



Advisory Committee on

Historic Wreck Sites

Annual Report 2005
(April 2005 - March 2006)

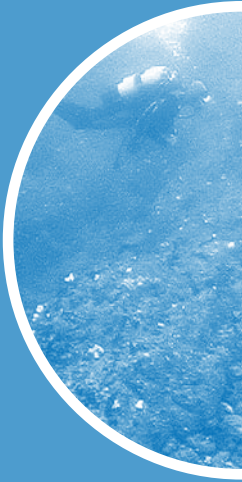
Compiled by English Heritage for the Advisory Committee on
Historic Wreck Sites.

*Text was also contributed by Cadw, Historic Scotland and the
Environment and Heritage Service, Northern Ireland.*



**Department for Culture,
Media and Sport**
Architecture and Historic Environment Division

Cover and inside cover photographs of Teaming Ledge designated wreck site, courtesy of David McBride.



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SECTION

ONE



INTRODUCTION
& ARTICLES

UK Designated Shipwrecks



Foreword

The Advisory Committee on Historic Wreck Sites (ACHWS) advises the Government on designating sites of shipwrecks and archaeological importance in UK waters under the Protection of Wrecks Act 1973 (PWA), and licensing activities on such sites. The Committee held its 100th meeting on 9 December 2005, and met, as usual, on two other occasions in July 2005, and February 2006. The new procedures introduced last year for reducing the time spent on routine and uncontentious licence applications have bedded down. This has allowed more time for the consideration of all applications for excavation licences, new applications and for the consideration of strategic issues.

The Committee noted the emergency designation of the West Bay Wreck (Site No 59), driven by the threat of salvage of a bronze cannon from the site, and also the proposals to designate the site believed to be that of the *Resolution*, lost near Eastbourne in 1703 and to re-designate Bartholomew Ledges (Site No 23), *Iona II* (Site No 34) and *Royal Anne Galley* (Site No 41).

Recommendations were made on the issue of 91 licences for activities on designated wreck sites. This figure is more than last year (79), with the following increases:

- excavation licences issued were up from 3 last year to 9 this year;
- surface recovery licences were also up from 8 last year to 12 this year;
- survey licences were up from 32 last year to 41 this year;
- access, simply to view designated sites for archaeologists and visiting sports divers, continues to increase with a total of 25 recommendations for visitors licences this year;
- also included in this total are two licences to operate visitor schemes, one observation licence and one licence issued to Wessex Archaeology to visit all UK sites.

The Committee was happy to support a pilot project on the *Hazardous* wreck where the licensee provided a list of the names of visitors every month in retrospect.

The Committee received the 38 annual reports of licensees and noted how the format and the presentation of these reports are improving.

The Committee discussed the general question of issuing multiple licences for a designated site where more than one person wished to have justifiable access to a site, but the parties were not prepared to cooperate with each other. The Committee believes that ideally each site would have only one licensee who coordinates all activity on the site, but the Committee accepted that a pragmatic approach means that multiple licences must sometimes be issued.

The Committee received Wessex Archaeology's report on Archaeological Services in Relation to the PWA. Nine designated and five undesignated sites were visited during the year. The Committee welcomed the Contractor's liaison with licensees and the use of multibeam images. The Committee noted that the Contractor's current 3 year contract will end in April 2006, but will be extended for a further 2 years.

Last year, the Committee responded to the Department for Culture, Media and Sport's (DCMS) consultation paper *Protecting our Marine Historic Environment: Making the System Work Better*. The Committee was pleased to note that two working groups were appointed by DCMS one for designation and definitions and the other for salvage and reporting to develop proposals raised in the analysis.

The need for the reform of the UK's legislation relating to the protection of underwater archaeology was highlighted by the recovery of a unique cargo of silver bullion in August 2005 from the wreck of the *Rooswijk*, a Dutch East India Company trading vessel lost off the Kent coast in 1739.

by Tom Hassall OBE, Chairman of the Advisory Committee on Historic Wreck Sites

The Committee was concerned to learn that this site, which was discovered in 2004, had not been proposed for designation by the project team and was only reported to the Receiver of Wreck in July 2005. Moreover, confidentiality issues prevented the Committee from being able to consider the case before works commenced as they normally would.

The Committee noted that while the operation had been carried out with some survey and recovery procedures commonly carried out on archaeological projects, they were concerned that the project was primarily treasure salvage, apparently to be funded by the sale of artefacts. The project was a timely case study that highlighted some of the areas of reform that may be necessary around the areas of salvage and reporting, as part of the Review of the Marine Historic Environment currently underway.

The Annual Meeting with Licensees was held in London on 2 February 2006 and was attended by 21 licensees and Members of ACHWS, representatives and observers. Presentations were made by Lizzie West and Laura Warren who gave an informative guide to DCMS's work in relation to the PWA; Steve Webster of Wessex Archaeology described the 2005 season of the Archaeological Contractor in support of the PWA; Neville Oldham presented the recent work of the South West Maritime Archaeology Group done collaboratively with students from Bournemouth University; John Buglass described the Filey Bay Initiative, which is taking a seamless view from the cliff top to the sea bed; Colin Martin gave a history of the Scottish wreck sites and highlighted lessons to be learnt from integrating amateur and professionals; and Mark Dunkley gave an overview of the work of English Heritage in which he highlighted the importance of integrating paid and volunteer teams. The meeting ended with a Question and Answer Session. The meeting clearly demonstrated the effectiveness of all those concerned with maritime archaeology working together.

In providing expert and sound advice to the Secretary of State ACHWS is dependent on the expertise of its members who give freely of their time. I am grateful to them both for the wise counsel and the support that they have offered during this year. Mark Redknap of the National Museums and Galleries, Wales who represented the interests of museums reached the end of his term of appointment, having served ten years on ACHWS. Duncan O'Donnell was appointed to represent Law enforcement.

I would also like to thank the officials of both DCMS and English Heritage (EH) who have supported the Committee's activities during 2004-5 particularly: Leila Al Kazwini, Lizzie West, Richard Evans, Rubbina Karruna, and Laura Warren of the Architecture and the Historic Environment Division of DCMS; and Mary Gandy (Committee Secretary), Ian Oxley (ACHWS Committee Co-ordinator), Adrian Olivier, Mark Dunkley, Annabel Lawrence, Jesse Ransley, Rhiannon Raitt and Ceri Pemberton of EH. The Committee also benefits from the attendance of staff from the devolved administrations responsible for the heritage: Gordon Barclay of Historic Scotland, Sian Rees of Cadw and Brian Williams and Declan Hurl of the Northern Ireland Environment and Heritage Service. Guidance is also provided by Sophia Exelby, the Receiver of Wreck, of the Maritime and Coastguard Agency; Peter MacDonald and Amanda McKelvie of the Naval Policy Secretariat Parliamentary & Heritage, Ministry of Defence; and Caroline Heaps and William Drake of the Crown Estate. Dr Antony Firth and Steve Webster, Coastal and Marine Projects, Wessex Archaeology also attend the meetings. Robert Yorke attends as an observer representing the Joint Nautical Archaeology Policy Committee.

Information on the PWA, including a map of designated sites, and on the ACHWS is available on the EH Maritime Archaeology Team's website. This site also provides Guidance Notes for Divers and Archaeologists operating in UK waters, as well as online licence application forms and the timetable for applications. These pages can be accessed at www.english-heritage.org.uk/maritime. Information and forms may also be accessed at www.cadw.wales.gov.uk.

FILEY BAY INITIATIVE

by John Buglass, Filey Bay Initiative/Licensee

In 2003 the Filey Bay Initiative (FBI) was established as a Limited Company as an historical research and promotional group for the benefit of Filey and its environs. The organisation is the result of a joint venture between the Filey Underwater Research Group (FURU) and members of the town council. The initial focus of the FBI was the ongoing work being carried out by FURU under the direction of local diver John Adams into the historic wooden wreck in Filey Bay.

The remains of the vessel were discovered in 1975 during the recovery of fouled fishing gear. The substantial remains of a wooden vessel were found to be the cause of the obstruction and this saw the start of the investigation into the site. Due to the location and size of the remains it has been thought that they may be the remains of the Bonhomme Richard, the warship captained by John Paul Jones during the American War of Independence and lost off

Flamborough in 1779. Diving investigation and research into the wreck site over the last 30 years has lead to evidence (including fire damage and constructional details) which points towards a tentative identification of the site. This, in conjunction with a strong threat of unsympathetic diving activities, lead it to being designated under the Protection of Wrecks Act 1973 by the Department for Culture, Media and Sport. The site was protected by Statutory Instrument (number 2002/1858) in July 2002. Research and investigation continues and there is detailed programme of ongoing survey and environmental monitoring.

Using the wreck as a starting point the FBI has embarked upon a programme of research and publicity for the Filey Bay area and is currently working in association with many groups (both local and international) in order to establish a holistic approach to not just the maritime but the terrestrial heritage as well. These partnerships are with:

- *National Geographic Magazine*
- *American National Parks Submerged Cultural Resources Department*
- *U S Department of Commerce National Oceanic and Atmospheric Administration (NOAA)*
- *Cultural Resources - Maryland*
- *Filey Archives*
- *Filey Museum*
- *East Coast Aircraft Research Group*
- *Coble Preservation Society*
- *Filey School*

The detailed aims of the FBI are:

- *Promoting research into the identification of the Filey Bay wreck*
- *Attempting to locate, identify and record new underwater and terrestrial archaeological sites*
- *Attempting to preserve and*

display items relating to the history, archaeology and ecology of the Filey Bay area

- *Expanding public education regarding the history, archaeology and ecology of the Filey Bay area through both the publication of leaflets/pamphlets and the internet - www.fileybay.com*
- *Creating new opportunities for the inhabitants of Filey Bay by developing the tourism potential and creating new opportunities*

In order to achieve these aims the FBI has initiated the following projects:

- *Establishing the Filey Heritage Area*
- *Commissioning a desk based*

assessment (DBA) of the Filey Heritage Area

- *Commissioning an environmental survey in Filey Bay*
- *Consultation in respect of Town Planning Development enquiries*
- *Formation of the Filey Bay John Paul Jones Heritage Coast Initiative (John Paul Jones Heritage Coast)*
- *Hosting Archaeological Road Shows*

One of the first projects which has underpinned much of the other development work was the DBA. This project looked at the recorded historical and archaeological evidence for an area stretching from Filey Brigg

in the north to just short of Flamborough Head in the south and ran from the 12 nautical mile limit to 1km inland – an area of c 391km².

The study identified a total of 290 known or potential archaeological and historic sites which included widespread evidence for multi-period archaeological activity dating from the Palaeolithic up to the Second World War. The earliest evidence comes from flint and other stone tools from the Palaeolithic, Mesolithic and Neolithic periods. The Bronze Age is represented by burial mounds possibly forming up to seven distinct cemeteries and the Iron Age is seen by both earthworks and possible Arras Culture square barrow burials. Although there



Fig. I Display of aircraft remains at FBI run Archaeological Roadshow © Filey Bay Initiative

are only five Roman sites in the area one of them is of national significance the signal station on Carr Naze - a Scheduled Ancient Monument. At the base of Filey Brigg lies a small harbour (The Spittals) of possible Roman or medieval date.

The medieval period is represented by sites ranging from several deserted medieval villages to 12th century churches and it was during this period that the landscape took on the form that is largely as it is seen today.

The post-medieval period saw the various settlements expanding and contracting as various balances of power and trade/agriculture changed. The advent of the railway and improved roads saw the development of Filey as the major town in the area and its establishment as a seaside resort. Particularly with the building of the Butlins holiday camp (on an earlier RAF site) along with its own railway station. The advent of the World Wars had a relatively small effect on the terrestrial aspects of the area but had a major impact on the numbers and types of ships lost.

As would be expected with the significant length of coastline around the bay there is a large number of shipwrecks - 203 recorded potential sites. The earliest recorded loss is from the early 14th century with a steady increase from then onwards. As ever with documentary sources there is a bias towards the post-medieval, though a single medieval ships timber has been recorded as a result of the public involvement in the Archaeological Road Shows. This bias can be seen in a summary of the losses:

- *At least four WWII aircraft*
- *Four 14th century shipwrecks*
- *16th century – ‘many shipwrecks’*
- *18th century – 28 wrecks*
- *19th century – 114 wrecks*
- *20th century – 50, including the submarine HMS G3*

With human activity known from the Palaeolithic period onwards along the coast there will, undoubtedly, be other shipping

losses for which the physical evidence has yet to be found.

Filey Bay may well also contain evidence for sea level changes. It is known that the Palaeolithic sea level was c 50m lower than today, and divers have reported peat deposits and possible glacial features in Bridlington Bay.

As can be seen from the brief description above the Filey Bay area contains a varied and significant historical and archaeological resource. The FBI is not only working to identify, record, preserve and publicise this resource but is actively working to use it to both promote the area and provide a benefit for the people who live in its environs.

Further details of the work of the FBI can be obtained from www.fileybay.com or

c/o Filey Town Council
Queen Street
Filey
North Yorkshire
YO14 9HE



Fig. 2 Medieval ships timber reported to Archaeological Roadshow. © Filey Bay Initiative

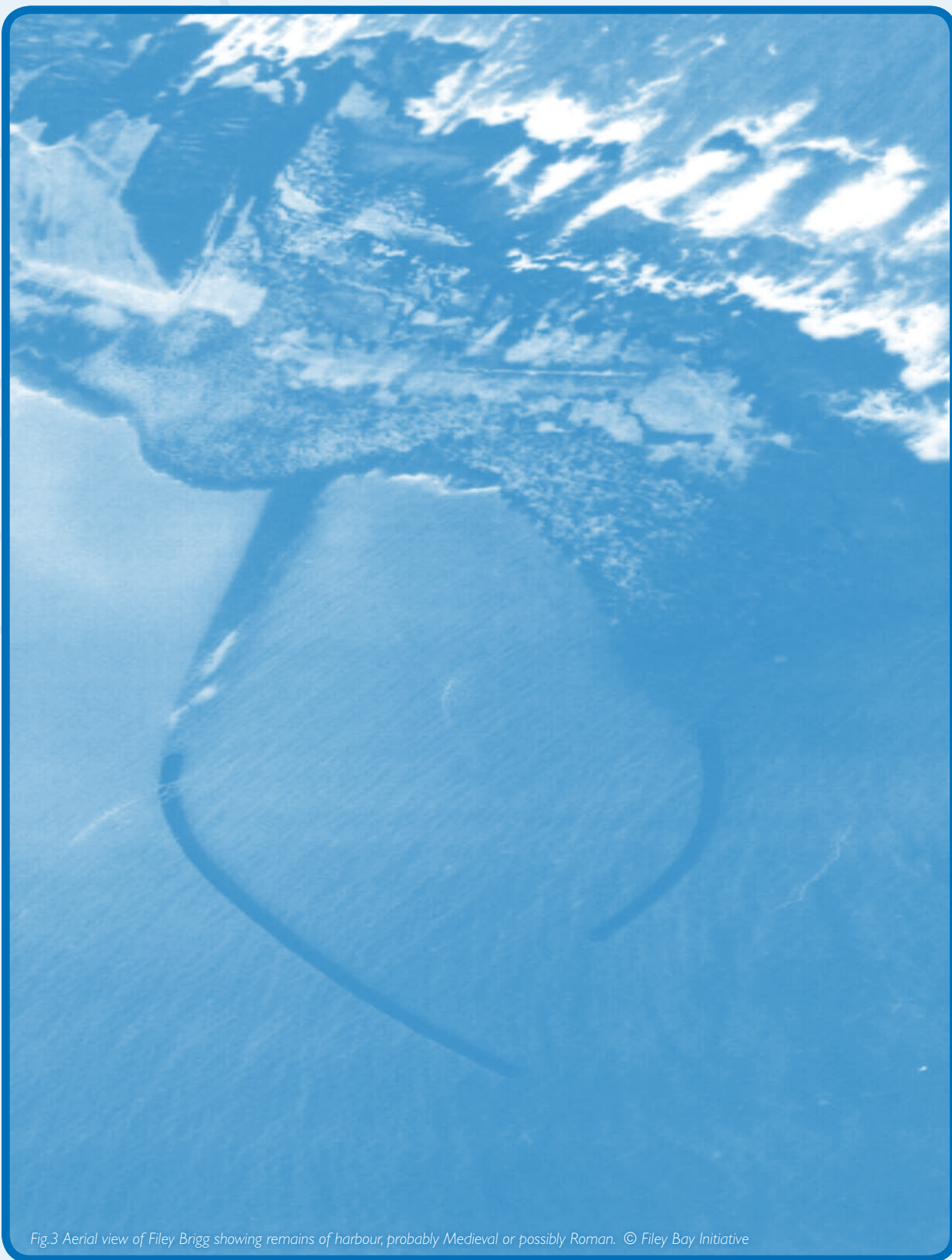


Fig.3 Aerial view of Filey Brigg showing remains of harbour, probably Medieval or possibly Roman. © Filey Bay Initiative

ERME ESTUARY

HISTORIC WRECK SITES

SOUTH DEVON

CASE STUDY

by **Neville Oldham,**
Licensee Erme Ingot Site,
Erme Cannon Site and
Senior Team Member
SWMAG

The river Erme rises on the south shoulder of Dartmoor. Bubbling from the ground in a cascading spring of bright water, the Erme tumbles down from the moor collecting more water on its way. By the time the river reaches the Erme estuary, it is forty feet wide. In a bygone age, the Erme had driven several mill wheels on its way to the sea, contributing to the wealth of the town of Ivybridge. As the river slows down in its approach to the valley of the Erme, it passes the promontory where the hill fort of Oldeport stands guardian to the valley.

Before the boom in tin mining by streaming on the moor, the Erme was a navigable to the foot of the Oldeport promontory, where the remains of the quay still exists. The vast quantities of silt washed down by tin streaming choked the river until it opened out into the mile and a half wide estuary.

The view is idyllic as you approach the estuary from the sea, with few houses having been built on its shores. The tranquil view of the

mouth of the estuary from the sea has lured many ships to their demise over the centuries, as lying across the estuary's mouth are the East and West Mary's rocks. These rocks constitute a deadly reef, situated just below the surface at low water.

The land fall approach of the shore line is also very similar to the entrance vista of Plymouth Sound. Plymouth has the large island of the Mewstone to its right as you approach from the sea and then the broad expanse of open water. The Erme has Burgh Island to the right and then the mouth of the estuary opens up, thus deceiving the captains of old to enter under the pretence of the safety of Plymouth Sound rather than the teeth of the Mary's rocks waiting to rip their ships' hearts out. The court marshal of the pilot of HMS Pygmy, lost in 1794 on these hidden rocks, actually states that he thought the vessel was entering Plymouth Sound rather than the Erme estuary.

In 1992, the South West Marine Archaeological Group (SWMAG)

was formed, with the aim of searching for and recording cannon sites and wrecks along the South Devon coast. The Group wished to show that a group of dedicated Sports divers could carry out archaeological surveys and record to a professional archaeological standard despite consisting sports diver from the Midlands and the South West.

The Erme is the farthest west estuary of the South Devon coast, and SWMAG intended to search it as the first target. In the previous year one of our group had seen a cannon while snorkelling in the Erme estuary/mouth. On our first visit we were lucky to have relocated this cannon and found eight more. Two of these guns were swivel guns and dated by Colin Carpenter, an expert on cannons, as being of French origin. He dated them at around 1500 AD which was exciting news as we had found an account written by John Leyland in 1553. Leyland was the keeper of Henry VIII's libraries who had ridden through South



Fig.1 View of the Erme Estuary from the air. © SWMAG

Devon in 1535 recording what he had observed. He was only too aware of what a ship trap the Erme mouth presented:

The mouth of this lyith ful of flattes and rokkes and no ship cummith in tempest hither but in desperation. Too of Philip King of Castelle shippes felle to wrak in this haven when he was dryven into England by tempeste.

Our research gave us a date for these losses of 1506. Our excitement rose and we decided to lift one of the larger guns to try to confirm the date of its loss. Colin Carpenter looked at this large gun of some 3m in length and dated it approximately between 1650 to 1690! Somewhat of a surprise therefore. Had we found two wrecks, one on top of the other, or had the swivel gun dated at 1506 been well looked after and had a working life of 145 years? The other alternative was that a gunsmith had copied an early style when arming the later dated ship. We probably will never know. Our plan of the site did not give the

impression that there were two wrecks. We found a silver French half-ecu dated 1621, also a lead pan weight stamped with the mark of the Guildall in London and the French mark of St Lo used between 1549 and 1780 AD. A small bronze figure of a woman was dated AD500. Each find seemed to confuse the picture.

More research from old records turned up a possible candidate. Tristan Risdon wrote in 1704 that there had been “a significant wreck” noted of 13 January 1632. Risdon states that the wreck was a French ship but does not give it a name. The more we researched, the more it became clear that Leyland’s observation in 1535 of the Erme Estuary was only too correct.

Below is a list of some of the other wrecks mentioned lost in the area but as yet not found:

A French ship 20 February 1637, a Genoese ship 21 February 1668, a Dutch Ship 29 November 1691, another French Ship 1

February 1695, one unidentified in December 1698, the Rochester, formerly called the Hope in 1700, HMS Pigmy 15 December 1793, the St. Juan Baptista 24 November 1795, the Caroline in December 1851, Commerce de Paris laden with cotton in 1869.

We realised that this area was of great historic importance and applied for designation under the Protection of Wrecks Act 1973. We had problems with the local land owner whose land adjoins the estuary. The estuary has been part of the Fleet Estates, home to the Buteel family, for over 400 years. The present day descendants of the Buteels, the Mild-MayWhites, defend their privacy diligently. Mr Mild-May White claimed the Lord of the Manors rights over the wreck, “as far out to sea that a man could see an umber barrel.” We found him most charming and courteous but insistent that he had rights to wreck in the estuary. Fortunately, we had a marine lawyer on the team. I will not go into the details here, but suffice



Fig.2 Ron Howell and Jim Tyson handing an ingot to Neville Oldham. © SWMAG

to say that the case law revolves around “the case of Rv the 49 casks of Brandy” and “time in memorial” (1189 AD). Admiralty Law rather than common law applies.

Whilst waiting for the designation to come through for the Cannon site, we moved our operations to the end of West Mary’s reef, where an incredible discovery was made of forty-two Tin Ingots of various shapes and sizes, the majority of which being of the Plano convex type. These ingots could have a date range of between 1000BC to 400AD. The finding of these ingots has in fact helped to re-write the history of South Devon.

We also found timber in relation to the ingots on the sea bed, which looked to have been worked. We sent a segment for tree ring dating which proved negative. Also we sent some of the timber for carbon dating. The result was a staggering 6,400 – 200 years BP. Obviously, these could not be ship timbers and we now think that they were formed when the sea rose and flooded

the forest of Bigbury bay. Or have we found a six thousand year old wreck? Tongue firmly in cheek!

The policy of the group is that wherever possible, any artefacts that we recover are placed on display in local museums, in particular the Museum at Salcombe, whose curator Malcolm Darch has been extremely helpful to the group.

The ingots are of great importance to the early history of Devon and all concerned felt that the Ingots should be given to the Royal Albert Museum at Exeter whose curator John Allan has also been of great assistance to the group.

Unfortunately the matter of the Lord of the Manor delayed the presentation for nearly ten years as the Receiver of Wreck had to give the Lord of the Manor notice to produce the documents purporting to his claim within a certain period. This was not complied with and the team were able to give the ingots to the Royal Albert Museum Exeter where they are now on display.

For the work on the Ingot site, we had sponsorship from the British Sub-Aqua Jubilee Trust for which the team is very grateful. In 1993, the team were awarded The Duke of Edinburgh’s Award and went to Buckingham Palace to receive their award from the Duke of Edinburgh.

Over the last two years, the group has invited students from Bournemouth University’s Marine Archaeological course, under the direction of their tutor Dave Parham who is also the SWMAG’s archaeologist. This cooperation has worked well. The students’ youthful enthusiasm and the group’s practical experience have achieved good results together.

For this current work, we have been again been sponsored by The British Sub-Aqua Jubilee Trust; we thank them most sincerely for all the help and encouragement the British Sub-Aqua Jubilee Trust has given not only to our group but to all the other projects they have sponsored over the years.

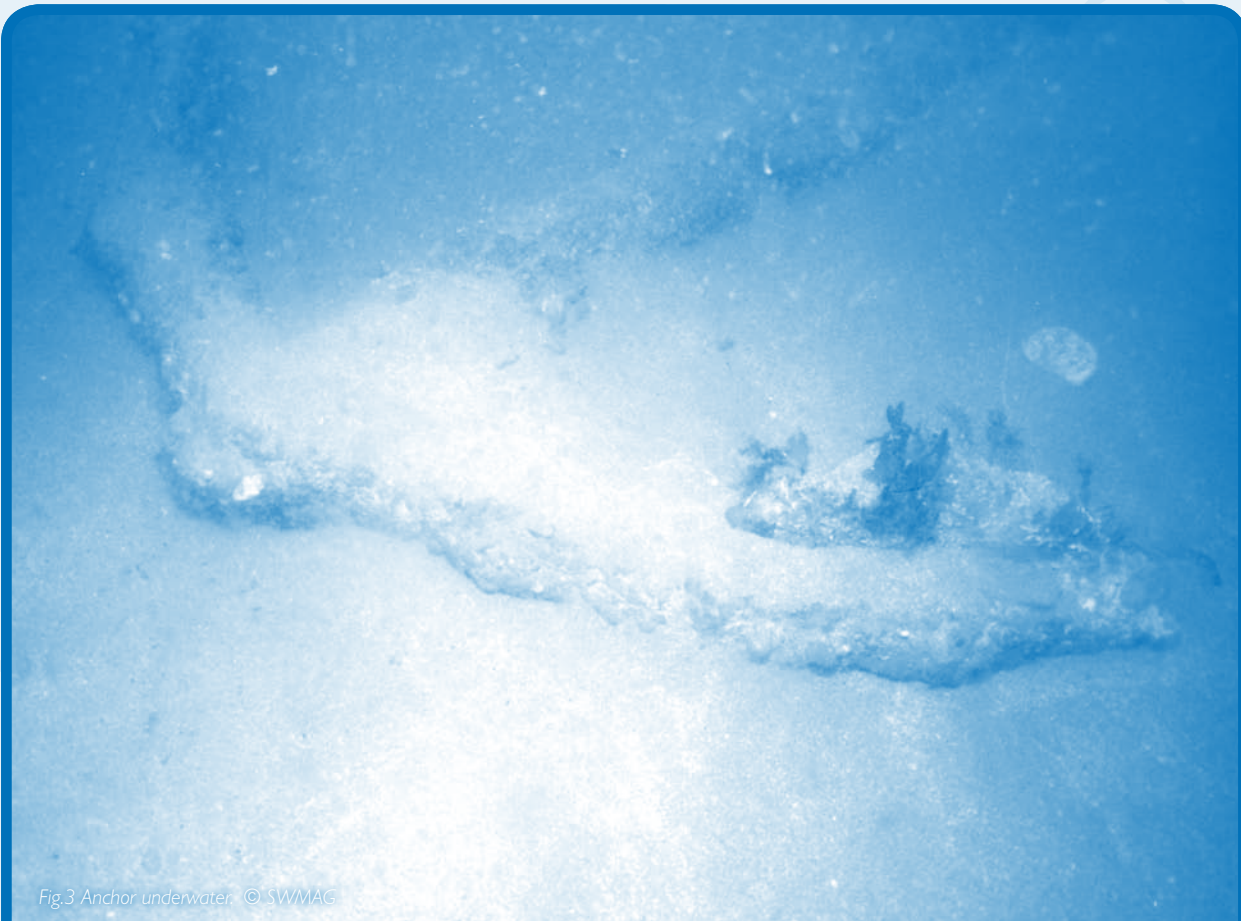


Fig.3 Anchor underwater. © SWMAG



Fig.4 Half Ecu French coin. © SWMAG

DUART POINT AND HMS DARTMOUTH

DESIGNATED HISTORIC WRECK VISITOR SCHEMES

A CASE STUDY

by Mark and Annabel Lawrence,
Lochaline Dive Centre/Licensees

Lochaline Dive Centre has operated a visitor licence on the Duart Point and HMS *Dartmouth* Designated Historic Wrecks for the past decade and has facilitated visits by approximately 1000 divers during this time.

On the seabed visitors see (a) cast iron cannon(s), anchors, stone ballast mounds and some of the *Dartmouth's* structure. Each visitor carries a scale plan of the wreck site and is guided to features of interest by a series of small floating marker buoys that stand just above the kelp line. Although the kelp is dense throughout the dive season on both sites, it adds to the sense of discovery experienced by the participating divers when they reveal features not immediately obvious to them.

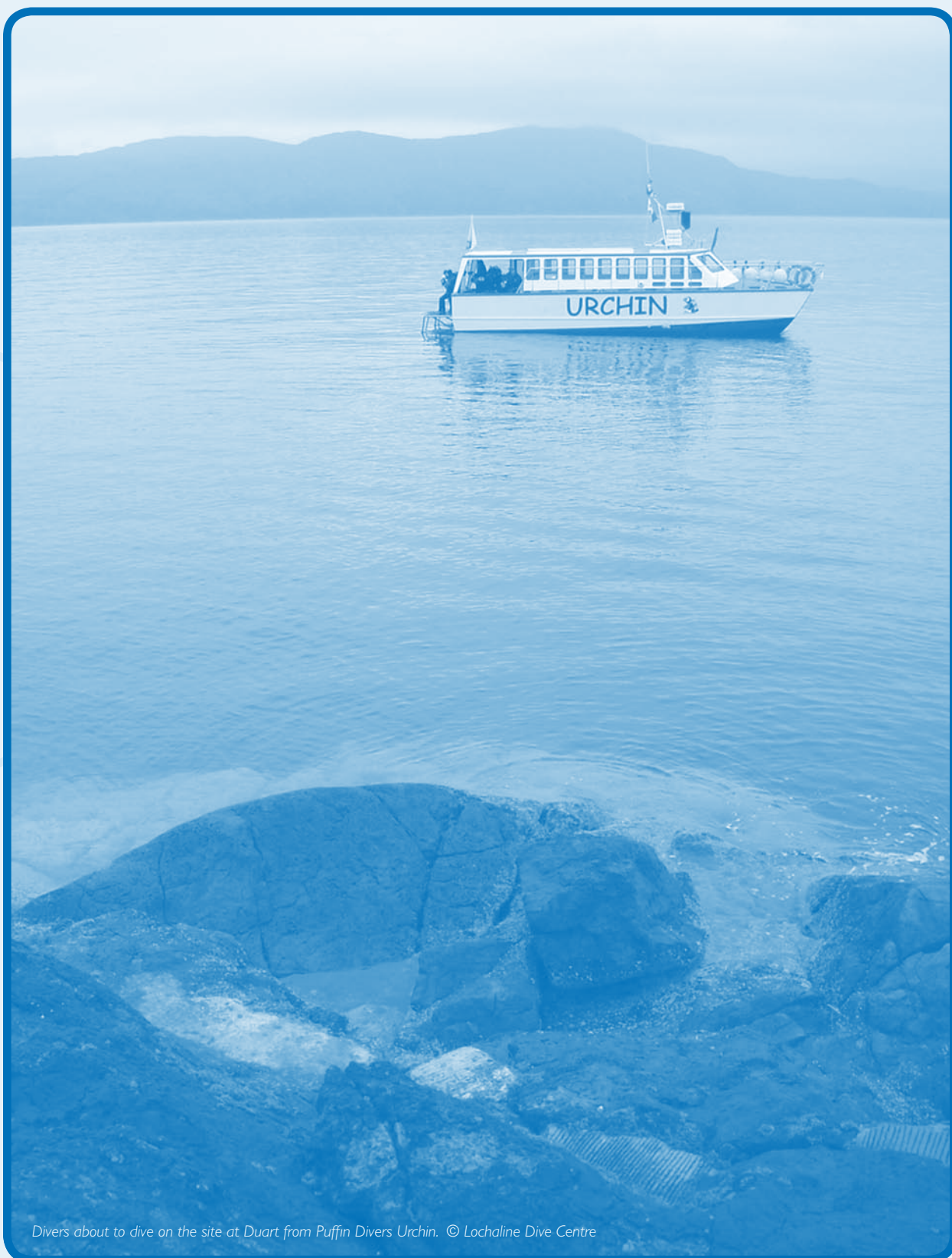
Prior to diving, the diver's experience is enhanced by a presentation given by Licensees Mark and Annabel Lawrence and, for the Duart Point site only, a tour of the wreck exhibition room at Duart castle. The presentations explain the work of archaeologists on each site and reveal the abundance of information gained through the archaeological process.

Geophysical techniques in the form of a multibeam survey were applied to the Duart Point site in 2004. The survey was part funded by Historic Scotland and carried out by Lochaline Dive Centre, and has added a new dimension to the visitor scheme. Visitors, both diving and non-diving alike, are now able to visualize the site in its submerged setting, and get a sense of its wider environmental context—perhaps for the first time seeing the Sound of Mull as a continuous historic landscape linking the historic assets on the seabed to the coast edge and the terrestrial historic environment ashore.

Recently it has become clear that the current popularity of the use of underwater digital cameras and videos amongst sport divers presents an opportunity to easily record features on the site during each visit. The reporting of exposed timber by one visiting group on the Duart Point wreck in 2005 was accompanied by video and still footage that in itself presented a useful monitoring mechanism. Subsequent dives by Licensee Dr Colin Martin were undertaken to verify that the exposed timber was not cause for concern.

The possibility exists for future visitor schemes to become more constructive in the overall management of the Duart Point and HMS *Dartmouth* historic wreck sites. This could be achieved simply by engaging visitors in the basic (non intrusive) recording of certain points or features on each site after instruction. Such activity would compliment the more widely spaced monitoring visits made by DCMS' current Diving Contractor. Even if the monitoring proves less effective than hoped, the process of engaging sport divers in the monitoring of these important historic assets will serve to encourage stewardship by the diving public.

Lochaline Dive Centre proposes to further encourage divers to visit the Duart Point and HMS *Dartmouth* sites in 2006 by directly targeting customers during their stay in Lochaline. If interested, groups staying at the Centre will be introduced to the Designated Sites in the Sound of Mull and then offered the opportunity to visit the sites as part of their diving programme.



Divers about to dive on the site at Duart from Puffin Divers Urchin. © Lochaline Dive Centre

THE DIAMOND WRECK SITE

CASE STUDY

by Ian Cundy, Licensee

The site lies to the north of the Sarn Badrig reef at the northern end of Cardigan Bay, approximately half way between Barmouth and Harlech and around 2.5 miles offshore.

The wreck was discovered in the Summer of 2000 by local divers, Tony Iles and his daughter Helen, while towing a magnetometer behind their RIB. They subsequently dived the site, and found a wreck with timber ribs and iron reinforcements standing clear of the sea bed. The following 12 months were spent investigating the site, and a preliminary site plan was produced.

Initial thoughts were that the wreck may have been that of the “*Diamond*”, a three masted square rigger, built in New York in August 1823, that was known to have sunk in the area on 2 January 1825.

Cadw were advised of the wreck and, during the Summer of 2001, the Archaeological Diving Unit (ADU) ran a side scan over the site and made a video recording using an ROV. Following this, it was decided that the wreck looked to be an early example

of a composite vessel, and as such on 1 April 2002, the site was designated, making it the first site to be designated by the Welsh Assembly Government. In July 2002 Ian Cundy of the Malvern Archaeological Diving Unit (MADU) was granted a survey licence to investigate the site further.

Investigations by the MADU team were initially focused upon comparing what could be found on the site with what was known about the “*Diamond*”. By the end of the 2003 season, MADU concluded that this wreck was almost certainly not that of the “*Diamond*”, and subsequent work has strengthened this conclusion, for the following reasons:-

Length: The “*Diamond*” had a length of 120ft 9ins. From the ADU’s side scan trace in 2001, the wreck looks to be almost 300ft long. From the preliminary site plan produced by Tony and Helen Iles, the wreck was estimated as being approx 160ft. The MADU estimate of the length of the wreck and debris field was approx 190ft. More recently in 2004, Wessex Archaeology carried out an acoustic survey of the site, and

their result concluded that the wreck was approx 160ft long.

All these estimates indicate that the wreck on the site is considerably longer than that of the “*Diamond*”.

Construction (iron): There is no mention in Lloyd’s Register of any iron being used in the construction of the “*Diamond*”. The quantity of iron knees, knee riders and other iron reinforcements on the site is considerable, with some of the ironwork appearing to extend well down towards the keel. It is inconceivable that this amount of iron could have been fitted at a later date, particularly as a full history of the “*Diamond*’s” passages across the Atlantic has been researched throughout the 17 months from its launch to its sinking.

Construction (timber): The “*Diamond*” is listed in the Lloyd’s Register as being constructed from White Oak and Locust. For the 2004 season, a limited excavation and recovery licence was granted to recover 5 small timber samples for analysis. This was carried out by Nigel Nayling who was able to identify Elm, Larch and Pine, but no Locust.

Sheathing: Lloyd's Register also lists the "*Diamond*" as being sheathed in copper. During the timber sampling project in 2004, three small samples of sheathing were also recovered, and following metallurgical analysis, the sheathing was found to be a Muntz Metal alloy (approx 60 per cent copper / 40 per cent zinc), and not pure copper. Muntz Metal "Plates for Sheathing", were however, not patented until 1832, seven years after the "*Diamond*" sunk.

Fastenings: Littered around the wreck site are numerous cuprous bolts. One fastening, recovered prior to designation, is stamped with a Muntz patent mark. Again, as with sheathing, Muntz Metal

"Ships Fastenings" were not patented until 1832, seven years after the "*Diamond*" sunk.

Water Tanks: On the site, is a pair of what appear to be water tanks. However the earliest water tanks appear to have been fitted in UK built ships around 1827, two years after the "*Diamond*" sunk, and around 1840 in US ships, 15 years after the "*Diamond*" sunk. This is however still under investigation.

For the 2006 season, an application has been submitted for licence and grant aid for further limited excavation and recovery, and it is hoped to recover some larger samples of the oak timber framing for dendrochronology dating.

As the work undertaken so far suggests that the wreck on the site is not that of the "*Diamond*", it is now important to focus attention on the identification of the vessel. A database of ships (so far approaching 500 entries) documented as sunk at the northern end of Cardigan Bay is being compiled by the MADU team. Not only will this database assist in the identification of the vessel, but it will also be a useful addition to the Welsh Maritime Record in enhancing our knowledge of the maritime assets within this area.



The *Diamond* wreck site. © Wessex Archaeology



SECTION TWO

2005 SEASON



DESIGNATIONS AND RE-DESIGNATIONS DURING 2005

Sites Designated

Only one site was designated in England during the 2005-2006 period; the West Bay wreck off the Dorset Coast. The West Bay wreck, located west of the Outer Pollock Reef, West Bay, Dorset, was discovered in 2004 by recreational divers and was reported to the Dorset Coast Forum with subsequent involvement by English Heritage.

Assessment by the archaeological contractor determined that the site consists of a low mound of heavily concreted iron bars containing a heavily concreted iron gun as well as a possible seventeenth-century muzzle-loading bronze gun of European or Eastern origin. The remains lie in approximately 12m of water and the surrounding seabed comprises generally fine sand although the iron bar mound lies on an area of large cobbles. Analysis of hard slate and quartzite (ballast?) samples recovered from this area suggests a derivation from south-west England or Northern France.

The presence of the large quantity of iron bars does suggest that they formed part of a cargo and it is thought that the site may comprise the remains of a merchant vessel. The dating of the site is reliant on the bronze gun which is considered to be no later than 1750, but perhaps as early as 1627.

However, reports received through local authorities indicated that the integrity of the site was threatened through planned salvage attempts to recover the bronze gun. One attempt was apparently aborted due to the contractor's presence on site. This prompted English Heritage to recommend to the ACHWS that the site be designated through emergency designation. This duly came into effect on the 20 July 2005.

Bournemouth University has indicated their interest (with support from English Heritage) in undertaking a three-year research project on the site, to comprise both field and archive assessment. The intention is to re-examine the designation status of the site once this research is completed.

Sites Re-Designated

Consultation for the re-designation of following sites commenced in 2005/6:

Bartholomew Ledges

Iona II

Royal Anne Galley

WORK DURING THE 2005 DIVE SEASON

Licensee Work during the 2005 Dive Season

ENGLAND

Licensees on English sites continued to undertake a great range of activities during the 2005 season and ranged from continued field investigation to publication. Valuable work in understanding site stability through the monitoring of sediment levels on the *Admiral Gardner* and Loe Bar sites, for example, will assist in the determination of investigative priorities while further survey at Tearing Ledge and Salcombe continues to add refined detail to our understanding of site formation and distribution.

Geophysical survey on many sites, such as at Yarmouth Roads and on the *Stirling Castle* (funded through the Aggregate Levy Sustainability Fund), is providing valuable baseline data by which to monitor change while visual diver assessment, enhanced by photographic and video survey, of our deeper assets like the *Holland No. 5* allows us to prioritise measures for site protection.

In addition, the publication of the Church Rocks site in the Devonshire County Archaeological Journal has allowed for a wider dissemination of research on this specific site and demonstrates opportunities for collaborative involvement on protected wreck sites between licensees, nominated archaeologists and specialists.

Media interest in licensed activity on protected wreck sites continues to grow with Athena Films researching the *Holland No. 5* in August 2005 while recent enquiries from ITV have been received over the Swash Channel wreck and from the BBC in general.

In the north-east, investigations into what is believed to be the *Bonhomme Richard* continued despite unusually bad weather and underwater visibility. Here, a great deal of time was spent in clearing discarded fishing gear although that which remained was considered sufficiently buried in the sand so as not to cause any threat to the site. Further north, the Seaton Carew site has remained, to greater or lesser degrees, continually exposed to the elements. The reasons for this unusual and worrying trend are still not clear.

In the east and south-east, further investigation at Dunwich noted the accumulation of sediment over much of the site while work by the Mary Rose Trust, supported by the MoD, continued to assess archaeological material on the eastern side of the *Mary Rose* and attracted world-wide publicity when a Tudor anchor was raised in October 2005. Due to further bad weather conditions and persistent poor visibility, it was not possible to carry out any detailed survey on the *Hazardous* although seabed monitoring points were measured at intervals through the season along with timber degradation measurements to contribute towards an understanding of the sites' environment.

In the south-west, a research design on the Swash Channel wreck by Bournemouth University (supported Poole Harbour Commissioners) commenced. Further student activity was undertaken in conjunction with the South West Maritime Archaeological Group while continued investigation at Tearing Ledge,

Isles of Scilly, moved away from the main site and discovered ceramic objects and glass bottles associated with the wreck site. Superb underwater video footage of the site, provided by the licensee, was also used for training purposes.

In addition, other English Heritage commissioned work on the sites has included the preparation of publication text for the Studland Bay and Langdon Bay, Moor Sand and Erme Ingot sites. We are also turning our attention towards a more ecosystem-based approach to the general management of the sites through projects such as the *Royal Anne* Galley Phase I Desk-based and Marine Environmental Assessment and the (completed) Stabilisation Trials on HMS *Colossus*. These specific projects have provided guidance on the availability of environmental information and methodologies that we can seek to apply where appropriate. We have also commenced production of a set of Conservation Guidelines aimed specifically at the recovery of material from protected wreck sites while the Nautical Archaeology Society were provided with a brief to deliver bespoke training for Licensees, to commence as a Pilot in 2006. Other, small initiatives included the provision of a new buoy for the *Hazardous* and museum-display posters for the *Colossus*.

Mark Dunkley, English Heritage

NORTHERN IRELAND

Other than licensed activity, there is nothing to report for the 2005 dive season.

Declan Hunt, Environment and Heritage Service Department of the Environment Northern Ireland

SCOTLAND

This has been a relatively quiet year for licensee work in Scotland, with the possible exception of the Sound of Mull where monitoring and visitor scheme activities continue.

A small expedition to the Duart Point wreck (Sound of Mull) by Dr Colin Martin in summer 2005 concluded that the environmental stabilisation of the site was well advanced, two years after completion of the main excavation. Accordingly, the decision was taken not to recover a wooden gunport lid as had been planned. Post-excavation work continues at pace with publication of a monograph by Oxbow expected in the latter part of 2006.

The visitor schemes run at the Duart Point and HMS *Dartmouth* wrecks in the Sound of Mull continued but with Mark and Annabel Lawrence as licensees and new owners of Lochaline Dive Centre. The licensees are beginning to investigate ways by which visitors can contribute to the monitoring of the designated sites. The reporting of exposed timber by one visiting group on the Duart Point wreck in 2005 was accompanied by video and still footage. This information was presented to Dr Martin who was able to confirm that the exposure was not a cause for concern.

Philip Robertson, Historic Scotland

WALES

The **Tal-Y-Bont** (Bronze Bell) is a merchant vessel with a cargo of Carrara marble from Italy, sunk around 1702 on the treacherous Sarn Badrig in Cardigan Bay. Well armed with 18 main battery, 8 smaller cast iron and 10 wrought iron guns, the wreck has been partially excavated to reveal her bell, and a multitude of navigational and domestic artefacts. The vessel was visited by the licensee, Mr Bowyer, on two occasions. The armaments and cargo mound was inspected and found to remain in a stable condition.

Resurgam is believed to be the world's earliest extant powered submarine, *Resurgam* was designed by Rev. Garrett in 1879 and built by J T Cochrane in Birkenhead (where a model can be seen in the docks). She had a cylindrical hull with cone shaped bow and stern and was powered by a large boiler and Lamm-type engine. She sank 15 miles off Rhyl on the way to Portsmouth for naval trials.

Mr Bowyer regularly visited the site to monitor its condition and safeguard any artefacts that were highly vulnerable to loss from the wreck site. Examination of the hull showed no major deterioration although the hole in the bow is flaking away at the edges. No artefacts were removed from the site. Between May and October Mr Bowyer noted that the sand banks around the east and west of the vessel had almost completely eroded. Mr Bowyer arranged for protective replacement anodes to be attached to the wreck with funding provided by Cadw.

The **Mary** is believed to be the 'first British yacht', built by the Dutch East India Company and given to King Charles II on his restoration. Samuel Pepys sailed in her, and she was used for official journeys and for royal leisure trips. Sunk in 1675, she has been partially excavated and artefacts are in Liverpool Museum.

Mr Bowyer visited, with a group of interested divers, on two occasions and made a visual inspection of the site. It remains in a stable condition with no major deterioration.

The **Diamond**, a 19th century composite wreck built of wood with copper sheathing, but with iron strengthening to the frame, with two large water tanks. The identity of the wreck is uncertain.

Mr Cundy is undertaking research and survey on the vessel to assist in establishing whether the wreck is indeed that of the *Diamond*. The 2005 licence involved the removal of detached timbers for dendrochronological analysis but this work could not proceed due to limited funding. That funding will now be made available through Cadw.

ALL WELSH SITES

The Countryside Council for Wales were granted an observation licence for the 6 designated wreck sites in Wales, however, no diving operations were undertaken.

Matthew Coward, Cadw, National Assembly for Wales

The 2005 Dive Season: The Contract for Archaeological Services in Support of The Protection of Wrecks Act 1973

When considering an application for the designation or licensing of sites, the appropriate Secretary of State, the heritage bodies of the Devolved Administrations and the ACHWS are assisted by a team of contract diving archaeologists. The Contractor is the heritage agency and ACHWS's main source of technical information about designated and non-designated sites. Its reports contain information about the current condition of sites, threats, standards of work on and off site, advice about publicity, conclusions and recommendations. The contract is administered by English Heritage and the Contractor's main aims in respect of designated sites and licensees are:

- to ascertain the extent of work undertaken by licensees on designated sites;
- to discuss working methods with the licensees and associated diving team;
- to observe standards of work by the team and general compliance with specific licence conditions;
- to provide general advice and assistance, if required, and;
- to provide a report on each site visit to DCMS (and the Devolved Administrations where appropriate), which will assist in the proper discharge of their duties to the relevant Secretary of State and Ministers.

Wessex Archaeology was awarded the Diving Contract from April 2003. The Wessex Archaeology team visited the following sites during the 2005 dive season:

IN ENGLAND

Salcombe Cannon Site, Swash Channel, Dunwich Bank, *Holland No. 5*, HMS/M *A1*, *Mary Rose* and two undesigned sites.

IN WALES

One un-designated site.

IN SCOTLAND

Kennemerland, and one undesigned site.

IN NORTHERN IRELAND

The planned work around Rathlin Island is now scheduled to take place during 2006-7.



SECTION THREE

2006-2007 TIMETABLES

ACHWS

2006-2007 TIMETABLES

2006-2007 ACHWS Meetings

The Committee will be meeting on

- Wednesday 5 July 2006;
- Wednesday 6 December 2006; and
- Wednesday 7 March 2007.

The Annual Licensee Meeting will be held on Friday 2 February 2007 in Plymouth. Venue to be confirmed.

There will also be a third meeting towards the end of February or beginning of March 2006, though the date of that meeting is yet to be confirmed, (future dates of meetings can be found on the English Heritage website as soon as they are confirmed).

Licence Applications and Report Deadlines for 2006

Licence applications for all types of licences need to be submitted to the relevant heritage agency at least **one month before the ACHWS meeting** at which the applicant wishes them to be considered. This means licence applications for the 6 December 2006 meeting must be with the relevant heritage agency by Friday 3 November 2006.

It is worth noting that application forms for English sites are available for download, along with 'Guidance for Divers and Archaeologists' on Designated Wreck Sites, from the English Heritage website (www.english-heritage.org.uk/maritime). It is recommended that you discuss any application with the relevant heritage agency prior to applying, so that issues of duplicate proposed projects, archaeological advice and appropriate project designs can be resolved in good time.


All licensee reports (for survey, surface recovery and excavation licences, as well as some visitor licences issued for site monitoring) are due on **31 October 2006**. Guidance on reporting is also included in the 'Guidance for Divers and Archaeologists' document.

CONTRACTOR SITE VISIT PROGRAMME FOR 2006 DIVE SEASON


During the 2006 dive season the Contractor, Wessex Archaeology, will be visiting the following sites:

Site	Location
Norman's Bay	East Sussex, England
<i>Rooswijk</i>	Goodwin Sands, Kent
<i>Stirling Castle</i>	
<i>Northumberland</i>	
<i>Restoration</i>	
<i>Wheels Wreck, and HMS Colossus</i>	Isles of Scilly
<i>Mingary Castle</i>	Scotland
<i>Resurgam</i>	Wales
Undesignated Wreck Sites	Northern Ireland, Wales and Scotland

The timetable of visits above includes estimated dates when the Contractor will be actually on station, but this may change slightly during the season as a result of adverse weather conditions or other logistical factors. The Contractor team can be contacted through the relevant heritage agency or through Wessex Archaeology's offices in Salisbury (see Appendix B(v) for contact details).



APPENDICES



APPENDIX A(i)

LICENCES REVIEWED/ISSUED

A major part of the ACHWS's work is in advising the Secretary of State and Devolved Ministers on issuing and renewing licences for Designated Wreck Sites. As explained in Appendix C, four categories of licence are issued for visitors, survey, the recovery of surface artefacts and excavation work.

The ACHWS considered a number of licence applications to carry out activities on Designated Wreck Sites during April 2005 to March 2006.

A total of 91 licences were granted for UK wreck sites. The licences listed below, were all issued between 1 April 2005 and 31 March 2006 and include new licenses issued and amended licences reissued. Should further details be required regarding these licences, the heritage agency for the relevant wreck site should be contacted:

2005 Summer / 2006 Spring Dive Season

Site Name	Type of Licence	Licensee	No. of Licences Issued
All sites		Wessex Archaeology	1
SITES IN SCOTLAND			
<i>Dartmouth</i>	Licence to operate Visitor Schemes	Mark Lawrence	1
Duart Point	Licence to operate Visitor Schemes	Mark Lawrence	1
	Excavation	Colin Martin	1
	Surface Recovery	Colin Martin	1
Burntisland Wreck	Survey	Ian Archibald	1
	Excavation	Ian Archibald	1
SITES IN NORTHERN IRELAND			
<i>La Girona</i>	Surface Recovery	Frank Madden	1
SITES IN WALES			
All Sites	Observation	Countryside Council for Wales	1
Tal-y-bont (Bronze Bell)	Survey	Mike Bowyer	1
<i>Resurgam</i>	Surface Recovery	Mike Bowyer	1
<i>Mary</i>	Survey	Mike Bowyer	1
<i>The Diamond</i>	Excavate	Ian Cundy	1
SITES IN ENGLAND			
All Sites	Survey	Martin Dean	1
	Survey	Wessex Archaeology	1
<i>HMS/M A1</i>	Survey	Martin Woodward	1
<i>Anne</i>	Survey	Peter Marsden	1
<i>Bonhomme Richard</i>	Survey	John Adams	2
	Excavation	John Adams	2
Bartholomew Ledges	Visitor	Tim Allsop	4
	Survey	Richard Larn	1

Site Name	Type of Licence	Licensee	No. of Licences Issued
Brighton Marina	Survey	Dave Parham	1
Cattewater	Survey	Martin Read	1
Church Rocks	Survey	Simon Burton	1
<i>Colossus</i>	Visitor	Todd Stevens	2
	Survey	Kevin Camidge	2
	Surface Recovery	Mac Mace	2
Dunwich Bank	Survey	Stuart Bacon	2
Erme Estuary	Survey	Neville Oldham	2
Erme Ingot	Survey	Neville Oldham	2
<i>Grace Dieu</i>	Survey	Justine Dix	1
Gull Rock	Visitor	Ben Sampson	1
<i>Hazardous</i>	Visitor	Iain Grant	2
	Surface Recovery	Iain Grant	
<i>Holland No. 5</i>	Survey	Mark Beattie-Edwards	2
	Survey	Innes McCartney	1
<i>Invincible</i>	Survey	John Bingeman	1
<i>Iona II</i>	Visitor	Dereck Green	2
	Visitor	Tony Dobbinson	2
Loe Bar	Visitor	Rob Sherratt	2
	Visitor	Jason Roseveare	1
<i>Mary Rose</i>	Excavation	Alex Hildred	3
Moor Sand	Survey	Neville Oldham	3
Needles	Visitor	Garry Momber	1
	Surface Recovery	Garry Momber	1
<i>Northumberland</i>	Survey	Robert Peacock	1
<i>Restoration</i>	Survey	Robert Peacock	1
Rill Cove	Survey	Michael Hall	1
<i>Royal Anne</i> Galley	Visitor	Rob Sherratt	2
	Survey	Rob Sherratt	2
	Surface Recovery	Rob Sherratt	1
	Surface Recovery	Mick Palmer	1
<i>Scheidam</i>	Visitor	Rob Sherratt	1
Seaton Carew	Survey	Robin Daniels	1
	Survey	Philip Robertson	1
	Excavation	Philip Robertson	1
	Surface Recovery	Robert Peacock	1
Studland Bay	Visitor	Mike Markey	1
Swash Channel	Surface Recovery	Dick Appleton	1
	Excavation	Wessex Archaeology	1
Tearing Ledge	Visitor	Tim Allsop	4
	Survey	Dave McBride	3
Yarmouth Roads	Survey	Julie Satchell	3

APPENDIX A(ii)

SITE & LICENSEE SUMMARIES

A summary of each designated wreck site is given below in numerical order. Further information is available from the respective heritage agency, on request, whose contact details are shown in Appendix B(v).

UK SITES

Cattewater

(Site No. 1)

The keelson of what appears to be an early 16th-Century vessel was recovered during dredging operations in 1973. The site was partially excavated and recorded between 1976 and 1978 by a team led by Mark Redknapp who published *The Cattewater Wreck* report in 1984.

Mary Rose

(Site No. 2)

Built in 1509, the *Mary Rose* served 29 years as a warship before being rebuilt in 1536, increasing her capacity to 700 tons. The ship, acknowledged as the pride of King Henry VIII, capsized and sank in 1545 whilst engaging a French invasion fleet.

In 1965 Alexander McKee formed a diving research group "Project Solent Ships", and initiated the search for the *Mary Rose*. After several exploratory dives, sonar investigations in 1967 indicated a large buried anomaly, resulting in the formation of the 'Mary Rose 1967 Committee' which was superseded by The Mary Rose Trust in 1979. Diver reconnaissance continued until 1971 when timbers, exposed by severe gales, were observed. The site was designated under the Protection of Wrecks Act in 1974.

Excavations from 1979-82 recovered over 22,000 artefacts, and culminated in the raising of a large section of the hull. In subsequent years the Mary Rose Trust has carried out monitoring, survey and small scale excavation of the site, as significant sections of the hull and artefact assemblage remain on the seabed.

Grace Dieu

(Site No. 3)

At 1,400 tons, the vessel was the largest of Henry V's 'great ships' and probably one of the largest clinker vessels ever built. Work began on her in 1416, and in 1418 she was launched in Southampton. The one documented voyage of the *Grace Dieu* resulted in mutiny, forcing her to seek refuge in the Isle of Wight. She was subsequently towed to Southampton Water where she remained on a mooring for 12 years. In 1439 the *Grace Dieu* was moved upstream on the River Hamble to a mud-berth where she was struck by lightning in 1439. She was sufficiently damaged by fire that work began on dismantling her and recovering useable materials. The bottom metre of the hull survives above the keel, and represents the only known example of a composite clinker construction.

Fortunately a wide range of information about her survives in contemporary documents, including a description by a Florentine sea captain who dined on board with the builder, William Soper, in 1430. Tentatively identified in the 1930s by R. C. Anderson and his team of field investigators, the site of the *Grace Dieu* was confirmed by the work of the National Maritime Museum in the early 1980s.

Amsterdam

(Site No. 4)

The *Amsterdam*, a Dutch East Indiaman built in 1748, ran aground on 26 January 1749, near Hastings shortly after leaving Texel on her maiden voyage en-route to Indonesia. Almost immediately she sank into the soft mud and sand of the beach which curtailed contemporary salvage and ensured that the hull and its contents were well preserved. The site was damaged by mechanical excavators in 1969. The wreck gained international renown due to its extraordinary preservation. Investigations on the wreck during the 1970's and 1980's are responsible for significant changes in the study of underwater and shipwreck archaeology.

Royal Yacht Mary

(Site No. 5)

The *Mary*, presented to Charles II in 1660 as a gift from the Dutch Government, sank in 1675 while on naval duties on voyage from Dublin to Chester. She was a 100 ton vessel of typical Dutch design carrying eight bronze guns.

Two separate diving groups claimed to have found the site on the same day in 1971. The undisciplined activities that followed were one of the catalysts for the introduction of the Protection of Wrecks Act 1973. After the site was designated, an excavation project was set up in 1974 in conjunction with Merseyside Maritime Museum (MMM); who are the curators of the rich finds assemblage, including several personal items.

Needles (Assurance/HMS Pomone)

(Site No. 6)

The site contains what is thought to be the remains of two wrecks: The *Assurance*, a 44-gun fifth rate frigate, lost in 1753, and HMS *Pomone*, a 38-gun fifth rate lost in 1811. The wooden hulls of either boat have not survived the exposed conditions, although various artefacts have been washed into gullies around the Needles site. The site was discovered in 1970, but was only revealed as a composite wreck site in 1978.

In 1998, 46 volunteer divers spent a total of nearly 66 hours surveying the area. Activities were concentrated around improving the detailed topographical survey of the site, which was accomplished by carrying out a swath bathymetry survey, as well as by diver survey.

The resultant improved site plan has made it easier for divers to navigate their way around this irregular and confusing site. In addition, a diver trail was laid which facilitated educational and training activities on the site. Underwater photographs and footage for a Nautical Archaeology Society training video were taken. In 1999, the site was a proved a popular dive site for a number of dive groups. A display of work, undertaken in previous years, was exhibited at Hurst Castle in Keyhaven.

Dartmouth

(Site No. 7)

Dartmouth was a small fifth rate frigate built in Portsmouth in 1655. She had a long service life and was refitted in 1678. In 1690 she was involved in a punitive campaign against Jacobite sympathisers on the West Coast of Scotland. On 9 October, 1690, the *Dartmouth* was driven from her anchorage in Scallastle Bay and blown clear across the Sound of Mull to be wrecked upon the rocks of Eilean Rhudha an Ridre, suffering heavy casualties.

The site of the wreck was discovered in August 1973 by amateur divers from Bristol, and was designated in 1974. Investigation started in November 1973 and continued under the guidance Dr Colin Martin until 1978. The results of investigatory work were published in the *International Journal of Nautical Archaeology* between 1974 and 1978. The designation order on the wreck site was revoked in 1979 without consulting Dr Martin, who had been the archaeologist associated with the site. Following reports of material, including guns, being removed from the site by sport divers, the wreck was re-designated in 1992.

Anne

(Site no. 8)

The *Anne* was third rate 70-gun ship-of-the-line, built at Chatham Dockyard under the direction of Phineas Pett II, and launched in 1678. She was one of 20 third-rates built on the order of Samuel Pepys as part of a construction program to regenerate the English Navy. *Stirling Castle*, *Restoration* and *Northumberland* are all sisters of the *Anne* from the same building program.

On 29 July 1690, *Anne* was part of a combined Anglo Dutch fleet that opposed a superior French force off Beachy Head. The *Anne* suffered the heaviest damage of any of the English vessels and began to sink. She was taken in tow but was run ashore and then burnt to prevent her becoming a prize. The *Anne* was then extensively salvaged and all her ordnance recovered.

In 1974, a local contractor began the mechanical excavation and recovery of material from the site. Survey of the site by Peter Marsden, established the potential importance of the wreck and upon his application the wreck was designated in June of that year. In 1983 the Nautical Museums Trust Ltd bought the remains of the *Anne* from the Ministry of Defence and the Warship Anne Trust was formed.

Tearing Ledge

(Site No. 9)

The Tearing Ledge site may be the remains of one of a number of ships belonging to Sir Cloudisley Shovell's fleet which struck the Western Rocks, Isle of Scilly, on 22-23 October 1707. The wreck is most likely to be that of the *Eagle*, a 70-gun third-rate, but the possibility that it is the *Romney*, a 50-gun fifth-rate, or indeed parts of both, cannot be ruled out.

Rill Cove

(Site No. 11)

The site was found in 1969, by divers investigating a modern wreck near Kynance Cove who observed iron cannon and other wreck material on the seabed. Preliminary research, and investigation of the site resulted in the wrecks designation in 1976. A note on the finding of the site appears in *IJNA*, 6.2. The site, lying in 9m of water, has been excavated intermittently since its discovery, due to fluctuating sand levels on site. A "banded" breech-loading gun, and over 300 16th-century coins have been recovered from the site. The name of the vessel is not known but a tentative date for the site has been given as 1616.

South Edinburgh Channel

(Site No. 13)

In 1976 the Port of London Authority (PLA) discovered the remains of a large wreck during survey prior to dredging of the South Edinburgh Channel. PLA divers identified the site as that of a large wooden ship and subsequent investigations into the wreck in 1977 concluded that it was in a remarkable state of preservation and probably of late 18th century. Finds recovered by a group of archaeologists included wine bottles with contents and more than 50 examples of Swedish copper plate money stamped "2 Daler, 1792". These objects are now in the care of the National Maritime Museum. The site was designated in 1978.

Church Rocks

(Site No. 14)

The site was first located in 1975 by Simon Burton, who was snorkelling in shallow water off the sea wall to the east of Teignmouth. The site was designated in 1977 following a visit by Margaret Rule.

Between 1975 and 1983 a variety of objects were recovered from the area and most of this material is on display in the local museum at Teignmouth. The finds included six bronze guns, two of which were sold to help finance investigation of the site. The armament of the vessel is of Venetian provenance, and the assemblage suggests the wreck is an armed merchantman, probably a galley. 16th century Italian trading galleys of similar size and layout are known to have traded in the area.

An assessment of current research was published by Chris Preece in Volume 62 (2004) of the proceedings on the Devon Archaeological Society.

Pwll Fanog

(Site No. 15)

This site was located in July 1976 during a marine biological survey in the Menai Straits. A cargo of closely stacked late medieval roof slates was observed within a clinker-built hull of a small, late medieval trading vessel. Since the late 1970s an assessment of the site's suitability for the training of marine biologists and archaeologists has been undertaken. Intensive seismic survey of the area to assess its geological and sedimentological value, in addition to revealing other vessels known to have sunk in the area, has been conducted. Part of the keel, recovered in 1978, was analysed by an Accelerated Mass Spectrometer at Oxford University with a view to providing an accurate date. In 1999, the licensee replaced a number of datum points and survey lines that had become dislodged. He noted that various individual slates were located up to 25 metres from the site. Future plans for the site included an ecological survey to ascertain changes to the site's biotope.

Moor Sand

(Site No. 16)

This site consists of a scatter of eight Bronze Age implements, discovered between 1977 and 1982. The assemblage indicates that a prehistoric boat may have sunk at this point about 3,000 years ago, although the assemblage may have been eroded from adjacent cliffs.

The initial discovery of a bronze sword was made by divers on a YHA training course at Salcombe. Additional searches by the instructor and trainees yielded an eroded bronze blade. The late Keith Muckelroy, then undertaking research at Cambridge into Bronze Age maritime trade, organised systematic searches over large areas of the seabed, leading to the recovery of a further five bronze

age items. After Keith Muckelroy's untimely death, M. Dean (at that time underwater archaeologist at the National Maritime Museum) became one of the two licensees, and visited the site with a small team in 1983. A sword handle was discovered exposed on rock in an area thoroughly searched in previous years. All eight finds were acquired by the British Museum.

Coronation Offshore and Inshore

(Site No. 17 and 33)

The *Coronation*, a 90-gun second rate ship-of-the-line was built in 1685 by Isaac Betts at Portsmouth dockyard as one of the 1677 30-ship programme. The *Coronation Offshore* site lies in a rocky area with infilling sand, at an average depth of 13m. Although no coherent structure has been found, 17 cannon and various small pieces of wreck have been observed on site. According to documentary sources, she measured 161ft by 45ft, weighed approximately 1,427 tons, and had a crew of 660 men.

The *Coronation* took part in the British defeat at the Battle of Beachy Head on 30 June 1690, where she carried the Flag of Vice-Admiral Sir Ralph Delaval, commander of the Blue Squadron. On the 3 September 1691 after patrolling for the French fleet, the English Fleet under Russell made for Plymouth. The *Coronation* foundered in a strong gale from the South East whilst trying to round Penlee Point with a loss of all but 13 of her crew including the Captain, Charles Skelton.

The *Coronation Inshore* site lies close to Penlee point in approximately 5m of water, with a coarse rocky bottom with some sand infilling and kelp. The finds observed include over 60 cannon, numerous cannon balls, and large bronze pulley wheels, all marked with the Royal Navy's broad arrow.

The process of the separation of the wreck into two sites is not well understood, leading to concern over the true identity of the inshore site. No other record exists for a ship of her size foundering in the area, and the guns identified correspond with those of a First or Second rate ship-of-the-line, strongly suggesting that the *Coronation* is divided between Penlee point, and the offshore site.

Langdon Bay

(Site No. 18)

In 1974 members of the Dover sub-aqua club found bronze objects just outside Dover Harbour. These were identified as types of tools, weapons and ornaments, made in France during the Middle Bronze Age and rarely found in Britain. The typology of the metalwork indicates a date of c.1100BC. More than 350 objects have since been recovered from the site and are in the care of the British Museum.

Kennermerland

(Site No. 19)

The *Kennermerland*, a Dutch East Indiaman, was wrecked whilst on route to Batavia in December 1664, on Stoura Stack, Out Skerries, Shetland. The bow was cast up on Buray Island, but was removed by the next tide. Her salvaged cargo, including thousands of silver guilders was claimed by Charles II.

The site was located by divers from Aston University in 1971. Archaeological investigations were carried out by amateur divers, under the direction of professional archaeologists, on a regular basis until 1988. During that time, several artefacts were raised including 119 lead ingots, the date stamps of which confirm the vessel as the *Kennermerland*. The site was designated under the Protection of Wrecks Act 1973 in 1978.

The Bronze Bell Wreck

(Tal-Y-Bont)

(Site No. 20)

Found by divers in the summer of 1978, this was an armed ship possibly from the late 17th century which sank carrying large blocks of Italian marble. The wreck is also known as the 'Bronze Bell Wreck' as a bell with '1677' inscribed, was found on the site. Christian motifs and inscription on the bell may indicate an ecclesiastical origin. 10 different nationalities of coinage were recovered, the oldest of which dates to 1702.

Stirling Castle

(Site No. 21)

The *Stirling Castle*, a 70-gun warship built in 1678 at Deptford, was one of 20 third-rates constructed on the order of Samuel Pepys as part of a programme to regenerate the English navy.

The site was found in 1979 by divers from Thanet, whilst investigating a fisherman's net fastenings as part of a survey of the Goodwin Sands. The wreck had been exposed by a dramatic shift in the Goodwin Sands, and when originally discovered, the hull and its

contents were coherent and in an exceptional state of preservation. The site was designated in 1980. By 1982 the site was covered in sand and it was thought the hull had collapsed.

In 1998 sand movement revealed the vessel to be still near complete and the licensee organised a two-week project to record the exposed remains during the summer of 1999.

Invincible

(Site No. 22)

Built for the French navy in 1744 the ship was captured by Admiral Anson at Cap Finistère, in 1747. Study of the vessel's design gave rise to the very successful 74-gun frigate class of the Royal Navy, and as such she has a very important place in its history.

She was lost in 1758, when her rudder jammed and she failed to clear the Horse Tail sandbank. Flooding was controlled until, in worsening weather, she was driven further on to the sandbank, two of her pumps broke and *Invincible* rolled onto her beam-ends.

Arthur Mack, a local fisherman, discovered the wreck in 1979 when he fouled his fishing gear and brought up timber. The fishing snag was investigated by divers and who found the remains of a large wooden warship later identified as the *Invincible* by a leather sail marker bearing her name. The wreck site was designated under the Protection of Wrecks Act in 1980. Survey and excavation work took place with Margaret Rule as the Nominated Archaeologist.

Bartholomew Ledges

(Site No. 23)

The wreck is of a late 16th-century armed ship carrying medieval bronze bell fragments and lead ingots of Spanish type. It is possible that the vessel was the *San Bartolome* lost in 1597, but there is no positive archaeological evidence to confirm this.

The site was found in the late 1970s and many tons of bell metal and lead were removed from the site before designation in 1980. A high proportion of the bell fragments included parts of inscriptions, but very few pieces were recorded before being sent to the Whitechapel Bell Foundry for recycling. The only three surviving fragments traced by the ADU are in The Lord Nelson public house on the waterfront at Poole, Dorset. Additional finds recovered over the years include silver coins, a gold seal, barrel spigots, iron shot, buttons and small lace brass objects. Six coins dating from 1474 to 1555 provide an approximate age of the site.

Following the stranding of a German cruise liner *Albatross* on Bartholomew Ledge in 1997, it was proposed that a permanent marker beacon should be installed. In 2001 Trinity House installed a 3 feet diameter and 25 feet tall steel column into Bartholomew Ledge.

Restoration

(Site No. 24)

The ship was built in 1778 in Harwich, and was subsequently rebuilt in 1702. The *Restoration* was a 1055 ton, third rate British man of war, with a crew of 386. Built as part of the 'Thirty Great Ships' programme, she sank on the Goodwin Sands during the Great Storm in 1703, alongside the *Northumberland* and the *Stirling Castle*.

The site was discovered in 1980 during a survey programme, by local divers, of fishermen's net fastenings on the Goodwin Sands. The wreck was designated in 1981, but no intrusive archaeological work has been carried out on the site, although geophysical surveys were conducted by Marine Archaeological Surveys in the 1980s, and by the ADU.

The material visible on the seabed is consistent with a wreck of a wooden warship and it is probable that it is one of the Royal Navy's ships which sank in the Great Storm of 1703. Insufficient information exists to conclusively identify this as the wreck of the *Restoration*.

Northumberland

(Site No. 25)

The *Northumberland*, a 70-gun third rate, was lost in the Great Storm of 1703 along with the *Stirling Castle*, *Restoration* and the *Mary*. The ship was the first third rate to be built under the Thirty Ships programme, and was launched in 1679.

The site was found in 1979 at the start of a systematic investigation by local divers of more than 300 net fastenings recorded by an East Kent fishing family. Most of the items recovered are on display in the Ramsgate Maritime Museum.

St. Anthony

(Site No. 26)

The loss of the *St. Anthony* is recorded historically, but her whereabouts remained a mystery until 1981 when, by chance, a holiday-maker discovered a copper ingot on the beach. The *St. Anthony* was a Portuguese carrack which foundered in 1527 during a passage from Lisbon to Antwerp, carrying a mixed cargo which included copper and silver ingots.

This site is open to the full force of Atlantic gales, resulting in the total loss of all ship structure and ferrous objects, with the possible exception of a single small cannon not seen for 20 years, which is quite possibly intrusive. The main reason for the poor preservation of artefacts is the highly abrasive flint-hard pebbles comprising the beach and seabed, which are sent into violent motion by heavy seas. Finds are displayed in the British Museum and in the Charlestown Shipwreck Museum.

Schiedam

(Site No. 27)

The wreck, discovered in 1971, is the remains of a Dutch fluyt of around 400 tons which sank in 1684. In 1683 she was taken by Corsair pirates, only to be recaptured as a prize by the English galley *James*. Her cargo was sold off at Cadiz, and she was incorporated into the English Fleet as a general purpose vessel. On her way back from Tangier, the *Schiedam* was driven ashore on the coast at land's End.

Brighton Marina

(Site No. 28)

The wreck is that of an unidentified armed vessel, probably dating to the 16th century. Members of the Black Cat Sub Aqua Club (a special BSAC branch for employees of Gallaghers Tobacco) found the site in 1974, though another diver recovered a bronze gun in 1963, which now lies in the Tower Armouries. In addition, two wrought iron stove guns, a rare 15th century bronze hackbut, and a number of breech chambers have been recovered. Remains of a timber vessel have also been observed, however they are sporadically exposed due to changing sand levels.

Between 1984 and 1989 pre-disturbance survey, excavation, site stabilisation and site monitoring, were carried out on the site by the Isle of Wight Trust for Maritime Archaeology. This was later incorporated into the Hampshire and Wight Trust for Maritime Archaeology. Some of the work has been published in the *International Journal of Nautical Archaeology*.

Yarmouth Roads

(Site No. 29)

The site was located in 1983 during a systematic archaeological search for the source of Roman pottery regularly recovered in oyster fishermen's trawls in the area. The wreck appears to be a late 16th century or early 17th century merchant carrack, probably Spanish and possibly the *Santa Lucia* lost in 1567. The systematic search also produced a late 16th-century bronze gun on its carriage relatively close to the site but it probable that the gun is associated with a later wreck. The wreck comprises four substantial and well preserved fragments lying in an area of undisturbed clay, overlain by mobile silts and sediments.

Studland Bay

(Site No. 30)

The site was discovered in January 1984 by divers from Hamworthy Sub-Aqua Club who were investigating a fisherman's net fastening. Following designation in 1984, two land archaeologists working for Poole Museum (Ian Horsey and Keith Jarvis) learnt to dive to become involved in the *Studland Bay Wreck Project*, formed with the support of the Borough of Poole, Hamworthy Sub-Aqua Club and Poole Maritime Trust.

The upper starboard side, and the keel with part of the lower hull and part of the stern assembly, were found. A third area produced a scatter of wreckage, a gun and some small objects. A total of 750 artefacts have been recovered, and in combination with the wreck structure, the site represents the best example of a Late Medieval merchantman in the UK. An approximate date of 1520, based on ceramic evidence and hull typology, has been provisionally assigned to the wreck.

Admiral Gardner

(Site No. 31)

Admiral Gardner was a 12-year-old 800 ton English East Indiaman. In January 1809, she sailed from Blackwall on passage to Madras with a cargo of anchors, chain, guns, shot and iron bar stock. She also carried 48 tons of East India Company (EIC) copper tokens that were to be used as currency for native workers. In company with the Indiamen *Britannia* and *Apollo*, she was caught in the Downs by a violent gale, and wrecked on the Goodwin Sands.

In 1976, EIC tokens were observed in sand dredged from the Goodwin Sands for use as fill for construction work in Dover Harbour. The source was located by divers in 1983 investigating a fisherman's snag.

The site was salvaged for 5 years, recovering over 1 million EIC tokens, including an intact barrel containing 28,000 coins. The site was designated in 1985 due to the lack of archaeological standards during the salvage operations. The designation was revoked in 1986

as the wreck lay outside of the Protection of Wrecks Act's jurisdiction. In 1990, extension of the Act's remit allowed for the re-designation of the site.

Hazardous

(Site No. 32)

Le Hazardoux was built in 1698 in France. The vessel was a third rate ship-of-the-line in the Navy of Louis XIV. The ship carried a crew of 350 and 50 guns. In 1703 the ship was captured by the English and refitted as a fourth rate ship-of-the-line with 54 guns. The ship was re-commissioned as *Hazardous* in 1704 and was lost two years later after returning from escorting a convoy from Chesapeake Bay, Virginia to England.

Hazardous was discovered in 1977 by sport divers, and became designated under the Protection of Wrecks Act in 1986. Archaeological investigation of the wreck began in earnest in the mid 1980s, and has continued for the past 20 years. This work has been undertaken by the avocational 308 SAA group.

During the late 1980s changes in erosion patterns were noticed. Timbers, concretions and artefacts were being freshly exposed. Due to the excellent state of preservation of the timbers it was assumed that the wreck had remained relatively stable from the time of wrecking until the early 1980s.

Due to the increased erosion, intrusive excavation was carried out in 1988 and 1989. A trench on the port side established the extent of the remains buried towards the bow of the ship. Monitoring of the site continued into the early and mid 1990s. Since 1998 annual survey and investigation has been ongoing. Particular focus has been on the central area of the wreck where the most active erosion is occurring. A diver trail has also been set up which explores the wreck and the surrounding natural environment.

Iona II

(Site No. 34)

The *Iona II* was built in 1863 at Govan as a fast ferry for the Clyde. Her fine hull and specially designed twin cylinder oscillating engine reputedly gave a top speed of 24 knots and she was soon acquired by Charles Hopkins Boster of Richmond, Virginia, allegedly to run guns and supplies for the Confederate Forces in the American Civil War. She sank in 1864 on her first trans-Atlantic voyage amidst rumours about her cargo. Contemporary accounts describe intensive salvage operations.

The wreck was rediscovered in 1976 by a diving company and who partially excavated the site. Some artefacts from the site have been deposited in the Greenock Museum. The site was designated in 1989 following concern for her future as an advertised diver attraction.

Gull Rock

(Site No. 35)

This unidentified wreck consists of a scatter of 15th-16th century objects including two wrought iron breech blocks, a wrought iron gun and a quantity of stone shot. The site was originally found in 1968 but was not relocated again until 1983. A programme of survey work has been conducted, however no excavation to investigate possibly conserved remains in the soft silt seabed, has been undertaken.

Wrangels Palais

(Site No. 36)

The Danish warship *Wrangels Palais* sank on the 23 July 1687 after hitting rocks off Lamda Stack in the Out Skerries, Shetland, while chasing Barbary Pirates in thick fog. The contemporary court martial records survive which describe the incident in detail.

The wreck on Bound Skerry was discovered by Tim Sharpe in 1990. Two bronze cannon were raised, allowing for the wreck to be dated to 1677, and thus identified as the *Wrangels Palais*. It was apparent that the site was one of the increasingly rare examples of a scattered wreck untouched by contemporary salvage or recent interference.

Erme Estuary Site

(Site No. 37)

This designated site contains material ranging from the 16th to 18th centuries, and may be an assemblage derived from more than one wreck. The most obvious feature of the site is the collection of iron cannons, which are periodically exposed by shifting sediment levels. The wide range of artefacts and the lack of any structural remains inhibits the dating of the site.

The site was discovered in 1990 by Steve George who observed four cast iron guns, a wrought iron swivel gun and an anchor. Although some items were recovered before designation they were plotted relative to a site grid. These finds, and others recovered under licence, have all been drawn, photographed, placed in passive storage and declared to the Receiver of Wreck.

Following publication of the site's position as a newly designated wreck in 1991, a number of instances of unauthorised diving were reported by bailiffs on the local Mildmay Estate. The licensed team believes that two guns were stolen from the site at this time.

Duart Point

(Site No. 39)

Found by a visiting recreational diver, John Dadd, the wreck at Duart Point is interpreted as a mid 17th century frigate. The wreck, lost in 1653, includes structural remains, and a number of cannon, in addition to an assemblage of pottery that provided the dating evidence. The ship is one of the earliest frigate-types to be built in England.

Having defeated the Royalist forces in 1649, Oliver Cromwell proceeded to root out Royalist sentiment throughout the British Isles and Scotland. Sporadic Royalist resistance continued in Western Scotland. Among the staunchest were the MacLeans of Duart on the Isle of Mull, who in 1653 were involved in a revolt in favour of the exiled Charles II. Cromwell sent a small task force, under Colonel Robert Lilburne, to crush this revolt.

Cromwell was to receive a letter from Colonel Robert Lilburne dated 22 September 1653, including the words:

"There happened a most violent storm, which continued for 16 or 18 hours together, in which we lost a small man of war called the Swan, the Martha and Margaret of Ipswich, wherein was all our remaining store of ammunition and provision... but that which was most sad was the loss of the Speedwell of Lyn, where all the men that were in her, being 23 seamen and soldiers (except one) were drowned... and all this in sight of our man at land, who saw their friends drowning, and heard them crying for help, but could not save them."

It is believed that the Duart Point wreck is that of the *Swan* or the *Speedwell*. A number of items exposed by erosion were raised by the Archaeological Diving Unit of the University of St Andrews in 1992 on behalf of Historic Scotland, and are being conserved by the National Museums of Scotland.

La Girona

(Site No. 40)

The first Armada shipwreck in Ireland identified and excavated in modern times was that of *La Girona*, one of four galleasses that had sailed in Don Hugo de Moncada's Neapolitan Squadron. Galleasses were oared sailing ships - a cross between a galleon and an oared galley. Ill-suited to work in the North Atlantic, *La Girona* sustained heavy damage en route from Lisbon to La Coruña. She contributed little to the fighting in the English Channel, but in the retreat home from the North Sea she was forced into the port of Killibegs, in Donegal, Ireland, for repairs to her rudder. While there, she took aboard about 800 survivors from two other Spanish shipwrecks - the Genoese carrack *La Rata Santa Maria Encoronada* and the *Duquesa Santa Ana*, which went aground at Loughros Mor Bay, Donegal. When *La Girona* was repaired, Don Alonso de Leiva ordered her to Catholic Scotland. The next day, 26 October 1588, her jury rudder broke and she was driven violently ashore off Lacada Point, County Antrim. Fewer than 10 of the estimated 1,300 people aboard survived. *La Girona* was the last of the 24 Armada shipwrecks in Ireland.

In 1967, Belgian archaeologist Robert Sténuit began excavation on the site, and in the following two seasons divers removed two brass cannon, shot for guns up to 50 pounds, lead ingots carried for the production of small-arms ammunition, navigational instruments, and an abundance of personal jewellery of gold and precious stones. One of the most famous and intriguing pieces is believed to represent a flying lizard from the Philippines, *draco volans*, the scientific discovery of which was not made until 200 years later. In addition, the site contained crosses, reliquaries, cameo portraits, gold and silver coins from Europe, Mexico, and Peru, as well as more everyday items such as pottery and ships' fittings.

Royal Anne Galley

(Site No. 41)

The *Royal Anne*, built at Woolwich and launched in 1709, was a fifth rate galley, and the last oared fighting ship built for the Royal Navy. She was carrying Lord Belhaven, the new Governor of Barbados, to the West Indies in 1721, but bad weather forced her to return to port in Falmouth and she was wrecked on the Stag Rocks. The site was discovered in 1992 by members of the Southwest Branch of the Nautical Archaeology Society. Artefacts raised include cutlery bearing Lord Belhaven's family crest.

Erme Ingot

(Site No. 42)

The site consists of a scatter of rare tin ingots of varying size. The date range of the ingots is extensive, and may extend as far back as the Bronze Age. The irregular size and shape of most of the ingots indicate they were moulded in scoops in the ground, a technique that spans millennia.

The site was discovered when a team licensed to investigate the designated site in the Erme Estuary were trying to establish whether further archaeological material existed outside the protected area. Tin ingots were discovered and 40 have been recorded and recovered. In May 1992, the team produced an interim report on their activities to date on the ingot site, and analysis is currently being undertaken by various specialists on the ingots. A number of badly eroded timbers severely damaged by teredo boring were noted but thought not to be contemporary with the ingots.

Dunwich Bank

(Site No. 43)

The site was located in October 1993 by Southwold fisherman, Stephen King, who brought up ship timbers and concreted shot, in his trawl. He informed local diver and amateur archaeologist Stuart Bacon, who dived on the site in June 1994 and found a bronze gun amongst other wreck material. The gun was subsequently raised with the help of George Spence with his vessel *Sirius* and treated in a specially constructed tank at Sizewell B Nuclear Power Station. The gun is thought to be a type produced by Remigy de Halut in c 1540, and this is supported by his name being visible on two of the guns that remain on the seabed, both dated to 1554. Details of the recovered gun have been published by ordnance expert Rudi Roth in both the Journal of the Ordnance Society and the International Journal of Nautical Archaeology. The gun is now on display at the Royal Armouries. Survey work on the site continues.

Resurgam

(Site No. 44)

Resurgam is the world's first mechanically (steam) propelled submarine. She was an experimental craft designed by a Manchester curate, and built in Birkenhead in 1879. Having successfully completed trials, she was lost in 1880 in bad weather whilst en route, under tow, to Portsmouth for evaluation by the Admiralty.

The submarine was searched for extensively for 30 years, eventually snagging fisherman's nets in 1990. Although partially damaged, the hull of the submarine remains intact, although the security of the site is frequently compromised by unlawful diving and trawl damage.

Hanover

(Site No. 45)

The *Hanover*, a 100ft two-masted brigantine built in 1757, was en route from Lisbon, Portugal to Falmouth, Cornwall carrying £60,000 in gold and valuables, equivalent to £50 million in modern currency. She became wrecked when a SSW gale veered NNW and drove her into a small bay on the North Cornish coast on 13 December 1763. This area subsequently became known as *Hanover Cove*. Only three people survived out of the 27 crew and three passengers.

The *Hanover* site was discovered by Colin Martin in June 1994. The identification is supported by a bronze bell, inscribed 'The Hanover Paquet 1757' reported as coming from the site. A musket, shot, ship fittings and Captain Joseph Sherburn's gold and diamond mourning ring, inscribed 'Mary Sherburn Obit 14 February 1744 aged 22-years', were also recovered. Documentary evidence suggests that in April 1765 an iron trunk that contained gold was recovered and that recovery of other valuables satisfied the insurers.

Seaton Carew

(Site No. 46)

A substantial portion (c.33%) of the original hull survives, which was probably constructed in the middle of the 19th century, or perhaps earlier. The wreck is a rare example of a once common type of trading vessel. The site was first located in August 1996 on the beach at Seaton Carew by a local resident Derek Hodgson. The beach profile had changed to expose the complete outline of a wooden ship that was not being to even the oldest locals with knowledge of the shoreline. The surviving hull comprises 91 starboard and 71 port frames. The keelson has steps for two masts suggesting she was a brig.

Salcombe Cannon Site

(Site No. 47)

The site was first described in 1992 as a cannon site with nothing else visible. When divers returned to the site in 1995, seabed levels had changed exposing a rich assemblage of gold artefacts. Earrings, pendants, tiny gold ingots, and over 400 gold coins were recovered. The gold derives from Morocco, and dating of the coins suggests that the ship was lost in the mid 17th century. All recovered artefacts were declared to the receiver of wreck, and are now held by the British Museum as the largest assemblage of Islamic coins ever found in the UK.

In 2004, a Bronze Age assemblage of swords, rapiers, palstave axe heads, an adze, and a gold bracelet was recovered from the designated site. The artefacts may be associated with the nearby Moor Sand Bronze Age site.

HMS/m A1

(Site No. 48)

Built by Vickers in 1903, the submarine is the first British designed and built submarine used by the Royal Navy. A1 sank twice in her career; the first time (in which all of her crew was killed) was in 1904 after a collision with the *SS Berwick Castle* during exercises. The submarine was recovered soon after and subsequently employed for training and experimental work in anti-submarine warfare. During unmanned trials, in 1911, operating under automatic pilot as a submerged target, she was lost off Selsey Bill. The position of A1's sinking was known and the wreck marked but when recovery operations were commenced the next day the submarine had disappeared. Efforts at the time failed to relocate her and were eventually abandoned. It is most likely that the submarine was only partially flooded when she sank, and the remaining buoyancy in the hull allowed the strong tides that run around Selsey to move the wreck some five miles away to where she lies today.

The Blessing, Burntisland

(Site No. 49)

This wreck, which was designated in February 1999, is possibly that of the *Blessing* which sank during a sudden squall on 10 July 1633 whilst carrying part of the baggage train of Charles I who was returning from his coronation tour of Scotland. Its cargo was likely to have included many important items belonging to the King, including his traveling plate as well as many gifts made to him by his Scottish nobles.

In 2001, the licensee and his team extended their survey to the east of the site. Both magnetometer and side scan sonar surveys were undertaken revealing another, possibly significant, anomaly. However, a visual search by divers failed to reveal any evidence of archaeological remains. Further information on this project can be found on the licensee's website: www.kingcharleswrex.co.uk.

Loe Bar

(Site No. 50)

The site is potentially the wreckage of the *President* an English East Indiaman, on a homeward voyage, lost in 1684. Cannon found on the site suggest the wreck is of a 17th century date. Records show that she carried an extremely valuable cargo of spices, indigo, drugs, Indian piece goods and 100 tons of pepper. Also listed were a small amount of diamonds and much "Jewish Treasure of Pearl", though the latter may be polished nacre. Historical evidence indicates that salvage took place soon after the wrecking.

Mingary Castle

(Site No. 51)

The wreck site which lies directly offshore from Mingary Castle, Ardnamurchan, comprises four cannon lying at the foot of a gently shelving reef, plus a fifth cannon further up slope. A number of smaller artefacts have also been discovered.

Kinlochbervie

(Site No. 52)

The dimensions of the guns and anchors suggest that the ship was of medium to large size and possibly a merchant ship rather than a warship. Discovered in 1998 by members of RAF Lossiemouth Sub-Aqua club, the site was designated in 2001.

The ship clearly had strong Mediterranean origins and had probably originated in the Iberian region of the Mediterranean basin. It was carrying on board a cargo including high status maiolica pottery although it is uncertain whether this was for personal use or for the purposes of trade. The presence of the maiolica (cargo), along with bricks (cargo or structure), and the cooking pots (in use on board), suggests that the galley and the holds of the ship have been located.

The ceramics assemblage represents the largest group of Italian pottery ever recovered from an archaeological site in Scotland. It is also thought to be the largest group of grotesque maiolica ever recovered from an archaeological site in Britain. Further understanding of the significance of this find may be revealed upon specialist analysis of the pottery and brick assemblages, and by historical research into maritime transport off the coast of Northwest Scotland, during the late 16th and early 17th centuries.

HMS *Campania*

(Site No. 53)

This wreck is believed to be that of HMS *Campania* which was originally built as a Cunard liner, launched in the Clyde in 1892. Her significance lies in her conversion in 1915 as a Fleet Air Arm carrier. The first successful flight from an aircraft carrier with a permanent flight deck was made from the *Campania* on 5 May 1915.

On 5 November 1918 she sank after collisions with the anchored *Glorious* and *Royal Oak* when her moorings broke in a gale during fleet exercises in the Forth. Some salvage has taken place but recent surveys show that a substantial part of the hull survives.

HMS *Colossus*

(Site No. 54)

HMS *Colossus* was a 74-gun third rate ship-of-the-line built at Gravesend, and launched in 1787. Her last naval engagement was at the Battle of Cape St Vincent (1797), during the course of which she was badly damaged. The *Colossus* was stripped of her stores to repair the serving ships, and ordered to return to England, carrying wounded from the battle, along with prize items and part of a collection of Greek antiquities amassed by Sir William Hamilton.

The *Colossus* approached the Channel in December 1798, and Captain Murray decided to take anchorage in St Mary's Road in the Isles of Scilly to await favourable winds. On the 10 December the main anchor cable parted in the gale, and the ship dragged her remaining anchors to come aground on Southward Well Rocks. The *Colossus* was subject to extensive salvage in the year following her wrecking, before she finally broke up.

The bow section of the *Colossus* was located in 1972 by Mark Groves and Slim McDonald and the site was designated under the Protection of Wrecks Act in 1975. Investigation took place under licence by a team lead by Roland Morris, a commercial salvor, funded by the British Museum. More than 30,000 sherds of Greek pottery had been recovered by the time the site was de-designated in 1984. Most of this pottery is now in the British Museum. Individual vases are currently being painstakingly reconstructed, using detailed drawings of the vases prepared by artists before the collection left Italy.

Fifteen years later, part of the stern section of HMS *Colossus* was identified. This includes a large section of ship structure, cannon, and among other items, muskets, mizzen chains and a rudder gudgeon. A carved figure from the portside of the stern of the vessel was also identified, excavated and recovered. The carving is currently undergoing conservation. This new site was designated in 2001 and the designated area includes a substantial 'debris' area of other material, such as shot, timbers, cannon and small artefacts. Since designation, there has been an EH-funded site stabilisation trail ongoing on the site and the question of how the physical management of the site, and in particular the fragile, exposed structural remains, can be taken forward is now central to management plans. Survey of the exposed parts of the main stern site is well-advanced and a recent HLF-funded project has undertaken ground-truthing of geophysical anomalies in the 'debris field' area.

The *Diamond*

(Site No. 55)

The *Diamond* was one of the first vessels that operated a regular passenger and cargo service between Great Britain and the United States and is a representative proto-liner of the North Atlantic. The composite structure of The *Diamond* is a survivor of a period of rapid development in shipbuilding. Many variations in construction methods using iron and wood were tried in merchant vessels before composite techniques reached their zenith in the late 19th century. The reported retrofitting of substantial iron frames into The *Diamond* is possibly a unique example of one aspect of the evolution of merchant sailing vessels.

The *Diamond* is thought to be the oldest known example of an American composite built hull. It has also been claimed that the iron tanks for fresh water storage are the earliest known example and are possibly unique survivors, however iron water tanks had been in use by the Navy for at least 30 years before this vessel was built.

Bonhomme Richard

(Site No. 56)

The *Bonhomme Richard*, a former French East Indiaman, was commanded by the man regarded as the founder of the American Navy, John Paul Jones. The ship was abandoned on fire during the Battle of Flamborough Head in 1779.

The wreck was originally discovered in 1974 by local diver John Adams whilst recovering a fouled trawl net. Over the years survey and research has been carried out into the site; and in 2001, a detailed

report by Donald Shomette concluded that there was a strong possibility of the wreck indeed being the *Bonhomme Richard*.

Swash Channel

(Site No. 57)

Discovered during the investigation of an anomaly identified from geophysical survey work in advance of channel project, the wreck site has been initially interpreted as probably representing the remains of an armed merchantman, dated c 100 years after the nearby Studland Bay wreck (Site No 30).

Structural remains on the seabed suggest that a sizeable proportion of a large or very large vessel, survives coherently in substantial sections and that the quality of survival of some of the structural timber is very high.

A fragment of Rhenish stoneware with decoration typical of 1630 has been recovered from the wreck. This date is consistent with the visible form and character of the surviving structure of the vessel – an early 17th century ship.

Holland No.5

(Site No. 58)

In response to submarines entering service in foreign navies during the late 1890s the British Admiralty reluctantly decided that they should acquire some submarine boats for the purpose of evaluating their potential as a weapon. Agreement was made with the Holland Torpedo Boat Company that five of their design would be built at Vickers Sons & Maxim Ltd at Barrow-in-Furness. The first submarine was launched in October 1901. No 5 was launched in May 1902, two months before the launch of No 6, the first of the improved Holland types, one of which is A1 (Designated Wreck Site No 48).

The boats were built in great secrecy and with direct involvement from the Holland Company. The Admiralty regarded the boats as wholly experimental and extensive trials were carried out. Many developments were made on the boats and several of these ideas were taken back to the USA. Not least of which was the first application of a periscope to a submarine in order to allow surface vision whilst the boat was submerged, all previous submarines were dependant on porpoising up and down to view through deadlights.

The Holland boats served their purpose well and even before the last of the type was launched the improved class that was to supersede them was already being built. Once their function was fulfilled the Navy quickly disposed of the Holland class. No 4 had foundered in 1912 but was raised and expended as a gunnery target, all the rest were sold to ship breakers. No 5 foundered on 8 August 1912 whilst under tow to the breakers yard.

The hull of No 1, the first of the experimental class, was located and salvaged in 1982 and is displayed at RN Submarine Museum, Gosport. Due to the nature of their service lives the Holland boats produced a great deal of surviving documentation and photographs; these are now housed in the extensive archive of RN Submarine Museum at Gosport.

West Bay

(Site No. 59)

Assessment in 2005 determined that the site consists of a low mound of heavily concreted iron bars containing a heavily concreted iron gun as well as a possible seventeenth-century muzzle-loading bronze gun of European or Eastern origin. The remains lie in approximately 12m of water and the surrounding seabed comprises generally fine sand although the iron bar mound lies on an area of large cobbles. Analysis of hard slate and quartzite (ballast?) samples recovered from this area suggests a derivation from south-west England or Northern France.

The presence of the large quantity of iron bars does suggest that they formed part of a cargo and it is thought that the site may comprise the remains of a merchant vessel. The dating of the site is reliant on the bronze gun which is considered to be no later than 1750, but perhaps as early as 1627.

APPENDIX A(iii)

LIST OF CURRENT DESIGNATED SITES

At the end of March 2005 there were 57 sites designated in UK waters. A list of these sites, which includes two further sites whose designation has been revoked (**bold text**), is given below.

Site No.	Date of Designation	Name of Wreck Site	Location	Year of Sinking (if known)
1	05.09.73	Cattewater	Plymouth, Devon	1530
2	05.02.74	<i>Mary Rose</i>	Solent, Hampshire	1545
3	05.02.74	<i>Grace Dieu</i>	Hamble River, Hampshire	1436
4	05.02.74	<i>Amsterdam</i>	Hastings, East Sussex	1749
5	12.01.74	<i>Mary</i>	Skerries, off Anglesey, Gwynedd	1675
6	11.04.74	Needles	Needles, Isle of Wight	1738 (<i>Assurance</i>) 1811 (<i>Pomone</i>)
7	11.04.74 (Re-designated 25.06.92)	<i>Dartmouth</i>	Sound of Mull, Argyll & Bute	1690
8	20.6.74 (Re-designated 23.3.92)	<i>Anne</i>	Rye Bay, East Sussex	1690
9	13.03.75	Tearing Ledge	Tearing Ledge, Isles of Scilly	?1707
10	12.05.75 (Revoked 1984)	HMS <i>Colossus</i> (fore)	Isles of Scilly	1798
11	15.03.76	Rill Cove	Lizard, Cornwall	?1616
12	01.06.1976 (Revoked 17.07.1984)	Rhinns of Islay Wreck	Isle of Islay, Argyll & Bute	18th-19th century
13	27.05.77	South Edinburgh Channel	Thames Estuary, Kent	Late 18th century
14	12.08.77	Church Rocks	Teignmouth, Devon	16th century
15	14.02.78 (Re-designated 19.01.79)	Pwll Fanog	Menai Strait, Gwynedd	Medieval
16	08.03.78	Moor Sands	Salcombe, Devon	Middle Bronze Age
17	31.03.78	<i>Coronation</i> (Offshore)	Penlee Point, Cornwall	1691
18	26.05.78	Langdon Bay	Dover, Kent	Middle Bronze Age
19	01.06.78	<i>Kennemerland</i>	Out Skerries, Shetland	1664
20	12.01.79 (Re-designated 28.09.89)	Tal-y-bont	Cardigan Bay, Gwynedd	1709
21	06.06.80	<i>Stirling Castle</i>	Goodwin Sands, Kent	1703
22	30.09.80	<i>Invincible</i>	East Solent, Hampshire	1758
23	03.10.80	Bartholomew Ledges	St Mary's Sound, Isles of Scilly	?1597
24	07.07.81 (Re-designated 08.12.89)	<i>Restoration</i>	Goodwin Sands, Kent	1703
25	07.07.81 (Re-designated 08.12.89)	<i>Northumberland</i>	Goodwin Sands, Kent	1703
26	15.02.82	<i>St Anthony</i>	Mounts Bay, Cornwall	1527
27	15.02.82	<i>Schiedam</i>	Gunwalloe Cove, Cornwall	1684

Site No.	Date of Designation	Name of Wreck Site	Location	Year of Sinking (if known)
28	18.10.83	Brighton Marina	Brighton, East Sussex	16th century
29	11.04.84 (Re-designated 01.02.85)	Yarmouth Roads	Yarmouth, Isle of Wight	?1567
30	27.11.84	Studland Bay	Poole, Dorset	c1520
31	03.06.85 (Re-designated 03.01.90)	<i>Admiral Gardner</i>	Goodwin Sands, Kent	1809
32	22.09.86	<i>Hazardous</i>	Bracklesham Bay, West Sussex	1706
33	03.01.89	<i>Coronation</i> (Inshore)	Penlee Point, Cornwall	1691
34	03.01.90	<i>Iona II</i>	Lundy, Devon	1864
35	14.03.90	Gull Rock	Lundy, Devon	?15th-16th century
36	18.08.90 (Re-designated 10.01.91)	<i>Wrangels Palais</i>	Out Skerries, Shetland	1687
37	03.05.91	Erme Estuary	Bigbury Bay, Devon	Various
38	05.12.91 (Re-designated 09.10.95)	The Smalls	Smalls Reef, Pembrokeshire	1100
39	15.05.92	Duart Point	Sound of Mull, Argyll & Bute	1653
40	22.04.93	<i>La Girona</i>	Lacada Point, Co Antrim	1588
41	11.11.93	<i>Royal Anne</i> Galley	Lizard, Cornwall	1721
42	26.11.93	Erme Ingot	Bigbury Bay, Devon	Not known
43	14.07.94	Dunwich Bank	Southwold, Suffolk	16th century
44	04.07.96	<i>Resurgam</i>	Denbighshire, North Wales	1880
45	19.07.97	<i>Hanover</i>	Hanover Cove, Cornwall	1763
46	08.08.97	Seaton Carew	Seaton Carew, Teesside	?19th century
47	24.10.97	Salcombe Cannon	West Prawle, Devon	c1640
48	26.11.98	HMS/m <i>AI</i>	Bracklesham Bay, West Sussex	1911
49	22.02.99	Burntisland	Firth of Forth, Fife	1633
50	14.06.99	Loe Bar	Mounts Bay, Cornwall	17th century
51	19.08.00	Mingary Castle	Sound of Mull, Argyll & Bute	17th century
52	29.06.01	Kinlochbervie	Sutherland	?16th century
53	04.07.01	HMS <i>Colossus</i>	Isles of Scilly	1798
54	01.12.01	HMS <i>Campania</i>	Firth of Forth, Fife	1918
55	02.04.02	<i>The Diamond</i>	Cardigan Bay, Wales	19th century
56	18.07.02	<i>Bonhomme Richard</i>	Filey Bay, Yorkshire	1797
57	09.12.04	Swash Channel	Poole, Dorset	17th century
58	04.01.05	<i>Holland No.5</i>	Off Beachy Head, East Sussex	1912
59	20.07.05	West Bay	West Bay, Dorset	17th-18th century

APPENDIX B(i)

THE ROLE OF THE ACHWS

The Advisory Committee on Historic Wreck Sites (ACHWS) was set up to advise Government on the suitability of wreck sites to be designated for protection on the grounds of historical, archaeological, or artistic interest in accordance with the terms of the Protection of Wrecks Act 1973 (see Appendix B(ii) for further details on the Act). ACHWS also advises on the issue of licences for the surveillance and excavation of designated sites by named individuals and recommends the conditions to be attached to such licences. In addition, it receives reports, from licensees and the current contractor for archaeological support for the Protection of Wrecks Act, on progress made at individual sites, and considers and gives advice on other general underwater archaeology issues which may affect historic wrecks within UK waters. Further information on the work of contractor for archaeological support is given in Section 2.2.

ACHWS membership is drawn from across a wide range of interests involved in underwater archaeology: maritime history; archaeology; recreational diving; museums (including naval); conservation; marine law; inshore oceanography; the Police and the Receiver of Wreck. A list of current ACHWS members is at Appendix B(iii), with brief biographical details at Appendix B(iv). To reflect the UK-wide remit of ACHWS, meetings are attended by officials from Historic Scotland, Cadw, and the Environment and Heritage Service (Department of the Environment Northern Ireland), to advise on wrecks located in the waters of the Devolved Administrations; representatives from English Heritage (EH) also attend with Observer status.

Officials from the Department for Culture, Media and Sport (DCMS) provided the Secretariat for the ACHWS from January until July 2002. From that time English Heritage Commissions Secretariat took over administration of the ACHWS pending implementation of the Directions and Memorandum of Understanding (reproduced at Appendix D) transferring responsibilities between Government and English Heritage subsequent to the passing of the National Heritage Act 2002.

The ACHWS meets three times a year, normally in March, July and November. The agenda for these meetings is largely taken up with licence applications and reports of investigations of Designated Wreck Sites. Archaeological contractor reports on non-designated sites are also presented to the ACHWS. Most site designations and licence issues are decided at the November meeting, which also considers site reports compiled by the contractor during the previous diving season. In addition, sub-committees are occasionally formed to discuss specific issues, reporting back to the full ACHWS. An account of the work of the Committee from April 2005 – March 2006 is given in Section 2.

The ACHWS does not have a budget of its own. Instead, since the transfer of powers relating to the implementation of the Protection of Wrecks Act 1973 expenditure comes from English Heritage as funded by DCMS. The bulk of the expenditure is on the contract for archaeological services in support of the Protection of Wrecks Act, with the remainder going towards maintaining marker buoys over Designated Wreck Sites and other ad hoc expenses. Members of the ACHWS are unpaid, but are entitled to out of pocket expenses to attend meetings. In addition, English Heritage, Cadw, Historic Scotland and Environment and Heritage Service (Department of the Environment, Northern Ireland) provide for expenditure on specific underwater archaeology issues in their countries.

This is the eighth Annual Report of the Advisory Committee. Because of the nature of its work in assessing sites for designation, it is not possible to publish the minutes of its meetings in full. This Report, however, gives an account both of the general work of the ACHWS and of its activities during April 2005 to March 2006.

APPENDIX B(ii)

THE PROTECTION OF WRECKS ACT 1973

The ACHWS was set up to facilitate the operation of the Protection of Wrecks Act 1973. This Act empowers the appropriate Secretary of State to designate, by order, a restricted area around the site of a vessel lying on or in the seabed in UK waters (excluding the Isle of Man and Channel Islands) if he/she is satisfied that, on account of the historical, archaeological or artistic importance of the vessel, or its contents or former contents, the site ought to be protected from unauthorised interference. For wreck sites in English waters, the designation order is made by the Secretary of State for Culture, Media and Sport. The Environment and Heritage Service (Department of the Environment, Northern Ireland) acts as his/her agent in respect of historic wrecks off the coast of Northern Ireland. In Welsh and Scottish waters the authority has been vested in the respective Devolved Administrations.

Evidence that the wreck or content or cargo may be of historical, archaeological or artistic importance is looked for in accordance with the terms of the Protection of Wrecks Act 1973. In addition, the ACHWS has formally adopted non-statutory criteria for designating wreck sites, based on existing guidelines for scheduling land-based Scheduled Ancient Monuments. The full criteria are at Annex E. Known historical associations, the degree of preservation, technology used, rarity, and existing archival material are relevant factors. The 1973 Act applies only to vessels lying on or in the seabed and not, for example, to submerged human settlements.

At the end of March 2006 there were 57 sites designated in UK waters - six off Wales, eight off Scotland, one off Northern Ireland and 42 off England. A list of the Designated Wreck Sites is given in Appendix A(iii), and a map showing their approximate location is at Section 1.2. Further details on these sites are available on the English Heritage web site: www.english-heritage.org.uk/maritime.

Before making a designation order, the relevant Secretary of State or Minister will consult those persons he/she considers appropriate. The ACHWS was set up to facilitate this process. In considering applications for designating sites or licensing investigations, the ACHWS are assisted by the relevant heritage agency, and the contractor for archaeological diving services that visits the sites to report on their suitability, condition, quality and the work of the licensees upon them.

When an Order has been made it becomes an offence for unauthorised persons to tamper with, damage or remove any part of the wreck or its contents or former contents; to carry out diving or salvage operations to explore the wreck; and to deposit anything which would obliterate or obstruct access to the site. It is also an offence if someone causes or allows the above to happen in a restricted area. Activity on designated sites can only be undertaken under the authority of a licence issued by the appropriate Secretary of State or Minister.

APPENDIX B(iii)

ACHWS MEMBERSHIP

ACHWS membership is balanced to reflect the wide variety of interests involved in the area of underwater archaeology. A list of the membership is given below (the dates given indicate the year of appointment and length of term):

The Committee Membership in 2005 - 2006

Chair

Tom Hassall, OBE 2002 2006

Committee Co-ordinator

Ian Oxley, English Heritage 2002

Committee Clerk

Mary Gandy, English Heritage..... 2004

Members

Mrs Elizabeth Blackburn QC..... 2004 2008

Dr Lucy Blue..... 2003 2007

Mr Stuart Bryan* 2006 2008

Prof Michael Collins 2004 2008

Mr Robin Daniels 2003 2007

Ms Alexzandra Hildred..... 2002 2006

Rear Admiral Richard Hill 2004 2008

Mr Duncan O'Donnell..... 2005 2009

Dr Colin Martin 2004 2008

Ms Suzanne Pleydell 2004 2008

Dr Mark Redknap** 2002 2006

Ms Amanda Sutherland..... 2004 2007

* Re-appointed

** Term of office served

Brief biographical details on ACHWS members are given at Appendix B(iv).

Appointments to the ACHWS are renewable and are made by the Secretary of State for Culture, Media and Sport, in consultation with English Heritage, Cadw: Welsh Historic Monuments, Historic Scotland and the Environment and Heritage Service of Northern Ireland. Candidates for vacancies are identified from a number of sources, including leading bodies in the field of underwater archaeology, DCMS' own Public Appointments Database, and suggestions from the ACHWS itself. Any individual can put his or her name forward to be added to the Public Appointments Database.

Nomination forms can be obtained from DCMS at the address given at Appendix B(v). DCMS and its equivalent bodies in the Devolved Administrations are committed to ensuring that a wide range of people and organisations are involved in the consultation process, and that appointments are made in accordance with the recommendations of the Committee on Standards in Public Life.

APPENDIX B(iv)

MEMBERSHIP BIOGRAPHIES

Tom Hassall, Chair

Appointed 2002 for four years

Tom is the Chairman of the International Council on Monuments and Sites (ICOMOS)-UK World Heritage Committee. He has been an archaeological consultant in private practice since 1999. He was the Secretary and Chief Executive of the former Royal Commission on the Historical Monuments of England, 1986-1999; the founding director of the Oxford Archaeological Unit (now known as Oxford Archaeology), 1973-1985. He is a member of the Department for Culture, Media and Sport's Heritage Protection Review Steering Committee. He was Chairman of the Standing Conference of Archaeological Unit Managers, 1980-1983; and President of the Council for British Archaeology, 1983-1986, and ICOMOS-UK 1998-2002.

Mr Stuart Bryan BSc

Appointed 1998, Reappointed 2006 for two years

Stuart is the Nautical Archaeology Coordinator of the Sub-Aqua Association (SAA). Represents the SAA as a member of the Joint Nautical Archaeology Policy Committee (JNAPC) and at other forums concerned with underwater cultural heritage. He is an active recreational diving instructor and specialises in teaching diver first aid, safety and related topics. He is a Nautical Archaeology Society (NAS) Assistant Tutor and regularly contributes to the magazine *Scuba World*.

Ms Alexzandra Hildred

Appointed 2002 for four years

Alexzandra is a Curator of Ordnance at the Mary Rose Trust. Former Chairman of the Maritime Affairs Group of the Institute of Field Archaeology. Nominated archaeologist to a number of sites designated under Protection of Wrecks Act 1973, and licensee to one (the Mary Rose). Widely-respected expert on armaments found on shipwrecks. Specialises in armaments from the Tudor period.

Mr Robin Daniels

Appointed 1999, Reappointed 2003 for four years

Robin is an Archaeological Officer at Tees Archaeology. Chair, Teesside Archaeological Society. Director, Cleveland Building Preservation Trust. Chair of Maritime Committee, Association of Local Government Archaeological Officers. Licensee, Seaton Carew designated wreck site.

Dr Lucy Blue

Appointed 1999, Reappointed 2003 for four years

Lucy has been the Marketing Representative of the Nautical Archaeology Society (NAS) since 1992. Member of the Society's Executive Committee. Full-time lecturer/researcher in the Department of Archaeology at Southampton University. Published an extensive range of papers on underwater archaeology. PhD in maritime archaeology from Oxford University, 1996.

Ms Suzanne Pleydell

Appointed 2004 for four years

Suzanne has been a sport diver since 1986. Manager, Education & Instructor Development, Professional Association of Diving Instructors (PADI) – 1994 to date. Director and Vice-Chair of Project Aware (UK), which is an environmental charity concerned with the protection of the underwater environment, including underwater cultural heritage. A PADI representative on the Joint Nautical Archaeology Policy Committee. One of the founding members of the Respect Our Wrecks Group. Masters degree in geology.

Rear Admiral Richard Hill

Appointed 2004 for four years

Richard has served for 40 years in the Royal Navy, including four tours in the Ministry of Defence, retiring in 1983 in the rank of rear admiral. He was then Chief Executive of the Middle Temple until 1994. He wrote and lectured extensively on naval and maritime subjects from 1970 onwards. His books include *Maritime Strategy for Medium Powers* and the *Oxford Illustrated History of the Royal Navy*, of which he is General Editor. He was Editor of *The Naval Review* from 1983 to 2002.

Mrs Elizabeth Blackburn QC

Appointed 2004 for four years

Elizabeth has been in practice as a specialist advocate and adviser at the Commercial and Admiralty Bar since 1980, and took silk in 1998. Her range of work covers shipping and the international carriage of goods; international trade and associated finance; surety, guarantee and performance bonds, marine insurance, P & I Club issues, marine pollution; collision, salvage and towage disputes; damage to marine engines and marine/off shore installations, fatal maritime accidents, maritime limitation of liability, maritime International Law and Treaty Obligations; conflict of laws and jurisdictional disputes. She is recommended as a Shipping Silk in the Legal 500, and is a Member of the Executive Committee of the British Maritime Law

Association. In addition, she is a Fellow of the Society for Advanced Legal Studies, and is a member of the Commercial Bar Association, the British Institute of International and Comparative Law, and the British Environmental Association.

Professor Michael Collins

Appointed 2004 for four years

Michael is a Professor of Oceanography (Sediment Dynamics) at the School of Ocean and Earth Science of the University of Southampton, where he also chairs the Honorary Fellows Accreditation Panel. Over 30 years experience in the sediment dynamics of fluvial, estuarine, coastal, and open sea environments. Has published extensively on sediment dynamics, and served on ship-based research expeditions. A member of the International Oceanographic Commission, the UK National Contact at the European Association of Marine Sciences and Techniques, and Advisor to the Junta Nacional de Investigação Científica e Tecnológica (Portugal).

Dr Colin Martin

Appointed 2004 for four years

Colin is a historical archaeologist specialising in post-medieval shipwrecks. Directed underwater excavations in Scotland and Ireland since 1968. Lectured at St Andrews University 1973-2002 (currently honorary Reader in Maritime Archaeology). Vice-President, Nautical Archaeology Society (President, 1987-1998). Advisory Editor, International Journal of Nautical Archaeology, Director, Morvern Maritime Centre (1998 - present). Executive Director, Scottish Coastal Archaeology and the Problem of Erosion (SCAPE), Trust (2001 - present). Consultant, Armada Shipwreck Museum, Londonderry (2002 - present). Member, PWA 73 Diving Team Consulting Group (Wessex Archaeology) (2004 - present).

Ms Amanda Sutherland

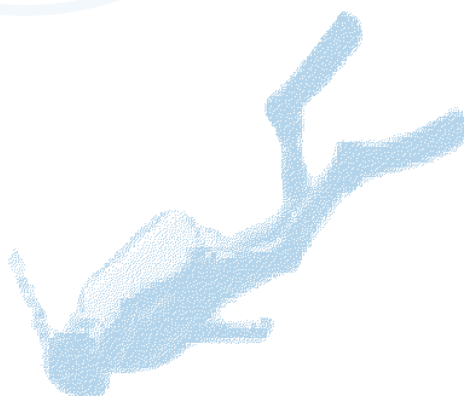
Appointed 2004 for four years

Amanda works as a freelance professionally-accredited conservator, based in Devon. 1990's: worked mainly abroad on archaeological excavations in the field, both on land and underwater. Positions held since: Senior Conservator for Preventive Conservation, the Science Museum, London; English Heritage Contract Conservator and member of Staff at University College London, teaching on both Conservation and Museum Studies Masters Degree courses; Project Conservator for the conservation of the 'Sladen Collection' of marine biological specimens, Royal Albert Memorial Museum, Exeter; Conservation Consultant to Plymouth City Museum & Art Gallery, regarding transfer of marine biological collections from disused army barracks; Force Museum Curator for the Devon & Cornwall Constabulary. Council Member and Secretary of the United Kingdom Institute for Conservation (UKIC) 1994-1998; Committee Member and Vice Chair, Archaeology Section (UKIC) 1994-2001; National Co-opted Representative for marine artefact conservation, Archaeology Section (UKIC) 1997-2004; Care of Collections Forum, Founding Member, 1993-1995; NAS Member 1991-1997. Principal research interests: international trade in antiquities and issues relating to the conservation of underwater cultural heritage. Honours Degree in Archaeological Conservation from University College London, 1989.

Duncan O'Donnell

Appointed 2005 for four years

Duncan is currently a Barrister Tenant in the Chambers of Michael Hubbard QC, where his practice covers serious criminal offences, including organised crime including drug offences and fraud [1995 to date]. Prior to his legal pupillages, he worked at Bonham Fine Art auctioneers where he started as Assistant Cataloguer in its Collectors' Department, dealing with Antiquities and Tribal Art, and then became the specialist in Militaria [1988 to 1993]. He is a scuba diver and has recently undertaken the Scuba Diving Programme at PADI (the Professional Association of Diving Instructors).



APPENDIX B(v)

INFORMATION SOURCES

Secretary, Advisory Committee on Historic Wreck Sites

Commission Secretariat
English Heritage
23 Savile Row
London
W1S 2ET
T: 020 7973 3002
F: 020 7973 3001
E: ian.oxley@english-heritage.org.uk
W: www.english-heritage.org.uk

Architecture & Heritage Division Department for Culture, Media and Sport

2-4 Cockspur Street
London
SW1Y 5DH
T: 020 7211 6927
F: 020 7211 6961
E: enquiries@culture.gsi.gov.uk
W: www.culture.gov.uk

English Heritage Maritime Archaeology Team

Fort Cumberland
Fort Cumberland Road
Portsmouth
Hampshire
PO4 9LD
T: 023 9285 6700
F: 023 9285 6701
E: maritime@english-heritage.org.uk
W: www.english-heritage.org.uk/maritime

Cadw: Welsh Historic Monuments National Assembly for Wales

Crown Building
Cathays Park
Cardiff
CF10 3NQ
T: 029 2050 0200
F: 029 2082 6375
E: cadw@wales.gsi.gov.uk
W: www.cadw.wales.gov.uk

Historic Scotland

Longmore House
Salisbury Place
Edinburgh
EH9 1SH
T: 0131 668 8600
F: 0131 668 8765
E: deirdre.cameron@scotland.gsi.gov.uk
W: www.historic-scotland.gov.uk

Environment and Heritage Service Department of the Environment Northern Ireland

5-33 Hill Street
Belfast
BT1 2LA
T: 02890 235000
F: 02890 543111
W: www.doeni.gov.uk

Receiver of Wreck The Maritime and Coastguard Agency

Spring Place
105 Commercial Road
Southampton
SO15 1EG
T: 023 80329474
F: 023 80329477
W: www.mcagency.org.uk

Wessex Archaeology

Portway House
Old Sarum Park
Salisbury
SP4 6EB
T: 01722 326867
F: 01722 337562
W: www.wessexarch.co.uk

National Monuments Record Centre

English Heritage
Great Western Village
Kemble Drive
Swindon
SN2 2GZ
T: 01793 414600
F: 01793 414606
E: info@rchme.co.uk
W: www.english-heritage.org.uk

The Royal Commission on the Ancient and Historical Monuments of Wales (RCAHMW)

National Monuments Record
Crown Building
Plas Crug
Aberystwyth
Ceredigion
SY23 1NJ
T: 01970 621200
F: 01970 627701
E: nmr.wales@rchmw.org.uk
W: www.rcahmw.org.uk

Royal Commission on the Ancient and Historical Monuments of Scotland (RCAHMS)

John Sinclair House
16 Bernard Terrace
Edinburgh
EH8 9NX
T: 0131 662 1456
F: 0131 662 1477/1499
E: nmrs@rchms.gov.uk
W: www.rcahms.gov.uk

Nautical Archaeology Society

Fort Cumberland
Fort Cumberland Road
Eastney
Portsmouth
PO4 9LD
T/F: 023 9281 8419
E: NAS@nasportsmouth.org.uk
W: www.nasportsmouth.org.uk

APPENDIX C(i)

CATEGORIES OF LICENCE

Details of the distinctions between the different categories of licence are as follows:

Visitor

This category of licence is normally used for sites where there is no active work, but a need for regular monitoring because of active erosion or visits by unauthorised divers. Non-intrusive photography is permitted under this licence. Such a licence would not normally require access to a high level of archaeological expertise and a nominated archaeologist would not normally be required. If a licensee did need advice, the primary source would be the appropriate heritage agency

Survey

This is the most common category of licence issued. It is intended to cover a wide variety of non-intrusive site investigation such as:

- photography and video;
- measuring distances between objects;
- compiling site plans;
- recording seabed topography, and;
- measuring and drawing objects on the seabed.

This type of work is the most important part of pre-disturbance archaeological fieldwork, but the skills required are straightforward technical ones which can be learnt from training courses provided by the Nautical Archaeology Society (NAS). Unlike excavation, non-intrusive survey work should not represent a disturbance to the site. This means that nominated archaeologists would need to give on-site advice on only the most vulnerable sites.

Surface Recovery

This licence is limited to the recovery of artefacts or other archaeological material exposed on the seabed without disturbing the underlying material or stable sediments. An identified archaeological advisor would be needed to help develop the required research design (including approved treatment and disposal strategies for recovered material), and ensure its implementation, as well as having an input into the analysis and interpretation of items recovered from the site. However, in some cases it would not be necessary for the archaeologist to visit the site.

Excavation

Any activity which involves disturbance of the site requires an excavation licence. This licence will not normally be issued until a completed pre-disturbance survey has been submitted to the relevant heritage agency. In most cases the direction of such activities would have to be under the control of an archaeologist with the appropriate expertise. This archaeologist would need to be on site for most of the time excavation was taking place.

Licences are issued, for a fixed period of time, to a named individual, for the purpose of carrying out specific tasks. The ACHWS places particular importance on the applicant's plans to publish his/her research in assessing whether or not to issue a licence.

Licences are issued with a number of conditions, which will normally cover the following:

- All divers are named on a schedule issued by the appropriate authority. Additional names can be added to the schedule during the dive season if required by contacting the issuing authority;
- Activities within the designated area must be limited to those agreed with the issuing authority and noted on the licence;
- Intrusive activities are carried out under the direction of the approved archaeologist;
- Any artefacts recovered are given immediate conservation treatment in accordance with the research design and the advice of the nominated archaeologist;
- A report on activities must be submitted to the issuing authority in time for the most appropriate meeting of the ACHWS;
- Records of survey or excavation activities must be deposited with the appropriate heritage agency.

Anyone can apply for a licence to dive on Designated Wreck Sites. For sites in England, Welsh, Scottish and Northern Irish waters, forms can be obtained from English Heritage, Cadw: Welsh Historic Monuments, Historic Scotland and the Environment and Heritage Service respectively. Addresses are given at Appendix B(v). Completed forms should be returned to the issuing authority, where they will be put forward for consideration by the Advisory Committee.

APPENDIX C(ii)

CRITERIA FOR DESIGNATION

Criteria for the Identification of Important Historic Vessel Remains, and for the Designation of Restricted Areas Under the Terms of the Protection of Wrecks Act 1973

The following non-statutory criteria were adopted by the ACHWS and Department for Culture, Media and Sport and are used for assessing the importance of wrecks or the sites of wrecks, and for considering whether designation as a restricted area under the terms of the *Protection of Wrecks Act 1973* is appropriate. Wreck sites may comprise the remains of vessels, their accoutrements, armaments, cargo, and other associated objects or deposits, and restricted areas may include that area of the sea bed around the wreck site considered appropriate by the Secretary of State to ensure its protection. Wrecks or wreck sites may be considered to merit designation if they contribute or appear likely to contribute significantly to the understanding of the past on account of their historical, archaeological, or artistic importance. Such significance may be assessed on the basis of the following criteria (which are not presented in any order of ranking). The criteria should not be regarded as definitive, and wrecks or wreck sites need not satisfy all the criteria in order to qualify for designation. Rather the criteria are indicators which contribute to a wider judgement based on the individual circumstances of each case.

1. Period

The historic interest of all types of wreck which characterise a category or period should be considered, and the selection of sites for protection should include wrecks which illustrate important aspects of *social, political, economic, cultural, military, maritime, and technological history*. In identifying sites to be protected, regard will be had to the currency of any particular wreck type (the length of time over which any particular vessel type was constructed and used or any cargo type transported) and its representativeness (whether the vessel or cargo type was one of few or many types representative of that period).

2. Rarity

There are some wreck categories which, in certain periods are so scarce that all surviving examples which still retain some archaeological potential should be preserved. The age of a vessel is often closely linked to its rarity. The older a vessel is, for example the fewer comparable vessels are likely to survive either in use or as wrecks, and the more likely it is to have historic interest. The loss of one example of a rare type of site is more significant than the loss of one example of a very numerous class of site. In general, however, a selection for protection must be made which portrays the typical and commonplace, as well as the rare. This process should take account of all aspects of the *situation* and *distribution* of a particular type of wreck in a regional, national or international context.

3. Documentation

The significance of a wreck may be enhanced by close historic association with documented important historical events or people, or by the supporting evidence of contemporary records or representations. Historical records are generally only relevant to monuments of recent date, although it is important to recognise that some types of recent vessel may not be served by any historical records. The range of contemporary records that might be expected for a particular type of vessel needs to be considered so that the value of any known records which relate to it can be assessed. The importance of a wreck may also be enhanced by the existence of *records of previous archaeological recording or survey work*.

4. Group value

The value of a single wreck may be greatly enhanced by its co-location with other similar vessels (for example at the site of a battle) or by its association with other contemporary features such as port facilities or defensive sites. Association with vessels of other periods (for example on long-standing navigation hazards) may also enhance the value of a site. In some cases it is preferable to protect the complete group of archaeological remains, rather than to protect isolated features within the group.

5. Survival/condition

The degree of survival of a wreck is a particularly important consideration. In general, early wrecks are less likely to survive well than later examples, and in assessing the survival of any site, it is important to consider the likely normal degree of survival of vessels of that date or type. Assessments of survival should consider the degree of *intactness* of a wreck, the likelihood of the *preservation of constructional and technological detail* and the current *condition* of the remains.

6. Fragility/vulnerability

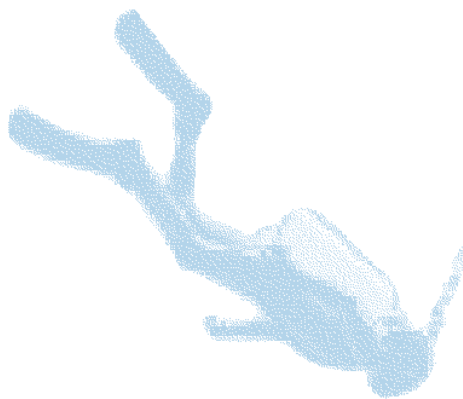
Highly important archaeological evidence from some wrecks can be destroyed by the selective or uncontrolled removal of material by unsympathetic treatment by works or development or by natural processes. Some vessel types are likely to be more *fragile* than others and the presence of commercially valuable objects within a wreck may make it particularly *vulnerable*. Vulnerable sites of this type would particularly benefit from protective designation.

7. Diversity

The importance of wrecked vessels can reflect the interest in their *architectural design, decoration and craftsmanship*, or their *technological innovation or virtuosity*, as well as their *representativity*. Consideration should be given both to the diversity of *forms* in which a particular vessel type may survive and to the diversity of surviving *features*. Some vessels types may be represented in the surviving record by a wide variety of building types and techniques which may be chronologically, regionally, or culturally conditioned. The sample of protected sites should reflect this wide variety of forms. In addition, some wrecks may be identified as being of importance because they possess a combination of high quality surviving features or, occasionally, because they preserve a single important attribute.

8. Potential

On occasion, the nature of archaeological remains cannot be specified precisely but it still may be possible to document reasons anticipating their existence and importance and so to demonstrate the justification for identifying a site for protection. For example, each type of site may provide a slightly different range of contexts for the preservation of archaeological and palaeoenvironmental evidence, and the environment of a site may provide strong indications of its likely level of survival. Sites may also be significant in terms of their potential to provide information on *site formation and decay processes* and the examination of *physical, chemical and biological processes* on cultural remains or through its potential for public education.



APPENDIX D

MEMORANDUM OF UNDERSTANDING

Memorandum of Understanding between the Department of Culture, Media & Sport and the Devolved Administrations

The National Heritage Act 2002 received Royal Assent on 2 May, and came into effect on 2 July. The Secretary of State has issued Directions to English Heritage under s3 of the 2002 Act to exercise certain of her administrative functions in so far as they relate to any ancient monument in, on or under the seabed within the seaward limits of the UK territorial waters. The Directions relate to her administrative functions with respect to the Advisory Committee on Historic Wreck Sites (ACHWS); the archaeological diving services contract (which is administered by the Secretary of State on behalf of the Scottish Ministers, the National Assembly for Wales and the Department of the Environment (DOE) in Northern Ireland); and the Protection of Wrecks Act 1973 (in relation to wrecks situated in UK territorial waters adjacent to England).

The National Heritage Act 2002 also extended English Heritage's general powers under s33 of the National Heritage Act 1983 to cover ancient monuments in, on, or under the seabed within the seaward limits of the UK territorial waters adjacent to England (which are defined further in SI 2002/2427). These powers include providing grant assistance in respect of any protected wreck within the seaward limits of UK territorial waters adjacent to England, and the provision of advice to any person in relation to any ancient monuments in UK territorial waters adjacent to England.

This MOU sets out in more detail the arrangements in relation to underwater archaeology between English Heritage ("EH"), the Secretary of State for Culture Media and Sport/DCMS, the Scottish Ministers/Historic Scotland, Cadw: Welsh Historic Monuments, as part of the Welsh Assembly Government exercising the functions of the National Assembly for Wales, and DOE. This MOU shall be reviewed at least once every 12 months, or more frequently at the request of any of the parties if the need arises. The final decision on any amendments rests with the Secretary of State, but shall be subject to consultation amongst all the parties.

Advisory Committee on Historic Wreck Sites

The ACHWS is a non-statutory advisory body whose terms of reference include advising on the suitability of wreck sites to be designated under the Protection of Wrecks Act 1973; advising on the issue of licences under that Act; receiving reports about designated wreck sites and giving advice on other general underwater archaeology issues affecting historic wrecks in UK territorial waters. It is a Cross-Border Public Authority under The Scotland Act 1998 and as such, the Secretary of State must consult the Scottish Ministers when she exercises any functions relating to the ACHWS which might affect Scotland and must consult the Scottish Ministers before making appointments to the ACHWS. The Secretary of State has directed EH to exercise on her behalf the functions and responsibility of providing secretarial and administrative support to the ACHWS.

It is agreed that EH shall:

- Arrange at least three meetings of the ACHWS per annum;
- Provide administrative support to the ACHWS (preparing and circulating papers and agendas in advance in consultation with DCMS, Historic Scotland, Cadw and DOE; preparing, agreeing and circulating minutes);
- Provide professional support to ACHWS. EH Head of Maritime Archaeology will act as Secretary to the Committee and will provide briefing to the Chairman in advance of each meeting;
- Provide DCMS, Historic Scotland, Cadw and DOE with copies of all papers relating to ACHWS meetings and of any correspondence outside meetings;
- Reimburse travel expenses incurred by ACHWS members in attending meetings;
- Communicate with ACHWS members and the other heritage agencies outside meetings by correspondence as required;
- Consult the ACHWS about any matter when requested to do so by DCMS;
Recommend a list of possible candidates for appointment to ACHWS vacancies taking into account Cabinet Office guidance on public appointments;
Draft the ACHWS Annual Report in consultation with ACHWS members, DCMS, the Scottish Ministers, Cadw and DOE;

Archaeological Diving Contract

It has been usual practice for the Secretary of State to enter into a contract for archaeological diving services relating to sites of archaeological interest in UK territorial waters. This contract is due to expire at the end of March 2003. The Secretary of State enters into the contract as agent for the Scottish Ministers, the Welsh Assembly Government and DOE and the contractor provides advice on particular sites of interest directly to the relevant heritage departments. The Secretary of State has directed EH to exercise her functions of procuring and managing archaeological diving services on her behalf and on behalf of the Scottish Ministers, the Welsh Assembly Government and DOE.

EH shall:

- Run the tender exercise to appoint the new contractors upon expiry of the present contract, in compliance with Government and public procurement regulations. All documentation and short-lists relating to the exercise to be drawn up in consultation with the Secretary of State, the Scottish Ministers, the Welsh Assembly Government and DOE. In particular, the terms of the contract shall:
 - require the contractor to carry out a schedule of works agreed annually between all parties;
 - permit DCMS, Historic Scotland and Cadw and DOE to contact the contractor directly to discuss any matters concerning designated wreck sites or potential designated wreck sites within their respective jurisdictions;
 - require the contractor to supply adequate and competent advice and technical support to the heritage agencies, DCMS (concerning sites within their respective jurisdictions) and the ACHWS;

On behalf of SoS (acting on behalf of the Scottish Ministers, the Welsh Assembly Government and DOE), appoint the successful contractor to undertake the contract after the expiry of the present contract, after consulting with DCMS, the Scottish Ministers, Cadw and DOE;

- Pay quarterly claims by the contractor and fund such capital equipment as is deemed necessary; Comply with any instructions issued by DCMS (acting on behalf of the Scottish Ministers, the Welsh Assembly Government and DOE) in relation to the management of the contract;
- consult with DCMS, Historic Scotland, Cadw and DOE on any guidance notes to be issued to the contractor;

Run future tender exercises on a rolling basis in compliance with Government and public procurement regulations and in compliance with any instructions received from DCMS (acting on behalf of the Scottish Ministers, the Welsh Assembly Government and DOE).

Functions under the Protection of Wrecks Act 1973

The Secretary of State is responsible for designating restricted areas around sites which are (or may be) wrecks of historic, archaeological or artistic importance and for issuing licences to authorise certain activities in restricted areas which would otherwise constitute a criminal offence. These functions are exercised by the Secretary of State in relation to wrecks in UK territorial waters adjacent to England and Northern Ireland, and have been devolved to the Scottish Ministers and the Welsh Assembly Government in relation to wrecks in UK territorial waters adjacent to Scotland and Wales respectively. The following activities will be carried out by EH as a result of the Directions issued under s3 NHA 2002 and EH's powers under the NHA 1983.

Designation and de-designation of Sites

In relation to wreck sites in UK territorial waters adjacent to England, EH shall:

- Consider applications and recommendations for designation and de-designation, consider the merits of each case, and consult the ACHWS, the holder of the archaeological diving services contract and other interested parties as appropriate and submit a report on these matters to the Secretary of State including copies of key correspondence and documents;
- Provide advice to the Secretary of State in relation to wrecks in UK territorial waters adjacent to England (taking into account any consultation with the ACHWS, holder of the archaeological diving services contract and other organisations as appropriate);
- Supply any further information or documents relating to any decision which the Secretary of State requests, and carry out any further correspondence as directed by the Secretary of State;
- Draft and publish a joint press notice with DCMS;
- Circulate the final version of any Order to consulted organisations, ACHWS, and any other persons who made representations, in particular the Hydrographic Office of HM Navy, the Receiver of Wreck, the holder of the diving archaeological contract and local County Archaeologist, Coastguard and Police Force.

Emergency Designation of Sites

In relation to wreck sites situated in territorial waters adjacent to England EH shall proceed as above except that it shall:

- Consider whether the urgency of the case requires consultation to be curtailed or waived;
- Prepare a draft Explanatory Memorandum for the Joint Committee on Statutory Instruments explaining why the order is coming into force in breach of the 21 day rule.

Licensing of designated sites

In relation to wreck sites situated in territorial waters adjacent to England, EH shall:

- Consider applications for licences, consider the merits of each case, and consult the ACHWS, the holder of the archaeological diving services contract and other interested parties as appropriate and submit a report on these matters to the Secretary of State including copies of key correspondence and documents;
- Provide advice to the Secretary of State in relation to wrecks in UK territorial waters adjacent to England (taking into account any consultation with the ACHWS, the holder of the archaeological diving services contract and other interested organisations as appropriate);
- Provide the Secretary of State with a draft licence if EH recommend that a licence should be issued;
- After the Secretary of State has made a decision to grant a licence, provide a copy of it to the applicant and archaeological diving services contractor;
- At the request of DCMS, correspond with licence applicants whose applications have been rejected by the Secretary of State;

Guidance

EH shall, in consultation with DCMS, Historic Scotland, CADW and DOE, draft and publish Guidance for divers and archaeologists in relation to sites in UK territorial waters.

Administration of funding to existing Heritage Grant Fund grant-aided bodies

EH already provides Heritage Grant Fund grants in respect of archaeological work on land in England. In exercise of its powers in the NHA 1983, EH shall provide grant aid to the Hampshire and Wight Trust and the NAS on a quarterly basis for remainder of the current grants. They will consider applications for new grants for underwater archaeology matters in accordance with the usual practice.

Interpretative Panels

DCMS has been responsible for placing interpretative panels in relation to wreck sites around the English coast. In exercise of its powers under s33 NHA 1983 in relation to wreck sites situated in territorial waters adjacent to England EH shall maintain interpretative panels near designated wreck sites as appropriate.

Marker Buoys

DCMS has been responsible for placing and maintaining marker buoys on some designated wreck sites around the English coast. In exercise of its powers under s33 NHA 1983 in relation to wreck sites situated in territorial waters adjacent to England EH shall maintain existing buoys and consider the future establishment of marker buoys or similar equipment at other designated wreck sites, as appropriate.

Ongoing Underwater Archaeological Work

In exercise of its powers under s33 and s33(C) NHA 1983 in relation to underwater archaeological sites situated in territorial waters adjacent to England EH shall oversee and provide grant aid to archaeological work below the low water mark.

DCMS ANNEX

Advisory Committee on Historic Wreck Sites

DCMS shall:

- Attend meetings of the ACHWS and contribute to discussions as necessary.
- Formally appoint members to ACHWS vacancies following consultation with English Heritage, the Scottish Ministers, the Welsh Assembly Government and DOE Northern Ireland.

Archaeological Diving Services Contract

DCMS shall:

- Agree on an annual basis with the Scottish Ministers, Cadw, and DOE in consultation with EH, a schedule of work to be carried out by the contractor in respect of designated wreck sites in UK territorial waters and direct EH accordingly.

Functions under The Protection of Wrecks Act 1973

In relation to wreck sites situated in territorial waters adjacent to England and Northern Ireland DCMS shall:

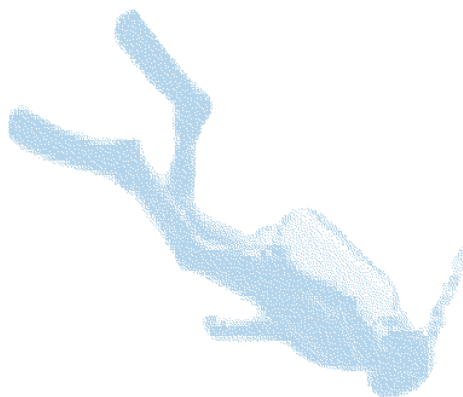
- Consider advice and information provided by EH for sites in territorial waters adjacent to England and by DOE for sites in territorial waters adjacent to Northern Ireland and decide whether any further information or consultation is required in order for the Secretary of State to make a decision
- Take the decision
- Instruct Treasury Solicitors to draft any Order
- Lay Order in Parliament

In relation to emergency designations of wreck sites situated in territorial waters adjacent to England and Northern Ireland, DCMS shall proceed as above, except that it shall also:

- Approve and send the Explanatory Memorandum to the Joint Committee on Statutory Instruments at the same time as laying the Order in Parliament

In relation to licence applications for activities on wreck sites situated in territorial waters adjacent to England and Northern Ireland, DCMS shall:

- Consider advice and information provided by EH for sites in territorial waters adjacent to England and by DOE for sites in territorial waters adjacent to Northern Ireland and decide whether any further consultation is required in order to reach a decision
- Take the decision whether to grant the licence



THE SCOTTISH MINISTERS ANNEX

Advisory Committee on Historic Wreck Sites

Historic Scotland shall:

- Attend meetings of the ACHWS and contribute to discussions as necessary;
- Provide EH with copies of papers to be circulated to members of the ACHWS in advance of meetings.
- Make recommendations to DCMS on the appointment of members to the ACHWS.

Archaeological Diving Services Contract

Historic Scotland shall:

- Agree on an annual basis, in consultation with the other Devolved Administrations and EH, a schedule of work to be carried out by the contractor in relation to wrecks in UK territorial waters;
- Agree with DCMS and EH, in consultation with the other Devolved Administrations, any proposed changes to the agreed schedule of work.

Historic Scotland shall be entitled to contact the contractor directly in order to discuss issues relating to designated wrecks and possible designated wrecks situated in UK territorial waters adjacent to Scotland.

Functions under The Protection of Wrecks Act 1973

In relation to designation of wreck sites situated in territorial waters adjacent to Scotland the Scottish Ministers shall:

- Consider advice received from the ACHWS and other consultees;
- Take the decision;
- Lay the Order in the Scottish Parliament.

In relation to licence applications for activities on designated wreck sites situated in territorial waters adjacent to Scotland the Scottish Ministers shall:

- Consider advice received from the ACHWS and other parties;
- Take the decision on whether to grant the licence and carry out all related consultation and correspondence.

WELSH ASSEMBLY GOVERNMENT ANNEX

Advisory Committee on Historic Wreck Sites

Cadw shall:

- Attend meetings of the ACHWS and contribute to discussions as necessary;
- Provide EH with copies of papers to be circulated to members of the ACHWS in advance of meetings.

Archaeological Diving Services Contract

Cadw shall:

- Agree on an annual basis, in consultation with other Devolved Administrations and EH, a schedule of work to be carried out the contractor in relation to wrecks in UK territorial waters adjacent to Wales;
- Agree with DCMS and EH, in consultation with other Devolved Administrations, any proposed changes to the agreed schedule of work.

Cadw shall be entitled to contact the contractor directly in order to discuss issues relating to designated wrecks or potential wreck sites situated in UK territorial waters adjacent to Wales.

Functions under The Protection of Wrecks Act 1973

In relation to designation of wreck sites situated in territorial waters adjacent to Wales Cadw shall:

- Consider advice received from the ACHWS and any other parties;
- Submit advice for a decision by Welsh Ministers;
- Lay the Order in the National Assembly for Wales.

In relation to licence applications for activity on designated wreck sites situated in territorial waters adjacent to Wales Cadw shall:

- Consider advice received from the ACHWS and any other parties;
- Take the decision whether to grant the licence and carry out all related consultation and correspondence.

NORTHERN IRELAND ANNEX

Advisory Committee on Historic Wreck Sites

The Department of the Environment (DOE) shall:

- Attend meetings of the ACHWS and contribute to discussions as necessary;
- Provide EH with copies of papers to be circulated to members of the ACHWS in advance of meetings.

Archaeological Diving Unit Contract

DOE shall:

- Agree on an annual basis, in consultation with other Devolved Administrations and EH, a schedule of work to be carried out by the contractor in relation to wrecks in UK territorial waters adjacent to Northern Ireland;
- Agree with DCMS and EH, in consultation with other Devolved Administrations, any proposed changes to the agreed schedule of works.

DOE shall be entitled to contact the contractor directly in order to discuss issues relating to designated wrecks or potential wreck sites situated in UK territorial waters adjacent to Northern Ireland.

Functions under The Protection of Wrecks Act 1973

In relation to designation of wreck sites situated in territorial waters adjacent to Northern Ireland, DOE shall:

- Consider the advice received from the ACHWS and any other parties;
- Issue advice to DCMS on whether to designate a wreck site.

In relation to licence applications for activity on designated wreck sites situated in territorial waters adjacent to Northern Ireland, DOE shall:

- Consider advice received from the ACHWS and any other parties;
- Issue advice to DCMS on whether to grant the licence.



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