

Salcombe Cannon Site Conservation Statement & Management Plan.



A selection of finds from the Salcombe Cannon Site

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Executive Summary

The Salcombe Cannon Site is the remains of a 17th Century shipwreck of unknown, possibly Dutch, origins which had possible trade links with North Africa. The ship was wrecked between Prawle Point and the Salcombe Estuary. Within the protected area of seabed several Bronze Age artefacts have been discovered, these will be taken into account with the adjacent Bronze Age site of Moor Sand and covered in the Management Plan for that site.

The wreck was discovered in the early 1990's by the Henley BSAC branch who informed Neville Oldham, who in his capacity as Chairman of the South West Branch of the Nautical Archaeology Society, was mapping all of the cannon sites in the area. From 1992 intermittent work was conducted on the site by the South West Maritime Archaeology Group (SWMAG), locating and surveying the cannons and recovering a few items. On the 30th April 1995 SWMAG were working on the site in very cold and poor conditions when one of them, Ron Howell, located a small gold ingot and a number of gold coins. Finds recovered from the site included more than 400 gold coins, gold ingots, pieces of gold jewellery, pottery fragments, lead weights and other archaeological material.

Work continued on the site with the knowledge of the relevant archaeological authorities until autumn of 1997 when news of the discovery finally broke. As a result of this the site was designated as an historic wreck under the Protection of Wrecks Act 1973 on 24th October 1997 under Statutory Instrument 1997/2536. The current designation extends for a radius of 250m from the position of 50° 12.732'N 03° 44.748'W (WGS 84).

The Bronze Age artefacts found nearby to the cannon site are covered in the Conservation Statement and Management Plan for the overlapping protected wreck of Moor Sand.

This Conservation Statement and Management Plan has therefore been produced to enable local and regional stakeholder involvement in our aspirations for the conservation management of the Salcombe Cannon Site, to balance conservation with economic and social needs. The principle aim of this plan is to identify a shared vision of how the values and features of the Salcombe Cannon Site can be conserved, maintained and enhanced.

The following management policies have therefore been developed:

Management Policy 1: We will seek to develop appropriate visitor access to the site, given the high value and portability of the artefacts previously recovered from the site, this access would most likely be have to be virtual.

Management Policy 2: We seek to promote the completion and publication of the site.

Management Policy 3: We will continue to encourage and support the licensee team in their work on the site.

Management Policy 4: Appropriate mechanisms should be developed to address the shared ownership of the Salcombe Cannon Site and Moor Sand protected wreck sites

Management Policy 5: Through liaising with the local museums and stakeholders, we will seek to provide interpretive material for the marine historic environment at appropriate locations.

Management Policy 6: Through web-based initiatives, we will continue to develop the accessibility of related material, support appropriate links, in particular with SWMAG and the BM, and enlist effective local support.

Management Policy 7: Mechanisms will be identified as to develop the shared ownership and partnership with SWMAG and other stakeholders.

Management Policy 8: Where projects are commissioned on the site we will encourage the use of the site as a training resource where this is appropriate.

Management Policy 9: Key gaps in the understanding of the significance of the site are now being identified, prioritised and addressed so that these significances can contribute to informing the future conservation management of the site.

Management Policy 10: We seek to support the publication of the site archive which will to contribute to a fuller understanding of the site(s) in their entirety

Management Policy 11: We will encourage the investigative work and survey of the site(s) and the areas between them. Only when this has been accomplished will the extent of the site be apparent.

Management Policy 12: We will seek to find an appropriate mechanism to allow the Coastwatch Station to establish the position of any vessel potentially illegally impacting the site(s).

Management Policy 13: We will seek to continue to support the work of the SWMAG in their surveys of the site and their work supported by the British Museum.

Management Policy 14: Unnecessary disturbance of the seabed in the restricted area should be avoided where possible to minimise the risk of damage to buried archaeological material on the site. This should take into account the significance of the archaeology and what academic value can be gained from recovery of the find.

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1. Introduction

1.1. Project Background

- 1.1.1. 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 1973) allows Government to designate, in territorial waters, an important wreck site so as to prevent uncontrolled disturbance.
- 1.1.2. Although the National Heritage Act 2002 enabled Historic England to assist in costs relating to works under the Act, the responsibilities of Historic England for the physical management of designated wreck sites must align with our strategic priorities as set out in the Corporate Plan 2017 to 2020. Here, we seek to identify and protect England's most important heritage.
- 1.1.3. In order to guide an understanding of the special interest and cultural values of each site, Historic England's Conservation Principles, Policies and Guidance for the sustainable management of the historic environment will provide the foundation to contextualise change. As such, Conservation is taken to be 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 and reinforce those values (Historic England 2008).

1.2. Purpose

- 1.2.1. This document seeks to set out a 'Conservation Statement and Management Plan (CS&MP) for the Salcombe Cannon Site, an archaeological site designated under the Protection of the Wrecks Act 1973, lying offshore from Moor Sand on the South Devon coast (Appendix 1: Site Location). The site is thought to be a 17th century Dutch vessel with trade links to North Africa.
- 1.2.2. An assemblage of Bronze Age finds was also discovered on the site, the history of the work and analysis of this assemblage will be covered the CS&MP for Moor Sand a designated Bronze Age shipwreck which overlaps the protected area for the 17th century cannon site.
- 1.2.3. The Salcombe Cannon Site is attributed National Heritage List for England number 1000074.
- 1.2.4. Historic England has published a set of Conservation Principles, Policies and Guidance for the sustainable management of the Historic Environment (Historic England, 2008). These principles are intended to support the quality of our decision making, with the 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. As such, conservation is taken to be the process of managing change in ways that will best sustain the values of a place in its context, and which recognises opportunities to reveal and reinforce those values (Historic England, 2008)
- 1.2.5. The Conservation Statement and Management Plan has therefore been produced to enable local, regional and national stakeholder involvement in identifying aspirations for the conservation management of the Salcombe Cannon Site.

1.3. Aims and Objectives

- 1.3.1. The principle aims of this Conservation Statement and Management Plan is to identify a shared vision of how the values and features of the Salcombe Cannon Site can be conserved, maintained and enhanced and balance conservation with economic and social needs.
- 1.3.2. This will be achieved through the following objectives
 - Understanding the Salcombe Cannon Site
 - Assessing the significance of the Salcombe Cannon Site
 - Identifying where the significance of the Salcombe Cannon Site is vulnerable
 - Identifying policies for conserving the significance of Salcombe Cannon Site
 - Realising the public value of the conservation of the Salcombe Cannon Site
 - Identifying Management Policies.

1.4. Scope and Liaison

- 1.4.1. Heritage 2020 sets out how heritage organisations will work together to benefit the historic environment. It is coordinated on behalf of the whole sector by the Historic Environment Forum. The Historic England Action Plan forms Historic England's contribution to Heritage 2020. This Action Plan details how the objectives of Historic England's Corporate Plan will be delivered and provides an estimate of the resource needed. Assessing the significance of England's Protected Wreck Sites is an acute priority identified within Historic England's Action Plan, while individual Conservation Statements & Management Plans assist with an improved understanding of the significance and character of these priority areas of our heritage.
- 1.4.2. Practical measures that can conserve, maintain and enhance the values and features of the Salcombe Cannon Site identified as being at risk will be delivered through this Conservation Statement and Management Plan.
- 1.4.3. There are currently 53 historic wrecks in English waters protected under the PWA 1973; access to these sites is managed under a licensing scheme and authorisation from the Secretary of State for the DCMS.

1.5. Authorship

- 1.5.1. This document is prepared by Bournemouth University (BU), with contributions through stakeholder involvement. Full acknowledgments of those who contributed to, or were consulted on, its preparation will be presented on the final version.
- 1.5.2. In addition Jim Tyson on behalf of the South West Maritime Archaeology Group (SWMAG) has been involved with the drafting of this document.
- 1.5.3. This document is based on the Standard for Conservation Statements for English Heritage and draws on the Conservation Statement and Management Plans for the *Rooswijk* (Dunkley, 2009), the *Stirling Castle* (Dunkley, 2008) and the *Invincible* (Pascoe & Cowan, 2016).

1.6. Status

- 1.6.1. This plan is in the draft/consultation phase and has yet to be adopted by Historic England.

2. Understanding the Salcombe Cannon Site

2.1. Historical Development of the Designated Site

- 2.1.1. The identity and history of the vessel is unknown but the small finds assemblage suggest that it was a Dutch trading vessel from the 17th century which had possible trade links with North Africa.
- 2.1.2. In the early 1990's Neville Oldham, in his capacity as Chairman of the South West Branch of the Nautical Archaeology Society, was mapping all of the cannon sites in the area; the Henley branch of BSAC located a cannon site which was showed a number of cannon and anchors on the seabed, they informed Mr Oldham if its location.
- 2.1.3. During 1992 the Site was brought to the attention of the authorities (in the form of the then Archaeological Diving Unit (ADU)) by Mr Oldham as a "cannon Site with nothing else visible" (Lawrence & Dean, 1996)
- 2.1.4. From 1992 intermittent work was conducted on the Site by SWMAG, locating and surveying the cannons and recovering a few items whilst the bulk of the group's activity continued on the sites in the Erme Estuary that they had been investigating since 1989. Plans of the area showed four gullies all containing widespread material including nine cannons, two swivel guns and three anchors as well as bar shot and some concretion on the surface. All were measured in situ, drawn and photographed. They were then measured by triangulation, recorded on the site plan and left in situ.
- 2.1.5. On the 30th April 1995 (Howell Pers. Comm.) SWMAG were working on the site in very cold and poor conditions when one of them, Ron Howell, located a small gold ingot and a number of gold coins.
- 2.1.6. The Archaeological Diving Unit was notified of the discovery in November 1995 and they visited the Site in June 1996. As a result of this visit a meeting took place between SWMAG, Martin Dean (of the ADU), Veronica Robins (the then Receiver of Wreck) and Venetia Porter and Angela Care-Evans of the British Museum. Following a recommendation by the ADU, it was decided that the Site should not be designated at this point as it would mean that the Site and its position would have to be made public, a potential threat given the nature of the material involved (Lawrence & Dean, 1996).
- 2.1.7. The initial survey identified particular areas where partial excavation, trial trenching and surface find collection would be carried out. Finds recovered during this period included more than 400 gold coins, gold ingots, pieces of gold jewellery, pottery fragments, lead weights and other archaeological material. Several conclusions were reached at the end of this fieldwork period. No identification of a vessel had been made as there had been no significant recovery of any vessel fixtures, fittings or vessel structure. Overall, the consensus of opinion favoured a 17th century vessel of European origin, perhaps Dutch with English connections trading with North Africa (SWMAG, 1997).

- 2.1.8. Over this period work had continued on the site with the knowledge of the relevant archaeological authorities until autumn of 1997 when news of the discovery finally broke. As a result of this the site was designated as an historic wreck under the Protection of Wrecks Act 1973 on 24th October 1997 under Statutory Instrument 1997/2536 as recommended by the ADU (ADU, 1996, p. 1).
- 2.1.9. The artefacts were acquired for the nation by the British Museum for the sum of £99,000, the largest salvage award processed by the Receiver of Wreck since the post became centralised in 1993, so that they could be researched by Dr. Venetia Porter, Curator of the Islamic Collections and her colleagues (McDonald, 1997) (Parham, 1998). The monies paid to SWMAG were used to further the investigation of the Site which have included a full multibeam bathymetric survey of the site and the surrounding seabed.
- 2.1.10. From 1998 the emphasis of the work was changed to survey with SWMAG and Annabel Wood, the nominated archaeologist, continued to survey the Site and take profiles of Gully A and Area 54. Excavation on the site continued and new finds were recovered from the Site during excavation after being recorded in situ and photographed (Palmer & Wood, 1998). The ADU also visited the Site and concluded that the survey of the Site was progressing, though the survey needed to be extended to define the extent of the spread of archaeological material (ADU, 1998).
- 2.1.11. Following the designation a security watch over the site was agreed with the Coastguard at Prawle Point (overlooking the site). Illegal divers were noted on the site in May and September and were challenged by SWMAG (Howell Pers. Comm.). During the week commencing 5 October 1998 a complaint was made by SWMAG to Devon and Cornwall Police regarding suspected illegal diving within the Designated Area under the Protection of Wrecks Act 1973. The police failed to take action and staff of the DCMS were in telephone contact with the Devon and Cornwall Police three times on Wednesday 7 October to discuss the situation. As a result of the telephone conversation, a letter was faxed to the Police at 3.15pm on Wednesday 7 October, setting out the legal provisions of the Protection of Wrecks Act 1973. A copy of the licence for the site, detailing the individuals authorised to dive on it, was also faxed to the police, at their request, on the afternoon of Wednesday 7 October. A further telephone call was made to the police on Friday 9 October to obtain an update on the situation (Hansards, 3 Dec 1998, p. col 231)
- 2.1.12. Although the bad weather restricted diving in the 1999 season, the team still made progress in terms of survey, research and archaeological information. Excavation continued in Gully B and D with a number of artefacts coming to the surface. Notable of these was a Dutch clay pipe, circa 1640 (Palmer & Wood, 1999).
- 2.1.13. The 2000 fieldwork carried out by SWMAG included dedicating a team to the remote sensing of the Site which would help to establish its extent and also produced a Strategy for the Future of the Salcombe Cannon Site (Palmer & Wood, 2000); (Palmer & Wood, 2001).

- 2.1.14. Unfortunately the 2001 season was plagued with generally poor weather and a lack of available team members, resulting in little work being done on the site itself. However, the nominated archaeologist did carry out remote sensing of the area using a magnetometer (ADU, 2002).
- 2.1.15. In contrast, the 2002 dive season proved to be more successful with a number of interesting results. Due to the involvement of ICON films, who were commissioned to make a film of the Site for the BBC History series, a Reson Multibeam 8125 system was hired by SWMAG. Remote sensing using a caesium magnetometer and the Reson Multibeam was carried out in order to delimit the site and discover areas requiring further investigation. Additional archaeological material was recovered and deposited with the British Museum who identified that broad beans recovered from the site are from a North African variety and that the gold ingots are made from the same gold source as the cut jewellery pieces. (Palmer, 2002)
- 2.1.16. Chris Underwood became the nominated archaeologist in 2004 and illegal divers were noted on the site in July of that year.
- 2.1.17. Wessex Archaeology in their role of Diving Contractor for Historic England were on Site for five days collecting further data to assist in the interpretation and monitoring of the site, recording ten of the cannons and two of the anchors. In addition they used their diver tracking system to establish the position of datums on the site and undertook to provide photo mosaics of the A, D and G Gullies (Wessex Archaeology, 2003).
- 2.1.18. Work continued on the Site and on weekend of the 15/16th May 2004 SWMAG recovered a number of Bronze Age objects to the east of the main 17th century site, at the point where D Gully meets the newly designated E Gully (Yates, 2005). This area lies within the designated zone for Salcombe Cannon Site, within and just outside the designated zone for Moor Sand. This new site was labelled "Salcombe B" and the 17th Century site as "Salcombe A", the management of Bronze Age finds within the Cannon Sites designated area will be covered in the Moor Sands Management Plan.
- 2.1.19. Fieldwork in 2005 included extensive survey to the west and north-west of the Cannon Site and work in and around E Gully which produced additional Bronze Age material as well as stones that appeared out of context with local geology, 16th century masonry and an artefact of Sicilian origin. Wessex Archaeology visited the Site again, providing the main datum point along E Gully to assist SWMAG in producing a pre-disturbance plan of the Bronze Age Site, and undertaking a magnetometer survey to a large area as well as some small scale metal detector searches. Monitoring work was also carried out on both the Bronze Age and the 17th century sites (Wessex Archaeology, 2006). Dave Parham of Bournemouth University took over as the Nominated Archaeologist for the site.
- 2.1.20. Further illegal divers were spotted on the site in May and July 2005 following security call from Prawle which resulted in a group being challenged by the Salcombe Harbour authorities in July 2005.

2.1.21. During the 2006 season work continued in and around Gully E which provided additional Bronze Age material.

2.1.22. The known information of the Salcombe Cannon Site may be presented as a summary *Ship Biography* which draws together the main attributes of the site and provides a statement of the site's archaeological interest

Build	Unknown, artefactual evidence points to the vessel being that of a Dutch merchantman with possible trade links to Morocco. Alternatively the vessel may be a Moroccan pirate ship.
Use	Unknown, possibly used for trading around the coast of Europe and Africa.
Loss	Unknown, likely in the 17 th century.
Survival	The site is what Muckelroy would have categorised as a Class 4 site, one with few organic remains and a semi organised scatter of robust finds (Muckelroy, 1978). Ten iron guns in two discrete clusters lying approximately 32m apart and three anchors are known to survive on the site lying within a series of gullies, labelled A through to G. Excavations within the gullies have revealed a mix of robust finds including ceramics, pewter, sounding weights and gold.
Investigation	SWMAG began intermittent work on the site in 1992 before finding gold in 1995, SWMAG continue to work on the site producing annual reports available online through their website.

2.2. Description of Surviving Features

2.2.1. The site lies along a series of gullies within a low friable greenschist rock reef, the site consists of two discrete clusters of cast iron cannon lying approximately 32m apart on a NNW – SE axis within a gully system shaped like a flattened 'Y'. The base of the body of the Y (the A Gully) lies towards the NNE extremity of the site, the apex of the Y forming the central area of the site and the two flattened arms forming the Eastern (the D Gully) and Western (the G Gully) extremities. The two major gun clusters are located towards the base of the Y in the A gully (Guns 2,7,20 & 12), the central area of the site and the beginning of the D gully (Guns 14, 15, 16, and 8) with Gun 3S towards the apex of the D Gully and Guns 17 and 18S towards the apex of the G gully. Those labelled with S are small 'Swivel' guns; all others are large cast iron pieces. No detailed recording of the guns has been undertaken but measurements taken by Wessex Archaeology in 2003 suggest that the cast iron pieces are similar in size, between 2.2 and 2.47m in length, with the swivel guns being all about the same size, just over 1m in length. A collection of bar and round shot has been found on the site, but not recovered or recorded. Round shot are distributed around the site but the bar shot was located in two clusters within the central part of the A Gully.

2.2.2. There are three anchors on site: within the mid-section of the A Gully is A56, on the side of the central area, close to the beginning of the D Gully is A9 and at the beginning of the D Gully originally (but moved further along this gully) is A4, a small complete anchor.

2.2.3. Visual and metal detector searches have taken place over the entire site and have uncovered a range of material with excavation being undertaken in three discrete areas: a 2m square test

pit within the A Gully, a larger 3m x 4m trench within the base of the D Gully which was extended towards the central area and 2m x 4m trench within the G Gully.

- 2.2.4. The A Gully trench fill consisted of a matrix of rock and sand overlying white clay which then went down onto bedrock. Most finds were found within the clay 75-100mm down from the surface. Very little was found in this trench, only lead small arms shot and a single copper coin. On the surface of this gully a single gold coin and piece of jewellery was found, a pewter spoon and fork, the merchant seal and further along the gully past the cannon cluster the navigational dividers and the group of small brass ornament legs was found.
- 2.2.5. The D Gully excavation, referred to as Area 54, a 3m x 4m trench, was cut under A4 which was moved to facilitate this work as described above. This trench was then extended towards the central area and some way down the D Gully. Again within this trench was a matrix of rock and sand with soft pockets of sand/shingle/small rocks on the northern side of the trench. The work reached down to a depth of 1m. A number of coins and items of jewellery were recovered from this trench but the bulk of archaeological material uncovered were the more mundane items such as pottery, the sounding weight, clay pipe and pewter. Whilst robust against chemical and biological attack many of the finds are physically delicate but have survived within a sand/rock cobble seabed. Breaks on the pottery sherds are slightly, but not excessively, rounded and most of the gold finds, which are very delicate, retain their fine surface detail, suggesting in most cases that the material has not moved since entering the seabed. It is possible that they were buried by changes in the seabed brought on by the wrecking process. Outside of the main site in the areas searched by SWMAG other, widely dispersed 17th century items have been found lying on the seabed surface over 100m away. See appendix two for a site map.

2.3. Ownership, Management and Current Use

- 2.3.1. As an unidentified wreck current ownership cannot be established.
- 2.3.2. Work on the site has been done by the South West Maritime Archaeological Group.
- 2.3.3. The Archaeological Diving Unit visited the site on five occasions (96/12, 97/19, 98/19, 99/26 & 02/28) on their last visit the ADU produced a high resolution multibeam survey of the seabed along the stretch of coastline adjacent to the site. Wessex Archaeology returned to the site under the Archaeological Services in Relation to the Protection of Wrecks Act (1973) in 2003 and 2005 where they conducted various photographic surveys and marked in the survey datums using a Sonardyne LBL (Wessex Archaeology, 2006).
- 2.3.4. The site lies within England's Territorial Sea. In addition to the owner of the seabed - normally around England & Wales the Crown Estate – consents may be required to undertake archaeological investigations.
- 2.3.5. In terms of access to material the British Museum hold the artefacts recovered from the site, which can be viewed by appointment. A small display of the coins and small finds recovered from the site forms part of the Citi Money Gallery in the BM.

- 2.3.6. Physical access to the site is restricted to divers accompanied by the site Licensee(s). The current licensee is Mick Palmer, the site and its protected area overlap with the Moor Sand Protected Wreck which Mick Palmer is also a licensee.

2.4. Gaps in Existing Knowledge

- 2.4.1. The identity of the Salcombe Cannon Site is unknown, however there are very extensive documentary sources for English maritime history from the 17th century onwards, and research into them would almost certainly produce a number of candidates for the site. Printed sources like the Calendar of State Papers may give some idea of the material available, but there would also be many unpublished documents that would need to be studied.
- 2.4.2. The exact character of the ship is unknown, with no physical vessel surviving and no obvious bulk cargos beyond the bullion this is difficult to establish if they were on legitimate mercantile business, a warship or piracy.
- 2.4.3. Various diver and geophysical surveys of the site have been produced and the finds have been plotted against these datums and put into a MySQL database, these surveys need to be updated and brought together to give a fuller picture of the wreck site.

3. Assessment of Significance

3.1. Basis for Assessment of Significance

- 3.1.1. Significance means the sum of the cultural and natural heritage values of a place (Historic England, 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) and 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).
- 3.1.2. In addition, the historic environment is a cultural and natural heritage resource shared by communities characterised not just by geographical location but also by common interests and values. As such, emphasis may be placed upon important consequential (technically, 'instrumental') benefits or potential, for example as an educational, recreational, or economic resource, which the historic environment provides. 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.
- 3.1.3. 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.

3.2. Statement of Significance

3.2.1. The evidence available for the Salcombe Cannon site indicates that the vessel was operating and was lost sometime within c.1640 whilst engaged in some form of contact between northwest Europe and North Africa. It provides a unique example of tangible evidence of these contacts known through the historical record. The exact character of the site is unknown, it could easily be a vessel engaged in trade or piracy. However, because of its nature as tangible evidence of an important period in European and North African history and its potential to provide further evidence for a greater understanding of this process, in addition to the material it has already supplied, it is of undoubted international significance.

3.2.2. The following table seeks to summarise these values of the Salcombe Cannon Site as a whole, by noting how those values relate to the surviving fabric and its constituent parts.

Evidential	Relating to the way in which the Salcombe Cannon Site to yield primary information about past human activity; the sites strength lays within the artefacts recovered showing the trade links between Europe and Africa. A large number of artefacts of high intrinsic value have been recovered from the site and it is likely that more finds are located at the bottom of the gullies.
Historical	Relating to the ways in which the Salcombe Cannon Site can provide direct links to past people, events and aspects of life; no documentary evidence is known to exist. However the archaeological evidence can provide details on shipboard life and trade in the 17 th century.
Aesthetic	Relating to the ways in which people respond to the Salcombe Cannon Site through sensory and intellectual experience; the wrecks strength lies within the artefacts recovered from the site, many of which are highly aesthetic and on display at the British Museum. In addition the location of the wreck site itself within the Start Point to Plymouth Sound and Eddystone Special Area of Conservation adds to these qualities.
Communal	Relating to the meanings of the Salcombe Cannon Site for the people who identify with it, the members of SWMAG have worked on the site from its discovery and have achieved national awards for their work conducted on the site. The Islamic connection with the artefacts could also be counted as a communal significance.
Instrumental	Economic, educational, recreational and other benefits which exist as a consequence of the cultural or natural heritage values of the Salcombe Cannon Site can be identified by the artefacts forming part of an exhibition at the BM.

3.3. Gaps in Understanding Significance

3.3.1. The assessment of significance has not been hindered by any gaps in knowledge identified in Section 2.4 above. However, certain key gaps in our understanding of the significance of the component parts of the site may need to be filled so these significances can contribute to informing its future conservation management the most notable of these being the identification of the wreck. Given the site conditions it is unlikely that any ship structure will have survived.

- 3.3.2. The site has been surveyed using multibeam with a bin size of 200mm this data should be combined with the positional data obtained from the various surveys and works on the site to create a master survey allowing an accurate site plan of the area and seeing the relationship between all the finds.

3.4. Statutory and Other Designations

- 3.4.1. Statutory Instrument 1997/2536 affords protection to a circular area of seabed from a 250m radius of position 50° 12.732'N 03° 44.748'W (WGS 84) under the Protection of Wrecks Act 1973. The National Grid Reference is SX 75531 36147. This area overlaps with the designated zone for Moor Sand (Statutory Instrument 1979/56) affording protection to a 300m radius circular area of seabed around position 50°12.736N 3°44.402W (WGS84).
- 3.4.2. Archaeological interventions that impact the seabed 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.
- 3.4.3. The site lays within the Start Point to Plymouth Sound and Eddystone Special Area of Conservation and any work conducted may need a Habitat Regulations Assessment to assess whether the impacts will have a likely significant effect on the sites designated features, this will be a requirement of a MMO license.
- 3.4.4. In addition, section 40 of the National Environment and Rural Communities act (2006) places a duty on all public bodies to have regard to biodiversity (Natural England, 2006).

4. Issues and Vulnerability

4.1. Introduction

- 4.1.1. This section summarises the main conservation and management issues that affect the significance of the Salcombe Cannon Site and its component parts and elements.
- 4.1.2. Vulnerability may be assessed against environmental factors and human impacts on the site including the setting.
- 4.1.3. It is accepted that all wreck sites are vulnerable because of the nature of their environment, for a site to be considered at risk there must be a threat of damage, decay or loss of the monument. Current assessment indicates that sites are at a medium or high risk unless they are buried below bed level during successive tidal cycles. However a programme of positive management may mitigate the loss, deterioration or damage of the monument through natural processes.
- 4.1.4. Practical measures that affect site stability, preservation *in situ* and increased visitor access will be addressed in this document.
- 4.1.5. Issues relating to the values identified in the statement of significance are presented thematically rather than in order of severity or priority for remedial action. Relevant issues cover a wide range, including

- The physical condition of the site and its setting
- Conservation and presentation philosophy
- Ownership and legal requirements
- The existence of appropriate uses
- Resources, including financial constraints and availability of skills
- Lack of information or understanding about aspects of the site
- Conflicts between types of significance

4.2. The Physical Condition of the Site and its Setting

- 4.2.1. The site lies in an exposed location approximately 400m offshore in 16-24m of water. It is a scatter of finds on a seabed that consists of a rocky reef with gullies filled with silty sand and boulder matrix. To date the material on the site is known to consist of eleven iron cannons and three iron anchors, with robust small finds consisting of a discrete scatter of finds located on the surface of and within the infill of the gullies. Conditions on site are such that stratigraphy may well exist within the gully fill but lack of formal excavation to date means that its existence, or not has yet to be tested. The relationship of the finds therefore is spatial rather than stratigraphic and may be related to localised seabed conditions.
- 4.2.2. A large collection of high value artefacts have been recovered from the site. 546 artefacts have been recovered from the site and accessioned by the British Museum including 436 items of gold, which are viewable on the BM online collection (http://www.britishmuseum.org/research/collection_online/search.aspx?place=20386). Only small fragments of organic finds have been recovered from the site suggesting that organic survival is highly unlikely.

4.3. Conservations and Presentation Philosophy

- 4.3.1. There is limited interpretation on the site available on the internet notably on the SWMAG group's website and Historic England's National Heritage List for England.
- 4.3.2. The work on the site by SWMAG, in conjunction with their work Moor Sand/Salcombe B has been the subject of multiple press articles and documenters a full list of which is available on the SWMAG website: <http://www.swmag.org/>
- 4.3.3. The artefacts recovered from the site have all been accessioned by the British Museum who host detailed about the finds in their online collection database under the "Excavated/Findspot: Salcombe Cannon Site" The BM currently have a selection of the artefacts on display within the Citi Money Gallery. However there is a desire to enhance the virtual (online) information available and possibly a digital trail but this would need to take into account site security.
- 4.3.4. A display board with information about the wreck and the nearby Bronze Age site is located at the Gara Rock hotel overlooking the site.

4.4. Visitor and other Occupancy Requirements

4.4.1. There are currently no plans to introduce a diver trail on the site. Any person wishing to visit the Salcombe Cannon Site will be directed to the Licensee and be encouraged to participate in any existing work planned on the site. Given the large number of small valuable of the finds known to exist on the site it is recommended that any publicly available trail which could pinpoint the location of the finds should take security into account.

4.5. The Existence (or Lack) of Appropriate Uses

4.5.1. Enforcement of the Protection of Wrecks Act 1973 is the responsibility of the appropriate County Constabulary as it is a criminal offence to any of the following in a designated area without a licence granted by the appropriate Secretary of State:

- Tamper with, damage or remove any part of a vessel lying wrecked on or in the seabed or any object formerly contained in such a vessel.
- Carry out diving or salvage operations directed to the exploration of any wreck or to removing objects from it or from the seabed, or uses equipment constructed or adapted for any purpose of diving or salvage operations. This is likely to include deployment of remotely operated vehicles.
- Deposit anything including anchors and fishing gear which, if it were to fall on the site, would obliterate, obstruct access to, or damage any part of the site.

4.5.2. It is also an offence to cause or permit any of the above activities to be carried out by others, without a licence, in a restricted area.

4.5.3. The site was not designated and the finds were not declared for several years due to fear of looting from other dive groups with the full knowledge and permission of the relative government agencies.

4.5.4. Unlicensed diving has been reported in the past on both the Cannon Site and Moor Sand by the staff in the overlooking Coastwatch Station at Prawle Point, who have established a site security protocol. However it is difficult to actually prove if boats visiting the region are diving within the protected area, the licensee team have expressed a desire to have a semi-permanent mark on the site which can be used to establish if illegal diving is occurring.

4.6. Resources, Including Financial Constraints and Availability of Skills

4.6.1. There is no doubt that the recovery of archaeological material to date and the work undertaken by SWMAG indicates the high evidential value for the site and that the interaction and displays relates to the aesthetic values.

4.6.2. The South West Maritime Archaeology Group has been at the forefront of the work on the site. This work has been undertaken on a purely voluntary basis and they have become one of the premier avocational underwater archaeological groups in the country winning several awards from the BSAC and Historic England.

4.6.3. Publication of the site has been planned since 1998 but has not progressed with the British Museum not providing SWMAG with draft material for the proposed joint publication. It is currently possible to publish the site without the gold analysis.

4.7. Lack of Information or Understanding about aspects of the Site

4.7.1. *Taking to the Water*, Historic England's Initial Policy for the management of Maritime Archaeology, (Roberts & Trow, 2002) address the backlog from excavations and surveys on protected wreck sites. It was recognised that many of the survey and excavation licences issued over the past 25 years required the academic reporting of the field work results and as the majority of the work was completed a-vocationally the finances for the analysis and dissemination were lacking.

4.7.2. In the case of the Salcombe Cannon Site a publication in conjunction with the British Museum has been planned since 1998, however the BM have not provided SWMAG with draft material necessary to take this forward.

4.7.3. There are several main areas in that hinder public knowledge about the Salcombe Cannon Site.

- The planned publication should be updated with the latest research and survey data and moved forward.
- A virtual trail of the site could be produced, this would have to take into account site security and could offer links to the BM catalogue
- A formal monitoring programme on the site need to be set up in conjunction with SWMAG
- Historic research should be conducted by a suitable maritime historian with experience in shipwreck and the documentation of the period.

4.7.4. It is the intention of this Conservation Management Plan to provide a mechanism to reconcile the lack of information/understanding about the site to assist in its management for all.

5. Conservation Management Policies

5.1. Introduction

5.1.1. This section of the CS&MP builds on sections 3 (Assessment of Significance) and 4 (Issues and Vulnerability) to develop conservation policies which retain or reveal the sites significance providing a framework for decision making in the future management and development of the site or reveal the sites significance meeting statutory requirements and complying with Historic England's standards and guidance.

5.1.2. It is indented that the policies will create a framework for managing change on the Salcombe Cannon Site that is clear in purpose, and transparent and sustainable in its application. The aim is to achieve implantation through the principles of shared ownership and partnership balancing the protection of the site with economic and social needs.

5.2. The Salcombe Cannon Site is a shared resource

- 5.2.1. The Salcombe Cannon Site forms a unique record of past human activity which reflects the aspirations, ingenuity and investment of resources of previous generations. It may also be an economic asset as a generator of tourism or inward economic investment.
- 5.2.2. The site is therefore a social asset as a resource for learning and enjoyment. It should be used and enjoyed without compromising the ability of future generations to do the same.
- 5.2.3. Learning is central to sustaining the historic environment. It raises people's awareness and understanding of their heritage, including the varied ways in which its values are perceived by different generations and communities. It encourages informed and active participation in caring for the historic environment.
- 5.2.4. Education at all stages should help to raise awareness and understanding of the site's values, including the varied ways in which these values are perceived by different generations and communities.
- 5.2.5. Although a physical trail may not be suitable due to the value and portability of the finds remote visitor access could be made available via a physical display at the local museum or a virtual trail showing the finds and their relationship to each other.
- 5.2.6. There is a large overlap between the two protected areas of Moor Sand and the Salcombe Cannon Site; mechanisms should be developed to address the shared ownership between the two protected areas.
- 5.2.7. *Management Policy 1: We will seek to develop appropriate visitor access to the site, given the high value and portability of the artefacts previously recovered from the site, this access would most likely be have to be virtual.*
- 5.2.8. *Management Policy 2: We seek to promote the completion and publication of the site.*
- 5.2.9. *Management Policy 3: We will continue to encourage and support the licensee team in their work on the site.*
- 5.2.10. *Management Policy 4: Appropriate mechanisms should be developed to address the shared ownership of the Salcombe Cannon Site and Moor Sand protected wreck sites*

5.3. Everyone should be able to participate in the sustaining the Salcombe Cannon Site

- 5.3.1. Local, regional, national and international stakeholders have the opportunity to contribute to the understanding and sustaining of the Salcombe Cannon Site. Judgments about the values and decisions about the future of the Salcombe Cannon Site will be made in ways that are accessible, inclusive and informed
- 5.3.2. Participants should use their knowledge, skill and experience to help other understand the value of the site. They will play a crucial role in communicating and sustaining the established

values of the site encouraging other to understand, value and care for the site and helping others articulate the values they attach to the Salcombe Cannon Site

- 5.3.3. Specialist skills and knowledge relating to the site should be maintained, developed and passed on. Written agreements with project partners should be developed to formulate a future strategy for continuing work on the site.
- 5.3.4. The SWMAG website could be enhanced to provide virtual access to the site(s)
- 5.3.5. *Management Policy 5: Through liaising with the local museums and stakeholders, we will seek to provide interpretive material for the marine historic environment at appropriate locations.*
- 5.3.6. *Management Policy 6: Through web-based initiatives, we will continue to develop the accessibility of related material, support appropriate links, in particular with SWMAG and the BM, and enlist effective local support.*
- 5.3.7. *Management Policy 7: Mechanisms will be identified as to develop the shared ownership, curation and partnership with SWMAG and other stakeholders.*
- 5.3.8. *Management Policy 8: Where projects are commissioned on the site we will encourage the use of the site as a training resource where this is appropriate.*

5.4. Understanding the Significance of the Salcombe Cannon Site is vital

- 5.4.1. The significance of the Salcombe Cannon Site embraces all the cultural and natural heritage values that are associated with it. To identify and appreciate those values, it is essential first to understand the structure and ecology of the site, how and why that changes over time and its present character.
- 5.4.2. Judgments about the value of the site are specific to the time in which they are made. As the understanding of the site develops and people's perceptions change alongside any physical changes the values, priorities and significance of the site and its features will evolve and tend to grow more complex.
- 5.4.3. The purpose of understanding and articulating the significance of the site is to inform decisions about its future.
- 5.4.4. We acknowledge that there are gaps in our understanding of the significance as set out in section 4.7 these could be addressed via a formal programme of staged assessment and is likely to comprise of the following stages:
 - Update of the site archive into a single georeferenced database system
 - The planned publication should be updated with the latest research and survey data and moved forward.
 - Production of a virtual trail of the site taking into account site security and linking to the BM catalogue
 - Set up of a formal monitoring programme in conjunction with SWMAG

- Historic research conducted by a suitable maritime historian with experience in shipwreck and the documentation of the period.
- 5.4.5. There is a concern that there is no way to establish the position of the site in relation to potential illegal diving activity as observed from the Prawle Coastwatch station, appropriate methods should be researched to resolve this.
- 5.4.6. *Management Policy 9: Key gaps in the understanding of the significance of the site are now being identified, prioritised and addressed so that these significances can contribute to informing the future conservation management of the site.*
- 5.4.7. *Management Policy 10: We seek to support the publication of the site archive which will contribute to a fuller understanding of the site(s) in their entirety*
- 5.4.8. *Management Policy 11: We will encourage the investigative work and survey of the site(s) and the areas between them. Only when this has been accomplished will the extent of the site be apparent.*
- 5.4.9. *Management Policy 12: We will seek to find an appropriate mechanism to allow the Coastwatch Station to establish the position of any vessel potentially illegally impacting the site(s)*

5.5. The Salcombe Cannon Site should be managed to sustain their values

- 5.5.1. Changes to the site are inevitable and it is acknowledged that all wreck sites are vulnerable simply because of the nature of their environment. Action undertaken to understand natural changes will be proportionate to the identified risks and sustainable in the long term.
- 5.5.2. Intervention that caused limited harm to the value of the wreck will be justified if it increases our understanding of the past, reveals or reinforces particular heritage values, or is necessary to sustain those values for future generations, so long as any harm is outweighed by the benefits.
- 5.5.3. New work should aspire to a quality of design and execution, related to its setting which may be valued both now and in the future. This neither implies nor precludes working in traditional or new ways, but demands respect for the significance of a place in its settings.
- 5.5.4. *Management Policy 13: We will seek to continue to support the work of the SWMAG in their surveys of the site and their work supported by the British Museum.*
- 5.5.5. *Management Policy 14: Unnecessary disturbance of the seabed in the restricted area should be avoided where possible to minimise the risk of damage to buried archaeological material on the site. This should take into account the significance of the archaeology and what academic value can be gained from recovery of the find.*
- 5.5.6. *Management Policy 15: This CS&MP will be reviewed and updated on a regular basis to reflect the conditions and knowledge pertaining to the site.*

6. Forward Plan

6.1. Introduction

6.1.1. In order to commence the implementation of the proposed Management Policies outlined in Section 5 we will continue to support SWAMG work as the licensee team and maintain the requirements for surface recovery for artefacts deemed to be at risk.

6.2. Proposed Project in relation to the Salcombe Cannon Site

6.2.1. The multibeam data conducted on the site needs to be reprocessed concentrating on the main areas where objects have been found and exported into a more accessible format, this could be completed in conjunction with the Moor Sand and would form the basis of any research and interpretive material on the site. (Policies: 1, 2, 3, 4, 5, 8, 9, & 10)

6.2.2. A find database compatible with GIS should be produced including all the finds from the area to allow the finds, to be assessed spatially as well as chronologically, this could also be combined with the Bronze Age site and linked the BM online collection database. This could then be used to create a virtual trail with the added functionality of a public education and research tool. (Policies: 1, 2, 4, 5, 8, 9, 10 & 12)

6.2.3. BU and SWMAG will continue to work towards the publication of the site with the BM who have pledged their support to the project. (Policies: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 & 13)

6.2.4. An appropriate method for the establishing of site position from shore should be established, the simplest form would be a marker buoy. (Policies 11 & 13)

7. Implementation

7.1. Consultation

7.1.1. This document will be internally reviewed by Historic England.

7.1.2. The Conservation and Management Plan for the Moor Sand Site(s) shall be circulated for a four-week stakeholder consultation to refine how the values and features of Moor Sand Site(s) can be conserved, maintained and enhanced. Responses to the consultation will be considered and the Plan revised as appropriate.

7.2. Adoption of Policies

7.2.1. Following consultation, the Plan was adopted.

7.2.2. A programme that identifies a realistic timescale for implementing the Plan, taking into account those areas which need immediate action, those which can be implemented in the medium or long term, and those which are ongoing will be devised.

7.2.3. Responsibilities for management of the site lies with Historic England (led by the Designation Department), all stakeholder will work toward implantation of this plan. In addition, provision will be made for periodic review and updating the Plan.

7.3. Authorship and Consultation

7.3.1. This Conservation Statement & Management Plan for the Salcombe Cannon Site has been prepared by:

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7.3.2. The following individuals and organisations have been invited to comment on this draft plan:

- Heritage Organisations
 - British Museum
 - Devon County Archaeologist
 - Historic England
 - Nautical Archaeological Society
 - Plymouth City Museum and Art Gallery
 - Receiver of Wreck
 - Salcombe Maritime Museum
- Recreational Diving Organisations
 - All South Devon Charter Boats
 - All South Devon Sub Aqua Clubs
 - All South Devon Diving Schools
- Port Authorities
 - South Hams District Council
 - Yealm Harbour Master
- Inshore Fisheries & Conservation Authorities
 - Devon Wildlife Trust
 - South Devon Estuary Officer, (Salcombe – Kingsbridge, Erme, Yealm & Avon Estuaries)
 - Southern Inshore Fisheries and Conservation Authority (SIFCA)
- Other Bodies
 - Crown Estates
 - South West Maritime Archaeology Group
 - Natural England

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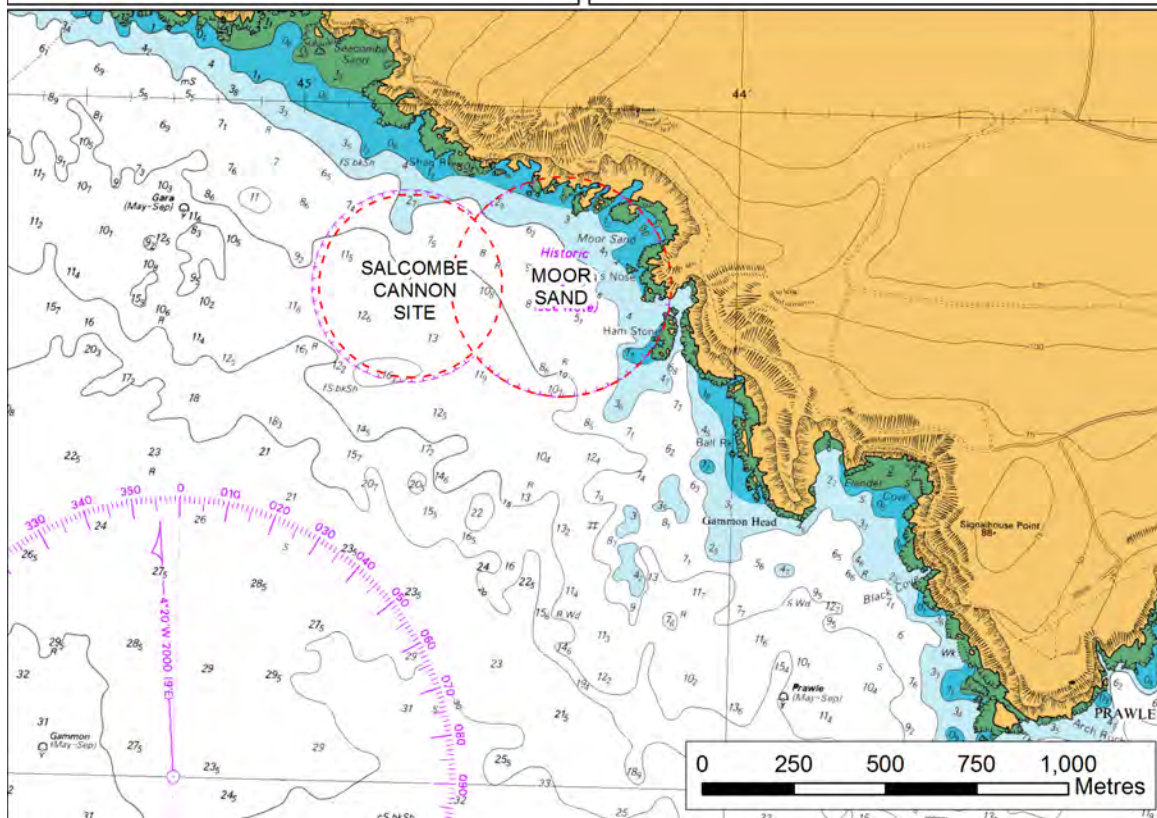
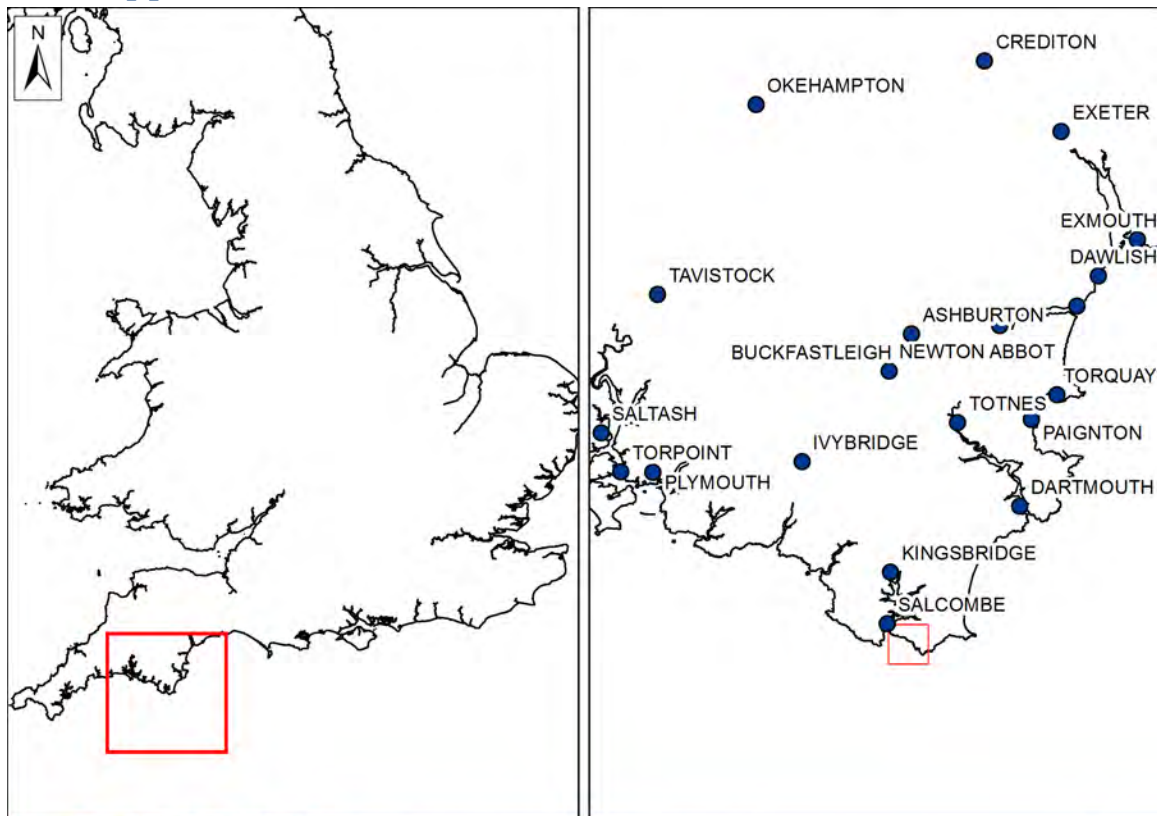
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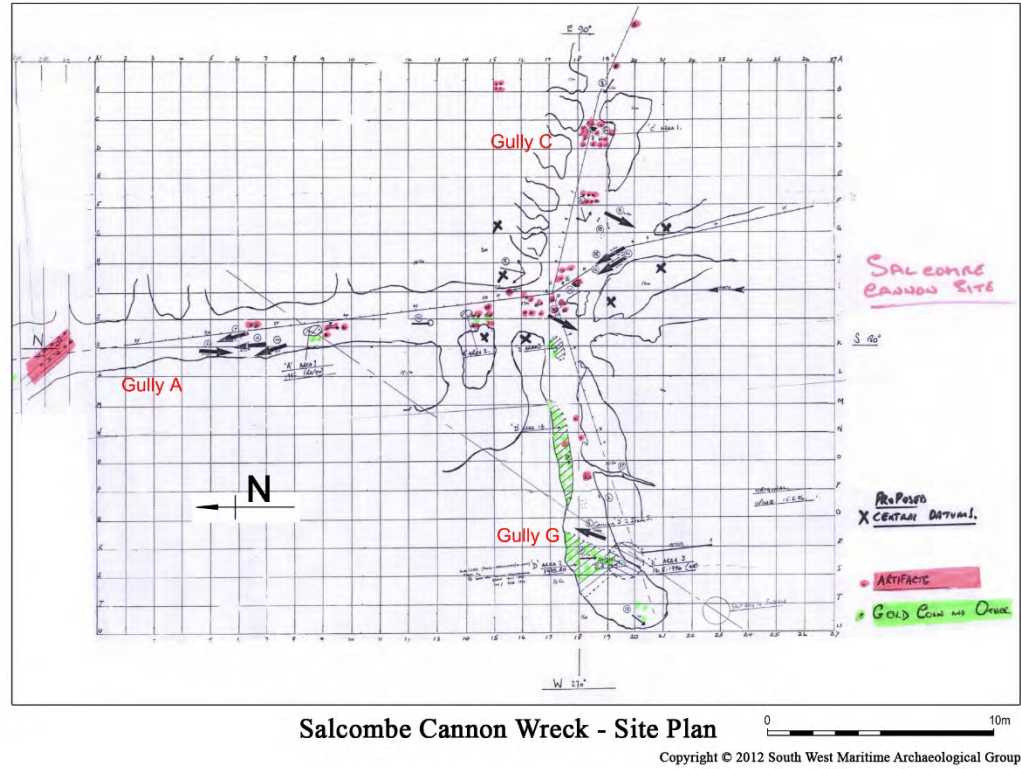
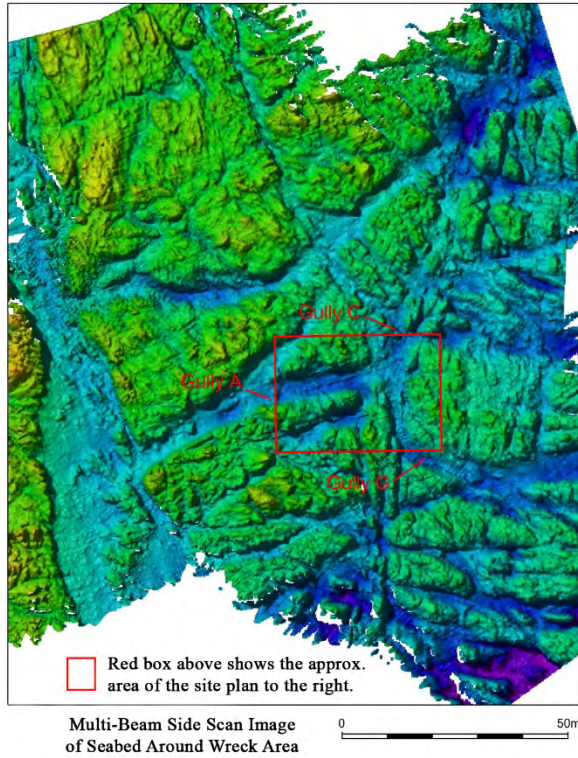
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9. Appendix One Site Location



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10. Appendix Two – Site Plan



2010 Site plan of the Salcombe Cannon Site

Salcombe Cannon Site Artefacts

