

Underwater Finds

Guidance for Divers



Joint Nautical Archaeology Policy Committee

The Joint Nautical Archaeology Policy Committee (JNAPC) works to raise awareness of the United Kingdom's underwater cultural heritage and to persuade government that underwater sites of historical importance should receive no less protection than those on land.

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www.jnapc.org.uk

Historic material found in the sea is an important part of the UK' s cultural inheritance. We all have a responsibility to conserve that inheritance for future generations; in return, there are numerous opportunities to appreciate and enjoy the things that earlier generations have left behind.

This Guidance applies to objects discovered in, or on the shores of, seas and estuaries. Objects found in or near fresh water, such as rivers, lakes, canals and reservoirs should be treated in accordance with procedures for objects found on dry land.

This Guidance is intended primarily for divers. Beachcombers, people engaged in fishing and other people who spend time at or near the sea may also find the Guidance useful.

The Guidance has been prepared by the Joint Nautical Archaeology Policy Committee, the British Sub-Aqua Club, the Professional Association of Diving Instructors and the Sub Aqua Association.

Wherever possible, leave underwater finds alone. Removal could cause irreparable damage

Underwater finds include anything that has been made or altered by people in the past. The term 'wreck' has a legal meaning which is more specific, it means the remains of ships, their cargo, tackle, armament and the personal possessions of people who sailed on board. Things eroded from the shore or that have not come from a vessel are not 'wreck', but they can still be interesting and important. As a general rule, underwater finds are best treated as 'wreck' until proved otherwise.

Some objects found on the foreshore in England and Wales may prove to be 'treasure' under the terms of the Treasure Act 1996 if they were originally deposited on land. However, if an object on the foreshore came from a ship then it is 'wreck' and the Treasure Act does not apply.

This Guidance is intended to apply to all finds, no matter how old or historically significant they may appear to be. It is often difficult to work out the age of things when they are first discovered, and even items from the recent past can have an interesting story to tell. If an activity such as excavation is to impact the seafloor in UK Territorial waters, contact should be made with the Crown Estate or other registered owner of the seabed.

If you find an object that is under immediate threat or if it is unlikely that it can be relocated, then it may be appropriate to remove it. Before you remove a find, mark its position, and place the find in a stabilising environment as soon as possible. While you are removing the find, you should also take special care to minimise damage to the seabed, as your action may destabilise an entire site.

Although metal detectors, magnetometers and other geophysical technologies can serve as useful tools, hasty application can lead to wasteful and damaging 'treasure hunts'. Such tools are most effective if they are used systematically as part of an overall strategy for investigating a site. When you are preparing such a strategy, aim to minimise any disturbance to archaeological deposits and record your results – both positive and negative – over the whole area that you search.

If you discover human remains, you should treat them with due care and attention to decency. Under section 25 of the Burial Act 1857 it is generally necessary to obtain a licence from the Home Office before removing human remains from a place of burial.

Further reading:

Historic Scotland (1997) *The Treatment of Human Remains in Archaeology*

Garratt-Frost, S. (1992) *The Law and Burial Archaeology*, Institute of Field Archaeologists Technical Paper, No. 11.

Respect human remains

All aircraft which have crashed in military service (whether on land or sea) are protected under the Protection of Military Remains Act 1986, irrespective of nationality or the presence of human remains. Anybody wishing to recover the wreckage of a crashed military aircraft or from a wreck designated under the Protection of Military Remains Act 1986 must obtain a licence from the Ministry of Defence. Vessels which have been lost while in military service will be protected under the Protection of Military Remains Act 1986. This Act is described below.

It is important to obtain a precise position-fix on the surface in order to find the site again, and to mark the site on a chart or map. It is preferable to fix the location using GPS (differential, if available), by horizontal sextant angles, or by transits. Photographs of the general location may prove useful.

It is also useful to record the position of the find on the seabed relative to rocks or other topographical features. You can do this by way of a quick sketch, either on an underwater drawing slate or from memory, once you return to the surface. Try to be as accurate as possible, but do not worry if your underwater surveying skills are a little rusty. Your sketch could be supplemented by underwater camera and video pictures, if you have access to such equipment.

In addition to your sketch, make some notes about your find as soon as possible after completing your dive. The kinds of information that it would be useful to note are set out at the end of this Guidance.

If you have reason to believe you may have found an item of wreck you have a legal duty to report it to the Receiver of Wreck. Finds must be reported as soon as possible; finders who deliberately conceal items of wreck forfeit all rights to salvage and are liable to prosecution.

Information about your find may be passed by the Receiver of Wreck to relevant archaeological records, including the local authority Historic Environment Records and the appropriate National Monuments Record. You may ask the Receiver to keep some information confidential. Your contribution will be acknowledged in the archaeological record of your discovery, unless you prefer to remain anonymous.

You can also report your find to archaeologists in, for example, national and registered museums, local authority archaeological services and National Monuments Records. However, you may still have a responsibility to report anything which might be 'wreck' to the Receiver of Wreck.

**Record the
precise location**

**Report the find
to the Receiver
of Wreck**

You should expect to be told about all important decisions in respect of your discovery without delay.

At your request, position-fixing information will be kept confidential.

Conservation

Historic material found in the sea is likely to have reached an equilibrium with its wet and salty surroundings. If it is necessary to move the material, try to restore these conditions as quickly as possible and keep finds fully wet at all times. Place material in a container full of clean tap water and protect from light and heat. Do not try to clean or remove concretions or other coatings as this will remove information and can cause damage. Keep a record of what has been done to the object during and after recovery and seek professional advice as soon as possible.

Conservation should be carried out by, or under the supervision of, a trained conservator, and to current professional standards of archaeological conservation.

Further reading:

Archaeology Section, UKIC (1990) *Guidance for Archaeological Conservation Practice*.

Archaeology Section, UKIC (1993) *Conservation Guidelines No.2: packaging and storage of freshly-excavated artefacts from archaeological sites*.

Archaeology Section, UKIC (1993) *Conservation Guidelines No.3: environmental standards for the permanent storage of excavated material from archaeological sites*.

Hunter, K. (1988) *Conservation Guidelines No. 1:excavated artefacts and conservation – UK sites*, Archaeology Section, UKIC.

Robinson, W. (1998) *First Aid for Underwater Finds*, Nautical Archaeology Society.

Watkinson, D. & Neal, V. (1998) *First Aid for Finds*, RESCUE and Archaeology Section, UKIC (3rd edition).

Recording

Archaeologists record sites and artefacts in order to achieve a detailed description of each find, which will include dimensions, drawings, photographs and written accounts. Over the years, methods and standards of recording have developed to improve the quality of the information recorded, and to make it easier to compare finds from different places. Recording also helps to preserve information about a find that may be lost through decay,

and the attention that is required while recording can lead to the identification of details that might be missed by a more casual observer. However, there need be nothing difficult about recording; courses run by the NAS Training Programme can help you acquire the necessary skills.

Further reading:

Dean, M., Ferrari, B., Oxley, I., Redknap, M and Watson, K. (1992) *Archaeology Underwater: the NAS Guide to Principles and Practice*, Nautical Archaeology Society/ Archetype Press.

IFA Standards and Guidance www.archaeologists.net

Further study

There are many avenues to follow if you want to discover more about your find. Books about the maritime past abound; some are general while others are highly specific and technical. Journals such as the *International Journal for Nautical Archaeology* and the *Mariner's Mirror* include articles on both the archaeology and history of ships. Another way of finding out more is to attend national and local conferences about subjects which may be relevant to your interests. There are also a number of museums with collections of maritime artefacts and archives of historical material, including ships plans. The world wide web provides access to a wide range of research resources and contacts. You can also find guidance on how to plan your research and possibilities for future publication of your discoveries.

Public Access

One of the main aims of archaeologists is to convey their understanding and appreciation of the past to the public at large. For this reason anyone, who, through hard work or good fortune, gains a new insight into history is encouraged to make their findings known. Publicity also exposes archaeological work to question, which curtails wild claims about the past and encourages rigorous investigation. Public access can be achieved through allowing other people to examine your finds, perhaps through deposition in a museum, and by putting your results in print. There are also other means of publicity, such as presenting papers at conferences. You can get advice on publishing or presenting your work from the Nautical Archaeology Society. It is worth remembering that the value of making your findings public is to feed back into sources that you may have used in researching your find, and so add to knowledge upon which the next person may draw.

Deposition

It is in everybody's interest to make sure that underwater finds are looked after in a place where adequate provision can be made for conservation, recording, study and public access. In order to safeguard future care of your discovery, it is preferable to confirm such arrangements in writing.

If historic material is likely to be returned to you, or is to be deposited at some place other than a registered museum, then please seek advice in respect of conservation, recording, study and public access beforehand. Possession of important and fragile material can prove to be a mixed blessing!

If a number of objects from a single site are to be deposited in different locations, or in a different place from the site records, then arrangements should be made that will allow all the objects to be re-assembled together with their records to allow further study.

Further reading:

Guidance on acquisition of finds by museums can be found in *Standards in the Museum Care of Archaeological Collections* (1992), The Museum and Galleries Commission.

Merchant Shipping Act 1995

The ownership of underwater finds that turn out to be 'wreck' is decided according to procedures set out in the Merchant Shipping Act 1995. Finders should assume at the outset that all recovered wreck has an owner. Ownership of wreck lies in the original owner or their successor, unless they fail to make a claim to the Receiver of Wreck within one year of notification.

Ownership of unclaimed wreck lies in the Crown or in a person or organisation to whom rights of wreck have been granted. For example, the Duchy of Cornwall claims a right of wreck throughout Cornwall.

The Receiver of Wreck has a duty to ensure that finders who report their finds as required receive an appropriate salvage payment. In the case of material considered to be of historic or archaeological importance, a suitable museum is asked to buy the material at the current valuation and the finder receives the net proceeds of the sale as a salvage payment. If the right to, or the amount of, salvage cannot be agreed, either between owner and finder or between competing salvors, the Receiver of Wreck will hold the wreck until the matter is settled, either through amicable agreement or by court judgement.

The following notes provide guidance to relevant law. The Maritime and Coastguard Agency and the Department for Culture, Media and Sport have produced a joint statement on the law relating to wreck and wrecks, entitled Notes on Wreck Law. The note can be obtained from the Receiver of Wreck at the address below.

Treasure

Discoveries in England and Wales over 300 years old that consist mainly of gold or silver and coin hoards are generally 'treasure' for the purposes of the Treasure Act 1996, although objects that are 'wreck' do not count as 'treasure'. If you find treasure, you have to report it to the coroner within 14 days of discovery, and you will normally be asked to take the discovery to a local museum or archaeological body. The British Museum and local museums will be given the opportunity to acquire the discovery, in which case a 'treasure inquest' will be held. If no museum wishes to acquire the find, then it will normally be returned to you. If a 'treasure inquest' decides that the discovery is treasure and will go to a museum, then you may receive a reward equal to the full market value as assessed by the independent Treasure Valuation Committee.

In Scotland, the law of treasure trove and *bona vacantia* applies to objects found above high water (including freshwater lochs) and in harbour waters. Where such objects have no owner, they may be claimed by the Crown. Discoveries must not be cleaned and must be reported without delay. If the Crown claims your discovery you will usually receive a reward equivalent to the object's full market value, though delays in reporting and damage to the find may affect the level of reward.

Protection of Wrecks Act 1973

Wrecks and wreckage of historical, archaeological or artistic importance may be protected by way of designation under the Protection of Wrecks Act 1973. Under the 1973 Act, it is an offence to carry out certain activities in a defined area surrounding a designated wreck unless a licence for those activities has been obtained from the government. Generally, the relevant Government Minister must consult appropriate advisors prior to designation, though it is also possible to designate a wreck in an emergency without first seeking advice.

The Protection of Wrecks Act is administered by the relevant heritage agency, which seeks specialist advice from the Advisory Committee on Historic Wreck Sites and from a team of contracted maritime archaeologists. Licenses are often granted to allow recreational divers to survey and perhaps excavate a site under appropriate archaeological supervision.

Protection of Military Remains Act 1986

Under the Protection of Military Remains Act 1986, all aircraft that have crashed in military service are protected, and the Ministry of Defence has powers to protect vessels that were in military service

when they were sunk. The Ministry of Defence can designate named vessels as 'protected places' even if the position of the wreck is not known. In addition, the Ministry of Defence can designate 'controlled sites' around wrecks whose position is known. In the case of 'protected places', the vessel must have been lost after 4 August 1914, whereas in the case of a wreck protected as a 'controlled site' no more than 200 years must have elapsed since loss. In neither case is it necessary to demonstrate the presence of human remains. Diving is not prohibited at a 'protected place' but it is an offence to tamper with, damage, move or remove sensitive remains. However, diving, salvage and excavation are all prohibited on 'controlled sites', though licences for restricted activities can be sought from the Ministry of Defence.

Further reading:

Ministry of Defence, (1997) *Crashed Military Aircraft of Historical Interest: notes for guidance of recovery groups*. Personnel Management Agency, RAF.

Historical Monuments and Archaeological Objects (Northern Ireland) Order 1995

Additional regulations apply in Northern Ireland which supplement the legislation described above. Under the 1995 order anybody who finds an 'archaeological object' must report it within 14 days of discovery to the Ulster Museum, to the Department of the Environment (NI) or to the officer in charge of a police station.

Maritime law and finds underwater

The notion of 'salvor in possession' refers to certain rights enjoyed by a salvor over the site of a wreck while actively engaged in salvage activities. There is nothing automatic about becoming 'salvor in possession' and the rights are limited and generally transitory. Possession can be established only if the wreck is 'derelict', that is to say it has been physically abandoned without hope of return. However, the fact that a vessel is 'derelict' does not necessarily mean that the owner has lost ownership rights. Where such a wreck is brought under the control of a salvor, then the salvor has rights of possession which generally prevail against interference by any other party while salvage takes place. It is on this basis that salvors have been able to acquire injunctions against rival salvage teams. However, in order to acquire possessory rights, the salvor must be able to demonstrate that they are actually 'in possession' of the wreck. There are no general rules about how possession is achieved or maintained, as 'it is a question of fact and degree in each case whether the nature and extent of the acts of

the salvor in relation to the wreck are sufficient to constitute possession'.

The courts have applied two main tests in deciding whether a salvor has achieved possession: first, that the salvor clearly intends to possess the wreck (referred to as *animus possidendi*); second, that the salvor exercises such use and occupation as is reasonably practicable in the circumstances. Other criteria applied by the courts include whether the salvor has acted in the same manner as a prudent owner might be expected to act, and whether the wreck in question has been dealt with as a whole. Many factors have been taken into account by the courts in deciding whether these tests have been met, and rival salvors may be successful in challenging the first salvor's rights in court. The difficulty in deciding whether or not a salvor had entered into possession on a series of historic wrecks was a major factor prompting introduction of the Protection of Wrecks Act 1973.

Finds which are neither 'wreck' nor 'treasure' belong to the owner of the land on which they were found; most of the foreshore and seabed is owned by the Crown.

Other laws and regulations

Although you are generally free to move around and dive anywhere below high water, many activities on the foreshore, sea and seabed are subject to controls to safeguard navigation, fisheries, the environment and rights of ownership. For example, if you intend to establish yourself on a site you may need written consent from the Department of Transport under Section 34 of the Coast Protection Act 1949. If you want to place infrastructure on the seabed and disturb the sediment by excavation then you may require a licence from the Department for Environment, Food and Rural Affairs (DEFRA) under the Food and Environmental Protection Act 1985. The area that you wish to investigate may be a shell fishery or subject to local, national and international nature conservation designations. If you are close to the coast then local byelaws may apply, and you should check whether you are within the jurisdiction of a local harbour or navigation authority. You should also contact the owner of the seabed (usually the Crown Estate) to ensure you will not infringe any of their rights.

International Matters

Artefacts and wreck discovered within the jurisdiction of another state must be treated according to the law of that country. The Isle of Man, the Channel Islands, the Republic of Ireland and France all have strict laws on reporting material found off their shores.

Wreck discovered beyond UK waters (generally 12 nautical miles from low water) but brought within them must be notified to the Receiver of Wreck. However, the Crown has no claim on unclaimed wreck found beyond UK waters and the property is returned to the finder. It is an offence to remove wreck from UK waters without having notified the Receiver of Wreck.

Where a find may be of interest to archaeologists in other countries, information transferred to the local Historic Environment Record or National Monuments Record may be copied to relevant archaeological records in the country concerned.

The export of ancient material is subject to controls administered by the Department for Culture, Media and Sport. The controls cover export to other members of the European Union and worldwide. In general terms, a licence must be sought before exporting any archaeological material or any object more than 50 years old found within or beyond UK territorial waters, unless it has been buried or concealed for less than 50 years. Material between 50 and 100 years old found beyond territorial waters only requires a licence for export to another member of the European Union if its value is greater than £39,600. Further information can be obtained from the Export Licensing Unit of DCMS.

Further reading:

Department for Culture, Media and Sport (1997) *UK Export Licensing for Cultural Goods: procedures and guidance for exporters of works of art and other cultural goods*. DCMS, Issue 2 (Revised).

The International Council for Monuments and Sites (ICOMOS) has published the ICOMOS Charter on the Protection and Management of Underwater Cultural Heritage which sets out best practice for people intending to carry out investigations on archaeological material underwater. Copies of the Charter can be obtained from ICOMOS UK (see address below).

The Receiver of Wreck
Maritime Coastguard Agency
Spring Place
105 Commercial Road
Southampton SO15 1EG
Phone: 02380 329 474
Fax: 02380 329 477
www.mcga.gov.uk/row
row@mcga.gov.uk

Heritage Agencies

DCMS
Department for Culture, Media
and Sport
2-4 Cockspur Street
London SW1Y 5DH
Phone: 020 7211 6200
Fax: 020 7211 6961
www.culture.gov.uk
enquires@culture.gov.uk

English Heritage
Maritime Team
Fort Cumberland
Fort Cumberland Road
Eastney
Portsmouth PO4 9LD
Tel: 023 9285 6767
Fax: 023 9285 6701
www.english-heritage.org.uk

CADW
Plas Carew
Unit 5/7 Cefn Coed
Parc Nantgarw
Cardiff CF15 7QQ
Phone: 01443 44 6000
Fax: 01443 33 6001
www.cadw.wales.gov.uk
cadw@wales.gsi.gov.uk

Historic Scotland
Head Office
Historic Scotland
Longmore House
Salisbury Place
Edinburgh EH9 1SH
Phone: 0131 668 8600
Fax: 0131 668 8765
www.historic-scotland.gov.uk

Environment & Heritage Service

Northern Ireland
Waterman House
5-33 Hill Street
Belfast BT1 2LA
Phone: 028 9054 3037
www.ehsni.gov.uk

The Crown Estate
16 New Burlington Place
London W1S 2HX
Phone: 020 7851 5000
Fax: 020 7851 5125
www.thecrownestate.co.uk

National Records

**English Heritage National
Monuments Record**
National Monuments Record
(NMR) Enquiries
Phone: 01793 414600
Fax: 01793 414606
www.english-heritage.org.uk/nmr
nmrinfo@english-heritage.org.uk

Royal Commission Wales
NMRW
Reader Services
RCAHMW, Plas Crug
Aberystwyth
Ceredigion SY23 1NJ
Phone: 01970 621200
Fax: 01970 627701
www.rcahmw.org.uk
nmr.wales@rcahmw.org.uk

**Royal Commission Scotland
RCAHMS**

John Sinclair House
16 Bernard Terrace
Edinburgh EH8 9NX
Phone: 0131 662 1456
Fax: 0131 662 1499
www.rcahms.gov.uk
info@rcahms.gov.uk

Military Remains

**RAF Personnel Management
Agency**

RAF Innsworth GL3 1EZ
Phone: 01452 712612

Museums

British Museum

Great Russell Street
London WC1B 3DG
Phone: 0207 6361555
Fax 0207 3238480
www.thebritishmuseum.ac.uk

National Museum of Scotland

Chambers Street
Edinburgh EH2 4DU
Phone: 0131 2257534
Fax: 0131 2204819
www.nms.ac.uk

National Museum of Wales

Cathays Park
Cardiff CF1 3NP
Phone: 02920 397951
Fax: 02920 573321
www.nmgw.ac.uk

Ulster Museum

Botanic Gardens
Belfast BT9 5AB
Phone: 02890 383000
Fax: 02890 383003
www.ulstermuseum.org.uk

Conservation

**The Museum, Libraries and
Archive Council**

16 Queen Anne's Gate
London SW1H 9AA
Phone: 020 7273 1444
Fax: 020 7273 1404

**ICON - The Institute of
Conservation**

3rd Floor, Downstream Building
1 London Bridge
London SE1 9BG
Phone: 020 7785 3807

Archaeological Organisations

**Association of Local Government
Archaeological Officers (ALGAO)**

c/o Essex County Council
Historic Environment Branch
Waste Recycling & Environment
County Hall
Chelmsford CM1 1LF
Phone: 01975 5564071
www.algao.org.uk
admin@algao.org.uk

Council for British Archaeology

St Mary's House
66 Bootham
York YO30 7BZ
Phone: 01904 671417
www.britarch.ac.uk

Council for Scottish Archaeology

c/o National Museums of
Scotland
Chambers Street
Edinburgh EH1 1JF
Scotland
Phone: 0131 247 4119
Fax: 0131 247 4126
www.scottisharchaeology.org.uk
info@scottisharchaeology.org.uk

Hampshire and Wight Trust for Maritime Archaeology
Room W1/95
National Oceanography Centre
Empress Dock
Southampton SO14 3ZH
Phone: 023 8059 3290
Fax: 023 8059 3052
www.hwtma.org.uk
info@hwtma.org.uk

International Council on Monuments and Sites (ICOMOS)
70 Cowcross Street
London EC1M 6EJ
Phone: 020 7566 0031
Fax: 020 7566 0045
www.icomos-uk.org
admin@icomos-uk.org

Institute of Field Archaeologists
SHES, Wightknights
University of Reading
PO Box 227
Reading RG6 6AB
Phone: 0118 378 6446
Fax: 0118 378 6448
www.archaeologists.net
admin@archaeologists.net

Mary Rose Trust
College Road
HM Naval Base
Portsmouth PO1 3LX
Phone: 02392 750521
Fax: 02392 870588
www.maryrose.org

Nautical Archaeology Society
Fort Cumberland
Fort Cumberland Road
Eastney
Portsmouth PO4 9LD
Phone/ Fax: 023 9281 8419
www.nasportsmouth.org.uk
nas@nasportsmouth.org.uk

Society for Nautical Research
17 Pembridge Gardens Close
London W8 6HR
Phone/ Fax: 01716 033776
www.snr.org

Wessex Archaeology
Portway House
Old Sarum Park
Salisbury SP4 6EB
Phone: 01722 326 867
Fax: 01722 337562
www.wessexarch.co.uk

Diving Organisations

British Sub Aqua Club (BSAC)
Telford's Quay
South Pier Road
Ellesmere Port
Cheshire CH65 4FL
Phone: 0151 350 6200
Fax: 0151 350 6215
www.bsac.com
postmaster@bsac.com

Professional Association of Diving Instructors (PADI)
Unit 7, St Philips Central
Albert Road
Bristol BS2 0PD
Phone: 0117 3007234
Fax: 0117 9710400
www.padi.com
general@padi.com

Sub-Aqua Association (SAA)
Space Solutions Business
Centre
Sefton Lane
Maghull
Liverpool L31 8BX
Phone: 0151 287 1001
Fax: 0151 287 1026
www.saa.org.uk
admin@saa.org.uk

The following Reporting Form is designed to be used by divers who have discovered a wreck site or find, or who have been diving a particular wreck for some time and have information that would be useful for the National Monuments Record.

Through reporting information on wreck sites you are directly contributing to knowledge of our important maritime history and archaeology. This data is vital to help ensure our heritage is conserved for future generations.

You should submit your completed form to one of the following National Monuments Records:

English Heritage National Monuments Record

National Monuments Record
(NMR) Enquiries
Phone: 01793 414600
Fax: 01793 414606
www.english-heritage.org.uk/nmr
nmrinfo@english-heritage.org.uk

Environment & Heritage Service Northern Ireland

Waterman House
5-33 Hill Street
Belfast BT1 2LA
Phone: 028 9054 3037
www.ehsni.gov.uk

Royal Commission on the Ancient and Historical Monuments of Scotland

John Sinclair House
16 Bernard Terrace
Edinburgh EH8 9NX
Phone: 0131 662 1456
Fax: 0131 662 1499
www.rcahms.gov.uk
info@rcahms.gov.uk

CADW

Plas Carew
Unit 5/7 Cefn Coed
Parc Nantgarw
Cardiff CF15 7QQ
Phone: 01443 44 6000
Fax: 01443 33 6001
www.cadw.wales.gov.uk
cadw@wales.gsi.gov.uk

Site Location

Site or wreck name:

Site location:

Latitude _____ . ____ N e.g. 50 19.53 N

Longitude _____ . ____ W/E 04 04.70 W

National Grid _____ E _____ N

Reference e.g. 654150 E 288750 N

Position fixed by:

Transits

GPS

DGPS

Estimate

Other:

Access conditions:

Exposed to weather/ swell

Close to rocks

Slack water diving only

Site is buoyed

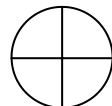
Other:

Sketch of site location

Please sketch the position of the site relative to other notable features. Draw transits if possible and include names of prominent landmarks etc.

Scale: _____ m

16



Indicate North

Date of latest dive or survey:

Time In:

Time Out:

Dive Time (24 hour clock):

Depths recorded during dive:

Depth determined by:

Max depth of wreck (A) m

Depth gauge

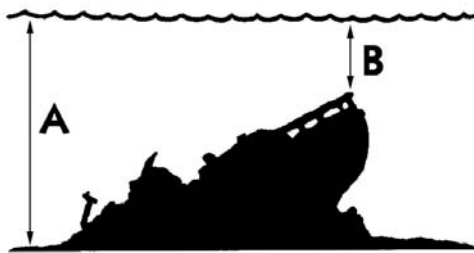
Min depth of wreck (B) m

Dive computer

Tidal range m

Echo sounder

State of tide: HW LW Hours after HW



Dive Conditions

Current: Slack/ running _____ Speed _____
 Knots _____ Direction _____

Weather:

Swell:

Underwater visibility: _____ m Usual Visibility: _____ m to _____ m

Dive platform:

Shore

RIB/ Inflatable

Hard boat

How often is this site dived?

Not often

Regularly

Frequently

Your dives at this site:

How many: _____ Since: _____

Site Description

What do you think the wreck, site or find is?

How old do you think it is?

Which best describes the condition of the wreck?

Structure largely intact



Structure broken into sections



Structure largely proud of the seabed

Structure largely buried



Outline just visible



Elements of coherent structure lying flat



Structure collapsed and jumbled



Structure scattered



Occasional isolated artefacts



Fair assessment not possible

. . . reason:

Please note any maker's names or marks on structure or artefacts


Have you noticed any change to the site over time?


Hull is mostly made of:

Wood frames and beams

Metal frames and beams

Wood:

 flush (carvel) planks

 overlap (clinker) planks

Metal plates

Other: _____

Cannot tell

Wreck is fastened mainly by:

Wooden pegs

Copper bolts

Iron bolts

Rivets

Welded seams

Other: _____

Cannot tell

Structure visible:

Keel

Stem

Stern

Hull planking

Hull plates

Frames

Knees

Deck beams

Decking

Holds

Bridge

Cabins

Rails

Steps/ ladders

Gear and fittings visible:

Anchor(s)

Chain(s)/ cable(s)

Boiler(s)

Engine(s)

Propeller(s)

Rudder

Cannon/ guns

Munitions

Ballast

Cargo

Capstan/ winches

Hatches

Portholes

Small finds

Personal items

Other details: _____

Aircraft:

Fuselage

Cockpit

Wing(s)

Tail

Engine(s)

Propeller(s)

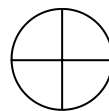
Guns/ munitions

Undercarriage

**Site Plan and
Artefact
Drawings**

Please sketch and label an overview of what you have seen, and note approximate dimensions if possible. Sketches of free-standing structures and artefacts would be helpful. Please note any prominent features, e.g. stem, stern, capstan, rudder, propeller etc.

Scale: _____m



Indicate North

Maximum dimensions:

Length: _____m Width: _____m Height: _____m

Measured

Estimated

Seabed shape	Seabed type	Risks
Flat <input type="checkbox"/>	Exposed rock <input type="checkbox"/>	Rock fall <input type="checkbox"/>
Gentle slope <input type="checkbox"/>	Boulders <input type="checkbox"/>	Hull collapse <input type="checkbox"/>
Steep slope <input type="checkbox"/>	Cobbles <input type="checkbox"/>	Entrapment <input type="checkbox"/>
Undulating <input type="checkbox"/>	Gravel <input type="checkbox"/>	Fishing debris <input type="checkbox"/>
Gullies <input type="checkbox"/>	Sand <input type="checkbox"/>	Sharp edges <input type="checkbox"/>
Outcrops <input type="checkbox"/>	Clay <input type="checkbox"/>	Currents <input type="checkbox"/>
Mobile <input type="checkbox"/>	Silt <input type="checkbox"/>	Munitions <input type="checkbox"/>

How much of the site or wreck is buried?	%
How much of the site or wreck is covered by vegetation?	%

What activities have you seen at or near the site?		
Anchoring <input type="checkbox"/>	Construction <input type="checkbox"/>	Angling <input type="checkbox"/>
Water sports <input type="checkbox"/>	Dumping <input type="checkbox"/>	Potting <input type="checkbox"/>
Salvage <input type="checkbox"/>	Outfalls <input type="checkbox"/>	Net fishing <input type="checkbox"/>
Surveying <input type="checkbox"/>	Dredging <input type="checkbox"/>	Trawling <input type="checkbox"/>

How did you find out about the site?	Do you have any other information about the site?
Books/ magazines <input type="checkbox"/>	Log book entries <input type="checkbox"/>
Old documents <input type="checkbox"/>	Photographs <input type="checkbox"/>
Club members / other divers <input type="checkbox"/>	Video <input type="checkbox"/>
Fishermen <input type="checkbox"/>	Documents <input type="checkbox"/>
Chance <input type="checkbox"/>	Drawings/ Plans <input type="checkbox"/>
Targeted search <input type="checkbox"/>	Charts <input type="checkbox"/>
Hydrographic chart <input type="checkbox"/>	Stories <input type="checkbox"/>

Can you direct us to published information (books, old newspaper reports) about the site/ wreck?

Is the above information available for study? Yes / No

Would you like further advice? Yes / No

**Additional
Notes**

**Additional
Notes**

This Guidance note was prepared by the
Joint Nautical Archaeology Policy Committee,
the British Sub Aqua Club,
the Professional Association of Diving Instructors
and the Sub Aqua Association.

This Guidance note has been endorsed by . . .



RESPECT OUR WRECKS