



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

Advisory Committee on

# Historic Wreck Sites

**Annual Report 2008**  
(April 2008 - March 2009)

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

*Text was also contributed by  
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# Contents

## **ZONE ONE – Wreck Site Maps and Introduction**

UK Designated Shipwrecks Map .....	3
Scheduled and Listed Wreck Sites Map.....	4
Military Sites Map.....	5
Foreword: Tom Hassall, ACHWS Chair .....	6

## **ZONE TWO – Case Studies on Protected Wreck Sites**

Wreck of the <i>Amsterdam</i> 1749, by Peter Marsden .....	8
HMS <i>Colossus</i> , by Kevin Camidge.....	10
Franchises of Unclaimed Wreck: Resource or Threat? by Mike Williams and Neville Oldham, South West Maritime Archaeology Group .....	14
Management of Neglect, by Robert Peacock.....	16

## **ZONE THREE – The 2008-09 Season**

Work during the 2008 Dive Season .....	18
- Developments during 2008	
- Archaeological Contractor	
- Work undertaken during the 2008-09 season	

## **ZONE FOUR – 2009-10 Timetables**

ACHWS Timetable.....	24
- 2009-2010 Meetings	
- Licence Application and Report Deadlines for 2009	
Archaeological Contractor Assessment Programme for 2009 Dive Season .....	25

## **ZONE FIVE – UK Licensee and Wreck Site Digest**

Review of Sites and Licenses .....	26
- Licensee and Licence information	
- Designation and Re-designations	
- Site summaries and Current Sites	

## **ZONE SIX – Further Information**

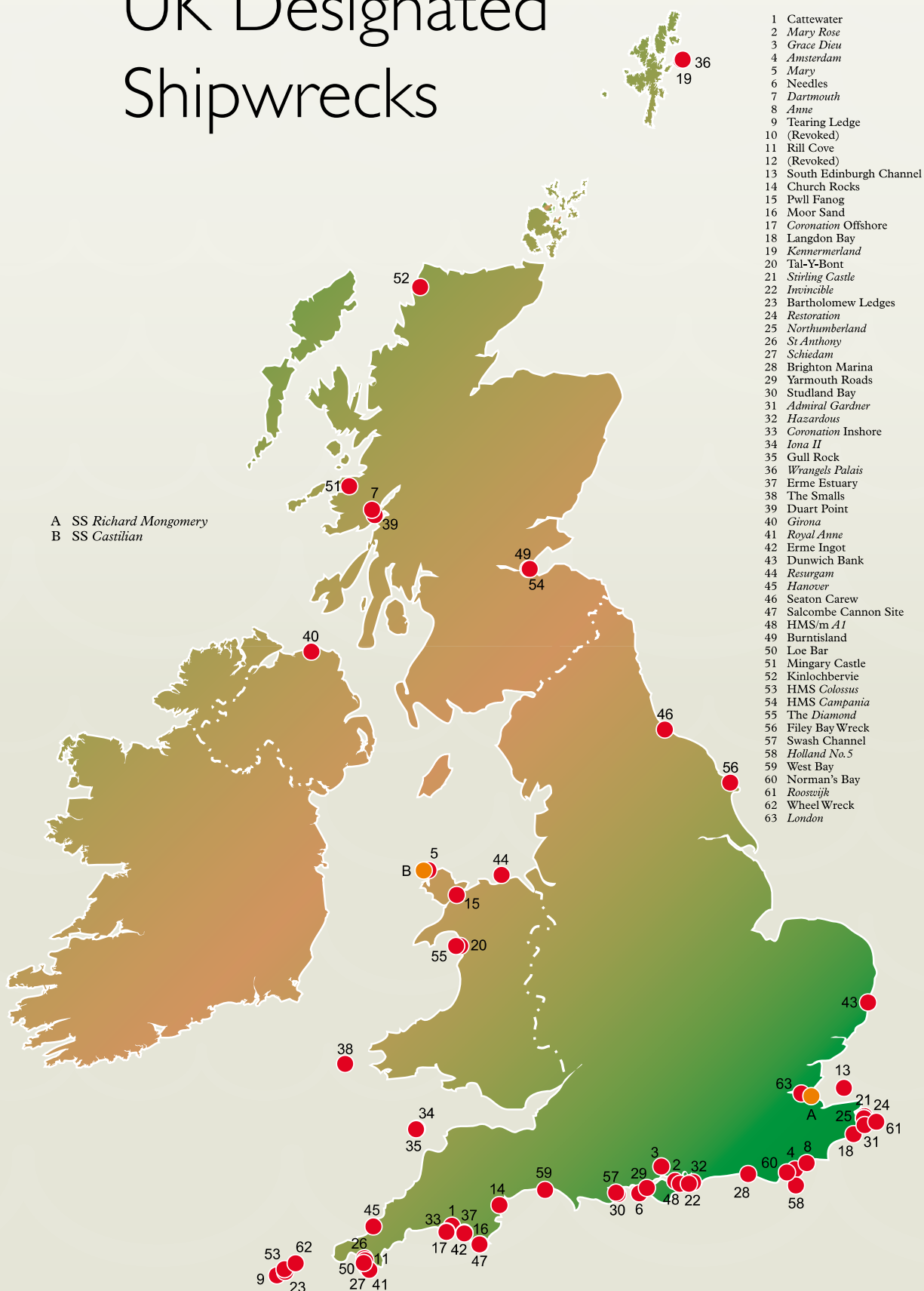
ACHWS Membership .....	37
ACHWS Members' Biographies .....	38

## **BACK COVER – Information Sources**

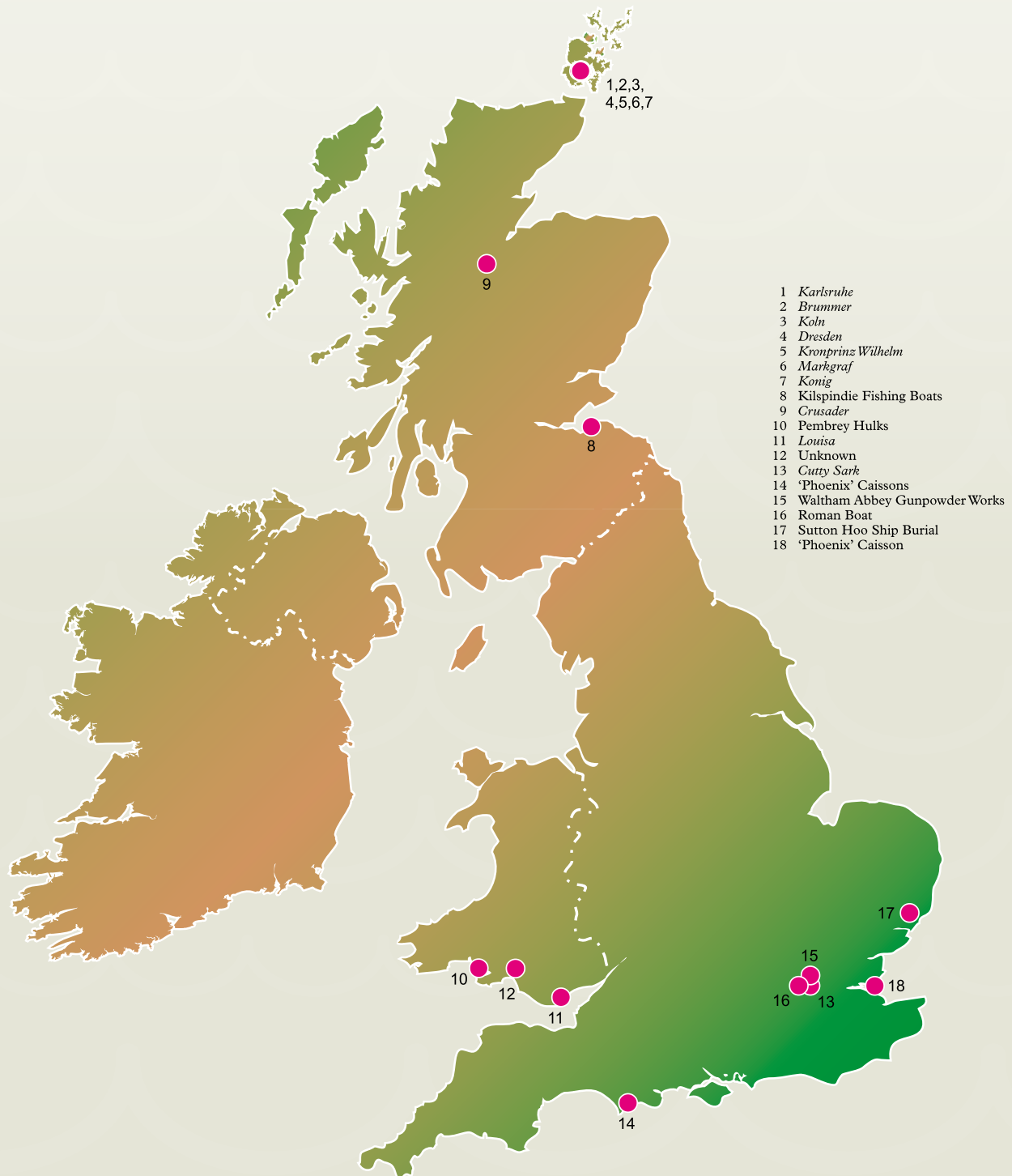
Contact details for related organisations .....	40
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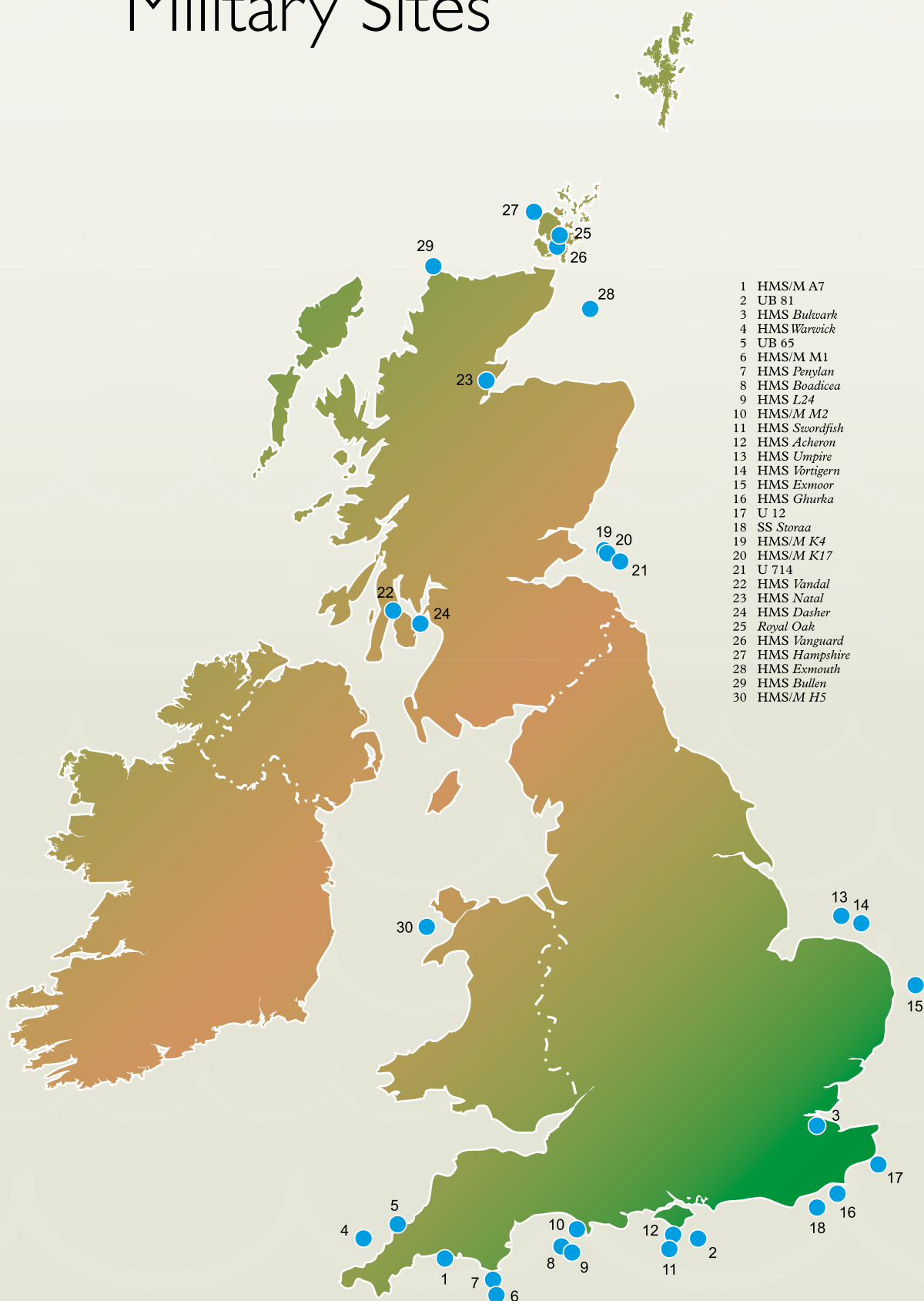
# UK Designated Shipwrecks



# Scheduled and Listed Wreck Sites



# Military Sites



# Foreword

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



The Advisory Committee on Historic Wreck Sites (ACHWS) is a non-statutory Departmental Public Body. The Committee's function is to provide advice to the Department for Culture, Media and Sport (DCMS) and the devolved administrations of the United Kingdom on the protection of shipwreck sites which are of historical, archaeological or artistic interest and which lie in territorial waters. Protection is implemented by means of designation of such sites under the Protection of Wrecks Act 1973 (PWA), and by the licencing of activities on sites which have been designated. The Committee met, as usual, on three occasions in July and December 2008 and March 2009.

Only one new site was designated during this year. This was the site in the Thames Estuary of what is believed to be the *London*. The *London* was a Second Rate built in 1654 and which blew-up on passage from Chatham in March 1665. The site was first discussed at the July meeting, but actual designation followed emergency procedures because of a perceived threat of uncontrolled salvage. Designation came into force on 23 October, 2008.



Recommendations were made on the issue of 64 licences (England 54; Scotland, 6; and Wales 4), plus one licence which covered several sites issued to the archaeological diving contractor (Wessex Archaeology) who supports the work of the Committee and the heritage agencies. The total number of licences issued was 12% down on the previous year, although actual visitor numbers were sustained at previous levels. The following licences were issued (last year's figures in parenthesis): visitor licences, 20 (-8), survey licences, 28 (-4), surface recovery licences, 7 (+1) and excavation licences, 9 (+3).

The Committee appreciates and values the role of licensees in the management of designated sites and is grateful for the time and effort contributed by licensees at their own expense. The Committee would also like to see younger divers applying for licences. The Committee would prefer to see a single licensee for a single site, but some sites still have more than one licensee, usually for historical reasons. Ideally every site would have one assigned licensee who could monitor the site and coordinate all diving activity on it.

The Annual Meeting with Licensees which is held to receive reports on sites, to share experiences and to discuss concerns took place in Plymouth on 6th February, 2009. The meeting was attended by 28 licensees, members of ACHWS, representatives and observers. Papers resulting from some of the presentations given at the event are available in this report. The Licensees meeting ended with a Question and Answer Session and an extended discussion period. There was a lively discussion on *in situ* preservation. Many of the licensees present argued for more resources to be put into the excavation of sites whose stabilisation was impractical to achieve. The funding of underwater archaeology was compared unfavourably with archaeology on land. English Heritage were able to outline their approach to protected wreck sites deemed to be at risk which is summarized later in this report.

A second major topic of discussion concerned the funding of excavation through the sale of recovered artefacts. This was a topical subject in view of Press reports at the time that Odyssey Marine Exploration, a commercial company, had entered into discussions with the Ministry of Defence's Disposal Services Authority over their discovery of a wreck, thought to be HMS *Victory*. This wreck lies in international waters and, whatever the actual identity, it is clearly a Sovereign Immune vessel. Licensees were concerned that if the Press reports were correct any commercial arrangement entered into would not accord with the Annex to the UNESCO Convention on the Protection of the Underwater Cultural Heritage (2001) which guides the UK wide approach to the management of designated wrecks within territorial waters. English Heritage were able to confirm that they had been commissioned by DCMS to enable an independent report to be produced on the identity of the wreck and the meeting agreed that there should be a consistent approach to the management of ship wreck sites across government.






ACHWS were disappointed that Parliamentary time was not forthcoming for the introduction of the proposed Heritage Protection Bill which was published in April 2008. The Bill proposed legislation to enable a wholesale revision of the existing law that protects the historic environment in England and Wales out to the 12 mile limit of the Territorial Sea. The Committee was disappointed that the Bill did not address the outstanding cultural heritage issues of salvage law. The Committee was reassured that the Government remains committed to the Bill and the Committee looks forward to considering the Government's statement on its vision and priorities for the historic environment to be published in 2009.

The possible future role of ACHWS in continuing to advise the relevant national Minister on designation and on archaeological investigation must await definition until after the legislation is passed. The White Paper which preceded the Bill envisaged that ACHWS will continue in existence, but that it will be tasked with a more strategic advisory role and that it will also be asked to provide advice, where necessary, to the UK Government on the protection and management of marine heritage assets beyond territorial waters, including British wrecks in international waters. In anticipation of this possible future role the Committee was asked this year by DCMS to comment on a case of a sovereign immune wreck outside territorial waters.

At the Committee's final meeting of the year we were pleased to receive a presentation from Martyn Heighton, Director and Secretary of the Advisory Committee on National Historic Ships. It is clear that the work of our two committees is very complementary. We have therefore agreed to work closely together in the future.

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. Three members retired: Robin Daniels, who had provided an important link with the Association of Local Government Archaeological Officers and is also a licensee; Rear Admiral Richard Hill, who brought to the committee his wide-ranging knowledge of the Royal Navy; and Amanda Sutherland, who advised on conservation issues. Two new members were appointed: Dr Ian Friel who is a museum consultant and has published widely on maritime history; and Jane Maddocks, who has long experience of wreck diving and is a member of the British Sub Aqua Club's National Diving Committee. Five members were reappointed: Elizabeth Blackburn QC, Professor Michael Collins, Dr Colin Martin, Duncan O'Donnell and Suzanne Pleydell.



I would also like to thank the officials of both DCMS and English Heritage (EH) who have serviced and supported the Committee's activities during 2008-09, particularly: Elizabeth Ager; Annabel Houghton, Mark Greenwood, John Tallantyre, and Laura Warren, the Historic Environment Division of DCMS; Sarah Baylis (ACHWS Committee Secretary), Ian Oxley (ACHWS Committee Co-ordinator and Head of Maritime Archaeology), Dr Edward Impey (Director of Research and Standards), Dr Adrian Olivier (Strategy Director), Mark Dunkley (Maritime Archaeologist), Alison Hamer (Maritime Archaeologist), Monika Lowerre (Maritime Archaeology Assistant), Ceri Pemberton (Legal Department) of EH. The Committee also benefits from the attendance and advice of staff from the other heritage agencies: Philip Robertson (Senior Inspector of Marine Archaeology) of Historic Scotland, Dr Sian Rees (Inspector of Ancient Monuments) of CADW and Rhonda Robinson of the Northern Ireland Environment and Heritage Service. Guidance was also provided by Alison Kentuck, the Receiver of Wreck, of the Maritime and Coastguard Agency; Peter MacDonald of the Naval Policy Secretariat Parliamentary & Heritage, Ministry of Defence; and Dr Carolyn Heaps and Professor Mike Cowling of the Crown Estate. Dr Antony Firth (Head of Coastal and Marine Projects) and Steve Webster (Project Manager of 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 an interactive map of designated sites, and on the ACHWS is available on the EH Maritime Team's website. This site also provides Guidance Notes for Divers and Archaeologists operating in English waters, as well as online licence application forms, the timetable for applications and contributions from licensees. These pages can be accessed at [www.english-heritage.org.uk/maritime](http://www.english-heritage.org.uk/maritime). Similar information is available for Scotland at [www.historic-scotland.gov.uk/index/wrecksites.htm](http://www.historic-scotland.gov.uk/index/wrecksites.htm).

## CASE STUDY

# Wreck of the *Amsterdam*

## 1749 *by Peter Marsden*

It was the crew of the Dutch East Indiaman *Amsterdam* that forced Captain Willem Klump to run the ship ashore between Hastings and Bexhill on the south coast of England on 26 January 1749. She had lost her rudder during a storm in the English Channel, and many of her crew had died and more were dying of disease. She was only two weeks in to her maiden voyage from the Netherlands, but would never reach her intended destination, Batavia, in Java. The survivors were rescued from the beach at low tide, together with over 2 tonnes of silver bullion that was to be used for trade in the Far East.

At high tide the ship was battered by the sea, and it soon became clear that she was sinking into the beach. In just a few months two-thirds of the vessel had been swallowed by the clay and sand, together with much of her contents, including large quantities of cloth and wine.

The wreck was brought to the attention of archaeologists when treasure hunters tried to salvage her in 1969, after



*Wreck of the Amsterdam being examined by visitors at low tide*

which she was archaeologically and historically investigated. As there was then no legal means of protecting her as an historic site, she was used in a campaign to highlight in Parliament the need for a law to protect historic wrecks. The result was the Protection of Wrecks Act 1973. The protection of the *Amsterdam*, still owned by the Dutch government, is now under the auspices of the British Department of Culture Media and Sport.

The *Amsterdam* has been the centre of much study over many years. It is now known that she is two-thirds complete and survives to her upper gun deck, and consequently is the best preserved East Indiaman known in the world. She represents the East India Companies of Europe that during the seventeenth and eighteenth centuries laid the foundations of modern global trade, mapped major parts of the world and were responsible for European settlement in some distant lands, particularly South Africa, Indonesia and India.



*Air photo of the Amsterdam wreck site, the rock outcrops to the left, and the prehistoric forest to the right (NMR)*





*Viewing platform overlooking the 'heritage beach'*

The National Heritage Act (2002) enabled English Heritage to assume responsibility for maritime archaeology in the English area of the UK territorial sea. They asked Peter Marsden to prepare an Assessment of information about the wreck that could form the basis of a management plan. Literally thousands of archaeological and historical documents, photographs and objects that collectively describe the story of the ship have been listed, and the issues surrounding the wreck have been highlighted. Many of these are complex, not least of all because various local, regional and national British public bodies are involved, together with several Dutch government departments and museums.

Following a proposal by Peter Marsden, East Sussex County Council, Hastings Borough Council and Rother District Council agreed to include the wreck and its surrounding inter-tidal beach in the proposed Pebsham Countryside Park. A visitors' viewing platform with information boards were completed in 2008, a site guide booklet was published, and a 'brown sign' was set up beside the coast road to guide visitors to the 'heritage beach'. Guided tours now occur at low spring tide, organised by the Shipwreck & Coastal Heritage Centre in Hastings. The tours first lead visitors to the remarkable rock outcrops close to the wreck for they preserve important fossil remains of a semi-tropical river delta of the early Cretaceous age of the dinosaurs about 138 million years ago. Dinosaur bones and footprints have been found there, and in 2008 an exceptional fossil fish was found. The tours then take visitors to a submerged prehistoric forest that is exposed around the wreck and dates from when the sea level was much lower:

Site research during 2008 was aimed at trying to find out how so much of the wreck was swallowed by the beach and why it occurred so quickly. It was clear that the cause was an unusual geological and maritime environment and that this needed mapping. English Heritage agreed to help by taking air photographs of the seabed around the



*The early Bronze Age forest adjacent to the wreck*

wreck site at very low tide. The ancient forest was then sampled for Carbon 14 dating, and samples of peat were taken for an analysis of the pollen from the plants that grew there long ago. The dates showed that the forest was growing around 2000 BC, early in the Bronze Age, and the pollen showed that although there were many trees and shrubs, the damp forest floor was thick with ferns. The datum level of the forest was recorded, below which the sea level then existed, and compared with the high tide datum today. These show that the sea level locally has risen at least 7.6 metres over the past 4000 years – about 19 centimetres a century.

So, why had the ship sunk so deeply and quickly when rocks lay nearby? The research shows that during the Ice Ages when the sea level was much lower than today, a river had eroded a valley in the rocks exactly where the wreck lies. As the sea level rose following the end of the last Ice Age about 12,000 years ago, so the valley was flooded and filled with silt. At one stage 4000 years ago the sea level stopped rising for a while, allowing a forest to grow. Since then, however, the sea level has continued rising, making it necessary for massive sea defences to be constructed by the Environment Agency. It was on to this silt-filled ancient river valley that by chance the *Amsterdam* grounded in 1749, and it was her great weight at low tide that caused her to sink into the seabed before she could be salvaged. Had she grounded on the rocks slightly to the west she would have broken up.



*The brown sign guiding visitors to the site*

## CASE STUDY

# HMS *Colossus*

by Kevin Camidge

### The Ship

HMS *Colossus* was a *Courageux* Class 74-gun, ship of the line, built at Gravesend by William Cleverley and launched in 1787. In December 1798 *Colossus* was on her way home to England carrying wounded from the Battle of the Nile, the body of Admiral Viscount Shuldham and cargo including part of Sir William Hamilton's second collection of Greek pottery. She was sheltering from a gale in St Mary's Roads when the anchor cable parted and she was driven aground to the south of Samson. All but one member of the crew were taken off safely before *Colossus* turned onto her beam ends and proceeded to break up.

### Rediscovery

Areas of exposed timber and iron guns were discovered by divers in 2001. This material was some distance to the east of the area worked by Roland Morris (1979) and turned out to be part of the stern of *Colossus*. One of the most striking features of this part of the wreck is the row of 18lb Armstrong pattern guns standing upright with their muzzles buried in the sand, still within the gun ports of the hull. The discovery of these guns and a large carved human figure - part of one of the quarter pieces from the stern of the vessel - led to the redesignation of the site in 2001.

What also makes this site so different from the many others in Scilly is the extent and remarkable preservation of the timber. When first uncovered, the timber looks perfect with fine surface detail visible. This was particularly apparent on the stern carving where much intricate detail was preserved intact. It was clear from the start that this timber had not been exposed on the seabed for the last 200 years. Indeed by May 2002 it was apparent that timber which appeared perfect when first seen in 2001 was now decayed and gribbled. Furthermore, it was also clear that more of the wreck was emerging from the sand as time went on. The inevitable conclusion was that the wreck had been preserved because it was buried in the sand. Natural forces unknown are now causing the sand to disappear from over the wreck. It is neither clear why this is occurring nor whether it is a cyclic phenomenon or a more long-term trend. Observation of the site since June 2001 has shown a steady diminution of the sand levels over the wreck.

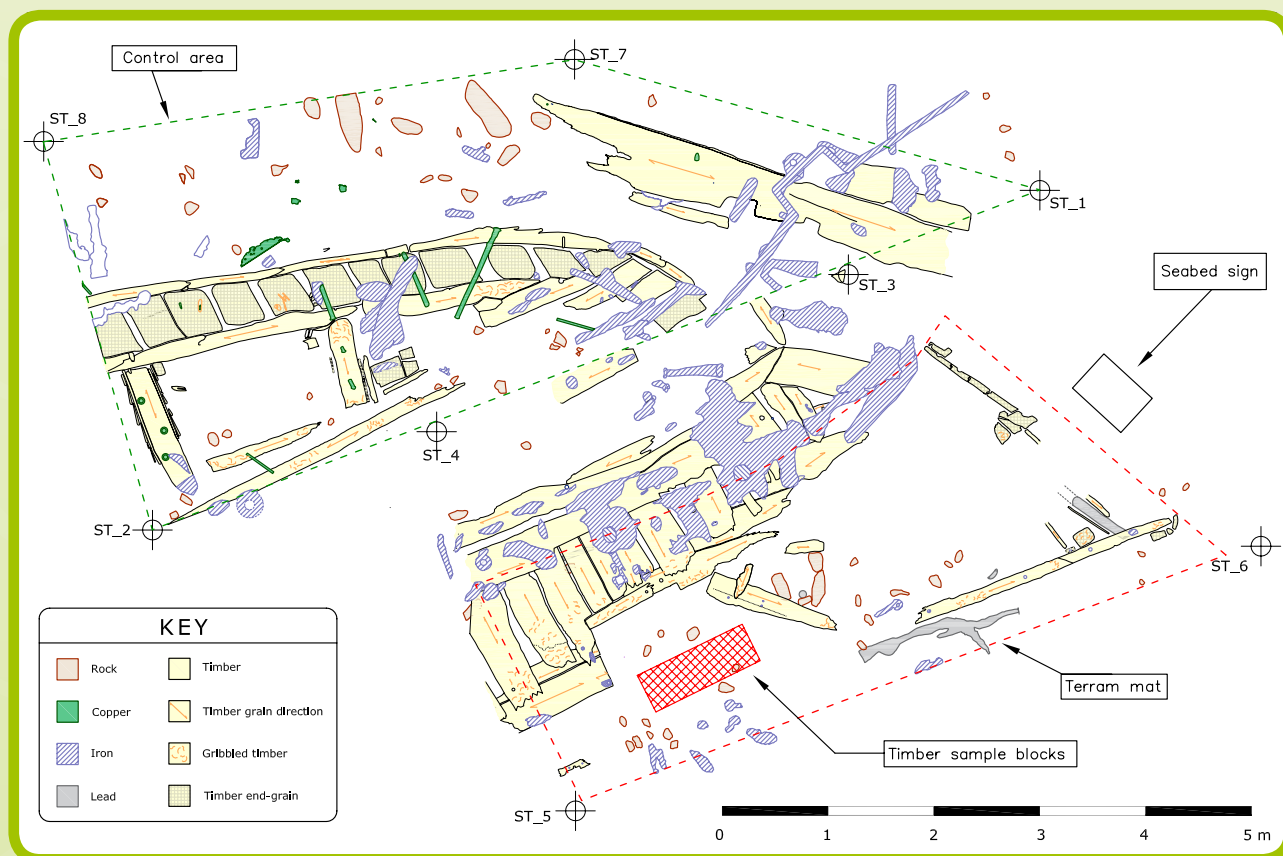
### The Recovery of the Stern Carving

The stern carving or quarter piece was one of the first things to be discovered on the site in 2001. It consists of a carved wooded statue depicting a male figure in neo-classical dress holding aloft in his left hand what appears to be a laurel wreath. The figure would originally have been on the stern of the ship on the port side of a round-headed window opening. The carving is over 3.30m tall and is carved from several pieces of elm. Part of the carving, consisting of the right hand side of the face and the right arm, is missing. This was obviously originally a separate piece of wood – the smooth face of the original joint is clearly visible.

Recovery of the carving was begun in 2001. This operation was the subject of a Time Team television programme. The carving was recovered in spring 2002. The stern carving is currently undergoing conservation at the Mary Rose Trust in Portsmouth. Once conservation is completed, the carving will be returned to Scilly and displayed with the Valhalla figurehead collection in the Abbey Gardens, Tresco.



Diver measuring sediment levels



2008 stern survey showing area protected by Terram and control area

## The Excavation

In 2002, a small excavation on the wreck of *Colossus* was undertaken. The main aim of this excavation was to determine exactly how much of the ship survived and to confirm the disposition of the surviving hull timbers. This small excavation yielded more information about the surviving structure of the wreck than all the other survey work put together and amply demonstrates the value of limited excavation in understanding a wreck site.

The excavation consisted of a small trench approximately one metre wide extending across the wreck between the orlop deck and the upper gun deck. The excavation was effected by hand-fanning and the use of a water-driven reaction dredge. Once the sand had been removed, the inside of the ship's hull was exposed. The trench included sections of the orlop and main gun deck planking. Finds included 32lb iron cannon balls, leather shoes, glass bottles, lead musket shot, rope and fragments of clothing. Finds were recorded and then reburied in a carefully recorded location on site in labelled bags containing quantities of the original sediments. These finds may form a valuable research tool in determining the efficacy of reburial at some future date.

## The Stabilisation Trials

In 2003, a two year stabilisation trial on the site was

commissioned by English Heritage. The broad aim of the trial was to determine suitable methods for stabilising the timbers of the wreck exposed on the seabed. Three different methods of stabilisation were employed in the trials. The stabilisation materials used were a Terram mat, a synthetic mesh mat and an artificial frond mat system. Each trial mat covered an area 5 x 2.5m and was left in place on the seabed for a period of two years.

To determine the relative performance of the three mats, timber sample blocks were installed under each mat. These were retrieved at intervals of 3 to 24 months and analysed to determine the amount of deterioration caused by wood boring organisms, bacteria and fungi. Timber sample blocks were also installed directly on the seabed to act as a control. The results from the analysis of these timber blocks demonstrated that the blocks from the Terram mat showed no signs of decay even after two years. The blocks from all the other trial areas showed some degree of deterioration.

The conditions under each of the test mats were monitored using a sub-sea data logger; deployed consecutively under each mat for a three month period. The data logger recorded dissolved oxygen, redox potential, pH, temperature and depth at one hour intervals. Results from the Terram and Frond mats showed highly anoxic conditions (less than 0.02 mg/l of dissolved



oxygen) within days. The results of the stabilisation trial demonstrated that, of the three stabilisation methods, the Terram 4000 mat was clearly the most efficient and cost effective of the systems tried on this site

## Sediment levels

From 2002 to 2007 the sediment levels on the site have been recorded. To achieve this, fourteen sediment monitoring points were established on the site. Measurements are taken from the tops of these points to the seabed. It became clear that there was a degree of sediment mobility on the site, the net result of which was a small diminution of seabed levels around the wreck over the last six years.

## Stabilisation & Recording

In 2008 part of the wreck of *Colossus* was protected with a geotextile covering of Terram 4000 as determined by the stabilisation trials. A relatively small area (3.8 x 5.5m) at the stern of the vessel was covered by this mat which was held in place with sand bags. A small seabed sign explaining the function of the Terram mat was placed on the seabed next to the Terram.

So that the long term effects of the stabilisation can be determined, the area to be covered was recorded in detail prior to installation of the Terram mat. An adjacent, unprotected area was also recorded to act as a control zone. This recording consisted of planning frame drawings as well as detailed photo mosaics. It has always been clear

that exposed timbers on the site were degrading but this is the first time that this degradation has been quantified. It has also graphically illustrated the fact that a site survey is only a snap-shot of what the site was like at the time the survey was made.

## The future

All wrecks deteriorate with the passage of time. However, the work to date has demonstrated that in the case of *Colossus*, due to the falling sediment levels, this deterioration is marked and rapid. It is therefore important that we get the most from the site while it is still extant. The sediment monitoring will continue for as long as possible. It will be interesting to see whether the sediment levels continue to fall, or if at some point they begin to rise again. The general condition of the site will also be monitored. To help in this it is hoped that a detailed survey and record of the small finds exposed on the seabed can be made next year. This will allow us to determine the extent of deterioration and to quantify losses due to natural forces and visitor intervention.

A diver information trail will be established on the site in 2009. The dive on *Colossus* is already very popular with visitors – however, there is currently no interpretative material to aid appreciation of the remains exposed on the seabed. The dive trail project will install a number of observation stations around the wreck and an underwater information booklet guiding divers around the wreck via observation stations, explaining the exposed remains and detailing brief background information on the wreck.

## Sponsors

The sources of funding for this project have been diverse. The initial survey, recovery of the stern carving and trial excavation (2001-2002) were funded by the licensee at the time, Mr Mace of Bryher in the Isles of Scilly. The stabilisation trial and subsequent stabilisation and recording (2003-5 and 2008) were funded by English Heritage. The survey of the debris field was made possible by a grant from the Heritage Lottery Fund. Survey and GIS software was donated by 3H Consulting Limited. Otter Watersports helped with the provision of subsidised dive suits. Last but not least I would like to thank the members of the Cornwall and Isles of Scilly Maritime Archaeology Society (CISMAS) who gave so freely of their time, and without whom much of this work would not have been possible.



Terram mat and seabed sign



*A diver following the Colossus Dive Trail*



## CASE STUDY

# Franchises of Unclaimed Wreck: Resource or Threat?

by Mike Williams and Neville Oldham, South West Maritime Archaeology Group

The Erme Estuary on the South Devon coast has, from the sea, all the deceptive appearance of a safe inlet, sheltered from prevailing westerly gales. Unfortunately, with an often submerged reef across its entrance, it is a 'ship trap' par excellence. Therefore it is no surprise that two sites, 'Erme Estuary' and 'Erme Ingot,' have been designated in this area. Members of the South West Maritime Archaeological Group (SWMAG) have investigated these sites and are currently licensees.

The 'Erme Estuary' site is that of one or more vessels, with artefacts ranging in date from the 15th century to the 18th century. The 'Erme Ingot' site has yielded 44 tin ingots. The site's summary states:

*"A recent English Heritage funded assessment of the site archive by Bournemouth University concluded that the no clear date could be established from the ingots themselves. Their metallic content and form suggests manufacture by a non-industrial process, which could date them from any period between the Bronze Age and the early 18th century. The lack of any associated shipwreck material that would be expected from Iron Age onwards may suggest a date as early as the Bronze Age."*<sup>1</sup>

While these sites are of themselves culturally valuable, their discovery led to the unearthing of a fascinating aspect of coastal and legal history, that of Franchises of Rights to Unclaimed Wreck. At Common Law 'wreck' is "... the remains of a Ship, her Cargo or apparel cast ashore within ebb and flow of the tide after Shipwreck..."<sup>2</sup>. Any shipwreck cast upon the foreshore thus constituted wreck at Common Law. When the Crown disposed of a coastal manor, if that disposed included ownership of the foreshore, there is a presumption that the right to any wreck not claimed by its owner is included in the Manor's rights. Additionally, this right to unclaimed wreck was sometimes sold off by itself to existing Manors, coastal

landowners or individuals by the Crown.<sup>3</sup> Consequently, it is estimated that on 55% of the foreshore of England and Wales the right to unclaimed wreck is in private hands.

All recoveries from the two Erme sites were reported to the Receiver of Wreck and, unsurprisingly, no owner from the Bronze Age or later came forward to claim the material. SWMAG wished the material to be donated to local museums. It therefore came as a shock when the local Lord of the Manor of Ermington claimed the artefacts under his alleged manorial right of wreck. Since a right of wreck applies only to wreck cast above high water how could such a claim be made to a site below Low Water? It appears that for a number of centuries Lords of the Manor, especially but not exclusively in the South West, were making an 'extended' claim to wreck below the Low Water Mark. This claim would extend for varying distances. Consider these examples of claims by Manors to unclaimed wreck extending below the Low Water Mark, uncovered by the SWMAG:

*"... so far as a Hambrough Barrel (as it is sometimes called) a Humber Cask may be discerned from shore in a clear day." [asserted to be 3 miles]*  
Manors of Conoton & Reskymer - Menage & Hundred of Penwith (1204-1770)

*"... as farr out into the sea as any person beinge in a boote or any other vessel ... can discerne the meane land of Wynnyaton."* Manor of Winnianton (1580)

*"... those of the West Country prescribe to have wreck in the sea so far as they may see a Humber barrel ..."* Sir Henry Constable's Case (1601)

*"The Homage present that, according to custom of the manor, ... The Lord is to have wreck of the sea so far in the sea as a man can cast a dart at low water".* Sheviok Manor Court Roll 1632

<sup>1</sup> English Heritage website [www.english-heritage.org.uk](http://www.english-heritage.org.uk).

<sup>2</sup> Sir Henry Constable's Case (1601)

<sup>3</sup> Today, with few wrecks occurring, it is easy to lose sight of the fact that in previous

centuries such a right could generate large annual incomes and were very valuable economic rights.

*"The privileges of the Manor were ... wrecks at sea as farr as one may see a Tarr Barrell on Fire from ye land ..."* Manor of Cargoll-Surveys of the Manor (1699, 1702 & 1709)

*"... that the Royalty of the owner ... extendeth as far south as a lumber - cask may be seen ..."* Manor of Landon (1716-1848)

*"... as far off at sea as a man on the top of the hills on horseback can see a Umber Barrole ..."* South Devon - Bantham to Salcombe (including the Erme Estuary) (1722-1777)

*"Some of the weft countrey prescribe to have it as far as they can fee a Humber barrell".* De Jure Maris (1787) Lord Chief Justice Hale

Clearly, these extended claims to wreck were not historically unknown, but were they lawful? The prospect of these historically important artefacts ending up in private hands, as opposed to in a museum, was unacceptable to SWMAG. Fortunately, the Group were experienced in historical research and coincidentally a member was a lawyer with knowledge of manorial law, an area of law now rarely encountered. Together with a colleague,<sup>4</sup> similarly experienced in this area, he was able to contest the legality of this claim.

In legal theory in 1189<sup>5</sup> all rights to shipwrecked material recovered below Low Water and unclaimed by an owner were vested by the Crown in the Lord High Admiral as *'Droits (rights) of Admiralty'*.<sup>6</sup> Two cases in 1836 and 1837 arguably have established that any attempt by the Crown to give this right away again after 1189 would be void.<sup>7</sup> Consequently, any such grant of a right to shipwrecked material situated below the Low Water Manor had to have occurred prior to 1189 in order to be valid at law. These cases were supported by the record of an opinion given by the Attorney General's Office in 1925 to the effect that "... the Crown has no power to alienate the droits pertaining to the Office of Lord High Admiral without ... an Act of Parliament". Further collaboration of this legal interpretation is provided by Board of Trade correspondence in the 19th century on the Ermington's Manor's claim.

When the office of Receiver of Wreck was created by the Merchant Shipping Act 1854 the Board of Trade realised that it had no systematic record of Manors or persons entitled to unclaimed wreck around the coast. Clearly, the Receiver needed to know this. A Solicitor from the

Customs & Excise Division, Mr. O'Dowd, was instructed to travel around each coastal county of England, Wales and Ireland to hold an inquiry in each as to who was so entitled and on what evidence. To-day many of Mr. O'Dowd's reports survive in the National Archive. In addition there are files on each Manor or individual who successfully established such a claim before Mr. O'Dowd. In the file on the Manor of Ermington there is a statement that *"Mr. O'Dowd is still in Ireland ... he has written stating that 'he has not in a single instance accepted a claimant entitled to floating wreck'".* This is highly suggestive that no claims to wreck were permitted to extend below the Low Water Mark.

The Manor of Ermington was unable to prove on the balance of probabilities that the grant to the Manor predated 1189, so after years of legal correspondence between the two sides it was mutually agreed that the artefacts would be donated to museums, the ingots going to the Victoria & Albert Museum in Exeter, without prejudice to either side's legal arguments. The legal arguments therefore remain undetermined but the future safety of the artefacts was secured.

Clearly, if such claims are extensively revived and pursued then there is a threat posed to cultural heritage. Why, simultaneously, could such claims be a resource? The answer is that each time a person so entitled died his or her successor had to reprove the validity of the claim. For the researcher into local manorial history or local shipwrecks these Board of Trade files can yield otherwise unknown information. The individual files are, apparently, randomly scattered across various classes of the Board of Trade records and those of its successors but the advent of a searchable data base of National Archive records has enormously simplified the task of locating them. To take one instance, in the case of the Manor of Langdon in Devon, the Board of Trade file enabled local historians to fill in a missing gap in the history of the ownership of the Manor. These files are definitely worth visiting for anyone seeking local information, including that of shipwreck.

So a resource has been created out of such entitlements to unclaimed wreck on the foreshore but the next time you see a man on horseback on top of a hill looking out to sea or one casting darts into the sea at low water be careful. He may be after your wreck site; and whatever you do, do not set fire to any *'Tarr Barrell'* within sight of *'ye land'* will you? Otherwise you may need the services of a lawyer.

<sup>4</sup> Mr. Paul Fletcher-Tomenius, who has generously provided years of legal advice to SWMAG without charge in support of their work.

<sup>5</sup> In law 1189 constitutes 'Time Immemorial', a fictitious time from which certain rights are created or limited.

<sup>6</sup> Hence the form for reporting recoveries of wreck to the Receiver is still termed a 'Droit' to this day.

<sup>7</sup> THE KING v. FORTY-NINE CASKS OF BRANDY 3 HAGG 257 and THE KING v.

TWO CASKS OF TALLOW 3 HAGG 294. The 49 casks case is misnamed. There were only 48, since one cask unfortunately fell off the Customs wagon taking the casks to a secure store. Totally unfortunate accidents happen, even to Customs Officers!

<sup>8</sup> The reference to 'floating wreck' appears strange but in the 19th century diving was the preserve of the hard hat professional diver, so the only shipwreck accessible to coastal inhabitants generally would have been what was left floating after sinkings. Legally, such material is flotsam, not wreck at Common Law.

## CASE STUDY

# Management of Neglect

by Robert Peacock

The purpose of this paper is to stimulate discussion among maritime archaeologists. Over the last 25 years we have moved from an era of discovery through the sensible investigation of sites to a position where we largely do nothing but employ electronic gadgets and very little else. We learn little from this and we certainly do not engage the public. We seem to be hiding under the UNESCO Convention on the Protection of the Underwater Cultural Heritage's promotion of *in-situ* preservation as the best and only option.

At some sites, *in-situ* preservation is obviously not working and degrading influences are great, for example, the Swash Channel site. At other sites *in-situ* preservation is working, for example at the *Admiral Gardner* which is buried under 15 metres of sand, so we need to distinguish between sites at risk and sites that are not. However, by using the *Stirling Castle* as a case study it can be shown that by adopting *in-situ* preservation the site has been left to be physically destroyed by the elements over the last 10 years with no protection. If this is how we are to manage our protected sites (which I can accept) then we must consider changing the wording from "preservation" (which it is clearly not) to "staged and managed neglect". By expressing the opinion that we are not coping with maritime sites, a solution will have to be found.

I understand that we do not have adequate funding for all our maritime archaeology. By clearly stating the reality that we cannot protect all our sites due to a lack of funding it might make the terrestrial side of English Heritage start to listen and help increase funding. The question "Why is maritime archaeology treated so different to land based archaeology?" has to be asked. If we compare land archaeology to marine, there are far more opportunities for people to become involved in new projects. This is illustrated by the fact the magazine *Current Archaeology* has



A square wooden box containing coloured rectangular glass wrapped in paper packing from the bow main deck area on the *Stirling Castle*. Now protected in sediment





Returning from a tape measurement survey of the Stirling Castle



When the stern section collapsed on the Stirling Castle the concretion cracked around a wooden box containing flintlock muskets. Later in the season one of the cannons rolled onto the box and dispersed the contents!

had to go to print monthly to keep up with the increased reporting of new sites and work that is being carried out. With very few new maritime projects being undertaken it is no wonder that the NAS membership is reducing and not all protected sites have licensees. This is the complete opposite when it comes to the situation on land.

It is interesting to compare the bureaucratic attitude to finders of marine sites as opposed to their terrestrial counterparts. At the Bronze Age conference in Dover 22 November 2006 the metal detector finder of the Ringlemere gold cup was praised as a hero and honored at the Dover Museum. At the same conference in Dover, Peter Clark from Canterbury Archaeological Trust stated that since the acceptance of metal detectors there has been an increase in reported finds. Each week we see Time Team excavating land sites which the general public appear to relish. However, this contrasts greatly with the discovery of the *Rooswijk*. The finder and excavators have been treated as pariahs, and their significant finds have been treated without respect and instead with distrust. Why when metal detectors are being praised are their sea based colleagues being damned (Brit Arch 2004)?

This article is intended to open debate to help identify the best solution to allow us to manage degrading sites. Maybe we should de-designate some sites to increase funding for others or alternatively perhaps we should consider not designating the sites in the first place? If we cannot protect what we have at present, why increase the burden? From current experience this does seem to be the case.

One suggestion from the floor of the Licensee meeting in Plymouth (February 2009) was to recover all artefacts from underwater sites and record them. Then, as display is at a premium, re-bury, or burn them! It was stated that, "at least we have recorded the information". Most divers expect their recovered finds to be displayed in museums. The reality of the museum world is that they have disposal policies which can see our carefully recovered artefacts accessioned and recorded, then published and after a certain period of display and storage, disposed of; other wise called "binned". If you do not believe this then perhaps consider the fate of the once-considered important steam paddle tug *Reliant*, at the National Maritime Museum or the original fates of the *Warrior* and *Cutty Sark*! The seriousness of the statement for marine archaeology is that we do not actually have a disposal policy for our underwater museums.

With increased legislation, ironically leading to the increased neglect of our maritime heritage, my fear is that in 20 years time we will not have the opportunity to have this sort of debate. By then the continued discovery of maritime sites will not be reported to the academic world, we will all be the loser.

# The 2008 Dive Season

## Developments during 2008

### ENGLAND

#### Licences

English Heritage is keen to promote access to and enjoyment of the Designated Wreck Sites and ultimately to forward our knowledge of them. Whilst keen to encourage access, English Heritage takes unauthorised access seriously and where there have been reports of this each report is investigated and if appropriate warning notices are issued.

The increase in the number of licences issued is reflected in the number of surface recovery and excavation licences. Such licences are not given lightly and the benchmark for such work is high. In 2008 six excavation licences were recommended in England by ACHWS. Last year, in addition to excavation licenses for the Swash Channel Wreck, *Hazardous* and the *Mary Rose*, the University of Southampton undertook some excavation on the *Grace Dieu*, timber samples were recovered from the Norman's Bay wreck and the University of Plymouth held a licence to recover sediment cores from the Cattewater.

English Heritage received licensee reports from all licensees for the 2008 season. The information provided within the reports is important in increasing understanding of the protected sites. It is used in a number of ways to disseminate the information to the widest possible audience. It is used to feed into wider English Heritage initiatives for education and outreach and is used to help engage new audiences. It is important to increase the value of the provided information by making it available in new, innovative ways. English Heritage is still looking at making reports available via the website and to archive the reports with the National Monuments Record so they remain readily available into the future.

#### Heritage at Risk

A significant development in 2008 was the development of the Heritage at Risk methodology. All wreck sites, whether or not they are protected by the 1973 Act, are vulnerable to both environmental and human impacts. Because they are often in remote locations, their management can also be challenging – and changes to their condition are characteristically difficult to anticipate and monitor. In 2007 English Heritage audited all 45 Designated Wreck Sites in order to better understand their current condition and vulnerability, the way they are being managed at present, and what needs to be done to ensure that their significance is maintained for both present and future generations. In 2008 survey showed that 19 (42%) of England's 45 Designated Wreck Sites (prior to the designation of the London) are at high or medium risk from damage, decay or loss, unless action is taken.



English Heritage is committed to securing a year-on year reduction in the number of historic sites at risk. We have therefore developed the Designated Wreck Sites at Risk Programme as part of our wider Heritage at Risk initiative, and are setting targets for reducing the types and degree of risk to England's protected wreck sites. At the strategic level, the major sources of risk to the condition of sites have been identified. At the individual site level, practical management needs have been identified and implemented through conservation management plans for high priority sites. In spite of the inherent difficulties in caring for this type of site, careful management must be maintained if we are to pass them on to future generations in as good condition as reasonably possible. This requires close co-operation between the owners (where known) of Designated Wreck Sites, authorised divers and all organisations charged with care for the marine environment.

### **English Heritage Funding for Protected Wreck Projects**

English Heritage has funded a number of projects in 2008 that relate to the Designated Wreck Sites. The *Stirling Castle* archive assessment is being undertaken by the Hampshire and Wight Trust for Maritime Archaeology. The project aims to draw together the considerable archive from the *Stirling Castle* into an easily searchable database format that can then be assessed for possible future work and publication and to determine the sites full potential. A new dive trail on the *Colossus* has been commissioned and is now being worked on by Kevin Camidge. The trail will aim to make the site more accessible and informative to visiting divers. The *Colossus* is a popular dive site with visitors, however there is currently no interpretative material to aid appreciation of the exposed material on the seabed. Visiting divers have often reported missing the most interesting sections of the site. This project aims to readdress this through installing a number of observation points on the site and producing an underwater guidance booklet that guides diver between the points and explains the visible remains.

Bournemouth University have been working on the Swash Channel site to undertake stabilisation of the site. The project has included the production of a photo mosaic across the site and is helping to train future maritime archaeologists from the undergraduate course at Bournemouth. The Hampshire and Wight Trust have been working with the *Hazardous* Project group over the past ten years to assist in the recording of the *Hazardous*. In 2008 a rescue excavation and associated post-excavation and conservation tasks were planned to record as much as the site as possible before it is lost due to its exposed position. The visibility proved to be very poor due to the amount of seabed sediment that had been disturbed by the rough weather, but the team still managed to deploy the excavation grid and install datum points around the area. However the calmer weather was not to last and the hard decision was made to postpone the excavation to early in the 2009 season.

### **Thank you!**

And finally I would like to finish by saying thank you to all the licensees and their teams for continuing to research and monitor these sites. The teams have

continually shown they are committed to the investigation and conservation of these historic sites. Your contribution to the care of our historic environment is vital for the increased understanding of these important sites. I look forward to working with you all this year and hope to be able to come and visit some of you to find out more about your work.

**Alison Hamer, English Heritage**

## **NORTHERN IRELAND**

A single licence was issued during 2008 to recover surface material from *La Girona*, the only Designated Wreck Site in Northern Ireland. Wind and heavy rainfall limited the number of dives which could be carried out during the season, but the site was found to remain in similar condition to previous years, with no new artefacts recovered.

**Rhonda Robinson, Northern Ireland Environment Agency**

## **SCOTLAND**

Visitor licences were in operation on five of Scotland's eight Designated Wreck Sites in Scotland in 2008. However, with the exception of the visitor scheme in operation at Duart Point, few visits have been made, largely due to adverse weather conditions. Monitoring visits to the Duart Point wreck indicate that no further exposures of finds appear to have occurred.

**Philip Robertson, Historic Scotland**

## **WALES**

### **Tal-Y-Bont (Bronze Bell)**

The licensee held a licence to monitor the condition of the wreck site, to safeguard any artefacts that were highly vulnerable and to undertake educational visits but no diving was possible due to adverse weather conditions.

### **Resurgam**

The licensee held a licence to monitor the condition of the wreck, to safeguard any artefacts that were highly vulnerable and to undertake educational visits. While diving was severely restricted due to adverse weather conditions the licensee was able to arrange for protective replacement anodes to be attached to the wreck with funding provided by Cadw. No educational visits were undertaken and no artefacts were removed from the site.

### **The Diamond**

There were two separate licensees; one holding a licence to survey the wreck and the other to monitor, safeguard artefacts and undertake educational visits. No diving was possible due to adverse weather conditions.

**Matthew Coward, Cadw, National Assembly for Wales**

## The Contract for Archeological Services in Support of The Protection of Wrecks Act 1973

When considering an application for the designation, 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 Archaeological Contractor is the heritage agencies 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, advice about publicity, conclusions and recommendations. The contract is administered by English Heritage and the objectives of the Archaeological Contractors are to:

- Provide advice relating to the designation of sites under the Protection of Wrecks Act;
- Undertake fieldwork to facilitate the management and understanding of sites under the Protection of Wrecks Act or being considered for designation;
- Provide advice about the management of Protected Wreck Sites;
- Liaise between the Heritage Agencies and Licensees;
- Provide advice, assistance or training to Licensees to achieve a high standard of survey, monitoring and post-excavation work, and to;
- Maintain records of interventions and analysis, and dissemination of information about the portfolio of Protected Wrecks to increase the public understanding and appreciation of maritime archaeology.

Wessex Archaeology was awarded the Archaeological Contract from April 2003. The contract was renewed in April 2008. The Wessex Archaeology team assessed the following sites during 2008 through a mix of geophysics, diver survey and desk based assessment.:

### IN ENGLAND

Gull Rock, *Holland No.5*, *Iona II*, *Northumberland*, *Stirling Castle*, *Schiedam* and Normans Bay.

### IN WALES

The Smalls, Tal-y-Bont, The *Diamond*, Pwll Fanog, *Resurgam*, *Royal Yacht Mary* and desk based assessments on the Welsh coal and slate industries.

### IN SCOTLAND

*Iona I* and Duart Point

### IN NORTHERN IRELAND

No assessment work.

Archaeological reports produced as a result of each of these visits have been sent to the appropriate licensee and others who contributed information. Copies have also been deposited in the appropriate national archive and are available upon request from the appropriate heritage agency.

## Work Undertaken During the 2008-09 Season

### IN ENGLAND

Overall, the weather during the summer meant that it was a disappointing season. However, the variety of task types, ranging from boat-based survey to fully desk-based work, meant that the season was not totally blown out.

**Schiedam:** The work on the *Schiedam* resulted in the recording of a timber that may have been moved from the wreck by storm-driven sand movement. It emphasises the need for monitoring of the foreshore in areas adjacent to inshore sites.

**Iona II and Gull Rock:** A magnetometer survey was conducted on both sites as part of an attempt to identify further elements of the wrecks. On the Gull Rock site it was hoped that a survey of the shelf on which the cannon lie would indicate the presence of further ordnance, and on the *Iona II* the intention was to locate what an earlier survey had described as 'part of the vessels superstructure'. In both cases the underlying geology adversely affected the results. However, the dives that were possible on the *Iona II*, and documentary research conducted during the post-fieldwork phase have indicated some useful avenues of investigation for the future.

**Stirling Castle and Northumberland:** The *Stirling Castle* continues to be a very difficult site to work. Raised sand level over part of the wreck meant that it was not possible to collect the planned dendrochronological samples. However, in spite of localised accretion the general trend is still towards the erosion and decay of the wreck, added to which the weather was such that it was not possible to proceed with the planning of the site. The difficulties experienced during fieldwork on this wreck, coupled with the continuing disintegration of the vessel, means that further work on the site may have to take the form of rescue archaeology.

Work on the *Northumberland* during 2008, the first serious attempt to plan the site, was also hampered by the weather. This, coupled with a blanket of juvenile mussels that rendered object identification very difficult, meant that only one area of exposed timber could be planned. However, on the plus side, the presence of some very high quality sidescan data for the site (collected as part of the SE Wrecks Project) meant that this area of timber could be tied in to the overall spread of material with a high degree of accuracy (many of the individual timbers were visible on the sidescan image). The sidescan data also served to map the spread of large artefacts, providing the first clear plan of the general spread of the wreckage. This will serve to inform further attempts at a pre-disturbance plan of the wreck.

**Thomas Lawrence and Holland No. 5:** The weather was such that no diving was possible on the *Thomas Lawrence*. Several diver searches were undertaken as part of an attempt to locate the clump weight for the historic wreck marker buoy for the *Holland No. 5* that was lost last autumn, however nothing was seen. The SE Wrecks sidescan data showed the seabed around the submarine to be littered with anomalies. Most are assumed to be rocks, however in a number of areas an anthropogenic origin is possible, and this might serve to focus further searches around the site.

When diving was not possible on the *Holland No. 5* a number of inspection dives were conducted on the Normans Bay site. Also the SE Wrecks project produced sidescan data for the *Rooswijk* that clearly illustrates the spread of material on that site, and for Normans Bay where a number of outlying anomalies were recorded.

## IN WALES

**The Smalls, ‘Diamond’, Tal-y-Bont, Pwll Fanog, Royal Yacht Mary and Resurgam:** The archive assessments for these sites sought to establish what data existed, where is resided and the state of reporting/publication for each site. It proved to be a useful exercise, and thanks are due to everyone who contributed. The files are not closed on the matter, so if this report reaches anyone with data who has not been contacted, please get in touch. The overall picture is very good, with the *Royal Yacht Mary* being added to the list of published sites during the course of the year and work planned on all the remaining unpublished sites.

**Welsh Coal and Slate Industries:** These thematic studies represent a departure from the norm for the Contract. The aim was to set out the maritime resource associated with each industry, and to assess the number and type of known and recorded losses within Welsh waters. For the slate industry c.10 known wrecks and c.140 documented losses were identified, and for the coal industry this rose to c.70 known wrecks and c.770 documented losses – and that from only the first phase of work! The intention is now to expand upon this with the ground-truthing of certain sites with geophysics while at the same time trying to expand the list through consultation with local dive clubs.

## IN SCOTLAND

**Iona I and Duart Point:** An undesignated site assessment was conducted on the *Iona I* in March. Built in 1855 and lost in 1862, the *Iona I* is the immediate precursor of, and in several respects better preserved than the *Iona II*. In addition to the diver assessment work focused on the history of the vessel, including her, albeit brief, part in the American Civil War, and her place within the overall history of Clyde-built steamers. She forms an important aspect of the rich local maritime heritage, lost as she was within sight of her place of construction and use. Work at Duart Point has involved replacement of site datums to facilitate ongoing monitoring by divers participating in the visitor scheme operated by the licensee.

**Steve Webster, Wessex Archaeology**



The Iona I



# ACHWS

## 2009-2010 Timetables

### 2009-2010 ACHWS Meetings

The Committee will be meeting on

- Wednesday 1 July 2009;
- Wednesday 2 December 2009

The next Annual Licensee Meeting will be held in February 2010. The exact date and location will be announced on the English Heritage Maritime Archaeology website and through the Licensees bulletin.

### Licence Applications and Report Deadlines for 2009

**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 **2 December 2009** meeting must be with the relevant heritage agency by **2 November 2009**.

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](http://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 **30 November 2009**. Guidance on reporting is also included in the *Guidance for Divers and Archaeologists* document.

# Archaeological Contractor Assessment Programme for 2009 Dive Season

During 2009, the Archaeological Contractor, Wessex Archaeology, will be undertaking the following assessments:

<b>Site</b>	<b>Location</b>	<b>Task</b>
<i>Royal James</i>	England	Undesignated site assessment
<i>London</i>	England	Conditioned survey and desk-based assessment
<i>Northumberland</i>	England	Continuation of site plan and dendrochronological sampling
<i>Stirling Castle</i>	England	Continuation of site plan and dendrochronological sampling
<i>Swash Channel</i>	England	Various work on site
<i>Maritime Archaeology of the Shetlands</i>	Scotland	Desk-based assessment
Various sites	Wales	Undesignated site assessment

The Contractor team can be contacted through the relevant heritage agency or through Wessex Archaeology's offices in Salisbury (see back page for contact details).

# Review of Sites and Licences

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 on the English Heritage website, four categories of licence are issued for visitors, survey, the recovery of surface artefacts and excavation work.







At the end of March 2009 there were 61 sites designated in UK waters. A list of these sites, which includes two further sites whose designation has been revoked (the darker boxes), is given below. These licences, listed below, were all issued between 1 April 2008 and 31 March 2009 and include new licences issued only. Should further details be required regarding these licences, the heritage agency for the relevant wreck site should be contacted.

## 2008 Summer/2009 Spring Dive Season

More details on all wreck sites can be found at [www.english-heritage.org.uk/interactivewreckmap](http://www.english-heritage.org.uk/interactivewreckmap)

<b>Cattewater</b> (Site No. 1) Location: <b>Plymouth, Devon</b> Year sunk: <b>1530</b> Designated: <b>05.09.1973</b>		Licensee: <b>Martin Read</b> - <i>School of Earth, Ocean and Environmental Sciences and the Marine Institute of the University of Plymouth</i> Licence type: <b>Survey; Excavation</b> Contact details: <b>mread@plym.ac.uk</b>	The site is believed to be the wreck of an early 16th-century merchantman. This year the site is part of an ongoing initiative by the University of Plymouth to continue to gather data, carried out mostly by students undertaking dissertations. In 2008 a geophysical survey was carried out by the University of Plymouth using a sub-bottom profiler.
<b>Mary Rose</b> (Site No. 2) Location: <b>Solent, Hampshire</b> Year sunk: <b>1545</b> Designated: <b>05.02.1974</b>		Licensee: <b>Christopher Dobbs</b> Licence type: <b>Excavation</b> Contact details: <b>cdobbs@maryrose.org</b> <b>www.maryrose.org</b>	Henry VIII's warship the <i>Mary Rose</i> sank in 1545 whilst engaging a French invasion fleet. The <i>Mary Rose</i> Trust continue to monitor the site and are waiting to deploy a replacement data logger on site to enable continued monitoring of environmental conditions after the previous one was damaged.  No diving was possible in 2008-09 due to weather.
<b>Grace Dieu</b> (Site No. 3) Location: <b>Hamble River, Hampshire</b> Year sunk: <b>1439</b> Designated: <b>05.02.1974</b>		Licensee: <b>Jonathan Adams</b> Licence type: <b>Excavation</b>	The <i>Grace Dieu</i> was the largest of Henry V's 'great ships', she was struck by lightning in 1439 in a mud-berth on the River Hamble. In 2008 excavation allowed University of Southampton to demonstrate that an acoustic model derived from a new 3D geophysics system has remarkable resemblance to the physical remains on the seabed.
<b>Amsterdam</b> (Site No. 4) Location: <b>Hastings, East Sussex</b> Year sunk: <b>1749</b> Designated: <b>05.02.1974</b>		No licence issued in 2008/09	The <i>Amsterdam</i> , a Dutch East Indiaman built in 1748, ran aground near Hastings after her crew mutinied. No new work has taken place on the site in 2008-09 but a documentary assessment is being carried out by Peter Marsden. 2009 is the 250th anniversary of the sinking of the <i>Amsterdam</i> and a commemorative event was held in memory of this.

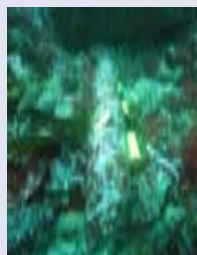
<p><b>Royal Yacht Mary</b> (Site No. 5)</p> <p>Location: Skerries, off Anglesey, Gwynedd</p> <p>Year sunk: 1675</p> <p>Designated: 12.01.1974</p>		<p>No licence issued in 2008/09</p>	<p>The <i>Mary</i>, presented to Charles II in 1660 as a gift from the Dutch Government, sank in 1675 while on naval duties on voyage from Dublin to Chester. She was a 100 ton vessel of typical Dutch design carrying eight bronze guns.</p>
<p><b>Needles Assurance/HMS Pomone</b> (Site No. 6)</p> <p>Location: Needles, Isle of Wight</p> <p>Year sunk: 1738 / 1811</p> <p>Designated: 11.04.1974</p>		<p>Licensee: Garry Momber</p> <p>Licence types: Surface recovery; Survey; Visitor</p> <p>Contact details: info@hwtma.org.uk www.hwtma.org.uk</p>	<p>The site contains what is thought to be the remains of two wrecks: The <i>Assurance</i>, a 44-gun fifth rate frigate, lost in 1738, and HMS <i>Pomone</i>, a 38-gun fifth rate lost in 1811. No new work has taken place on the site in 2008-09.</p>
<p><b>HMS Dartmouth</b> (Site No. 7)</p> <p>Location: Sound of Mull, Argyll &amp; Bute</p> <p>Year sunk: 1690</p> <p>Designated (Re-designated): 11.04.1974 (25.06.1992)</p>		<p>Licensees: Mark and Annabel Lawrence</p> <p>Licence type: Visitor</p> <p>Contact details: dive@lochalinedivecentre.co.uk 07812 020334</p>	<p><i>Dartmouth</i> was a fifth-rate frigate built in Portsmouth in 1655. In 1690 she was involved in a punitive campaign against Jacobite sympathisers on the West Coast of Scotland. On 9 October 1690, the <i>Dartmouth</i> was driven from her anchorage in Scallastle Bay and blown clear across the Sound of Mull to be wrecked upon the rocks of Eilean Rubha an Ridire. See <a href="http://www.historic-scotland.gov.uk/dartmouthdescription.pdf">http://www.historic-scotland.gov.uk/dartmouthdescription.pdf</a></p>
<p><b>Anne</b> (Site No. 8)</p> <p>Location: Rye Bay, East Sussex</p> <p>Year sunk: 1690</p> <p>Designated (Re-designated): 20.06.1974 (23.03.1992)</p>		<p>No licence issued in 2008/09</p>	<p>The <i>Anne</i> was third rate 70-gun ship-of-the-line, built at Chatham Dockyard 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. In 2008, aerial photography and magnetometer survey conducted by English Heritage revealed a distinct area delimiting the probable extent of the remains of the vessel, as well as providing updated GPS location co-ordinates.</p>
<p><b>Tearing Ledge</b> (Site No. 9)</p> <p>Location: Tearing Ledge, Isles of Scilly</p> <p>Year sunk: 1707</p> <p>Designated: 13.03.1975</p>		<p>Licensees: David McBride, Timothy Allsop</p> <p>Licence types: Survey (DM); Visitor (TA)</p> <p>Contact details: Tim.Allsop@ukgateway.net 01720 422848 www.scillydiving.com</p>	<p>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 <i>Eagle</i>, a 70-gun third-rate, but the possibility that it is the <i>Romney</i>, a 50-gun fifth-rate, or indeed parts of both, cannot be ruled out.</p> <p>No work took place on site in 2008-09 due to poor weather.</p>
<p><b>HMS Colossus</b> (Site No. 10)</p> <p>Location: Isles of Scilly</p> <p>Year sunk: 1798</p> <p>Designated: 12.05.1975 (Revoked 1984)</p>		<p>Revoked 1984</p>	

<b>Rill Cove</b> (Site No. 11) Location: <b>Lizard, Cornwall</b> Year sunk: <b>?1616</b> Designated: <b>15.03.1976</b>		No licence issued in 2008/09	<p>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. The name of the vessel is not known but a tentative date for the site has been given as 1616.</p> <p>No new work took place on the site in 2008-09.</p>
<b>Rhinns of Islay Wreck</b> (Site No. 12) Location: <b>Isle of Islay, Argyle &amp; Bute</b> Year sunk: <b>18th-19th century</b> Designated: <b>01.06.1976</b> (Revoked 17.07.1984)		Revoked 1984	
<b>South Edinburgh Channel</b> (Site No. 13) Location: <b>Thames Estuary, Kent</b> Year sunk: <b>Late 18th century</b> Designated: <b>27.05.1977</b>		No licence issued in 2008/09	<p>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 concluded that it was probably late 18th century.</p> <p>No new work took place on the site in 2008-09.</p>
<b>Church Rocks</b> (Site No. 14) Location: <b>Teignmouth, Devon</b> Year sunk: <b>16th century</b> Designated: <b>12.08.1977</b>		No licence issued in 2008/09	<p>The site was first located in 1975. 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. No new work took place on the site in 2008-09 although a project is being undertaken to improve the display of material from the site in Teignmouth Museum.</p>
<b>Pwll Fanog</b> (Site No. 15) Location: <b>Menai Strait, Gwynedd</b> Year sunk: <b>Medieval</b> Designated (Re-designated): <b>14.02.1978 (19.01.1975)</b>		No licence issued in 2008/09	<p>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. 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.</p>
<b>Moor Sands</b> (Site No. 16) Location: <b>Salcombe, Devon</b> Year sunk: <b>Middle Bronze Age</b> Designated: <b>08.03.1978</b>		Licensee: <b>Neville Oldham</b> Licence types: <b>Survey; Visitor</b> Contact details: <b>nevilleoldham@btinternet.com</b> <b>07814 791796</b>	<p>This site consists of a scatter of eight Bronze Age implements, discovered between 1977 and 1982.</p> <p>In 2008-09 the licensee and his team continued work on the site.</p>



<p><b>Coronation (Offshore)</b> (Site No. 17)</p> <p>Location: Penlee Point, Cornwall</p> <p>Year sunk: 1691</p> <p>Designated: 31.03.1978</p>		<p>Licensee: Ginge Crook</p> <p>Licence types: Survey; Visitor</p> <p>Contact details: gingecrook@hotmail.com 07814 791796</p>	<p>The <i>Coronation</i>, a 90-gun second rate ship-of-the-line was built in 1685 at Portsmouth. The <i>Coronation</i> 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. In 2008-09 work has continued to update the site plan.</p>
<p><b>Langdon Bay</b> (Site No. 18)</p> <p>Location: Dover, Kent</p> <p>Year sunk: Middle Bronze Age</p> <p>Designated: 26.05.1978</p>		<p>No licence issued in 2008/09</p>	<p>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.</p> <p>No new work took place on the site in 2008-09.</p>
<p><b>Kennemerland</b> (Site No. 19)</p> <p>Location: Out Skerries, Shetland</p> <p>Year sunk: 1664</p> <p>Designated: 01.06.1978</p>		<p>No licence issued in 2008/09</p>	<p>The wreck of <i>Kennemerland</i>, is an armed merchant vessel belonging to the Dutch East India Company. <i>Kennemerland</i> left Texel (Holland), outward-bound to Batavia in the East Indies. Her cargo included a consignment of treasure and mercury, clay pipes, tobacco-boxes, golf clubs and jewel goods (for private trade), and brick/ingot ballast. The site was subject to survey and excavation during the period 1971-87. See <a href="http://www.historic-scotland.gov.uk/kennemerlandsitedescription.pdf">http://www.historic-scotland.gov.uk/kennemerlandsitedescription.pdf</a></p>
<p><b>The Bronze Bell Wreck (Tal-Y-Bont)</b> (Site No. 20)</p> <p>Location: Cardigan Bay, Gwynedd</p> <p>Year sunk: 1709</p> <p>Designated (Re-designated): 12.01.1979 (28.09.1989)</p>		<p>Licensee: Mike Bowyer</p> <p>Licence type: Survey Recovery</p> <p>Contact details: mbowyer@talybont.gov.uk</p>	<p>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 '<b>Bronze Bell Wreck</b>' 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.</p>
<p><b>Stirling Castle</b> (Site No. 21)</p> <p>Location: Goodwin Sands, Kent</p> <p>Year sunk: 1703</p> <p>Designated: 06.06.1980</p>		<p>Licensee: Robert Peacock</p> <p>Licence types: Survey; Visitor</p> <p>Contact details: tusk2@tiscali.co.uk www.seadive.co.uk</p>	<p>The <i>Stirling Castle</i>, 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. Monitoring of the site by the licensee and his team has continued in 2008-09. English Heritage have funded the Hampshire and Wight Trust for Maritime Archaeology to undertake an archive assessment of artefacts of the site.</p>
<p><b>Invincible</b> (Site No. 22)</p> <p>Location: East Solent, Hampshire</p> <p>Year sunk: 1758</p> <p>Designated: 30.09.1980</p>		<p>Licensee: John Bingeman</p> <p>Licence type: Survey</p> <p>Contact details: john@bingeman.co.uk</p>	<p>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.</p> <p>No new work took place on the site in 2008-09 due to poor weather. The Heritage Lottery Fund has funded a project to digitally record the site archive.</p>

**Bartholomew Ledges**  
(Site No. 23)  
Location:  
St Mary's Sound, Isles of Scilly  
Year sunk:  
?1597  
Designated:  
03.10.1980



Licenses:  
Timothy Allsop, Richard Larn  
Licence types:  
Visitor (TA); Survey (RL)  
Contact details:  
Tim.Allsop@ukgateway.net  
www.scillydiving.com  
richardlarn@tiscali.co.uk  
www.shipwrecks.uk.com

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. Six coins dating from 1474 to 1555 provide an approximate age of the site.

A limited number of monitoring visits were undertaken in 2008-09 due to poor weather. In 2008 a new display of material from the site was exhibited at St Mary's Museum.

**Restoration**  
(Site No. 24)  
Location:  
Goodwin Sands, Kent  
Year sunk:  
1703  
Designated (Re-designated):  
07.07.1981 (08.12.1989)



Licensee:  
Robert Peacock  
Licence type:  
Survey  
Contact details:  
tusker2@tiscali.co.uk  
01304 360965  
www.seadive.co.uk

The *Restoration* was a 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*. Monitoring of the site by the licensee and his team has continued in 2008-09.

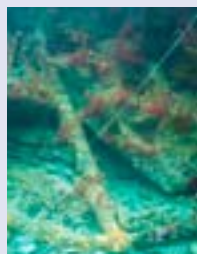
**Northumberland**  
(Site No. 25)  
Location:  
Goodwin Sands, Kent  
Year sunk:  
1703  
Designated (Re-designated):  
07.07.1981 (08.12.1989)



Licensee:  
Robert Peacock  
Licence types:  
Surface Recovery; Survey  
Contact details:  
tusker2@tiscali.co.uk  
01304 360965  
www.seadive.co.uk

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. Monitoring of the site by the licensee and his team has continued in 2008-09.

**St Anthony**  
(Site No. 26)  
Location:  
Mounts Bay, Cornwall  
Year sunk:  
1527  
Designated:  
15.02.1982



Licensee:  
David Roberts  
Licence type:  
Visitor  
Contact details:  
mail@kennackdiving.co.uk  
07816 903260  
www.kennackdiving.co.uk

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. Monitoring of the site by the licensee and his team has continued in 2008-09.

**Schiedam**  
(Site No. 27)  
Location:  
Gunwalloe Cove, Cornwall  
Year sunk:  
1684  
Designated:  
15.02.1982



No licence issued in 2008/09

The wreck, discovered in 1971, is the remains of a Dutch fluyt of around 400 tons which sank in 1684. In 2008 a timber discovered on the beach believed to be from the *Schiedam* was investigated and reported on by Wessex Archaeology.

No new work took place on the site in 2008-09.

**Brighton Marina**  
(Site No. 28)  
Location:  
Brighton, East Sussex  
Year sunk:  
16th century  
Designated:  
18.10.1983

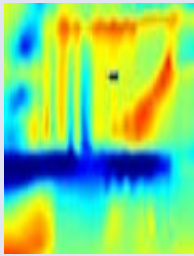







No licence issued in 2008/09

The wreck is that of an unidentified armed vessel, probably dating to the 16th century.

No new work took place on the site in 2008-09.

<p><b>Yarmouth Roads</b> (Site No. 29)</p> <p>Location: Yarmouth, Isle of Wight</p> <p>Year sunk: ?1567</p> <p>Designated (Re-designated): 11.04.1984 (01.02.1985)</p>		<p>Licensee: <b>Julie Satchell</b></p> <p>Licence types: Surface Recovery; Survey; Visitor</p> <p>Contact details: julie.satchell@hwtma.org.uk 023 8023 7300 www.hwtma.org.uk</p>	<p>The wreck appears to be a late 16th-century or early 17th-century merchant carrack, probably Spanish and possibly the <i>Santa Lucia</i> lost in 1567.</p> <p>No new work took place on the site in 2008-09 due to poor weather.</p>
<p><b>Studland Bay</b> (Site No. 30)</p> <p>Location: Poole, Dorset</p> <p>Year sunk: c1520</p> <p>Designated: 27.11.1984</p>		<p>Licensee: <b>Mike Markey</b></p> <p>Licence type: Visitor</p>	<p>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. Monitoring of the site by the licensee and his team has continued in 2008-09.</p>
<p><b>Admiral Gardner</b> (Site No. 31)</p> <p>Location: Goodwin Sands, Kent</p> <p>Year sunk: 1809</p> <p>Designated (Re-designated): 03.06.1985 (03.01.1990)</p>		<p>Licensee: <b>Ted Westhead</b></p> <p>Licence type: Survey</p>	<p><i>Admiral Gardner</i> was a English East Indiaman. In January 1809, she sailed from Blackwall on passage to Madras, she was caught in the Downs by a violent gale, and wrecked on the Goodwin Sands.</p> <p>The site is currently covered in sand although monitoring continues by the licensee and his team.</p>
<p><b>Hazardous</b> (Site No. 32)</p> <p>Location: Bracklesham Bay, West Sussex</p> <p>Year sunk: 1706</p> <p>Designated: 22.09.1986</p>		<p>Licensee: <b>Iain Grant</b></p> <p>Licence types: Excavation; Visitor</p> <p>Contact details: iaingrant308@tiscali.co.uk 023 80237300 www.hazardousproject.info</p>	<p><i>Le Hazardeux</i> was built in 1698 in France. 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 <i>Hazardous</i> in 1704 and was lost two years later after returning from escorting a convoy from Chesapeake Bay, Virginia to England.</p> <p>Monitoring of the site by the licensee and his team has continued in 2008-09. However, planned excavations were postponed until later in 2009 due to bad weather in 2008.</p>
<p><b>Coronation (Inshore)</b> (Site No. 33)</p> <p>Location: Penlee Point, Cornwall</p> <p>Year sunk: 1691</p> <p>Designated: 03.01.1989</p>		<p>Licensee: <b>Ginge Crook</b></p> <p>Licence type: Survey; Visitor</p> <p>Contact details: gingecrook@hotmail.com 07814 791796</p>	<p>The <i>Coronation</i> 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. In 2008-09, work has continued to update the site plan.</p>
<p><b>Iona II</b> (Site No. 34)</p> <p>Location: Lundy, Devon</p> <p>Year sunk: 1864</p> <p>Designated: 03.01.1990</p>		<p>Licenses: <b>Derek Green, Nicola Saunders</b></p> <p>Licence type: Visitor</p> <p>Contact details: dgreen@lundyisland.co.uk www.lundyisland.co.uk</p>	<p>The <i>Iona II</i> was built in 1863 at Govan as a fast ferry for the Clyde. 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.</p> <p>Monitoring of the site by the licensees has continued in 2008-09.</p>

<p><b>Gull Rock</b> (Site No. 35)</p> <p>Location: Lundy, Devon</p> <p>Year sunk: ?15th-16th century</p> <p>Designated: 14.03.1990</p>		<p>Licensee: <b>Andrew Bengey</b></p> <p>Licence type: Visitor</p>	<p>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.</p> <p>In 2008, a magnetometer survey was conducted on the site by Wessex Archaeology.</p>
<p><b>Wrangels Palais</b> (Site No. 36)</p> <p>Location: Out Skerries, Shetland</p> <p>Year sunk: 1687</p> <p>Designated (Re-designated): 18.08.1990 (10.01.91)</p>		<p>No licence issued in 2008/09</p>	<p>The <i>Wrangels Palais</i> was originally built as a merchantman and bought for the Swedish Navy in 1669, then captured by the Danes in 1677. <i>Wrangels Palais</i> ran aground in dense fog on 23 July 1687, while protecting merchant vessels on route to Iceland from Turkish privateers operating in the North Sea. Archaeological investigations of the site took place between 1993-6. See <a href="http://www.historic-scotland.gov.uk/wrangelsitedescription.pdf">http://www.historic-scotland.gov.uk/wrangelsitedescription.pdf</a></p>
<p><b>Erme Estuary</b> (Site No. 37)</p> <p>Location: Bigbury Bay, Devon</p> <p>Year sunk: Various</p> <p>Designated: 03.05.1991</p>		<p>Licensee: <b>Neville Oldham</b></p> <p>Licence type: Survey</p> <p>Contact details: <a href="mailto:noldham@btinternet.com">noldham@btinternet.com</a> 01803 770232</p>	<p>This designated site contains material ranging from the 16th to 18th centuries, and may be an assemblage derived from more than one wreck.</p> <p>Monitoring of the site by the licensee and his team has continued in 2008-09.</p>
<p><b>The Smalls</b> (Site No. 38)</p> <p>Location: Smalls Reef, Pembrokeshire</p> <p>Year sunk: 1100</p> <p>Designated (Re-designated): 05.12.1991 (09.10.1995)</p>		<p>No licence issued in 2008/09</p>	<p>The Smalls reef is a navigational hazard off the Pembrokeshire coast recorded in the oldest sailing directions and it lay on a sea route between Dublin and Denmark in the Viking era. In 1991, divers from Milton Keynes SAC recovered an isolated and elaborate Viking sword guard from the reef at a depth of 15m. Nothing else has been found on the site since.</p>
<p><b>Duart Point</b> (Site No. 39)</p> <p>Location: Sound of Mull, Argyll &amp; Bute</p> <p>Year sunk: 1653</p> <p>Designated: 15.05.1992</p>		<p>Licensees: <b>Mark and Annabel Lawrence</b></p> <p>Licence type: Visitor</p> <p>Contact details: <a href="mailto:dive@lochlinedivecentre.co.uk">dive@lochlinedivecentre.co.uk</a> 07812 020334</p>	<p>The remains of a small warship, probably the <i>Swan</i>, part of a six-strong Commonwealth flotilla sent by Cromwell to capture Duart Castle and subdue the Maclean of Duart, a supporter of the Royalist cause. The Duart Point wreck has been the subject of detailed survey, rescue excavation and site stabilisation work during the period 1991-2003. See <a href="http://www.historic-scotland.gov.uk/duartpointsitedescription.pdf">http://www.historic-scotland.gov.uk/duartpointsitedescription.pdf</a></p>
<p><b>La Girona</b> (Site No. 40)</p> <p>Location: Lacada Point, Co Antrim</p> <p>Year sunk: 1588</p> <p>Designated: 22.04.1993</p>		<p>Licensee: <b>Frank Madden</b></p> <p>Licence type: Surface Recovery</p> <p>Contact details: <a href="mailto:fmadden555@btinternet.com">fmadden555@btinternet.com</a> 07968 471720</p>	<p>The first Armada shipwreck in Northern Ireland identified and excavated in modern times was that of <i>La Girona</i>, one of four galleasses that had sailed in Don Hugo de Moncada's Neapolitan Squadron.</p>



<p><b>Royal Anne Galley</b> (Site No. 41)</p> <p>Location: Lizard, Cornwall</p> <p>Year sunk: 1721</p> <p>Designated: 11.11.1993</p>		<p>Licensee: Kevin Camidge</p> <p>Licence type: Excavation</p> <p>Contact details: secretary@cismas.org.uk 01736 365429 www.cismas.org.uk</p>	<p>The <i>Royal Anne</i>, 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.</p> <p>A marine environmental assessment scheduled for 2008 has been postponed until 2009 due to bad weather.</p>
<p><b>Erme Ingot</b> (Site No. 42)</p> <p>Location: Bigbury Bay, Devon</p> <p>Year sunk: Not known</p> <p>Designated: 26.11.1993</p>		<p>Licensee: Neville Oldham</p> <p>Licence type: Survey</p> <p>Contact details: noldham@btinternet.com 01803 770232</p>	<p>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.</p> <p>Monitoring of the site by the licensee and his team has continued in 2008-09.</p>
<p><b>Dunwich Bank</b> (Site No. 43)</p> <p>Location: Southwold, Suffolk</p> <p>Year sunk: 16th century</p> <p>Designated: 14.07.1994</p>		<p>Licensee: Stuart Bacon</p> <p>Licence type: Survey</p>	<p>The site was located in October 1993 by Southwold fisherman, Stephen King, who brought up ship timbers and concreted shot, in his trawl.</p> <p>Monitoring of the site by the licensee and his team has continued in 2008-09.</p>
<p><b>Resurgam</b> (Site No. 44)</p> <p>Location: Denbighshire, North Wales</p> <p>Year sunk: 1880</p> <p>Designated: 04.07.1996</p>		<p>Licensee: Mike Bowyer</p> <p>Licence type: Surface Recovery</p>	<p><i>Resurgam</i> is the worlds 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. 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.</p>
<p><b>Hanover</b> (Site No. 45)</p> <p>Location: Hanover Cove, Cornwall</p> <p>Year sunk: 1763</p> <p>Designated: 19.07.1997</p>		<p>No licence issued in 2008/09</p>	<p>The <i>Hanover</i>, a 100ft two-masted brigantine built in 1757, was en route from Lisbon, Portugal to Falmouth, Cornwall when she became wrecked in a small bay on the North Cornish.</p> <p>Work towards a site publication has progressed in 2008-09.</p>
<p><b>Seaton Carew</b> (Site No. 46)</p> <p>Location: Seaton Carew, Teesside</p> <p>Year sunk: ?19th century</p> <p>Designated: 08.08.1997</p>		<p>Licensee: Robin Daniels</p> <p>Licence type: Survey</p> <p>Contact details: teesarchaeology@hartlepool.gov.uk 01429 523455 www.teesarchaeology.com</p>	<p>The wreck is a rare example of a once common type of trading vessel dating to the middle of the 19th century. The surviving hull comprises 91 starboard and 71 port frames. The keelson has steps for two masts suggesting she was a brig.</p> <p>Monitoring of the site by the licensee and his team has continued in 2008-09.</p>

**Salcombe Cannon**  
(Site No. 47)

Location:  
West Prawle, Devon

Year sunk:  
c1640

Designated:  
24.10.1997



Licensee:  
Mick Palmer  
Licence type:  
Surface Recovery

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. 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. Monitoring of the site by the licensee and his team has continued in 2008-09.

**HMS/m A1**  
(Site No. 48)

Location:  
Bracklesham Bay,  
West Sussex

Year sunk:  
1911

Designated:  
26.11.1998



Licensee:  
Martin Davies  
Licence type:  
Survey  
Contact details:  
martin@amberleyphotographic.co.uk

Built by Vickers in 1903, the submarine is the first British designed and built submarine used by the Royal Navy.

Monitoring of the site by the licensee and his team has continued in 2008-09.

**Burntisland**  
(Site No. 49)

Location:  
Firth of Forth, Fife

Year sunk:  
1633

Designated:  
22.02.1999



Licensee:  
Ian Archibald  
Licence type:  
Visitor

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. See <http://www.historic-scotland.gov.uk/blessingsitedescription.pdf>

**Loe Bar**  
(Site No. 50)

Location:  
Mounts Bay, Cornwall

Year sunk:  
17th century

Designated:  
14.06.1999



No licence issued in 2008/09

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.

**Mingary Castle**  
(Site No. 51)

Location:  
Sound of Mull, Argyll & Bute

Year sunk:  
17th century

Designated:  
19.08.2000



Licensees:  
Mark and Annabel Lawrence  
Licence type:  
Visitor  
Contact details:  
dive@lochalinivedivecentre.co.uk  
07812 020334

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. See <http://www.historic-scotland.gov.uk/mingarysitedescription.pdf>

**Kinlochbervie**  
(Site No. 52)

Location:  
Sutherland

Year sunk:  
?16th century

Designated:  
29.06.2001



No licence issued in 2008/09

The remains of a wreck of a merchant vessel, probably from the Iberian peninsula. A diverse collection of ceramics including decorative Italian 'maiolica' has been dated by art historians and suggests that the wreck occurred during the 1590s or perhaps even after 1600. Large iron artefacts include cast iron guns and four anchors. The wreck was investigated from 2000-2003 and a wide range of artefacts recovered and recorded. See <http://www.historic-scotland.gov.uk/kinlochberviesitedescription.pdf>

**HMS Colossus**

(Site No. 53)

Location:  
Isles of ScillyYear sunk:  
1798Designated:  
04.07.2001Licensees:  
Timothy Allsop, Kevin Camidge,  
Todd StevensLicence types:  
Survey (KC, TS); Visitor (TA)Contact details:  
Tim.Allsop@ukgateway.net  
secretary@cismas.org.uk  
scillydiver@googlemail.com

HMS *Colossus* was a 74-gun third rate ship-of-the-line built at Gravesend, and launched in 1787. After anchoring in the Isles of Scilly, in St Mary's Road, she was wrecked against rocks in a gale between 10 and 12 December 1798.

Since designation, there has been an EH-funded site stabilisation trial on how to manage the site for the future. Work to monitor the site has continued by the licensed teams in 2008-09. English Heritage have funded work on a dive trail due to be completed in 2009.

**HMS Campania**

(Site No. 54)

Location:  
Firth of Forth, FifeYear sunk:  
1918Designated:  
01.12.2001Licensees:  
Mark Blyth,  
George PennLicence type:  
Visitor

This wreck is believed to be that of HMS *Campania* which was originally built as a Cunard liner, and was 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. See <http://www.historic-scotland.gov.uk/campaniasitedescription.pdf>

**The Diamond**

(Site No. 55)

Location:  
Cardigan Bay, WalesYear sunk:  
19th centuryDesignated:  
02.04.2002Licensee:  
Mike Bowyer, Ian CundyLicence types:  
Surface Recovery (MB);  
Survey (IC)

This site was designated in 2002, and was originally thought to be the wreck of the *Diamond*, a three masted square rigger, built in New York in August 1823, which sunk in Cardigan Bay on 2nd January 1825. Subsequent research, and work on the site, has put this theory into doubt, and the true identification of the wreck remains to be determined.

**Filey Bay Wreck**

(Site No. 56)

Location:  
Filey Bay, YorkshireYear sunk:  
1797Designated:  
18.07.2002Licensee:  
John AdamsLicence type:  
SurveyContact details:  
info@furu.org.uk  
www.furu.org.uk

It is believed the wreck might be the remains of the *Bonhomme Richard*, a former French East Indiaman. The ship was abandoned on fire during the Battle of Flamborough Head in 1779.

Monitoring of the site by the licensee and his team has continued in 2008-09.

**Swash Channel**

(Site No. 57)

Location:  
Poole, DorsetYear sunk:  
17th centuryDesignated:  
09.12.2004Licensee:  
Andy Ramsbottom  
c/o Dave ParhamLicence type:  
ExcavationContact details:  
DParham@bournemouth.ac.uk

The wreck site has been initially interpreted as representing the remains of an armed merchantman, dated c100 years after the nearby Studland Bay wreck (Site No 30).

Work has continued by Bournemouth University in 2008/09 to survey the site and complete a photo-mosaic of the site.




**Holland No. 5**

(Site No. 58)

Location:  
Off Beachy Head, East SussexYear sunk:  
1912Designated:  
04.01.2005Licensee:  
Mark Beattie-EdwardsLicence type:  
SurveyContact details:  
mark@  
nauticalarchaeology.org

The *Holland No.5* submarine was launched in May 1902. *No.5* foundered on 8 August 1912 whilst under tow to the breakers yard.

Monitoring of the site by the licensee and his team has continued in 2008-09.

<p><b>West Bay</b> (Site No. 59)</p> <p>Location: <b>West Bay, Dorset</b></p> <p>Year sunk: <b>17th-18th century</b></p> <p>Designated: <b>20.07.2005</b></p>		<p>Licensee: <b>Paola Palma</b></p> <p>Licence type: <b>Survey</b></p> <p>Contact details: <b>pp40@hotmail.co.uk</b> <b>07990 624960</b></p>	<p>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.</p> <p>Work has continued by Bournemouth University in 2008-09 to monitor the site.</p>
<p><b>Norman's Bay</b> (Site No. 60)</p> <p>Location: <b>Pevensey Bay, East Sussex</b></p> <p>Year sunk: <b>17th-18th century</b></p> <p>Designated: <b>14.06.2006</b></p>		<p>Licensee: <b>Paul Stratford</b></p> <p>Licence type: <b>Survey</b></p>	<p>This wooden wreck consists of a cluster of at least 45 iron guns, other artefacts and timber hull structure at a maximum depth of 14m. The initial interpretation of the site is that it may be the wreck of the <i>Resolution</i>, a 70-gun Third Rate that sank during the Great Storm of 1703. However, limited documentary research indicates that there are at least three other recorded losses within the Bay that might relate to the remains seen.</p>
<p><b>Rooswijk</b> (Site No. 61)</p> <p>Location: <b>Goodwin Sands, Kent</b></p> <p>Year sunk: <b>1739</b></p> <p>Designated: <b>09.02.2007</b></p>		<p>Licensee: <b>Ken Welling</b></p> <p>Licence type: <b>Survey</b></p>	<p>The <i>Rooswijk</i> is a vessel of the Dutch East Company (VOC) built in 1737 which stranded on the Goodwin Sands in 1739 while <i>en route</i> from the Texel to the East Indies. The site was found after several years of documentary research and following a magnetometer survey on the site.</p> <p>Monitoring of the site by the licensee and his team has continued in 2008-09.</p>
<p><b>Wheel Wreck</b> (Site No. 62)</p> <p>Location: <b>Little Ganinick, Isles of Scilly</b></p> <p>Year sunk: <b>Late 19th century</b></p> <p>Designated: <b>05.04.2007</b></p>		<p>Licensee: <b>Todd Stevens</b></p> <p>Licence type: <b>Survey</b></p> <p>Contact details: <b>scillydiver@googlemail.com</b> <b>01720 423361</b> <b>www.hmscolossus.co.uk</b></p>	<p>This discrete cargo mound consists of components of mining equipment; the majority of which appear to have been intended for use as pumping equipment. Following discussions with several mining historians, it is thought that the cargo represents a consignment from a Cornish foundry and is likely to date from 1850 onwards. No ship structure has been identified.</p> <p>Monitoring of the site by the licensee and his team has continued in 2008-09.</p>
<p><b>London</b> (Site No. 63)</p> <p>Location: <b>Thames estuary</b></p> <p>Year sunk: <b>1665</b></p> <p>Designated: <b>23.10.2008</b></p>		<p>No licence issued in 2008/09</p>	<p>The <i>London</i> was a Second Rate built in Chatham in 1654. The <i>London</i> blew-up on passage from Chatham in March 1665.</p> <p>Little work has been done on the site since its designation, however, a PWA contract visit is scheduled for 2009.</p>



# 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 2008-2009

### Chair

Tom Hassall, OBE..... 2006                      2010

### Committee Co-ordinator

Ian Oxley, English Heritage ..... 2002

### Committee Clerk

Sarah Baylis, English Heritage..... 2008

### Members

Dr Ian Friel (new) .....	2009	2013
Jane Maddocks (new) .....	2009	2013
Dr Colin Martin .....	2008	2012
Mrs Elizabeth Blackburn QC.....	2008	2012
Ms Suzanne Pleydell .....	2008	2012
Dr David Caldwell.....	2006	2010
Prof Michael Collins.....	2006	2010
Mr Nicolas Hall.....	2006	2010
Mr Duncan O'Donnell.....	2005	2009
Dr Lucy Blue (retiring 2009) .....	2007	2009
Mr Robin Daniels (retiring 2009) .....	2003	2009
Rear Admiral Richard Hill (retired).....	2004	2008
Ms Amanda Sutherland (retired) .....	2004	2008
Mr Stuart Bryan (retired).....	2006	2008

Brief biographical details on ACHWS members are given on the following pages.

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 Sponsored Bodies Database.

Nomination forms can be obtained from DCMS at the address given on page 48. 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.

# Membership Biographies

## **Tom Hassall, Chair**

***Reappointed 2006 for four years***



Tom is an Emeritus Fellow of St Cross College, Oxford. 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.

## **Elizabeth Blackburn QC**

***Reappointed 2008 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.

## **Dr Lucy Blue**

***Reappointed 2007 for two years***



Lucy is a senior lecture in Maritime Archaeology at the University of Southampton and director of the Centre of Maritime Archaeology. She has had a long standing involvement with the Nautical Archaeology Society – she was formerly the chair for four years and is currently the chair of the publications sub-committee. Lucy has published widely on issues relating to maritime archaeology particularly with respect to harbours, ethnography and trade in the eastern Mediterranean, Red Sea and Indian Ocean. She was awarded a PhD in archaeology from Oxford University in 1996. She recently was a presenter on the BBC 2 documentary series 'Oceans'.

## **Dr David Caldwell**

***Appointed 2006 for four years***



David currently runs the Department of Scotland & Europe for the National Museums of Scotland. The department has 20 staff, and is responsible for the national Scottish collections from AD 1100 to the present day (2005 to date). Before this, David held various posts with the National Museum of Antiquities of Scotland including Assistant Keeper in charge of Medieval Collections, and then Curator of Scottish medieval Collections for the National Museums of Scotland, before becoming Deputy Keeper of History and Applied Art (1983 to 2005). He is an experienced curator and archaeologist with expertise in dealing with medieval and post-medieval artefacts.

## **Professor Michael Collins**

***Appointed 2006 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).

## **Robin Daniels**

***Reappointed 2007 for two years***

Robin is the Archaeological Officer at Tees Archaeology. He is a Director of Cleveland Building Preservation Trust and Chair of the Maritime Committee, Association of Local Government Archaeological Officers. Robin is also licensee for the Seaton Carew Designated Wreck Site.

## **Dr Ian Friel**

***Appointed 2009 for four years***



Dr Friel is a freelance historian, writer and museums consultant. Prior to this, he pursued a career with museums, serving at the National Maritime Museum, the Mary Rose Trust, Littlehampton Museum, and Chichester District Museum (1977 to 2007). He has published widely on maritime history, including the books *The Good Ship – Ships, Shipbuilding and Technology in England 1200-1520* [1995] and *The British Museum Maritime History of Britain and Ireland c.400 – 2001* [2003]. Dr Friel is a fellow of the Society of Antiquaries of London (FSA).

### **Nicholas Hall**

***Appointed 2006 for four years***



Nicholas is Keeper of Artillery at the Royal Armouries, Fort Nelson (1988 to date). Prior to this he worked for local museums in Hampshire and supervised the restoration of Fort Nelson when acquired by the County Council (1978 to 1988). He is a student of arms & armour with special interests in artillery and fortification. He has studied Tudor gunnery and conducted various trials some of which have appeared on television. Publications include 16th and 19th century artillery research papers. He is a Fellow of the Society of Antiquaries and a founder member of the Palmerston Fort Society.

### **Dr Colin Martin**

***Reappointed 2008 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).

### **Jane Maddocks**

***Appointed 2009 for four years***



Jane has been a diver since 1971 and is currently studying for a Master's degree in Maritime Archaeology at the University of Southampton. She is the BSAC representative on the Joint Nautical Archaeology Policy Committee and is one of the founding members of the *Respect our Wrecks* group. She has an extensive recreational diving background, including avocational work on many underwater sites. She is also on the British Sub-Aqua Club's National Diving Committee as their Wrecks and Underwater Cultural Heritage Advisor.

### **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).

### **Suzanne Pleydell**

***Appointed 2008 for four years***



Suzanne has been a sport diver since 1986. She is a Group Manager in Education & Instructor Development at Professional Association of Diving Instructors (PADI) from 1994 to date. Suzanne is Director and Vice-Chair of Project Aware (UK), an environmental charity concerned with the conservation of the underwater environment, including underwater cultural heritage. She is a member of the Joint Nautical Archaeology Policy Committee and member of the Training and Education Advisory Board of the Nautical Archaeology Society. Suzanne is also one of the founding members of the Respect Our Wrecks Group and possesses an MSc in Geology from the University of Alberta.

# Information Sources

## **Secretary, Advisory Committee on Historic Wreck Sites**

Commission Secretariat  
English Heritage  
1 Waterhouse Square  
138-142 Holborn  
London  
EC1 2ST  
T: 020 7973 3002  
F: 020 7973 3001  
E: [ian.oxley@english-heritage.org.uk](mailto:ian.oxley@english-heritage.org.uk)  
W: [www.english-heritage.org.uk](http://www.english-heritage.org.uk)

## **Heritage Protection Branch, Culture Team, Department for Culture, Media and Sport**

2-4 Cockspur Street  
London  
SW1Y 5DH  
T: 020 7211 2000  
F: 020 7211 6130  
E: [enquiries@culture.gsi.gov.uk](mailto:enquiries@culture.gsi.gov.uk)  
W: [www.culture.gov.uk/what\\_we\\_do/historic\\_environment/3334.aspx](http://www.culture.gov.uk/what_we_do/historic_environment/3334.aspx)

## **English Heritage Maritime Archaeology Team**

Fort Cumberland  
Fort Cumberland Road  
Portsmouth  
Hampshire  
PO4 9LD  
T: 023 9285 6735  
F: 023 9285 6701  
E: [maritime@english-heritage.org.uk](mailto:maritime@english-heritage.org.uk)  
W: [www.english-heritage.org.uk/maritime](http://www.english-heritage.org.uk/maritime)

## **Cadw Welsh Assembly Government**

Plas Carew  
Unit 5/7 Cefn Coed  
Parc Nantgarw  
Cardiff  
CF15 7QQ  
T: 01443 336000  
F: 01443 336001  
E: [cadw@wales.gsi.gov.uk](mailto:cadw@wales.gsi.gov.uk)  
W: [www.cadw.wales.gov.uk](http://www.cadw.wales.gov.uk)

## **The Scheduling Team Historic Scotland**

Longmore House  
Salisbury Place  
Edinburgh  
EH9 1SH  
T: 0131 668 8766  
F: 0131 668 8765  
E: [hs.inspectorate@scotland.gsi.gov.uk](mailto:hs.inspectorate@scotland.gsi.gov.uk)  
W: [www.historic-scotland.gov.uk](http://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](http://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](http://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](http://www.wessexarch.co.uk)

## **National Monuments Record**

English Heritage  
Great Western Village  
Kemble Drive  
Swindon  
SN2 2GZ  
T: 01793 414600  
F: 01793 414606  
E: [info@rchme.co.uk](mailto:info@rchme.co.uk)  
W: [www.english-heritage.org.uk](http://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@rcahmw.org.uk](mailto:nmr.wales@rcahmw.org.uk)  
W: [www.rcahmw.org.uk](http://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  
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W: [www.rcahms.gov.uk](http://www.rcahms.gov.uk)

## **Nautical Archaeology Society**

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