

Protection of Wrecks Designation Orders made between 1973 and 2005

Protection of Wrecks (Designation) Order 1973 (SI 1973/1531)
Protection of Wrecks (Designation No 2) Order 1973 (SI 1973/1690)

Protection of Wrecks (Designation No 1) Order 1974 (SI 1974/55)
Protection of Wrecks (Designation No 2) Order 1974 (SI 1974/56)
Protection of Wrecks (Designation No 3) Order 1974 (SI 1974/57)
Protection of Wrecks (Designation No 4) Order 1974 (SI 1974/58)

Protection of Wrecks (Designation No 1) Order 1975 (SI 1975/174)

Protection of Wrecks (Designation No 1) Order 1976 (SI 1976/203)

Protection of Wrecks (Designation No 1) Order 1977 (SI 1977/764)
Protection of Wrecks (Designation No 2) Order 1977 (SI 1977/1357)

Protection of Wrecks (Designation No 1) Order 1978 (SI 1978/199)
Protection of Wrecks (Designation No 2) Order 1978 (SI 1978/321)
Protection of Wrecks (Designation No 3) Order 1978 (SI 1978/664)
Protection of Wrecks (Designation No 4) Order 1978 (SI 1978/764)

Protection of Wrecks (Designation No 1) Order 1979 (SI 1979/31)

Protection of Wrecks (Designation No 2) Order 1980 (SI 1980/1307)
Protection of Wrecks (Designation No 4) Order 1980 (SI 1980/1456)

Protection of Wrecks (Designation No 1) Order 1981 (SI 1981/827)

Protection of Wrecks (Designation No 1) Order 1983 (SI 1983/1400)

Protection of Wrecks (Designation No 2) Order 1984 (SI 1984/1658)
Protection of Wrecks (Designation No 3) Order 1984 (SI 1984/1963)

Protection of Wrecks (Designation No 1) Order 1986 (SI 1986/1441)

Protection of Wrecks (Designation No 1) Order 1988 (SI 1988/2138)

Protection of Wrecks (Designation No 2) Order 1989 (SI 1989/2294)

Protection of Wrecks (Designation No 1) Order 1990 (SI 1990/234)
Protection of Wrecks (Designation No 3) Order 1990 (SI 1990/2573)

Protection of Wrecks (Designation No 1) Order 1991 (SI 1991/1110)

Protection of Wrecks (Designation No 1) Order 1992 (SI 1992/347)
Protection of Wrecks (Designation No 2) Order 1992 (SI 1992/1229 (S.123))
Protection of Wrecks (Designation No 3) Order 1992 (SI 1992/1151 (S.104))

Protection of Wrecks (Designation No 1) Order 1993 (SI 1993/976)
Protection of Wrecks (Designation No 2) Order 1993 (SI 1993/2526)
Protection of Wrecks (Designation No 3) Order 1993 (SI 1993/2895)

Protection of Wrecks (Designation No 1) Order 1995 (SI 1995/2654)

Protection of Wrecks (Designation No 1) Order 1996 (SI 1996/1741)

Protection of Wrecks (Designation No 2) Order 1997 (SI 1997/1717)

Protection of Wrecks (Designation No 3) Order 1997 (SI 1997/1718)
Protection of Wrecks (SS Castilian) Order 1997 (SI 1997/1976)
Protection of Wrecks (Designation No 4) Order 1997 (SI 1997/2536)

Protection of Wrecks (Designation No 1) Order 1998 (SI 1998/1650)

Protection of Wrecks (Designation) Order 1999 (SI 1999/186 (S.8))
Protection of Wrecks (M/S Estonia) Order 1999 (SI 1999/856)
Protection of Wrecks (Designation) Order 1999 (SI 1999/1438)

Protection of Wrecks (Designation)(Scotland) Order 2000 (SSI 2000/287)

Protection of Wrecks (Designation) (Scotland) Order 2001 (SSI 2001/242)
Protection of Wrecks (Designation)(No 2)(Scotland) Order 2001 (SSI 2001/384)
Protection of Wrecks (Designation) Order 2001 (SI 2001/2403)

Protection of Wrecks (Designation) Order 2002 (SI 2002/1858)

Protection of Wrecks (RMS Titanic) Order 2003 (SI 2003/2496)

Protection of Wrecks (Designation)(England) Order 2004 (SI 2004/2395)
Protection of Wrecks (Designation)(England)(No 2) Order 2004 (SI 2004/3249)
Protection of Wrecks (Designation)(England)(No 3) Order 2004 (SI 2004/3243)

Protection of Wrecks (Designation)(England) Order 2005 (SI 2005/1974)

1973 No. 1531

PROTECTION OF WRECKS

The Protection of Wrecks (Designation) Order 1973

<i>Made</i>	<i>3rd September 1973</i>
<i>Laid before Parliament</i>	<i>4th September 1973</i>
<i>Coming into Operation</i>	<i>5th September 1973</i>

The Secretary of State, being satisfied that the site identified in article 2 of this Order is the site of a vessel believed lying wrecked on the sea bed, that on account of the historical and archaeological importance of the vessel the site ought to be protected from unauthorised interference, and that the case is one in which an order should be made as a matter of immediate urgency, in exercise of the powers conferred upon him by section 1(1), (2) and (4) of the Protection of Wrecks Act 1973 and of all other powers enabling him in that behalf hereby orders as follows:—

1.—(1) This Order may be cited as the Protection of Wrecks (Designation) Order 1973 and shall come into operation on 5th September 1973.

(2) The Interpretation Act 1889 shall apply to the interpretation of this Order as it applies to the interpretation of an Act of Parliament.

2. The site in respect of which this Order is made is hereby identified as the site where a vessel lies wrecked on the sea bed at Latitude 50°21'41.4" North, Longitude 04° 07' 37.5" West.

3. The area within a distance of 50(a) metres of Latitude 50° 21'41.4" North, Longitude 04° 07' 37.5" West shall be a restricted area for the purposes of the Protection of Wrecks Act 1973.

3rd September 1973.

Cranley Onslow
Parliamentary Under Secretary of
State for Aerospace and Shipping

EXPLANATORY NOTE

(This Note is not part of the Order.)

This Order designates as a restricted area for the purposes of the Protection of Wrecks Act 1973 an area in Cattewater, Plymouth round the site of a wreck of historical and archaeological importance.

(a) As amended by SI 1975 No 262.

1973 No. 1690

PROTECTION OF WRECKS

The Protection of Wrecks (Designation No 2) Order 1973

<i>Made</i>	<i>11th October 1973</i>
<i>Laid before Parliament</i>	<i>18th October 1973</i>
<i>Coming into Operation</i>	<i>31st October 1973</i>

The Secretary of State being satisfied that the site identified in article 2 of this Order is, because of the explosives contained in it, in a condition which makes it a potential danger to life and property, and that on that account it ought to be protected from unauthorised interference, in exercise of the powers conferred upon him by section 2(1) and (2) of the Protection of Wrecks Act 1973 and of all other powers enabling him in that behalf hereby orders as follows:—

1.—(1) This Order may be cited as the Protection of Wrecks (Designation No 2) Order 1973 and shall come into operation on 31st October 1973.

(2) The Interpretation Act 1889 shall apply to the interpretation of this Order as it applies to the interpretation of an Act of Parliament.

2.—(1) The vessel in respect of which this Order is made is the ship "Richard Montgomery" which lies wrecked at Latitude 51° 27' 57" N, Longitude 00° 47' 12" E.

(2). The area round the vessel enclosed by straight lines joining the following points,

51° 28' 04" N; 00° 47' 12" E
51° 27' 57" N; 00° 47' 22" E
51° 27' 50" N; 00° 47' 11" E
51° 27' 58" N; 00° 47' 01" E

shall be a prohibited area for the purposes of the Protection of Wrecks Act 1973.

11th October 1973.

Cranley Onslow
Parliamentary Under Secretary of
State for Aerospace and Shipping
Department of Trade and Industry

EXPLANATORY NOTE (This Note is not part of the Order.)

This Order designates the area surrounding a dangerous wreck lying in the Thames Estuary as a prohibited area for the purposes of the Protection of Wrecks Act 1973.

1974 No. 55

PROTECTION OF WRECKS

The Protection of Wrecks (Designation No 1) Order 1974

<i>Made</i>	<i>12th January 1974</i>
<i>Laid before Parliament</i>	<i>18th January 1974</i>
<i>Coming into Operation</i>	<i>5th February 1974</i>

The Secretary of State being satisfied that the site identified in article 2 of this Order is the site of a vessel lying wrecked on the sea bed and that on account of the historical and archaeological importance of the vessel the site ought to be protected from unauthorised interference, after consulting with the persons referred to in section 1(4) of the Protection of Wrecks Act 1973, in exercise of the powers conferred on him by section 1(1), (2) and (4) of that Act and of all other powers enabling him in that behalf hereby orders as follows:—

1.—(1) This Order may be cited as the Protection of Wrecks (Designation No 1) Order 1974 and shall come into operation on 5th February 1974.

(2) The Interpretation Act 1889 shall apply to the interpretation of this Order as it applies to the interpretation of an Act of Parliament.

2.—(1) The site in respect of which this Order is made is hereby identified as the site where the vessel "Mary Rose" lies wrecked on the sea bed at Latitude 50° 45' 48" North, Longitude 01° 06' 10" West.

3. The area within a distance of 300 metres of Latitude 50° 45' 48" North, Longitude 01° 06' 10" West shall be a restricted area for the purposes of the Protection of Wrecks Act 1973.

12th January 1974.

Cranley Onslow
Parliamentary Under Secretary of State
for Aerospace and Shipping
Department of Trade and Industry

EXPLANATORY NOTE (This Note is not part of the Order.)

This Order designates as a restricted area for the purposes of the Protection of Wrecks Act 1973 and in Spithead Anchorage round the site of the wreck of the vessel "Mary Rose" which is of historical and archaeological importance.

1974 No. 56

PROTECTION OF WRECKS

The Protection of Wrecks (Designation No 2) Order 1974

<i>Made</i>	<i>12th January 1974</i>
<i>Laid before Parliament</i>	<i>18th January 1974</i>
<i>Coming into Operation</i>	<i>5th February 1974</i>

The Secretary of State being satisfied that the site identified in article 2 of this Order is the site of a vessel lying wrecked on the sea bed and that on account of the historical and archaeological importance of the vessel the site ought to be protected from unauthorised interference, after consulting with the persons referred to in section 1(4) of the Protection of Wrecks Act 1973, in exercise of the powers conferred on him by section 1(1), (2) and (4) of that Act and of all other powers enabling him in that behalf hereby orders as follows:—

1.—(1) This Order may be cited as the Protection of Wrecks (Designation No 2) Order 1974 and shall come into operation on 5th February 1974.

(2) The Interpretation Act 1889 shall apply to the interpretation of this Order as it applies to the interpretation of an Act of Parliament.

2. The site in respect of which this Order is made is hereby identified as the site where the vessel "Grace Dieu" lies wrecked on the sea bed at the point grid reference 501105 on the 1" Ordnance Survey Map, sheet 180.

3. The area within a distance of 75 metres of that point, but excluding any part of that area which lies above high water mark of ordinary spring tides, shall be a restricted area for the purposes of the Protection of Wrecks Act 1973.

12th January 1974.

Cranley Onslow
Parliamentary Under Secretary of State
for Aerospace and Shipping
Department of Trade and Industry

EXPLANATORY NOTE

(This Note is not part of the Order.)

This Order designates as a restricted area for the purposes of the Protection of Wrecks Act 1973 an area in Hamble river round the site of the wreck of the vessel "Grace Dieu" which is of historical and archaeological importance.

1974 No. 57

PROTECTION OF WRECKS

The Protection of Wrecks (Designation No 3) Order 1974

<i>Made</i>	<i>12th January 1974</i>
<i>Laid before Parliament</i>	<i>18th January 1974</i>
<i>Coming into Operation</i>	<i>5th February 1974</i>

The Secretary of State being satisfied that the site identified in article 2 of this Order is the site of a vessel lying wrecked on the sea bed and that on account of the historical and archaeological importance of the vessel the site ought to be protected from unauthorised interference, after consulting with the persons referred to in section 1(4) of the Protection of Wrecks Act 1973, in exercise of the powers conferred on him by section 1(1), (2) and (4) of that Act and of all other powers enabling him in that behalf hereby orders as follows:—

1.—(1) This Order may be cited as the Protection of Wrecks (Designation No 3) Order 1974 and shall come into operation on 5th February 1974.

(2) The Interpretation Act 1889 shall apply to the interpretation of this Order as it applies to the interpretation of an Act of Parliament.

2. The site in respect of which this Order is made is hereby identified as the site where the vessel "Amsterdam" lies wrecked on the sea bed at the point grid reference 778083 on the 1" Ordnance Survey Map, sheet 184.

3. The area within a distance of 100 metres of that point, but excluding any part of that area which lies above high water mark of ordinary spring tides, shall be a restricted area for the purposes of the Protection of Wrecks Act 1973.

12th January 1974.

Cranley Onslow
Parliamentary Under Secretary of State
for Aerospace and Shipping
Department of Trade and Industry

EXPLANATORY NOTE (This Note is not part of the Order.)

This Order designates as a restricted area for the purposes of the Protection of Wrecks Act 1973 an area of the foreshore at Bulverhythe, near Hastings round the site of the wreck of the vessel "Amsterdam" which is of historical and archaeological importance.

1974 No. 58

PROTECTION OF WRECKS

The Protection of Wrecks (Designation No 4) Order 1974

<i>Made</i>	<i>12th January 1974</i>
<i>Laid before Parliament</i>	<i>18th January 1974</i>
<i>Coming into Operation</i>	<i>5th February 1974</i>

The Secretary of State being satisfied that the site identified in article 2 of this Order is the site of a vessel lying wrecked on the sea bed and that on account of the historical and archaeological importance of the vessel the site ought to be protected from unauthorised interference, after consulting with the persons referred to in section 1(4) of the Protection of Wrecks Act 1973, in exercise of the powers conferred on him by section 1(1), (2) and (4) of that Act and of all other powers enabling him in that behalf hereby orders as follows:—

1.—(1) This Order may be cited as the Protection of Wrecks (Designation No 4) Order 1974 and shall come into operation on 5th February 1974.

(2) The Interpretation Act 1889 shall apply to the interpretation of this Order as it applies to the interpretation of an Act of Parliament.

2. The site in respect of which this Order is made is hereby identified as the site where the vessel "Mary" lies wrecked on the sea bed at Latitude 53° 25' 16" North, Longitude 04° 36' 40" West.

3. The area within a distance of 100 metres of Latitude 53° 25' 16" North, Longitude 04° 36' 40" West, but excluding any part of that area which lies above high water mark of ordinary spring tides, shall be a restricted area for the purposes of the Protection of Wrecks Act 1973.

12th January 1974.

Cranley Onslow
Parliamentary Under Secretary of State
for Aerospace and Shipping
Department of Trade and Industry

EXPLANATORY NOTE

(This Note is not part of the Order.)

This Order designates as a restricted area for the purposes of the Protection of Wrecks Act 1973 an area near the Skerries off the coast of Anglesey round the site of the wreck of the vessel "Mary" which is of historical and archaeological importance.

1975 No. 174

PROTECTION OF WRECKS

The Protection of Wrecks (Designation No 1) Order 1975

<i>Made</i>	<i>12th February 1975</i>
<i>Laid before Parliament</i>	<i>20th February 1975</i>
<i>Coming into Operation</i>	<i>13th March 1975</i>

The Secretary of State, being satisfied that the site identified in Article 2 of this Order is the site of a vessel lying wrecked on the sea bed and that on account of the historical and archaeological importance of the vessel the site ought to be protected from unauthorised interference, after consulting with the persons referred to in section 1(4) of the Protection of Wrecks Act 1973, in exercise of the powers conferred upon him by section 1(1), (2) and (4) of that Act and of all other powers enabling him in that behalf hereby orders as follows:

1.—(1) This Order may be cited as the Protection of Wrecks (Designation No 1) Order 1975 and shall come into operation on 13th March 1975.

(2) The Interpretation Act 1889 shall apply to the interpretation of this Order as it applies to the interpretation of an Act of Parliament.

2. The site in respect of which this Order is made is hereby identified as the site where the vessel believed to be HMS "Romney" lies wrecked on the sea bed at Latitude 49° 52' 12" North, Longitude 6° 26' 29" West.

3. The area within a distance of 200 metres of Latitude 49° 52' 12" North, Longitude 6° 26' 29" West shall be a restricted area for the purposes of the Protection of Wrecks Act 1973.

12th February 1975.

S Clinton Davies
Parliamentary Under Secretary of State
for Companies, Aviation
and Shipping, Department of Trade

EXPLANATORY NOTE (This Note is not part of the Order.)

This Order designates as a restricted area for the purposes of the Protection of Wrecks Act 1973 an area off Tearing Ledge near Bishop Rock, Isles of Scilly round the site of a wreck of a vessel which is believed to be HMS "Romney" and is of historical and archaeological importance.

1976 No. 203

PROTECTION OF WRECKS

The Protection of Wrecks (Designation No 1) Order 1976

<i>Made</i>	<i>13th February 1976</i>
<i>Laid before Parliament</i>	<i>23rd February 1976</i>
<i>Coming into Operation</i>	<i>15th May 1976</i>

The Secretary of State, being satisfied that the site identified in article 2 of this Order is the site of a vessel lying wrecked on the sea bed and that on account of the historical and archaeological importance of the vessel the site ought to be protected from unauthorised interference, after consulting with the persons referred to in section 1(4) of the Protection of Wrecks Act 1973, in exercise of the powers conferred upon him by section 1(1), (2) and (4) of that Act and all other powers enabling him in that behalf, hereby orders as follows:—

1.—(1) This Order may be cited as the Protection of Wrecks (Designation No. 1) Order 1976 and shall come into operation on 15th March 1976.

(2) The Interpretation Act 1889 shall apply to the interpretation of this Order as it applies to the interpretation of an Act of Parliament.

2. The site in respect of which this Order is made is hereby identified as the site where a vessel lies wrecked on the sea bed at the point grid reference 67751345 on the 6" to 1 mile Ordnance Survey Map, sheet SW 61 SE.

3. The area within a distance of 100 metres of that point, but excluding any part of that area which lies above high-water mark of ordinary spring tides, shall be a restricted area for the purposes of the Protection of Wrecks Act 1973.

13th February 1975.

Stanley Clinton Davies
Parliamentary Under Secretary of State,
Department of Trade

EXPLANATORY NOTE (This Note is not part of the Order.)

This Order designates as a restricted area for the purposes of the Protection of Wrecks Act 1973 an area in Rill Cove off Kynance Cliff, Cornwall, round the site of a wreck of a vessel which is of historical and archaeological importance.

1977 No. 764

PROTECTION OF WRECKS

The Protection of Wrecks (Designation No 1) Order 1977

<i>Made</i>	<i>29th April 1977</i>
<i>Laid before Parliament</i>	<i>6th May 1977</i>
<i>Coming into Operation</i>	<i>27th May 1977</i>

The Secretary of State, being satisfied that the site identified in article 2 of this Order is the site of a vessel lying wrecked on the sea bed and that on account of the historical and archaeological importance of the vessel the site ought to be protected from unauthorised interference, after consulting with the persons referred to in section 1(4) of the Protection of Wrecks Act 1973, in exercise of the powers conferred upon him by section 1(1), (2) and (4) of that Act and all other powers enabling him in that behalf, hereby orders as follows:—

1.—(1) This Order may be cited as the Protection of Wrecks (Designation No 1) Order 1977 and shall come into operation on 27th May 1977.

(2) The Interpretation Act 1889 shall apply to the interpretation of this Order as it applies to the interpretation of an Act of Parliament.

2. The site in respect of which this Order is made is hereby identified as the site where a vessel lies wrecked on the sea bed at Latitude 51° 31' 44" North, Longitude 01° 14' 53" East.

3. The area within a distance of 100 metres of Latitude 51° 31' 44" North, Longitude 01° 14' 53" East shall be a restricted area for the purposes of the Protection of Wrecks Act 1973.

29th April 1977.

Stanley Clinton Davies
Parliamentary Under Secretary of State,
Department of Trade

EXPLANATORY NOTE

(This Note is not part of the Order.)

This Order designates as a restricted area for the purposes of the Protection of Wrecks Act 1973 an area in the South Edinburgh Channel, Thames Estuary, round the site of the wreck of a vessel which is of historical importance.

1977 No. 1357

PROTECTION OF WRECKS

The Protection of Wrecks (Designation No 2) Order 1977

<i>Made</i>	<i>3rd August 1977</i>
<i>Laid before Parliament</i>	<i>4th August 1977</i>
<i>Coming into Operation</i>	<i>12th August 1977</i>

The Secretary of State, being satisfied that the site identified in article 2 of this Order is the site of a vessel believed lying wrecked on the sea bed and that on account of the historical and archaeological importance of the vessel the site ought to be protected from unauthorised interference, and that the case is one in which an Order should be made as a matter of immediate urgency, in exercise of the powers conferred upon him by section 1(1), (2) and (4) of the Protection of Wrecks Act 1973 and all other powers enabling him in that behalf, hereby orders as follows:—

1.—(1) This Order may be cited as the Protection of Wrecks (Designation No 2) Order 1977 and shall come into operation on 12th August 1977.

(2) The Interpretation Act 1889 shall apply to the interpretation of this Order as it applies to the interpretation of an Act of Parliament.

2. The site in respect of which this Order is made is hereby identified as the site where a vessel is believed to lie wrecked on the sea bed between the four points grid reference 9465 7330, 9480 7330, 9465 7312 and 9480 7312 on the National Grid Plan SX 9473-9573 Scale 1:2500.

3. The area within those four points, but excluding any part of that area which lies above high-water mark of ordinary spring tides, shall be a restricted area for the purposes of the Protection of Wrecks Act 1973.

3rd August 1977.

Stanley Clinton Davies
Parliamentary Under Secretary of State,
Department of Trade

EXPLANATORY NOTE

(This Note is not part of the Order.)

This Order designates as a restricted area for the purposes of the Protection of Wrecks Act 1973 an area off Teignmouth foreshore, round the site of what is believed to be the wreck of a vessel which is of historical and archaeological importance.

1978 No. 199

PROTECTION OF WRECKS

The Protection of Wrecks (Designation No 1) Order 1978

<i>Made</i>	<i>14th February 1978</i>
<i>Laid before Parliament</i>	<i>15th February 1978</i>
<i>Coming into Operation</i>	<i>8th March 1978</i>

The Secretary of State, being satisfied that the sites identified in the Schedule to this Order are, or may prove to be, the sites of vessels lying wrecked on or in the sea bed and that on account of the historical and archaeological importance of the vessels the sites ought to be protected from unauthorised interference, after consulting with the persons referred to in section 1(4) of the Protection of Wrecks Act 1973, in exercise of the powers conferred upon him by section 1(1), (2) and (4) of that Act and of all other powers enabling him in that behalf, hereby orders as follows:—

1.—(1) This Order may be cited as the Protection of Wrecks (Designation No 1) Order 1978 and shall come into operation on 8th March 1978.

(2) The Interpretation Act 1889 shall apply to the interpretation of this Order as it applies to the interpretation of an Act of Parliament.

2.—(1) The sites in respect of which this Order is made is hereby identified are those sites identified in the first column of the Schedule to this Order as the sites where a vessel lies, or may prove to lie, wrecked on or in the sea bed.

(2) The areas identified in the second column of the Schedule to this Order shall be restricted areas for the purposes of the Protection of Wrecks Act 1973.

14th February 1978.

Stanley Clinton Davies
Parliamentary Under Secretary of State,
Department of Trade

SCHEDULE

Sites	Restricted Area
1. Latitude 53° 12' 46" North, Longitude 04° 11' 43" West.	The area within a distance of 150 metres of Latitude 53° 12' 46" North, Longitude 04° 11' 43" West, but excluding any part of that area which lies above high water mark of ordinary spring tides.
2. Latitude 50° 12' 42" North, Longitude 03° 44' 20" West(a)	The area within a distance of 300 metres of Latitude 50° 12' 42" North, Longitude 03° 44' 20" West, but excluding any part of that area which lies above high water mark of ordinary spring tides(b).

EXPLANATORY NOTE

(This Note is not part of the Order.)

This Order designates as restricted areas for the purposes of the Protection of Wrecks Act 1973 two areas round the sites of wrecked vessels, or what may prove to be wrecked vessels, of historical and archaeological importance. The first area is at Pwll Fanog, Menai Straits and the second is off Moor Sands, Salcombe.

(a) As amended by SI 1979 No 56.

1978 No. 321

PROTECTION OF WRECKS

The Protection of Wrecks (Designation No 2) Order 1978

<i>Made</i>	<i>3rd March 1978</i>
<i>Laid before Parliament</i>	<i>10th March 1978</i>
<i>Coming into Operation</i>	<i>31st March 1978</i>

The Secretary of State, being satisfied that the site identified in Article 2 of this Order is, or may prove to be, the site of a vessel lying wrecked on or in the sea bed and that on account of the historical and archaeological importance of the vessel the site ought to be protected from unauthorised interference, after consulting with the persons referred to in section 1(4) of the Protection of Wrecks Act 1973, in exercise of the powers conferred on him by section 1(1), (2) and (4) of that Act and of all other powers enabling him in that behalf, hereby orders as follows:—

1.—(1) This Order may be cited as the Protection of Wrecks (Designation No 2) Order 1978 and shall come into operation on 31st March 1978.

(2) The Interpretation Act 1889 shall apply to the interpretation of this Order as it applies to the interpretation of an Act of Parliament.

2. The site in respect of which this Order is made is hereby identified as the site where a vessel lies, or may prove to lie, wrecked on or in the sea bed at Latitude 50° 18.57' North, Longitude 04° 11.98' West.

3. The area within a distance of 150 metres of Latitude 50° 18.57' North, Longitude 04° 11.98' West shall be a restricted area for the purposes of the Protection of Wrecks Act 1973.

3rd March 1978.

Stanley Clinton Davis
Parliamentary Under Secretary of State
Department of Trade

EXPLANATORY NOTE (This Note is not part of the Order.)

This Order designates as a restricted area for the purposes of the Protection of Wrecks Act 1973 an area off Rame Head, Plymouth, round the site of a wrecked vessel which may prove to be HMS "Coronation" which is of historical and archaeological importance.

1978 No. 664

PROTECTION OF WRECKS

The Protection of Wrecks (Designation No 3) Order 1978

<i>Made</i>	<i>4th May 1978</i>
<i>Laid before Parliament</i>	<i>11th May 1978</i>
<i>Coming into Operation</i>	<i>1st June 1978</i>

The Secretary of State, being satisfied that the site identified in Article 2 of this Order is, or may prove to be, the site of a vessel lying wrecked on or in the sea bed and that on account of the historical and archaeological importance of the vessel the site ought to be protected from unauthorised interference, after consulting with the persons referred to in section 1(4) of the Protection of Wrecks Act 1973, in exercise of the powers conferred on him by section 1(1), (2) and (4) of that Act and of all other powers enabling him in that behalf, hereby orders as follows:—

1.—(1) This Order may be cited as the Protection of Wrecks (Designation No 3) Order 1978 and shall come into operation on 1st June 1978.

(2) The Interpretation Act 1889 shall apply to the interpretation of this Order as it applies to the interpretation of an Act of Parliament.

2—(1) The site in respect of which this Order is made is hereby identified as the site where a vessel lies, or may prove to lie, wrecked on or in the sea bed at Latitude 60° 25' 12" North, Longitude 0° 45' 0" West.

(2) The area within a distance of 250 metres of Latitude 60° 25' 12" North, Longitude 0° 45' 0" West, but excluding any part of that area which lies above high-water mark of ordinary spring tides, shall be a restricted area for the purposes of the Protection of Wrecks Act 1973.

4th May 1978.

Stanley Clinton Davis
Parliamentary Under Secretary of State,
Department of Trade

EXPLANATORY NOTE (This Note is not part of the Order.)

This Order designates as a restricted area for the purposes of the Protection of Wrecks Act 1973 an area in the South Mouth of the Out Skerries, Shetland Isles round the site of the wreck, or what may prove to be, the wreck of the vessel "Kennemerland" which is of historical and archaeological importance.

1978 No. 764

PROTECTION OF WRECKS

The Protection of Wrecks (Designation No 4) Order 1978

<i>Made</i>	<i>25th May 1978</i>
<i>Laid before Parliament</i>	<i>25th May 1978</i>
<i>Coming into Operation</i>	<i>26th May 1978</i>

The Secretary of State, being satisfied that the site identified in Article 2 of this Order is, or may prove to be, the site of a vessel lying wrecked on or in the sea bed and that on account of the historical and archaeological importance of the vessel the site ought to be protected from unauthorised interference, and that the case is one in which an Order should be made as a matter of immediate urgency, in exercise of the powers conferred on him by section 1(1), (2) and (4) of the Protection of Wrecks Act 1973 hereby orders as follows:—

1.—(1) This Order may be cited as the Protection of Wrecks (Designation No 4) Order 1978 and shall come into operation on 26th May 1978.

(2) The Interpretation Act 1889 shall apply to the interpretation of this Order as it applies to the interpretation of an Act of Parliament.

2—(1) The site in respect of which this Order is made is hereby identified as the site where a vessel lies, or may prove to lie, wrecked on or in the sea bed at Latitude 51° 7' 36" North, Longitude 1° 20' 48" East.

(2) The area within a distance of 150(a) metres of Latitude 51° 7' 36" North, Longitude 1° 20' 48" East, shall be a restricted area for the purposes of the Protection of Wrecks Act 1973.

25th May 1978.

Stanley Clinton Davis
Parliamentary Under Secretary of State
Department of Trade

EXPLANATORY NOTE

(This Note is not part of the Order.)

This Order designates as a restricted area for the purposes of the Protection of Wrecks Act 1973 an area off Langdon Bay, Dover round the site of what is or may prove to be the wreck of a vessel which is of historical and archaeological importance.

(a) As amended by S.I. 1979 No 56.

1979 No. 31

PROTECTION OF WRECKS

The Protection of Wrecks (Designation No 1) Order 1979

<i>Made</i>	<i>12th January 1979</i>
<i>Laid before Parliament</i>	<i>19th January 1979</i>
<i>Coming into Operation</i>	<i>9th February 1979</i>

The Secretary of State, being satisfied that the site identified in Article 2 of this Order is, or may prove to be, the site of a vessel lying wrecked on or in the sea bed and that on account of the historical and archaeological importance of the vessel the site ought to be protected from unauthorised interference, after consulting with the persons referred to in section 1(4) of the Protection of Wrecks Act 1973, in exercise of the powers conferred upon him by section 1(1), (2) and (4) of that Act and all other powers enabling him in that behalf, hereby orders as follows:—

1.—(1) This Order may be cited as the Protection of Wrecks (Designation No 1) Order 1979 and shall come into operation on 9th February 1979.

2—(1) The site in respect of which this Order is made is hereby identified as the site where a vessel lies, or may prove to lie, wrecked on or in the sea bed at Latitude 52° 46' 41" North, Longitude 04° 07' 24" West.

(2) The area within a distance of 150 metres of Latitude 52° 46' 41" North, Longitude 04° 07' 24" West, but excluding any part of that area which lies above high-water mark of ordinary spring tides, shall be a restricted area for the purposes of the Protection of Wrecks Act 1973.

12th January 1979.

Stanley Clinton Davis
Parliamentary Under Secretary of State
Department of Trade

EXPLANATORY NOTE (This Note is not part of the Order.)

This Order designates as a restricted area for the purposes of the Protection of Wrecks Act 1973 an area in Cardigan Bay, off Tal-y-bont, Gwynedd, round the site of what is, or may prove to be, the wreck of a vessel which is of historical and archaeological importance.

1980 No. 1307

PROTECTION OF WRECKS

The Protection of Wrecks (Designation No 2) Order 1980

<i>Made</i>	<i>1st September 1980</i>
<i>Laid before Parliament</i>	<i>9th September 1980</i>
<i>Coming into Operation</i>	<i>30th September 1980</i>

The Secretary of State, being satisfied that the site identified in Article 2 of this Order is, or may prove to be, the site of a vessel lying wrecked on or in the sea bed and that on account of the historical and archaeological importance of the vessel the site ought to be protected from unauthorised interference, after consulting with the persons referred to in section 1(4) of the Protection of Wrecks Act 1973, in exercise of the powers conferred upon him by section 1(1), (2) and (4) of that Act and all other powers enabling him in that behalf, hereby orders as follows:—

1.—(1) This Order may be cited as the Protection of Wrecks (Designation No 2) Order 1980 and shall come into operation on 30th September 1980.

2—(1) The site in respect of which this Order is made is hereby identified as the site where a vessel lies, or may prove to lie, wrecked on or in the sea bed at Latitude 50° 44.34' North, Longitude 01° 02.23' West.

(2) The area within a distance of 100 metres of Latitude 50° 44.34' North, Longitude 01° 02.23' West, but excluding any part of that area which lies above high-water mark of ordinary spring tides, shall be a restricted area for the purposes of the Protection of Wrecks Act 1973.

1st September 1980.

Norman Tebbit
Parliamentary Under Secretary of State
Department of Trade

EXPLANATORY NOTE (This Note is not part of the Order.)

This Order designates as a restricted area for the purposes of the Protection of Wrecks Act 1973 an area in the East Solent round the site of what is, or may prove to be, the wreck of a vessel which is of historical and archaeological importance.

1980 No. 1456

PROTECTION OF WRECKS

The Protection of Wrecks (Designation No 4) Order 1980

<i>Made</i>	<i>1st October 1980</i>
<i>Laid before Parliament</i>	<i>2nd October 1980</i>
<i>Coming into Operation</i>	<i>3rd October 1980</i>

The Secretary of State, being satisfied that the site identified in Article 2 of this Order is, or may prove to be, the site of a vessel lying wrecked on or in the sea bed and that, on account of the historical and archaeological importance of the vessel, the site ought to be protected from unauthorised interference, and that the case is one in which an Order should be made as a matter of immediate urgency, in exercise of the powers conferred upon him by section 1(1), (2) and (4) of the Protection of Wrecks Act 1973, hereby orders as follows:—

1. This Order may be cited as the Protection of Wrecks (Designation No 4) Order 1980 and shall come into operation on 3rd October 1980.

2.—(1) The site in respect of which this Order is made is hereby identified as the site where a vessel lies, or may prove to lie, wrecked on or in the sea bed in position Latitude 49° 54.26' North, Longitude 6° 19.83' West.

(2) The area within a distance of 100(a) metres of said position, but excluding any part of that area which lies above high-water mark of ordinary spring tides, shall be a restricted area for the purposes of the Protection of Wrecks Act 1973.

3. The Protection of Wrecks (Designation No 3) Order (b) is hereby revoked.

1st October 1980.

Reginald Eyre
Parliamentary Under-Secretary of State
Department of Trade

EXPLANATORY NOTE

(This Note is not part of the Order.)

This Order designates as a restricted area for the purposes of the Protection of Wrecks Act 1973 an area in the Isles of Scilly round the site of what is, or may prove to be, the wreck of a vessel which is of historical and archaeological importance.

This order corrects an error in the position of the centre of the site of an historic wreck to which the Protection of Wrecks (Designation No 3) Order 1980 was intended to relate: that Order is accordingly revoked.

(a) As amended by SI 1983 no 128.

(b) S.I. 1980/1419.

1981 No. 827

PROTECTION OF WRECKS

The Protection of Wrecks (Designation No 1) Order 1981

Made 8th June 1981
Laid before Parliament 16th June 1981
Coming into Operation 7th July 1981

The Secretary of State, being satisfied that the sites identified in the Schedule to this Order are, or may prove to be, the sites of vessels lying wrecked on or in the sea bed and that on account of the historical and archaeological importance of the vessels the sites ought to be protected from unauthorised interference, after consulting with the persons referred to in section 1(4) of the Protection of Wrecks Act 1973, in exercise of the powers conferred upon him by section 1(1), (2) and (4) of that Act and of all other powers enabling him in that behalf, hereby orders as follows:—

1. This Order may be cited as the Protection of Wrecks (Designation No 1) Order 1981 and shall come into operation on 7th July 1981.

2.—(1) The sites in respect of which this Order is made is hereby identified are those sites identified in the first column of the Schedule to this Order as the sites where a vessel lies, or may prove to lie, wrecked on or in the sea bed.

(2) The areas identified in the second column of the Schedule to this Order shall be restricted areas for the purposes of the Protection of Wrecks Act 1973

8th June 1981.

Trefgarne
Parliamentary Under Secretary of State,
Department of Trade

SCHEDULE

Sites	Restricted Area
1. Latitude 51° 15.759' North, Longitude 01° 30.018' East.	The area within a distance of 50 metres of Latitude 51° 15.759' North, Longitude 01° 30.018' East, but excluding any part of that area which lies above high water mark of ordinary spring tides.
2. Latitude 51° 15.588' North, Longitude 01° 29.895' East.	The area within a distance of 50 metres of Latitude 51° 15.588' North, Longitude 01° 29.895' East, but excluding any part of that area which lies above high water mark of ordinary spring tides.

EXPLANATORY NOTE

(This Note is not part of the Order.)

This Order designates as restricted areas for the purposes of the Protection of Wrecks Act 1973 two areas in the Goodwin Sands round the sites of what are, or may prove to be, the wrecks of two vessels of historical and archaeological importance.

1983 No. 1400

PROTECTION OF WRECKS

The Protection of Wrecks (Designation No 1) Order 1983

<i>Made</i>	<i>15th September 1983</i>
<i>Laid before Parliament</i>	<i>26th September 1983</i>
<i>Coming into Operation</i>	<i>18th October 1983</i>

The Secretary of State for Transport, being satisfied that the site identified in Article 2 of this Order is, or may prove to be, the site of a vessel believed lying wrecked on or in the sea bed and that on account of the historical and archaeological importance of the vessel the site ought to be protected from unauthorised interference, after consulting with the persons referred to in section 1(4) of the Protection of Wrecks Act 1973, in exercise of the powers conferred upon him by section 1(1), (2) and (4) of that Act and all other powers enabling him in that behalf, hereby orders as follows:—

1. This Order may be cited as the Protection of Wrecks (Designation No 1) Order 1983 and shall come into operation on 18th October 1983.
2. The site where a vessel lies, or may prove to lie, wrecked on or in the sea bed, and in respect of which this Order is made, is the area bounded by straight lines between the following Ordnance Survey National Grid Co-ordinates viz.— 533370 East, 103025 North; 533370 East, 102875 North; 533170 East, 102875 North; and 533170 East, 103025 North; and that area shall be a restricted area for the purposes of the Protection of Wrecks Act 1973.

15th September 1983.

Tom King
Secretary of State for Transport

EXPLANATORY NOTE (This Note is not part of the Order.)

This Order designates as a restricted area for the purposes of the Protection of Wrecks Act 1973 an area adjacent to the Brighton Marina Western Breakwater round the site of what is believed to be the wreck of a vessel which is of historical and archaeological importance. No part of the restricted area lies above high water mark of ordinary spring tides.

1984 No. 1658

PROTECTION OF WRECKS

The Protection of Wrecks (Designation No 2) Order 1984

<i>Made</i>	<i>22nd October 1984</i>
<i>Laid before Parliament</i>	<i>5th November 1984</i>
<i>Coming into Operation</i>	<i>27th November 1984</i>

The Secretary of State, being satisfied that the site identified in Article 2 of this Order is, or may prove to be, the site of a vessel lying wrecked on or in the sea bed and that on account of the historical and archaeological importance of the vessel the site ought to be protected from unauthorised interference, after consulting with the persons referred to in section 1(4) of the Protection of Wrecks Act 1973, in exercise of the powers conferred upon him by section 1(1), (2) and (4) of that Act and of all other powers enabling him in that behalf, hereby orders as follows:—

1. This Order may be cited as the Protection of Wrecks (Designation No 2) Order 1984 and shall come into operation on 27th November 1984.

2.—(1) The site where a vessel lies, or is supposed to lie, wrecked on or in the sea bed, and in respect of which this Order is made, is in position Latitude 50° 39.65' North, Longitude 01° 54.79' West(a).

(2) The area within a distance of 50 metres of that position shall be a restricted area for the purposes of the Protection of Wrecks Act 1973.

22nd October 1984.

Nicholas Ridley
Secretary of State for Transport

EXPLANATORY NOTE

(This Note is not part of the Order.)

This Order designates as a restricted area for the purposes of the Protection of Wrecks Act 1973 an area in Poole Bay near Poole, Dorset round the site of what is, or may prove to be, the wreck of a vessel which is of historical and archaeological importance. No part of the restricted area lies above high water mark of ordinary spring tides.

(a) As amended by SI 1998/1746.

1984 No. 1963

PROTECTION OF WRECKS

The Protection of Wrecks (Designation No. 3) Order 1984

<i>Made</i>	<i>17th December 1984</i>
<i>Laid before Parliament</i>	<i>10th January 1985</i>
<i>Coming into Operation</i>	<i>1st February 1985</i>

The Secretary of State for Transport, being satisfied that the site identified in Article 2 of this Order is, or may prove to be, the site of a vessel believed lying wrecked on or in the sea bed and that, on account of the historical and archaeological importance of the vessel, the site ought to be protected from unauthorised interference, and that the case is one in which an Order should be made as a matter of immediate urgency, in exercise of the powers conferred upon him by section 1(1), (2) and (4) of the Protection of Wrecks Act 1973, hereby orders as follows:—

1. This Order may be cited as the Protection of Wrecks (Designation No. 3) Order 1984 and shall come into operation on 1st February 1985.

2.—(1) The site where a vessel lies, or is supposed to lie, and in respect of which this Order is made, is in position Latitude 50°42.52' North, Longitude 1° 29.597' West.

(2) The area within a distance of 50 metres of the said position, but excluding any part of that area which lies above high-water mark of ordinary spring tides, shall be a restricted area for the purposes of the Protection of Wrecks Act 1973.

3. The Protection of Wrecks (Designation No. 1) Order 1984**(b)** is hereby revoked.

Nicholas Ridley, Secretary of State for Transport.
17th December 1984.

EXPLANATORY NOTE

(This Note is not part of the Order.)

This Order designates as a restricted area for the purposes of the Protection of Wrecks Act 1973 an area near the Isle of Wight round the site of what is, or may prove to be, the wreck of a vessel which is of historical and archaeological importance.

This Order corrects an error in the position of the centre of the site of an historic wreck to which the Protection of Wrecks (Designation No. 1) Order 1984 was intended to relate: that Order is accordingly revoked.

(b) S.I. 1984/521.

1986 No. 1441

PROTECTION OF WRECKS

The Protection of Wrecks (Designation No. 1) Order 1986

<i>Made</i>	<i>21st August 1986</i>
<i>Laid before Parliament</i>	<i>1st September 1986</i>
<i>Coming into Operation</i>	<i>22nd September 1986</i>

The Secretary of State for Transport, being satisfied that the site identified in Article 2 of this Order is, or may prove to be, the site of a vessel believed lying wrecked on or in the sea bed and that, on account of the historical and archaeological importance of the vessel, the site ought to be protected from unauthorised interference, after consulting with the persons referred to in section 1(4) of the Protection of Wrecks Act 1973, in exercise of the powers conferred upon him by section 1(1), (2) and (4) of the Protection of Wrecks Act 1973, hereby orders as follows:—

1. This Order may be cited as the Protection of Wrecks (Designation No. 1) Order 1986 and shall come into operation on 22nd September 1986.

2.—(1) The site where a vessel lies, or is supposed to lie, wrecked on or in the sea bed, and in respect of which this Order is made, is in position Latitude 50° 45.10' North, Longitude 00° 51.47' West.

(2) The area within a distance of 100(a) metres of that position shall be a restricted area for the purposes of the Protection of Wrecks Act 1973.

Signed by authority of
The Secretary of State
Mitchell
21st August 1986

David
Minister of State for Transport

EXPLANATORY NOTE

(This Note is not part of the Order.)

This Order designates as a restricted area for the purposes of the Protection of Wrecks Act 1973 an area off Bracklesham, near Selsey Bill round the site of what is thought to be the wreck of a vessel which is of historical and archaeological importance. No part of the restricted area lies above high water mark of ordinary spring tides.

(a) As amended by SI 1988/287.

1988 No. 2138

PROTECTION OF WRECKS

The Protection of Wrecks (Designation No. 1) Order 1988

Made
Laid before Parliament
Coming into force

7th December 1988
13th December 1988
3rd January 1989

The Secretary of State for Transport being satisfied that the site identified in Article 2 of this Order is, or may prove to be, the site of a vessel lying wrecked on or in the sea bed and that on account of the historical and archaeological importance of the vessel the site ought to be protected from unauthorised interference, after consulting with the persons referred to in section 1(4) of the Protection of Wrecks Act 1973, in exercise of the powers conferred upon him by section 1(1), (2) and (4) of that Act and of all other powers enabling him in that behalf, hereby orders as follows:—

1. This Order may be cited as the Protection of Wrecks (Designation No.1) Order 1988 and shall come into force on 3rd January 1989.

2.—(1) The site where a vessel lies, or is supposed to lie, wrecked on or in the sea bed, and in respect of which this Order is made, is in position Latitude 50° 18.96' North, Longitude 04° 11.57' West.

(2) The area within a distance of 250 metres of that position shall be a restricted area for the purposes of the Protection of Wrecks Act 1973.

Signed by authority
of the Secretary of State

Michael Portillo
Minister of State,
Department of Transport

7th December 1988

EXPLANATORY NOTE

(This Note is not part of the Order.)

This Order designates as a restricted area for the purposes of the Protection of Wrecks Act 1973 an area off Rame Head, Plymouth round the site of what is thought to be the wreck of a vessel which is of historical and archaeological importance. No part of the restricted area lies above high water mark of ordinary spring tides.

1989 No. 2294

PROTECTION OF WRECKS

**The Protection of Wrecks (Designation No.2) Order
1989**

<i>Made</i>	<i>6th December 1989</i>
<i>Laid before Parliament</i>	<i>13th December 1989</i>
<i>Coming into force</i>	<i>3rd January 1990</i>

The Secretary of State for Transport being satisfied that the site identified in article 2 of this Order is, or may prove to be, the site of a vessel lying wrecked on or in the sea bed and that on account of the historical and archaeological importance of the vessel the site ought to be protected from unauthorised interference, after consulting with the persons referred to in section 1(4) of the Protection of Wrecks Act 1973, in exercise of the powers conferred upon him by section 1(1), (2) and (4) of that Act and of all other powers enabling him in that behalf, hereby orders as follows:-

1. This Order may be cited as the Protection of Wrecks (Designation No.2) Order 1989 and shall come into force on 3rd January 1990.

2.—(1) The site where a vessel lies, or is supposed to lie, wrecked on or in the sea bed, and in respect of which this Order is made, is in position Latitude 51° 11.03' North, Longitude 04° 38.78' West.

(2) The area within a distance of 50 metres of that position shall be a restricted area for the purposes of the Protection of Wrecks Act 1973.

6th December 1989

Signed by authority of the Secretary of State for Transport

Patrick McLoughlin
Parliamentary Under Secretary of State, Department of Transport

EXPLANATORY NOTE

(This Note is not part of the Order.)

This Order designates as a restricted area for the purposes of the Protection of Wrecks Act 1973 an area off the island of Lundy, North Devon, round the site of what is thought to be the wreck of a vessel which is of historical and archaeological importance.

No part of the restricted area lies above high water mark of ordinary spring tide.

1990 No. 234

PROTECTION OF WRECKS

**The Protection of Wrecks (Designation No. 1) Order
1990**

Made 12th February 1990

Laid before Parliament 21st February 1990

Coming into force 14th March 1990

The Secretary of State for Transport being satisfied that the site identified in article 2 of this Order is, or may prove to be, the site of a vessel lying wrecked on or in the sea bed and that on account of the historical and archaeological importance of the vessel the site ought to be protected from unauthorised interference, after consulting with the persons referred to in section 1(4) of the Protection of Wrecks Act 1973, in exercise of the powers conferred upon him by section 1(1), (2) and (4) of that Act and of all other powers enabling him in that behalf, hereby orders as follows:—

1. This Order may be cited as the Protection of Wrecks (Designation No. 1) Order 1990 and shall come into force on 14th March 1990.

2.—(1) The site where a vessel lies, or is supposed to lie, wrecked on or in the sea bed, and in respect of which this Order is made, is in position Latitude 51 degrees 11.11' North, Longitude 4 degrees 39.41' West.

(2) The area within a distance of 100 metres of that position shall be a restricted area for the purposes of the Protection of Wrecks Act 1973.

12th February 1990

Signed by authority of the Secretary of State for Transport

Patrick McLoughlin
Parliamentary Under Secretary of State, Department of Transport

EXPLANATORY NOTE

(This Note is not part of the Order.)

This Order designates as a restricted area for the purposes of the Protection of Wrecks Act 1973 an area round the site of what is thought to be the wreck of a vessel which is of historical and archaeological importance lying off Lundy Island, North Devon. No part of the site is above the high water mark of ordinary spring tide.

1990 No. 2573

PROTECTION OF WRECKS

The Protection of Wrecks (Designation No. 3) Order 1990

<i>Made</i>	<i>18th December 1990</i>
<i>Laid before Parliament</i>	<i>20th December 1990</i>
<i>Coming into force</i>	<i>10th January 1991</i>

The Secretary of State for Transport, being satisfied that the site identified in article 2 of this Order is, or may prove to be, the site of a vessel lying wrecked on the sea bed and that, on account of the historical and archaeological importance of the vessel, the site ought to be protected from unauthorised interference, after consulting with the persons referred to in section 1(4) of the Protection of Wrecks Act 1973, in exercise of the powers conferred upon him by section 1(1), (2) and (4) of that Act and of all other powers enabling him in that behalf, hereby orders as follows:—

1. This Order may be cited as the Protection of Wrecks (Designation No. 3) Order 1990 and shall come into force on 10th January 1991.

2.—(1) The site where a vessel lies, or is supposed to lie wrecked on the sea bed and in respect of which this Order is made, is in position Latitude 60° 25.5" North, Longitude 0° 43.27" West.

(2) The area within a distance of 100 metres of the said position, but excluding any part of that area which lies above the high-water mark of ordinary spring tides, shall be a restricted area for the purposes of the Protection of Wrecks Act 1973.

3. The Protection of Wrecks (Designation No. 2) Order 1990(a) is hereby revoked.

18th December 1990

Signed by authority of the Secretary of State for Transport

Patrick McLoughlin
Parliamentary Under Secretary of State, Department of Transport

EXPLANATORY NOTE

(This Note is not part of the Order.)

This Order designates as a restricted area for the purposes of the Protection of Wrecks Act 1973 an area near the Shetland Islands round the site of what is thought to be the wreck of a vessel which is of historical and archaeological importance. No part of the site is above the high water mark of ordinary spring tides.

This Order corrects an error in the position of the centre of the site of an historic wreck to which the Protection of Wrecks (Designation No. 2) Order 1990 was intended to relate; that Order is accordingly revoked.

(a) SI 1990/1694.

1991 No. 1110

PROTECTION OF WRECKS

The Protection of Wrecks (Designation No. 1) Order 1991

<i>Made</i>	<i>1st May 1991</i>
<i>Laid before Parliament</i>	<i>2nd May 1991</i>
<i>Coming into force</i>	<i>3rd May 1991</i>

The Secretary of State, being satisfied that the site identified in article 2 of this Order is, or may prove to be, the site of a vessel lying wrecked on or in the sea bed and that, on account of the historical and archaeological importance of the vessel, the site ought to be protected from unauthorised interference, and that the case is one in which an Order should be made as a matter of immediate urgency, in exercise of the powers conferred upon him by section 1(1), (2) and (4) of the Protection of Wrecks Act 1973 and all other powers enabling him in that behalf, hereby orders as follows:—

1. This Order may be cited as the Protection of Wrecks (Designation No. 1) Order 1991 and shall come into force on 3rd May 1991.

2.—(1) The site where a vessel lies, or is supposed to lie, wrecked on or in the sea bed and in respect of which this Order is made is in position Latitude 50°18".41 North, Longitude 03°57".19 West.

(2) The area within a distance of 250 metres of that position, but excluding any part of that area which lies above the high-water mark of ordinary spring tides, shall be a restricted area for the purposes of the Protection of Wrecks Act 1973.

1st May 1991

Michael Heseltine

Secretary of State for the Environment

EXPLANATORY NOTE

(This Note is not part of the Order.)

This Order designates as a restricted area for the purposes of the Protection of Wrecks Act 1973 an area in the Erme Estuary, Devon, round the site of what is thought to be the wreck of a vessel which is of historical and archaeological importance.

1992 No. 347

PROTECTION OF WRECKS

The Protection of Wrecks (Designation No. 1) Order 1992

<i>Made</i>	<i>24th February 1992</i>
<i>Laid before Parliament</i>	<i>2nd March 1992</i>
<i>Coming into force</i>	<i>23rd March 1992</i>

The Secretary of State, being satisfied that the site identified in article 2 of this Order is, or may prove to be, the site of a vessel lying wrecked on or in the sea bed and that, on account of the historical and archaeological importance of the vessel, the site ought to be protected from unauthorised interference, after consulting with the persons referred to in section 1(4) of the Protection of Wrecks Act 1973, in exercise of the powers conferred upon him by section 1(1), (2) and (4) and 3(2) of that Act and of all other powers enabling him in that behalf, hereby makes the following Order:

Citation and commencement

1. This Order may be cited as the Protection of Wrecks (Designation No. 1) Order 1992 and shall come into force on 23rd March 1992.

Identification of site and designation of restricted area

2.—(1) The site where a vessel lies, or is supposed to lie, wrecked on or in the sea bed and in respect of which this Order is made is in position Latitude 50° 53'.42 North, Longitude 00° 41'.91 East.

(2) The area within a distance of 75 metres of that position, but excluding any part of that area which lies above the high-water mark of ordinary spring tides, shall be a restricted area for the purposes of the Protection of Wrecks Act 1973.

Revocation

3. The Protection of Wrecks (Designation No. 7) Order 1974(a) is hereby revoked.

24th February 1992

Michael Heseltine

One of Her Majesty's Principal Secretaries of State

EXPLANATORY NOTE

(This Note is not part of the Order.)

This Order designates as a restricted area for the purposes of the Protection of Wrecks Act 1973 an area near Rye, Sussex, round the site of what is thought to be the wreck of a vessel which is of historical and archaeological importance.

This Order corrects the position of the centre of the site of an historic wreck identified by the Protection of Wrecks (Designation No. 7) Order 1974; that Order is accordingly revoked.

(a) SI 1974/910.

1992 No. 1229 (S.123)

PROTECTION OF WRECKS

**The Protection of Wrecks (Designation No. 2) Order
1992**

<i>Made</i>	<i>21st May 1992</i>
<i>Laid before Parliament</i>	<i>4th June 1992</i>
<i>Coming into force</i>	<i>25th June 1992</i>

The Secretary of State, in exercise of the powers conferred on him by section 1(1) and (2), as read with section 3(2), of the Protection of Wrecks Act 1973 and of all other powers enabling him in that behalf, being satisfied in accordance with section 1(1) of the said Act that the site identified in article 2 of this Order is, or may prove to be, the site of a vessel lying wrecked on or in the sea bed and that, on account of the historical and archaeological importance of the vessel, the site ought to be protected from unauthorised interference, having consulted with such persons as he considers appropriate in accordance with section 1(4) of the said Act, hereby makes the following Order:

1. This Order may be cited as the Protection of Wrecks (Designation No. 2) Order 1992 and shall come into force on 25th June 1992.

2.—(1) The area within a distance of 50 metres of the site identified in article 2(2) hereof, being the site where a vessel lies, or is supposed to lie, wrecked on or in the sea bed, is hereby designated as a restricted area.

(2) The site referred to in article 2(1) hereof is in position latitude 56° 30.19' north, longitude 05° 41.95' west.

21st May 1992

Hector Monro

Parliamentary Under Secretary of State, Scottish Office

St Andrew's House, Edinburgh

EXPLANATORY NOTE

(This Note is not part of the Order.)

This Order designates as a restricted area for the purposes of the Protection of Wrecks Act 1973 an area near Morvern, Argyll round the site of what is thought to be the wreck of a vessel which is of historical and archaeological importance and by so doing protects the site from unauthorised interference.

No part of the site is above the high water mark of ordinary spring tide.

1992 No. 1151 (S.104)

PROTECTION OF WRECKS

The Protection of Wrecks (Designation No.3) Order 1992

<i>Made</i>	<i>5th May 1992</i>
<i>Laid before Parliament</i>	<i>14th May 1992</i>
<i>Coming into force</i>	<i>15th May 1992</i>

The Secretary of State, in exercise of the powers conferred on him by section 1(1) and (2), as read with section 3(2), of the Protection of Wrecks Act 1973 and of all other powers enabling him in that behalf, being satisfied in accordance with section 1(1) of the said Act that the site identified in article 2 of this Order is, or may prove to be, the site of a vessel lying wrecked on or in the sea bed and that, on account of the historical and archaeological importance of the vessel, the site ought to be protected from unauthorised interference, having consulted with such persons as he considers appropriate in accordance with section 1(4) of the said Act, hereby makes the following Order:

1. This Order may be cited as the Protection of Wrecks (Designation No. 3) Order 1992 and shall come into force on 15th May 1992.

2.—(1) The area within a distance of 75 metres of the site identified in article 2(2) hereof, being the site where a vessel lies, or is supposed to lie, wrecked on or in the sea bed, is hereby designated as a restricted area.

(2) The site referred to in article 2(1) hereof is in position latitude 56° 27.45' north, longitude 05° 39.32' west.

5th May 1992

Hector Monro

Parliamentary Under Secretary of State, Scottish Office

St Andrew's House, Edinburgh

EXPLANATORY NOTE

(This Note is not part of the Order.)

This Order designates as a restricted area for the purposes of the Protection of Wrecks Act 1973 an area near the Isle of Mull round the site of what is thought to be the wreck of a vessel which is of historical and archaeological importance and by so doing protects the site from unauthorised interference.

No part of the site is above the high water mark of ordinary spring tide

1993 No. 976

PROTECTION OF WRECKS

**The Protection of Wrecks (Designation No. 1) Order
1993**

<i>Made</i>	<i>31st March 1993</i>
<i>Laid before Parliament</i>	<i>1st April 1993</i>
<i>Coming into force</i>	<i>22nd April 1993</i>

The Secretary of State, being satisfied that the site identified in article 2 of this Order is, or may prove to be, the site of a vessel lying wrecked on or in the sea bed and that, on account of the historical and archaeological importance of the vessel, the site ought to be protected from unauthorised interference, after consulting with the persons referred to in section 1(4) of the Protection of Wrecks Act 1973, in exercise of the powers conferred upon him by sections 1(1), (2) and (4) and 3(2) of that Act and of all other powers enabling him in that behalf, hereby makes the following Order:

Citation and commencement

1. This Order may be cited as the Protection of Wrecks (Designation No. 1) Order 1993 and shall come into force on 22nd April 1993.

Identification of site and designation of restricted area

2.—(1) The site where a vessel lies, or is supposed to lie, wrecked on or in the sea bed and in respect of which this Order is made is in position Latitude 55° 14'.85 North, Longitude 06° 30'.05 West.

(2) The area within a distance of 300 metres of that position, but excluding any part of that area which lies above the high-water mark of ordinary spring tides, shall be a restricted area for the purposes of the Protection of Wrecks Act 1973.

31st March 1993

Peter Brooke

Secretary of State for National Heritage

EXPLANATORY NOTE

(This Note is not part of the Order.)

This Order designates as a restricted area for the purposes of the Protection of Wrecks Act 1973 an area off Lacada Point in County Antrim, Northern Ireland, round the site of what is believed to be the wreck of the vessel "Girona" which is of historical and archaeological importance.

1993 No. 2526

PROTECTION OF WRECKS

The Protection of Wrecks (Designation No. 2) Order 1993

<i>Made</i>	<i>18th October 1993</i>
<i>Laid before Parliament</i>	<i>21st October 1993</i>
<i>Coming into force</i>	<i>11th November 1993</i>

The Secretary of State, being satisfied that the site identified in article 2 of this Order is, or may prove to be, the site of a vessel lying wrecked on or in the sea bed and that, on account of the historical and archaeological importance of the vessel, the site ought to be protected from unauthorised interference, after consulting with the persons referred to in section 1(4) of the Protection of Wrecks Act 1973, in exercise of the powers conferred upon him by sections 1(1), (2) and (4) and 3(2) of that Act and of all other powers enabling him in that behalf, hereby makes the following Order:

Citation and commencement

1. This Order may be cited as the Protection of Wrecks (Designation No. 2) Order 1993 and shall come into force on 11th November 1993.

Identification of site and designation of restricted area.

2.—(1) The site where a vessel lies, or is supposed to lie, wrecked on or in the sea bed and in respect of which this Order is made is in position Latitude 49 degrees 57' 27" North, Longitude 05 degrees 12' 56" West.

(2) The area within a distance of 100 metres of that position, but excluding any part of that area which lies above the high-water mark of ordinary spring tides, shall be a restricted area for the purposes of the Protection of Wrecks Act 1973.

18th October 1993

Iain Sproat

Parliamentary Under Secretary of State for National Heritage

EXPLANATORY NOTE

(This Note is not part of the Order.)

This Order designates as a restricted area for the purposes of the Protection of Wrecks Act 1973 an area off Lizard Point, Cornwall, round the site of what is believed to be the wreck of the vessel "Royal Anne" which is of historical and archaeological importance.

1993 No. 2895

PROTECTION OF WRECKS

The Protection of Wrecks (Designation No. 3) Order 1993

Made 24th November 1993

Laid before Parliament 25th November 1993

Coming into force 26th November 1993

The Secretary of State, being satisfied that the site identified in article 2 of this Order is, or may prove to be, the site of a vessel lying wrecked on or in the sea bed and that, on account of the historical and archaeological importance of the vessel, the site ought to be protected from unauthorised interference, and that the case is one in which an Order should be made as a matter of immediate urgency, in exercise of the powers conferred upon him by section 1(1), (2) and (4) of the Protection of Wrecks Act 1973, and all other powers enabling him in that behalf, hereby orders as follows:—

Citation and commencement

1. This Order may be cited as the Protection of Wrecks (Designation No. 3) Order 1993 and shall come into force on 26th November 1993.

Identification of site and designation of restricted area

2.—(1) The site where a vessel lies, or is supposed to lie, wrecked on or in the sea bed and in respect of which this Order is made is in position Latitude 50° 18.15' North, Longitude 03° 57.41' West.

(2) The area within a distance of 100 metres of that position, but excluding any part of that area which lies above the high-water mark of ordinary spring tides, shall be a restricted area for the purposes of the Protection of Wrecks Act 1973.

24th November 1993

Iain Sproat
Parliamentary Under Secretary of State for National Heritage

EXPLANATORY NOTE

(This Note is not part of the Order.)

This Order designates as a restricted area for the purposes of the Protection of Wrecks Act 1973 an area in the Erme Estuary, Devon, round the site of what is thought to be the wreck of a vessel which is of historical and archaeological importance.

1995 No. 2654

PROTECTION OF WRECKS

WALES

The Protection of Wrecks (Designation No.1) Order 1995

<i>Made</i>	<i>9th October 1995</i>
<i>Laid before Parliament</i>	<i>19th October 1995</i>
<i>Coming into force</i>	<i>20th November 1995</i>

The Secretary of State, being satisfied that the site identified in article 2 of this Order is, or may prove to be, the site of a vessel lying wrecked on or in the sea bed and that, on account of the historical and archaeological importance of the vessel, the site ought to be protected from unauthorised interference, and after consulting with the persons referred to in section 1(4) of the Protection of Wrecks Act 1973, in exercise of the powers conferred upon him by section 1(1), (2) and (4) and 3(2) of that Act and of all other powers enabling him in that behalf, hereby makes the following Order:

1. This Order may be cited as the Protection of Wrecks (Designation No.1) Order 1995 and shall come into force on the 20th November 1995.
- 2.—(1) The site where the vessel lies or is supposed to lie, and in respect of which this Order is made is in position Latitude 51° 43'.18 North, Longitude 5° 40'.13 West.
(2) The area within a distance of 100 metres of that position shall be a restricted area for the purposes of the Protection of Wrecks Act 1973.
3. The Protection of Wrecks (Designation No. 2) Order 1991(a) is hereby revoked.

9th October 1995
Signed by authority of the Secretary of State for Wales

Gwilym Jones
Parliamentary Under Secretary of State, Welsh Office

EXPLANATORY NOTE (This Note is not part of the Order.)

This Order designates as a restricted area for the purposes of the Protection of Wrecks Act 1973, an area off the Smalls Reef, Dyfed, round the site of what is thought to be the wreck of a vessel which is of historical and archaeological importance.

This Order corrects the position of the centre of the site of an historic wreck identified by the Protection of Wrecks (Designation No. 2) Order 1991; that Order is accordingly revoked.

No part of the site is above the high water mark of ordinary spring tides.

(a) SI 1991/2746.

1996 No. 1741

PROTECTION OF WRECKS

WALES

The Protection of Wrecks (Designation No. 1) Order 1996

<i>Made</i>	<i>4th July 1996</i>
<i>Laid before Parliament</i>	<i>5th July 1996</i>
<i>Coming into force</i>	<i>6th July 1996</i>

The Secretary of State, being satisfied that the site identified in article 2 of this Order is, or may prove to be, the site of a vessel lying wrecked on or in the sea bed and that, on account of the historical and archaeological importance of the vessel, the site ought to be protected from unauthorised interference, and that the case is one in which an Order should be made as a matter of immediate urgency, in exercise of the powers conferred upon him by sections 1(1), (2) and (4) of the Protection of Wrecks Act 1973 and of all other powers enabling him in that behalf, hereby orders as follows:

Citation and Commencement

1. This Order may be cited as the Protection of Wrecks (Designation No. 1) Order 1996 and shall come into force on the 6th July 1996.

Identification of site and designation of restricted area

2.—(1) The site where the vessel lies or is supposed to lie and in respect of which this Order is made is in position Latitude 53° 23.78" North, Longitude 03° 33.18" West.

(2) The area within a distance of 300 metres of that position shall be a restricted area for the purposes of the Protection of Wrecks Act 1973.

4th July 1996

Signed by authority of the Secretary of State for Wales

Gwilym Jones
Parliamentary Under Secretary of State, Welsh Office

EXPLANATORY NOTE

(This note is not part of the Order)

This Order designates as a restricted area for the purposes of the Protection of Wrecks Act 1973 an area situated approximately 5 miles north, northwest off the coast of Rhyl, in the County of Denbighshire, round the site of what is thought to be the Wreck of a vessel which is of historical and archaeological importance.

No part of the site is above the high water mark of ordinary spring tides.

1997 No. 1717

PROTECTION OF WRECKS

The Protection of Wrecks (Designation No. 2) Order 1997

<i>Made</i>	<i>16th July 1997</i>
<i>Laid before Parliament</i>	<i>18th July 1997</i>
<i>Coming into force</i>	<i>8th August 1997</i>

The Secretary of State, being satisfied that the site identified in article 2 of this Order is, or may prove to be, the site of a vessel lying wrecked on or in the sea bed and that, on account of the historical and archaeological importance of the vessel, the site ought to be protected from unauthorised interference, after consulting with the persons referred to in section 1(4) of the Protection of Wrecks Act 1973, in exercise of the powers conferred upon him by sections 1(1), (2) and (4) and 3(2) of that Act and all other powers enabling him in that behalf, hereby makes the following Order:

Citation and commencement

1. This Order may be cited as the Protection of Wrecks (Designation No. 2) Order 1997 and shall come into force on 8th August 1997.

Identification of site and designation of restricted area

2.—(1) The site where a vessel lies, or is supposed to lie, Wrecked on or in the sea bed and in respect of which this Order is made is in position Latitude 54° 39.50' North, Longitude 01° 10.71' West.

(2) The area within a distance of 100 metres of that position, but excluding any part of that area which lies above the high-water mark of ordinary spring tides, shall be a restricted area for the purposes of the Protection of Wrecks 1973.

16th July 1997

Signed by authority of the Secretary of State for National Heritage

Tony Banks
Parliamentary Under Secretary of State

EXPLANATORY NOTE

(This note is not part of the Order)

This Order designates as a restricted area for the purposes of the Protection of Wrecks Act 1973 an area surrounding the Wreck of a collier brig at Seaton Carew, Teeside which is of historical and archaeological importance.

1997 No. 1718

PROTECTION OF WRECKS

The Protection of Wrecks (Designation No. 3) Order 1997

<i>Made</i>	<i>18th July 1997</i>
<i>Laid before Parliament</i>	<i>18th July 1997</i>
<i>Coming into force</i>	<i>19th July 1997</i>

The Secretary of State, being satisfied that the site identified in article 2 of this Order is, or may prove to be, the site of a vessel lying wrecked on or in the sea bed and that, on account of the historical and archaeological importance of the vessel, the site ought to be protected from unauthorised interference, and that the case is one in which an Order should be made as a matter of immediate urgency, in exercise of the powers conferred upon him by sections 1(1), (2) and (4) and 3(2) of the Protection of Wrecks Act 1973 and all other powers enabling him in that behalf hereby makes the following Order:

Citation and commencement

1. This Order may be cited as the Protection of Wrecks (Designation No. 3) Order 1997 and shall come into force on 19th July 1997.

Identification of site and designation of restricted area

2.—(1) The site where a vessel lies, or is supposed to lie, wrecked on or in the sea bed and in respect of which this Order is made is in position Latitude 50° 20'.075 North, Longitude 05° 10'.823 West.

(2) The area within a distance of 250 metres of that position, but excluding any part of that area which lies above the high-water mark of ordinary spring tides, shall be a restricted area for the purposes of the Protection of Wrecks Act 1973.

18th July 1997

Signed by authority of the Secretary of State for National Heritage

Tony Banks
Parliamentary Under Secretary of State

EXPLANATORY NOTE

(This note is not part of the Order)

This Order designates as a restricted area for the purposes of the Protection of Wrecks Act 1973 an area surrounding what is believed to be the Wreck of the Hanover off St Agnes Head, Cornwall and which is of historical and archaeological importance.

1997 No. 1976

PROTECTION OF WRECKS

The Protection of Wrecks (SS Castilian) Order 1997

<i>Made</i>	<i>11th August 1997</i>
<i>Laid before Parliament</i>	<i>12th August 1997</i>
<i>Coming into force</i>	<i>13th August 1997</i>

The Secretary of State for Transport, being satisfied that the vessel identified in article 2 of the following Order is, because of ordnance contained in it, in a condition which makes it a potential danger to life or property, and that on that account it ought to be protected from unauthorised interference, in exercise of the powers conferred by section 2(1) and (2) of the Protection of Wrecks Act 1973, and all other powers enabling him in that behalf, hereby makes the following Order:

1. This Order may be cited as the Protection of Wrecks (SS Castilian) Order 1997 and shall come into force on 13th August 1997.

2.—(1) The vessel in respect of which this Order is made is the vessel "SS CASTILIAN" which lies wrecked at Latitude 53° 25.0107' North, Longitude 004° 35.9176' West.

(2) The area within a distance of 500 metres of that position is hereby designated as a prohibited area for the purposes of the Protection of Wrecks Act 1973.

11th August 1997

Signed by authority of the Secretary of State for Transport

Glenda Jackson
The Department of Environment,
Transport and the Regions

EXPLANATORY NOTE

(This note is not part of the Order)

This Order designates an area off the coast of Anglesey surrounding the wreck of the SS Castilian as a prohibited area for the purposes of the Protection of Wrecks Act 1973.

1997 No. 2536

PROTECTION OF WRECKS

The Protection of Wrecks (Designation No. 4) Order 1997

<i>Made</i>	<i>23rd October 1997</i>
<i>Laid before Parliament</i>	<i>24th October 1997</i>
<i>Coming into force</i>	<i>24th October 1997</i>

The Secretary of State, being satisfied that the site identified in article 2 of this Order is, or may prove to be, the site of a vessel lying wrecked on or in the sea bed and that, on account of the historical and archaeological importance of the vessel, the site ought to be protected from unauthorised interference, and that the case is one in which an Order should be made as a matter of immediate urgency, in exercise of the powers conferred upon him by section 1(1), (2) and (4) and section 3(2) of the Protection of Wrecks Act 1973, and all other powers enabling him in that behalf, hereby orders as follows:

Citation and commencement

1. This Order may be cited as the Protection of Wrecks (Designation No. 4) Order 1997 and shall come into force on 24th October 1997.

Identification of site and designation of restricted area

2.—(1) The site where a vessel lies, or is supposed to lie, Wrecked on or in the sea bed and in respect of which this Order is made is in position Latitude 50° 12'.696 North, Longitude 03° 44'.679 West.

(2) The area within a distance of 250 metres of that position, but excluding any part of that area which lies above the high-water mark of ordinary spring tides, shall be a restricted area for the purposes of the Protection of Wrecks Act 1973.

23rd October 1997

Mark Fisher
Parliamentary Under-Secretary of State

EXPLANATORY NOTE

(This note is not part of the Order)

This Order designates as a restricted area for the purposes of the Protection of Wrecks Act 1973 an area off Salcombe, Devon, around the site of what is thought to be a Wreck of a vessel which is of historic and archaeological importance.

1998 No. 1650

PROTECTION OF WRECKS

The Protection of Wrecks (Designation No. 1) Order 1998

<i>Made</i>	<i>7th July 1998</i>
<i>Laid before Parliament</i>	<i>8th July 1998</i>
<i>Coming into force</i>	<i>29th July 1998</i>

The Secretary of State, being satisfied that the site identified in article 2 of this Order is the site of a vessel lying wrecked on or in the sea bed and that, on account of the historical and archaeological importance of the vessel the site ought to be protected from unauthorised interference, after consulting with the persons referred to in section 1(4) of the Protection of Wrecks Act 1973 in exercise of the powers conferred upon him by section 1(1), (2) and (4) and section 3(2) of the Protection of Wrecks Act 1973 and all other powers enabling him in that behalf, hereby makes the following order:

Citation and commencement

1. This Order may be cited as The Protection of Wrecks (Designation No. 1) Order 1998 and shall come into force on 29th July 1998.

Identification of site and designation of restricted area

2.—(1) The site in respect of which this Order is made is hereby identified as the site where the vessel HMS "Assurance" lies wrecked on the sea bed at Latitude 50° 39'.70 North, Longitude 01° 35'.45 West.

(2) The area to the west of Longitude 01° 35'.35 West within a distance of 200 m of Latitude 50° 39'.70 North, Longitude 01°35'.43 West, but excluding any part of that area which lies above the high water mark of ordinary spring tides, shall be a restricted area for the purposes of the Protection of Wrecks Act 1973.

Revocation

3.—(1) The Protection of Wrecks (Designation) Order 1997(a) is hereby revoked.

7th July 1998

Tony Banks
Parliamentary Under Secretary of State,
Department for Culture, Media and Sport

EXPLANATORY NOTE

(This note is not part of the Order)

Article 2 of this Order designates as a restricted area for the purposes of the Protection of Wrecks Act 1973 an area near the Needles, Isle of Wight around the site of the Wreck of the vessel HMS "Assurance" which is of historical and archaeological importance. The site was previously designated by the Protection of Wrecks (Designation) Order 1997 (S.I. 1997/1528), which has been found to contain erroneous co-ordinates. The earlier Order is revoked by article 3 of this Order.

(a) SI 1997/1528.

1999 No. 186 (S.8)

PROTECTION OF WRECKS

The Protection of Wrecks (Designation) Order 1999

Made

29th January 1999

Laid before Parliament

1st February 1999

Coming into force

22nd February 1999

The Secretary of State, being satisfied that the site identified in Article 2 of this Order is, or may prove to be, the site of a vessel lying wrecked on or in the sea bed and that on account of the historical and archaeological importance of the vessel and objects contained or formerly contained within the vessel which may be lying on the sea bed in or near the wreck, the site ought to be protected from unauthorised interference and having consulted such persons as he considers appropriate in accordance with section 1(4) of the Protection of Wrecks Act 1973, in exercise of the powers conferred on him by section 1(1) and (2) of that Act and all other powers enabling him in that behalf, hereby makes the following Order:

Citation and commencement

1. This Order may be cited as the Protection of Wrecks (Designation) Order 1999 and shall come into force on 22nd February 1999.

Identification of Site and Designation of Restricted Area

2.—(1) The site where a vessel lies, or is supposed to lie, wrecked on or in the sea bed is in position Latitude 56° 02.407' North, Longitude 03° 14.856' West.

(2) The area within a distance of 100 metres of the site identified in paragraph (1) above (but excluding any area above high water mark of ordinary spring tides) is designated as a restricted area.

29th January 1999

Calum MacDonald
Parliamentary Under Secretary of State, Scottish Office
St Andrew's House, Edinburgh

EXPLANATORY NOTE

(This note is not part of the Order)

This Order identifies the site in the Firth of Forth of what is thought to be a wreck of a vessel and on account of the historical and archaeological importance of the vessel and its cargo the Order designates an area 100 metres around the site as a restricted area so as to protect the site from unauthorised interference.

The restricted area does not include any part of the designated area which is above the high water mark of ordinary spring tides.

1999 No. 856

MERCHANT SHIPPING

The Protection of Wrecks (M/S Estonia) Order 1999

Made

17th March 1999

Laid before Parliament

26th March 1999

Coming into force

12th May 1999

The Secretary of State for the Environment, Transport and the Regions, in exercise of the powers conferred by section 24(1) and (2) of the Merchant Shipping and Maritime Security Act 1997, and of all other powers enabling him in that behalf, hereby makes the following Order:

1.—(1) This Order may be cited as the Protection of Wrecks (M/S Estonia) Order 1999.

(2) This Order shall come into force on 12th May 1999.

2. For the purposes of this Order "the protected area" means the area delineated by geodesics joining in sequence the following points-

59° 23.500'N, 21° 40.000'E;
59° 23.500'N, 21° 42.000'E;
59° 22.500'N, 21° 42.000'E;
59° 22.500'N, 21° 40.000'E^(a).

3.—(1) A person shall not do any of the following, or cause or permit any other person to do any of the following, in the protected area:

(a) tamper with, damage or remove any part of a vessel lying wrecked on or in the sea bed, or any object or body in or formerly contained in such vessel;

(b) carry out diving or salvage operations directed to the exploration of any wreck or to removing any object or body from it or from the sea bed; or

(c) use equipment constructed or adapted for any purpose of diving or salvage operations.

(2) Any contravention of paragraph (1) above shall be an offence punishable on summary conviction by a fine not exceeding the statutory maximum or on conviction on indictment by a fine.

Signed by authority of the Secretary of State for the Environment, Transport and the Regions.

17th March 1999

Glenda Jackson

Parliamentary Under-Secretary of State
Department of the Environment, Transport and the Regions

^(a) The points are defined by geographical co-ordinates on the World Geodetic System 1984 (WGS 84).

EXPLANATORY NOTE

(This note is not part of the Order)

This Order makes provision for the purpose of giving effect to the Agreement between the Republic of Estonia, the Republic of Finland and the Kingdom of Sweden regarding the M/S Estonia (Cm 4252). The date of the United Kingdom's accession to the Agreement will be published in the London, Edinburgh and Belfast Gazettes.

The Agreement designates the wreck of the M/S Estonia and surrounding area as the final place of rest for the victims of the disaster. United Kingdom accession to the Agreement is subject to a reservation to article 4(2) which requires that disturbance of the final place of rest be punishable by imprisonment under national law. Accordingly the offences created by this Order (which are subject to section 24(3) of the Merchant Shipping and Maritime Security Act 1997) are punishable by fine.

1999 No.1438

PROTECTION OF WRECKS

The Protection of Wrecks (Designation) Order 1999

Made

23rd May 1999

Laid before Parliament

24th May 1999

Coming into force

14th June 1999

The Secretary of State, being satisfied that the site identified in article 2 of this Order is the site of a vessel lying wrecked on or in the sea bed and that, on account of the historical and archaeological importance of the vessel the site ought to be protected from unauthorised interference; after consulting with the persons referred to in section 1(4) of the Protection of Wrecks Act 1973, and in exercise of the powers conferred upon him by section 1(1), (2) and (4) and section 3(2) of the Protection of Wrecks Act 1973 and all other powers enabling him in that behalf, hereby makes the following Order

Citation and commencement

1. This Order may be cited as The Protection of Wrecks (Designation) Order 1999 and shall come into force on 14th June 1999.

Identification of site and designation of restricted area

2.—(1) The site in respect of which this Order is made is hereby identified as the site where a seventeenth century vessel lies wrecked on the sea bed at Latitude 50° 3'.778 North, Longitude 05° 17'.374 West.

(2) The area within a distance of 250 metres of Latitude 50° 3'.778 North, Longitude 05° 17'.374 West, but excluding any part of that area which lies above high water mark of ordinary spring tides, shall be a restricted area for the purposes of the Protection of Wrecks Act 1973.

23rd May 1999

Alan Howarth
Parliamentary Under Secretary of State,
Department for Culture, Media and Sport

EXPLANATORY NOTE

(This note is not part of the Order)

This Order designates as a restricted area for the purposes of the Protection of Wrecks Act 1973 the area within a distance of 250 metres from the site of the wreck of a seventeenth century vessel, which vessel the Secretary of State is satisfied ought to be protected from unauthorised interference on account of its historical and archaeological importance.

The position given by the co-ordinates in article 2(1) of the Order is the position for use on Admiralty charts based on datum OSGB 36. The Global Positioning System (GPS) uses WGS 84 as its datum. The GPS position of the site would be given as Latitude 50°3'.807 North, Longitude 5°17'.437 West unless a conversion factor was used to modify the display.

2000 No. 287

PROTECTION OF WRECKS

The Protection of Wrecks (Designation) (Scotland) Order 2000

<i>Made</i>	<i>17th August 2000</i>
<i>Laid before the Scottish Parliament</i>	<i>18th August 2000</i>
<i>Coming into force</i>	<i>19th August 2000</i>

The Scottish Ministers, being satisfied that the site identified in Article 2 of this Order is, or may prove to be, the site of a vessel lying wrecked on or in the sea bed and that on account of the historical and archaeological importance of the vessel and objects contained or formerly contained within it which may be lying on the sea bed in or near the wreck, the site ought to be protected from unauthorised interference and having dispensed with consultation in accordance with section 1(4) of the Protection of Wrecks Act 1973, the Scottish Ministers being satisfied that the case is one in which an order should be made as a matter of immediate urgency, in exercise of the powers conferred on them by section 1(1) and (2) of that Act and all other powers enabling them in that behalf, hereby make the following Order:

Citation, commencement and extent

1.—This Order may be cited as the Protection of Wrecks (Designation)(Scotland) Order 2000 and shall come into force on 19th August 2000.

(2) This Order extends to Scotland only.

Identification of Site and Designation of Restricted Area

2.—(1) The site where a vessel lies, or is supposed to lie, wrecked on or in the sea bed is in position Latitude 56° 41.500' North, Longitude 06° 04.350' West.

(2) The area within a distance of 250 metres of the site identified in paragraph (1) above (but excluding any area above high water mark of ordinary spring tides) is designated as a restricted area.

17th August 2000

RHONA BRANKIN

Authorised to sign by the Scottish Ministers
St Andrew's House, Edinburgh

EXPLANATORY NOTE

(This note is not part of the Order)

This Order identifies the site in the Sound of Mull, near Mingary Castle of what is thought to be a wreck of a vessel and on account of the historical and archaeological importance of the vessel and its cargo the Order designates an area 250 metres around the site as a restricted area so as to protect the site from unauthorised interference.

The position given by the co-ordinates in article 2(1) of the Order is the position for use on Admiralty Charts 2392 and 2394 based on datum OSGB36. The restricted area does not include any part of the designated area which is above the high water mark of ordinary spring tides.

2001 No. 242

PROTECTION OF WRECKS

The Protection of Wrecks (Designation) (Scotland) Order 2001

Made

19th June 2001

Laid before the Scottish Parliament

21st June 2001

Coming into force

29th June 2001

The Scottish Ministers, being satisfied that the site identified in article 2 of this Order is, or may prove to be, the site of a vessel lying wrecked on or in the seabed and that on account of the historical and archaeological importance of the vessel and objects contained or formerly contained within it which may be lying on the sea bed in or near the wreck, the site ought to be protected from unauthorised interference and having consulted with such persons as they consider appropriate in accordance with section 1(4) of the Protection of Wrecks Act 1973, in exercise of the powers conferred by section 1(1) and (2) of that Act and all other powers enabling them in that behalf, hereby make the following Order:

Citation, commencement and extent

1.—(1) This Order may be cited as the Protection of Wrecks (Designation) (Scotland) Order 2001 and shall come into force on 29th June 2001.

(2) This Order extends to Scotland only.

Identification of Site and Designation of Restricted Area

2.—(1) The site where a vessel lies, or is supposed to lie, wrecked on or in the sea bed is in position Latitude 58° 26.213' North, Longitude 05° 06.430' West.

(2) The area within a distance of 300 metres of the site identified in paragraph (1) above (but excluding any area above high water mark of ordinary spring tides) is designated as a restricted area.

19th June 2001

ALLAN WILSON

Authorised to sign by the Scottish Ministers
St Andrew's House, Edinburgh

EXPLANATORY NOTE

(This note is not part of the Order)

This Order identifies the site in Loch Inchar, near Kinlochbervie, Sutherland of what is thought to be a wreck of a vessel and on account of the historical and archaeological importance of the vessel and its cargo the Order designates an area 300 metres around the site as a restricted area so as to protect the site from unauthorised interference.

The position given by the co-ordinates in article 2(1) of the Order is the position for use on Admiralty Charts 733, 734, 735 and 736 based on datum OSGB 36. The restricted area does not include any part of the designated area which is above the high water mark of ordinary spring tides.

2001 No. 384

PROTECTION OF WRECKS

The Protection of Wrecks (Designation) (No. 2) (Scotland) Order 2001

<i>Made</i>	<i>7th November 2001</i>
<i>Laid before the Scottish Parliament</i>	<i>9th November 2001</i>
<i>Coming into force</i>	<i>1st December 2001</i>

The Scottish Ministers, being satisfied that the site identified in article 2 of this Order is, or may prove to be, the site of a vessel lying wrecked on or in the sea bed and that on account of the historical and archaeological importance of the vessel and objects contained or formerly contained within it which may be lying on the sea bed in or near the wreck, the site ought to be protected from unauthorised interference and having consulted with such persons as they consider appropriate in accordance with section 1(4) of the Protection of Wrecks Act 1973, in exercise of the powers conferred by section 1(1) and (2) of that Act and of all other powers enabling them in that behalf, hereby make the following Order:

Citation, commencement and extent

1.—(1) This Order may be cited as the Protection of Wrecks (Designation) (No.2) (Scotland) Order 2001 and shall come into force on 1st December 2001.

(2) This Order extends to Scotland only.

Identification of Site and Designation of Restricted Area

2.—(1) The site where a vessel lies, or is supposed to lie, wrecked on or in the sea bed is in position Latitude 56° 02.408' North, Longitude 03° 13.412' West.

(2) The area within a distance of 150 metres of the site identified in paragraph (1) above (but excluding any area above high water mark of ordinary spring tides) is designated as a restricted area.

7th November 2001

ALLAN WILSON
Authorised to sign by the Scottish Ministers
St Andrew's House, Edinburgh

EXPLANATORY NOTE

(This note is not part of the Order)

This Order identifies the site in the Firth of Forth of what is thought to be a wreck of a vessel and on account of the historical and archaeological importance of the vessel and its cargo the Order designates an area 150 metres around the site as a restricted area so as to protect the site from unauthorised interference.

The position given by the co-ordinates in article 2(1) of the Order is the position for use on Admiralty Charts 733, 734, 735, 736 and 1407 based on datum OSGB 36. The restricted area does not include any part of the designated area which is above the high water mark of ordinary spring tides.

2001 No. 2403

PROTECTION OF WRECKS, ENGLAND

The Protection of Wrecks (Designation) Order 2001

<i>Made</i>	<i>4th July 2001</i>
<i>Laid before Parliament</i>	<i>4th July 2001</i>
<i>Coming into force</i>	<i>5th July 2001</i>

The Secretary of State, being satisfied that the site identified in article 2 of this Order is, or may prove to be, the site of a vessel lying wrecked on or in the sea bed and that, on account of the historical, archaeological and artistic importance of the vessel and of any objects contained or formerly contained in it which may be lying on the sea bed in or near the wreck, the site ought to be protected from unauthorised interference, in exercise of the powers conferred on her by section 1(1), (2) and (4) of the Protection of Wrecks Act 1973, and after consulting with the persons referred to in section 1(4) of that Act, hereby makes the following Order—

Citation and commencement

1. This Order may be cited as the Protection of Wrecks (Designation) Order 2001 and shall come into force on 5th July 2001.

Identification of site and designation of restricted area

2.—(1) The site in respect of which this Order is made is hereby identified as the site where part of HMS Colossus lies wrecked on the seabed at Latitude 49° 55'.471 North, Longitude 006° 20'.505 West.

(2) The area within a distance of 300 metres of Latitude 49° 55'.471 North, Longitude 006° 20'.505 West, but excluding any part of that area which lies above high water mark of ordinary spring tides, shall be restricted area for the purposes of the Protection of Wrecks Act 1973.

4th July 2001

Tessa Blackstone
Minister of State, Department for Culture, Media and Sport

EXPLANATORY NOTE

(This note is not part of the Order)

This Order designates as a restricted area for the purposes of the Protection of Wrecks Act 1973 the area within a distance of 300 metres from the site of the wreck of part of HMS Colossus, which the Secretary of State is satisfied ought to be protected from unauthorised interference on account of its historical, archaeological and artistic importance.

The position given by the co-ordinates in article 2(1) of the Order is the position for use on Admiralty charts based on datum WGS 84.

2002 No 1858

PROTECTION OF WRECKS, ENGLAND

Protection of Wrecks (Designation) Order 2002

<i>Made</i>	<i>17th July 2002</i>
<i>Laid before Parliament</i>	<i>17th July 2002</i>
<i>Coming into force</i>	<i>18th July 2002</i>

The Secretary of State, being satisfied that the site identified in article 2 of this Order is, or may prove to be, the site of a vessel lying wrecked on or in the sea bed and that, on account of the historical, archaeological and artistic importance of the vessel or of any objects contained or formerly contained in it which may be lying on the sea bed in or near the wreck, the site ought to be protected from unauthorised interference, and that this case is one in which an order should be made as a matter of immediate urgency, in exercise of the powers conferred on her by section 1(1), (2) and (4) of the Protection of Wrecks Act 1973, hereby makes the following Order—

Citation and commencement

1. This Order may be cited as the Protection of Wrecks (Designation) Order 2002 and shall come into force on 18th July 2002.

Identification of site and designation of restricted area

2—(1) The site in respect of which this Order is made is hereby identified as the site where the Bonhomme Richard may lie wrecked on the sea bed at Latitude 54° 11.502' North, Longitude 000° 13.481' West.

(2) The area within a distance of 300 metres of Latitude 54° 11.502' North, Longitude 000° 13.481' West, but excluding any part of that area which lies above high water mark of ordinary spring tides, shall be a restricted area for the purposes of the Protection of Wrecks Act 1973.

17th July 2002

Tessa Blackstone
Minister of State,
Department for Culture, Media and Sport

EXPLANATORY NOTE

(This note is not part of the Order)

This Order designates as a restricted area for the purposes of the Protection of Wrecks Act 1973 the area within a distance of 300 metres from the site which is believed to be the wreck of the Bonhomme Richard, which the Secretary of State is satisfied ought to be protected, as a matter of immediate urgency, from unauthorised interference on account of its historical, archaeological or artistic importance.

The position given by the co-ordination in Article 2(1) of the Order is based on datum WGS 84.

2003 No 2496

MERCHANT SHIPPING

CASUALTIES, WRECK AND SALVAGE

Protection of Wrecks (RMS Titanic) Order 2003

Made

29th September 2003

Laid before Parliament

1st October 2003

Coming into force in accordance with article 1(2)

The Secretary of State for Transport, in exercise of the powers conferred upon him by section 24(1) and (2) of the Merchant Shipping and Maritime Security Act 1997, hereby makes the following Order:

Citation, commencement and application

1—(1) This Order may be cited as the Protection of Wrecks (RMS Titanic) Order 2003.

(2) This Order shall come into force on the date, to be notified in the London, Edinburgh and Belfast Gazettes, on which the Agreement concerning the shipwrecked vessel RMS Titanic enters into force in respect of the United Kingdom.

(3) Articles 8 and 9 do not apply to Scotland.

Interpretation

2 In this Order—

“the Agreement” means the Agreement concerning the shipwrecked vessel RMS Titanic;

“artifacts” means the cargo of RMS Titanic and other contents, including those associated objects that are scattered in its vicinity and any portion of the hull; and

“relevant authorisation” means an authorisation granted by the appropriate authority of a State Party to the Agreement (other than the United Kingdom) in accordance with the provisions of that Agreement.

Designated area

3 For the purposes of this Order “the designated area” means the area within one kilometre of the point 41° 43'84" North 49° 57'23" West.

Restrictions as respects designated area

4—(1) A person shall not in the designated area carry out any of the activities set out in paragraph (2), or cause or permit any other person to carry out any of those activities—

(a) without a licence granted by the Secretary of State in accordance with the provisions of this Order,

(b) contrary to any requirement, condition or restriction of such a licence, or

(c) without, or contrary to any provision of, a relevant authorisation.

(2) The activities referred to in paragraph (1) are as follows—

(a) entry into the hull sections of RMS Titanic, including entry using equipment constructed or adapted for any purpose of diving or salvage operations;

(b) activities aimed at the artifacts from RMS Titanic found outside the hull of RMS Titanic (other than activities relating to the conservation or curation of artifacts).

Licences for projects in designated area

5—(1) The Secretary of State may grant a licence to authorise a project to carry out the activities described in article 4(2).

(2) The Secretary of State shall grant a licence only in relation to a project which—

(a) is justified by educational, scientific or cultural interests, including the need to protect the integrity of RMS Titanic and/or its artifacts from a significant threat, and

(b) complies with the Rules Concerning Activities Aimed at the RMS Titanic and/or its Artifacts contained in the Schedule to this Order.

(3) The Secretary of State shall grant a licence only after he has provided copies of the application for the licence to the relevant national authorities of the other State Parties to the Agreement and taken into account any comments received from those authorities within 90 days following the provision of those copies.

(4) A licence granted under this article—

(a) shall require the project to be carried out in accordance with the Rules Concerning Activities Aimed at the RMS Titanic and/or its Artifacts contained in the Schedule to this Order,

(b) shall contain a condition that non-intrusive public access consistent with the Agreement shall not be precluded by the activities licensed, and

(c) may contain such other conditions and restrictions as the Secretary of State considers appropriate.

(5) Subject to the same conditions as apply as respects the granting of a licence, the Secretary of State may vary a licence.

Offences

6—(1) A person who contravenes article 4(1) shall be guilty of an offence and liable on summary conviction to a fine not exceeding the statutory maximum or on conviction on indictment to a fine.

(2) Any person who knowingly contravenes any requirement, condition or restriction of a licence granted under article 5 which relates to the conservation, curation or keeping together of artifacts, or relating to the provision of public access to artifacts, shall be guilty of an offence and liable on summary conviction to a fine not exceeding the statutory maximum or on conviction on indictment to a fine.

(3) Any person who knowingly contravenes any requirement, condition or restriction of a licence granted under article 5 which relates to the reporting of the results to the Secretary of State and the publication of the results shall be guilty of an offence and liable on summary conviction to a fine not exceeding the statutory maximum or on conviction on indictment to a fine.

Offences: further provisions

7—(1) Where an offence under this Order which is committed by a body corporate is proved to have been committed with the consent or connivance of, or to be attributable to any neglect on the part of, a director, manager, secretary or other similar officer of the body corporate, or any person who was purporting to act in any such capacity, he, as well as the body corporate, shall be guilty of that offence and shall be liable to be proceeded against and punished accordingly.

(2) For this purpose "director", in relation to any body corporate whose affairs are managed by its members, means any member of the body.

(3) Where an offence under this Order committed by a Scottish partnership or unincorporated association (other than a partnership) is proved to have been committed with the consent of or connivance of, or to be attributable to neglect on the part of, a partner in the partnership or, as the case may be, a person concerned in the management and control of the association, he (as well as the partnership) shall be guilty of the offence and liable to be proceeded against and punished accordingly.

8—(1) In any proceedings for an offence under this Order, a document signed by or on behalf of the Secretary of State stating whether or not a relevant authorisation has been granted, and (where such an authorisation has been granted) its terms, shall be admissible as evidence for the purposes of determining whether activities have been carried out without, or contrary to any provision of, such an authorisation.

(2) Nothing in paragraph (1) makes a document admissible as evidence in proceedings for an offence except in a case where and to the like extent to which oral evidence to the like effect would have been admissible in those proceedings.

(3) Nothing in paragraph (1) makes a document admissible as evidence in proceedings for an offence—

(a) unless a copy of it has, not less than seven days before the hearing or trial, been served on the person charged with the offence, or

(b) if that person, not later than three days before the hearing or trial or within such further time as the court may in special circumstances allow, serves a notice on the prosecutor requiring attendance at the trial of the person who signed the document.

(4) Where the proceedings mentioned in paragraph (1) are proceedings before a magistrates' court inquiring into an offence as examining justices this article shall have effect with the omission of—

(a) paragraph (2), and

(b) in paragraph (3), sub-paragraph (b) and the word "or" immediately preceding it.

9—(1) A document required by article 8(3)(a) to be served on a person charged with an offence under this Order may be served on that person—

(a) by delivering it to him;

- (b) by leaving it at his proper address; or
- (c) by sending it by post to him at his proper address.

(2) If the person charged with an offence is the master of a ship the document may be served—

- (a) where there is a master, by leaving it for him on board the ship with the person appearing to be in command or charge of the ship;
- (b) where there is no master, on—
 - (i) the managing owner of the ship; or
 - (ii) if there is no managing owner, on any agent of the owner; or
 - (iii) where no such agent is known or can be found, by fixing a copy of the document on the outside of the ship in a position in which it may reasonably be expected to be seen.

(3) A document required by article 8(3)(a) to be served on a person charged with an offence under this Order may—

- (a) in the case of a body corporate, be served on the secretary or clerk of that body;
- (b) in the case of a partnership, be served on a partner or person having the control or management of the partnership business.

(4) For the purposes of this article and of section 7 of the Interpretation Act 1978 (service of documents by post) in its application to this article, the proper address of any person on whom a document under article 8(1) is to be served shall be his last known address, except that—

- (a) in the case of a body corporate or its secretary or clerk it shall be the address of the registered or principal office of that body;
- (b) in the case of a partnership or a person having the control or management of the partnership business, it shall be the principal office of the partnership;

and for the purposes of this paragraph the principal office of a company registered outside the United Kingdom or of a partnership carrying on business outside the United Kingdom shall be its principal office in the United Kingdom.

Enforcement powers

10—(1) The powers conferred by this article are conferred in relation to any ship which is in United Kingdom waters and any United Kingdom ship which is in international waters.

(2) A person appointed by the Secretary of State to be an inspector under section 256(1) or (6) of the Merchant Shipping Act 1995, and any commissioned naval officer, shall be a person authorised by the Secretary of State in accordance with this Order.

(3) A person so authorised by the Secretary of State may at any reasonable time board and search any ship if he has reason to suspect that this Order is not complied with, and may take possession of and detain anything found in the course of that search for so long as is necessary for all or any of the following purposes—

- (a) to examine it,

(b) to ensure that it is not tampered with before his examination of it is completed,

(c) to ensure that it is available for use as evidence in any proceedings for an offence under this Order.

29th September 2003

Signed by authority of the Secretary of State for Transport

David Jamieson
Parliamentary Under Secretary of State,
Department for Transport

SCHEDULE
RULES CONCERNING ACTIVITIES AIMED AT THE RMS TITANIC AND/OR
ITS ARTIFACTS

Article 5(2)

General principles

1 The preferred policy for the preservation of RMS Titanic and its artifacts is in situ preservation.

2 Activities shall avoid disturbance of human remains.

3 Activities utilising non-destructive techniques and non-intrusive surveys and sampling shall be preferred to those involving recovery or excavation aimed at RMS Titanic and/or its artifacts.

4 Activities shall have the minimum adverse impact on RMS Titanic and its artifacts.

5 Persons undertaking these activities shall ensure proper recording and dissemination to the public of historical, cultural and archaeological information.

Project design

6 Activities shall be the object of a project design that shall include—

- (a) the objectives of the project;
- (b) a general description of the methodology and techniques to be employed;
- (c) a description of the anticipated funding;
- (d) a provisional timetable for completion of the project;
- (e) the composition, qualifications and responsibilities of the anticipated team;
- (f) the proposal for or results of all preliminary work;
- (g) if applicable, plans for post-field work;
- (h) if applicable, a conservation and curation plan;
- (i) a documentation programme;

- (j) a safety policy;
- (k) if applicable, arrangements for collaboration with museums and other institutions;
- (l) report preparation, contents, and dissemination;
- (m) if applicable, the anticipated disposition of archives, including artifacts; and
- (n) if applicable, a programme for publication.

7 If unexpected discoveries are made or circumstances change, the project design shall be reviewed and amended. Amendments to the project design shall require a new authorisation to be issued.

8 Each project shall be carried out in accordance with its project design.

Funding

9 Projects shall be designed to ensure adequate funding in advance to complete all stages of the project including the curation, conservation and documentation of any recovered artifacts, and the preparation and dissemination of the report.

10 The project design shall include contingency plans that will ensure conservation of recovered artifacts and supporting documentation in the event of any interruption of anticipated funding.

11 The project design shall demonstrate an ability to fund the project through to completion.

12 Project funding shall not require the sale of artifacts or other material recovered or the use of any strategy that will cause artifacts and supporting documentation to be irretrievably dispersed.

Duration—timetable

13 Adequate time shall be assured in advance to complete all stages of the project, including the curation, conservation and documentation of any recovered artifacts, and the preparation and dissemination of the report.

14 The project design shall include contingency plans that will ensure conservation of artifacts and supporting documentation in the event of any interruption in the anticipated timetable.

Objectives, methodology and techniques

15 The project design shall include the objectives, proposed methodology and techniques.

16 The methodology shall comply with the project objectives and with the general principles set out in paragraphs 1 to 5 above.

Professional qualifications

17 Projects shall only be undertaken under the guidance of and in the presence of qualified technical and/or professional experts with experience appropriate to the objectives. The project shall not commence until the identity, qualifications, experience and responsibilities of the team members have been notified to and approved by the Secretary of State or by the relevant national authority of another State Party to the Agreement.

18 All persons on the project team shall be—

- (a) qualified and have demonstrated experience appropriate to their project roles; and
- (b) fully briefed and understand the work required.

Preliminary work

19 The project design shall include—

- (a) an assessment that evaluates the vulnerability of RMS Titanic and artifacts to damage by the proposed activities; and
- (b) a determination that the benefits of the project outweigh the potential risk of damage.

20 The assessment shall also include background studies and relevant bibliography of available historical and archaeological evidence, and environmental consequences of the proposed project for the long-term stability of RMS Titanic and artifacts.

Documentation

21 Projects shall be thoroughly documented in accordance with professional archaeological standards current at the time the project is to be undertaken.

22 Documentation shall include, as a minimum, the systematic and complete recording of the provenance of artifacts moved or removed in the course of the project, field notes, plans, sections, photographs and recording in other media.

Artifact conservation

23 The project design shall include a conservation plan that provides for treatment of the artifacts in transit and in the long term.

24 Conservation shall be carried out in accordance with professional standards current at the time the project is to be undertaken.

Safety

25 All persons on the team shall work according to a safety policy prepared according to professional and legal requirements and set out in the project design.

Reporting

26 Interim reports shall be made available according to a timetable set out in the project design, and provided to the Secretary of State and to the relevant authority of another State Party to the Agreement.

27 Reports shall include—

- (a) an account of the objectives;
- (b) an account of the methodology and techniques employed;
- (c) an account of the results achieved; and
- (d) recommendations concerning conservation of any artifacts removed during the course of the project.

Curation of project collection

28 The project collection, including any artifacts recovered during the course of the project and a copy of all supporting documentation, shall be kept together and intact in a manner that provides for public access, curation and its availability for educational, scientific, cultural and other public purposes.

29 Arrangements for curation of the project collection shall be agreed before any project commences, and shall be set out in the project design.

30 The project collection shall be curated according to professional standards current at the time the project is to be undertaken.

Dissemination

31 Projects shall provide for public education and popular presentation of the results.

32 A final synthesis shall be provided to relevant national authorities and made available to the public as soon as possible, having regard to the complexity of the project.

EXPLANATORY NOTE

(This note is not part of the Order)

This Order gives effect to the Agreement between the United Kingdom, the United States of America, Canada and the Republic of France, concerning the shipwrecked vessel RMS Titanic (Cm 5798). The date of the coming into force of the Agreement will be published in the London, Edinburgh and Belfast Gazettes.

Article 3 of the Order designates the area in which lies the wreck of RMS Titanic, and article 4 prohibits any diving or salvage operations from being carried out in the designated area without a licence. Article 5 of the Order makes provision for the granting of licences by the Secretary of State, in accordance with the rules set out in the Schedule. Article 6 makes it a criminal offence to contravene the prohibition in article 4 and licence conditions imposed under Article 5, and Articles 7 to 10 make further provision regarding offences and enforcement.

2004 No 2395

PROTECTION OF WRECKS, ENGLAND

Protection of Wrecks (Designation) (England) Order 2004

<i>Made</i>	<i>12th September 2004</i>
<i>Laid before Parliament</i>	<i>14th September 2004</i>
<i>Coming into force</i>	<i>5th October 2004</i>

The Secretary of State, being satisfied that each of the sites identified in Schedule 1 to this Order, is, or may prove to be, the site of a vessel lying wrecked on or in the sea bed and that, on account of the historical, archaeological or artistic importance of the vessel, the site ought to be protected from unauthorised interference; after consulting with the persons referred to in section 1(4) of the Protection of Wrecks Act 1973; and in exercise of the powers conferred upon her by section 1(1), (2) and (4) and section 3(2) of the Protection of Wrecks Act 1973, hereby makes the following Order:

Citation and commencement

1. This Order may be cited as the Protection of Wrecks (Designation) (England) Order 2004 and shall come into force on 5th October 2004.

Identification of sites and designation of restricted areas

2—(1) This Order identifies sites where vessels lie, or are supposed to lie, wrecked on or in the sea bed.

(2) The sites are listed in the first column of Schedule 1 and the position of each site is given in the corresponding entry in the second column of that Schedule.

(3) The positions of the sites identified in Schedule 1 are defined by co-ordinates of latitude and longitude on the World Geodetic System 1984 (WGS 84).

(4) In the case of each site so listed, the area within a distance of 300 metres of the position of the site, but excluding any part of that area which lies above the high-water mark of ordinary spring tides, shall be a restricted area for the purposes of the Protection of Wrecks Act 1973.

3 Revocations

The Orders specified in Schedule 2 are hereby revoked.

12th September 2004

Andrew McIntosh
Parliamentary Under Secretary of State,
Department for Culture, Media and Sport

**SCHEDULE 1
SITES OF WRECKS**

Article 2

Site	Position
Stirling Castle, Goodwin Sands	Latitude 51° 16.4561' North Longitude 01° 30.4121' East
Restoration, Goodwin Sands	Latitude 51° 15.6302' North Longitude 01° 30.0262' East
Northumberland, Goodwin Sands	Latitude 51° 15.4802' North Longitude 01° 30.0161' East
Admiral Gardner, Goodwin Sands	Latitude 51° 12.0305' North Longitude 01° 30.4563' East
Dunwich Bank	Latitude 52° 15.1647' North Longitude 01° 38.4231' East
A1 Submarine	Latitude 50° 44.5511' North Longitude 00° 55.2792' West

**SCHEDULE 2
REVOCATIONS**

Article 3

- 1 The Protection of Wrecks (Designation No 1) Order 1980 (No 645).
- 2 The Protection of Wrecks (Designation No 1 Order 1980) (Amendment) Order 1980 (No 1306).
- 3 The Protection of Wrecks (Designation No 1) Order 1985 (No 699).
- 4 The Protection of Wrecks (Designation No 1) Order 1989 (No 2089).
- 5 The Protection of Wrecks (Designation No 3) Order 1989 (No 2295).
- 6 The Protection of Wrecks (Designation No 1) Order 1994 (No 1842).
- 7 The Protection of Wrecks (Designation No 2) Order 1998 (No 2708).

EXPLANATORY NOTE

(This note is not part of the Order)

This Order replaces the Orders revoked in Schedule 2. In the case of each site covered by the Order, it extends the restricted area associated with the site. All the sites are known or thought to contain wrecks of vessels of historical and archaeological importance.

2004 No. 3249

PROTECTION OF WRECKS, ENGLAND

Protection of Wrecks (Designation) (England) (No.2)
Order 2004

Made

9th December 2004

Laid before Parliament

9th December 2004

Coming into force

4th January 2005

The Secretary of State, being satisfied that the site identified in article 2 of this Order is, or may prove to be, the site of a vessel lying wrecked on or in the sea bed and, on account of the historical, archaeological or artistic importance of the vessel or of any objects contained or formerly contained in it which may be lying on the sea bed in or near the wreck, the site ought to be protected from unauthorised interference, in exercise of the powers conferred on her by sections 1(1), (2) and (4) of the Protection of Wrecks Act 1973 and after consulting with the persons referred to in section 1(4) of that Act, hereby makes the following Order:

Citation and commencement

1. This Order may be cited as the Protection of Wrecks (Designation) (England) (No.2) Order 2004 and shall come into force on 4th January 2005.

Identification of site and designation of restricted area

2.—(1) The site in respect of which this Order is made is hereby identified as the site where HM submarine Holland No.5 lies wrecked on the sea bed at Latitude 50° 41.655' North, Longitude 00° 30.867' East (a).

(2) The area within a distance of 200 metres of Latitude 50° 41.655' North, Longitude 00° 30.867' East, but excluding any part of that area which lies above high water mark of ordinary spring tides, shall be a restricted area for the purposes of the Protection of Wrecks Act 1973.

9th December 2004

Andrew McIntosh

Minister of State for Media and Heritage
Department for Culture, Media and Sport

EXPLANATORY NOTE

(This note is not part of the Order)

This Order designates as a restricted area for the purposes of the Protection of Wrecks Act 1973 the area within a distance of 200 metres from the site of the wreck of HM Submarine Holland No.5, which lies off the coast of East Sussex.

(a) The co-ordinates are identified according to the World Geodetic System 1984 (WGS 84).

2004 No. 3243

PROTECTION OF WRECKS, ENGLAND

Protection of Wrecks (Designation) (England) (No.3) Order 2004

Made

9th December 2004

Laid before Parliament

9th December 2004

Coming into force

10th December 2004

The Secretary of State, being satisfied that the site identified in article 2 of this Order, is or may prove to be, the site of a vessel lying wrecked on or in the sea bed and on account of the historical, archaeological or artistic importance of the vessel or of any objects contained or formerly contained in it which may be lying on the sea bed in or near the wreck, the site ought to be protected from unauthorised interference, and that this case is one in which an order should be made as a matter of immediate urgency, in exercise of the powers conferred on her by sections 1(1), (2) and (4) of the Protection of Wrecks Act 1973, hereby make the following Order:

Citation and commencement

1. This Order may be cited as the Protection of Wrecks (Designation) (England) (No.3) Order 2004 and shall come into force on 10th December 2004.

Identification of site and designation of restricted area

2.—(1) The site in respect of which this Order is made is hereby identified as the site where a vessel lies, or is supposed to lie, wrecked on or in the sea bed within the rectangle whose corners lie at the points described in the following table (a):

<i>Point</i>	<i>Latitude</i>	<i>Longitude</i>
NW	50° 39.8971'N	001° 55.5905'W
NE	50° 39.9201'N	001° 55.5137'W
SE	50° 39.8225'N	001° 55.4414'W
SW	50° 39.7994'N	001° 55.5182'W

(2) The area identified in paragraph (1) above, excluding any area above the high water mark of ordinary spring tides, shall be designated as a restricted area for the purposes of the Protection of Wrecks Act 1973.

9th December 2004

Andrew McIntosh
Minister of State for Media and Heritage
Department for Culture Media and Sport

(a) The co-ordinates are identified according to the World Geodetic System 1984 (WGS 84).

EXPLANATORY NOTE

(This note is not part of the Order)

This Order designates as a restricted area for the purposes of the Protection of Wrecks Act 1973 an area in the Swash Channel, Poole Harbour. This area is thought to be the wreck site of a vessel which the Secretary of State is satisfied ought to be protected, as a matter of immediate urgency, from unauthorised interference on account of its historical and archaeological importance.

2005 No. 1974

PROTECTION OF WRECKS, ENGLAND

The Protection of Wrecks (Designation) (England) Order 2005

<i>Made</i> - - - -	<i>17th July 2005</i>
<i>Laid before Parliament</i>	<i>19th July 2005</i>
<i>Coming into force</i>	<i>20th July 2005</i>

The Secretary of State, being satisfied that the site identified in article 2 of this Order, is, or may prove to be, the site of a vessel lying wrecked on or in the sea bed and, on account of the historical, archaeological or artistic importance of the vessel, or of any objects contained or formerly contained in it which may be lying on the sea bed in or near the wreck, the site ought to be protected from unauthorised interference, and that this case is one in which an order should be made as a matter of immediate urgency, in exercise of the powers conferred upon her by section 1(1), (2) and (4) of the Protection of Wrecks Act 1973, hereby makes the following Order:

Citation and commencement

1. This Order may be cited as the Protection of Wrecks (Designation) (England) Order 2005 and shall come into force on 20th July 2005.

Identification of site and designation of restricted area

2.—(1) The site in respect of which this Order is made is hereby identified as the site where a vessel lies, or is supposed to lie, wrecked on or in the sea bed at Latitude 50°42.244 North, Longitude 02°46.708 West (WGS 84).

(2) The area within a distance of 50 metres of Latitude 50°42.244 North, Longitude 02°46.708 West, but excluding any part of that area which lies above the high water mark of ordinary spring tides, shall be the restricted area for the purposes of the Protection of Wrecks Act 1973.

17th July 2005

David Lammy
Minister for Culture
Department for Culture, Media and Sport

EXPLANATORY NOTE

(This note is not part of the Order)

This Order designates as a restricted area for the purposes of the Protection of Wrecks Act 1973 an area in the West Bay in Lyme Bay, Dorset. This area is thought to be the wreck site of a vessel which the Secretary of State is satisfied ought to be protected, as a matter of immediate urgency, from authorised interference on account of its historical, archaeological or artistic importance.