

1. The Cattewater Wreck

Designation

September 5, 1973; 1973 No. 1; 1973/1531; Amendment Order March 25, 1975; 1975/262.

Position

Cattewater, Plymouth. An area within 50m radius of position 50° 21' 41".4 N., 4° 07' 37".5 W.. Charts affected: 1901, 1967.

Licences

1976-9 excavation.

Site History

The wreck was discovered after a dredger brought up timber and the fragments of two guns in 1973. Survey and excavation work, carried out in 1977 and 1978, suggested that the ship was a merchantman of 200-300 tons burden lost around 1530.

Bax, A. 1976 Cattewater wreck. 1st interim report. *IJNA* 5.4: 346.

Carpenter, A., Ellis, K. H. and McKee, J. E. G. 1974 *Interim report on the wreck discovered in the Cattewater*. Maritime Monographs and Reports 13, National Maritime Museum. London.

Mortlock, B. and Redknap, M. 1978 The Cattewater wreck, Plymouth, Devon. Preliminary results of recent work. *IJNA* 7.3: 195-204.

Redknap, M. 1985 The Cattewater wreck: a contribution to 16th century maritime archaeology in O-C. Cederlund (ed.) *Postmedieval boat and ship archaeology*. BAR International Series 256: 39-60. ISBN 0 86054 3277.

Redknap, M. (ed.) 1984 *The Cattewater Wreck*. BAR British Series 131. ISBN 0-86054-285-8.

2. Mary Rose

Designation

February 5, 1974; 1974 No. 1; 1974/55.

Position

Spithead, Portsmouth. An area within 300m radius of position 50° 45' 48" N., 1° 06' 10" W.. Charts affected: 2625, 394.

Licences

1974-94 excavation.

Site History

The *Mary Rose*, Henry VIII's flagship built in 1509, sank off Southsea Castle on July 19, 1545 as the King watched his warships engage the French fleet. The search for the *Mary Rose* began in 1965 but it was not until about 1970 that the main wreck site was located. Excavation of the site was embarked upon culminating in 1982 when the hull remains were raised and put on display in Portsmouth Dockyard, along with many of the finds from the site. Fragments of the wreck remain on the seabed and the site is monitored by the Mary Rose Trust.

Allen, A. 1994 Maritime archaeology in Britain and Ireland. *IJNA* 23.2: 151-2.

Bradford, E. 1982 *The story of the Mary Rose*. London. ISBN 0-241-10768-7.

- Bradford, E. 1973 *King Henry VIII's Mary Rose*. London. ISBN 0 285 62091 6.
- Clark, R. W. and Squirrell, J. P. 1985 The Pilodyne - an instrument for assessing the condition of waterlogged wooden objects. *Studies in Conservation* 30: 177-83.
- Chippendale, C. 1983 Conserving the *Mary Rose*. *New Scientist* 99.1367: 281-4.
- Eaton, B. and McDonald, K. 1982 The *Mary Rose* raised. *Diver* 27.11: 16.
- Eaton, B. 1981 *Mary Rose* - here comes the last lap. *Diver* 26.9: 21-3.
- Eaton, B. 1980 The reality of diving the 'Rose'. *Diver* 25.10: 18-20.
- Eaton, B. 1980 *Mary Rose*: the 'time capsule' yields its secrets. *Diver* 25.9: 15-17.
- Greenhill, B. 1982 Raising the *Mary Rose*: Maritime archaeology in Britain Part I. *Country Life* 171.4417: 4416.
- Hildred, A. 1988 The King's ship: a study in strategic ordnance. *IJNA* 17.1: 55.
- Howard, F. 1985 The *Mary Rose*'s complement. *MM* 71.1: 86.
- McDonald K., 1982 *The wreck walker's guide*. Kent. ISBN 0 906798 18 3.
- McKee, A. 1982 *How we found the Mary Rose*. London. ISBN 0 285 62544 6.
- McKee, A. 1973 *The story of the Mary Rose*. London. ISBN 0-241-10768-7.
- McKee, A. 1973 *King Henry VIII's Mary Rose - its fate and future*. London. ISBN 0 285 62091 6.
- McKee, A. 1973 The search for King Henry VIII's "Mary Rose" in D.J. Blackman (ed.) 1973 *Marine Archaeology*. London. ISBN 0 408 70477 2.
- Rule, M. 1983 The *Mary Rose* project in W. Jeffery and J. Amess (eds.) *Proceedings of the Second Southern Hemisphere Conference on Maritime Archaeology*. Adelaide. ISBN 7243 4668 6.
- Rule, M. 1982 *The Mary Rose, the Excavation and Raising of Henry VIII's Flagship*. Leicester. ISBN 0-7112-0323-7.
- Rule, M. 1973 The *Mary Rose*. A second interim report, 1972. *IJNA* 2.2: 385-8.
- Rule, M. 1972 The *Mary Rose*. An interim report, 1971. *IJNA* 1:132-5.
- Stirland, A. 1984 The burials from King Henry VIII's ship the *Mary Rose*: an interim statement. *Paleopathology Newsletter* 47: 7-10.
- Tunley, R. 1982 Secrets from a time ship. *Readers Digest* 120.719: 66-73.
- Walker, W., Dunham, R., Hildred, A. and Rule, M. 1989 Analytical study of composite shot from the *Mary Rose*. *J. of Hist. Metallurgy* 23.2: 84-90.
- Whitlock, P. 1980 King Henry VIII's *Mary Rose*. *MM* 66.4: 344-8.

3. *Grace Dieu*

Designation

February 5, 1974; 1974 No. 2; 1974/56.

Position

The Hamble River, Hampshire. An area within 75m radius of National Grid Reference Co-ordinate SU501105 on Ordnance Survey Map 196, scale 1:50,000 or position 50° 53' 31" N., 1° 17' 14" W. excluding any part of the area which lies above the high-water mark of ordinary spring tides. Chart affected: 2022.

Licences

1980 survey; 1982 survey; 1983-5 excavation; 1988-94 survey.

Site History

Henry V's *Grace Dieu* was built in Southampton at a time when European nations were competing to build the biggest possible warships and her construction pushed to the limits the same techniques used by the Vikings. Too expensive to use and too prestigious to risk, she was something of a white elephant from the moment she was launched around 1420. Almost immediately mothballed at her mooring in the Hamble, she eventually sank in 1436 having been struck by lightning and burnt.

Between 1980 and 1985 the wreck was recorded by the Archaeological Research Centre of the National Maritime Museum.

- Anderson R. C. 1938, Bursledon ship. *MM* 24: 112-3.
Anderson R. C. 1934a Bursledon ship. *MM* 20:158-70.
Anderson, R. C. 1934b Wreck in the R. Hamble. *Antiquaries Journal* 14: 1-6.
Brock, E. P. L. 1876 Discovery of an ancient warship near Botley. *Journal of the British Archaeological Association*. 32: 70-1.
Carpenter-Turner W. J. 1954, The building of the *Grace Dieu*, *Valentine* and *Falconer* at Southampton 1416-1420. *MM* 40: 55-72.
Coulton, R. L. 1980 Breadth of *Grace Dieu* (1418). *MM* 66: 232.
Fox, C. F. 1947 Viking ship in the River Hamble. *Proc. of the Hampshire Field Club* 16: 163-5.
Friel, I. 1993 Henry V's *Grace Dieu* and the wreck in the R. Hamble near Bursledon, Hampshire. *IJNA* 22.1: 3-19.
Clarke, R. *et al* 1993 Recent work on the R. Hamble wreck near Bursledon, Hampshire. *IJNA* 22.1: 21-44.
McGrail, S. 1993 The future of the Designated Wreck site in the R. Hamble. *IJNA* 22.1: 45-51.
Prynne, M. W. 1977 The dimensions of the *Grace Dieu*. *MM* 63: 6-7.
Prynne, M. W. 1968 Henry V's *Grace Dieu*. *MM* 54: 115-28.
Prynne, M. W. 1938 Medieval man-of-war. *Royal Engineers' Journal* 52: 273-88.
Rose, S. 1977 Henry V's *Grace Dieu* and mutiny at sea: some new evidence. *MM* 63: 1-6.

4. *Amsterdam*

Designation

February 5, 1974; 1974 No. 3; 1974/57.

Position

Bulverhythe, Hastings. An area within 100m radius of National Grid Reference Co-ordinate 778083 on Ordnance Survey Map 199, scale 1:50,000, or position 50° 50' 42" N., 0° 31' 39" E. excluding any part of the area which lies above the high-water mark of ordinary spring tides. Chart affected: 536.

Licences

1978 excavation; 1980 excavation; 1984-8 excavation.

Site History

The *Amsterdam*, a Dutch East Indiaman built in 1748, ran aground on January 26, 1749 near Hastings shortly after leaving Texel on her maiden voyage en-route to Indonesia. Almost immediately she sank into the soft mud and sand of the beach which curtailed contemporary salvage and ensured that the hull and its contents were well preserved. The site was damaged by mechanical excavators in 1969. A recent Anglo-Dutch archaeological project carried out a partial excavation of the hull which demonstrated its remarkable state of preservation.

Cederlund, C. O. 1985 Utgravningen och bargningen av den hollandska ostindiefararen *Amsterdam*. *Meddelanden* 8.1: 28-32.

Gawronski, J. H. 1991 The archaeological and historical research of the Dutch East Indiaman *Amsterdam* (1749) in R. Reinders and K. Paul (eds.) *Carvel construction technique*. Oxbow Monograph 12. Oxford. ISBN 0 946897 34 4.

Gawronski, J. (ed.) 1987 *VOC Schip Amsterdam 1986. Report of the VOC-ship Amsterdam Foundation 1986*. Stitching VOC Schip *Amsterdam*. Amsterdam. ISBN 90-71690-02-4.

- Gawronski, J. (ed.) 1986 *VOC Schip Amsterdam 1985. Report of the VOC-ship Amsterdam Foundation 1985. Stitching VOC Schip Amsterdam*. ISBN 90-71690-01-6.
- Gawronski, J. et al (eds.) 1985 *VOC Schip Amsterdam 1984. Report of the VOC-ship Amsterdam Foundation 1984. Stitching VOC Schip Amsterdam*. Amsterdam.
- Marsden, P. 1985 *The Wreck of the Amsterdam*. London. ISBN 0-09-160811-2.
- Marsden, P. 1978 A reconstruction of the treasure of the *Amsterdam* and the *Hollandia*, and their significance. *IJNA* 7.2: 133-48.
- Marsden, P. 1973 The investigation of the wreck of the "Amsterdam". In Blackman, D. J. (ed.), *Marine Archaeology*. London. ISBN 0 408 70477 2.
- Marsden, P. 1972 The wreck of the Dutch East Indiaman *Amsterdam*. *MM* 58.1: 5-26.
- Marsden, P. 1972 The wreck of the Dutch East Indiaman *Amsterdam* near Hastings, 1749, an interim report. *IJNA* 1:75-96.
- Martin, M. 1993 Buried alive. *Classic Boat* 60: 24-7.
- McDonald, K. 1982 *The wreck walker's guide*. Kent. ISBN 0 906798 18 3.
- van Rooij, H. H. and Gawronski, J. 1989 *East Indiaman Amsterdam*. Amsterdam. ISBN 90-230-0699-2.

5. *Mary*

Designation

February 5, 1974; 1974 No. 4; 1974/58.

Position

The Skerries, off Anglesey, North Wales. An area within 100m radius of position 53° 25' 16" N., 4° 36' 40" W. excluding any part of the area which lies above the high-water mark of ordinary spring tides. Chart affected: 1413.

Licences

1974 excavation; 1976 excavation; 1978 excavation, 1982-91 excavation.

Site History

The yacht *Mary* was presented by the City of Amsterdam to Charles II on his restoration in 1660. A 100 ton vessel carrying eight guns, she was not a great success out of her native Dutch waters. After a year serving as the first royal yacht, the *Mary* was transferred to the Navy but was wrecked on March 25, 1675 during a passage from Dublin to Chester. Her discovery in 1971 led to acrimonious disputes between two rival groups of salvors and their activities on the site demonstrated the need for a law to control interference with important sites. Subsequent work under licence was supervised by the Merseyside Maritime Museum (Liverpool), where many of the items raised during these investigations are kept.

Davies, P. N. 1979 The discovery and excavation of the Royal Yacht *Mary*. *Maritime Wales* 3: 25-73.

Davies, P. N. and McBride, P. W. J. 1973 The *Mary*, Charles II's yacht. *IJNA* 2.1: 59-74.

Swatton, B. 1973 About a 17th century yacht - and the use of explosives. *Triton* 18.2: 62-4.

6. *Assurance / Pomone*

Designation

April 11, 1974; 1974 No. 5; 1974/457.

Position

The Needles, Isle of Wight. An area within 75m radius of position 50° 39' 42" N., 1° 35' 27" W. excluding any part of the area which lies above the high-water mark of ordinary spring tides. Chart affected: 2219.

Licences

1974-5 survey; 1976-7 excavation; 1978 survey; 1979 excavation; 1980-90 excavation; 1991-4 survey.

Site History

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.

Gale, A. 1991 *The Story Beneath the Solent*. Isle of Wight Trust for Maritime Archaeology.

McDonald, K. 1982 *The wreck walker's guide*. Kent. ISBN 0 906798 18 3.

7. *Anne*

Designation

March 23, 1992; 1992 No. 1; 1992/347; Original Designation Order (June 20, 1974; 1974 No. 7; 1974/910) revoked and re-designated as above to correct an error in position.

Position

Pett Level, near Cliff End, Rye Bay, East Sussex. An area within 75m radius of National Grid Reference Co-ordinate 896135 on Ordnance Survey Map TQ81/91, scale 1:25000 or position 50° 53' 42" N., 0° 41' 91" E. Chart affected: 536.

Licences

1974-5 survey.

Site History

This wreck, believed to be the British warship *Anne*, was designated after attempts to loot the site in 1974. The *Anne*, a 70 gun ship-of-the-line launched in 1678 at Chatham, formed an important part of Pepys' Restoration Navy but was lost after the Battle of Beachy Head in 1690. A brief archaeological survey in 1974 demonstrated that a significant portion of the lower part of the hull survives.

Marsden, P. 1984 The wreck of the *Anne* (1690). *MM* 70.4: 387-8.

Marsden, P. and Lyon, D. 1977 A wreck believed to be the warship *Anne*, lost in 1690. *IJNA* 6.1: 9-20.

McDonald, K. 1983 At last, a plan to pull the *Anne* out of the soup. *Diver* 28.8: 44-5.

8. *Tearing Ledge*

Designation

March 13, 1975; 1975 No. 1; 1975/174.

Position

Near Bishop Rock, Isles of Scilly. An area within 200m radius of position 49° 52' 12" N., 6° 26' 29" W.. Chart affected: 34.

Licences

1975-81 excavation; 1985 excavation.

Site History

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 on October 22-3, 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.

Larn, R. and McBride, P. 1985 *Sir Cloudisley Shovell's Disaster*. Historic Maritime Series No. 1. Plymouth.

Larn, R. 1984 Unidentified artefacts 1. *IJNA* 13.2: 113-9.

9. Rill Cove**Designation**

March 15, 1976; 1976 No. 1; 1976/203.

Position

Rill Cove, off Kynance Cliff, the Lizard, Cornwall. An area within 100m radius of National Grid Reference Co-ordinate 67751345 on Ordnance Survey Map SW 61 SE 1:10 000, or position 49° 58' 31".0 N., 5° 14' 26".7 W. excluding any part of the area which lies above the high-water mark of ordinary spring tides. Charts affected: 777, 2345.

Licences

1976 survey; 1977-94 excavation.

Site History

A banded breech-loading gun and more than 300 sixteenth century coins (Philip II and III of Spain) have been removed from the Rill Cove site. The name of the vessel is not known but a tentative date of 1616 has been assigned.

Simpson, K., Hall, H., Davis, R. and Larn, R. 1977 An early 17th century wreck near Rill Cove, Kynance, Cornwall. An interim report. *IJNA* 6.2: 163-6.

10. South Edinburgh Channel**Designation**

May 27, 1977; 1977 No. 1; 1977/764.

Position

South Edinburgh Channel, Thames Estuary. An area within 100m radius of position 51° 31'.73 N., 1° 14'.88 E.. Chart affected: 1605.

Licences

No licences have been issued.

Site History

The site, located by the Port of London Authority, consists of the remains of an unidentified late 18th century merchantman carrying Swedish copper plate money, iron bars and bottles of wine. To date there has been no licensed investigation of the site.

11. Church Rocks

Designation

August 12, 1977; 1977 No. 2; 1977/1357.

Position

Teignmouth, Devon. An area 200 yards square (sides aligned North-South, East-West) centred on position 50° 32'.92 N., 3° 29'.17 W. or the square bounded by National Grid Reference Co-ordinates 9465 7330, 9480 7330, 9465 7312, 9480 7312, on National Grid Plan SX 9473-9573, scale 1:2500 excluding any part of the area which lies above the high-water mark of ordinary spring tides. Chart affected: 3315.

Licences

1979 survey; 1980-3 excavation; 1990-1 survey; 1992-3 excavation, 94 survey.

Site History

The site was discovered in 1975 by a snorkeller, and a wide variety of artefacts were subsequently raised between 1975 and 1983. Some of these artefacts can be found in Teignmouth Museum. The ship is unidentified but may be of 16th century date and Mediterranean origin.

Anon. 1977 The puzzle of the Churchrocks canon. *Triton* 22.10: 442.

Burton, S. 1981 Two hands high for treasure. *Diver* 26.12: 14-5.

Preece, C. and Burton, S. 1993 Church Rocks, 1975-83: a reassessment. *IJNA* 22.3: 257-66.

12. Pwll Fanog

Designation

March 8, 1978; 1978 No. 1; 1978/199.

Position

Menai Strait, North Wales. An area within 150m radius of position 53° 12'.77 N., 4° 11'.72 W. excluding any part of the area which lies above the high-water mark of ordinary spring tides. Chart affected: 1464.

Licences

1978-9 excavation; 1980-1 survey; 1986 survey; 1993-4 survey.

Site History

The site is the wreck of an unidentified vessel which was carrying slate. It was located during a marine biological survey in July 1976. During licensed archaeological investigation, a trench

excavated across the wreck exposed a clinker built hull which exhibited some medieval features but which may be of a later date.

Jones, C. 1980 The riddle of the slate wreck. *Diver* 25.3: 44-5.

Jones, C. 1978 The Pwll Fanog - a slate cargo in the Menai Straits. *IJNA* 7.2: 152-9.

Jones, C. 1977 A relic of the slate trade in the Menai Strait. *Maritime Wales* 2: 13-15.

Roberts, O. T. P. 1979 Pwll Fanog wreck, Menai Straits, North Wales. *IJNA* 8.3: 249-54.

13. Moor Sand

Designation

March 8, 1978; 1978 No. 1; 1978/199; Amendment Order February 16, 1979; 1979/56.

Position

Prawle Point, Salcombe, Devon. An area within 300m radius of position 50° 12'.70 N., 3° 44'.33 W. excluding any part of the area which lies above the high-water mark of ordinary spring tides. Chart affected: 28.

Licences

1978-82 survey.

Site History

The site consists of a scatter of eight Middle Bronze Age implements discovered between 1977 and 1982.

Baker, P. 1978 I'm da guy who found da lost sword.... *Diver* 23.6: 252-3.

Baker, P. and Branigan, K. 1978 Two Bronze Age swords from Salcombe, Devon. *IJNA* 7.2: 149-51.

Muckelroy, K. 1980 Two Bronze Age cargoes in British Waters. *Antiquity* LIV: 100-9.

Muckelroy, K. and Baker, P. 1980 The Bronze Age Site off Moor Sand, Salcombe, Devon. An interim report on the 1979 season. *IJNA* 9.2: 155-8.

Muckelroy, K. and Baker, P. 1980 In pursuit of a Bronze Age hoard. *Diver* 25.11: 16-19.

Muckelroy, K. and Baker, P. 1979 The Bronze Age site off Moor Sand, near Salcombe, Devon. An interim report on the 1978 season. *IJNA* 8.3: 189-210.

14. Coronation (Offshore)

Designation

March 31, 1978; 1978 No. 2; 1978/321.

Position

Penlee Point, near Plymouth. An area within 150m radius of position 50° 18'.57 N., 4° 11'.98 W.. Chart affected: 30, 1900.

Licences

1991-4 survey.

Site History

The *Coronation*, a 90 gun second rate built in Portsmouth in 1685, was lost in heavy weather sometime shortly after September 1691. The site lies in two separate concentrations; *Coronation*

(Inshore) is the inshore site found in 1967, and *Coronation* (Offshore) is the offshore section (see 14 above) which was found during a magnetometer survey in 1977. The site is being surveyed by a marine biologist studying the flora and fauna colonising the wreck.

Bax, A. 1970 Have we found the *Coronation*? *Triton* 15.2:55-7.

McBride, P. 1981 The Wreck of the *Coronation*. *Underwater World*: 28-31.

15. Kennemerland

Designation

June 1, 1978; 1978 No. 3; 1978/664.

Position

Out Skerries, Shetland. An area within 250m radius of position 60° 25'20 N., 0° 45'00 W. excluding any part of the area which lies above the high-water mark of ordinary spring tides. Chart affected: 3282.

Licences

1978-9 excavation; 1984 excavation; 1987 excavation; 1988 survey.

Site History

The *Kennemerland*, a Dutch East Indiaman outward-bound for Batavia, sank in December 1664 on Stoura Stack, Out Skerries, Shetland. The site was located by divers from Aston University in 1971. Archaeological investigations by amateur divers under the direction of professional archaeologists took place regularly until 1987.

24125 Cherry, J. 1977 Post-medieval Britain in 1976. *Post-medieval archaeology* 11: 88.

36888 Dobbs, C. T. C. and Price, R. 1991 The Kennemerland site. An interim report. The sixth and seventh seasons, 1984 & 1987, and the identification of five golf clubs. *IJNA* 20.2: 111-22.

36889 Forster, W. A. 1973 Treasure ship of the Outer Skerries. *Triton* 18.3: 153-5.

36890 Forster, W. A. and Higgs, K. B. 1973 The *Kennemerland*, 1971, an interim report. *IJNA* 2.2: 291-300.

36891 Martin, C. J. M. 1987 Pipes from the Dutch East Indiaman *Kennemerland*, 1664 in P. Davey (ed.) *The archaeology of the clay tobacco pipe, X, Scotland*. BAR British Series 178: 211-24.

9587 Muckelroy, K. 1976 The integration of historical and archaeological data concerning an historic wreck site: The *Kennemerland*. *World Archaeology* 7.3: 280-90.

36892 Price, R., Muckelroy, K. and Willies, L. 1980 The *Kennemerland* site, a report on the lead ingots. *IJNA* 9.7: 7-25.

36893 Price, R. and Muckelroy, K. 1979 The *Kennemerland* site, the fifth season, 1978. An interim report. *IJNA* 8.4: 311-20.

9586 Price, R. and Muckelroy, K. 1977 The *Kennemerland* site. The third and fourth seasons 1974 & 1976. An interim report. *IJNA* 6.3: 187-218.

Price, R. 1975 The 1974 expedition to the Dutch wrecks of the Out Skerries. *IJNA* 4.2: 388.

9542 Price, R. and Muckelroy, K. 1974 The second season of work on the *Kennemerland* site, 1973. An interim report. *IJNA* 3.2: 257-68.

16. Langdon Bay

Designation

May 26, 1978; 1978 No. 4; 1978/764; Amendment Order February 16, 1979; 1979/56.

Position

Langdon Bay, Dover. An area within 150m radius of position 51° 07'.60 N., 1° 20'.80 E. (excluding that part encroached upon by the eastern arm of the breakwater). No part of the restricted area lies above the high-water mark of ordinary spring tides. Chart affected: 1698, 1828.

Licences

1978 survey; 1979-85 excavation; 1986-9 excavation; 1990-4 survey.

Site History

In 1974 members of the Dover sub-aqua club began to find 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. More than 350 objects have been recorded and raised from the site and are in the care of the British Museum. They are thought to be part of a cargo of scrap bronze being transported from France to Britain.

Coombes, D. 1976 The Dover harbour bronze find - a Bronze Age wreck? *Archaeologia Atlantica* 1.2: 193-5.

Muckelroy, K. 1981 Middle Bronze Age Trade between Britain and Europe. *PPS* 47: 275-97.

Muckelroy, K. 1980 Two Bronze Age cargoes in British Waters. *Antiquity* LIV: 100-9.

Needham, S. and Dean, M. 1987 La cargaison de Langdon Bay a Douvres (Grande-Bretagne).

Congres Prehistorique de France, 1984. Actes du Colloque de Bronze de Lille - R.A.P./S.P.F.

Oram, M. 1979 How we struck bronze beneath the White Cliffs of Dover. *Diver* 24.6: 12-14.

17. Tal-Y-Bont

Designation

February 9, 1979; 1979 No. 1; 1979/31; Amendment Order October 26, 1989; 1989/1766.

Position

Near Barmouth, Cardigan Bay, Gwynedd, Wales. An area within 300m radius of position 52° 46'.73 N., 4° 07'.53 W.. Chart affected: 1971.

Licences

1979 survey; 1980-7 excavation; 1988 survey; 1989 excavation; 1993 excavation, 1994 survey.

Site History

The wreck of an armed ship carrying massive blocks of marble, possibly dating to the late seventeenth century, was found by divers in the summer of 1978. The wreck is also known as the 'Bronze Bell Wreck' as a bell dated 1677 was found on the site.

Illsley, J. S. 1982 Admiral Lord Edward Russell and the building of St. Paul's Cathedral. *MM* 68.3: 305-315.

18. Stirling Castle

Designation

June 6, 1980; 1980 No. 1; 1980/645. Amendment Order September 30, 1980; 1980/1306.

Position

Goodwin Sands, Kent. An area within 50m radius of position 51° 16'.426 N., 1° 30'.516 E.. Chart affected: 1828.

Licences

1980-4 survey; 1985-6 excavation; 1988-9 survey; 1993-4 survey.

Site History

The *Stirling Castle*, a 70 gun third rate built in 1678 at Deptford, was one of the victims of the Great Storm of 1703 which 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 sand banks of the Goodwin Sands. The sand had shifted to reveal a remarkably well-preserved and intact hull. The wreck was designated in 1980 but since then the supporting matrix of sand continued to shift and the wreck, having little mechanical strength of its own, eventually collapsed.

Anon. 1979 *Wreck of a British man-of-war discovered on the Goodwin Sands*. Isle of Thanet Archaeological Unit.

Bindoff, A. 1980 'Stirling Castle': an immense find. *Diver* 25.4: 20-21.

Larn, R. 1985 Unidentified artefacts 4. *IJNA* 14.1: 73-8.

Lyon, D. 1980 The Goodwins wreck. *IJNA* 9.4: 339-42.

McDonald, K. 1994 *Dive Kent*. Middlesex. ISBN 0 946020 20 5.

19. *Invincible***Designation**

September 30, 1980; 1980 No. 2; 1980/1307.

Position

Horse Tail, East Solent. An area within 100m radius of position 50° 44'.34 N., 1° 02'.23 W.. Charts affected: 2050, 3418.

Licences

1980-1 excavation; 1982 survey; 1983-90 excavation; 1991-4 survey.

Site History

The *Invincible* (originally *L' Invincible*), a 74 gun third rate, was captured from the French in 1747 and lost in 1758. The site of her loss, relocated in 1979, has been partially excavated and a large number of objects have been raised and conserved. Some of these artefacts can be found at Chatham Historic Dockyard.

Bingeman, J. M. 1985 Interim report on artefacts recovered from *Invincible* (1758) between 1979 and 1984. *IJNA* 14.3: 191-210.

Bingeman, J. 1981 She's *Invincible*.... *Diver* 26.8: 22-23.

Bingeman, J. 1981 HMS *Invincible* (1758) wreck site. *IJNA* 10.2: 154-6.

Lavery, B. 1988 *The Royal Navy's first Invincible*. Portsmouth. ISBN 0-7153-9028-7.

Mack, A. T. 1992 The influence of the French on British shipbuilding in the eighteenth century. *Flagship* (Journal of the World Ship Trust) 1:14-26.

20. Bartholomew Ledges

Designation

October 3, 1980; 1980 No. 4; 1980/1456; Amendment Order March 8, 1983; 1983/128.

Position

St Mary's Sound, Isles of Scilly. An area within 100m radius of position 49° 54'.26 N., 6° 19'.83 W..
Charts affected: 883, 34.

Licences

1981-2 survey; 1986 excavation.

Site History

The site consists of the remains of an unidentified late sixteenth century armed vessel which was carrying scrap medieval bronze bell fragments, possibly the Spanish vessel the *San Bartolome* lost in 1597.

21. Northumberland

Designation

December 8, 1989; 1989 No. 1; 1989/2089; Original Designation Order (July 7 1981; 1981 No. 1; 1981/827) revoked and the site re-designated as above to correct an error in position.

Position

Goodwin Sands, Kent. An area within 50m radius of position 51° 15'.45 N., 1° 30'.12 E.. Chart affected: 1828.

Licences

1981 survey; 1983-6 survey; 1988-9 survey, 1993-4 survey.

Site History

The *Northumberland*, 70 gun third rate, was lost in the Great Storm of 1703 along with the *Stirling Castle*, *Restoration* and *Mary*. The site was found after investigation of a fisherman's net fastener in 1979 and a video survey has recently be undertaken by local divers.

Braydon, S. and Songhurst, R. 1983 *The diary of Joseph Sams, an emigrant in the Northumberland, 1874*. London.

Lyon, D. J. 1980 The Goodwins wreck. *IJNA* 9.4: 339-42.

McDonald, K. 1994 *Dive Kent*. Middlesex. ISBN 0 946020 20 5.

Perkins, D. R. J. (no date) *The Great Storm wrecks*. East Kent Maritime Trust.

22. Restoration

Designation

December 8, 1989; 1989 No. 1; 1989/2089; Original Designation Order (July 7, 1981; 1981 No. 1; 1981/827) revoked and site re-designated as above to correct an error in position.

Position

Goodwin Sands, Kent. An area within 50m radius of position 51° 15'.60 N., 1° 30'.13 E.. Chart affected: 1828.

Licences

1981 survey; 1983-6 survey, 1993-4 survey.

Site History

The *Restoration*, a 70 gun third rate, was lost in the Great Storm of 1703 along with the *Northumberland*, *Stirling Castle* and *Mary*. The site was found after investigation of a fisherman's net fastener in 1979.

McDonald, K. 1994 *Dive Kent*. Middlesex. ISBN 0 946020 20 5.

Perkins, D. R. J. (no date) *The Great Storm Wrecks*. East Kent Maritime Trust.

23. St. Anthony**Designation**

February 15, 1982; 1982 No. 1; 1982/47.

Position

Loe Bar, Mounts Bay, Cornwall. An area within 75m radius of position 50° 03'.4 N., 5° 17'.1 W. excluding any part of the area which lies above the high-water mark of ordinary spring tides.

Chart affected: 777.

Licences

1982-4 survey; 1985-90 excavation; 1993-4 excavation.

Site History

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

Craddock, P. T. and Hook, D. R. 1987 Ingots from the sea: The British Museum collection of ingots.

IJNA 16.3: 201-6.

Chynoweth, J. 1968 The wreck of the *St. Anthony*. *Jour. of the Royal Inst. of Cornwall* 5.4: 385-406.

Larn, R. 1982 The silver wreck of Loe Bar. *Diver* 27.12: 38-9.

24. Schiedam**Designation**

February 15, 1982; 1982 No. 1; 1982/47.

Position

Gunwalloe Cove, Cornwall. An area within 75m radius of position 50° 02'.333 N., 5° 16'.400 W. excluding any part of the area which lies above the high-water mark of ordinary spring tides. Chart affected: 777.

Licences

1982-90 excavation; 1993-4 excavation.

Site History

The wreck is the remains of a Dutch *fluyt* of around 400 tons which sank in 1684. The site was discovered in 1971.

Larn, R. 1984 Unidentified artefacts 1. *IJNA* 13.2: 113-9.

25. Brighton Marina**Designation**

October 18, 1983; 1983 No. 1; 1983/1400.

Position

Brighton, West Sussex. An area 200m (East/West) by 150m (North/South) centred on position 50° 48' 36".5 N., 0° 06' 29".0 W.. Chart affected: 1652. Ordnance Survey Grid Co-ordinates for the corners: 1. 533370 E, 103025 N; 2. 533370 E, 102875 N; 3. 533170 E, 102875 N; 4. 533170 E, 103025 N. No part of the restricted area lies above the high-water mark of ordinary spring tides.

Licences

1983-6 survey; 1990-1 survey.

Site History

The wreck is an unidentified armed vessel, probably dating to the sixteenth century. A number of guns have been raised from the site since its discovery in 1974.

Merralls, S. 1980 Black Cat catches the Brighton Cannon. *Diver* 25.2: 16-17.

26. Yarmouth Roads**Designation**

February 1, 1985; 1984 No. 3; 1984/1963; Original Designation Order (April 11, 1984; 1984 No. 1; 1984/521) revoked and wreck re-designated as above to correct an error in position.

Position

Yarmouth, Isle of Wight. An area within 50m radius of position 50° 42'.520 N., 1° 29'.597 W.. Chart affected: 2040.

Licences

1984-8 excavation; 1989-93 survey.

Site History

The site is 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-1980's.

- Watson, K. and Gale, A. 1990 Site evaluation for marine sites and monuments records: Yarmouth Roads Wreck investigations. *IJNA* 19.3: 183-92.
- Gale, A. 1991 *The Story Beneath the Solent*. Isle of Wight Trust for Maritime Archaeology.
- Tomalin, D. 1988 An Alberghetti bronze minion and carriage from Yarmouth Roads, Isle of Wight. *IJNA* 17.1: 75-86.

27. Studland Bay

Designation

November 27, 1984; 1984 No. 2; 1984/1658; Amendment Order December 14, 1988; 1988/2137.

Position

Studland Bay, Poole, Dorset. An area within 75m radius of position 50° 39'.67 N., 1° 54'.79 W.. Charts affected: 2611, 2175.

Licences

1984 survey; 1985-93 excavation, 94 survey.

Site History

The site consists of extensive but broken remains of an armed vessel carrying Iberian pottery dating from the 1520's. It was discovered in 1984 by sport divers investigating a fisherman's net fastener and has been partially excavated by the Poole Bay Archaeological Research Group for the Poole Museums Service.

Bagge, S. 1986 Bay of history. *Diver* 31.4: 30-31.

Egan, G. 1988 Post-medieval Britain in 1987. *Post-Med. Arch.* 22:197.

Egan, G. 1985 Post-medieval Britain in 1984. *Post-Med. Arch.* 19:163.

Hutchinson, G. 1991 The early 16th-century wreck at Studland Bay, Dorset in R. Reinders and K. Paul (eds.) *Carvel construction technique*. Oxbow Monograph 12. Oxford. ISBN 0 94689734 4.

Jarvis, K. S. 1987 Marine sites. *Interim Proc. of the Dorset Nat. Hist. Soc.* 109:138-9.

Jarvis, K. S. 1987 The Studland Bay wreck. *Interim Proc. of the Dorset Nat. Hist. Soc.* 109: 139.

Jarvis, K. S. and Horsey, I. P. 1986 The Studland Bay wreck. *Interim Proc. of the Dorset Nat. Hist. Soc.* 108: 190-1.

Jarvis, K. S. 1985 The Studland Bay wreck. *Interim Proc. of the Dorset Nat. Hist. Soc.* 107: 173-4.

Jarvis, K. S. 1984 The Studland Bay wreck. *Interim Proc. of the Dorset Nat. Hist. Soc.* 106: 124.

Ladle, L. 1993 *The Studland Bay Wreck*. Poole Museum Service. ISBN 0-86251-021-X.

28. Admiral Gardner

Designation

January 3, 1990; 1989 No. 3; 1989/2295; Original Designation Order (June 3, 1985; 1985 No. 1; 1985/699) revoked but the site re-designated as above.

Position

Goodwins Sands, Kent. An area within 150m radius of position 51° 12'.00 N., 1° 30'.56 E.. Chart affected: 1828.

Licences

1985 excavation.

Site History

The *Admiral Gardner* was an outward-bound English East Indiaman which sank in 1809. The site has been subject to commercial salvage and some archaeological investigation.

McDonald, K. 1994 *Dive Kent*. Middlesex. ISBN 0 946020 20 5.

29. *Hazardous*

Designation

September 22, 1986; 1986 No. 1; 1986/1441; Amendment Order (not known); 1988/287.

Position

Bracklesham Bay, West Sussex. An area within 100m radius of position 50° 45'.10 N., 0° 51'.47 W.. Chart affected: 3418.

Licences

1986-94 excavation.

Site History

The *Hazardous* (originally *Le Hazardeux*), a 54 gun fourth rate, was captured from the French in 1703 and lost in November 1706. A gun was raised from the vicinity of the site in 1966 but the wreck was not relocated again until 1977. The site is being surveyed and excavated by a team of local amateur divers.

Owen, N. C. 1991 *Hazardous* 1990-1991 interim report. *IJNA* 20.4: 325-34.

Owen, N. C. 1988 HMS *Hazardous* wrecked 1706. Pre-disturbance survey report 1987. *IJNA* 17.4: 285-293.

30. *Coronation (Inshore)*

Designation

January 3, 1989; 1988 No. 1; 1988/2138.

Position

Penlee Point, near Plymouth. An area within 250m radius of position 50° 18'.96 N., 4° 11'.57 W.. Chart affected: 30,1900.

Licences

1978-84 excavation; 1986 excavation, 1994 survey.

Site History

The *Coronation*, a 90 gun second rate, was built in Portsmouth in 1685 but lost in heavy weather sometime shortly after September 1691. The site lies in two separate concentrations: *Coronation* (Inshore) is the site found in 1967, and *Coronation* (Offshore) is the section (see 30 below) which was found during a magnetometer survey in 1977.

Bax, A. 1970 Have we found the *Coronation*? *Triton* 15.2: 55-7.

McBride, P. 1981 The wreck of the *Coronation*. *Underwater World*: 28-31.

McDonald, K. 1982 *The wreck walker's guide*. Kent. ISBN 0 906798 18 3.

31. *Iona II*

Designation

January 3, 1990; 1989 No. 2; 1989/2294.

Position

Lundy Island, Devon. An area within 50m of position 51° 11'.03 N., 4° 38'.78 W.. Chart affected: 1164.

Licences

1990-1 survey, 94 survey.

Site History

The *Iona II* was built in 1863 at Govan as a fast ferry for the Clyde. Her fine hull and specially designed twin cylinder oscillating engine reputedly gave a top speed of 24 knots and she was soon acquired by Charles Hopkins Boster of Richmond, Virginia, allegedly to run guns and supplies for the Confederate Forces in the American Civil War. She sank in 1864 on her first trans-Atlantic voyage amidst rumours about her cargo, and contemporary accounts describe intensive salvage operations. The wreck was rediscovered in 1976 by a diving company and partially excavated. Some artefacts from the site have been deposited in the Greenock Museum.

Duckworth, C. L. D. and Langmuir, G. E. 1967 *West Highland steamers*: 32-3. Prescott.

Rule, N. 1991 Potters Bar Sub-Aqua Club 1990 Survey of the *Iona II*. *NAS Newsletter* 1991.1: 8-9.

32. *Gull Rock*

Designation

March 14, 1990; 1990 No. 1; 1990/234.

Position

Lundy Island, Devon. An area within 100m of position 51° 11'.11 N., 4° 39'.41 W.. Chart affected: 1164.

Licences

1993 survey, 94 survey.

Site History

This unidentified wreck consists of a scatter of 15/16th century objects including two wrought iron breech blocks, a wrought iron gun and a quantity of stone shot. The site was originally found in 1968 but was not relocated again until 1983. Survey work has been carried out recently.

33. *Wrangels Palais*

Designation

January 10, 1991; 1990 No. 3; 1990/2573; Original Designation Order (August 18, 1990; 1990 No. 2; 1990/1694) revoked and the site re-designated as above to correct an error in position.

Position

Out Skerries, Shetland. An area within 100m radius of position 60° 25'.50 N., 0° 43'.27 W.. Chart affected: 3282.

Licences

1991 survey; 1993-4 survey.

Site History

The site is most probably the wreck of the Danish warship *Wrangels Palais* which sank in 1687 after running aground while pursuing Barbary pirates in thick fog. Preliminary surveys were undertaken in 1990 and 1993. Two bronze cannon were raised from the site before it was designated.

Allen, A. 1994 Maritime archaeology in Britain and Ireland 1993. *IJNA* 23.2: 147-9.

Anon. 1994 *Wrangels Palais* revisited. *Nautical Archaeology* 1994.2: 10-11.

Anon. 1990 Warship found in the Shetlands. *Diver* 38.10: 52.

34. Erme Estuary

Designation

May 3, 1991; 1991 No. 1; 1991/1110.

Position

Erme estuary, Bigbury Bay, Devon. An area within 250m radius of position 50° 18'.41 N., 3° 57'.19 W.. Chart affected: 1613

Licences

1991 survey; 1992-4 excavation

Site History

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. Survey and limited excavation have taken place.

McDonald, K. 1994 The case of the puzzling pestle. *Diver* 39.10: 41.

McDonald, K. 1993 Devon's Bronze-Age tin. *Diver* 38.10: 26-8.

George, S. 1991 Investigations in Bigbury Bay Dorset. *NAS Newsletter* 1991.4: 2-4.

Oldham, N., Palmer, M. and Tyson, J. 1993 The Erme Estuary, Devon, historic wreck site, 1991-3. *IJNA* 22.4: 323-30.

35. The Smalls

Designation

December 7, 1991; 1991 No. 2; 1991/2746.

Position

On the Smalls Reef, Dyfed, Wales. An area within 300m radius of position 51° 43'.18 N., 5° 40'.29 W.. No part of the restricted area is above the high-water mark of ordinary spring tides. Chart affected: 1478.

Licences

1992-3 survey.

Site History

The protected area covers the find-spot of a Hiberno-Norse sword guard, dating to about AD 1100, discovered by a sport diver in 1991.

Anon. 1991 Viking sword marks a major find. *Diver* 36.11: 54.

Redknap, M. 1992 Remarkable Viking find in remote site. *Amgueddfa* (National Museum of Wales) 14: 9.

36. Duart Point

Designation

May 15, 1992; 1992 No. 3; 1992/1151 (S. 104).

Position

Duart Point, Sound of Mull, Scotland. An area within 75m radius of position 56° 27'.45 N., 5° 39'.32 W.. No part of the site is above the high-water mark of ordinary spring tides. Charts affected: 2378, 2387, 2390.

Licences

1992-4 excavation and visitor licence.

Site History

The wreck was first discovered in 1979 by a naval diving instructor and was brought to the attention of the Archaeological Diving Unit in 1991. The 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.

268911 MacKinnon, D. 1993 The mystery of the Duart wreck. *Scottish Diver* 1993.1: 10-13.

86895 MacKinnon, D. 1993 The mystery of the Duart wreck (part II). *Scottish Diver* 1993.2: 4-6.

37. Dartmouth

Designation

June 25, 1992; 1992 No. 2; 1992/1229 (S. 123). Original Designation Order (April 11, 1974; 1974 No 6; 1974/458) revoked but wreck re-designated as above due to new information.

Position

Eilean Rubha an Ridire, Sound of Mull. An area within 50m radius of position 56° 30'.19 N., 5° 41'.95 W.. No part of the restricted area is above the high-water mark of ordinary spring tides. Charts affected: 2171, 2378, 2390.

Licences

1992 survey, 1994 survey.

Site History

The *Dartmouth*, a small frigate or fifth rate, was built in 1655 and refitted in 1678. Her long workman-like life came to an end in 1690 during a punitive campaign in the Sound of Mull. A storm drove her from anchorage and ashore on one of the rocky islands in the Sound on October 9, 1690. Discovered in 1973 by divers from Bristol, parts of the site were jointly investigated by them and the St. Andrews Institute of Maritime Archaeology. The site was re-designated in 1992 to prevent further damage from the uncontrolled activities of sport divers.

Adnams, J. R. 1974 The *Dartmouth*, a British frigate wrecked off Mull, 1690. *IJNA* 3.2: 269-74.

Martin, C. J. M. 1978 The *Dartmouth*, a British frigate wrecked off Mull, 1690. 5. The ship. *IJNA* 7.1: 9-58.

Martin, P. de C. 1977 The *Dartmouth*, a British frigate wrecked off Mull, 1690. 4. The clay pipes. *IJNA* 6.3: 219-23.

McBride, P. 1976 The *Dartmouth*, a British frigate wrecked off Mull, 1690. 3. The guns. *IJNA* 5.3: 189-200.

Holman, R. G. 1977 The real "lowdown" on the wreck of the *Dartmouth*. *Triton* 22.1: 12.

38. *Girona*

Designation

April 22, 1993; 1993 No. 1; 1993/976.

Position

Lacada Point, Co. Antrim, Northern Ireland. An area within 300m radius of position 55° 14'.85 N., 6° 30'.05 W.. No part of the restricted area is above the high-water mark of ordinary spring tides. Chart affected: 2798.

Licences

No licences have been issued.

Site History

The *Girona* was a Neapolitan galleass homeward bound from the failed 1588 Armada, but was wrecked in October 1588. The site was relocated by Robert Stenuit who undertook salvage excavations in 1967 and 1968. Many of the artefacts raised are on display in the Ulster Museum, Belfast.

Stenuit, R. 1973 The pathway to King Phillip's gold. *Triton* 18.1: 8-10.

Stenuit, R. 1972 *Treasures of the Armada*. London. ISBN 0-351-18326-4.

39. *Royal Anne*

Designation

November 11, 1993; 1993 No.2; 1993/2526.

Position

Stag Rocks, the Lizard, Cornwall. An area within 100m radius of position 49° 57' 27" N., 5° 12' 56" W.. No part of the site lies above the high-water mark of ordinary spring tides. Chart affected: 2345.

Licences

1993 survey.

Site History

The *Royal Anne*, built at Woolwich and launched in 1709, was 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 and she was wrecked on the Stag Rocks. The site was discovered by members of the Southwest Branch of the Nautical Archaeology Society in 1992, and artefacts raised include cutlery bearing Lord Belhaven's family crest.

40. Erme Ingot site

Designation

November 26, 1993; 1993 No. 3; 1993/2895.

Position

Erme Estuary, South Devon. An area within 100m radius of position 50° 18'.15 N., 3° 57'.41 W. excluding any part of that area which lies above the high-water mark of ordinary spring tides. Chart affected: 1613.

Licences

1994 survey.

Site History

While investigating the designated post-medieval site (see 34 above), a number of crude tin ingots were discovered. On further investigation, more ingots were found and subsequently raised. A nearby timber was radiocarbon dated but not thought to be contemporary with the ingots.

McDonald, K. 1994 The case of the puzzling pestle. *Diver* 39.10: 41.

McDonald, K. 1993 Devon's Bronze-Age tin. *Diver* 38.10: 26-8.

41. Dunwich Bank

Designation

July 14, 1994; 1994 No. 1; 1994/1842.

Position

Dunwich Bank, Suffolk. An area 100m radius of position 52° 15'.14 N., 1° 38'.53 E. excluding any part of that area which lies above the high-water mark of ordinary spring tides. Chart affected: 1543.

Licences

1994 survey.

Site History

The site was discovered in 1994 when a local fisherman trawled up some concreted shot and structural fragments. Following the location, and subsequent raising, of a bronze gun the site was designated in an attempt to minimise further damage from fishing gear or uncontrolled diving activities. The wreck is thought to be of 17th C. date and may be a casualty of the 1672 Battle of Sole Bay fought between the Dutch and the English. A number of important vessels were lost at the time, the most famous of which being the *Royal James*.

McDonald, K. 1994 Canon to the right of them, canon to the left of them! *Diver* 39.9: 20-21.

42. *Lonisa*

Designation

Position

River Taff, Glamorgan.

Licences

Site History

Wrecks with previous designations now revoked

1. *Calassus*

Designation

Original Designation Order (May 12, 1975; 1975 No 2; 1975/726) revoked (February 7, 1984; 1984 No. 2 Revocation) and is therefore no longer in force.

Position

Southward Well Reef, Isles of Scilly. Formerly an area within 300m radius of position 49° 55' 15" N., 6° 21' 02" W.. Chart affected: 883.

Licences

No information available.

Site History

The *Colossus* was a third rate store ship returning from the Mediterranean to England when she was wrecked in the Scilly Isles in 1798. The *Colossus*' cargo included the Sir William Hamilton's second collection of antique Etruscan figured vases. The site was relocated in August 1974 and a team under the direction of Roland Morris raised as many as 35,000 pottery fragments, now held in the British Museum.

Morris, R. 1979 *HMS Colossus*. London. ISBN 0-09-134660-6.

2. Rhinns of Islay

Designation

Original Designation Order (June 1, 1976; 1976 No. 2; 1976/720) revoked (July 17, 1984; 1984 No. 2; 1984/802) and is therefore no longer in force.

Position

Off Frenchman's Rocks, Isle of Islay. Formerly an area 100m radius around position 55° 41' 45" N., 6° 31' 50" W.. Chart affected: 2723.

Licences

1976 survey, 1977 excavation, 1978 survey.

102615

Site History

This site, discovered in 1975, probably consists of more than one wreck dating to different periods. Survey and limited excavation have taken place, and objects observed and raised include a range of ship borne equipment, ordnance and shot.

- 36598 Anon. 1977 Frenchman's Rocks, Islay, wreck site. *NAT NEWS* 1977.4: 2.
36899 Blackburn, S. 1986 *Dive Islay wrecks*. Bucknall. ISBN 0 9511397 0 3. 35762
36900 Flinder, A 1979 Frenchman's Rocks, Islay. *NAT NEWS* 1979.1: 1.
36900 Pringle-Scott, R. 1978 Four very curious cannon... *Diver* 23.4: 176-78.
36901 Pringle-Scott, R. 1978 Ship Below! But is she a Spaniard? *Diver* 23.3: 122-24.

