



Advisory Committee on Historic Wreck Sites

Report for the years 1999 and 2000

Contents

Secretary's Note	2
Foreword: By Lady Merrison, Chairman of the Advisory Committee on Historic Wreck Sites	3
Task List 2000	5
1 The Role of the ACHWS	6
2 The Protection of Wrecks Act 1973	7
3 ACHWS Membership	8
4 Categories of Licence	10
5 The Archaeological Diving Unit (ADU)	12
6 The Work of the ACHWS in 1999 and 2000	13
– Sites Designated	13
– Licences Reviewed/Issued	13
– Licensee Reports	17
– ADU Stewardship Reports	29
Annexe A: Other Information Sources	30
B: Biographical Details of ACHWS Members	32
C: List of Designated Wreck Sites	35
D: Map of Designated Wreck Site Locations	39
E: Criteria for Designation	40

Secretary's Note

I apologise for the delay in publication of the 1999 and 2000 Annual Reports. This was in no way due to the Chairman or members of the ACHWS, but reflected conflicting pressures on the secretariat. I am grateful to my colleagues Chris Smith and Barry Goodwin, who have worked hard on this report. From now on we intend to publish the report annually, and the 2001 report should be available this summer.

If you have any comments on the present report or suggestions for future reports, please send them to me:

Trevor Wayne,
Secretary to the ACHWS
c/o Architecture and Historic Environment Division
Department for Culture, Media and Sport
2-4 Cockspur Street
LONDON
SW1Y 5DH

Foreword

By Lady Merrison, Chairman of the Advisory Committee on Historic Wreck Sites

I am pleased to introduce the fourth report of the Advisory Committee on Historic Wreck Sites (ACHWS). The two years covered by this Report have been marked by a large number of changes in membership of the Committee, and against this background of change we have endeavoured to refine and improve the way in which we assess information we receive and the subsequent advice that we give to Government.

A number of wreck sites were put forward as candidates for designation under the Protection of Wrecks Act 1973 and these were assessed against the non-statutory criteria we adopted in 1998. On this basis the Committee did not feel able to recommend any of the candidate sites put forward in 1999, and only one of those suggested in 2000, for designation.

In early 1999 three members of the Committee stood down: Margaret Rule, a member since 1976, whose position in maritime archaeology has become iconic and who was instrumental in increasing the general public's interest in underwater archaeology through her involvement with the raising of the *Mary Rose*; Guy Wilson whose expertise in armaments had proved invaluable to the Committee; and Kate Foley who provided an invaluable service to the Committee in raising awareness of the importance of the provision of adequate conservation facilities for material raised from shipwrecks.

In line with our strategy of building up as many relevant networks as possible (partly to compensate for the absence of resource) we advised on the appointment of a local government archaeologist with an interest in underwater archaeology as a new member of the committee. In 1999 Robin Daniels, the Archaeological Officer for Teeside was appointed. Dr Lucy Blue of the Department of Archaeology of the University of Southampton, who is also currently Chair of the Nautical Archaeology Society also joined the ACHWS in 1999. Reports, notably from licensees and the ADU, of illegal diving on designated sites led to the recommendation that a diving police officer would be a most useful addition to the ACHWS. Jonathan Parlour of the Devon and Cornwall police force, an NAS tutor, was appointed in 2000. The Secretary of State's appointment to the committee the same year of Wendy Robinson, a conservator well known as the author of the excellent *First Aid for Underwater Finds*, arose from concerns about standards of conservation for excavation licences on designated sites.

There was also complete change of personnel in the ACHWS secretariat in early 1999. The Secretary, Gwyn Owens, and his colleagues Tania Jacobs (née Field) and Linda Godfrey, all moved on to new posts within the Department for Culture, Media and Sport (DCMS) and I would like to record my thanks and that of the Committee for their diligence and support. Their places were taken by Trevor Wayne, Chris Smith and Caity Marsh with whom many readers of this report will have come into contact over the past two years. Caity's qualities were quickly recognised and she has already been poached for higher things in a Ministerial Private Office. Her place was taken by Barry Goodwin in October 2000. The Committee, and I believe, licensees, were delighted to acquire the assistance of new recruits with a personal interest in underwater archaeology.

As ever, we are all indebted to the government's contractor, the Archaeological Diving Unit (ADU) at the University of St Andrews under Martin Dean, for its invaluable help, cheerfully given.

As a cross-border advisory body, the ACHWS provides advice to the devolved administrations as well as DCMS. The Committee was particularly pleased that this approach has continued to prove acceptable, as all the heritage agencies have provided representatives in attendance at meetings and we felt we had learned a great deal from each other. Furthermore, it was felt that this personal knowledge

aided communication and liaison about the underwater heritage, providing a safeguard against unforeseen inconsistencies of practice which might prove confusing to underwater archaeologists and divers. In this context, together with the representative from Historic Scotland, in 2000 I visited the Centre for Maritime Archaeology at the University of Ulster in Coleraine, at the invitation of the Environment and Heritage Service of Northern Ireland, which was a party in the creation of this joint initiative. Impressed by their achievements, the ACHWS recommended to the Secretary of State at DCMS the potential of joint projects with universities: for the advancement of the subject, for the development of future professional talent and for enhanced funding.

Since 1999, the ACHWS has set itself an annual task list (appended to this report) to focus its efforts and measure its progress. A major concern, looking back and forward, is for archaeological standards at designated sites; a new review has now been proposed (2001). Nautical Archaeological Society (NAS) courses for all divers on designated sites has been encouraged. Concerns have been raised about the shortage of Nominated Archaeologists and proposals made for a course to encourage recruitment. We have the ADU to thank for the Guidance Notes for Divers and Archaeologists, many drafts going through the Committee. It is intended that the Notes should be subject to frequent review as standards improve and circumstances change. The document is available on the internet, which itself has made a tremendous difference to communication in the field and to openness. Application forms will similarly be available on the internet soon; they are continually being updated to try to improve our methods.

Consultation papers responded to in writing include: Taking to the Water (English Heritage's preliminary policy statement on its future underwater responsibilities); the Joint Nautical Archaeological Policy Committee's Heritage Law at Sea; the United Nations Educational, Scientific and Cultural Organization's (UNESCO) Convention on the Protection of the Underwater Cultural Heritage. There was also input into the Health and Safety Regulations.

Readers who have continued this far may be aware that the business of the Committee has enormously increased, putting a lot of pressure on the three meetings a year.

Thank you.

LADY MERRISON

Task List 2000

1. To review the list of Designated Sites.
2. To advise on the resumption of provision of signs and marker buoys.
3. To produce guidelines for the disposal of finds from designated sites.
4. To improve relations with licensees and give them assistance where possible.
5. To begin a programme of liaison with Local Government Archaeological Officers.
6. To begin a programme of liaison with the Police, starting with advice on committee membership.
7. To improve awareness of the Protection of Wrecks Act and the Advisory Committee.
8. To liaise with Heritage Lottery Fund on grant availability for the underwater cultural heritage.
9. To advise on the UNESCO convention.
10. To try to establish a regular occasion to meet the Secretary of State/Minister/Permanent Secretary.

Section 1: The Role of the ACHWS

The Advisory Committee on Historic Wreck Sites (ACHWS) was set up to advise Government on the suitability of wreck sites to be designated for protection on the grounds of historical, archaeological, or artistic interest in accordance with the terms of the 1973 Protection of Wrecks Act (see **Section 2** for further details on the Act). The Committee also advises on the issue of licences for the surveillance and excavation of designated sites by named individuals and recommends the conditions to be attached to such licences. In addition, it receives reports from licensees and the Archaeological Diving Unit (ADU) at the University of St Andrews on progress made at individual sites, and considers and gives advice on other general underwater archaeology issues which may affect historic wrecks within UK waters. Further information on the work of the ADU is given in **Section 5**.

The Committee's membership is drawn from across a wide range of interests involved in underwater archaeology: maritime history; archaeology; sport/commercial diving (including licensees); museums; conservation; maritime law; marine biology; environmental consultancy; the Police and Royal Navy. A list of current members of the Advisory Committee is at Section 3, with brief biographical details at **Annexe B**. To reflect the UK-wide remit of the Committee, meetings are attended by officials from Historic Scotland, Cadw: Welsh Historic Monuments, and the Environment and Heritage Service (Department of the Environment Northern Ireland) to advise on wrecks in the devolved administrations; representatives from English Heritage also attend with observer status. Officials from the Department for Culture, Media and Sport (DCMS) provide the Secretariat for the Advisory Committee.

The Advisory Committee meets three times a year, normally in March, July and November. The agenda for these meetings is largely taken up with licence applications and ADU reports on designated sites. There are also ADU reports on non-designated sites presented to the Committee, as well as ADU Stewardship Reports on general issues relating to designated sites. Most site designations and licence issues are decided at the November meeting, which considers site reports compiled by the ADU during the previous diving season. In addition, sub-committees are occasionally formed to discuss specific issues, reporting back to the full Advisory Committee. An account of the work of the Committee in 1999 and 2000 is given in **Section 6**.

The ACHWS does not have a budget of its own. Instead, expenditure relating to the implementation of the Protection of Wrecks Act 1973 comes from the DCMS' programme budget for the built environment. The bulk of this expenditure is on the contract with the ADU, with the remainder going towards maintaining marker buoys over designated wreck sites and other *ad hoc* expenses. Members of the ACHWS are unpaid, but are entitled to out of pocket expenses to attend meetings, which are paid for by DCMS. In addition, Cadw: Welsh Historic Monuments, Historic Scotland and Environment and Heritage Service (Department of the Environment, Northern Ireland) provide for expenditure on specific underwater archaeology issues in their countries.

This is the fourth Annual Report of the Advisory Committee. Because of the nature of its work in assessing sites for designation, it is not possible to publish the minutes of its meetings in full. This Report, however, gives an account both of the general work of the Committee and of its activities in 1999 and 2000.

Section 2: The Protection of Wrecks Act 1973

The Advisory Committee was set up to facilitate the operation of the Protection of Wrecks Act 1973. This Act empowers the appropriate Secretary of State to designate, by order, a restricted area around the site of a vessel lying on or in the seabed in UK waters (excluding the Isle of Man and Channel Islands) if he is satisfied that, on account of the historical, archaeological or artistic importance of the vessel or its contents or former contents, the site ought to be protected from unauthorised interference. For wreck sites in English waters, the designation order is made by the Secretary of State for Culture, Media and Sport. The Environment and Heritage Service (Department of the Environment, Northern Ireland) acts as his agent in respect of historic wrecks off the coast of Northern Ireland. In Welsh and Scottish waters the authority was vested in the Secretaries of State for Wales and Scotland respectively. From 1st July 1999 the function has been devolved to their respective assemblies.

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

At the end of 2000 there were 49 sites designated in UK waters – 5 off Wales, 6 off Scotland, 1 off Northern Ireland and 37 off England. A list of the designated wreck sites is given in **Annexe C**, and a map showing their approximate location is at **Annexe D**. Further details on these sites are available in the ‘Guide to Historic Wreck Sites’ on the Archaeological Diving Unit’s website at the following address: www.adu.org.uk

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

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

Section 3: ACHWS Membership

ACHWS membership is balanced to reflect the wide variety of interests involved in the area of underwater archaeology. During the period from 1 January 1999 to 31 December 2000, three members retired (Dr Margaret Rule, Guy Wilson and Kate Foley), four new members were appointed (Dr Lucy Blue, Robin Daniels, Jonathan Parlour and Wendy Robinson), and 5 members were reappointed for further terms during this period.

A list of the Committee's membership is given below (the dates given indicate the year of appointment and length of term):

The Committee's Membership in 1999

<i>Chairman</i>			<i>Secretary</i>		
Lady Merrison	1996	5 years	Mr Trevor Wayne		
<i>Members</i>					
Mr Jonathan Adams	1996	4 years	Ms Margaret Deacon	1996	4 years
Mr Chris Allen	1999	3 years	Dr Margaret Rule*	1996	3 years
Mr David Starkey	1996	5 years	Rear-Admiral Whetstone	1996	4 years
Ms Kate Foley*	1996	3 years	Mr Guy Wilson*	1996	3 years
Mr Patrick Griggs	1996	4 years	Mr Robin Daniels	1999	4 years
Mr Stuart Bryan	1998	4 years	Dr Lucy Blue	1999	4 years
Dr Mark Redknap	1996	5 years			

*Left the Committee during 1999

The Committee's Membership in 2000

<i>Chairman</i>			<i>Secretary</i>		
Lady Merrison	1996	5 years	Mr Trevor Wayne		
<i>Members</i>					
Mr Jonathan Adams	2000	4 years	Ms Margaret Deacon	2000	4 years
Mr Chris Allen	1999	3 years	Mr Jonathan Parlour	2000	4 years
Mr David Starkey	1996	5 years	Rear-Admiral Whetstone	2000	2 years
Mr Patrick Griggs	2000	4 years	Mr Robin Daniels	1999	4 years
Mr Stuart Bryan	1998	4 years	Dr Lucy Blue	1999	4 years
Dr Mark Redknap	1996	5 years	Wendy Robinson	2000	4 years

Brief biographical details on ACHWS members are given at **Annexe B**.

Appointments to the Advisory Committee are renewable and are made by the Secretary of State for Culture, Media and Sport, in consultation with 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 Advisory Committee itself. Any

individual can put his or her name forward to be added to the Public Appointments Database – nomination forms can be obtained from DCMS at the address given at **Annexe A**. 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 (the Nolan Committee).

Section 4: Categories of Licence

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

Visitors – This category of licence will be used for sites where there is no active work, but a need for regular monitoring because of active erosion or visits by unauthorised divers. Such a licence would not normally require access to a high level of archaeological expertise and a nominated archaeologist would not normally be required. If a licensee did need advice, the primary source would be the Archaeological Diving Unit.

Survey – This is the most common category of licence issued. It is intended to cover a wide variety of non-intrusive site investigation, such as photography and video; measuring distances between objects; compiling site plans; recording seabed topography; and measuring and drawing objects on the seabed. This type of work is the most important part of pre-disturbance archaeological fieldwork, but the skills required are straightforward technical ones which can be learnt from training courses provided by the Nautical Archaeology Society (NAS). Unlike excavation, non-intrusive survey work should not disturb the site. This means that nominated archaeologists would need to give on-site advice on only the most vulnerable of wreck sites.

Surface recovery – This licence is limited to the recovery of artefacts or other archaeological material exposed on the seabed without disturbing the underlying material or stable sediments. An identified archaeological advisor would be needed to set out the diving team's strategy and ensure its implementation, as well as having an input into the analysis and interpretation of items recovered from the site. However, in some cases it would not be necessary for the archaeologist to visit the site.

Excavation – Any activity which involves disturbance of the site requires an excavation licence. This licence will not normally be issued until a completed pre-disturbance survey has been submitted to the Advisory Committee. In most cases the direction of such activities would have to be under the control of an appropriately qualified and experienced archaeologist. This archaeologist would need to be on site for most of the time excavation was taking place. In exceptional circumstances an experienced field worker without academic qualifications might be considered suitable for supervision of many of the on-site activities.

Licences are usually issued on an annual basis covering the Summer dive season or, exceptionally, for a full year. The Advisory Committee places particular importance on the applicant's plans to publish his or her research in assessing whether or not to issue a licence. Licences are issued with a number of conditions, which will normally cover the following:

- That all divers' names are listed in the site licence schedule issued by the appropriate authority. Additional names can be added to the schedule during the dive season if required by contacting the issuing authority.
- Activities within the designated area must be limited to those agreed with the issuing authority and noted on the licence.
- That intrusive activities are carried out under the direction of the approved archaeologist.

- That any artefacts recovered are given immediate first aid conservation in accordance with the advice of the nominated archaeologist.
- That a report on activities be submitted to the issuing authority in time for the November meeting of the Advisory Committee.
- That records of survey or excavation activities be deposited with the appropriate Royal Commission on Historical Monuments.

Anyone can apply for a licence to dive on designated wreck sites. Application forms for sites in English waters can be obtained from DCMS. For designated sites in Welsh, Scottish and Northern Irish waters, forms can be obtained from Cadw: Welsh Historic Monuments, Historic Scotland and the Environment and Heritage Service respectively. Addresses are given at **Annexe A**. Completed forms should be returned to the issuing authority, where they will be put forward for consideration by the Advisory Committee.

It is preferable that members of the dive team have completed an appropriate course in underwater archaeology, for example that provided by the Nautical Archaeology Society.

Section 5: The Archaeological Diving Unit (ADU)

When considering an application for the designation or licensing of sites, the appropriate Secretary of State at DCMS, the heritage bodies of the devolved administrations and the Advisory Committee are assisted by a team of diving archaeologists contracted to DCMS to visit and report on the suitability, condition and quality of sites and the work of licensees upon them. The ADU of the University of St Andrews has held this contract since 1986. The ADU were again the successful tenders for the contract in 1998. This was for three years with the option to extend by a further two years, which was taken up by DCMS in 2001.

The ADU aim to visit designated sites at least once every 3 years on a rolling programme. They are required to visit between 20 and 30 sites per annum. These will include non-designated sites on which they make a recommendation about designation. During 1999, the ADU visited 28 wreck sites, 19 of which had been designated under the 1973 Act. In 2000, they visited 49 including 18 which were designated.

The ADU's main aims in respect of designated sites and licensees are:

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

The ADU is the Advisory Committee's main source of information about both protected and non-protected wreck sites. It also provides technical advice on issues such as archaeology and the diving at work regulations. Its reports form the basis of papers for ACHWS meetings and contain information about the current condition of sites, threats, standards of work on and off site, advice about publicity, conclusions and recommendations.

When DCMS or the Heritage Agencies of the devolved administrations receive general enquiries from the public about wrecks which fall outside their remit, or are of a technical nature, the enquiry is passed to the ADU, or the appropriate Royal Commission, for a response.

Section 6: The Work of the ACHWS in 1999 and 2000

Sites Designated

During 1999, the ACHWS did not consider any of the wrecks put forward as suitable for designation. ADU reports on nine further wreck sites were considered by the ACHWS, but not deemed to be of sufficient importance to merit designation at the present time. In 2000, the ADU reported on eight wreck sites. The ACHWS recommended that one of these, the Mingary Castle wreck in the Sound of Mull, Argyll, be designated under the Protection of Wrecks Act 1973. It was duly the subject of an emergency designation order made on 17th August 2000.

Licences Reviewed/Issued

A major part of the Advisory Committee's work is in advising the Secretaries of State on issuing and renewing licences to divers for designated wreck sites. As explained in **Section 4**, four categories of licence are issued, for visitors, survey, the recovery of surface artefacts and excavation work.

In 1999, the Advisory Committee considered a number of licence applications to carry out activities on designated sites for the 2000 dive season. As a result, 36 licences were granted. The details of these licences are given below:

2000 Designated Wreck Sites Licensees

Site Name	Type of Licence	Licensee	Archaeological Advisor (where appropriate)
All sites	Survey	Martin Dean (Archaeological Diving Unit)	
Duart Point	Excavation	Dr Colin Martin	Dr Colin Martin
Duart Point	Visitors	Philip Robertson	
Dartmouth	Visitors	Philip Robertson	
Bronze Bell (Tal-y-bont)	Survey	Michael Bowyer	Michael Bowyer
Tearing Ledge	Visitors	James Heslin	
Resurgam	Surface Recovery	Michael Bowyer	Michael Bowyer
Royal Yacht Mary	Survey	Susan Barker	Douglas McElvogue
South Edinburgh Channel	Visitors	R D Catchpole	

2000 Designated Wreck Sites Licensees (Continued)

Site Name	Type of Licence	Licensee	Archaeological Advisor (where appropriate)
Hazardous	Surface Recovery	Iain Grant	Garry Momber
La Girona	Survey	Frank Madden	Declan Hurl
Rill Cove	Excavation	Michael Hall	Kevin Camidge
Royal Anne	Excavation	Robert Sherratt	Kevin Camidge
St Anthony	Excavation	Anthony Randall	Kevin Camidge
Schiedam	Excavation	Anthony Randall	Kevin Camidge
Church Rocks	Survey	Simon Burton	Alexzandra Hildred
Dunwich Bank	Survey	Stuart Bacon	Stuart Bacon
Northumberland	Survey	Robert Peacock	Simon Adey-Davies
Restoration	Survey	Robert Peacock	Simon Adey-Davies
Needles	Survey	Gary Momber	Gary Momber
Stirling Castle	Surface Recovery	Robert Peacock	Simon Adey-Davies
Langdon Bay	Visitors	Brian Samson	
Invincible	Survey	Cmdr John Bingeman	Margaret Rule
Studland Bay	Visitors	Mike Markey	
Erme Estuary	Survey	Jim Tyson	Annabel Lawrence (ADU)
Erme Estuary (Ingot Site)	Survey	Neville Oldham	Annabel Lawrence (ADU)
Moor Sands	Survey	Neville Oldham	Annabel Lawrence (ADU)
Salcombe Cannon	Excavation	Michael Palmer	Annabel Lawrence (ADU)
HMS A1	Survey Visitors	S K Lovell C Richardson	Annabel Lawrence (ADU)
Seaton Carew	Excavation	Robin Daniels	Robin Daniels
Yarmouth Roads	Excavation	Kit Watson	Kit Watson
Pwll Fanog	Excavation	Douglas McElvogue	Douglas McElvogue
Blessing of Burntisland	Survey and Excavation	Ian Archibald	Ian Oxley

2000 Designated Wreck Sites Licensees *(Continued)*

Site Name	Type of Licence	Licensee	Archaeological Advisor (where appropriate)
Iona II	Survey Survey Visitors	John Heath Ian Cundy Thomas Droste	Steve Waring
Gull Rock	Survey	John Heath	Steve Waring
Coronation (offshore)	Survey	Robert George	Alexzandra Hildred
Coronation (inshore)	Survey	Robert George	Alexzandra Hildred

In 2000, the Advisory Committee considered a number of licence applications to carry out activities on designated sites for the 2001 dive season. As a result, the following licences were granted:

2001 Designated Wreck Sites Licensees

Site Name	Type of Licence	Licensee	Archaeological Advisor (where appropriate)
All sites	Survey	Martin Dean (Archaeological Diving Unit)	
Duart Point	Excavation	Dr Colin Martin	Dr Colin Martin
Duart Point	Visitors	Philip Robertson	
Dartmouth	Visitors	Philip Robertson	
Bronze Bell (Tal-y-bont)	Survey	Michael Bowyer	Michael Bowyer
Resurgam	Surface Recovery	Michael Bowyer	Michael Bowyer
Mary Rose	Excavation	Alexzandra Hildred	Alexzandra Hildred
Hazardous	Surface Recovery	Iain Grant	Garry Momber
La Girona	Survey	Frank Madden	Declan Hurl
Rill Cove	Excavation	Michael Hall	Kevin Camidge
Royal Anne	Excavation	Robert Sherratt	Kevin Camidge
St Anthony	Surface Recovery	Anthony Randall	Kevin Camidge

2001 Designated Wreck Sites Licensees (Continued)

Site Name	Type of Licence	Licensee	Archaeological Advisor (where appropriate)
Schiedam	Surface Recovery	Anthony Randall	Kevin Camidge
Church Rocks	Survey	Simon Burton	Kevin Camidge
Dunwich Bank	Survey	Stuart Bacon	Margaret Rule
Northumberland	Survey	Robert Peacock	Simon Adey-Davies
Restoration	Survey	Robert Peacock	Simon Adey-Davies
Grace Dieu	Excavation	Jonathan Adams	Jonathan Adams
Stirling Castle	Surface Recovery	Robert Peacock	Simon Adey-Davies
Langdon Bay	Visitors	Brian Samson	
Invincible	Survey	Cmdr John Bingeman	Margaret Rule
Studland Bay	Visitors	Mike Markey	
Erme Estuary (Ingot Site)	Survey	Neville Oldham	Annabel Lawrence (ADU)
Moor Sands	Survey	Neville Oldham	Annabel Lawrence (ADU)
Salcombe Cannon	Excavation	Michael Palmer	Annabel Lawrence (ADU)
Seaton Carew	Excavation	Robin Daniels	Robin Daniels
Yarmouth Roads	Survey	Kit Watson	Kit Watson
Blessing of Burntisland	Survey	Ian Archibald	Ian Oxley
Iona II	Survey Survey Visitors	John Heath Ian Cundy Thomas Droste	Steve Waring Chris Underwood
Gull Rock	Survey	John Heath	Steve Waring
Coronation (offshore)	Survey	Robert George	Alexzandra Hildred
Coronation (inshore)	Survey	Robert George	Alexzandra Hildred
Loe Bar Wreck	Survey	Robert Bryson	Chris Underwood

Licensee Reports

The ACHWS considered 38 licensee reports in 1999, and 37 the following year. These have been combined below in the form of a summary of the activities on each site during 1999-2000. Further information is available from the Secretariat on request – contact details are shown in **Annexe A**.

Resurgam

The world's first mechanically (steam) propelled submarine, 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 to Portsmouth, under tow, for evaluation by the Admiralty.

In 1999, the Advisory Committee considered a licensee report relating to his activities during the previous year, when he found that the hull of the submarine had rotated some 90° and moved approximately 30 feet from its previous position. A later report provided more detailed information about the submarine's condition, as well as a diagram showing its change in position.

Poor weather conditions did not allow the licensee to conduct as much work on the site in 2000 as he had hoped, and a considerable amount of work had to be postponed until the diving season in 2001.

Dartmouth

A small frigate or fifth rate built in 1655. On 9 October 1690, on a mission to the Sound of Mull in Scotland to persuade the MacLeans of Duart to sign the Articles of Allegiance to William and Mary – by force if necessary – a storm drove her from anchorage and ashore on one of the rocky islands. Discovered in 1973 by divers from Bristol, the site was designated in 1974.

In both 1999 and 2000, the licensees continued the visitor schemes on both this and the Duart Point wrecks which had been so successful in previous years. These involved allowing visiting divers to follow underwater trails over the sites. These trails included floating interpretation boards at points of particular interest. Accessibility to the site was improved by the controlled removal of kelp from selected areas. The visitor scheme was a success, with 108 divers in 1999 and the same figure in 2000, taking advantage of this opportunity to dive an important wreck under special licence from Historic Scotland.

Several cases of unlicensed diving were reported to the licensee early in 2000. However, the site is now clearly marked with a sign stating the legal requirements to dive the *Dartmouth* and local charter operators have been made aware of the status of the site. The licensee hopes that these measures will stop any further illegal activities.

Duart Point Wreck

This wreck probably dates to 1653 and may be that of the *Speedwell*, a small Cromwellian vessel lost following operations against the MacLeans of Duart. A number of items exposed by erosion were raised by the Archaeological Diving Unit in 1992 on behalf of Historic Scotland and are being conserved by the National Museums of Scotland. A detailed survey was undertaken by the Scottish Institute of Maritime Studies in 1993.

In 1998, the licensee checked the effect of attaching anodes, two years earlier, to 7 cannons and the anchor. These anodes, which are designed to slow down the rate of corrosion of a metal object by passing an electrical charge through it, were found to be functioning very effectively and bringing about a significant stabilisation of the site.

In 1999 the visitor scheme proved to be a success, with 101 divers taking part. In addition, a camera crew from the BBC undertook a number of dives on this site to film material for the series “Journeys to the Bottom of the Sea”, one edition of which featured this wreck. The licensee’s team undertook some excavation in an area which had been covered with sandbags since 1993. The Report noted that the area covered remained much the same in appearance as it did six years earlier, which indicated that the sandbags had been effective in protecting this important site from sea action.

In the course of its excavations, the team made two important discoveries. The first of these was a substantially complete naval gun carriage of the “truck” design - the only example of a Stuart sea carriage presently known. It was unusual in that its rear runners were solid wooden chocks rather than wheels, a characteristic of use with short light guns (“drakes”) and necessary to dampen their excessive recoil.

The other major find was a complete panelled door, on top of which lay a wooden chest. Both items were excavated *in-situ*, and recovered the following year.

2000 proved to be a busy year – 121 divers visited this site under the visitor scheme, and, over a period of six weeks, excavation was conducted involving more than 100 hours underwater.

The excavation concentrated largely on the vessel’s stern. Various items which had been discovered in 1999 were recovered. The licensee believed that a study of the gun and its carriage would significantly add to our knowledge of English Naval gunnery of this period.

Other smaller finds recovered included: a Frechen stoneware jar with its contents intact; clay pipes; wooden powder flasks from musketeers’ bandoliers and two pieces of carved decoration, one of which the licensee believed to be to be a central motif from the stern counter of the ship depicting a classical figure with surrounding attributes.

HMS Hazardous

A 54-gun fourth rate, captured from the French in 1703 and lost during a storm in 1706. In 1999, the licensees continued to monitor the sand levels on the site, and found that an object made of lead with uniform holes – possibly a filter or a strainer – had become exposed. They removed the item for conservation as it was in danger of being washed away. They surveyed a number of concretions in preparation for removing them in a future season.

In 2000, the licensee continued to monitor the conditions on this site.

Rill Cove Wreck

An unidentified vessel, to which a tentative date of 1616 has been assigned. In 1999 the licensees found sand levels to be similar to the previous year, and that iron cannon were again completely exposed. No other material from this wreck was visible.

Poor weather conditions and other factors meant the licensee was unable to dive on this site during the 2000 season.

Royal Anne

Launched in 1709, a fifth rate 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 when bad weather forced her to return to port in Falmouth she was wrecked on the Stag Rocks off Cornwall.

In 1999 the licensees replaced a number of datum pegs and labels that were found to be missing, possibly due to the movement of boulders during the winter storms.

In 2000 the licensee concentrated on setting up a database of all artifacts retrieved to date from this site. This also included photographs, site plans and documentary research.

Seaton Carew Wreck

Probably the remains of a 19th-century east coast collier brig, a ubiquitous trading vessel the type of which has not previously been identified in the archaeological record in Britain.

The licensees continued to monitor the site and reported that throughout 1999 and 2000, the wreck was totally buried in sand. In August 2000, an interpretative sign, which was jointly funded by Hartlepool Borough Council and DCMS, was erected near the site.

Tearing Ledge Wreck

Possibly the remains of one of a number of ships belonging to Sir Cloudisley Shovell's fleet which struck the Western Rocks in 1707. The wreck is most likely to be that of the *Eagle*, a 70 gun third rate, but the possibility that it is the *Romney*, a 50 gun fifth rate, or indeed parts of both cannot be ruled out. There were two licensees to this site during 1999. One licensee reported that he was unable to visit the site during the year due to poor weather conditions. The other licensee reported that he had been able to make two dives and the site was unchanged compared to previous years.

Church Rocks Wreck

This wreck is unidentified but may be of 16th-century date and Mediterranean origin. The licensee continued to monitor the site in 1999 and 2000, and the wreck was covered by approximately five metres of sand throughout this period.

Coronation sites

A 90 gun second rate, built in 1685 but lost in heavy weather in 1691. The site lies in two separate concentrations – Inshore and Offshore.

In 1999, the licensees undertook a number of activities on both the Inshore and Offshore sites. At the latter their main activity was a continuation of the survey. The data collected was used to evaluate the "Site Surveyor" computer software. They also achieved progress with their ongoing project of entering data collected from previous projects on these sites spanning the past twenty years, into a CAD computer application with a view to studying changes that have taken place to the site during this period.

In 2000, the licensee concentrated on continuing his survey of the inshore site. Although hindered by poor visibility and dense kelp covering the site, he was largely successful in accurately positioning many of the artifacts on the seabed using Differential Global Positioning Systems (DGPS).

At the offshore site in 2000, the licensee continued his survey using the existing network of datum points. Detailed measurements of two anchors were taken. The licensee noted that there was a large amount of modern dockyard-associated debris present on the site.

Dunwich Bank Wreck

The only wreck site in the UK known to archaeologists where bronze cannons can still be found *in-situ*, its identity is still unknown although it is believed to be a military stores or support vessel dating back to the second half of the 16th Century. Two of the guns are dated 1554.

The numerous abandoned fishing nets and the poor visibility normally prevalent here combine to make this a hazardous site for divers. Nevertheless, in 1999 the licensee and his team managed to continue their survey of the site, during which they discovered two more cannon, raising the total discovered on this wreck so far to six. In his report, the licensee speculated that the 16th Century Town Chest on display in the Dunwich Museum may have come from this wreck.

Favourable weather conditions during 2000 allowed the licensee and his team to dive almost twice as many hours as the previous year. Poor visibility, however, meant that the continued survey of the site was conducted by touch and sound. This was hampered by an increasing array of debris accumulated at the site, ranging from fishing nets to anchors. Despite these poor conditions, the team was nevertheless able to discover yet more cannon, raising the total to sixteen.

The licensee reported that a variation in the sub-bottom levels had revealed a small amount of timber. However, no identifiable pattern emerged in relation to the hull construction of the wreck.

The licensee submitted plans to construct a maritime museum dedicated to the wreck site.

Stirling Castle, Restoration & Northumberland

The *Stirling Castle* a 70-gun third rate built in 1678, this was a victim of the Great Storm of 1703 that also claimed the warships *Northumberland*, *Restoration* and *Mary* on the Goodwin Sands with the total loss of 1190 lives. The site was first located by divers from Thanet in late 1979 investigating a fisherman's net fastening, at a time when the wreck was exposed by a shift in one of the sandbanks of the Goodwin Sands. The sand had shifted to reveal a remarkably well preserved and intact hull. The wreck was designated in 1980 but, soon after, the site was almost totally reburied.

In 1999 the licensees found that the movement in sand, which had begun in 1998, had continued with the result that in 1999 the wreck was almost as exposed as in 1980. An area of hull 17 metres long and 3.3 metres high from the seabed was exposed, revealing several gun ports, through which guns were visible still on their carriages. Numerous other artefacts were also uncovered for the first time, including a copper candlestick, three boxes of muskets, a large number of pulleys and rigging blocks, a copper sieve-style kitchen utensil and a wooden log reel (used for measuring the ship's speed). It was decided to raise the most vulnerable of these artefacts as an emergency measure.

The year 2000 saw a continued natural degradation of the site. The dramatic movement of sand from around this wreck led to unparalleled sediment reduction from the stern port quarter and exposed a number of important artifacts, and the loss of the sand supporting the decks resulted in the gun deck collapsing on to the orlop deck. The licensee concentrated his team's efforts to recovering artifacts from the exposed areas.

Two large cannon and carriage sets, complete with moving tackles which were in an excellent state of preservation, were seen sliding down the gun deck as it collapsed. One consequently suffered the loss of its wooden truck wheels and axles, and the second lost one set of wheels and broke its axle in four places. The licensee raised one of the cannons with its unique carriage, placing it in a temporary place of safety. Smaller artifacts were also retrieved, including pewter tankards, pewter plates, and onion bottles.

The licensee also noted damage to the wreck which he believed to result from fishing nets becoming snagged on the structure.

The licensee concentrated his activities on the *Stirling Castle* due to the vulnerability of the site. Dives by the ADU in 1999 on the other nearby designated wrecks, the *Restoration* and the *Northumberland*, showed they too were similarly exposed compared to previous years. However sonar soundings in 2000 revealed that the *Restoration* and the *Northumberland* were not suffering from the same level of exposure as the *Stirling Castle* and both remained relatively stable.

Mary Rose

Built in 1509, the *Mary Rose* was said to be King Henry VIII's favourite warship. It capsized and sank in 1545 whilst engaging a fleet of French galleys. Henry VIII witnessed the event. Whilst a large section of wreck was raised in 1980 and is conserved on land in Portsmouth, further wreckage still remains on the seabed.

In 1999, the licensees chose not to dive on the site as visits the previous year showed that no remaining artefacts or timbers were exposed above the sea bed.

Tal-y-Bont Wreck

Found by divers in the summer of 1978, this was an armed ship possibly from the late seventeenth century which sank carrying large blocks of marble. The wreck is also known as the 'Bronze Bell Wreck' as a bell was found on the site. It bore the date of 1677.

Work on this site was limited in 1998 due to adverse weather. However, the licensees did manage to resurvey 15 of the marble blocks which made up the cargo of this vessel, and input the data into a computer programme which created a three-dimensional image of the site.

Investigations were carried out to ascertain whether the blocks originated from the Cararra Quarries in Italy; the results were not submitted to the Committee by the end of 1999.

The site was visited on nine occasions during 2000. The licensee found that the site remained very stable although a sandbank had formed on the eastern edge of the site. Investigations to the north of the site revealed hundreds of pewter fragments.

Pwll Fanog Wreck

This site was located in the Menai Straits during a marine biological survey in July 1976. A cargo of late medieval roof slates was found closely stacked within a clinker-built hull of a small, late medieval trading vessel.

No diving activity took place on this site during 1997-98. A 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 for this wreck; the results were not ready by the time the licensee's report was written.

Future plans for the site included an ecological survey to ascertain changes to the site's biotope. Since the late 1970s an assessment of the site's suitability for the training of marine biologists and archaeologists, as well as an intensive seismic survey of the area to assess its geological and sedimentological value and to reveal any other vessels known to have sunk in this area, have been carried out.

In 1999 the licensee replaced a number of datum points and survey lines that had become dislodged. He noted that various individual slates were located up to twenty-five metres from the site.

The proposed sampling of sand was delayed due to its insufficient depth on the site. A new sampling strategy was devised and it was proposed that samples be taken throughout the season. The meofauna would also be tested throughout the year to record population levels.

Invincible

A 74-gun third rate, the *Invincible* was captured from the French in 1747 and lost when it hit a sandbank in 1758. Contemporary study of this vessel's design gave rise to the very successful 74 gun frigate class of the Royal Navy.

The licensee found that although the seabed level had generally risen during 1998, one part of the wreck (where a number of cannonballs were located) had become more exposed, revealing a large area of concretion. He considered this to be a result of the natural movement of the seabed, although he did not rule out the possibility that the grounding of the *Amer Ved* on the site in 1996 may have been a contributory factor.

He expressed the intention to submit his extensive archive relating to this site to the National Monuments Archive after he had completed his full report on this wreck.

In 2000 the licensee reported that the seabed levels and the visible hull had showed little change on the previous year.

The licensee continued to monitor progress on the new sewage treatment plant, which he expected would reduce the level of water pollution on this site.

Studland Bay Wreck

This site consists of extensive but broken remains of an unidentified armed vessel carrying Iberian pottery dating from the 1520s.

The licensees monitored this site in 1999 and found it to be undisturbed and generally well covered in sediment. Some reduction in the level of the seabed was noted; the licensee also noted some movement of the buoy that marked this site.

The licensees' monitoring of the site continued in 2000. It remained undisturbed under a layer of silt, although a large military parachute was found draped over part of the site. This appeared to have caused no damage to the wreck.

Erme Estuary Ingot Site

In 1991, while investigating a nearby historic wreck site, a team of divers from the South-West Archaeological Group discovered a number of crude tin ingots. On further investigation, more were found and subsequently raised. A nearby timber was radiocarbon dated but not thought to be contemporary with the ingots.

The licensee visited this site three times during 1998. During each of these visits he found that the site had not been disturbed, and that the wreck was covered by sand.

Due to unfavourable sea conditions, the licensee was only able to dive on this site once in 1999, during which he found that little had changed from the previous year.

Needles (*Assurance/Pomone*)

The site contains what is thought to be the remains of two wrecks: the *Assurance*, a 44 gun fifth rate lost in 1738, and the *Pomone*, a 38 gun fifth rate lost in 1811. The site was recently surveyed by the Hampshire and Wight Trust for Maritime Archaeology.

In 1998, there was a large amount of activity on this site. 46 volunteer divers spent a total of nearly 66 hours submerged in the designated area, and professional divers a further 9 hours.

Much was achieved during this time. Activities were concentrated around improving the detailed topographical survey of the site, which was accomplished by carrying out a swath bathymetry survey as well as by the Direct Survey Method; further detail was added by sketching features on underwater paper. The resulting improved site plan made it much easier for divers to navigate their way around this irregular and confusing site. In addition, a diver trail was laid which facilitated educational and training activities on the site. Underwater photographs were also taken, as well as footage for a Nautical Archaeology Society training video.

In 1999, many diving groups visited the site. A display of work undertaken there in previous years was exhibited at Hurst Castle in Keyhaven. It was proposed that submerged CCTV be installed to relay live pictures of the site for onshore visitors in the Coastal Visitors Centre at Ventnor. The licensee also recommended that a replacement interpretative sign be erected. The wreck remains in Alum Bay, which the licensee believes could be the bow end of the *Pomone*, would be investigated further in 2000.

2000 proved to be another busy year on the site – 16 divers visited the site and spent a total of over 12 hours underwater. The licensee and his team laid a dive line with a view to setting up a diver trail during the following year; the feasibility of the trail was studied by Nautical Archaeology Society-trained volunteers and students. It was hoped that the trail would be opened by the end of 2001.

Gull Rock Wreck

This unidentified wreck consists of a scatter of 15th and 16th Century objects including two wrought iron breech blocks, a wrought iron gun and a quantity of stone shot. The site was originally found in 1968 but was not rediscovered again until 1983.

The licensee visited the site once in 2000. Only three cannon balls could be found and the broken cannon had started to become encrusted with marine life. In all other respects the site appeared not to have altered from the previous year.

Erme Estuary Cannon Wreck

The site, which consists of an assemblage of cannon and other shipwreck items ranging in date from the 16th to 18th-centuries (possibly from more than one wreck), was discovered by a snorkel diver.

In 1999, despite disruption caused by poor weather, the licensee was able to carry out a magnetometer survey of the site in conjunction with the ADU. The high sand levels on the site meant that no artefacts were visible.

Blessing of Burntisland

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

In 1999, Ian Archibald of the Burntisland Heritage Trust, the licensee, gave an interesting presentation to the Committee on activities that had taken place on the wreck. Any remains were buried beneath the sea bed, and during his presentation Mr Archibald showed a number of sonar images. Further information on this project can be found on the licensees' website: www.kingcharles-wrex.co.uk

In 2000 the licensee carried out a geophysical survey on an anomaly under the sea bed. No evidence of a wreck was found in that area, so the project turned its attention to a different part of the designated area.

Yarmouth Roads Wreck

The wreck of a late 16th or early 17th-century merchant carrack, possibly of Spanish origin. It was located in 1984 during the search for the source of Roman pottery brought to the surface by oyster fishermen's trawls. The wreck, which may be that of the *Santa Lucia* lost in 1567, was partially excavated by the Isle of Wight Maritime Heritage Project during the mid-1980s.

No diving was undertaken on this site in 2000. However, work was carried out on the archive from the 1983-1989 fieldwork and plans were made to place part of the archive on the internet to ensure wider access.

South Edinburgh Channel Wreck

Discovered by the Port of London Authority when it became exposed by sand movement, this wreck consists of the well-preserved remains of an unidentified late 18th Century merchantman carrying Swedish copper plate money, iron bars and bottles of wine. There has been no investigation of the site since designation because sand has reburied the wreck.

The licensee, who monitors this site each year, was unable to dive there during 1999 due to bad weather.

HMS A1

Another new designation under the 1973 Act (she was designated in November 1998), the *A1* was the first British-designed and built submarine used by the Royal Navy. Built by Vickers in 1903, the *A1* sank in 1904 after a collision with the *SS Berwick Castle* in which all of her crew were killed. After being recovered, the submarine was employed in trials and experiments for the Anti Submarine Committee. During one such trial in 1911, when running unmanned and under automatic pilot as a submerged target, she sank again off Selsey Bill.

The submarine was accidentally discovered in 1989 by a local fisherman some miles away at Bracklesham Bay. It is believed that, barely negatively buoyant, the vessel had drifted several miles away from the point where she was originally lost before settling. The ADU was informed of the wreck in 1996 by a local diver whilst inspecting another site nearby.

Following approaches from Rear Admiral Whetstone, an ACHWS member, the Royal Navy sent a diving team down to the wreck and was able to refit the forward diving hatch, after evicting a large conger eel who had taken up residence. The operation provided some valuable experience to the diving team as well as securing the A1 against further unauthorised access and theft.

Schiedam

Captured by corsairs off Gibraltar in 1683, this Dutch fluyt (a type of merchant vessel) was taken as a prize by the *James*, an English galley captained by the famous Cloudisley Shovell. In 1684, en route from Tangiers to England with a cargo of horses, stores, machinery, captured iron guns and a company of army miners, she was driven ashore at Jangye Ryn near Gunwalloe Church Cove by a gale. The site was discovered in 1971.

In 2000, the licensee found that the heavy storms of the previous winter had created a sand bank up to a metre in depth over the site. This made it impossible to conduct any meaningful work in such shallow water, which was subject to heavy surf.

Hanover

A 100ft two-masted brigantine built in 1757, this was a packet service vessel en route from Lisbon to Falmouth carrying £60,000 in gold and valuables. The vessel became wrecked when a gale drove her into a cove on 13 December 1763. Only 3 people survived out of the 27 crew and 40 passengers. Historic evidence suggests much of the gold was recovered soon after the wrecking. A movement in

sand levels exposed the wreck in June 1994 and it was found by a local diver. The identification of the site as the *Hanover* was made from the recovery of the ship's bronze bell, inscribed "The Hanover Paquet 1757". A musket, shot, ship fittings and Captain Joseph Sherburn's gold and diamond mourning ring, inscribed 'Mary Sherburn Obit 14 Feb 1744 aged 22 years', also came from the site.

In 1999 the licensee monitored the site and found that, throughout the year, the wreck was entirely covered by sand.

St Anthony

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

The licensee was unable to undertake any work on this site during 2000 due to adverse weather conditions.

The Loe Bar Wreck

Whilst the identity of the "Loe Bar" Wreck, which was found by a team of divers, is uncertain, there is evidence to suggest it might be a rare example of an undisturbed 17th Century wreck, and a very important find. It is likely that it will provide vital clues to shipbuilding techniques of the period and an insight into life on board ship. This wreck was designated on 14 June 1999.

In 1999 eighteen guns and an anchor were located at this site. Fourteen of the guns were numbered, and the others were buried by shingle which returned towards the end of the diving season. The guns were not in a good condition due to the constant scouring of the shingle, and the abrasive action had left very few identifiable features.

The ADU were involved in investigating this site, including a magnetometer survey during which large areas of manganese oxide were revealed. The licensee believed this discovery may help to identify the ship as the *President*, which had a large cargo of manganese ore as paying ballast when she sank in 1684.

The licensee noted in his 2000 report that the exposed position of the wreck had led to continuous sand and shingle movements. A sand gauge showed that much of the wreck site was covered by up to two metres. The licensee expanded the magnetometer survey.

Salcombe Cannon

The site was first described in 1992 as a "cannon site with nothing else visible". When the licensee returned to the site in 1994 the seabed had changed and gold artifacts were exposed. Coins and jewellery dating from 1510 to 1636 were recovered; these were identified as Moroccan but the name of the vessel and its origin is unknown but it has been dated between 1630 and 1640. The licensee secured help and advice from the British Museum and the Victoria and Albert Museum in Exeter with conservation and the interpretation and dating of the recovered material. The British Museum purchased the material from this site in 1998 and it was placed on display in the Money gallery.

In 1999 the licensee reported that although the weather conditions were generally poor, his team was still able to make progress on the site. All lines had to be replaced as a result of the previous winters storms. During excavation work, various artifacts were brought to the surface including an ornate Dutch clay tobacco pipe.

Moor Sands Wreck

This site consists of a scatter of eight Bronze Age implements, discovered between 1977 and 1982. These indicated a prehistoric boat may have sank at this point about three thousand years ago.

In the 1999 season, the licensee and his team spent a total of eight hours underwater and, over four days, conducted a magnetometer survey of the site. Within the protected area metal detectors were used but nothing was located. The magnetometer survey revealed two iron wrecks outside the designated area. The licensee believed one of the wrecks to be the *Mirion*, which was lost in 1869 during a return trip from Rangoon with a cargo of rice.

The licensee reported that divers from outside the region had been found within the designated area. They had been drift diving and claimed that they were unaware that they were diving in a protected area. They left the area after being informed that this was a designated site.

Cattewater Wreck

This wreck, which is very near to Queen Anne's Battery in Plymouth, was discovered after a dredger recovered timber and the fragments of two guns in 1973. Survey and excavation work carried out between 1977 and 1978, suggested that the ship was a merchantman of 200-300 tons lost around 1530.

During 1999 the licensee undertook a comprehensive remote sensing pre-disturbance survey of the site. This produced an almost three-dimensional representation of the wreck and will provide invaluable information for future projects on the site. The survey suggested that a large part of the ship remained uncovered, lying with its stern uppermost and its bow some 2.5 metres below to the north. It also appeared that, at 75 square metres, the site covered a larger area than had previously been thought.

The licensee's attempt to date the wreck through dendrochronology testing of the previously recovered keelson proved inconclusive due to the poor state of the timber.

La Girona

A Neapolitan galleass homeward bound from the failed 1588 Armada, but wrecked in October of that year off the coast of Northern Ireland.

1999 was a very successful year for the licensee, as good weather had allowed him and his team to dive extensively on around this site. To the west of Lacada Point, many splinters and fragments of iron cannonballs were found along with two large concretions which the licensee believed to contain whole shot. Close shore diving to the east of Lacada Point revealed some steel wreckage, however this was found to be part of a large navigational buoy.

The 2000 diving season was another busy one for the four man diving team. Various swim line searches were undertaken, during which a map of the site area was drawn up. More cannon balls were found in various states of concretion and four musket balls were discovered in very good condition.

Royal Yacht *Mary*

The yacht *Mary* was presented by the city of Amsterdam to Charles II on his restoration in 1660.

After a year serving as the first royal yacht, it was transferred to the Navy but was wrecked on 25th March 1675 during a passage from Dublin to Chester.

The licensee had planned to survey this site in April 1999, however this was not possible due to poor underwater visibility. He was, however, able to monitor the site, and no change from the previous year was recorded.

Grace Dieu

Henry V's *Grace Dieu* was built in Southampton and Launched in 1420. Being classed as too expensive to use and too prestigious to risk, she was mothballed at her moorings on the river Hamble. She was sunk in 1436 when she was struck by lightning and severely damaged in the resulting fire.

The licensee informed the Advisory Committee of his proposal to study the physical and chemical nature of the environment at the wreck site. These tests would take place over the course of three years and include a study of wood decay.

Iona II

The *Iona II* was built in Govan as a fast ferry for the Clyde. After only one year's service, she was sold to Charles Hopkins Boster of Richmond Virginia allegedly to run guns and supplies for the Confederate forces during the American Civil War. She sank off Lundy during her first trans-Atlantic voyage.

The *Iona II* has more than one licensee – two reports were received in 2000. One reported that due to bad weather he had only undertaken two dives on the site in 1999. He took some photographs to assist a general overview of the site. Another licensee reported that despite a combination of unfavourable weather conditions and the fuel crisis during the 2000 diving season, he was nevertheless able to progress his survey. He considered degradation of the site to be minimal and the basic shape and structure of the wreck remained in very much the same state as it had been in 1990.

ADU Stewardship Reports

An important part of the work of the Advisory Committee is in analysing and commenting on Stewardship Reports prepared by the Archaeological Diving Unit (ADU). These cover a wide range of issues connected to designated wreck sites and the activities carried out on them. In 1999 & 2000, the ADU presented the following papers:

- Offences Under the Protection of Wrecks Act 1973 – This paper, produced jointly by the ADU and the Secretariat, set out the legal position and role of the DCMS with regard to offences committed under the 1973 Act. Its proposals included informing all relevant police forces of the designated wrecks sites within their areas and setting out their responsibilities under the 1973 Act.
- ADU recommendations regarding the provision and placement signs.
- ADU recommendations to inform relevant local police forces and harbourmasters of illegal diving activities on designated sites.
- ADU recommended the expansion of the protected parameters of some designated wreck sites.
- ADU recommended that the number of prospective archaeological advisors be increased.
- ADU produced a protocol for the dealing of human remains when found on designated wreck sites.

Annexe A

Other Information Sources

Secretary, Advisory Committee on Historic Wreck Sites

Department for Culture, Media and Sport
2-4 Cockspur Street
London
SW1Y 5DH
Tel 020 7211 6927
Fax 020 7211 6961
Email enquiries@culture.gsi.gov.uk
WWW www.culture.gov.uk

Cadw: Welsh Historic Monuments

National Assembly for Wales
Crown Building
Cathays Park
Cardiff
CF10 3NQ
Tel 029 2050 0200
Fax 029 2082 6375
Email cadw@wales.gsi.gov.uk
WWW www.cadw.wales.gov.uk

Historic Scotland

Longmore House
Salisbury Place
Edinburgh
EH9 1SH
Tel 0131 668 8600
Fax 0131 668 8765
Email Olwyn.Owen@scotland.gsi.gov.uk
WWW www.historic-scotland.gov.uk

Environment and Heritage Service

Department of the Environment Northern Ireland
5-33 Hill Street
Belfast
BT1 2LA
Tel 02890 235000
Fax 02890 543111
WWW www.doeni.gov.uk

Receiver of Wreck

The Maritime and Coastguard Agency
Spring Place
105 Commercial Road
Southampton
SO15 1EG
Tel 023 80329474
Fax 023 80329477
WWW www.mcagency.org.uk

Archaeological Diving Unit

University of St Andrews
Fife
KY16 9AJ
Tel 01334 462 919
Fax 01334 462 921
Email adu@st-andrews.ac.uk
WWW www.adu.org.uk

National Monuments Record Centre

English Heritage
Great Western Village
Kemble Drive
Swindon
SN2 2GZ
Tel 01793 414600
Fax 01793 414606
Email info@rchme.co.uk
WWW 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
Tel 01970 621200
Fax 01970 627701
Email nmr.wales@rcahmw.org.uk
WWW www.rcahmw.org.uk

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

John Sinclair House
16 Bernard Terrace
Edinburgh
EH8 9NX
Tel 0131 662 1456
Fax 0131 662 1477/1499
Email nmrs@rcahms.gov.uk
WWW www.rcahms.gov.uk

Nautical Archaeology Society

Fort Cumberland
Fort Cumberland Road
Eastney
Portsmouth
HANTS
PO4 9LD
Tel/fax 023 9281 8419
Email NAS@nasportsmouth.org.uk
WWW www.nasportsmouth.org.uk

English Heritage

23 Savile Row
London
W1S 2ET
Tel 01793 414910
Fax 01793 414926
Email customers@english-heritage.org.uk
WWW www.english-heritage.org.uk

Annexe B

Advisory Committee on Historic Wreck Sites Biographical Details of all Members' who Served on the Committee During 1999-2000

Lady Merrison Appointed 1996 for 5 years

Former lecturer in history, Bristol University (1964-1990). Non-executive Directorships include: Bristol and West Plc (1997-, and Bristol and West Building Society 1990-1997); HTV Group Plc (1982-1997), also the various boards of HTV West (1978-1999); Western Provident Association (1990-1998), consultant (1998-); Member of Board of Bristol Development Corporation (1993-1996). School Governorships. Currently serves on a number of Trusts.

Jonathan Adams BA, MIFA Originally appointed 1996, Reappointed 2000 for 4 years

Lecturer in Maritime Archaeology, University of Southampton (from 1994). Training officer, Nautical Archaeology Society (1990-94). Has extensive experience in commercial offshore diving and four major civil engineering projects including the Mary Rose in 1982. Member of the Institute of Field Archaeologists, the Society for Nautical Research, the Society for Underwater Technology (Associate) and the Historical Diving Society. Chairman of the Nautical Archaeology Society Training Sub-Committee. Research interests concern ship development and underwater methodology. Licensee and archaeological advisor for several designated sites.

Chris Allen Originally appointed 1996, Reappointed 1999 for 3 years

Former Chairman of the British Sub-Aqua Club (BSAC). Vice-Chairman of BSAC from 1993 to May 1996; BSAC Honorary Secretary from 1990 to 1993; BSAC Incidents Adviser from 1987 to 1991. Member of the Decompression Working Group, CMAS Technical Committee and received the Jacques Cousteau Award in 1993. Mr Allen has been actively involved with the Training Instructor Scheme at all levels for sixteen years and has been closely involved with the proposed amendments to the HSE Diving Regulations. Special interest in technical developments in diving; Chairman of the Working Group which reviewed the use of Nitrox and developed BSAC training courses, support material and decompression tables. Regularly contributes articles to *Diver Magazine*, *NDC Bulletin*, *Scottish Diving*, *AquaCorps* and several professional journals.

Margaret Deacon MA LLD Originally appointed 1996, Reappointed 2000 for 4 years

Margaret Deacon is a Visiting Research Fellow in the School of Ocean and Earth Science (University of Southampton) at the Southampton Oceanography Centre. Her research interests are in the development of the marine sciences over the last 350 years, and her book *Scientists and the Sea 1650-1900* was reissued in 1997. She is a vice-president of the Commission of Oceanography of the International Union of the History and Philosophy of Science, and is currently a Member of the Council of the Hakluyt Society.

Patrick Griggs Originally appointed 1996, Reappointed 2000 for 4 years

Mr Griggs is a maritime lawyer and Secretary/Treasurer of the British Maritime Law Association. He is also President of the Comité Maritime Internationale (CMI). Formerly senior partner of Ince & Co he has, throughout his professional career, specialised in maritime disasters having been involved in the

“Pacific Glory”/“Allegro”, the “Christos Bitas”, the “Energy Progress”, the “Herald of Free Enterprise”, the “Marchioness/Bowbell”, the “Piper Alpha” rig disaster and the “Braer” stranding. He is joint author of *Limitation of Liability for Maritime Claims*.

Dr Mark Redknap BA (Hons), PhD, FSA, MIFA Appointed 1996 for 5 years

Currently the Curator of Medieval & Later Archaeology in the Department of Archaeology & Numismatics at the National Museums & Galleries of Wales in Cardiff. Dr Redknap is an archaeologist with sport diving qualifications and has directed underwater excavations on designated sites as well as operations abroad; most recently involved with the reconstruction of the 13th century Magor Pill boat.

Dr David J. Starkey, PhD Appointed 1996 for 5 years

The first appointee to the post of Wilson Family Lecturer in Maritime History in the Department of History, University of Hull. Dr Starkey specialises in the history of British trade and shipping in the 18th and 19th centuries. He has published and edited many publications including *British Privateering Enterprise in the 18th Century* and *The New Maritime History of Devon*.

Rear-Admiral Anthony Whetstone CB Originally appointed 1996, Reappointed 2000 for 2 years

Chairman of the Trustees of the Royal Naval Submarine Museum. Royal Navy (1945-83). Deputy Secretary of the Defence Press and Broadcasting Committee (1987-92). Since leaving the Navy he has had considerable experience in the private sector. He has a general interest in history and is a member of the Royal United Services Institution for Defence Studies.

Stuart Bryan BSc Appointed 1998 for 4 years

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

Robin Daniels Appointed 1999 for 4 years

Archaeological officer, Teesside Archaeology. County Archaeologist, Cleveland County Council 1992-96. Chair, Teesside Archaeological Society. Director, Cleveland Building Preservation Trust. Member, Maritime Working Party, Association of Local Government Archaeological Officers. Licensee, Seaton Carew designated wreck site.

Dr Lucy Blue Appointed 1999 for 4 years

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

Jonathan Parlour Appointed 2000 for 4 years

A serving Police Inspector, Mr Parlour has an active interest in underwater archaeology. A former Naval diver, he is a Tutor in the Nautical Archaeology Society and is the NAS South West Regional Training Coordinator.

Wendy Robinson Appointed 2000 for 4 years

Mrs Robinson has a Masters Degree in Metal Corrosion and Preservation from Underwater Archaeological Deposits. She is a founder member of the Nautical Archaeology Society, and her publications include *First Aid for Marine Finds*, *Elements of Archaeological Conservation* and, in conjunction with the NAS and the National Maritime Museum, *First Aid for Underwater Finds*.

Members of the ACHWS Who Stood Down During 1999-2000

Kate Foley, FSA, FIIC

Appointed 1996 for 3 years

Ms Foley is a part-time Senior Research Fellow at the London University College Institute of Archaeology where she trained in archaeological conservation and later gained an MSc. She is also involved in a number of advisory committees centred on the education and training of conservators and the management of conservation, and works as an independent consultant.

Dr Margaret Rule CBE FSA

Originally appointed 1976, Reappointed 1996 for 3 years

Diving archaeologist. Archaeological Director of the Mary Rose project 1971 - 1982. Research director Mary Rose Trust 1983 - 1994. Directed the excavation and recovery of the Mary Rose and a third century AD merchant ship in Guernsey. Licensed by the State of Ontario (1990) to carry out a programme of remote, non-destructive prospection on the *Hamilton* and *Scourge* (1812).

Guy Wilson MA FSA

Originally appointed 1981, Reappointed 1996 for 3 years

Mr Wilson is the Master of the Armouries, Royal Armouries, HM Tower of London.

Annexe C

List of Designated Wreck Sites

At the end of 2000 there were 49 sites designated in UK waters. A list of these sites, which includes two further sites whose designation has been revoked (the shaded boxes), is given below.

SITE NUMBER	DATE OF DESIGNATION	NAME OF WRECK SITE	LOCATION	Year of Sinking (if known)
1	05.09.73	Cattewater Wreck	Plymouth, Devon	1530
2	05.02.74	Mary Rose	Solent, Hampshire	1545
3	05.02.74	Grace Dieu	Hamble River, Hampshire	1436
4	05.02.74	Amsterdam	Hastings, East Sussex	1749
5	12.01.74	R Y Mary	Skerries, off Anglesey, Gwynedd	1675
6	11.04.74	Assurance/Pomone	Needles, Isle of Wight	1738 (Assurance) 1811 (Pomone)
7	11.04.74 (Re-designated 25.06.92)	Dartmouth	Sound of Mull, Argyll & Bute	1690
8	20.06.74 (Re-designated 23.03.92)	Anne	Rye Bay, East Sussex	1690
9	13.03.75	Tearing Ledge Wreck	Tearing Ledge, Isles of Scilly	?1707
10	12.05.75 (Revoked 1984)	Colossus	Isles of Scilly	1798
11	15.03.76	Rill Cove Wreck	Lizard, Cornwall	?1616
12	01.06.76 (Revoked 17.07.84)	Rhinns of Islay Wreck	Isle of Islay, Argyll & Bute	C18th/C19th
13	27.05.77	South Edinburgh Channel	Thames Estuary, Kent	Late 18th century
14	12.08.77	Church Rocks Wreck	Teignmouth, Devon	16th century

SITE NUMBER	DATE OF DESIGNATION	NAME OF WRECK SITE	LOCATION	Year of Sinking (if known)
15	14.02.78 (Re-designated 19.01.79)	Pwll Fanog Wreck	Menai Strait, Gwynedd	Medieval
16	08.03.78	Moor Sands	Salcombe, Devon	Middle Bronze Age
17	31.03.78	Coronation (No. 1)	Penlee Point, Cornwall	1691
18	26.05.78	Langdon Bay Wreck	Dover, Kent	Middle Bronze Age
19	01.06.78	Kennemerland	Out Skerries, Shetland	1664
20	12.01.79 (Re-designated 28.09.89)	Tal-y-bont Wreck	Cardigan Bay, Gwynedd	1709
21	06.06.80	Stirling Castle	Goodwin Sands, Kent	1703
22	30.09.80	Invincible	East Solent, Hampshire	1758
23	03.10.80	Bartholomew Ledges Wreck	St Mary's Sound, Isles of Scilly	?1597
24	07.07.81 (Re-designated 08.12.89)	Restoration	Goodwin Sands, Kent	1703
25	07.07.81 (Re-designated 08.12.89)	Northumberland	Goodwin Sands, Kent	1703
26	15.02.82	St Anthony	Mounts Bay, Cornwall	1527
27	15.02.82	Schiedam	Gunwalloe Cove, Cornwall	1684
28	18.10.83	Brighton Marina Wreck	Brighton, East Sussex	1684 16th century
29	11.04.84 (Re-designated 01.02.85)	Yarmouth Roads Wreck	Yarmouth, Isle of Wight	?1567
30	27.11.84	Studland Bay Wreck	Poole, Dorset	c. 1520

SITE NUMBER	DATE OF DESIGNATION	NAME OF WRECK SITE	LOCATION	Year of Sinking (if known)
31	03.06.85 (Re-designated 03.01.90)	Admiral Gardner	Goodwin Sands, Kent	1809
32	22.09.86	Hazardous	Bracklesham Bay, West Sussex	1706
33	03.01.89	Coronation (No.2)	Penlee Point, Cornwall	1691
34	03.01.90	Iona II	Lundy, Devon	1864
35	14.03.90	Gull Rock Wreck	Lundy, Devon	? 15/16th century
36	18.08.90 (Re-designated 10.01.91)	Langdon Bay Wreck	Dover, Kent	Middle Bronze Age
37	03.05.91	Erme Estuary Wreck	Bigbury Bay, Devon	Various
38	05.12.91 (Re-designated 09.10.95)	Smalls Wreck	Smalls Reef, Pembrokeshire	1100
39	15.05.92	Duart Point Wreck	Sound of Mull, Argyll & Bute	1653
40	22.04.93	Girona	Lacada Point, Co Antrim	1588
41	11.11.93	Royal Anne	Lizard, Cornwall	1721
42	26.11.93	Erme Ingot Site	Bigbury Bay, Devon	Not known
43	14.07.94	Dunwich Bank Wreck	Southwold, Suffolk	16th Century
44	04.07.96	Resurgam	Denbighshire, North Wales	1880
45	19.07.97	Hanover	Hanover Cove, Cornwall	1763
46	08.08.97	Seaton Carew Wreck	Seaton Carew, Teesside	? 19th Century

SITE NUMBER	DATE OF DESIGNATION	NAME OF WRECK SITE	LOCATION	Year of Sinking (if known)
47	24.10.97	Salcombe Cannon Wreck	West Prawle, Devon	c. 1640
48	26.11.98	HM Submarine A1	Bracklesham Bay, West Sussex	1911
49	22.02.99	Burntisland Wreck	Firth of Forth, Fife	1633
50	14.06.99	Loe Bar Wreck	Mounds Bay, Cornwall	17th Century
51	19.08.00	Mingary Castle Wreck	Sound of Mull, Argyll & Bute	17th Century

Annexe D

Map of Designated Wreck Site Locations



Annexe E

Criteria for the identification of historic vessel remains, and for the designation of restricted areas under the terms of the Protection of Wrecks Act 1973

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

1. **Period.** The historic interest of all types of wreck which characterise a category or period should be considered, and the selection of sites for protection should include wrecks which illustrate important aspects of social, political, economic, cultural, military, maritime, and technological history. In identifying sites to be protected, regard will be had to the currency of any particular wreck type (the length of time over which any particular vessel type was constructed and used or any cargo type transported) and its representativeness (whether the vessel or cargo type was one of few or many types representative of that period).
2. **Rarity.** There are some wreck categories which, in certain periods are so scarce that all surviving examples which still retain some archaeological potential should be preserved. The age of a vessel is often closely linked to its rarity. The older a vessel is, for example the fewer comparable vessels are likely to survive either in use or as wrecks, and the more likely it is to have historic interest. The loss of one example of a rare type of site is more significant than the loss of one example of a very numerous class of site. In general, however, a selection for protection must be made which portrays the typical and commonplace, as well as the rare. This process should take account of all aspects of the situation and distribution of a particular type of wreck in a regional, national or international context.
3. **Documentation.** The significance of a wreck may be enhanced by close historic association with documented important historical events or people, or by the supporting evidence of contemporary records or representations. Historical records are generally only relevant to monuments of recent date, although it is important to recognise that some types of recent vessel may not be served by any historical records. The range of contemporary records that might be expected for a particular type of vessel needs to be considered so that the value of any known records which relate to it can be assessed. The importance of a wreck may also be enhanced by the existence of records of previous archaeological recording or survey work.

4. **Group value.** The value of a single wreck may be greatly enhanced by its co-location with other similar vessels (for example at the site of a battle) or by its association with other contemporary features such as port facilities or defensive sites. Association with vessels of other periods (for example on long-standing navigation hazards) may also enhance the value of a site. In some cases it is preferable to protect the complete group of archaeological remains, rather than to protect isolated features within the group.
5. **Survival/condition.** The degree of survival of a wreck is a particularly important consideration. In general, early wrecks are less likely to survive well than later examples, and in assessing the survival of any site, it is important to consider the likely normal degree of survival of vessels of that date or type. Assessments of survival should consider the degree of intactness of a wreck, the likelihood of the preservation of constructional and technological detail and the current condition of the remains.
6. **Fragility/vulnerability** Highly important archaeological evidence from some wrecks can be destroyed by the selective or uncontrolled removal of material by unsympathetic treatment by works or development or by natural processes. Some vessel types are likely to be more fragile than others and the presence of commercially valuable objects within a wreck may make it particularly vulnerable. Vulnerable sites of this type would particularly benefit from protective designation.
7. **Diversity.** The importance of wrecked vessels can reflect the interest in their architectural design, decoration and craftsmanship, or their technological innovation or virtuosity, as well as their representativity. Consideration should be given both to the diversity of forms in which a particular vessel type may survive and to the diversity of surviving features. Some vessels types may be represented in the surviving record by a wide variety of building types and techniques which may be chronologically, regionally, or culturally conditioned. The sample of protected sites should reflect this wide variety of forms. In addition, some wrecks may be identified as being of importance because they possess a combination of high quality surviving features or, occasionally, because they preserve a single important attribute.
8. **Potential.** On occasion, the nature of archaeological remains cannot be specified precisely but it still may be possible to document reasons anticipating their existence and importance and so to demonstrate the justification for identifying a site for protection. For example, each type of site may provide a slightly different range of contexts for the preservation of archaeological and palaeoenvironmental evidence, and the environment of a site may provide strong indications of its likely level of survival. Sites may also be significant in terms of their potential to provide information on site formation and decay processes and the examination of physical, chemical and biological processes on cultural remains or through its potential for public education.



**Department for Culture,
Media and Sport**

2-4 Cockspur Street
London SW1Y 5DH
www.culture.gov.uk
PP 450 March 2002