

Post Med-Modern Period

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1) Inheritance

The post Medieval and modern period of the Isle of Wight is characterised by the enormous variation in the types of sites and landscapes. This period is perhaps the most dynamic in terms of the historically mapped social change and technological advances within the context of a rapidly changing socio-economic and political climate. The potential to understand the effects of industry, religion, politics and economics on shaping the landscape as a whole is a rare opportunity in archaeological terms but the advent of GIS and Historic Area Action Plans allows researchers unprecedented access to holistic data. Current political and social attitudes toward cultural heritage from this period are by no means consistent, on one hand regeneration of brown field sites is considered a priority and modern industrial heritage is seen to be an obstacle to economic regeneration but local interest in this period is increased over the last ten years at an exponential rate. The value of remains from the modern period inevitably reflect the changing research agendas of archaeologists and historians, the danger is that the true worth of those remains is only acknowledged in retrospect.

Obvious gaps and biases:

The most obvious bias when considering the evidence for this period comes from the archaeological investigations themselves. Excavation reports seldom explore the later cultural heritage and often dismiss material from this period as uninteresting.

Until the recent English Heritage funded Extensive Urban Survey little systematic research had been conducted on the Island; the publication of the series of Extensive Urban Surveys does inevitably bias the information toward the Towns included in this works.

Nature of evidence base

With 731 sites or finds recorded on the SMR dated to the Modern period and 2048 dating to the Post Medieval, evidence for these periods forms nearly a third of the entire SMR. The majority of the evidence is based on mapping. The defence of Britain Survey was not completed on the Island and therefore this resource is not as useful as it is in other parts of the country. However, there was a local co-ordinator and information from the survey has been added to the HER.

The majority of the evidence is related to the growth and expansion of the towns; up until recently it was thought that towns such as Cowes did not become developed until the mid 17th century; Cowes is the only town where it is thought that development started in the early 17th century however recent PPG intervention led archaeological investigations suggest that some of the towns main street frontage has its origins in the early 16th century. By potentially pushing this chronology back, the received

interpretation of the origins, and perhaps the significance of Cowes may need to be reconsidered. This is also true of the buildings in western Newport, where buildings listed as being 19th century are found to have surviving elements of the early post medieval such as wooden frames with wattle and daub infill.

The industrial heritage of the Island is seldom acknowledged, for example shipbuilding on the Island has been integral to its development but is largely overshadowed by the historic shipyards of Portsmouth and Southampton. The development of concrete industry on the Island at the West Medina Mills site also has implications for researchers across the UK with the early examples of concrete housing in East Cowes.

Perhaps the most important single structure on the Island in terms of surviving Industrial archaeology is the Cowes Hammerhead Crane which appears to be the earliest extant crane in the UK. This should be amended to read 'an early example of a hammerhead crane, the first British example having been built on the Clyde in 1909. The Cowes crane, built in 1911, is the only example by the firm of Babcox and Wilson and is one of the earliest still operating' (HER 3773). The crane was erected in 1912 (HER says 1911) and was originally counterbalanced with a reservoir tank. The significance of this crane lies not only in its remarkable survival but also in the affection by which it is held by the local community; the research potential of this structure is twofold first its significance as an artefact and secondly as a social structure and indicator of identity and of a sense of place. See *The Cowes Giant Cantilever Crane* at www.iwias.org.uk.

As the Isle of Wight was much visited from the late 18th century two important sources of evidence are topographical accounts and illustrations such as engravings and watercolours. Both are listed in *Isle of Wight Local History: A Guide to Sources* by A G Parker 1975 (available at Isle of Wight Record Office). A more up-to-date although less detailed source is *A Checklist of Isle of Wight Books and Other Printed Material* by A Champion, contained on the webpage 'Champion: Isle of Wight Enthusiast' at www.iwhistory.org.uk. *The Garden Isle: Landscape Paintings of the Isle of Wight 1790-1920* by Robin McInnes (1990. Crossprint) lists all the paintings of this period.

Chronology.

Chronology of the post medieval period is not an issue however the context and interconnections within that chronology still pose important questions. The effects of large scale military activity across the period needs to be assessed in relation to the rural economy and the corresponding rise in technology based industries. The chronology of change should also be a research priority in that it is important to map influences, possibly the speed of change in relation to known events could provide a useful window into prevailing attitudes and needs of the period.

Landscape and land use

The incredible variation of the geological landscape of the Island has served to produce a disparate but intrinsically linked patchwork of landscapes within landscapes. The chalk downland is comparable with mainland economies with large estates controlling large tracts of land and the resultant communities serving those estates. I don't think that the chalk downland in particular can be correlated with large estates. In the 17th and 18th centuries, whilst it is true that there were some landowners controlling large tracts of land on the Island (not limited to chalk downland areas),

these were mainly absentee landowners and the Isle of Wight was not dominated by 'closed' villages but by small farms. A good picture of a large estate with an absentee landowner in the 17th Century is provided by the Swainston Survey. This is discussed in two articles by Johanna Jones: *A survey of the manors of Swainston and Brighstone, Isle of Wight, 1630* (PIWNHAS 11 1991 61-84) and *the 1630 survey of Swainston – farm buildings and farm lands* (PIWNHAS 19 2003 69-100). The first article provides a valuable analysis of buildings on the estate which can be compared with the extant historic buildings in the area today. In the 19th century the influence of large landowners was probably much greater, for example on the Royal estate at Osborne, the Seely estate at Brook, the Ward estate at Northwood and the Northcourt estate at Shorwell. All except the Wards built considerable numbers of estate cottages but these only affected certain places on the Island and, overall, I should think that rural architecture is still dominated by 17th and 18th century vernacular buildings - and modern bungalows! The influence of landowners in relation to the development of landscapes and the built environment is an important topic for future research. For instance, open fields in Freshwater were still being enclosed piecemeal as individual strips in the 19th century. Was this because of the lack of an improving landowner in this area? A useful source for this topic is a set of unpublished WEA notes by Clifford Webster entitled *The Gentry's Role in the Development of the Isle of Wight*. (These notes could be copied by the Arch Centre from VB's copy). The location and overall number of estate cottages is also something that needs recording. Whilst the estuarine and greensand have produced altogether more piecemeal development with diverse local industries. I'm not sure whether this is true – for instance the Seely, Northcourt and Appuldurcombe estates were all on the greensand. The agricultural landscape of the Island is immense in terms of percentage but can also be understood as a model for the development across the country. The "model farms" of Prince Albert around the Osborne estate are remarkable documents of 19th century industry.

The model farms of Prince Albert around the Osborne estate are indeed remarkable and hitherto under-researched. There were other large-scale improving landlords such as George Young on the Ashley estate and also the architect John Nash on the Hamstead estate in the early 19th century. However, I don't think that the Island's agricultural landscape as a whole was a model of forward-looking development. Mid nineteenth century statistics 'indicate a pattern of smallish farms averaging 64 acres, following a mixed farming system, with a strong dairying interest dictated by the twin factors of the presence of several urban populations and the need, as an island, for self-sufficiency in this respect' (see *Hampshire Agriculture in 1853-4* J P Dodd 1978 Hants. F. C. Proceedings 35, 251). What is required is a characterisation project to look at the Island's farm buildings in relation to those in other parts of the Thames-Solent region. See *Farmsteads and Landscape: towards an integrated view* by Jeremy Lake and Bob Edwards (Landscapes 2006 1, 1-36) and *Historic Farmsteads Preliminary Character Statement: South East Region*. English Heritage and Countryside Agency 2006 at www.helm.org.uk/farmbuildings.

The development of agriculture in response to the Islands varying fortunes during this period would present an important treatise in itself; and research may discount the perceived insularity of the Island. There is a bibliography entitled *Agricultural History of the Isle of Wight* by R.H. Adams in PIWNHAS 5 1960, 219-223. The process of enclosure on the Isle of Wight during the post-medieval period is another

topic that should be considered in relation to other counties. It is discussed in the *Isle of Wight Historic Landscape Characterisation for English Heritage and Isle of Wight Council*. V. Basford (forthcoming). The draft report is available for consultation at the Isle of Wight Archaeological Centre.

The shift from subsistence farming to commercial farming within this period would be an interesting topic to explore within the context of the Isle of Wight. In this respect the 1630 Swainston Survey, with its evidence of large sheep runs in the north of the Island, is of relevance. See J Jones in PIWNHAS 19 2003 69-100. Another interesting topic would be how far the growth of Newport and Cowes in the 17th and 18th centuries, and of the seaside towns in the 19th century, affected production and farming patterns? Did insularity also have an important affect?

There is evidence of land reclamation from medieval times onwards at Bembridge Haven, with an ambitious scheme to drain the whole haven in the 17th century. However, Bembridge Haven was not drained successfully until the 1880s. See *The History of Bembridge Isle* at www.iwhistory.org.uk. Reclamation at Newtown Marsh may have started in the 17th century and had been successfully achieved by 1768. See *Historic Newtown* (EUS Survey) *Archaeological and historical survey of the Newtown Estate* by C. Currie for the National Trust (2000).

Various surveys have been carried out of National Trust land on the Isle of Wight and copies are held at the County Archaeological Centre. Whilst much of this land is downland the surveys also cover certain areas of farmland. In each of these reports the post-medieval historic landscape is described and a gazetteer lists all earthworks and other sites within the area of survey. An unpublished report by the Isle of Wight Archaeological Service on *Newtown Rifle Ranges* (2002) lists post-medieval ridge and furrow in the Newtown area which is also covered by Currie's report. The HER also contains details of post-medieval ridge and furrow.

Social organisation

The social organisation of the Island is of course linked closely to the political and social economics of the period. Research into the effect of trade on the Island economy may produce anomalous results in comparison to the mainland simply because the effect of any economic gain or loss to the island would have significant effects which may be more readily recognised than comparable sites on the mainland.

An important source for both social organisation and land use on the Isle of Wight in the Royal Survey of 1559-1560. This was commissioned by Elizabeth 1's ministers and is an indication of the strategic importance that the Crown attached to the Isle of Wight at this date. A transcribed and word-processed copy of this survey is available at the Isle of Wight Record Office. There is considerable potential to link the information in this survey to evidence on the ground in the form of the Isle of Wight Historic Landscape Character Assessment.

The Isle of Wight was ahead of its time in building a workhouse at a very early date in the 1770s. The building of the workhouse is described in *The Isle of Wight, an Illustrated History* by Jack and Johanna Jones, 1987 (Chapter 8) and the topic is dealt with in more detail in a Southampton University MPhil thesis by Johanna Jones. Today the House of Industry is still standing within the modern St Mary's Hospital complex.

Another extant hospital complex (scheduled for partial redevelopment) is the former County Lunatic Asylum at Whitecroft built in 1894-6. The Royal National Hospital for Diseases of the Chest was built in the mild climate of the Undercliff from 1868 but was demolished in 1969. (See *The Story of the Royal National Hospital Ventnor* by E F Laidlaw 1990 Crossprint, Newport). The site has been developed as the Ventnor Botanic Garden which is on the English Heritage Register of Parks and Gardens of Special Historic Interest. Hardly any remains of the hospital buildings survive but the broad structure of the grounds reflects their origins as hospital grounds which were used for therapeutic purposes with gardening being part of the curative regime.

Did insularity lead to a greater continuity among the population? How much population mobility was there before the 20th century and how much did this change over time?

The built environment

The Buildings of England: Isle of Wight by D W Lloyd and N Pevsner, published by Yale University Press in 2006, is an important recent reassessment of the Island's built heritage.

The Island's built heritage comprises a valuable resource contributing to the Island's sense of place, landscape value and historic character. It forms an important part of our tourism offer. Despite its importance both to local residents and visitors, the rural built heritage in particular remains under threat. Recent social, economic and policy changes have raised issues such as dereliction, conversion and re-use. More information on the Island's built heritage is now

needed so that curators, individuals and the community can respond effectively to these changes, raise awareness and appreciation of the historic built environment and promote sustainable management. An important resource is the Isle of Wight Buildings Record which is part of the HER. This contains a complete photographic record of all pre-1840 buildings on the Isle of Wight, prepared in the 1980s and including brief architectural details of each building

The built heritage of the Island is of course closely associated with its rural nature, history and landuse; yeoman's cottages and lobby-entry farmhouses predominate the buildings of the 16th and 17th centuries, which remained mostly unaltered into the 20th century. The vast majority of the surviving buildings are of stone and brick-there is very little timber framing surviving on the Island. A key reference is *Farmhouses and Cottages of the Isle of Wight* by Marion Brinton (Isle of Wight County Council 1987).

It has been suggested that the lack of timber-framed buildings relates to the social structure and the relative lack of wealth during the Medieval and Tudor period. It should be noted however that recently buildings listed as being 19th century have been found to have surviving elements of the early post medieval such as timber frames with wattle and daub infill. This should be addressed through further survey and research work. See, for example, information on a Newport property in *17th Century Low Income Housing* in 'Monthly News Items January – March 2006' at www.iwhistory.org.uk .

The local stone (mostly greensand, Wealden Group deposits and chalk, also Bembridge Limestone) was sourced and this gives villages particular identities based on their geology which remain identifiable today. Rubble walling was common with a particular coursing characteristic of the Island. The Victorians replicated the vernacular in villages such as Shanklin and Shorwell with a picturesque influence. There are of course superior vernacular buildings – the Island has a wealth of interesting manor houses and these employed fine ashlar work and carved architectural detailing, as well as brick. However, all of the early manor houses (mainly of 17th century date with a few dating from the 16th century) are of stone apart from Merston Manor (see Lloyd and Pevsner 2007 for details).

The Island has few grand country houses with the exception of Appuldurcombe and Osborne. Appuldurcombe, now a ruin in the guardianship of English Heritage, is in the English Baroque style and dates from 1702-1712 with late 18th century additions. It was surrounded by a landscape park which was laid out by Sir Richard Worsley from with advice from Capability Brown. The *Appuldurcombe Park Conservation Plan* (2005) was commissioned by English Heritage and DEFRA and prepared by the ACTA Consultancy. The plan incorporates a detailed study of the park's development and sets out proposals for future restoration and management.

The Osborne estate was purchased by Queen Victoria and Prince Albert in 1845 and the house was rebuilt by Cubitt. Osborne Park has been subjected to detailed study in a report by John Phibbs for the DOE (1983) and more recently in a restoration and management plan prepared by English Heritage which has informed recent work within the park.

Despite the lack of really grand country houses a variety of designed landscapes developed in the post-medieval period and modern period. These include a garden with early 18th century formal features and also with later 18th century Picturesque features at Northcourt and the landscape parks at Appuldurcombe, Nunwell, Swainston and Westover. Norris Castle was built by James Wyatt in the 1790s and Humphry Repton was involved with the design of the grounds. The grounds at Osborne combine Italianate terraces with specimen tree plantings and more informal landscaped grounds beyond. In total, the Isle of Wight has eight parks and gardens of special historic interest listed on the English Heritage Register. A useful reference source is *Historic Parks and Gardens of the Isle of Wight* (1989) by Vicky Basford for the Isle of Wight County Council.

The grounds surrounding the Picturesque cottages ornés that were built on the Isle of Wight from the late 18th century have largely disappeared although a few survive. However, a good number of the marine villas and cottages themselves have survived. In fact the Isle of Wight is a key area for the study of the Picturesque and is the subject of *The Marine Villa*, an article by Lindsay Boynton published in *The Georgian Villa* by Dana Arnold 1996 (Stroud, Sutton Publishing).

When first used bricks were made locally by itinerant brickmakers, although following the 18th and 19th century expansion of coastal towns, the Island brick industry became more permanent with brick kilns established on the edge of Ryde and Cowes amongst others. Two useful references are *The location of brickworks on the Isle of Wight* by Alison Gale, PIWNHAS 8 (1986) 37-44 and *Isle of Wight Brickmaking History* which can be found at www.iwhistory.org.uk.

In the coastal towns, the links to the mainland and increased influx to Queen Victoria's holiday island encouraged high quality and decorative terraced developments and other large superior housing (mostly decorated with stucco in Ryde and Ventnor) many of which demanded coastal views. East Cowes and Cowes developed as a shipbuilding town and port and has in parts an industrial nature with warehouses and saillofts and so on.

The extensive urban surveys of Isle of Wight towns carried out by English Heritage included an archaeological assessment document and archaeological strategy document for *Historic West Cowes*. Despite its name, the assessment document does cover the historical development of East Cowes as well as West Cowes but only maps the archaeological potential of West Cowes.

Evidence for the importance of cross-Atlantic trade to Cowes is contained in an article by Rob Martin entitled *Carolina, Cowes and the Rice Trade* which can be viewed at www.iwhistory.org.uk. The following account is an edited extract from that article.

Beginning in the 17th century, Cowes had gained experience as an entrepot port for the re-exportation of tobacco. A number of London and Island merchants developed facilities in East Cowes for the accommodating of tobacco cargoes while they cleared customs. However, the scale of this business was exceeded by far by that of rice in the 18th century when Cowes became the main entrepot port for rice shipments between the British colony of Carolina and the rest of Europe as a result of the Navigation Acts. The main rice merchant, based at Cowes was George Mackenzie who owned

various warehouses and wharfs north of the customs house in East Cowes, running from Red Funnel ticket Office towards the Columbine shed. In 1767, Mackenzie owned six out of the nine warehouses that existed at East Cowes. In fact, by 1750, the houses belonging to the small village of East Cowes were dominated by the warehouses of various merchants along the High Street. Apart from employment for local people in the Customs service, there was also a demand for ship repair facilities. Ropemakers, sailmakers, blockmakers, blacksmiths and anchorsmiths were all to be found at Cowes during this period. Cowes also provided a convenient place to grave or careen the hulls of ships. Pilots based at Cowes also found themselves in demand by masters who were not familiar with the waters of the Solent and the Needles.

Individual families were responsible for the early development of West Cowes and East Cowes; the Stephens family (17th century) and the Day family (18th century) in West Cowes and the Newland family in East Cowes (pers. Comm. Rob Martin). However, unlike the Player family who were responsible for the later development of Ryde, they were not landed gentry but merchants and traders.

Shipbuilding took place in East Cowes from the late 17th century but there is no evidence of ship-building in West Cowes until the mid 18th century. By the late 18th century Cowes had become a fashionable watering place and yachting was important from the early 19th century (see *Historic Cowes Extensive Urban Survey* and Di Harding's unpublished notes in the IW Record Office). At www.iwhistory.org.uk there is an article on *The Royal Yacht Squadron* which includes general information on the history of yachting in Cowes.

Whilst West Cowes has retained its street plan and a good number of historic buildings, including some relating to maritime trade and industry, the historic core of East Cowes has been largely swept away by 20th century developments. The planned regeneration of the town may lead to the removal of surviving industrial structures and archaeological deposits but will be subject to prior archaeological investigation. (Ruth – I'm not sure whether what I have said here is accurate but something should be said on this subject).

The historic landscape characterisation of the Isle of Wight covers both West Cowes and East Cowes but more detailed characterisation studies of the two towns should be a starting point of further study. A key topic for study should be the difference in the development of the two towns. The surviving archaeological and built evidence for shipbuilding and maritime trade needs to be listed and evaluated. West Cowes and East Cowes are important because they are the only places on the Isle of Wight where there was a concentration of heavy industry, closely and curiously juxtaposed with upper class residences and yachting facilities in the 19th and 20th centuries. Another priority is the publishing (possibly online) of documentary sources available for the early development of Cowes. These sources have been studied by Rob Martin (pers comm.) and by Di Harding (unpublished notes in the Isle of Wight Record Office).

Industrial housing of the 19th and early 20th century on the Isle of Wight is largely confined to Cowes and East Cowes. It has been mapped and characterised on a broad scale by HLC but requires more fine-grained characterisation and analysis.

Many 18th century and later properties are roofed with clay tiles. There was also general change in the Island towns towards brick and tile at this time. The predominant roofing material remained wheat straw in the rural areas, although it is not thought that original unaltered thatch survives on the Island. Reed appears to have been employed in the far west and east, presumably due to the accessibility of the marshes of the East and West Yar Rivers. In the rural areas, Queen Victoria's influence also permeated through and secured a better working class housing than was available in the towns.

Coastal structures such as lighthouses and coastguard buildings have been recorded in a Coastal Audit carried out by the Archaeological Service and are detailed in the HER.

Towns

The majority of the evidence is related to the growth and expansion of the towns; up until recently it was thought that towns such as Cowes did not become developed until the mid 17th century; however recent PPG intervention led archaeological investigations suggest that some of the towns main street frontage has its origins in the early 16th century(MoLas forthcoming). By potentially pushing this chronology back, the received interpretation of the origins, and perhaps the significance of Cowes may need to be reconsidered. Documentary evidence for both West and East Cowes suggests that the early development of both places as trading ports dates from the 17th century despite a 14th century reference to a port at Shamblers, near the mouth of the River Medina and the construction of forts at West and East Cowes by Henry VIII (*Historic Cowes* pp 2-3). However, documentary sources do mention the existence of a few houses in about 1600 and the MoLas investigation could have found evidence for one of these houses. The MoLas report is not yet available and will merit careful evaluation when it is received by the HER but relates to only one site where work was carried out under salvage conditions, so further field evidence is required.

Newport was, of course, a planned medieval borough but did not really thrive until the 17th century. A detailed account of the town is contained in *The Isle of Wight 1558-1642*, an unpublished University of Southampton PhD thesis by J.D. Jones (1978) available at the Isle of Wight Record Office. Attempts were made to supply the town with piped water in 1618, 1623 and 1709, none of them long-lived. A portion of the 17th century water pipe was excavated in 1980. This has been published as *the excavation of the first piped-water System at Newport, I. W. and its associated urban palynology* by D. Tomalin and R. Scaife in PIWNHAS 8, 1988. Most of the surviving historic buildings appear to be of 18th or 19th century date but, as noted above, may conceal earlier work.

During the post medieval period there appears to be a steady development of key areas of the Island including Cowes, Ryde and Shanklin. This reflects the changing status of the industrial areas and of the sudden growth of the tourism industry in the mid/late 19th century. The development of Ryde followed a different pattern from that of Cowes or of the seaside resorts. Although one of only three ports of entry to the Island recognised by Edward III in the 14th century, along with Shamblers and

Yarmouth, (Victoria County History 5, 1912, 197) the settlement near the beach was only a fishing village. In fact until the beginning of the 19th century Ryde was divided into the two small settlements of Lower Ryde and Upper Ryde. The Lord of the Manor, Thomas Player, started to develop the village of Upper Ryde and in 1719 built a chapel which was Ryde's first place of worship although the town still came under the parish of Newchurch. By the mid 18th century Ryde was being recommended as a resort for the bathing season and bathing houses were introduced to the west of the village to accommodate visitors. From 1780 William Player was granting leases in which land was reserved for new roads between the two settlements of Upper and Lower Ryde. However, it was his widow Jane who actually granted leases for building along the new roads from 1810 onwards, seemingly responding to a demand for more houses as by 1805 Ryde was 'attracting genteel company ... crammed into accommodation'. Ryde's attraction at this time may have been a combination of its existing popularity as a bathing resort and of the Island's general popularity as a destination for wealthy travellers who were denied their customary continental visits during the Napoleonic Wars. An added attraction may have been Ryde's situation, looking across Spithead to Portsmouth, making it a suitable place of residence for Naval officers waiting for a ship and for their families. In 1814 the pier opened, allowing visitors to step from the ferries to the shore without getting wet feet. From this time onwards the town developed rapidly with many elegant villas being built.

A full *Character Assessment of Ryde* was prepared for Ryde Development Trust and the Isle of Wight Council by D. Whitehurst and J. Murray-Smith in 2003 and this examines the buildings within the town's various character areas in some detail. The town contains good quality architecture of the Regency-Victorian period.

The Island's seaside resorts appear to lack a full study although there may be unpublished academic theses on the subject. Engravings are a useful resource for the study of the Island's coastal resorts in the first half of the 19th century, for instance the various editions of *Vectis Scenery* by George Brannon. Both Cowes and Ryde were frequented as bathing resorts in the late 18th century and by this date the Island had become a fashionable destination for wealthy visitors in search of the Picturesque. Some of these visitors built summer residences in the cottage orné style in the late 18th and early 19th centuries. At Shanklin a few Picturesque buildings developed close to the manor and church in the early 19th century and Shanklin Chine was a visitor attraction from 1819 but development was slow until the 1850s, with 76 houses existing in 1851. (See *The Story of Victorian Shanklin* by A G Parker 1977.) Despite the existence of the small linear settlement of Sandham slightly inland, Sandown did not start to develop as a resort until the mid 19th century but then grew very rapidly. Ventnor was an example of the largely unplanned and unregulated growth of a resort within the unstable Undercliff, starting in around 1830 after its health-giving properties had been praised. The development of the Island's 19th century towns can be traced on the 25 inch Ordnance Survey maps of 1866, 1898 and 1908. There are also brief descriptions within the database attached to the Isle of Wight HLC mapping.

Crafts, Trades and Industries

The industrial heritage of the Island is seldom acknowledged, for example shipbuilding on the Island has been integral to its development but is largely

overshadowed by the historic shipyards of Portsmouth and Southampton. The Isle of Wight Industrial Archaeology Society researches local industrial sites and publishes the results on its website www.iwias.org.uk .

In the absence of any comprehensive published work on early shipbuilding in Cowes a useful source is a set of notes accompanying a talk given by Di Harding to the Isle of Wight Industrial Archaeology Society in 1998 (copy deposited in HER). An important source of information for shipbuilding at Fishbourne on the NE coast is Tomalin, D J, Loader, R D and Scaife R G *Coastal archaeology in a dynamic environment: a Solent case study* (forthcoming report on major English Heritage funded intertidal project). 19th and 20th century shipbuilding and aircraft manufacture at Cowes was dominated by the firms of J S White and Saunders Roe. The history of White's in the 19th and 20th centuries is covered in *Whites of Cowes* by D L Williams 1993 (Silver Link Publishing Ltd). The firm of Saunders-Roe was involved in the development of sea planes both before and after the Second World War and in the development of the Black Knight and Black Arrow Rockets from 1955. Remains of the rocket test site survive at the Needles. In the 1960s Saunders-Roe became the British Hovercraft Corporation and was responsible for the development of early hovercrafts. The history of Saunders Roe is covered in the books *From Sea to Air – The Heritage of Sam Saunders* (A E Tagg and R L Wheeler 1989 Crossprint, Newport) and *From River to Sea – The Marine Heritage of Sam Saunders* (1993 Cross Publishing, Newport). The remains of structures associated with ship building and aircraft manufacture may require further detailed investigation.

The development of concrete industry on the Island at the West Medina Mills site also has implications for researchers across the UK with the early examples of concrete housing in East Cowes. For West Medina Mills site see HER. For concrete housing see *The Earliest Example of Concrete Housing* at www.iwias.org.uk .

Perhaps the most important single structure on the Island in terms of surviving Industrial archaeology is the Cowes Hammerhead Crane which appears to be the earliest extant crane in the UK (see comments above). The crane was erected in 1912 and was originally counterbalanced with a reservoir tank. The significance of this crane lies not only in its remarkable survival but also in the affection by which its held by the local community; the research potential of this structure is twofold first its significance as an artefact and secondly as a social structure and indicator of identity and of a sense of place.

Salterns had existed on the tidal inlets of the northern coast since the time of Domesday Book. Post-medieval salterns are shown on 18th century charts of the Solent, the unpublished six inch 1793 OS drawings of the Isle of Wight, the 1st Edition one inch OS map (1810) and other early historic maps. Sites included Hamstead, Shalfleet, Newtown and Seaview. A feeding pond and the remains of the salt pans survive at Newtown. See *The Vectis Report: A Survey of Isle of Wight Archaeology* 1980, maps 18 and 19, also *Historic Newtown* (EUS Report for English Heritage). There are also salt workers' cottages at Seaview.

Tanning and leather working in 16th and 17th century Newport. Reference: *The Isle of Wight 1558-1642*, unpublished University of Southampton PhD thesis by J.D. Jones (1978)

The use of alum for various industrial processes: See *The Alum in Alum Bay and Cowes 17th Century Glassworks* (in Monthly News Items January – March 2007) at www.iwhistory.org.uk .

Watermills and Tide Mills: Major, J K (1970) *The Mills of the Isle of Wight*. London. Skilton. Sites of mills are recorded in HER.

19th century Isle of Wight Lace Factory, Broadlands House Newport. Described in *The Isle of Wight, an Illustrated History* by Jack and Johanna Jones, 1987 (116).

The extent to which fishing was a significant part of the Island's post-medieval economy appears to be unexplored (?). It may have been a relatively peripheral and supplementary activity. Fishermen's cottages on the beach at Luccombe were fairly temporary features in the landscape, destroyed by coastal erosion in the early 20th century. However, the buildings of a late 19th century and early 20th century beachside fishing hamlet survive at Steephill Cove.

Development of holiday camps in the early 20th century and surviving remains e.g. Brighstone Holiday Camp.

Industrial sites are listed in Insole, A and Parker A G ed (1979) *Industrial Archaeology in the Isle of Wight*. Isle of Wight County Council.

Warfare, defences and military installations.

The strategic position of the Island has influenced its development to a great extent. The modern period is no exception with numerous tactical additions and expansions of existing sites. Defensive installations of the 16th -20th centuries have made a considerable impact on the county landscape. The remains of anti glider trenches criss-cross the prehistoric earthworks of Tennyson Down, whilst coastal batteries remain largely intact and overlooked by development. These monuments to the defence of Britain are perhaps the most emotive class of modern structure to the current generations, as no specialist knowledge is required to engage with them on at least a personal level. Erosion and dereliction are the greatest threat to these resources and the vulnerability of these structures is often assumed to be minimal given their purpose, however, the majority of military

remains from the second world war were not designed for longevity and they are now reaching the end of their ability to remain unsupported for future generations. Some have been incorporated within holiday camps and structures demolished. Other structures have been demolished in an attempt to beautify the Island's coastline. This will probably not happen in the future as the value of these sites is now better understood and they are well documented in the HER.

Important military structures are of three periods – 16th/17th century, 19th century and 20th century.

16th/17th century. Henrican fort of Yarmouth Castle survives as does remains of Cowes Castle, incorporated in Royal Yacht Squadron Buildings (see HER for references). Henrican forts at East Cowes and Sandown do not survive.

Carisbrooke Castle was surrounded by large defensive artillery defences designed by Frederigo Gianibelli between 1597 and 1602. Young, C J 2000 *Excavations at Carisbrooke Castle Isle of Wight 1921-1996* Wessex Archaeology, Salisbury.

Napoleonic barracks etc have not survived although Albany Prison was built on the site of a barracks of this date.

Various forts around the coast date mainly from the 1860s, with a few of 1850s date. The 1860s forts are often referred to as 'Palmerston's follies' and were built in response to the threat of the French iron-clad ships. These forts are documented in *Fortifications of Portsmouth and the Solent: a Review of Pre-20th Century Coastal Defence Sites and Associated Remains* (English Heritage Report by Andrew Saunders 1998. London). A military road was also constructed along the SW coast. This survives as a modern motor road although it has been reconstructed in places (and in one or two places the original course survives as an earthwork feature.

20th century fortifications were also built around the coast in connection with both world wars and are documented in the HER. Other military sites of this period are the Ventnor Radar Station, PLUTO (see *PLUTO: Pipe-Line under the Ocean* by A Searle 1995 Crossprint, Newport) and anti-glider trenches on Tennyson Down (all documented in HER).

Ritual and Religion

Loss and conversion of 19th century non-conformist chapels is a problem.

Significant Victorian churches at Whippingham (Design of rebuilt church influenced by Prince Albert), Newport and Ryde.

Early 20th century Benedictine Abbey at Quarr, close to site of medieval Cistercian abbey ruins. Architect was Dom Paul Bellot – abbey church was built to his design during 1911-12 and domestic buildings by 1914, using Belgian bricks.

Transport and Communication

Development of Newport Quay:

See *Historic Newport* (Extensive Urban Survey), Victoria County History of Hants and IW, Vol 5, 1912 and *Newport's Tide Mill* at www.iwias.org.uk

Development of ferry service with mainland – regular services from Ryde to Portsmouth started in 1796, from Cowes to Southampton in 1820 and from Yarmouth to Lymington in 1830. See www.wightlink.co.uk/aboutus/history_chron.htm and *Red Funnel History* at www.iwhistory.org.uk.

Roads – the Isle of Wight Turnpike Trust was not established until 1813, later than many places on the mainland.

The building of railways from c.1860 and their possible influence on the development of tourism. Interestingly, it would seem that the development of seaside towns at Ryde, Sandown, Shanklin and Ventnor was underway before the arrival of the railways. For the development of the Isle of Wight railway system see www.sem.org.uk/location/iow/iow_01.html

The history of the Cowes Floating Bridge crossing the river Medina between West and East Cowes. This dates back to the 19th century and the latest bridge was built in 1976.

Piers: See *Piers of the Isle of Wight* by Marian Lane (Isle of Wight Council 1996).

The Isle of Wight Classic Boat Museum, based on the Quay at Newport, has a collection of historic small boats, mainly of local origin.

Maritime Archaeology

HER includes a maritime SMR giving details of wrecks around the coast of the IW. Some important wreck sites are discussed briefly in *The Story beneath the Solent* by Alison Gale (Hampshire and Wight Trust for Maritime Archaeology 2000) and also online at the website of the Hampshire and Wight Trust for Maritime Archaeology www.hwtma.org.uk/projects/index.htm

Artefacts and information are displayed at The Underwater Archaeology Centre in the Maritime Heritage Centre at Fort Victoria, Yarmouth, Isle of Wight.

Material Culture

Large numbers of post-medieval finds have been recorded under the Portable Antiquities Scheme www.finds.org.uk

References

In addition to references in text see Isle of Wight Medieval Research Framework references.