

ARCHAEOLOGICAL MONITORING BRIEF FOR KAI TAK DREDGING

INTRODUCTION

The Marine Archaeological Investigation for the proposed dredging works established high archaeological potential for the existence of archaeological remains buried within the sub seabed sediments. During dredging for Kai Tak airport a Ming Cannon was exposed and it is possible that other such artefacts remain buried. Soft marine mud extends 14-20m depth across the study area thereby providing sufficient sediment to bury archaeological remains. The extensive dredging required for the cruise terminal will result in significant disturbance to the seabed. It is therefore recommended that the monitoring brief procedure is followed for all dredging operations.

It is understood that the dredging may take up to a year to complete. It is therefore not cost effective or practical to have a marine archaeologist on the dredging vessel for the whole time. However, it will be essential to have a commissioned qualified marine archaeologist on standby so that they can respond immediately, if required. The archaeologist does not need to be present on site but easily contactable via email or other means. The marine archaeologist will provide specialist advice and liaise with the Antiquities and Monuments Office (AMO) on behalf of the developer.

It is understood that the contaminated sediment will require confined marine disposal at the East Sha Chau Contaminated Mud Pits and so the monitoring has to take place on the dredging vessel rather than onshore.

The timing within which actions are taken may be critical to safeguarding finds of archaeological interest and to avoiding unreasonable disturbance to the dredging operation.

MONITORING BRIEF

On every working barge a member of staff needs to be appointed as the Monitoring Officer. This person will monitor the dredged sediment and look out for unusual objects. A Guide to identifying finds and a proforma reporting form have been prepared to assist the Monitoring Officer.

Immediately that an unusual object is identified, the Monitoring Officer shall inform the Master of the ship. The ship's position shall be noted and dredging within 50m of the location avoided. The Preliminary Record Form should be completed, copied to the AMO and contact with the marine archaeologist established. The object should be stored in seawater, in a clean container which should be covered. Any rust, concretion or marine growth should not be removed.

This procedure should not cause any delay to the dredging programme as work can continue in areas away from the find.

It is important that the marine archaeologist is contacted as quickly as possible, preferably the same day as the discovery and formal archaeological advice should be sent to the AMO in no more than three working days.

The flow chart set out below shows the key stages that should be followed:

KEY STAGES FOR THE MONITORING BRIEF

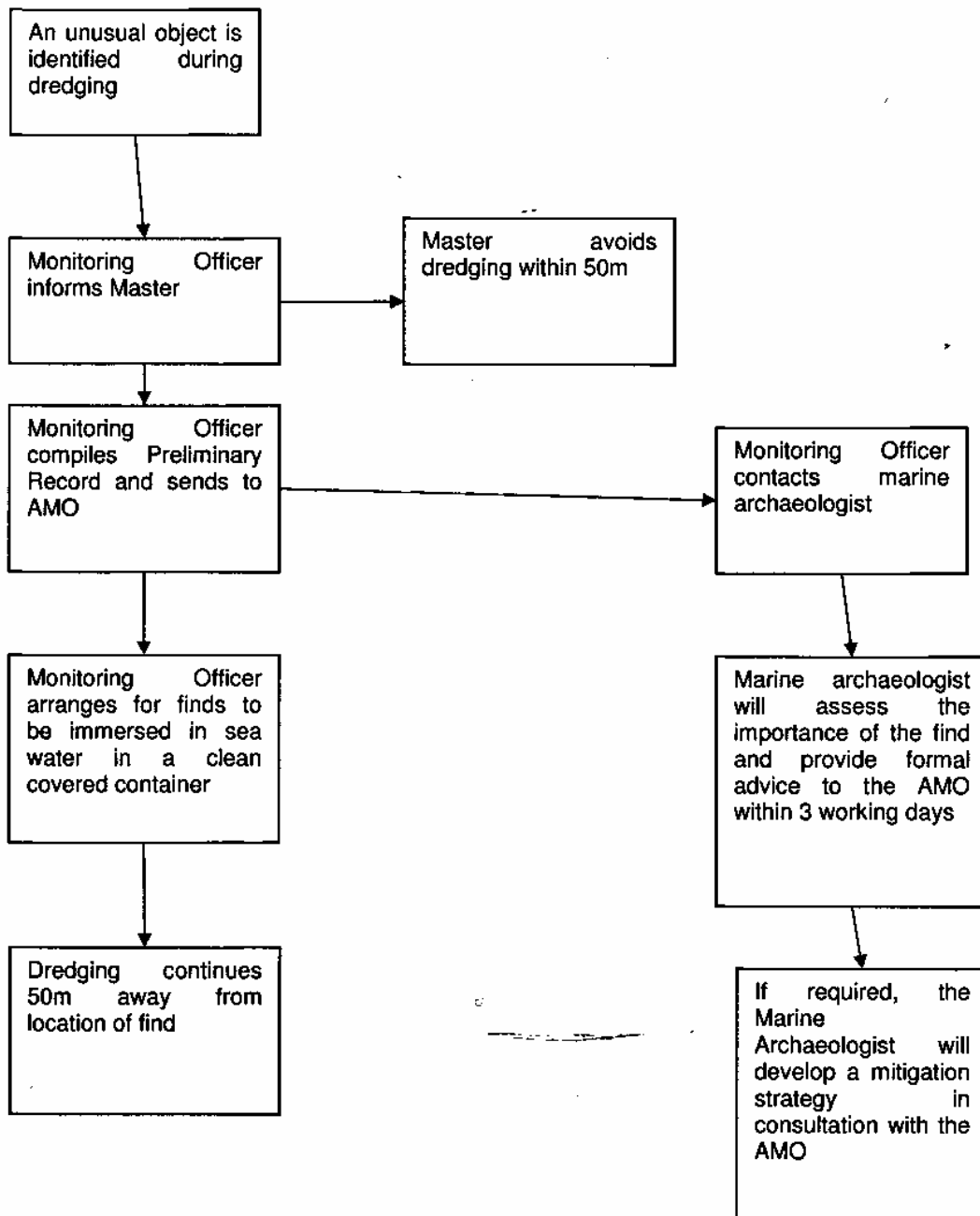
The term Master is used for the person in control of the dredging vessel.

The Monitoring Officer is a member of the dredging vessel crew specifically appointed to watch the dredging spoil for unusual objects.

The Marine Archaeologist shall be appointed by the developer and be ready to respond immediately if required.

Antiquities and Monuments Office is abbreviated to AMO.

Annex A



TYPES OF FIND

'Finds' are considered here to mean all forms of artefact that can be found on or in the seabed. To be an artefact, the thing must have been made, modified, used or transported by people i.e. their presence on the seabed is not natural.

GUIDELINES FOR IDENTIFYING FINDS OF ARCHAEOLOGICAL INTEREST

This Guide is provided to assist non professional archaeologists identify objects which may have archaeological potential.

Annex A

Rubber, Plastic etc.

In most cases rubber, plastic and similar modern materials are not of archaeological interest and can be disregarded.

One exception is where such materials are found in the same area as aluminium objects and structures, which may indicate aircraft wreckage from World War Two. Such material should be reported.

Iron and Steel

The potential range and date of iron and steel objects is so wide that it is difficult to provide general guidance. In broad terms, iron and steel objects, which are covered by a thick concrete like coating ('concretion') are likely to be of archaeological interest and should be reported.

Pieces of metal sheet and structure may indicate a wreck and should be reported.

Other Metals

Items made of thin, tinned or painted metal sheet are unlikely to be of archaeological interest.

Aluminium objects may indicate aircraft wreckage from World War Two, especially if two or more pieces of aluminium are fixed together by rivets.

Copper and copper alloy (bronze, brass) objects might indicate a wreck, or they may be very old. All occurrences should be reported.

Precious metal objects and coins are definitely of archaeological interest because they are relatively easy to date. All occurrences should be reported.

Bone

Large quantities of animal bone may indicate a wreck (the remains of cargo or provisions) and should be reported. Objects made out of bone such as combs, harpoon points or decorative items can be very old and are definitely of archaeological interest. All occurrences should be reported.

Wood

Light coloured wood or wood that floats easily is probably modern and is unlikely to be of archaeological interest.

Pieces of wood that have been shaped or jointed may be of archaeological interest, especially if fixed with wooden pegs, bolts or nails.

Any wood with branches or bark is unlikely to be of archaeological interest.

Stone

Large blocks of stone that have been pierced or shaped may have been used as anchors or weights for fishing nets. All occurrences should be reported.

The recovery of numerous stones may indicate the ballast mound of a wreck.

Pottery

Any fragment of pottery is potentially of interest, especially if it is a large fragment. Items which look like modern domestic crockery can be discarded, but if the item has an unusual shape, glaze or fabric it should be reported.

DISCOVERIES ON OR IN THE SEABED: PRELIMINARY RECORD FORM	
Vessel Name	
Dredging Area	
Date	
Time of compiling information	
Name of compiler	
Name of finder (if different to above)	
Time at which anomaly encountered	
Vessel position at time when anomaly was encountered	
Original position of the anomaly on the seabed	
Description of the anomaly	
Extent of the anomaly	
Were any finds recovered?	
Description of the finds	
Details of photographs , drawings or other records made of the find(s)	
Details of treatment given to find(s)	