	*weight (g)*	*count*	*weight (g)*	*count*	*weight (g)*	*count*	*weight (g)*	*count*	*weight (g)*	*count*	*weight (g)*	*count*	*weight (g)*	*count*	*weight (g)*	*count*	*weight (g)*	*count*	*weight (g)*		
CBM and cement	5	291	14	6876	4	69	3	197	4	164	1	12	4	197	5	836	1	54	6	147	47	8843
Clay pipe	-		1	2	2	14	-	-	-	-	-	-	-	-	-	-	-	-	2	5	5	21
Copper Alloy	18	154	66	981	-	-	4	497	8	437	19	918	29	1017	4	57	22	147	22	165	192	4373
Flint	-	-	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1
Glass	3	65	24	418	7	637	-	-	1	453	1	11	1	24	-	-	-	-	2	22	39	1630
Iron	49	4687	101	7057	133	10967	3	68	10	200	7	539	34	6712	17	567	31	2981	8	441	393	34219
Lead	-		-		1	6	1	92	-	-	-	-	-	-	-	-	-	-	-	-	2	98
Other metal (aluminium, composite etc.)	1	6	2	4	1	13	-	-	-	-	-	-	1	108	-	-	-	-	1	95	6	226
Other (plastic, sythentic etc.)	6	388	17	2309	33	193	2	41	-	-	1	27	3	1	-	-	1	12	-	-	63	2971
Pottery	6	213	15	104	7	125	-	-	-	-	-	-	2	48	-	-	2	5	4	121	36	616
Slag	9	717	1	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	735
Slate	-	-	-	-	1	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	16
Wood	1	20	2	71	43	654	-	-	-	-	-	-	4	162	-	-	4	320	1	82	55	1309
																					850	**55058**

Table 1: finds by trench (number / weight in grammes)

APPENDIX 4: OASIS RECORD FORM

Buckler's Hard, Beaulieu, New Forest, Hampshire - Wessex Archaeology

OASIS ID - wessexar1-134565

Versions

View	Version	Completed by	Email	Date
View 1	1	Sue Farr	s.farr@wessexarch.co.uk	28 September 2012

Completed sections in current version

Details	Location	Creators	Archive	Publications
Yes	Yes	Yes	Yes	1/1

Validated sections in current version

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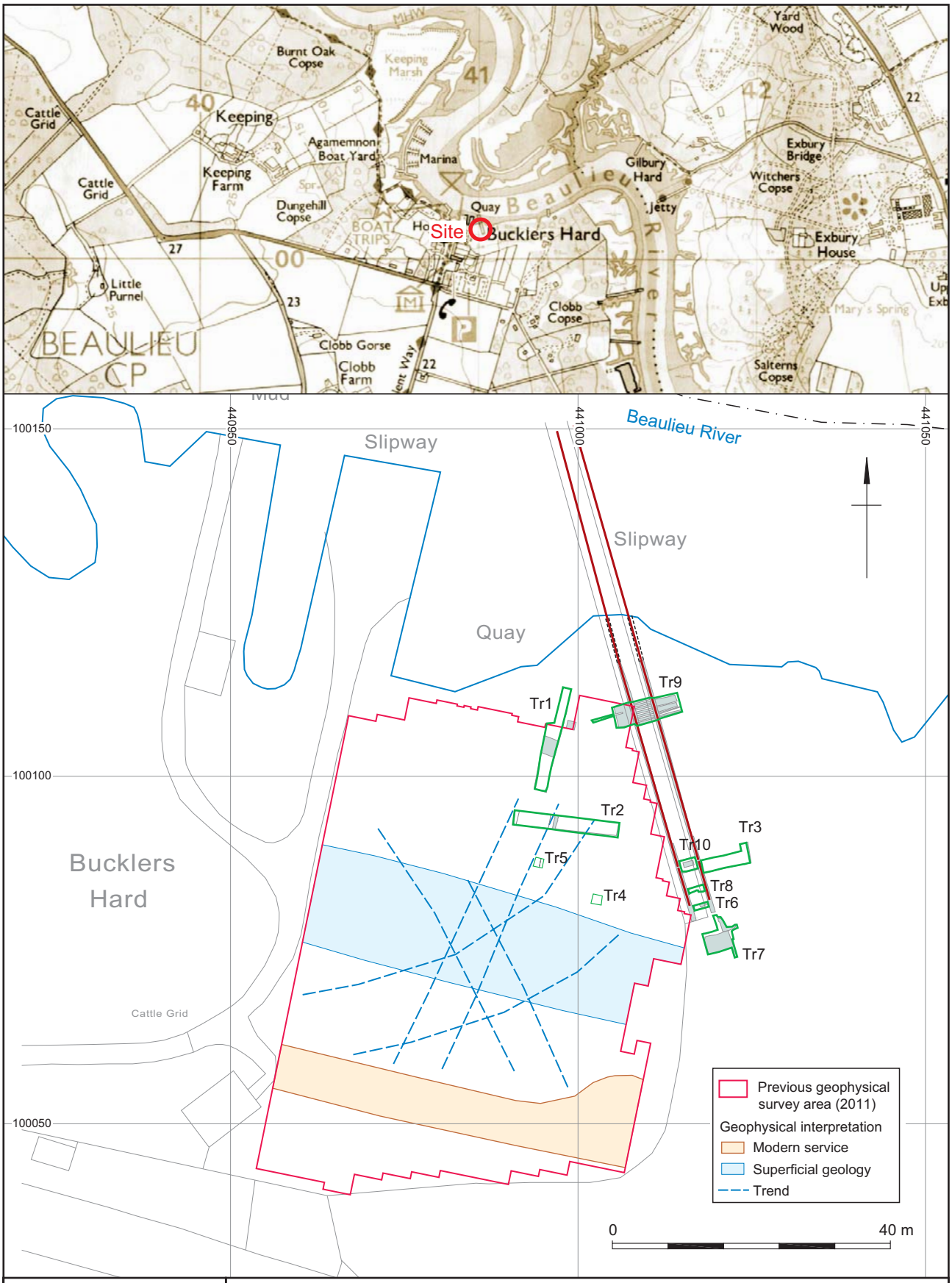

Evaluation trench
Test pit
Concrete
Modern features
Rails

Wessex Archaeology

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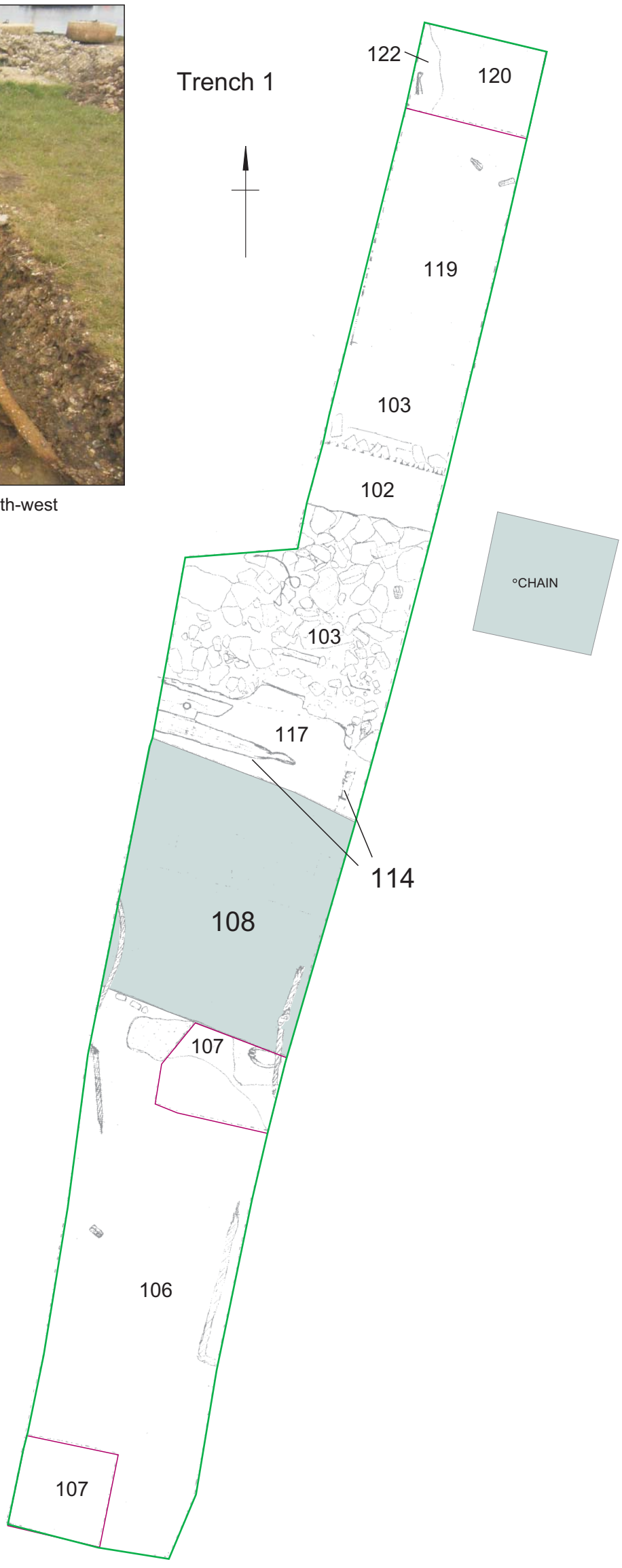
Scale:	1:20,000 & 1:800 at A4	Illustrator:	KL/SEJ
Path:	Y:\PROJECTS\85950\Drawing Office\Report Figs\Eval\12_08_24\85950_eval.dwg		

Site location plan

Figure 1

Plate 1: Concrete hard-standing **108** and ruble bank **103**, view from the south-west

Plate 2: Possible jetty **114**, view from the south-east



Excavation trench

Slot

Concrete

Wessex Archaeology

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Trench 1

Figure 2

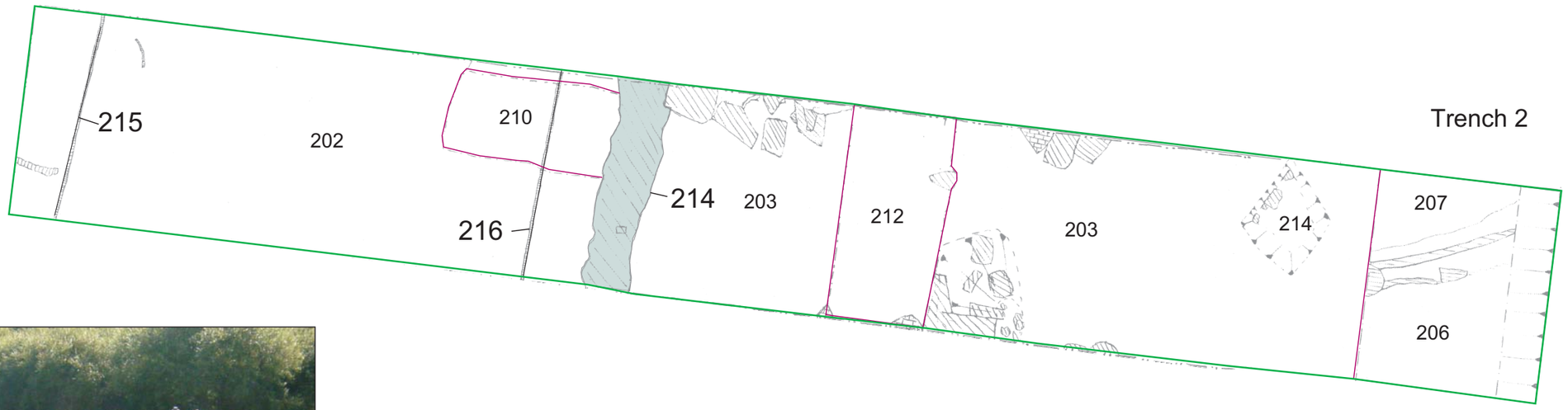
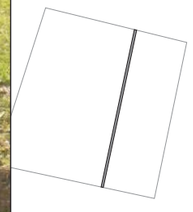


Plate 3: Trench 2, view from the north-west

Excavation trench

Slot

Concrete



0 1 2 3 4 5m

Plate 4: Sondage - Trench 2, view from the south-west

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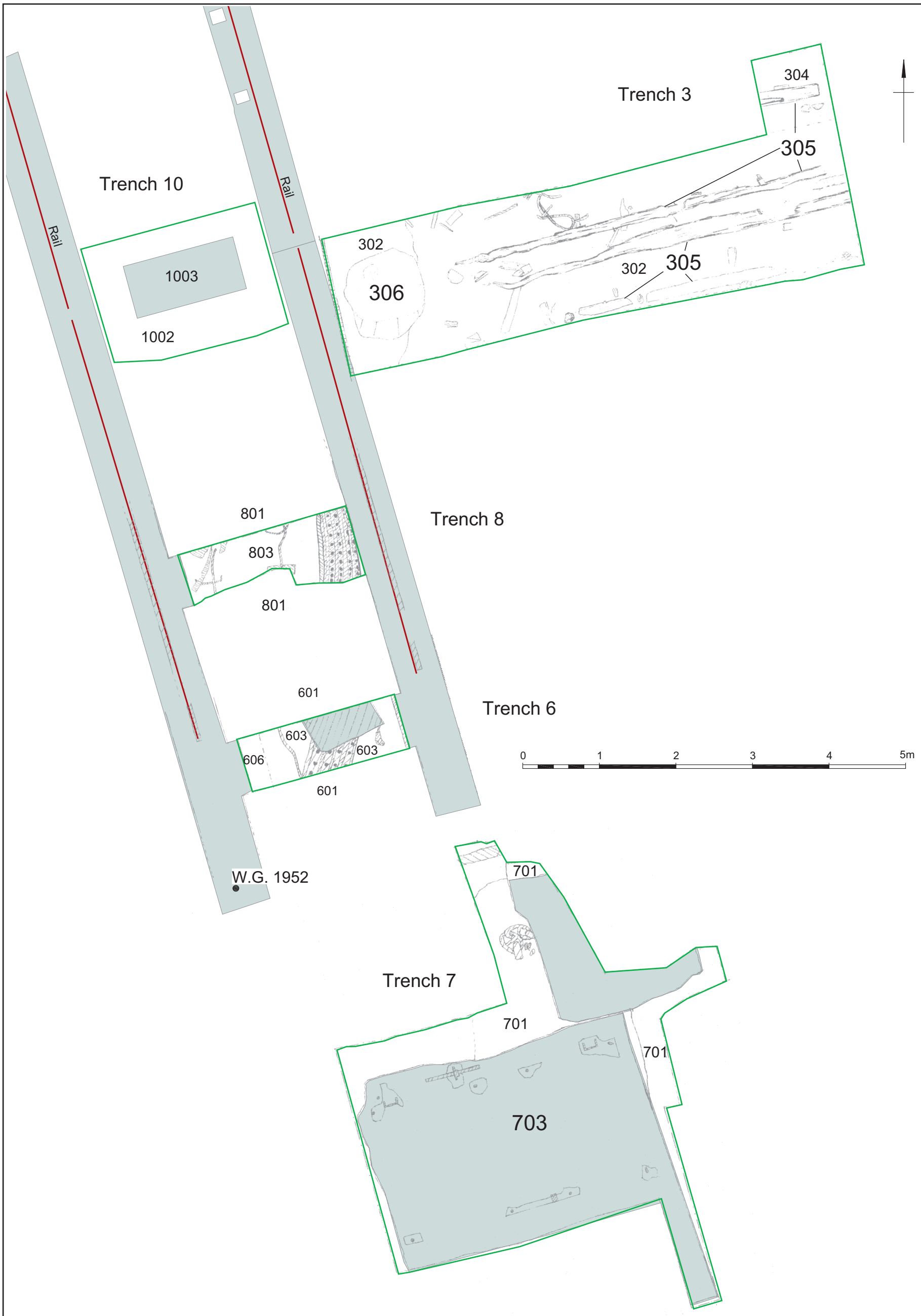

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Trenches 3, 6, 7, 8 and 10

Figure 4

Plate 5: Trench 3, view from the south-west

Plate 6: Trench 6, view from the south-west

Plate 7: Iron roller - Trench 10, view from the north-west

Plate 8: Concrete platform **703**, view from the south-west

Plate 9: Anchoring chain and 'dog', view from the north-west

Plate 10: marked initials at top of slipway

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Selected plates from Trenches 3, 6, 7, 8 and 10

Figure 5

Plate 11: Area of Trench 9, view from south-west

Trench 9

Rail

Rail

903

904

905

0 1 2 3 4 5m

Excavation trench

Wood

Concrete

Wessex Archaeology

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Trench 9

Figure 6

Plate 12: Lower portion of slipway, view from the south-east

Plate 13: Exposed square voids, view from the north-west

Plate 14: View of Buckler's Hard *circa.*1955 (used courtesy of Beaulieu Estate)

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Plates 12 to 14

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