

Unknown Wreck Off Eastbourne (The Klein Hollandia)



Conservation Statement and Management Plan

Historic England Project Number 8572



Nautical Archaeology Society

Unknown Wreck Off Eastbourne (The Klein Hollandia)

Conservation Statement and Management Plan

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Cover image: Cannon 1 & 2 on the Klein Hollandia © NAS / Cathy de Lara.

1.0 Summary

- 1.0.1 The Unknown Wreck off Eastbourne, off the Sussex coast, was designated under the Protection of Wrecks Act (1973) in 2019. At the time of designation, it was believed that the wreck was most likely a Dutch warship dating to the 17th century.
- 1.0.2 It was initially speculated that the wreck may be one of the Dutch ships lost during the Battle of Beachy Head which took place off the Sussex coast of England in 1690. However, subsequent research undertaken in both England and the Netherlands identified the wreck as the remains of the Dutch warship, the *Klein Hollandia*, lost in 1672 during the Battle of the Smyrna Convoy. The identification of the wreck as the *Klein Hollandia* was announced on the BBC *Digging for Britain* television show that aired in January 2023.
- 1.0.3 Since 2019 the wreck has been visited and investigated by the Nautical Archaeology Society (NAS). Representatives of the Cultural Heritage Agency of the Netherlands visited the site in 2022 and 2023. These visits have helped to illuminate the nature and extent of the assemblage on the seabed as well as helping to protect the wreck by having a regular presence on site.
- 1.0.4 This Conservation Statement and Management Plan has been produced to enable stakeholder involvement in the conservation and management of the protected wreck site.
- 1.0.5 The principle aim of the Plan is to identify a shared vision of how the values of the Unknown Wreck off Eastbourne, now identified as the *Klein Hollandia*, can be conserved, maintained, and enhanced for future generations.
- 1.0.6 The Plan also aims to balance both the site's protection along with economic and social needs.
- 1.0.7 The following management policies have been formulated in accordance with achieving this principle aim:

Management Policy 1: We will seek to develop appropriate visitor access to the heritage asset as a mechanism to develop the value of the site. Managed visitor access to the site will need to consider the possible damage inadvertently caused through diver access and the vulnerability of the wreck assemblage.

Management Policy 2: Through web-based initiatives, we will continue to develop the digital accessibility of material and information related to the site and its story. A virtual dive trail has yet to be developed for this site, but as physical access is difficult, digital access to the wreck and the assemblage will help to develop the communal value of the wreck.

Management Policy 3: Mechanisms will be identified and implemented to develop shared ownership and partnership working between the English and Dutch heritage services including the sharing of data and research.

Management Policy 4: We will seek to commission a staged programme of assessment and research to contribute towards a fuller understanding of the heritage asset.

Management Policy 5: We will encourage the investigation and survey of the area around the known remains to establish the full extent of the site.

Management Policy 6: We will endeavour to assist the Dutch government and Bexhill Museum in the curation of artefacts from the site, and the generation of interpretive material for public display.

Management Policy 7: When projects are commissioned on the wreck, we will seek to use the site and the artefacts from the wreck as a training resource where this is appropriate.

Management Policy 8: We will support the annual deposition of archival data pertaining to the investigation with the Archaeological Data Service in the UK and with the Cultural Heritage Agency of the Netherlands to ensure archive security.

Management Policy 9: This Management Plan will be reviewed and updated on a regular basis so that it continues to reflect the conditions and state of knowledge pertaining to the site.

2.0 Aims and Objectives

- 2.0.1 The principle aim of this Conservation Statement and Management Plan is to identify a shared vision of how the values and features of the *Klein Hollandia* protected wreck site can be conserved, maintained, and enhanced for future generations, whilst balancing conservation with economic and social needs.
- 2.0.1 This Conservation Statement and Management Plan has been produced to enable local, regional, national, and international stakeholder involvement in Historic England's aspiration for the management of the *Klein Hollandia* protected wreck site.
- 2.0.2 This has been achieved through the following objectives:

- Gaining an understanding of the heritage asset;
- Assessing of the significance of the heritage asset;
- Identifying where the significance of the heritage asset is vulnerable;
- Identifying policies for conserving the significance of the asset;
- Identifying the different values of the asset, including social, research and economic values;
- Fostering custodianship, by involving local stakeholders in the consultation process, including local charter boat skippers, Bexhill Museum and volunteers from the diving community who subsequently can act as local Site Security Champions and custodians of the site.

2.1 Scope

- 2.1.1 In 1995, the Archaeological Diving Unit (ADU) sought to determine factors affecting the stability of Protected Wreck sites (Report ref. 95/30). This assessment considered the exposure of archaeological material, the probability of active degradation, site dynamics (energy) and sediment covering. It concluded that many of the sites designated under the Protection of Wrecks Act (1973) are actively deteriorating.
- 2.1.2 This assessment was subsequently reconsidered by Historic England, which sought to place an understanding of the physical stability of, and therefore risk to each designated wreck site against ongoing investigations, ease of access for visitors and potential for wider awareness. Practical measures that can conserve, maintain and enhance the values and features of the *Klein Hollandia* protected wreck identified as being at risk will be delivered through this Conservation Statement and Management Plan.

2.2 Authorship and Ownership

- 2.2.1 Contributions to this Conservation Statement and Management Plan have been sought through stakeholder involvement and consultation. Several individuals and organisations were consulted (listed in Section 9).
- 2.2.2 This Conservation Statement and Management Plan has referenced similar statements and plans published for other protected wrecks in English waters. Part of the research undertaken for the generation of this Plan included the compilation of all the stated management policies within the published Management Plans to identify common issues and themes. The output of this analysis has been supplied to Historic England.
- 2.2.3 This Conservation Statement and Management Plan has been authored by Mark Beattie-Edwards, MA, MCIfA, Chief Executive Officer of the NAS. The NAS was commissioned by Historic England in June 2023 (Historic England Project Number 8572). Mark has held a license to visit and investigate the *Klein Hollandia* site since the wreck was legally protected in 2019.
- 2.2.4 The NAS Management Sub-Committee acted as a project review board to provide project Quality Assurance in support of the project team.

- 2.2.5 This study has relied on information being provided by Historic England, Wessex Archaeology, the Cultural Heritage Agency of the Netherlands (RCE), and other licence holders under the Protection of Wrecks Act (1973). Information and data provided by them will remain their copyright.
- 2.2.6 The NAS holds the copyright to this full report. Individual images remain the copyright of the originators. The NAS has given permission to Historic England and the Cultural Heritage Agency of the Netherlands (RCE) to use the report's findings to assist with the management of the protected wreck. Permission to use images from within the report is still required, both from the NAS and the image originator.
- 2.2.7 A digital copy of the Conservation Statement and Management Plan will be submitted to Historic England and the Cultural Heritage Agency of the Netherlands (RCE) as a pdf file which can be read in *Adobe Reader*. The digital archive of information related to the project will be held by the NAS in perpetuity.
- 2.2.8 A record of the work, including a copy of the final Conservation Statement and Management Plan will be lodged with OASIS - the online system for reporting archaeological investigations and linking research outputs and archives.
- 2.2.9 Historic England will look to publish the Plan as a Research Report and make it available online via the Historic England Research Reports database.

3.0 Introduction

3.1 Background and Purpose

- 3.1.1 Wreck sites may contain the remains of vessels, their fittings, armaments, cargo and other associated objects or deposits and they may merit legal protection if they contribute significantly to our understanding of our maritime past. The Protection of Wrecks Act 1973 (PWA) allows the UK Government to designate, in territorial waters, an archaeologically, historically or artistically significant wreck site to prevent uncontrolled disturbance.
- 3.1.2 Although the National Heritage Act 2002 enabled English Heritage (now Historic England) to assist in costs relating to works under the PWA, the responsibilities of Historic England for the physical management of designated wreck sites must align with Historic England's published strategic and research priorities.
- 3.1.3 In 2008 Historic England published a set of Conservation Principles, Policies and Guidance for the sustainable management of the historic environment (Historic England 2008). The primary aim of the Conservation Principles, Policies and Guidance is to support the quality of decision-making, with the ultimate objective of creating a management regime for all aspects of the historic environment that is clear and transparent in its purpose and sustainable in its application.
- 3.1.4 In 2017 Historic England consulted on a revision of the Conservation Principles, Policies and Guidance. At the time of writing no updated document had been published by Historic England.

3.2 Protection of Wrecks Act (1973) Designation

3.2.1 The Unknown Wreck off Eastbourne is an archaeological site designated under Section 1 of the Protection of Wrecks Act (1973), lying off the Sussex coast (Fig.1). The designation order (Statutory Instrument No.1068) under the Protection of Wrecks Act (1973) for the Unknown Wreck off Eastbourne, dated 1st July 2019, was laid before Parliament on the 4th July 2019 and came into effect on the 5th July 2019. (UK Government 2019).

3.2.2 In the designation orders explanatory notes, it states that an area within a distance of 100 metres of Latitude 50.65043000, Longitude 00.39670000 is designated as a restricted area.

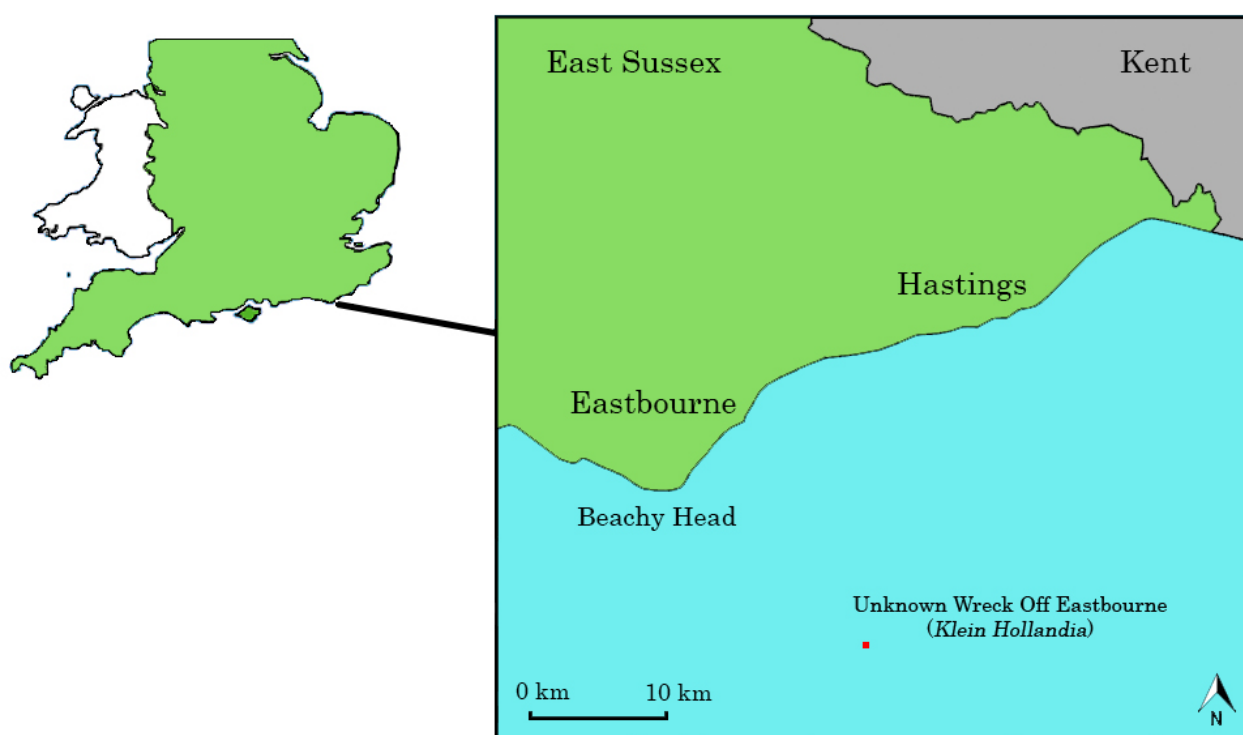


Figure 1. Location of the Unknown Wreck Off Eastbourne designated wreck, now identified as the Klein Hollandia © NAS.

3.2.3 The National Heritage List for England (NHLE) provides the following locational information for the wreck.

| | |
|-------------------------|---|
| Location | The building or site itself may lie within the boundary of more than one authority. |
| Marine Location Name | EASTBOURNE EAST SUSSEX |
| Latitude | 50.65043000 |
| Longitude | 0.39670000 |
| National Grid Reference | TV6952886157 |

- 3.2.4 The wreck is designated as the Unknown Wreck off Eastbourne. It was initially speculated that the wreck may be one of the Dutch ships lost during the Battle of Beachy Head which took place off the Sussex coast of England in 1690. Subsequent research undertaken since the designation indicates that the wreck is likely to be the remains of the *Klein Hollandia*, a Dutch warship that sank off the Sussex coast in 1672. Hereafter in the document the wreck will be referred to as the *Klein Hollandia*. The statement of significance within this Plan assumes that the wreck is the *Klein Hollandia*.
- 3.2.5 The entry number for the *Klein Hollandia* wreck on the NHLE is 1464317 (<https://historicengland.org.uk/listing/the-list/list-entry/1464317>).
- 3.2.6 The stated principal reasons for designation listed on the NHLE are:
- Historical importance: the discovery of an assemblage of cannon, and the association of other material provides an initial interpretation that this wreck comprises the remains of a 17th century Dutch vessel.
 - Archaeological importance: The recent discovery of this wreck is suggestive of a long period of burial which indicates the possible presence of a small finds and organic material.

3.3 Other Statutory Designations

- 3.3.1 Archaeological interventions that impact the seabed around the *Klein Hollandia* wreck may require a licence issued by the Marine Management Organisation under the Marine and Coastal Access Act 2009 and a licence from The Crown Estate.
- 3.3.2 The *Klein Hollandia* site lies just to the south of the Beachy Head East Marine Conservation Zone (MCZ). This area is characterised by Sovereign Shoals, an extensive wildlife-rich sandstone reef with outcrops of chalk. Peat and clay exposures are also present. Marine life here includes a variety of sponges, anemones, native oysters and seahorses. Soft corals colonise the underside of slab surfaces together with tube worms. Animal ‘reefs’, known as biogenic reefs, occur here and this site provides one of the best regional examples of mussel beds. Biogenic reef structures made by mussels and ross worms provide homes for a diversity of marine life which would otherwise not be present on the seafloor. Fish found here include short-snouted seahorses and colourful cuckoo wrasse. This MCZ is also one of the most important nearshore nursery areas for plaice and Dover sole (Wildlife Trusts website).

3.4 Management

- 3.4.1 Access to the protected wreck is licenced by DCMS and administered by Historic England. Individuals need to apply for a licence to visit or to carry out work on the site. Since 2019 licences have been issued for visits to the wreck by David Ronnan, local charter boat skipper and the wreck finder. Licences for diver survey, for at-risk artefact

recovery and for timber sampling for dendrochronological analysis have been issued to Mark Beattie-Edwards from the NAS. All licences are required to submit names of visiting divers quarterly and to report on their activity to Historic England in annual reports normally submitted in the November.

- 3.4.2 The UK Government has adopted the Annex to the UNESCO Convention on the Protection of the Underwater Cultural Heritage 2001 as best practice for archaeology. This Annex comprises a series of ethical rules concerning activities directed at underwater cultural heritage which provide objective standards by which to judge the appropriateness of actions in respect of archaeology underwater. Historic England's management approach will always take the rules of the Annex into account.

3.5 Ownership

- 3.5.1 As a Dutch sovereign vessel, the remains of the *Klein Hollandia* belong to the nation and government of the Netherlands. Historic England and the Cultural Heritage Agency of the Netherlands (RCE) have agreed to collaborate on activities directed at the site.
- 3.5.2 The seabed on which the wreck site lies is owned by the Crown Estate.

3.6 Current Use

- 3.6.1 In 2019 the NAS began to visit the site with NAS members and recreational divers. To date over 50 visits to the site have been made. The Society principally uses the finder's charter boat, *Our W*, based within Sovereign Harbour, Eastbourne.
- 3.6.2 Surveys of the wreck have been undertaken by archaeologists from the NAS with funding from the RCE in 2020 and from Historic England in 2021. In 2022 and 2023 archaeologists from the RCE dived the wreck as part of the *Wreck Investigation: Partnership Working to Add Value Project* (HE Project Number 8450 / MSDS Project 21176) and as part of the Historic England funded *Protective Markings Project* (HE Project Number 7591 / MSDS Project 19113)
- 3.6.3 Since 2019 visits to the wreck by David Ronnan have been arranged privately and not advertised to the general public. Some visits by Mark Beattie-Edwards have been arranged as private visits, while many have been organised under the auspices of the Nautical Archaeology Sub-Aqua Club (BSAC Branch No.2574).
- 3.6.4 In September 2023 the NAS began to host visits to the *Klein Hollandia* as part of their Protected Wreck Days programme. These visits invite divers and NAS members to visit and learn about (by diving on) two protected wrecks in one day – the *Klein Hollandia* and the Normans Bay Wreck. Both wrecks are accessible from Sovereign Harbour in Eastbourne and both wrecks are believed to be 17th century Dutch warships.
- 3.6.5 In 2023 there were three main dive charter boats operating out of Sovereign Harbour, Eastbourne. These boats are *Our W* (skipper David Ronnan), *Sussex Shipwrecks*

(skipper Michael Keane) and *Channel Diver* (skipper Steve Johnson) which whilst moored in Brighton regularly uses Eastbourne as a base for diving. So far only *Our W* has taken divers to visit the wreck.

- 3.6.6 Two recreational diving clubs use Sovereign Harbour as their main area of operation in 2023. Sovereign Divers (BSAC Branch No.513) operates out of the Sovereign Harbour Yacht Club. Several members of Sovereign Divers have dived the wreck during visits organised by the licensees. A relatively new club called Serenity Divers (BSAC Branch No.2622) have their own hard-boat (called *Serenity*) which is moored in, and operates out of Sovereign Harbour. Members of Serenity Divers have expressed an interest in diving the wreck.
- 3.6.7 As physical access to the site is restricted to licensed divers, the legal recovery of artefacts can be managed and controlled. Recovered artefacts are transported to the Historic England conservation facility in Fort Cumberland, Portsmouth. An agreement is in place between the Cultural Heritage Agency of the Netherlands, Historic England, and Bexhill Museum (Bexhill-on-Sea, Sussex) for the curation and storage of material. Bexhill Museum is an independent Arts Council accredited museum. In 2023 a small collection of objects recovered from the *Klein Hollandia* wreck site went on display in the museum (Fig.2).



Figure 2: The *Klein Hollandia* exhibition at Bexhill Museum in August 2023
© NAS.

4.0 Understanding the Klein *Hollandia*

4.1 Discovery

- 4.1.1 In 2015 as part of a routine survey by the UK Hydrographic Office (UKHO) an anomaly was identified and numbered 83501. The anomaly was recorded as being at a least depth (or Lowest Astronomical Tide) of 27.86m, and in a general depth of 28.3m. It was recorded with a length of 37m, with a width of 15m, and a height of 1.5m. It was recorded as being a strong magnetic anomaly.
- 4.1.2 In 2016, David Ronnan and Sylvia Pryer, the owners and operators of *Our W* dive boat in Eastbourne noticed that a new position (No.83501) had been added to their digital navigation charts, and decided to add the position to their list of new sites to investigate.
- 4.1.3 The wreck was discovered on the 21st April 2019 when David Ronnan took two customers, Tom Stockman and Graham Owen, to dive anomaly 83501. Appreciating that the UKHO anomaly was magnetic the divers expected to find a modern metal wreck, but instead came across large, worked stone blocks, numerous iron cannon and several bronze cannon.
- 4.1.4 On the first dive Tom recovered two small pieces of white ceramic. One of these pieces was stamped *Limoge FRANCE* and was considered to be modern intrusion. The other piece (UID 001) was identified by a specialist as most likely being of Italian origin and dating to the 17th century (Fig.3). These recoveries were reported to the UK Receiver of Wreck.

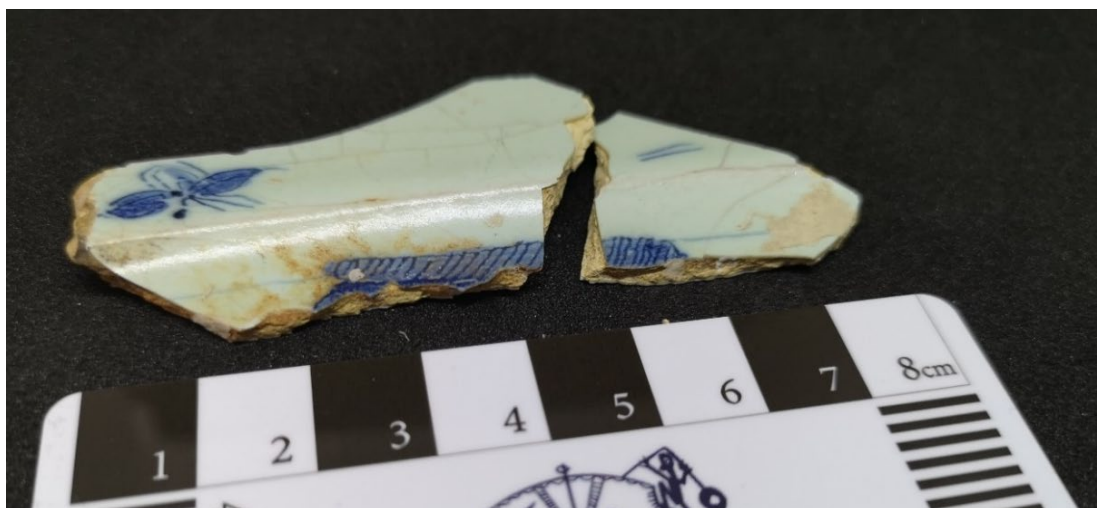


Figure 3: UID 001 recovered on the first dive in April 2019 (Scale 8cm) © NAS.

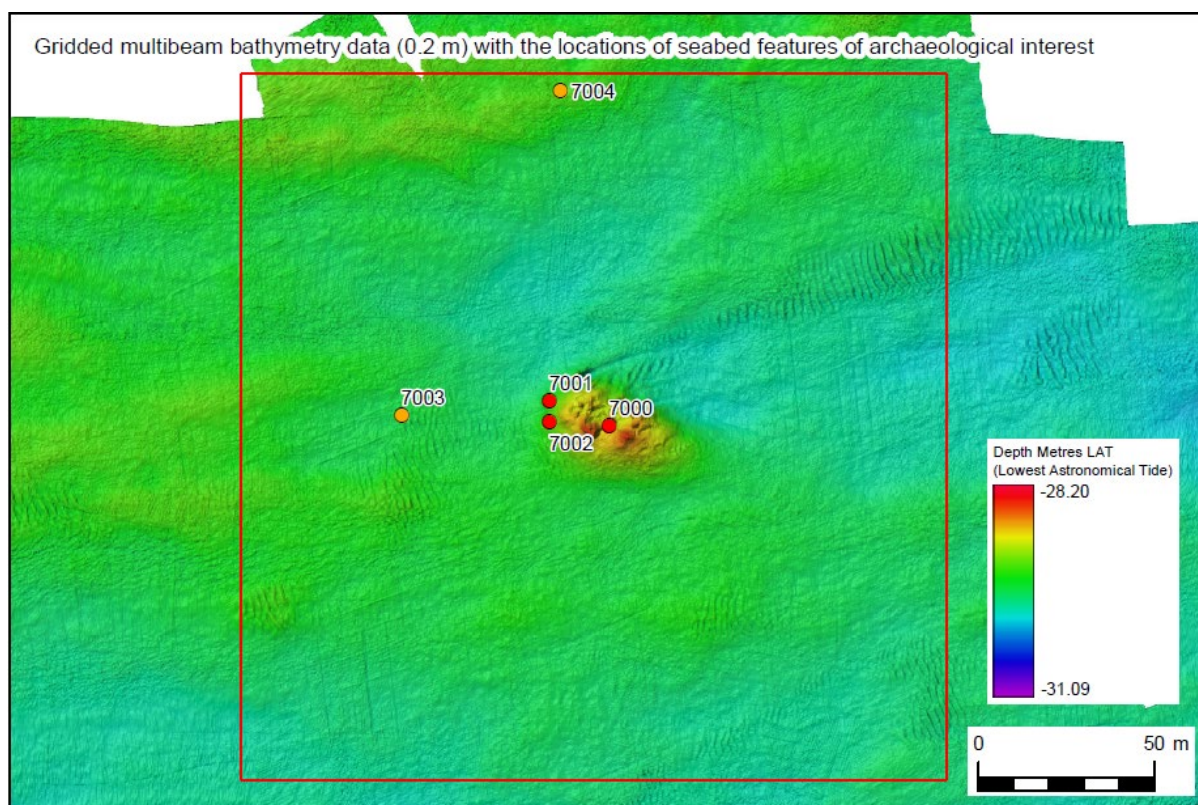
- 4.1.5 After the dive David Ronnan contacted Mark Beattie-Edwards of the Nautical Archaeology Society to inform him of their discovery. Mark was able to subsequently dive, inspect and record the wreck on the 29th - 30th April 2019.
- 4.1.6 With the finders support, Mark informed Historic England of the discovery on the 2nd May 2019. On the 14th May 2019, Mark met with representatives of Historic England to share

the photographs and videos taken on the April dives and agreed that the NAS would continue to visit and investigate the site.

- 4.1.7 Historic England recommended emergency designation of the site under the Protection of Wrecks Act 1973 (Section 3.2). All parties (including the finders) agreed that the details of the assemblage on the seabed, and the location of the wreck would not be announced due to the perceived vulnerable nature of some of the assemblage.

4.2 Geophysical surveys

- 4.2.1 In 2019 Wessex Archaeology was commissioned by Historic England to undertake a geophysical survey over the site of a possible wreck off the coast of Eastbourne, where bronze cannon had been discovered by divers. The survey would be followed by an archaeological assessment of the acquired data to interpret the results, and to help establish extent, stability and character of the site to help inform designation assessment.
- 4.2.2 Wessex Archaeology mobilised onboard vessel *Our W* on the 16th July 2019 and the survey was undertaken on 17th July 2019. Wessex Archaeology acquired marine magnetometer data over the site and commissioned GEOSIGHT Ltd to acquire multibeam echosounder data and to provide positioning for the towed array, consisting of the magnetometer.
- 4.2.3 Originally, Wessex Archaeology were also commissioned to acquire sidescan sonar data. However, it was decided by the skipper of *Our W* that the sidescan sonar would not be deployed based on concerns over the deployment from the back of the vessel. As such, the 2019 survey consisted of multibeam echosounder and magnetometer only.
- 4.2.4 Data were planned to be acquired at a line spacing of approximately 30m, with the mainlines orientated north to south and the crosslines orientated east to west. However, due to conditions on the site, additional lines were added to ensure maximum coverage, which resulted in the line spacing being reduced to 15m in some areas. Two additional days of survey were planned, however these were not undertaken due to poor weather conditions.
- 4.2.5 In the 2019 multibeam survey a total of five features of interest were identified (Fig.4 / Appendix 2). One feature (7000) was characterised as a large mound with a corresponding magnetic anomaly, thought to represent the main wreck site. This was assigned an A1 archaeological discrimination, which is described by Wessex Archaeology as being anthropogenic origin of archaeological interest.
- 4.2.6 The remaining four features (7001 – 4) were mounds which are thought to possibly represent associated items of debris. Two of these (7001 and 7002) were located close to the wreck and, as such, were classified as items of debris and assigned an A1 discrimination. The remaining two features (7003 and 7004) were located further away from the main wreckage and therefore, as their origin was less certain, they were assigned an A2 rating, which is described by Wessex Archaeology as being a feature of uncertain origin of possible archaeological interest (Wessex Archaeology 2019).



**Figure 4: Multibeam bathymetry with the five main seabed features of archaeological interest (7000 – 7004). Wessex Archaeology for Historic England
© Wessex Archaeology.**

- 4.2.7 In 2021 Wessex Archaeology was commissioned by Historic England to undertake a second geophysical survey over the wreck site. The aim of this second survey was to utilise additional survey equipment, primarily sidescan sonar, as during the previous survey (undertaken in 2019) sidescan sonar data could not be acquired. The survey data were then archaeologically assessed to help establish the extent, stability and character of the site to help inform designation assessment.
- 4.2.8 Wessex Archaeology mobilised onboard the vessel *Algier Rose* on the 13th-14th September 2021 and the survey was undertaken over the 15th-16th September 2021. Wessex Archaeology acquired both sidescan sonar and marine magnetometer data over the site.
- 4.2.9 Data were planned to be acquired at a line spacing of approximately 30m, with the mainlines orientated north to south and the crosslines orientated east to west. The site was located, and equipment tested on the 15th September, with the full survey taking place on the 16 September 2021 (Wessex Archaeology 2021).
- 4.2.10 The multibeam echosounder data acquired during the 2019 survey were reassessed in 2021 in relation to the newly acquired data and formed part of the results. A total of 37 anomalies of archaeological interest were identified from within the three datasets (Fig.5

/ Appendix 3). Six anomalies had been attributed an A1 discrimination by Wessex Archaeology, interpreted to be of anthropogenic origin and of archaeological interest.

4.2.11 Anomaly 7000 was a large spread of broken-up debris with a corresponding magnetic anomaly that corresponded to the main wreck site. Five surrounding features were attributed as ancillary anomalies directly related to this wreck site; 7001 and 7002 were small mounds thought to represent debris, whilst 7005 and 7006 were interpreted as debris fields, with some possible indication of partially buried debris. An area with a very large, complex magnetic response, represented by anomaly 7025, was also considered to represent buried ferrous material close to the wreck.

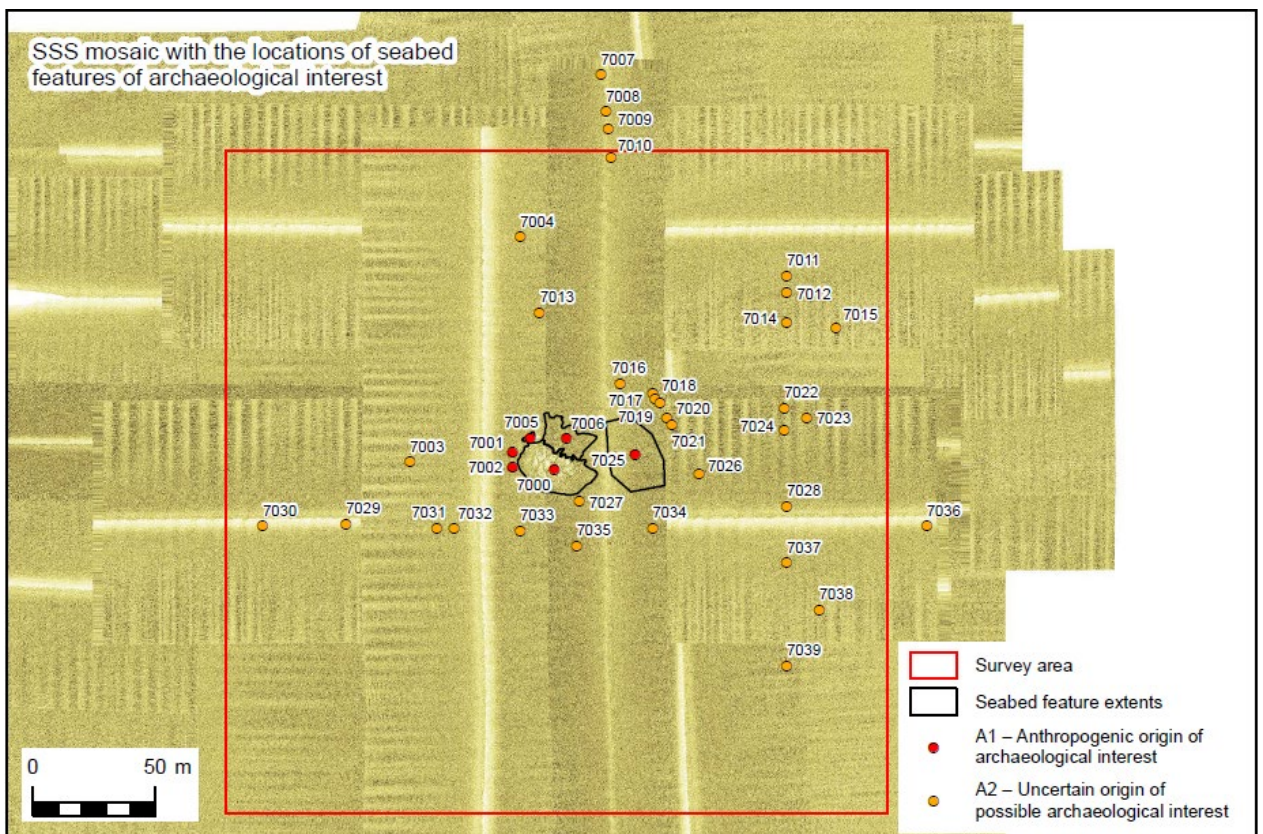


Figure 5: Side scan sonar mosaic with locations of seabed features of archaeological interest. Wessex Archaeology for Historic England © Wessex Archaeology.

4.2.12 A further 34 anomalies were identified and assigned a rating of A2 by Wessex Archaeology as being features of uncertain origin of possible archaeological interest. These primarily consist of magnetic anomalies that denote ferrous material either buried or with no surface expression.

4.2.13 Wessex Archaeology's 2021 report stated that there was evidence from divers that the site may have been disturbed by trawling and other fishing activity that had taken place within the survey area (see Section 5.5). The report suggested that regular monitoring could be undertaken (by geophysical survey, diver or ROV investigation) to assess the long-term stability and condition of the site.

4.3 Protective Markings

- 4.3.1 In 2023 the *Klein Hollandia* was part of the Historic England and RCE funded Protective Marking for Protected Wreck Sites project (HE Project Number 7591). This work undertaken by MSDS Marine involved divers and archaeologists from MSDS Marine, the NAS and the RCE (Fig.6).
- 4.3.2 The protective marker was applied to several objects on the wreck including all the bronze cannon. This was the first time in the UK, that this new technology had been used to forensically mark artefacts including cannon on one of England's most historic and archaeologically important protected wreck sites.
- 4.3.3 As well as the *Klein Hollandia*, the protective marking material was also applied to other protected wrecks in 2023.



Figure 6: A diver applying a protective marking solution to a bronze cannon on the Klein Hollandia. © MSDS Marine / Martin Davies.

4.4 Description of Surviving Features

- 4.4.1 The range of material found on the seabed on the wreck includes extensive remains of the wooden hull structure, at least twenty-four iron cannon and eight bronze cannon, large dressed stone blocks, marble tiles, bricks, pieces of northern European and Italian pottery and numerous other artefacts linked to the crew and the operation of the vessel.
- 4.4.2 **Cannon:** It was the presence of ferrous material on the site led to the assumption that the anomaly on the seabed found by the UK Hydrographic office in 2015 was a wreck.

Upon diver inspection it became apparent that numerous iron cannon scattered over the site would have created the magnetic signature.

- 4.4.3 Since diver inspections began in 2019 a total of 23 iron cannon and 8 bronze cannon have been found on the site. The majority of the cannon lie flat on the seabed, except one which was moved by a trawling event in late 2020 or early 2021 that resulted in it resting on a stone block and pointing upwards at an angle of c.40 degrees.
- 4.4.4 The 23 iron cannon are all heavily concreted and are yet to reveal anything useful. The 8 bronze cannon are less concreted although do exhibit barnacle growth. Divers have witnessed an increase in the presence of barnacles on the bronze cannon since 2019, suggesting that they had been buried under sand until very recently.
- 4.4.5 Markings have been recorded on three of the bronze cannon. Makers names on cannon No.1 and No.8 show that they were both made by Cornelis Ouderogge (1599-1672) (Fig.7). The Ouderogge's were a family of bronze founders that cast cannon, clock, bells and sculptures in Amsterdam and Rotterdam. Cornellis made cannon for the Rotterdam Council as well as the Admiralty of Rotterdam (also known as the Admiralty of the Maze) based in Rotterdam.



Figure 7: Cannon No.1 made by Cornelis Ouderogge © James Clarke.

- 4.4.6 Cannon No.1 has a date stamp of 1670 (Fig.8).
- 4.4.7 Markings on cannon No.6 suggest it was also made for the Admiralty of Rotterdam. The marks include two crossed anchors and the initials P P P - for *Pro Patria Pugno*, which translates as "*I Fight for the Fatherland*" - the heraldic motto of the Admiralty of Rotterdam.
- 4.4.8 The remaining bronze cannon have not yet yielded any identifying marks.
- 4.4.9 Iron cannon make up the majority of the armament of the ship. So far 24 iron cannon have been recorded on the wreck, scattered all over the site. As would be expected all

the iron cannon exhibit substantial layers of concretion meaning that it is not possible to see any identifying marks. Without concretion removal it would not be expected that the iron cannon would be able to reveal much more information about their type, age, or origin.



Figure 8: The 1670 date visible on cannon No.1 © NAS / Martin Davies.

- 4.4.10 **Ship's Hull and Wood Samples:** Exposed sections of wood can be found scattered all over the wreck site. Investigations of the timbers carried out since 2020 have documented sections of the hull remains through photogrammetry survey and measured archaeological drawings.
- 4.4.11 The most coherent area of hull remains are to the south of the main assemblage, where a run of timber frame tops and associated planking stretches for over 20m in an east-west alignment (Fig.9). The documentation of this area of timber and the presence of ballast stones suggests that this is very low down in the inner hull, and may represent the bottom frames of the ship, very close to the keelson. It is believed from the location of other features on the site, such as the galley hearth (See 4.4.15), that this is the starboard side of the ship.
- 4.4.12 In 2023 an area of coherent timbers were recorded to the south-west of the main assemblage. This section has been interpreted as the collapsed starboard upper parts of the hull consisting of outer planking, frames and inner planking. Although samples have not yet been taken from this area it appears that all timber frames are oak.
- 4.4.13 In 2022 a small number of wood samples were recovered from the site for dendrochronological analysis. To date only two conifer hull internal ceiling planks (T1 and T5) and a single oak ceiling plank (T8) have been sampled (Fig.10). The analysis of the only structural oak timber (undertaken by DendroArch and funded by Historic England) indicates that at least some of the timbers employed in the ship's construction was sourced from modern Germany, an area where the Dutch sourced their wood in the 17th

century. The report highlights the dating potential of the oak structural timbers which await future sampling stating that “*only sampling and analysis of timbers which retain partial or complete sapwood will improve dating precision*” (Nayling & Tyers 2023).

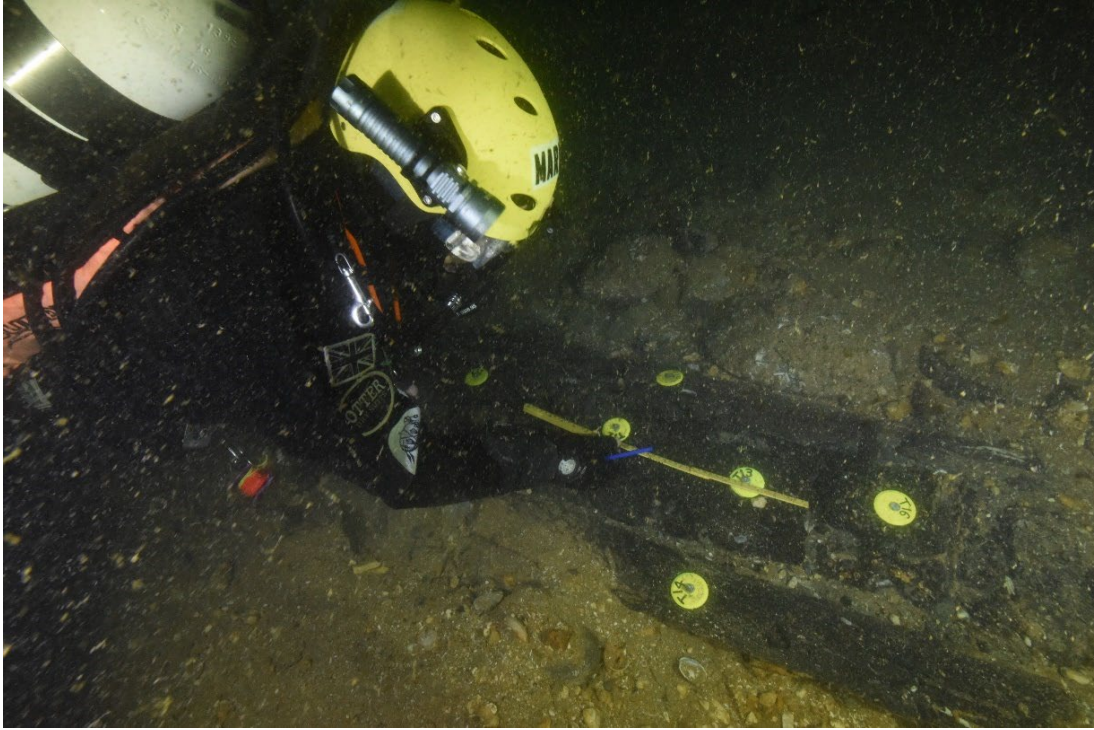


Figure 9: Recording the timber frames in the southern area of the site.
© NAS / Martin Davies.



Figure 10: Timber samples T1 (upper) and T8 (lower). Scale 8cm © NAS

- 4.4.14 **Stone Blocks:** The most prominent features on the wreck are at least eight large stone blocks. Six of the blocks are rectangular in shape, the largest of which is c.3.8m long. Two of the blocks are square in shape measuring c.1.5m. The geology and origin of the large blocks is unknown, but it can be postulated that the blocks were most likely bound for the Netherlands to be used for the construction of high-status homes or municipal buildings.
- 4.4.15 **Marble Tiles:** In the western area of the main assemblage there is a significant number of cut stone tiles that form a distinct mound. The exact number of tiles is yet to be determined, but in 2023 divers counted at least 109 tiles. Most appear square in shape and measure around 37cm x 37cm, but they do appear to be of two different thicknesses, either 2cm or 4cm thick.
- 4.4.16 In 2020 the RCE funded a survey by the NAS, that included the recovery of two cut stone tiles for analysis by Historic England material scientists (Fig.11). Petrographic examination including mineral composition and isotope analysis identified the stone as being marble from the Apuan Alps quarries close to Carrara, Italy, home to some of the finest marble in the world (Gherardi 2021).



Figure 11: Marble tiles UID 8 (left) UID9 (right) recovered in 2020 for analysis (Scale 20cm) © Historic England.

- 4.4.17 The sampled cross-sections were analysed by scanning electron microscopy (SEM), using a FEI-Inspect F combined with an energy dispersive spectrometer (EDS) INCA X-Act. The mineralogical composition of the finely ground samples was defined by X-ray

powder diffraction (XRD), by using a X-Ray Diffractometer D8 Advance (Bruker), operating at 40 mA and 40 kV (Gherardi 2021).

- 4.4.18 The samples were analysed by XRF to study their elemental composition, using a Bruker M4 Tornado μ -XRF spectrometer. The data were collected at 50kV and 200 μ A with a vacuum. The tabulated results are averages of at least 3 analyses and normalised (Gherardi 2021).
- 4.4.19 The samples collected from the two marble tiles exhibit very similar petrographic features, chemical and mineralogical composition, and isotopic signature, therefore it was deemed quite reasonable to hypothesise that they originated from the same quarry (Gherardi 2021).
- 4.4.20 **Hearth Bricks:** Since the first pre-designation dives undertaken on the wreck in April 2019, it has been noticed that a large number of yellow bricks were scattered all over the site. During the 2020 investigation a coherent area of bricks to the south-east of the main assemblage was recorded (Fig.12).



Figure 12: Photogrammetry survey of galley hearth © NAS / Martin Davies.

- 4.4.21 The bricks appear to form a floor, presumed to be the hearth in the galley area of the ship. Whilst other single bricks are scattered over the site, the bricks in the hearth area are bonded together with cement. Subsequent investigation has shown the floor of bricks to be at least twelve courses thick, but without excavation it is not possible to determine conclusively just how the hearth was constructed. In the 17th century ships galleys were normally located on the forward area of the ship, forward of the main mast.

4.4.22 **Ceramics:** Since 2019 the wreck has revealed numerous pieces of ceramic, including Northern European domestic wares. In 2019 a complete Bellarmine jug that still had the cork in place was discovered and recovered for conservation. A smaller jug was found and recovered in 2023. Numerous fragments of Italian majolica pottery have been recovered to aid the identification of the ship. All the majolica pieces observed and recovered are decorated with a white tin-glaze and painted with a blue nature themed design (including plants and animals) and are suggestive of a 17th century date, originating from the area around Savona, to the west of Genoa in Italy (Fig.13).



Figure 13: Plate fragment (UID 010) with glaze and decoration recovered in 2021 (Scale 8cm) © NAS.

4.4.23 In September 2021 divers observed numerous intact plates and jugs, decorated with the same Italian design as those previously recorded and recovered. These pieces appeared to be neatly stacked and packed as if originally in boxes or crates. They were photographed and covered with sandbags for their protection. The sandbags remained in place during investigations in 2023.

4.4.24 **Human remains:** Two elements of human remains have been found on the wreck since its discovery. One was a complete ulna and one a section of cranium. Both were recovered and then transferred to the Historic England Conservation facility at Fort Cumberland, Portsmouth before being transferred to Bexhill Museum for curation. In both cases the Sussex coroner and the UK Ministry of Defence were contacted, and permission for recovery was obtained from Historic England.

4.4.25 **Other finds:** Other objects recovered from the site include a copper cauldron lid, several pewter plates and bowls and a bronze pulley sheave that was probably used as part of the ship's rigging. Since 2019 what is thought to be the base of a copper cauldron has been seen on the wreck (Fig.14). The burial state of the cauldron base changes

periodically, sometimes being more buried than on subsequent visits. It is noticeable from the surveys undertaken in 2021 and 2022 that the cauldron base is not stable and clearly moves around the site.

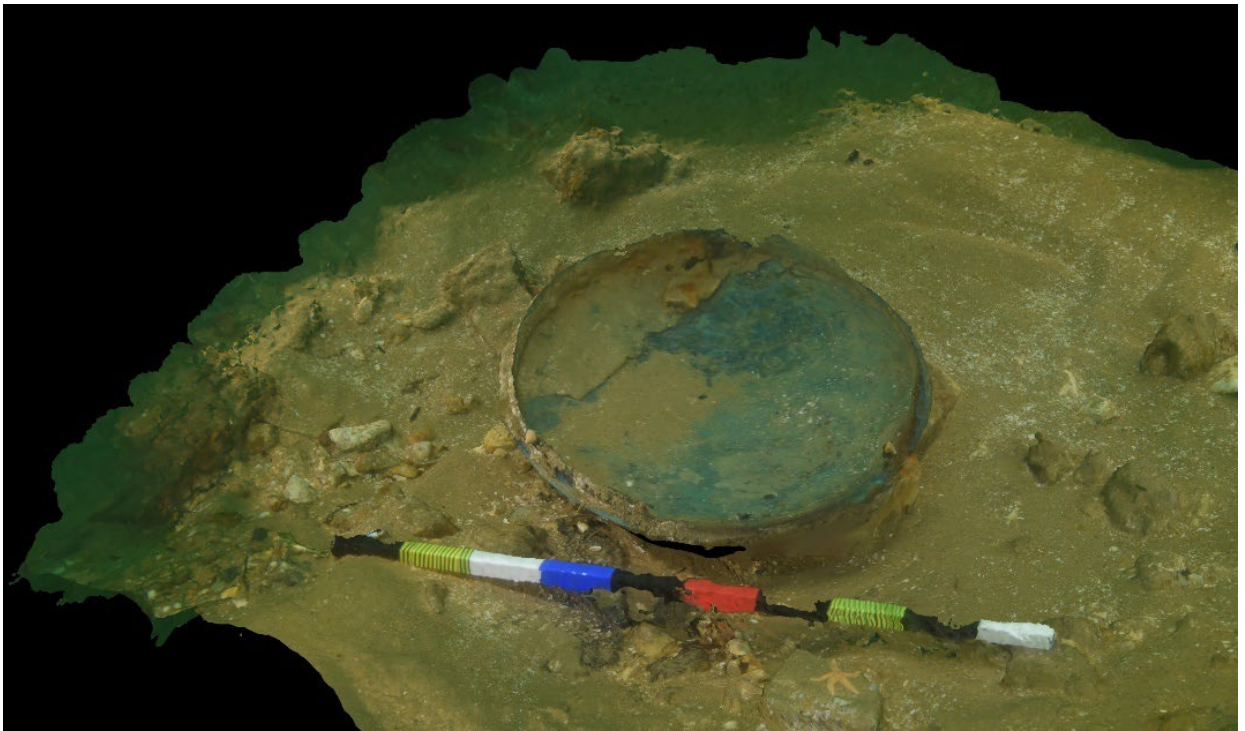


Figure 14: Photogrammetry of copper cauldron base (Scale 1m)
© NAS / Martin Davies.

- 4.4.26 **Outlying Features:** In the multibeam sonar survey carried out by Wessex Archaeology in 2019 (see Section 4.2) a small mound (given the unique identifier 7003) was identified approximately 44m west of the main wreck site. The feature measured 1.6m x 0.7m x 0.1m. In the report 7003 is identified at the edge of an area of rippled seabed and therefore may just be part of a natural formation, however it does appear to be slightly more distinct compared to the surrounding seabed and, as such, was retained as a feature of possible interest (Wessex Archaeology 2019). Despite a search in 2023, Feature 7003 is yet to be found by divers.
- 4.4.27 In the same 2019 survey, Wessex Archaeology also identified a second, slightly elongated mound (given the unique identifier 7004), measuring 2.2m x 0.8m x 0.1m. 7004 was identified approximately 80m north of the main wreck site. It is possible that this represents a natural feature, however due to its size and form, it looks anomalous compared to the surrounding seabed and therefore was retained as a precaution (Wessex Archaeology 2019). Feature 7004 is yet to be investigated by divers.

4.5 Gaps in Existing Knowledge

- 4.5.1 In 2019 when the 83501 anomaly was first dived it was speculated that the wreck maybe one of the Dutch ships lost during the Battle of Beachy Head which took place off the

Sussex coast of England in 1690. The Normans Bay Wreck, a wreck designated under the PWA, lying in Pevensy Bay, East Sussex (Nautical Archaeology Society 2017) is believed to be the *Wapen van Utrecht* (Beattie-Edwards 2018). The 64-gun *Wapen van Utrecht* (or *Stad Utrecht*) commanded by Captain Pieter Claassen Decker was reported by Gillis Schey, the Dutch rear admiral on the *Prinses Maria* as sinking 'along the English coast' (Europische Mercurius, July 1690: 47).

- 4.5.2 The subsequent archaeological investigation and historical research undertaken in both England and the Netherlands identified the Unknown Wreck off Eastbourne as the remains of the Dutch warship, the *Klein Hollandia*, lost in 1672 during the Battle of the Smyrna Convoy. This battle led to the declaration of the Third Anglo-Dutch war (1672-1674).
- 4.5.3 Whilst several contemporary accounts of the Battle of the Smyrna Convoy, by the English and the Dutch have been found, the research into the convoy's destinations, route and voyages, their cargo as well as the named ships and crew is still in its infancy.
- 4.5.4 Depictions of the *Klein Hollandia*, of the Battle of the Smyrna Convoy and a painting of some of the protagonists involved in the battle have been found in the UK. These are held by the Victoria and Albert Museum, London, by the Caird Library in Greenwich and the Royal Museums Group. Researchers are yet to identify any depictions of the ship or the events surrounding the loss of the *Klein Hollandia* that are held in the Netherlands.
- 4.5.5 As the *Klein Hollandia* wreck has only been subjected to a limited amount of investigation, the generation of a site plan is ongoing and is yet to be published.
- 4.5.6 There remain many unanswered questions relating to the assemblage on the seabed. These include but are not limited to:
 - How much of the site remains buried under the seabed?
 - How are the remains of the ship aligned on the seabed?
 - What material are the large stone blocks made from and where did they originate?
 - Did cannon have to be removed to allow for the weight of the cargo and did that make it vulnerable and contribute to its capture?
 - How much marble tile cargo was the ship carrying?
 - What type of ceramic cargo was the ship carrying and where did it originate?
 - Was the ship carrying any other cargo?
 - Did any of the crew carry their own cargo for personal gain?
 - Who made the other bronze cannon for the Admiralty of Rotterdam?
 - How do the remains of ship structure illuminate naval shipbuilding techniques and traditions in the Netherlands during the 17th century?
 - Do the remains of the ship structure show evidence of constructional repairs because of the other engagements it was involved in?
 - Do the remains of the ship show evidence of the battle damage incurred during the Battle of the Smyrna Convoy that led to its sinking?
 - What can the site and the historical accounts tell us about the Dutch naval and merchant seafaring practices in the 17th century?
 - How has the site been impacted in the past by intrusive events like trawling?
 - Where are the ship's anchors and ammunition? To date none have been found.

5.0 Issues and Vulnerability

5.1 Introduction

- 5.1.1 This section summarises the main conservation and management issues that specifically negatively affect, or may affect, the *Klein Hollandia* protected wreck and its component parts and elements.
- 5.1.2 Vulnerability (and therefore risk) may be assessed against environmental factors such as natural processes and human factors or impact on the site. Current assessment may indicate that such marine sites are at medium or high risk, unless they are completely buried below bed level during successive tidal cycles (Camidge & Johns 2016).
- 5.1.3 It could be thought that all wreck sites are vulnerable because of the nature of their environment, though sites will be considered to be at risk when there is a threat of damage, decay or loss of the heritage asset. Currently Historic England's position is that damage, deterioration or loss of the monument through natural or other impacts will not necessarily be considered to put the monument at risk if there is a programme of positive mitigation through effective management. Practical measures that affect site stability, preservation *in situ* and increased visitor access will be considered (English Heritage 2013).

5.2 The condition of the site and its setting

- 5.2.1 The *Klein Hollandia* wreck is located in the Channel south of the Sussex coast, with the closest point to land, Beachy Head, being c.13.5km to the North-West. The site is accessible by boat from Eastbourne, but being so far offshore in the English Channel it is subject to bad weather, sea swells and tidal currents.
- 5.2.2 The greatest impediment to visiting and working on the *Klein Hollandia* wreck is the depth of water. The wreck is in 27m (Lowest Astronomical Tide) of water and tends to be visited at a Low Water neap tide meaning a diving depth of around 32m. This depth means that divers have a very limited time (from 30 to 60mins) on site (depending on equipment configuration, gas supply, diving qualification and tidal strengths) before incurring significant decompression penalties. This factor makes diving and surveying the wreck difficult, time-consuming and therefore expensive.
- 5.2.3 Conversely, the distance from shore and depth on site may afford some protection, by reducing the number of applications for authorised access as well as possible unauthorised access.
- 5.2.4 The seabed sediments around the wreck are very mobile. Diver surveys by the NAS indicate that the levels of sediments over the wreck do vary at different periods of the year. Even slight changes in sediment levels can expose or completely cover features. It might be worth considering establishing sediment monitoring stations on the wreck, as undertaken other designated wrecks including on the *Colossus* wreck in the Isles of Scilly.

5.3 Presentation and Archiving

- 5.3.1 There is some interpretive information available for the site online. Limited information is currently available on the Historic England and NAS websites as well as some information on www.wrecksite.eu.
- 5.3.2 A digital and paper archive of the investigations undertaken by the NAS are held by the NAS at their office in Fort Cumberland, Portsmouth. Digital data is stored on the cloud and shared with representatives of the RCE.
- 5.3.3 At the time of writing there is a small display of objects and a display panel in the Bexhill Museum in Bexhill-On-Sea (Fig.2). In agreement with Historic England and the RCE, artefacts recovered from the site are currently curated by Bexhill Museum.

5.4 Visitation

- 5.4.1 A visitor dive trail has yet to be created on the *Klein Hollandia* wreck. Between 2019 and 2023 a total of 116 divers had undertaken 455 dives on the site. Most of these have been arranged and funded by the licensees and individual divers. The NAS plans to host visits to the wreck as part of their Protected Wreck Day programme.
- 5.4.2 A large proportion of the dives that have been undertaken on the wreck have been undertaken by a small core team of divers that have been involved in the investigation since the wreck was found in 2019.

5.5 Inappropriate Use

- 5.5.1 Unlicensed diving activity is not believed to have taken place on the wreck. To date the divers have not witnessed or heard rumours of unlicensed diving on the site.
- 5.5.2 Ever since the first dives on the wreck in 2019 it had been clear that the site had been subjected to modern impact. Photographs and videos taken in April 2019 show modern steel, multi-strand wires (or cables) partly buried on the seabed. Some of the wires could be seen to be wrapped around and buried under cannon. The exact source or purpose of these wires/cables is yet to be determined.
- 5.5.3 Small scale commercial trawling activity has been witnessed near to the *Klein Hollandia* site. On a number of occasions fishing vessels have been seen deploying or collecting their nets or pots very close to the wreck site, but it is very difficult to determine whether this has taken place within the designation area.

In April 2021 licenced divers noticed that the site had been impacted by some unknown type of action, resulting in stone blocks, and cannon being moved around the site and concretions removed from iron cannon (Fig. 15 & Fig 16). Subsequent investigation,

documentation and analysis identified trawl scars around and over the wreck assemblage (NAS 2021) (Fig.17). The matter was dealt with as an allegation of Heritage Crime and was reported to Sussex Police as crime report no: 47210119128. No prosecution has yet resulted.



**Figure 15: Concretion removed from iron cannon No.9 by trawling impact
© NAS / Martin Davies**



**Figure 16: Bronze cannon No.8 partly covered by an iron cannon that was moved to this position as a result of a trawling event. Note the steel cable lying over the iron cannon
© NAS / Martin Davies**

- 5.5.4 The presence of bronze cannon of the site increases the risk that the wreck might be subjected to illegal salvage attempts. In 2023, in an effort to reduce the threat Historic England funded the deployment of protective marking technology to the *Klein Hollandia* and other designated assets (See Section 4.3).



Figure 17: Parallel lines on the seabed around the site caused by trawling equipment
© NAS / Martin Davies

- 5.5.5 Regular and consistent information relating to the condition of the site will be necessary to monitor the existence (or lack) of inappropriate uses of the site.

5.6 Capabilities and Resources

- 5.6.1 Recovery of archaeological material from the *Klein Hollandia* wreck indicates the evidential value of the site and interaction with archaeological material relates to both its aesthetic and historical value. The resources required for dealing with recovery, storage and conservation of large items from a marine context are very high and may exceed the professional and funding capacity of Historic England.
- 5.6.2 Smaller robust and mobile “at risk” artefacts such as ceramic finds which can be recovered, stored, and conserved easily and relatively cheaply may be able to assist in telling the story of the *Klein Hollandia* and its crew.
- 5.6.3 In accordance with the Diving at Work Regulations 1997, underwater archaeological investigations commissioned by Historic England can only be undertaken by a registered Diving Contractor. In addition the Diving Contractor is required to have appropriate archaeological experience for working on a archaeologically significant wreck site.

- 5.6.4 Opportunities for improved interpretative and display works relating to the wreck should be discussed with Bexhill Museum, as well as at other locations such as Rotterdam Maritime Museum in the Netherlands.

6.0 Assessment of Significance

6.1 Basis for Assessment of Significance

- 6.1.1 Significance has been defined as the sum of the cultural and natural heritage values of a place (English Heritage 2008). Cultural heritage value has many aspects, including:

- the potential of a place to yield primary information about past human activity (evidential value, which includes archaeological value);
- the ways in which it can provide direct links to past people, events and aspects of life (historical value);
- the ways in which people respond to a place through sensory and intellectual experience of it (aesthetic value, which includes architectural value);
- the meanings of a place for the people who identify with it, and communities for whom it is part of their collective memory (communal value) (English Heritage 2008).

- 6.1.2 The historic environment is a cultural and natural heritage resource shared by communities characterised not just by geographical location, but also by common values and interests. As such, emphasis may be placed upon important consequential benefits or potential, for example as an educational, recreational, or economic resource, which the historic environment provides.

- 6.1.3 The seamless cultural and natural strands of the historic environment are a vital part of everyone's heritage, held in stewardship for the benefit of future generations (English Heritage 2013:8)

- 6.1.4 The basis for assessing significance therefore enables consideration of the varying degrees of significance of different elements of the site. By identifying those elements which are vital to its significance and so must not be lost or compromised, we are able to identify elements which are of lesser value, and elements which have little value or detract from the significance of the site (Camidge & Johns 2016).

6.2 Statement of Significance

- 6.2.1 The historic wreck is designated as the Unknown Wreck off Eastbourne. It was initially speculated that the wreck maybe one of the Dutch ships lost during the Battle of Beachy

Head which took place off the Sussex coast of England in 1690. Subsequent research undertaken since the designation indicates that the wreck is most likely to be the remains of the *Klein Hollandia*, a Dutch warship that sank off the Sussex coast in 1672.

6.2.2 The stated principal reasons for designation listed on the NHLE are:

- Historical importance: the discovery of an assemblage of cannon, and the association of other material provides an initial interpretation that this wreck comprises the remains of a 17th century Dutch vessel.
- Archaeological importance: The recent discovery of this wreck is suggestive of a long period of burial which indicates the possible presence of a small finds and organic material.

6.2.3 Historical, archaeological, and communal values contribute to the assessment of significance of the *Klein Hollandia*, but these values cannot stand alone. Without the continual enhancement of data, through the discovery of new information and artefacts, interest in the wreck would diminish. As such, the extant material remains on the seabed are vital to the significance of the asset and must not be lost or compromised.

6.2.4 The historical value of the *Klein Hollandia* lies in its potential to contribute to our understanding of the Battle of the Smyrna Convoy that took place in the English Channel in March 1672. The *Klein Hollandia* saw active service in all the major battles in the Second Anglo-Dutch war (1665-1667) before being the only loss during the Battle of the Smyrna Convoy in the English Channel in March 1672. Historical research has begun to shed light on this little-known naval battle, the importance of Dutch merchant convoys to the Mediterranean in the late 17th century, and the aftermath of the engagement that included the declaration of the Third Anglo-Dutch war (1672-1674).

6.2.5 The archaeological value of the wreck lies in the unique opportunity that large amounts of the structural elements will provide to study 17th century Dutch shipbuilding traditions and techniques. The *Klein Hollandia* was built for the Admiralty of Rotterdam in 1654 and there are thought to be no surviving records related to the building of the ship as the archives held in the Department of Navy at The Hague were destroyed by fire in 1844.

6.2.6 The *Klein Hollandia* has potential group value with other heritage assets that took part in the Battle of the Smyrna Convoy – especially the wreck of HMS *Gloucester* recently believed to have been found off the Norfolk coast. It was the crew of the *Gloucester* that boarded the *Klein Hollandia* shortly before it sank with the loss of both English and Dutch sailors and soldiers.

6.2.7 We can understand the aesthetic value of the ship through the study of the historical images of the *Klein Hollandia*, drawn by Van de Velde the elder, currently held by the Victoria and Albert Museum in London. We can also glimpse into the event that led to the loss of the ship through a contemporary image of the battle, drawn by an unknown Dutch artist, held at the Caird Library in Greenwich, London.

6.2.8 We can further understand the aesthetic value of the site through those people that get the opportunity to visit the wreck. It is very rare to be able to see such a complete

assemblage, especially including bronze cannon, on the seabed. As such the aesthetic significance of the *Klein Hollandia* would lessen if the cannon were recovered from the designated asset.

- 6.2.9 The potential value of a protected wreck to a local economy was demonstrated in the *Local Economic Benefit of a Protected Wreck* study published in 2013 (NAS 2013). Between April 2019 and the end of 2023 there had been 62 visits to the *Klein Hollandia* wreck, with 116 individuals undertaking 455 dives. Divers that have been interviewed have spoken of the privilege of being able to take part in the investigation and exploration of the *Klein Hollandia*.
- 6.2.10 As the NAS has been involved in the dives on the wreck since the second visit undertaken in April 2019 it would be a valuable exercise to repeat the 2013 economic benefit study undertaken in Plymouth, looking at the positive economic impact of the protected wrecks around Eastbourne.
- 6.2.11 Of the 116 individuals, 107 of the divers that have visited the site can be categorised as recreational divers. These divers have invested significant amounts of their own money to dive the *Klein Hollandia*. The wreck clearly provides an important recreational and economic resource by virtue of diving tourism for divers in both the Netherlands and the UK.
- 6.2.12 The educational value of the *Klein Hollandia* can be demonstrated in relation to the display at Bexhill Museum as well as through web-based dissemination outputs and presentations given on the wreck.
- 6.2.13 In the Netherlands the investigation has also gained a lot of interest and has been broadcasted on television, radio and for private specialised maritime talks. Examples of the work on the *Klein Hollandia* have been used as examples of fieldwork practices at Leiden University.
- 6.2.14 The *Klein Hollandia* is a Dutch wreck laying in British territorial waters and presents a significant opportunity to for a collaborative shared heritage approach to cultural resource management. The site connects two countries and can be instrumental for the cooperation between them, developing working practices and policies for investigating and protecting an important historic monument.

7.0 Conservation Management Policies

7.1 Introduction

- 7.1.1 This section of the Plan builds on the Assessment of Significance in Section 6, and the Issues and Vulnerability identified in Section 5, to develop conservation policies which will reveal or retain the site's significance. It will also provide a framework for decision-making in the future management and development of the site or reveal the site's significance.

- 7.1.2 It is intended that the policies will create a framework for managing change on the *Klein Hollandia* site that is clear in purpose, and transparent and sustainable in its application. The aim is to achieve implementation through the principles of shared ownership and partnership working to balance protection with economic and social needs.
- 7.1.3 All policies are compatible with, and reflect, Historic England's Conservation Principles for the Sustainable Management of the Historic Environment (Historic England 2008) and published policies and guidelines, as well as the wider statutory framework.
- 7.2 A Shared Resource
- 7.2.1 The *Klein Hollandia* wreck site forms a wonderful record of past human activity. In addition, the site is an economic asset and provides a resource for education, research and enjoyment.
- 7.2.2 The conflict between the wish for public and professional access to the site, and the restrictions imposed by conservation needs and legislative limitations will be reconciled through continued flexible and appropriate visitor management. Therefore, we must sustain and use the *Klein Hollandia* site in ways that allow people to enjoy and benefit from it, but which do not compromise the ability of future generations to do the same.

Management Policy 1: We will seek to develop appropriate visitor access to the heritage asset as a mechanism to develop the value of the site. Managed visitor access to the site will need to consider the possible damage inadvertently caused through diver access and the vulnerability of the wreck assemblage.

Management Policy 2: Through web-based initiatives, we will continue to develop the digital accessibility of material and information related to the site and its story. A virtual dive trail has yet to be developed for this site, but as physical access is difficult, digital access to the wreck and the assemblage will help to develop the communal value of the wreck.

Management Policy 3: Mechanisms will be identified and implemented to develop shared ownership and partnership working between the English and Dutch heritage services including the sharing of data and research.

Management Policy 6: We will endeavour to assist the Dutch government and Bexhill Museum in the curation of artefacts from the site and the generation of interpretive material for public display.

Management Policy 8: We will support the annual deposition of archival data pertaining to the investigation with the Archaeological Data Service in the UK and with the Cultural Heritage Agency of the Netherlands to ensure archive security.

7.3 An Understood Resource

- 7.3.1 The significance of the *Klein Hollandia* wreck site embraces all the interdependent cultural and natural heritage values that are associated with it. To identify and appreciate those values, it is essential to understand the structure and nature of the place, how and why that has changed over time, and its present character.
- 7.3.2 Naturally, any judgements about significance and values are specific to the time they are made. As our knowledge and our understanding of the site develops, and as our perceptions evolve, so our assessments of significance of the *Klein Hollandia* wreck will have to alter.
- 7.3.3 A programme of continual assessment and research will be required, to contribute towards a fuller understanding of the site in its entirety. Such work will conform to the Management of Research Projects in the Historic Environment (Historic England 2015).

Management Policy 3: Mechanisms will be identified and implemented to develop shared ownership and partnership working between the English and Dutch heritage services including the sharing of data and research.

Management Policy 4: We will seek to commission a staged programme of assessment and research to contribute towards a fuller understanding of the heritage asset.

Management Policy 5: We will encourage the investigation and survey of the area around the known remains to establish the full extent of the site.

7.4 A Sustained Resource

- 7.4.1 Conservation is the process of managing change in ways that will best sustain the values of a place in its contexts, and which recognises opportunities to reveal or reinforce those values.
- 7.4.2 In accordance with the Annex of the UNESCO Convention on the Protection of the Underwater Cultural Heritage we will consider in-situ preservation as the first option for material from the *Klein Hollandia* wreck site.
- 7.4.3 Changes to underwater sites are inevitable and it is acknowledged that all wreck sites are vulnerable simply because of the nature of their environment (English Heritage 2008). Historic England will build on the previous work to sustain heritage values, where these values represent a public interest in the *Klein Hollandia* site regardless of ownership. It is therefore justifiable to use law and public policy to regulate the management of the *Klein Hollandia* as a place of established heritage value.
- 7.4.4 Our measures taken to counter the effects of natural change on the wreck will be proportionate to the identified risks, and will be sustainable in the long term.

- 7.4.5 Irreversible intervention on the *Klein Hollandia* wreck site, such as sampling or archaeological excavation may be justified if it provides new information about the wreck, reveals or reinforces the values of the place or helps sustain those values for future generations. The impact must be demonstrably proportionate to the expected benefits.
- 7.4.6 Changes to the *Klein Hollandia* wreck will be monitored and evaluated, and the results will be used to inform subsequent actions.
- 7.4.7 If retaining any significant part of the *Klein Hollandia* site is not reasonably practicable, its potential to inform us about the past will be exploited. This involves the recovery of information through intrusive investigation, followed by analysis, archiving and dissemination of the results at a standard appropriate to its significance.

Management Policy 1: We will seek to develop appropriate visitor access to the heritage asset as a mechanism to develop the value of the site. Managed visitor access to the site will need to consider the possible damage inadvertently caused through diver access and the vulnerability of the wreck assemblage.

Management Policy 3: Mechanisms will be identified and implemented to develop shared ownership and partnership working between the English and Dutch heritage services including the sharing of data and research.

Management Policy 7: When projects are commissioned on the wreck, we will seek to use the site and the artefacts from the wreck as a training resource where this is appropriate.

Management Policy 8: We will support the annual deposition of archival data pertaining to the investigation with the Archaeological Data Service in the UK and with the Cultural Heritage Agency of the Netherlands to ensure archive security.

Management Policy 9: This Management Plan will be reviewed and updated on a regular basis so that it continues to reflect the conditions and state of knowledge pertaining to the site.

8.0 Forward Plan

8.1 Introduction

- 8.1.1 In order to commence the implementation of the proposed Management Policies outlined in Section 7, Historic England will work with stakeholders to initiate a range of projects that will increase our understanding of the value and setting of the *Klein Hollandia* site. These projects are outlined below.

8.2 Proposed Projects to Address Management Priorities

- 8.2.1 Continued non-intrusive surveys of the site to help establish the full extent of the assemblage.
- 8.2.2 A programme of site monitoring on a continual basis utilising the PWA licensing system, including the application, and annual inspection of protective marking materials on objects on the wreck.
- 8.2.3 Working with colleagues at the NAS and the RCE to undertake historical research into events surrounding the 1672 Battle of the Smyrna Convoy. Attention should especially be placed on records of the convoy's voyages before the battle, the destruction of the vessel during the battle, and the consequences of the engagement to both the English and the Dutch nations.
- 8.2.4 The creation of virtual digital products including a diver trail to not only enhance diver visits, but to also broaden digital access to the site and information about the wreck and its assemblage to non-divers.
- 8.2.5 The exploration of mechanisms to reduce the physical impacts created and risked because of visits to the *Klein Hollandia*. These mechanisms may include consideration of the use of traditional site buoyage or even the application of sonar technology to help reduce the damage caused by dropped shot-weights by dive boats within the designation area.
- 8.2.6 The digitisation of all recovered finds, and all future finds recovered from the wreck, to create a curated digital archive and museum.
- 8.2.7 The extraction of further dendrochronological samples to support dating evidence for the ship. The report on the analysis of the only structural oak timber (in 4.4.13) highlighted the dating potential of the oak structural timbers stating that "*only sampling and analysis of timbers which retain partial or complete sapwood will improve dating precision*" (Nayling & Tyers 2023).
- 8.2.8 The digitisation of the archive and submission to the Archaeology Data Service.
- 8.2.9 The Open Access (freely available) publication of the results of work undertaken on the wreck, in an appropriate medium, such as the International Journal of Nautical Archaeology.

9.0 Consultation and Implementation

- 9.0.1 A draft of the Conservation Statement and Management Plan was internally reviewed by Historic England.
- 9.0.2 The Conservation Statement and Management Plan was circulated for a six-week stakeholder consultation to refine how the values and features of the heritage asset can

be conserved, maintained and enhanced. Responses to the consultation were considered and where appropriate incorporated into the Plan. The consultation list included:

- Cultural Heritage Agency of the Netherlands
- UK Hydrographic Office (UKHO)
- Wessex Archaeology
- Nautical Archaeology Society
- The Crown Estate
- Natural England
- Sussex Inshore Fisheries & Conservation Authority
- Bexhill Museum
- Harbour Master, Premier Marinas, Eastbourne
- East Sussex County Council HER
- PWA licence holder and wreck finder David Ronnan, Dive 125
- Protected Wreck Association
- Sovereign Divers BSAC
- Serenity Divers BSAC

9.0.3 Responsibility for the implementation of the Plan lies with Historic England, though consultation with stakeholders, including the Cultural Heritage Agency of the Netherlands.

9.0.4 Historic England will make provision for the periodic review and updating of the Plan. A review of the Plan will take place if the circumstances affecting the heritage asset change dramatically.

10.0 Acknowledgements

10.1.1 This Conservation Statement and Management Plan was funded by Historic England through the Heritage Protection Commissions Open Programme. The author would like to thank Hefin Meara, Terence Newman and Kath Buxton from Historic England. The author is also indebted to Martijn Manders and Robert de Hoop from the Cultural Heritage Agency of the Netherlands (RCE).

10.1.2 Several individuals were kind enough to be interviewed as part of the research. Thanks to Andrew Colderwood, Tom Stockman, Jon Parlour and Sara Hasan.

10.1.3 Thanks to Gordon Munro who kindly helped to ensure that the report was accessible for all.

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- Wessex Archaeology, 2021. *Eastbourne Bronze Cannon Site: Marine geophysical survey and archaeological assessment of geophysical data*. Report Ref: 214392.10. Unpublished Wessex Archaeology Report.

12.0 Web Resources

UK Government, Statutory Instrument 2019 No. 1068. The Protection of Wrecks (Designation) (England) Order 2019.

<https://www.legislation.gov.uk/uksi/2019/1068/contents/made>

National Heritage List for England Entry for Unknown Wreck.

<https://historicengland.org.uk/listing/the-list/list-entry/1464317?section=official-list-entry>

The Beachy Head Marine Conservation Zone – The Wildlife Trusts.

<https://www.wildlifetrusts.org/sites/default/files/2019-05/Beachy%20Head%20East.pdf>

Accessed 2/8/23.

Beachy Head East Marine Conservation Zone.

<http://www.beachyheadeast.org/>

Accessed 2/8/23.

Nautical Archaeology Society Website.

<https://www.nauticalarchaeologysociety.org/klein-hollandia>

MaSS Website Listing.

<https://mass.cultureelerfgoed.nl/klein-hollandia-1654>

Wikipedia Website Listing.

https://en.wikipedia.org/wiki/Eastbourne_wreck_site

Appendix 1: Investigation Timeline

| Year | Dates | Activity | Detailed Activity Description | Organisation or Individual | Output / Publication | Archive Location | Digital Archive |
|------|-------------------|--------------------|--|--|--|------------------------------|---|
| 2015 | 1st July | Geophysical Survey | Gardline Survey HI 1476 Hastings to Beachy Head. UKHO record 83501. SEP 2015/000083465 26.11.15, Examined 01.07.15. Wreck shown in 5039.026N, 0023.802E (WGD). Least M/B depth 27.86m in general depth 28.3m. Length 37m, width 15m, height 1.5m. Strong magnetic anomaly. Ins as DW 27.66m in revised position. | UK Hydrographic Office | Digital data set of survey | UK Hydrographic Office | Downloadable from https://data.admiralty.co.uk/portal/apps/sites/#/marine-data-portal |
| 2019 | 21st April | Discovery | Single dive undertaken by Tom Stockman and Graham Owen from <i>Our W</i> , charter boat owned by David Ronnan from Dive 125. Divers observed numerous cannon, large stone blocks, timber and small finds. Recovered two small pottery sherds for identification. Reported discovery to Mark Beattie-Edwards from the Nautical Archaeology Society (NAS) by David Ronnan. | David Ronnan (Dive 125), Tom Stockman, Graham Owen | | | |
| 2019 | 29th - 30th April | Diver Survey | Two dives undertaken by divers from the NAS confirmed observations made by Tom Stockman and Graham Owen. Martin Davies from InDepth Photography captured still digital images and digital video of cannon, stone blocks, copper feature and numerous bricks. Two pottery sherds recovered in April provided to NAS for identification. | Nautical Archaeology Society | Digital photos and videos by Martin Davies (InDepth Photography) and NAS | InDepth Photography and NAS. | InDepth Photography. NAS archives held on NAS Servers |
| 2019 | 1st - 5th July | Designation | Designation Order: 1068, 2019. Made: 1 July 2019 Laid before Parliament: 4 July 2019 Coming into force: 5 July 2019. | Department for Digital, Culture, Media and Sport | Statutory Instrument: 2019/1068 | | https://statutoryinstruments.parliament.uk/instrument/wRbVjvk2 |

| | | | | | | | |
|------|--|--------------------|---|---|---|---|--|
| 2019 | 10th June - 5th October | Diver Survey | 9 days diving with a total of 87 dives undertaken by 39 individual divers. The seabed highly mobile and divers observing areas covering and uncovering between visits. Contact made with Martijn Manders from the Cultural Heritage Agency of the Netherlands (RCE). Historical researchers find a plausible candidate for the ship, but further research needed. | Nautical Archaeology Society | <i>Unknown Wreck Off Eastbourne Licensees Report</i> , 27th November 2019 Authors: Mark Beattie-Edwards and David Ronnan. | Nautical Archaeology Society. Pdf supplied to Historic England and the Cultural Heritage Agency of the Netherlands. | InDepth Photography. NAS archives held on NAS Servers |
| 2019 | 16th - 17th July | Geophysical Survey | Marine magnetometer and multibeam echosounder survey. 5 features of interest were identified in the dataset including the main wreck assemblage and a number of outlying features. | Wessex Archaeology | <i>Eastbourne Bronze Cannon Site, Marine geophysical survey and archaeological assessment of geophysical data</i> . Wessex Archaeology. Report Ref: 214390.08. November 2019. | Wessex Archaeology. Data also supplied to Nautical Archaeology Society | Wessex Archaeology. Supplied data also held on NAS Servers |
| 2020 | 31st May - 21st September | Diver Survey | 9 days diving with a total of 43 dives by 19 individual divers. Photogrammetry surveys of features, documentation of structural timbers, discovery of ships galley. | Nautical Archaeology Society | <i>Unknown Wreck off Eastbourne Licensee Report</i> , 2020. Author: Mark Beattie-Edwards. | Nautical Archaeology Society. Pdf supplied to Historic England and the Cultural Heritage Agency of the Netherlands. | InDepth Photography. NAS archives held on NAS Servers |
| 2020 | 24th, 27th - 28th August, 7th - 8th September 2020 | Diver Survey | Five days funded by the RCE carried out by a team of NAS and freelance archaeologists in August and September, alongside a programme of other visits during the year. The work included re-examining one of the bronze guns; the discovery of the ship's galley area and a large length of composite hull frames and planking. Recovery of two stone tiles for geological analysis. | Nautical Archaeology Society, funded by the Cultural Heritage Agency of the Netherlands (RCE) | <i>Unknown Wreck Off Eastbourne, 2020 Investigation Report</i> . Author Mark Beattie-Edwards. | Nautical Archaeology Society. Pdf supplied to Historic England and the Cultural Heritage Agency of the Netherlands. | Held on NAS Servers |

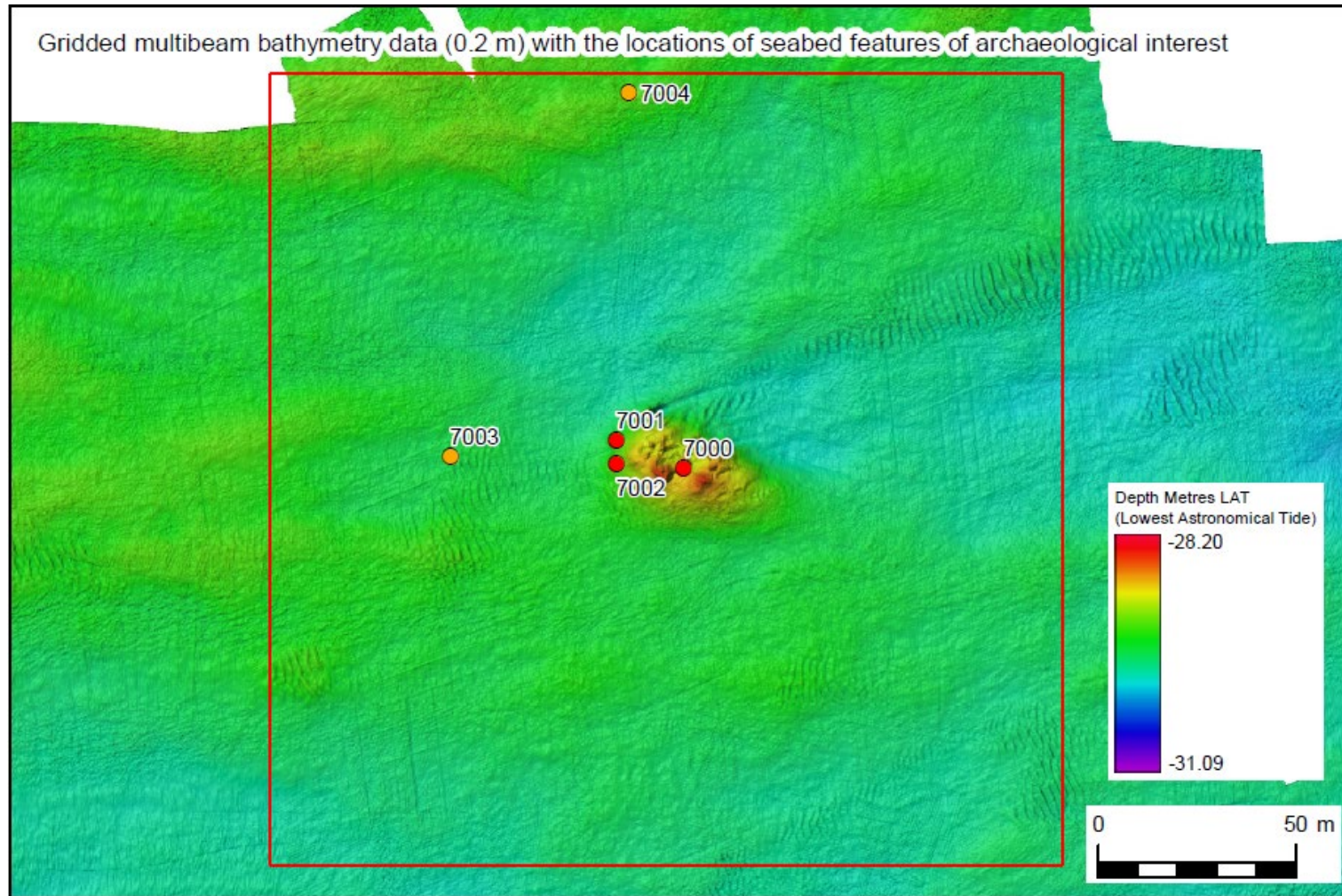
| | | | | | | | |
|------|---------------------------|--------------------|---|--|--|--|--|
| 2021 | 9th February | Material Analysis | Archaeometric analysis including geochemical and petrographic characterisation to establish the provenance of the two stone tiles marble. | Historic England, funded by RCE | <i>Study of provenance of white marble tiles from the unidentified wreck site off Eastbourne.</i> Author: Dr Francesca Gherardi, Historic England. | Historic England. Pdf report supplied to Nautical Archaeology Society | Historic England. Pdf report held on NAS Servers |
| 2021 | 21st April - 13th October | Diver Survey | 9 days diving with a total of 53 dives by 21 individual divers. Damage to site documented in April 2021. Gun turned over, other guns moved, and concretions removed. Stone blocks scratched and moved. Trawl scars observed and documented. Photogrammetry surveys. Large amounts of white china pottery sherds discovered. Small number of sherds recovered and identified as being of 17th century Italian origin. Human remains recovered. | Nautical Archaeology Society | <i>Unknown Wreck off Eastbourne Licensee Report, 2021.</i> Author: Mark Beattie-Edwards. | Nautical Archaeology Society. Pdf supplied to Historic England and the Cultural Heritage Agency of the Netherlands. | InDepth Photography. NAS archives held on NAS Servers |
| 2021 | 3rd - 5th August | Diver Survey | Assessment survey and report to support HE's management strategy for the site and to support the police investigation and criminal prosecution of seabed trawling impact event. | Nautical Archaeology Society, funded by Historic England | <i>Assessment Survey of Unknown Wreck off Eastbourne Project Report.</i> August 2021. Author: Mark Beattie-Edwards. HE Project 8470. OASIS ID (UID): nautical2-503948. | Nautical Archaeology Society. Pdf report supplied to Historic England and the Cultural Heritage Agency of the Netherlands. | Held on NAS Servers |
| 2021 | 16th September | Geophysical Survey | Side scan sonar survey. 40 features identified as being of possible archaeological potential. | Wessex Archaeology | <i>Eastbourne Bronze Cannon Site, Marine geophysical survey, and archaeological assessment of geophysical data.</i> Wessex Archaeology. Report Ref: 214392.10. December 2021. | Wessex Archaeology. Data also supplied to Nautical Archaeology Society | Wessex Archaeology. Supplied data also held on NAS Servers |

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| | | | | | | | |
|------|---------------------------|--|--|---|--|--|---|
| 2022 | 12th April - 16th October | Diver Survey | 12 days diving with a total of 89 dives by 39 individual divers. Interim site plan generated from the photogrammetry surveys in 2020 and 2021. New area of structural hull timbers discovered and documented to the south of the main assemblage. Galley brick area surveyed. Human remains recovered. | Nautical Archaeology Society | <i>Unknown Wreck off Eastbourne Licensee Report, 2022.</i> Author: Mark Beattie-Edwards. | Nautical Archaeology Society. Pdf report supplied to Historic England and the Cultural Heritage Agency of the Netherlands. | InDepth Photography. NAS archives held on NAS Servers |
| 2022 | 4th - 5th September | Diver Survey and Sampling. HE Project Ref 8450 | 2 days diving as part of Wreck Investigation: Partnership Working to Add Value Project. Work included documentation of timber structural elements and dendrochronological sampling and recovery of 3 internal ceiling planks and 3 barrel staves. | RCE, MSDS Marine, Nautical Archaeology Society | <i>Wreck Investigation: Partnership Working to Add Value.</i> MSDS report for Historic England. HE Project Ref: 8450. | MSDS Marine. Nautical Archaeology Society | MSDS Marine servers. NAS archives held on NAS Servers |
| 2023 | January | Material Analysis / Dating | Analysis of 3 barrel staves and sections from 3 internal ceiling planks (2x conifer and 1x oak). The ring-width series from the one oak internal ceiling plank cross-matched strongly against German oak ring-width chronologies with the last surviving ring dating to AD1499. | Nigel Nayling, DendroArch | <i>The Unknown Wreck, Eastbourne, East Sussex: Interim Statement on the Dendrochronological Analysis of Timbers.</i> January 2023. Author Nigel Nayling, DendroArch. | Nigel Nayling, DendroArch. Copy supplied to Nautical Archaeology Society and Historic England | DendroArch. Pdf of report held on NAS Servers |
| 2023 | 27th January | Press Release | Joint press release announcing the identity of the wreck, by Historic England, Cultural Heritage Agency of the Netherlands (RCE) and the Nautical Archaeology Society. | Historic England, RCE, Nautical Archaeology Society | Webpages, printed articles in newspapers and magazines, social media posts. Videos hosted on NAS and HE YouTube channels. | Copies held by Historic England, RCE and Nautical Archaeology Society | https://www.nauticalarchaeology.org/klein-hollandia and https://historicengland.org.uk/whats-new/news/identity-17th-century-dutch-warship-confirmed |
| 2023 | April - October | Museum Exhibition | Display of conserved artefacts alongside information panel, images and video. | Bexhill Museum | Exhibition | Bexhill Museum | |

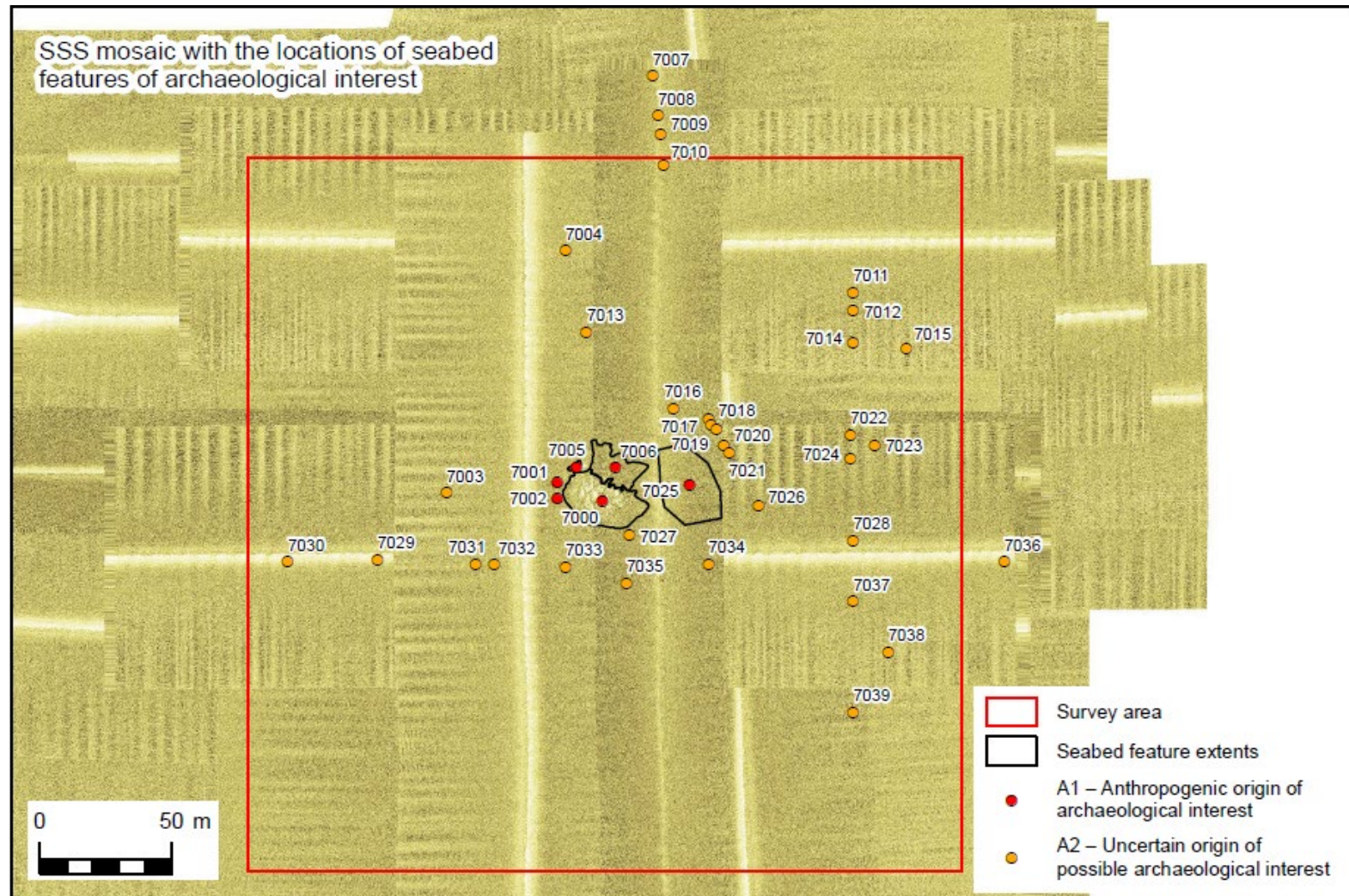
| | | | | | | | |
|------|-----------------------------|---|---|---|---|--|---|
| 2023 | 27th April - 22nd September | Diver Survey | 13 days diving with a total of 167 dives by 62 individuals. Continued photogrammetry surveys. New area of structural hull timbers documented to the south. New area of timbers discovered to the east of the main assemblage. | Nautical Archaeology Society | <i>Unknown Wreck off Eastbourne Licensee Report, 2023.</i> Author: Mark Beattie-Edwards. | Nautical Archaeology Society. Pdf report supplied to Historic England and the Cultural Heritage Agency of the Netherlands. | InDepth Photography. NAS archives held on NAS Servers |
| 2023 | 5th - 10th September | Diver Survey | 6 days diving jointly funded by Historic England and the RCE. Focus of investigation concentrated on the documentation of the timber area to the south of the site by diver observation, drawing and photogrammetry and videography | RCE, MSDS Marine, Nautical Archaeology Society, funded by Cultural Heritage Agency of the Netherlands | <i>Unknown Wreck off Eastbourne Licensee Report, 2023.</i> Author: Mark Beattie-Edwards. | Nautical Archaeology Society. Pdf report supplied to Historic England and the Cultural Heritage Agency of the Netherlands. | InDepth Photography. NAS archives held on NAS Servers |
| 2023 | 5th - 10th September | Protective Marking Project. HE Project Ref 7591 | 6 days diving jointly funded by Historic England and the RCE to apply protecting marking product as part of initiative to reduce the threat of illegal recoveries from the site | Historic England, MSDS Marine, RCE and Nautical Archaeology Society, funded by Historic England and the Cultural Heritage Agency of the Netherlands | https://historicengland.org.uk/whats-new/news/innovative-marking-technology-protect-shipwrecks-heritage-crime/ MSDS Report for Historic England. Report Ref: 7591 | MSDS Marine / Historic England | MSDS Marine servers |

Appendix 2: Multibeam bathymetry survey of the wreck by Wessex Archaeology for Historic England
© Wessex Archaeology.



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Historic England Project No. 8672

Appendix 3: Side-scan sonar survey of the wreck by Wessex Archaeology for Historic England © Wessex Archaeology.



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