

APPENDIX F1: GAZETTEER AND ASSESMENT OF ARCHAEOLOGICAL IMPORTANCE

Table 1 *Gazetteer of Reported Wreck Losses and Geophysical Anomalies*

Feature	Anomaly Class	Period	Easting	Northing	Length (m)	Width (m)	Height (m)	Mag Amplitude	WA Notes	Arch. Potential	External References
6000	Reported Wreck Loss (<i>Nora</i>)	Modern	547643	420815					UKHO wreck: <i>Nora</i> , a Danish steamship which was sunk after striking a mine on 10 December 1916.	Not Found	UKHO 58338
6001	Reported Wreck Loss (<i>Saltoun</i>)	Modern	548627	419245					UKHO wreck: <i>Saltoun</i> , British steamship sunk after a collision on 5 November 1927.	Not Found	UKHO 8859; NMR 907860
6002	Reported Wreck Loss (<i>Marshall</i>)	Post Medieval	550904	420462					UKHO wreck: <i>Marshall</i> , German steamship sunk after a collision on 28 November 1853.	Not Found	UKHO 9065; NMR 907863
6003	Reported Wreck Loss (F3 Tornado)	Modern	552250	415775					UKHO wreck: F3 Tornado aircraft downed in 1995 with the loss of one crewman.	Not Found	UKHO 9178
6004	Geophysical Anomaly (Wreck: <i>Ionic</i>)	Modern	551562	416859	18	3.6	2.1	568	Clear wreck structure with strong associated magnetic signal. The remains of the <i>Ionic</i> UKHO wreck site lie 25 metres northeast.	High	UKHO 8853; NMR 907858
6005	Geophysical Anomaly (Wreck: <i>Guiseppe</i>)	Post-medieval/Modern	552384	422484	84.4	2.9	0	367	Site with no height but strong associated magnetic signal 18metres East of UKHO position for <i>Guiseppe</i> wreck.	High	UKHO 8871; NMR 907865
6006	Geophysical Anomaly (Wreck: <i>Dido</i>)	Modern	549079	416298	120	26	0	2290	UKHO Wreck: <i>Dido</i> . Very eroded or partially buried wreck measuring at least 95.5 x 26m with a strong associated magnetic signal.	High	UKHO 8849; NMR 907855
6007	Sidescan Sonar Anomaly (Wreck: uncharted)	Unknown	542110	419231	190.2	31.8	1.7		Uncharted wreck. Partially buried.	High	

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6008	Geophysical Anomaly (Wreck)	Post-medieval/Modern	548787	420599	68.6	26.5	0.5	731	Uncharted wreck site formed by wreck section (32 x 7.3m) and spread of associated debris with a height of 3.4 metres. Strong associated magnetic signal. Site is some 410m from the given UKHO location for the wreck <i>River Don</i> (6260).	High	
6009	Geophysical Anomaly (Wreck)	Unknown	550493	412946	63.5	38.5	0	831	Uncharted wreck site and area of debris partially detected 3 times (max 30m apart) and one possibly complete measuring 45.3 x 26.4m. Site with a strong magnetic signal.	High	
6010	Sidescan Sonar Anomaly (Seafloor disturbance) (possibly wreck of the <i>Winga</i>)	Modern	550023	415114	6.2	6	3.6		Possible the wreck of the <i>Winga</i> as the UKHO wreck position is 125 metres west.	High	
6011	Sidescan Sonar Anomaly (Seafloor disturbance) (Wreck of the <i>Fermo</i>)	Modern	550003	413365	23	20	0		Area of debris possibly a wreck site consisting of a dark reflector measuring 23 x 5.3m and a Sidescan Sonar Anomaly (Seafloor disturbance) 6 x 1.4m. UKHO wreck site <i>Fermo</i> lying 70m west.	Medium	
6012	Magnetic anomaly (possibly Oil Bubbles Wreck)	Modern	553852	420458				10	Unknown origin but UKHO sighting of surfacing oil bubble lies 45 metres north-west	Medium	
6013	Sidescan Sonar Anomaly (Debris)	Unknown	548138	419958	2.1	1.4	0.8		Two objects	Low	
6014	Sidescan Sonar Anomaly (Seafloor disturbance)	Unknown	548572	420725	35.6	13	1.8		Unknown origin	High	
6015	Sidescan Sonar Anomaly (Dark reflector)	Unknown	548430	416526	42.9	7.9	0		Seafloor disturbance	Medium	
6016	Sidescan Sonar Anomaly (Seafloor disturbance)	Unknown	547014	417075	76.2	32.3	0		Possible wreck site or debris	Medium	

Feature	Anomaly Class	Period	Easting	Northing	Length (m)	Width (m)	Height (m)	Mag Amplitude	WA Notes	Arch. Potential	External References
6017	Sidescan Sonar Anomaly (Dark reflector possibly associated with wreck of the <i>Dido</i>)	Modern	549024	416268	3.6	1	0		Possibly debris from wreck site <i>Dido</i>	Medium	
6018	Sidescan Sonar Anomaly (Dark reflector possibly associated with wreck of the <i>Dido</i>)	Modern	549224	416332	2.6	0.6	0		Possibly debris from wreck site <i>Dido</i>	Medium	
6019	Sidescan Sonar Anomaly (Bright reflector)	Unknown	546469	417325	68.9	11.7	0		Seafloor disturbance	Medium	
6020	Sidescan Sonar Anomaly (Debris)	Unknown	545414	417911	2.7	0.7	0.9		Unknown origin	Low	
6021	Sidescan Sonar Anomaly (Bright reflector)	Unknown	545738	417707	6.3	1.4	0		Unknown origin	Medium	
6022	Sidescan Sonar Anomaly (Bright reflector)	Unknown	548284	416917	23.4	5.4	0		Unknown origin	Medium	
6023	Sidescan Sonar Anomaly (Debris)	Unknown	548822	416958	33.1	3.3	0.2		Unknown origin	Medium	
6024	Sidescan Sonar Anomaly (Seafloor disturbance)	Unknown	541320	419345	46.2	24.2	0		Unknown origin	Medium	
6025	Sidescan Sonar Anomaly (Dark reflector)	Unknown	549885	422434	142.1	5.7	0		Linear	Medium	
6026	Sidescan Sonar Anomaly (Seafloor disturbance)	Unknown	550213	421316	55.2	21.3	0		Dense area of reflectors. Alongside anomaly no 6027	Medium	
6027	Sidescan Sonar Anomaly (Bright reflector)	Unknown	550244	421215	322.3	24.6	0		Unknown origin	Medium	
6028	Sidescan Sonar Anomaly (Linear)	Unknown	550917	420686	57.7	12.8	0		Possibly fishing gear	Medium	

Feature	Anomaly Class	Period	Easting	Northing	Length (m)	Width (m)	Height (m)	Mag Amplitude	WA Notes	Arch. Potential	External References
6029	Sidescan Sonar Anomaly (Seafloor disturbance)	Unknown	550881	421388	94	26.2	0		Fairly linear	Medium	
6030	Sidescan Sonar Anomaly (Bright reflector)	Unknown	551169	421405	36.6	8.1	0		Linear object	Medium	
6031	Sidescan Sonar Anomaly (Debris)	Unknown	551452	421156	2.9	0.9	0.9		Unknown origin	Low	
6032	Sidescan Sonar Anomaly (Dark reflector)	Unknown	551079	422477	7.5	2.7	0		Debris	Medium	
6033	Sidescan Sonar Anomaly (Dark reflector)	Unknown	552517	420325	24.3	11.9	0		Linear feature	Medium	
6034	Sidescan Sonar Anomaly (Linear)	Unknown	552533	420222	67.3	16.7	0		Wreck	Medium	
6035	Sidescan Sonar Anomaly (Dark reflector)	Unknown	553094	418492	7.7	1.4	0		Unknown origin	Medium	
6036	Sidescan Sonar Anomaly (Dark reflector)	Unknown	552017	422435	1.1	0.6	0		Unknown origin	Low	
6037	Sidescan Sonar Anomaly (Debris)	Unknown	552360	422513	3.1	0.6	0.4		Object lying by Wreck	Low	
6038	Sidescan Sonar Anomaly (Debris)	Unknown	552713	421743	4.7	0.5	0.5		Unknown origin	Low	
6039	Sidescan Sonar Anomaly (Dark reflector)	Unknown	554122	419239	12.6	9	0		Line attached	Medium	
6040	Sidescan Sonar Anomaly (Seafloor disturbance)	Unknown	554110	420370	47	7.1	0		Linear dark reflector	Medium	
6041	Sidescan Sonar Anomaly (Dark reflector)	Unknown	553966	420581	17.3	14.6	0		Unknown origin	Medium	
6042	Sidescan Sonar Anomaly (Dark reflector)	Unknown	554015	422363	2.7	0.8	0		Unknown origin	Low	

Feature	Anomaly Class	Period	Easting	Northing	Length (m)	Width (m)	Height (m)	Mag Amplitude	WA Notes	Arch. Potential	External References
6043	Sidescan Sonar Anomaly (Dark reflector)	Unknown	553976	422388	2.9	0.9	0		Unknown origin	Low	
6044	Sidescan Sonar Anomaly (Seafloor disturbance)	Unknown	551564	413740	18.3	4	0		Unknown origin	Medium	
6045	Sidescan Sonar Anomaly (Dark reflector)	Unknown	548843	419748	13	2.6	0		Unknown origin	Medium	
6046	Sidescan Sonar Anomaly (Linear)	Unknown	553863	423716	11.7	2.3	0.6		Possibly pipe	Medium	
6047	Sidescan Sonar Anomaly (Debris)	Unknown	547968	420310	2.8	0.6	0.8		Unknown origin	Low	
6048	Sidescan Sonar Anomaly (Dark reflector)	Unknown	551306	420675	6.8	1.4	0		Unknown origin	Medium	
6049	Sidescan Sonar Anomaly (Debris)	Unknown	543503	419104	3.1	1.5	0.9		Unknown origin	Low	
6050	Sidescan Sonar Anomaly (Dark reflector)	Unknown	554249	420944	3.6	2.1	0		Mostly bright reflector	Low	
6051	Sidescan Sonar Anomaly (Dark reflector)	Unknown	546266	419440	1.7	0.5	0		Unknown origin	Low	
6052	Sidescan Sonar Anomaly (Dark reflector)	Unknown	546277	419439	2.9	0.1	0		Linear	Low	
6053	Sidescan Sonar Anomaly (Debris)	Unknown	547650	419971	1.2	0.9	0.8		Strong reflector in an area of disturbed seabed or bedrock	Low	
6054	Sidescan Sonar Anomaly (Dark reflector)	Unknown	542191	419098	1.2	0.8	0		Round object; found in conjunction with two other similar features	Low	
6055	Sidescan Sonar Anomaly (Debris)	Unknown	541671	419250	1.2	0.6	1.1		Unknown origin	Low	
6056	Sidescan Sonar Anomaly (Debris)	Unknown	541674	419247	1.3	0.4	0.9		Unknown origin	Low	
6057	Sidescan Sonar Anomaly (Debris)	Unknown	541676	419242	1.1	0.5	1.1		Unknown origin	Low	

Feature	Anomaly Class	Period	Easting	Northing	Length (m)	Width (m)	Height (m)	Mag Amplitude	WA Notes	Arch. Potential	External References
6058	Sidescan Sonar Anomaly (Seafloor disturbance)	Unknown	541703	419331	26.6	1.2	0		Other small bright reflectors in close proximity	Medium	
6059	Sidescan Sonar Anomaly (Debris)	Unknown	541364	419495	1	0.8	2.1		Unknown origin	Low	
6060	Sidescan Sonar Anomaly (Debris)	Unknown	541889	419239	1	0.7	0		Dark reflector near wreck site	Medium	
6061	Sidescan Sonar Anomaly (Debris)	Unknown	542422	419274	26	10	0		Unknown origin	Medium	
6062	Sidescan Sonar Anomaly (Debris)	Unknown	542900	419202	24	12	0		Unknown origin	Medium	
6063	Sidescan Sonar Anomaly (Debris)	Unknown	546419	417812	3.6	0.9	1.4		Angular object with height	Low	
6064	Sidescan Sonar Anomaly (Dark reflector)	Unknown	548392	420925	3.6	3	0		Unknown origin	High	
6065	Sidescan Sonar Anomaly (Dark reflector)	Unknown	548463	420801	108.9	0.5	0		Seafloor disturbance near anomaly 6133	High	
6066	Sidescan Sonar Anomaly (Debris)	Unknown	548571	416388	0.9	0.7	0.8		Unknown origin	Low	
6067	Sidescan Sonar Anomaly (Bright reflector)	Unknown	547465	416629	12.7	3.5	0		Large Sidescan Sonar Anomaly (Seafloor disturbance)	Medium	
6068	Sidescan Sonar Anomaly (Dark reflector)	Unknown	542052	418371	1.7	0.1	0		Unknown origin	Low	
6069	Sidescan Sonar Anomaly (Debris)	Unknown	542786	418084	2.2	1	1.2		Group of objects of unknown origin and similar dimensions	Low	
6070	Sidescan Sonar Anomaly (Dark reflector)	Unknown	548433	416747	15.3	5.5	0		Unknown origin	Medium	
6071	Sidescan Sonar Anomaly (Dark reflector)	Unknown	547167	416921	10.2	3.2	0		Faint object with scour	Medium	
6072	Sidescan Sonar Anomaly (Dark reflector)	Unknown	546537	417336	42.9	8.4	0		Unknown origin	Medium	

Feature	Anomaly Class	Period	Easting	Northing	Length (m)	Width (m)	Height (m)	Mag Amplitude	WA Notes	Arch. Potential	External References
6073	Sidescan Sonar Anomaly (Debris)	Unknown	543529	418240	1	0.8	0.5		Group of objects of unknown origin	Low	
6074	Sidescan Sonar Anomaly (Debris)	Unknown	544991	417756	1.1	0.7	0.8		Composite of dark and bright reflector of unknown origin	Low	
6075	Sidescan Sonar Anomaly (Debris)	Unknown	543387	418345	2.2	0.2	0.7		Unknown origin	Low	
6076	Sidescan Sonar Anomaly (Bright reflector)	Unknown	546351	417495	11.2	5.8	0		Unknown origin	Medium	
6077	Sidescan Sonar Anomaly (Bright reflector)	Unknown	548216	416921	13.4	6.7	0		Unknown origin	Medium	
6078	Sidescan Sonar Anomaly (Seafloor disturbance)	Unknown	541836	419037	22.7	10.8	0		Unknown origin	Medium	
6079	Sidescan Sonar Anomaly (Bright reflector)	Unknown	542001	418961	2.4	0.4	0		Unknown origin	Low	
6080	Sidescan Sonar Anomaly (Bright reflector)	Unknown	542043	419044	17.8	4.9	0		Unknown origin	Medium	
6081	Sidescan Sonar Anomaly (Seafloor disturbance)	Unknown	547741	417323	28.7	2.2	0		Dark reflectors	Medium	
6082	Sidescan Sonar Anomaly (Debris)	Unknown	542251	419073	1.8	0.2	1.6		Unknown origin	Low	
6083	Sidescan Sonar Anomaly (Dark reflector)	Unknown	550512	415031	2.3	0.1	0		Debris of square appearance	Low	
6084	Sidescan Sonar Anomaly (Debris)	Unknown	549232	420004	1	0.2	0		Unknown origin	Low	
6085	Sidescan Sonar Anomaly (Bright reflector)	Unknown	549266	420298	11.7	8.4	0		Unknown origin	Medium	
6086	Sidescan Sonar Anomaly (Dark reflector)	Unknown	549625	419043	2.5	1.9	0		Unknown origin	Low	

Feature	Anomaly Class	Period	Easting	Northing	Length (m)	Width (m)	Height (m)	Mag Amplitude	WA Notes	Arch. Potential	External References
6087	Sidescan Sonar Anomaly (Dark reflector)	Unknown	551098	414565	3.1	0.4	0		Circular	Low	
6088	Sidescan Sonar Anomaly (Dark reflector)	Unknown	550967	414824	2.2	0.1	0		Object with scour	Low	
6089	Sidescan Sonar Anomaly (Debris)	Unknown	550140	419468	1.1	0.5	0.8		Unknown origin	Low	
6090	Sidescan Sonar Anomaly (Dark reflector)	Unknown	551180	415849	1.3	0.9	0		Unknown origin	Low	
6091	Sidescan Sonar Anomaly (Seafloor disturbance)	Unknown	549971	421518	30.4	2.1	0		Group of Dark reflectors	Medium	
6092	Sidescan Sonar Anomaly (Dark reflector)	Unknown	550382	422042	38.6	0.3	0		Linear	Medium	
6093	Sidescan Sonar Anomaly (Debris)	Unknown	551735	417223	2	0.6	0.4		Unknown origin	Low	
6094	Sidescan Sonar Anomaly (Debris)	Unknown	550249	422705	1.5	0.6	0.4		Angular object	Low	
6095	Sidescan Sonar Anomaly (Seafloor disturbance)	Unknown	550704	421499	48.6	10.8	0		Unknown origin	Medium	
6096	Sidescan Sonar Anomaly (Dark reflector)	Unknown	552412	415570	6	0.7	0		Unknown origin	Medium	
6097	Sidescan Sonar Anomaly (Dark reflector)	Unknown	551309	420654	1.2	0.9	0		Possibly debris	Low	
6098	Sidescan Sonar Anomaly (Dark reflector)	Unknown	551517	420311	2.2	2	0		Possibly debris	Low	
6099	Sidescan Sonar Anomaly (Bright reflector)	Unknown	552235	417656	72.6	43.4	0		Seafloor disturbance	Medium	

Feature	Anomaly Class	Period	Easting	Northing	Length (m)	Width (m)	Height (m)	Mag Amplitude	WA Notes	Arch. Potential	External References
6100	Sidescan Sonar Anomaly (Dark reflector)	Unknown	552652	417331	25.4	20.3	0		Linear mound	Medium	
6101	Sidescan Sonar Anomaly (Bright reflector)	Unknown	552645	417206	25.8	1.1	0		Unknown origin	Medium	
6102	Sidescan Sonar Anomaly (Bright reflector)	Unknown	552851	416617	2.2	0.2	0		Debris	Low	
6103	Sidescan Sonar Anomaly (Dark reflector)	Unknown	552775	417886	0.3	0.1	0		Possibly debris	Low	
6104	Sidescan Sonar Anomaly (Dark reflector)	Unknown	552674	419060	1.6	0.6	0		Unknown origin	Low	
6105	Sidescan Sonar Anomaly (Dark reflector)	Unknown	552843	419128	4.1	1.9	0		Unknown origin	Low	
6106	Sidescan Sonar Anomaly (Seafloor disturbance)	Unknown	552087	421798	40.5	7	0		Large Bright Reflector	Medium	
6107	Sidescan Sonar Anomaly (Dark reflector)	Unknown	553009	419499	4	0.3	0		Unknown origin	Low	
6108	Sidescan Sonar Anomaly (Debris)	Unknown	552114	422023	1.2	0.2	0.6		Three lined up dark reflectors	Low	
6109	Sidescan Sonar Anomaly (Debris)	Unknown	552591	422084	0.4	0.4	0.4		Object	Medium	
6110	Sidescan Sonar Anomaly (Dark reflector)	Unknown	552926	420595	1	0.9	0.4		Possibly debris	Low	
6111	Sidescan Sonar Anomaly (Dark reflector)	Unknown	552822	420910	1	0.3	0.6		Possibly debris	Low	
6112	Sidescan Sonar Anomaly (Dark reflector)	Unknown	553920	418573	3.8	3.3	0		Unknown origin	Low	

Feature	Anomaly Class	Period	Easting	Northing	Length (m)	Width (m)	Height (m)	Mag Amplitude	WA Notes	Arch. Potential	External References
6113	Sidescan Sonar Anomaly (Seafloor disturbance)	Unknown	554374	417307	11.7	8.3	0		Unknown origin	Medium	
6114	Sidescan Sonar Anomaly (Seafloor disturbance)	Unknown	553651	420828	71.9	5.3	0		Unknown origin	Medium	
6115	Sidescan Sonar Anomaly (Dark reflector)	Unknown	553862	419956	1	0.7	0		Unknown origin	Low	
6116	Sidescan Sonar Anomaly (Seafloor disturbance)	Unknown	554027	419442	128.2	0.3	0		Possibly wreck site.	Medium	
6117	Sidescan Sonar Anomaly (Seafloor disturbance)	Unknown	554287	418660	37.8	0.7	0		Unknown origin	Medium	
6118	Sidescan Sonar Anomaly (Seafloor disturbance)	Unknown	554236	418896	30.3	16.8	0		Unknown origin	Medium	
6119	Sidescan Sonar Anomaly (Debris)	Unknown	553757	421027	1	0.7	1.4		Isolated object with partial height	Low	
6120	Sidescan Sonar Anomaly (Seafloor disturbance)	Unknown	554120	420461	100.2	8.4	0		Unknown origin	Medium	
6121	Sidescan Sonar Anomaly (Dark reflector)	Unknown	553565	422203	0.7	0.3	0		Unknown origin	Low	
6122	Sidescan Sonar Anomaly (Dark reflector)	Unknown	553436	422529	1.1	0.1	0		Unknown origin	Low	
6123	Sidescan Sonar Anomaly (Dark reflector)	Unknown	554085	421497	3.2	0.2	0		Unknown origin	Low	
6124	Sidescan Sonar Anomaly (Debris)	Unknown	554278	420884	0.9	0.4	0		Unknown origin	Low	
6125	Sidescan Sonar Anomaly (Debris)	Unknown	554277	420894	0.6	0.4	0		Unknown origin	Low	
6126	Sidescan Sonar Anomaly (Debris)	Unknown	554207	421016	1.4	0.5	0		Unknown origin	Low	

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6127	Sidescan Sonar Anomaly (Debris)	Unknown	554000	422090	2.1	0.1	0		Mostly bright reflector	Low	
6128	Sidescan Sonar Anomaly (Seafloor disturbance)	Unknown	553870	422445	42.5	0	0		Unknown origin	Medium	
6129	Sidescan Sonar Anomaly (Debris)	Unknown	553745	422485	2.7	0.1	0		Unknown origin	Low	
6130	Sidescan Sonar Anomaly (Bright reflector)	Unknown	549827	416347	6.4	4.8	0		Seafloor disturbance	Medium	
6131	Sidescan Sonar Anomaly (Debris)	Unknown	549447	417980	2.1	0.9	0.5		Unknown origin	Low	
6132	Sidescan Sonar Anomaly (Dark reflector)	Unknown	549213	419193	22	2.7	0		Unknown origin	Medium	
6133	Sidescan Sonar Anomaly (Seafloor disturbance)	Unknown	548479	420848	70.3	9.5	0		Possible wreck	High	
6134	Sidescan Sonar Anomaly (Seafloor disturbance)	Unknown	548360	421392	24	2.9	0		Mound	Medium	
6135	Sidescan Sonar Anomaly (Debris)	Unknown	548373	421736	1.1	1.1	1.1		Unknown origin	Low	
6136	Sidescan Sonar Anomaly (Dark reflector)	Unknown	554420	421806	4.9	1.4	0		Unknown origin	Low	
6137	Sidescan Sonar Anomaly (Dark reflector)	Unknown	554326	420976	4	1.1	0		Unknown origin	Low	
6138	Sidescan Sonar Anomaly (Seafloor disturbance)	Unknown	554222	420384	23.6	2.7	0		Unknown origin	Medium	
6139	Sidescan Sonar Anomaly (Bright reflector)	Unknown	554388	421688	14.5	7.2	0		Seafloor disturbance	Medium	
6140	Sidescan Sonar Anomaly (Bright reflector)	Unknown	554150	417146	16.6	1.7	0		Angular profile	Medium	

Feature	Anomaly Class	Period	Easting	Northing	Length (m)	Width (m)	Height (m)	Mag Amplitude	WA Notes	Arch. Potential	External References
6141	Sidescan Sonar Anomaly (Seafloor disturbance)	Unknown	551211	413247	31	0.1	0		Unknown origin	Medium	
6142	Sidescan Sonar Anomaly (Seafloor disturbance)	Unknown	553982	417267	23.3	7.8	0		Unknown origin	Medium	
6143	Sidescan Sonar Anomaly (Seafloor disturbance)	Unknown	554084	417271	39.8	0.3	0		Unknown origin	Medium	
6144	Sidescan Sonar Anomaly (Dark reflector)	Unknown	553753	416972	0.9	0.2	0		Unknown origin	Low	
6145	Sidescan Sonar Anomaly (Bright reflector)	Unknown	548501	421433	12	7.1	0		Mound	Medium	
6146	Sidescan Sonar Anomaly (Debris)	Unknown	548466	421392	9.1	6.3	0		Area of small Debris	Medium	
6147	Sidescan Sonar Anomaly (Seafloor disturbance)	Unknown	548669	420895	56.9	8	0.9		Unknown origin	High	
6148	Sidescan Sonar Anomaly (Seafloor disturbance)	Unknown	548715	420762	15.9	9.1	3		Unknown origin	High	
6149	Sidescan Sonar Anomaly (Seafloor disturbance)	Unknown	548735	419984	17.3	3.6	0		Possibly debris	Medium	
6150	Sidescan Sonar Anomaly (Debris)	Unknown	549333	418192	0.6	0.2	0.8		Unknown origin	Low	
6151	Sidescan Sonar Anomaly (Seafloor disturbance)	Unknown	548254	421387	20.8	20	1.9		Mound	Medium	
6152	Sidescan Sonar Anomaly (Bright reflector)	Unknown	548477	420927	6.7	6	0		Unknown origin	Medium	
6153	Sidescan Sonar Anomaly (Seafloor disturbance)	Unknown	548795	420064	125.3	8.2	0		Unknown origin	Medium	

Feature	Anomaly Class	Period	Easting	Northing	Length (m)	Width (m)	Height (m)	Mag Amplitude	WA Notes	Arch. Potential	External References
6154	Sidescan Sonar Anomaly (Debris)	Unknown	549964	412489	3.9	0.4	0.6		Unknown origin	Low	
6155	Sidescan Sonar Anomaly (Debris)	Unknown	550084	412491	1.5	1.1	2.1		Unknown origin	Low	
6156	Sidescan Sonar Anomaly (Debris)	Unknown	550100	412502	1.2	0.8	1.8		Unknown origin	Low	
6157	Sidescan Sonar Anomaly (Debris)	Unknown	550083	412486	1.3	0.8	2.3		Unknown origin	Low	
6158	Sidescan Sonar Anomaly (Seafloor disturbance)	Unknown	549809	416536	4.7	1.2	0		Possibly small wreck site	Medium	
6159	Sidescan Sonar Anomaly (Debris)	Unknown	549936	415373	0.7	0.3	0.5		Unknown origin	Low	
6160	Sidescan Sonar Anomaly (Bright reflector)	Unknown	548626	419659	3.7	3.5	0		Possibly remains of a section of pipeline	Low	
6161	Sidescan Sonar Anomaly (Bright reflector)	Unknown	548529	419701	25.6	9.5	0		Possibly remains of a section of pipeline	Medium	
6162	Sidescan Sonar Anomaly (Seafloor disturbance)	Unknown	548634	420116	95.4	6	0		Unknown origin	Medium	
6163	Sidescan Sonar Anomaly (Dark reflector)	Unknown	548390	420882	6.8	6.7	0		Debris	High	
6164	Sidescan Sonar Anomaly (Debris)	Unknown	550958	414143	3.4	1.6	1.6		Unknown origin	Low	
6165	Sidescan Sonar Anomaly (Debris)	Unknown	542697	419158	40.7	1.7	1.6		Possible wreck section or section of pipeline	High	
6166	Sidescan Sonar Anomaly (Seafloor disturbance)	Unknown	549850	416254	87.2	10.2	0		Possible wreck	Medium	
6167	Geophysical Anomaly (Seafloor disturbance)	Unknown	552528	417443	176.5	67.7	0	8	Bright reflector surrounded by dark reflectors and associated magnetic anomaly 30m northeast	Medium	
6168	Sidescan Sonar Anomaly (Debris)	Unknown	552025	422395	1.3	1.1	1.3		Unknown origin	Low	

Feature	Anomaly Class	Period	Easting	Northing	Length (m)	Width (m)	Height (m)	Mag Amplitude	WA Notes	Arch. Potential	External References
6169	Geophysical Anomaly (Dark reflector)	Unknown	553767	419374	36.5	2.6	0	10	Debris and associated magnetic signal 90m east.	Medium	
6170	Sidescan Sonar Anomaly (Dark reflector)	Unknown	549433	417500	42.4	10.4	0		Seafloor disturbance possibly a section of pipeline (partly ensonified by anomaly id 4227)	Medium	
6171	Geophysical Anomaly (Bright reflector)	Unknown	554167	421203	65.9	1.2	0	14	Elongated bright reflector: Possible debris	Medium	
6172	Geophysical Anomaly (Seafloor disturbance)	Unknown	542067	419029	12.2	3.1	0	10	Angular object with magnetic signal	Medium	
6173	Sidescan Sonar Anomaly (Debris)	Unknown	551004	414072	11	7	0.5		Site formed by two objects lying 7 metres apart (6.1 x 0.4m and 2.2 x 1.8 x 0.5)	Medium	
6174	Sidescan Sonar Anomaly (Seafloor disturbance)	Unknown	550843	420916	47	8.5	0		Broad linear dark reflector of unknown origin measuring at least 30 x 8.3m	Medium	
6175	Geophysical Anomaly (Debris)	Unknown	550962	421012	74	17	0	163	Site identified as a broad dark reflector and a patch of objects with height (c.2 x 1.4 x 2.8m). Strong magnetic signal associated with this site. Possibly associated with the wreck of the <i>Marshall</i> .	Medium	
6176	Geophysical Anomaly (Bright reflector)	Unknown	552105	417884	19.9	7.7	0	7	Seafloor disturbance with associated magnetic signal: potential wreck site. Debris standing 3m proud. Possibly associated with the wreck of the <i>Marshall</i> .	Medium	
6177	Sidescan Sonar Anomaly (Seafloor disturbance)	Unknown	551676	419758	66.9	11	0		Identified in two lines (18m apart) as a broad bright reflector and as a broad dark reflector suggesting a possible mound with no height measuring at least 30 x 5m.	Medium	
6178	Geophysical Anomaly (Dark reflector)	Unknown	551774	420331	5.2	3.9	0	8	Broad linear reflector with an associated magnetic anomaly 40 metres south-east.	Medium	

Feature	Anomaly Class	Period	Easting	Northing	Length (m)	Width (m)	Height (m)	Mag Amplitude	WA Notes	Arch. Potential	External References
6179	Sidescan Sonar Anomaly (Seafloor disturbance)	Unknown	551952	419732	34.4	3.2	0		Elongated object identified in two separate lines as a bright reflector and a dark reflector (14m apart) measuring at least 18.5 x 9.1m. Possible mound.	Medium	
6180	Geophysical Anomaly (Debris)	Unknown	552106	419487	3	0.8	0.7	19	Object identified in two separate lines (7m apart). Composite of linear dark reflector and object with height at one end. Associated magnetic signal 85 m south-west.	Low	
6181	Sidescan Sonar Anomaly (Dark reflector)	Unknown	552212	419931	32.5	4.2	0		Elongated object identified in two separate lines as a bright reflector and a dark reflector (14m apart) measuring at least 16 x 13.6m	Medium	
6182	Geophysical Anomaly (Bright reflector)	Unknown	552337	419759	40.2	14.2	0	8	Broad bright reflector with associated magnetic anomaly lying 70m south-east.	Medium	
6183	Sidescan Sonar Anomaly (Dark reflector)	Unknown	552310	421039	33	5.5	0		Group of three lined up objects possible debris. Objects identified max. 26m apart (maximum dimensions 13.8 x 1m)	Medium	
6184	Sidescan Sonar Anomaly (Dark reflector)	Unknown	552230	423079	15.4	2.1	0.3		Large elongated mound identified in two lines (14m apart) as a bright reflector (15.4 x 2.1m) and as a dark reflector	Medium	
6185	Geophysical Anomaly (Seafloor disturbance)	Unknown	553725	418080	79.9	3.7	0	12	Seafloor disturbance with associated magnetic signal: potential wreck site	Medium	
6186	Sidescan Sonar Anomaly (Dark reflector)	Unknown	553005	423163	1.5	0.8	0		Isolated angular object	Low	
6187	Sidescan Sonar Anomaly (Seafloor disturbance)	Unknown	554006	422408	14.8	10.2	0		Unknown origin	Medium	
6188	Magnetic anomaly	Unknown	553359	417455				31	Unknown origin	Medium	
6189	Magnetic anomaly	Unknown	552839	419620				19	Unknown origin	Medium	
6190	Magnetic anomaly	Unknown	551952	422040				29	Unknown origin	Medium	
6191	Magnetic anomaly	Unknown	553007	420148				8	Unknown origin	Low	
6192	Magnetic anomaly	Unknown	551884	420370				6	Unknown origin	Low	

Feature	Anomaly Class	Period	Easting	Northing	Length (m)	Width (m)	Height (m)	Mag Amplitude	WA Notes	Arch. Potential	External References
6193	Magnetic anomaly	Unknown	553779	418860				8	Unknown origin	Low	
6194	Magnetic anomaly	Unknown	553897	419573				8	Unknown origin	Low	
6195	Magnetic anomaly	Unknown	553969	419663				13	Unknown origin	Medium	
6196	Magnetic anomaly	Unknown	553327	423333				8	Unknown origin	Low	
6197	Magnetic anomaly	Unknown	554099	421738				9	Unknown origin	Low	
6198	Magnetic anomaly	Unknown	547592	420173				7	Unknown origin	Low	
6199	Magnetic anomaly	Unknown	545267	419438				8	Unknown origin	Low	
6200	Magnetic anomaly	Unknown	542599	419450				9	Unknown origin	Low	
6201	Magnetic anomaly	Unknown	546382	420215				9	Unknown origin	Low	
6202	Magnetic anomaly	Unknown	545819	420038				8	Unknown origin	Low	
6203	Magnetic anomaly	Unknown	542744	419330				12	Unknown origin	Medium	
6204	Magnetic anomaly	Unknown	542177	419375				8	Unknown origin	Low	
6205	Magnetic anomaly	Unknown	545652	419663				9	Unknown origin	Low	
6206	Magnetic anomaly	Unknown	553724	418745				11	Unknown origin	Medium	
6207	Magnetic anomaly	Unknown	553309	420885				8	Unknown origin	Low	
6208	Magnetic anomaly	Unknown	554029	419858				12	Unknown origin	Medium	
6209	Magnetic anomaly	Unknown	553874	420745				13	Unknown origin	Medium	
6210	Magnetic anomaly	Unknown	553952	420828				8	Unknown origin	Low	
6211	Magnetic anomaly	Unknown	550099	417212				7	Unknown origin	Low	
6212	Magnetic anomaly	Unknown	551172	414152				8	Unknown origin	Low	
6213	Magnetic anomaly	Unknown	549372	421583				6	Unknown origin	Low	
6214	Magnetic anomaly	Unknown	549259	421940				21	Unknown origin	Medium	
6215	Magnetic anomaly	Unknown	549397	421458				22	Unknown origin	Medium	
6216	Magnetic anomaly	Unknown	550232	418555				19	Unknown origin	Medium	
6217	Magnetic anomaly	Unknown	550884	416287				11	Unknown origin	Medium	
6218	Magnetic anomaly	Unknown	541974	419145				16	Unknown origin	Medium	
6219	Magnetic anomaly	Unknown	543042	418965				5	Unknown origin	Low	
6220	Magnetic anomaly	Unknown	543084	418958				5	Unknown origin	Low	
6221	Magnetic anomaly	Unknown	541659	419005				13	Unknown origin	Medium	
6222	Magnetic anomaly	Unknown	542599	418820				14	Unknown origin	Medium	
6223	Magnetic anomaly	Unknown	545237	419325				7	Unknown origin	Low	
6224	Magnetic anomaly	Unknown	545284	419140				13	Unknown origin	Medium	
6225	Magnetic anomaly	Unknown	548607	420505				20	Unknown origin	Medium	
6226	Magnetic anomaly	Unknown	545314	419038				11	Unknown origin	Medium	
6227	Magnetic anomaly	Unknown	546684	419593				8	Unknown origin	Low	
6228	Magnetic anomaly	Unknown	544264	418603				10	Unknown origin	Medium	
6229	Magnetic anomaly	Unknown	544297	418513				11	Unknown origin	Medium	

Feature	Anomaly Class	Period	Easting	Northing	Length (m)	Width (m)	Height (m)	Mag Amplitude	WA Notes	Arch. Potential	External References
6230	Magnetic anomaly	Unknown	545654	419068				8	Unknown origin	Low	
6231	Magnetic anomaly	Unknown	549037	420353				34	Unknown origin	Medium	
6232	Magnetic anomaly	Unknown	546667	419260				10	Unknown origin	Medium	
6233	Magnetic anomaly	Unknown	546032	419008				14	Unknown origin	Medium	
6234	Magnetic anomaly	Unknown	545924	418963				8	Unknown origin	Low	
6235	Magnetic anomaly	Unknown	545982	417995				29	Unknown origin	Medium	
6236	Magnetic anomaly	Unknown	544564	418423				15	Unknown origin	Medium	
6237	Magnetic anomaly	Unknown	544074	418470				9	Unknown origin	Low	
6238	Magnetic anomaly	Unknown	542067	418973				6	Unknown origin	Low	
6239	Magnetic anomaly	Unknown	542259	418703				8	Unknown origin	Low	
6240	Magnetic anomaly	Unknown	541732	418760				9	Unknown origin	Low	
6241	Magnetic anomaly	Unknown	545502	417512				8	Unknown origin	Low	
6242	Magnetic anomaly	Unknown	543712	418063				14	Unknown origin	Medium	
6243	Magnetic anomaly	Unknown	544499	417822				9	Unknown origin	Low	
6244	Magnetic anomaly	Unknown	544054	417957				9	Unknown origin	Low	
6245	Magnetic anomaly	Unknown	541767	418645				14	Unknown origin	Medium	
6246	Magnetic anomaly	Unknown	542627	418295				14	Unknown origin	Medium	
6247	Magnetic anomaly	Unknown	543452	418030				11	Unknown origin	Medium	
6248	Magnetic anomaly	Unknown	547294	416867				7	Unknown origin	Low	
6249	Magnetic anomaly	Unknown	546097	417127				7	Unknown origin	Low	
6250	Magnetic anomaly	Unknown	543269	417975				11	Unknown origin	Medium	
6251	Magnetic anomaly	Unknown	552799	416875				7	Unknown origin	Low	
6252	Magnetic anomaly	Unknown	550042	418880				6	Unknown origin	Low	
6253	Magnetic anomaly	Unknown	549169	420828				13	Unknown origin (165m from the given UKHO location for the <i>River Don</i>)	Medium	
6254	Magnetic anomaly	Unknown	551082	414225				6	Unknown origin	Low	
6255	Magnetic anomaly	Unknown	550734	414585				7	Unknown origin	Low	
6256	Magnetic anomaly	Unknown	550512	421968				11	Unknown origin	Medium	
6257	Magnetic anomaly	Unknown	553024	416815				9	Unknown origin	Low	
6258	Magnetic anomaly	Unknown	552799	416140				9	Unknown origin	Low	
6259	Magnetic anomaly	Unknown	552389	417582				5	Unknown origin	Low	
6260	Reported Wreck Loss (<i>River Don</i>)	Modern	549188	420662					UKHO Wreck: <i>River Don</i> , the trawler's sinking position is given as 10m northeast of Spurn Head	Not Found	UKHO 67210

Feature	Anomaly Class	Period	Easting	Northing	Length (m)	Width (m)	Height (m)	Mag Amplitude	WA Notes	Arch. Potential	External References
6261	Ordnance Disposal	Modern	550951	421338					UKHO Ordnance (mine) reported as picked up 54 09N 02 39E and dumped in 53 40N, 00 17E in 1956. The mine was located by HMA Maxton and destroyed close to a wreck at 53 37 18N 00 15 18E in 1978.	Not Found	UKHO 67173
6262	Reported Wreck Loss (<i>Autumn</i>)	Modern	552691	416999					UKHO Wreck: <i>Autumn</i> , first recorded in 1932 with an approximate position only. Noted by the Humber Conservancy Board as being on the beach seawards of Kilnsea, broken up with all but the engine and boiler washed away.	Not Found	UKHO 67153
6263	Reported Wreck Loss (Un-named)	Modern	550397	421320					UKHO Wreck: This wartime casualty was reported as sunk 7.5m NE of Spurn Point on 24 April 1916 and marked by a buoy until July 1918. The obstruction was not found in 1919, nor in subsequent more modern surveys.	Not Found	UKHO 67174

Table 2 Assessment of Archaeological Importance for Identified Wrecks within the Development Area

Name	Build	Use	Loss	Survival	Investigation
<p><i>Nora</i> (6000)</p> <p><i>Uncharted Wreck 2</i> (6014, 6147, 6148, 6064, 6065, 6133, 6152 and 6163)</p> <p>Overall Importance: Unknown, but possibly Moderate</p> <p>Sphere of Interest: International</p>	<p>The <i>Nora</i> was a 722-ton steel Danish cargo steamship registered at Esbjerg. Built dimensions are given as 63.39m length, with a 9.47m beam and a draught of 3.88m. The steamer was built in 1910 by the Antwerp Engineering Co. of Hoboken. A 3-cylinder triple expansion steam engine that developed 82 hp using two boilers powered her single iron screw. NE Marine Engineering & Co. Ltd manufactured the machinery. She had one deck, four bulkheads, and a superstructure of a 7.62m poop deck, a 18.29m bridge deck and a 7.93m forecastle.</p>	<p>She was owned at the time of loss by the Dampskibsselskabet of Vesterhavet. Last voyage information suggest that the vessel was involved in the Baltic Trade as it was under the command of Captain U Jensen on a passage from Hernosand for Gijon with a cargo of wood.</p>	<p>On 10 December 1916 the ss <i>Nora</i> was struck by a mine laid by the German submarine <i>UC-10</i>. The <i>Nora</i> was reported as having been lost 7 miles south of Withernsea, but the Danish authorities placed the loss as being near Flamborough Head.</p>	<p>The wreck is well broken up, with only plates and small pieces remaining according to bibliographic sources. The group of anomalies which may comprise the site (6014, 6147, 6148, 6064, 6065, 6133, 6152 and 6163) spreads across approximately 345metres. These are found approximately 45-100 metres apart. This group is obscured by modern debris.</p>	<p>The UKHO record contains a sports diver report, dated 2004, which provides the only condition information for the site. No archaeological investigations of the wreck are known</p>
	<p>Importance: Unknown The searches that have been undertaken in the UK have found no information with regard to this Belgium shipbuilders and Danish shipping company.</p>	<p>Importance: Unknown The searches that have been undertaken in the UK have found no information with regard to this Danish shipping company - DMP Skeisk of Vesterhavet (Shipping Company of the North Sea or the North Sea Shipping Company?). The Baltic trade traditionally concerns iron, timber, rye, wheat and hemp, but this vessel's importance to the trade is uncertain.</p>	<p>Importance: Moderate A wartime loss due to enemy submarine operations.</p>	<p>Importance: Low Noted as well dispersed</p>	<p>Importance: High No archaeological investigations of the site have taken place, and hence no paper archive exists for the wreck in this country. The foreign build and ownership of the ship makes access to the information about the vessel problematic. It is likely that the site itself may remain the main repository of information for the ship.</p>
	<p>Sphere of Interest: International</p>	<p>Sphere of Interest: International</p>	<p>Sphere of Interest: International</p>	<p>Sphere of Interest: International</p>	<p>Sphere of Interest: International</p>

<p><i>Saltoun</i> (6001)</p> <p>Overall Importance: Moderate</p> <p>Overall Sphere of Interest: International Regional/Local</p>	<p>The <i>Saltoun</i> was a 719-ton steel-hulled British cargo steamship registered at Leith. She measured 56.18m by length, with an 8.89m beam and a draught of 3.65m. N.V. Scheepsbouwwerft & Machinefabriek de Klop built her as Yard No. 128 in 1918 at Sliedrecht, Holland and launched her as the <i>Princenhage</i> for N.V. Stoomvaart Maatschappij. An aft-positioned 3-cylinder triple expansion steam engine that developed 60 hp using one boiler powered her single steel propeller. The cylinder diameter measured 35.56 cm, 50.80 cm and 99.06 cm with a 60.96 cm stroke. N.V. Scheepsbouwwerft & Machinefabriek de Klop also manufactured the machinery. She had one deck and a superstructure consisting of a 31.09m quarterdeck, a 3.35m bridge deck and a 7.32m forecastle.</p>	<p>She was later renamed <i>Princenhagen I</i> when she was at Rotterdam. G. Gibson & Co. Ltd of Leith, who owned her at the time of loss, purchased her in June 1919 and renamed the vessel <i>Saltoun</i>. The ship's manager is noted as C.J. Dijkhuis.</p>	<p>On 5 November 1927 the <i>Saltoun</i> foundered and was lost following a collision with the steam fishing trawler <i>Prince Leo</i>. She was on passage from Antwerp via Grimsby for Grangemouth with an unspecified cargo of pig iron and steel. It is understood that her crew were taken on board the trawler and landed at Grimsby.</p>	<p>Surveying information from the UKHO note that the wreck was dispersed in 1928 to a least depth of 42ft. Bibliographic sources also suggest that explosives were used (Young 2004). The wreck lies in a north-north-east to south-south-west direction (110/290 degrees), with her bows facing south-east. The remains described variously as partially buried, intact, upright, totally collapsed and broken up, covering an area of 74m by 15.3m. The highest part of some 2.3m is at the stern, where her engine and boiler are exposed, while the rest of the wreck is a mound of steel debris, mixed with a few bits of copper piping and brass on the seabed. It is likely that the <i>Saltoun</i> remained undetected because it is located outside the direct footprint of the windfarm development and hence outside the sidescan sonar data coverage.</p>	<p>The site has been surveyed by <i>HMS Bildeston</i>, <i>HMS Bulldog</i> and <i>HMS Enterprise</i> between 1978 and 1982. The site has been visited by sports divers who note strong tides and poor underwater visibility.</p>
	<p>Importance: Unknown The searches that have been undertaken in the UK have found no information with regard to this Dutch shipbuilder.</p>	<p>Importance: Moderate George Gibson & Son Ltd, Leith, have origins which go back to 1797. The company provided a Leith/Grangemouth to Antwerp/Rotterdam service in the late 19th and early 20th century. In 1920, the company absorbed the Rankline Line to form the Gibson Rankine Line. The company still survives today.</p>	<p>Importance: Moderate Involved in a collision with one of the many steam trawlers working out of Grimsby.</p>	<p>Importance: Moderate</p>	<p>Importance: High No archaeological investigations of the site have taken place. The site may be the main repository of information for the ship's origin, service history and loss.</p>

	Sphere of Interest: International	Sphere of Interest: Regional/Local	Sphere of Interest: Local	Sphere of Interest: Local	Sphere of Interest:
<p><i>Marshall</i> (6002)</p> <p>Possibly anomalies (6175-6, 6179)</p> <p>Overall Importance: Moderate</p> <p>Sphere of Interest: Regional/Local and International</p>	<p>The <i>Marshall</i> was an early iron 307-ton steamship registered at the port of Hamburg. She was 39.62m long with a 7.4m beam. She was built at South Shields in 1846 for the Elbe & Hambro Steam Navigation Co. Her single iron screw propeller was powered by an 80 rhp 2-cylinder compound steam engine that used one boiler and gave her a maximum speed of 9 knots. She was classed at Lloyd's as A1-Hull-Hambro.</p>	<p>Built for and owned at time of loss by the Elbe & Hambro Steam Navigation Co. The <i>Marshall</i> left Hamburg on 26 November 1853, on passage for Hull, with an unspecified cargo, forty-two passengers and a crew of eighteen, under the command of Captain J. Rohrs.</p>	<p>On 28 November, while approaching the mouth of the Humber at night in thick fog, the <i>Marshall</i> ran into the wooden barque <i>Woodhouse</i>. The barque was struck heavily on her starboard bow. The <i>Marshall</i> swung around and struck the <i>Woodhouse</i> another heavy blow on the stern. This was all that was ever seen of the <i>Marshall</i> and it was presumed she sank. Later that day, fishermen reported the tops of <i>Woodhouse's</i> masts off Kilnsea at low water and a fishing-smack found one of her boats. Sixty-one people were lost: the eighteen crew and forty-two passengers on the <i>Marshall</i> and the young lad from the barque.</p>	<p>The wreck, probably that of the <i>Marshall</i>, lies in a small scour. She is totally collapsed and well broken up, with the highest point being about 2.4m around her upright boiler and engine. Battered iron plates, ribs and pieces of broken machinery etc., surround these.</p>	<p>Survey information for the wreck starts in 1988 with a sports divers report. No archaeological investigations of the wreck are known</p>
	<p>Importance: Moderate/High The <i>Marshall's</i> technical interest is that of an early steamship. Sources suggest South Shields as the place of build which was where Thomas Dunn Marshall began building ships in 1830. He began as a general smith and extended his company's scope to include building marine engines for small craft and tugs. By 1835, he had acquired part of the Wallis yard and from here claims to have built the first iron paddle steamer to be launched on the Tyne, the <i>Star</i>, in 1839. Before retirement and passing the company to his sons in 1859, T D Marshall had built 99 iron vessels including the 400 ton <i>Marshall</i> in 1846 (Flagg</p>	<p>Importance: Moderate Possible link to Carl Joachim Hambro (C J Hambros & Son), who was a Danish merchant and banker who established Hambros Bank in London in 1839. The bank specialised in Anglo-Scandinavian trade finance and investment banking.</p>	<p>Importance: Low/Moderate Two vessels were lost as a result of a collision, a fairly common occurrence off the mouth of the Humber, but in this instance there appear to have been no survivors from the two vessels (61 lives lost).</p>	<p>Importance: Moderate Condition reports suggest that the engine and boiler (part of the vessel's potential technical interest) are still <i>in situ</i>.</p>	<p>Importance: High No archaeological investigations of the site have taken place, and hence no paper archive exists for the wreck. Information maybe available within the vessel's last country of ownership. It is likely that the site itself may remain the main repository of information for the ship.</p>

	1979: 10-11). Sphere of Interest: Regional/Local	Sphere of Interest: International	Sphere of Interest: Local	Sphere of Interest: Regional/Local	Sphere of Interest: Regional/Local
<p><i>Ionic</i> (6004)</p> <p>Overall Importance: Moderate/High</p> <p>Overall Sphere of Interest: Regional/Local</p>	<p>The <i>Ionic</i> was an iron-hulled 159-ton (142 under deck tons) ketch-rigged British steam fishing trawler registered at Grimsby. The ship's dimensions are given as 30.78m long, with a 6.25m beam and a draught of 3.23m. The trawler was built at Earle's Ship Building Co. Ltd at Hull in 1890 for the Grimsby Steam Fishing Co. Ltd, who owned her at time of loss.. A 3-cylinder triple expansion steam engine that developed 55 rhp using one boiler powered her single iron screw. The cylinders measured 32.39 cm, 50.80 cm and 81.28 cm with a 55.88 cm stroke. Earle's Ship Building Co. Ltd also manufactured the machinery. Lloyd's classed <i>Ionic</i> as 100 A1 and she had a 19.05 cm bar keel, one deck and a superstructure consisting of a 13.41m quarterdeck and a 5.79m forecastle. Her signal code letters were LSQN.</p>	<p>Sir George E.J. Moody is noted as managing the vessel day-to-day. A part-new deck was fitted in 1902 and a new boiler fitted in 1913. Grimsby Steam Fishing Co. Ltd. owned her at time of loss.</p>	<p>On 7 March 1928, this small trawler was in ballast, on a return fishing voyage from Grimsby when she collided with the Hull trawler/fish-carrier <i>Hornbill</i>. The <i>Ionic</i>, which was under the command of Skipper E.H. Covey, was taken in tow, but she foundered and was lost soon after.</p>	<p>The wreck is orientated in a north-west to south-east direction (135/315 degrees), with her bows facing south-east. The wreck is intact, upright with a list to port, but almost buried, with the highest points of around 2m being her bridge structure from amidships to stern. The forward bow section, which is just visible above the seabed is covered in new-looking trawl nets. The holds in between the bow and amidships are totally silted up. The wreck area covers a distance of 33.5m by 6.9m, most of which is level with the seabed. The NMR notes that a deadeye has been recovered and reported to the Receiver of Wreck.</p>	<p>The site was surveyed in September 1928, during which it was dispersed to a least clearance depth of 40ft (?). Resurveys in 1978, 1980 and 1982 were undertaken by the naval vessels <i>HMS Bildeston</i>, <i>HMS Enterprise</i> and <i>HMS Bulldog</i>. The site is being visited by sports divers, who submitted a report to the UKHO in 1990 and a Droit to the Receiver of Wreck. No previous archaeological investigations are known.</p>
	<p>Importance: Moderate Charles and William Earle began shipbuilding in 1853 in Hull's Victoria Dock. The company grew to become the largest shipyard in the region mostly producing vessels for local owners. In the 1880s, the company began building purpose-built steam</p>	<p>Importance: Moderate/High The formation of the Grimsby Steam Fishing Co Ltd in 1881 was a crucial development in the history of the fishing industry at Grimsby as one of the early influential joint stock ventures. The others being the Grimsby Ice Company established in 1863 and</p>	<p>Importance: Moderate Lost in collision with another vessel also engaged in fishing industry. It is possible that the <i>Hornbill</i> was one of the fast steamers operated to ferry fish from the fleet to market/port and to keep trawlers supplied with food and stores. At time of loss, the <i>Ionic</i> was one of</p>	<p>Importance: Moderate/High Survey information suggests that the hull structure is still coherent and that overall the wreck may be reasonably well preserved through burial.</p>	<p>Importance: High No archaeological investigations of the site have taken place, and hence no paper archive exists for the wreck. There are no surviving ship plans from the Earle Ship Building Company. North East Lincolnshire Archives have some records for the Great Grimsby</p>

	<p>trawlers with separated fishrooms and ice storage areas powered by triple expansion engines for the rapidly expanding fishing industry.</p>	<p>the Great Grimsby Coal, Salt and Tanning Co Ltd established in 1872 which provided the basic necessities for the industry. The Great Grimsby Steam Fishing Company began with an initial capital of £50,000 and included amongst its directors Harrison Mudd, and James Alward. James Alward designed the first two steam trawlers in Grimsby's fishing fleet industry (the <i>Aries</i> and <i>Zodiac</i>). The <i>Zodiac</i> was built by Earles. At the time of the <i>Aries</i>' launch, Harrison Mudd made a speech which predicted the end of the sailing smack fleet. By 1890, there were 42 steam trawlers at Grimsby, and over 400 by 1901. Hence, Mudd was proven to be right (Ekberg 1984: 34, Gilbert 1970:270, Goddard 1987:18). Walker Moody was the chairman of the company, and a relative, George, is noted as the <i>Ionic</i>'s manager at time of loss. The <i>Ionic</i> was part of a series of steam trawlers built for the company whose names were sea names or which ended in 'ic', for example, <i>Arctic</i>, <i>Baltic</i>, <i>Hellenic</i>. (A Credland, pers com.).</p>	<p>only four fishing vessels retained by the Grimsby Steam Fishing Company, the others being the <i>Nighthawk</i>, <i>Quixotic</i>, and <i>Joseph Burgess</i>. The <i>Ionic</i> appears to have been the oldest steam trawler (38 years old) in the Grimsby fishing fleets at time of loss.</p>		<p>Coal, Salt and Tanning Company (1907, 1923-4) and the Great Grimsby Ice Company (1896-1978). As such, the site itself is the main repository of information for the vessel.</p>
	Sphere of Interest: Regional/Local	Sphere of Interest: Regional/Local	Sphere of Interest: Local	Sphere of Interest: Regional/Local	Sphere of Interest: Regional/Local
<p><i>Giuseppe</i> (6005)</p> <p>Overall</p>	<p>The <i>Giuseppe</i> was an old iron steamship approximately 64m in length and a 10m beam. Her single iron screw propeller was</p>	<p>The vessel's origin and service history remain a mystery.</p>	<p>The vessel's last voyage details remain a mystery.</p>	<p>The wreck is orientated in a south, south-east to north, north-west direction. She is totally collapsed, well broken up and</p>	<p>She was discovered on 27 February 1978 and the ship's bell with the name on it was located on 6 November 1978.</p>

Importance: Unknown	powered by a 2-cylinder compound steam engine.			dispersed. Her boiler and engine are the highest parts at 2m and stand amidst a mound of broken debris. The iron propeller and shaft also remain, but most of the wreck is iron plates and broken ribs. The NMR notes that the engine, boiler, shaft and propeller remains in situ, although a brass stanchion and the binnacle stand have been recovered and reported to the Receiver of Wreck.	
Overall Sphere of Interest: Unknown					
	Importance: Unknown Possibly dates from the second quarter of the 19 th century (1840-1850) and as such may be a fairly early example of a small coasting steamship. Engine may have some technical interest.	Importance: Unknown	Importance: Unknown	Importance: Moderate Although the vessel's hull structure is noted as collapsed and dispersed, the vessel's hull is engine is noted as still <i>insitu</i> .	Importance: High No archaeological investigations of the site have taken place, and hence no paper archive exists for the wreck. The site is the main repository of information for the ship's origin, service history and loss.
	Sphere of Interest: Unknown	Sphere of Interest: Unknown	Sphere of Interest: Unknown	Sphere of Interest: Unknown	Sphere of Interest: Regional/Local
<i>Dido</i> (6006)	The <i>Dido</i> was a steel 4,769-ton British steamship registered at Hull. She measured 122.09m in length, with a 14.63m beam and a draught of 8.73m. The vessel was built at Earle's Ship Building Co. Ltd, Hull, in 1896 for Thomas Wilson Sons & Co. Ltd of Hull. A 3-cylinder triple expansion steam engine that developed 339 hp using three boilers powered her single iron screw propeller. Her cylinders measured 63.50 cm, 101.60 cm and 177.80-121.92 cm. Earle's Ship Building Co. Ltd	At time of loss, the ship had been in service of the Wilson Line for 10 years and was carrying a general cargo from Middlesbrough to Bombay, as well as confidential papers. The crew totalled 29 with a Captain Taylor in command.	At 6.15 a.m. on 26 February 1916, while lying at anchor during a raging gale and heavy snow showers, just north of the Humber, a violent explosion rocked the <i>Dido</i> on her port-side up forward. A boat was lowered to inspect the damage, but the chief and two crewmen onboard were driven away from the <i>Dido</i> and picked up by the Belgian steamship <i>Martha</i> which went to the <i>Dido's</i> assistance. Attempts were made to rescue the remainder of the <i>Dido's</i> crew by throwing ropes and with the <i>Martha's</i> lifeboat However, the heavy	Bibliographic sources suggest that wreck of the <i>Dido</i> is orientated in an east to west direction. She is now totally collapsed, well broken up and thoroughly dispersed, with the highest piece (engine) standing no more than 2m. The whole wreck is a large mound of broken steel debris and machinery, covering an area of some 200m by 25m or so. One larger piece lies some 50m over to the west of the main part of the wreckage. The NMR notes the recovery of a	Repeated surveys of the site are recorded from 1918 onwards when the vessel was dispersed. The engines room appears to have survived reasonably intact into the mid 1970s when dived by the Royal Navy. The site has been visited by sports divers and items are reported as having been removed (e.g. portholes) by the Receiver of Wreck. No archaeological investigations of the wreck are known
Overall Importance: Moderate					
Overall Sphere of Interest: Regional/Local					

	<p>also built her machinery. She had two decks and a superstructure consisting of a 13.41m poop deck, 32.31m bridge deck and an 11.89m forecastle. The vessel was also said to have been equipped with a brass pedestal-mounted steering helm and pedestal-mounted telegraph, plus a stern-positioned iron steering helm.</p>		<p>weather made rescue impossible. At 7.20 a.m., with the <i>Martha</i> standing by, the <i>Dido</i> sank, taking confidential papers down with her. In total, twenty-seven people were lost; a stowaway and twenty-six crewmen. Later, it was discovered that the <i>Dido</i> had detonated a mine placed by the SM UC-7.</p>	<p>circular brass plate, two portholes, a steam fitting and an end hand rail which have been reported to the Receiver of Wreck Anomaly 6006 is likely to be the wreck of the <i>Dido</i> and comprises sidescan sonar anomalies 4053, 4069, 4070 and 4071 together with magnetic anomaly 7004.</p> <p>Anomalies 4053, 4070 and 4071 represent the main body of the wreck, whilst 4069 might represent a separate section of hull or zone of related debris. The main body of the site is approximately 95m long and 26metres wide and the separate section measures 28m by 13m. The wreck appears to be fairly coherent (i.e. not scattered) although it is possible that associated material lies buried nearby. A strong magnetic signal of 2290nT was detected and associated with sidescan sonar anomalies 4053, 4070 and 4071.</p>	
	<p>Importance: Moderate/High The <i>Dido</i> was built by the region's largest shipbuilder, Earle's Shipbuilding Company Ltd, Hull. In the early years of the shipyard, two thirds of its output was for the Hull shipowner, Thomas Wilson. The Thomas Wilson, Sons & Co was established in 1822 as Beckington, Wilson & Co to import iron from Sweden. In 1835, a sailing ship passenger service</p>	<p>Importance: Moderate The <i>Dido</i> was the second vessel of that name built for the Wilson Line of Hull. The opening of the Suez Canal in 1869 made direct sailing from Hull to the Indian ports a possible for the Wilson Line, but the passenger service to Calcutta was not an initial success and two of the ships and rights to the route were sold to A Gray and E Davies. However, the</p>	<p>Importance: Moderate It is likely that, as the <i>Dido</i> was a operated by a Hull shipping company, that many of the crew were from local families.</p>	<p>Importance: Low/Moderate There are some discrepancy between the bibliographic descriptions and the marine geophysical evidence. However, both sources confirm that the wreck is collapsed and dispersed.</p>	<p>Importance: Moderate/High No archaeological investigations of the site have taken place, and hence no paper archive exists for the wreck. The University of Hull has an extensive archive for the Ellerman Wilson Line which may contain items relating to the vessel. However, it is likely that the site itself remains the main repository of information for the ship.</p>

	<p>was introduced between Hull and Hamburg. The acquisitions of other Hull shipping companies and the instigation of services to other European and Atlantic destinations followed until Thomas Wilson & Sons Co Ltd had become the largest privately owned shipping company in the world in the 1900s. When Earles went into voluntary liquidation in 1900, it was bought by Charles Wilson of the Wilson Line, for £217,500 which continued to have ships built by the company's 2000 employees. The Wilson family's local influence was substantial through being estate owners, members of parliament and Sheriffs of both Hull and Yorkshire (Harrower 1998).</p>	<p>Wilson Line re-entered Indian trade in 1883 with their first sailing to Bombay by the <i>Lepanto</i>, and from then on other ships such as the <i>Dido</i> were dispatched at fortnightly intervals (Harrower 1998)</p>			
	Sphere of Interest: Regional/Local	Sphere of Interest: Regional/Local	Sphere of Interest:	Sphere of Interest:	Sphere of Interest:
<p><i>Winga</i> (6010)</p> <p>Overall Importance: Low/Moderate</p> <p>Overall Sphere of Interest: Local</p>	<p>The <i>Winga</i> was a 1,174-ton steel-hulled British steamship registered at Glasgow. Dimensions are given as 73.07m in length, with a 10.05m beam and a 4.72m draught, W. Hamilton & Co. Ltd built her at Port Glasgow in 1906 and the Scandinavian Shipping Co. Ltd owned her at the time of loss. Her single steel propeller was powered by a 3-cylinder triple expansion steam engine that developed 139 hp using one boiler. D. Rowan & Co. manufactured the machinery at Glasgow. She had one deck, a</p>	<p>Owned by the Scandinavian Shipping Co Ltd. May possibly have been armed during World War I, because divers reports a substantial amount of live shells near the wreck.</p>	<p>On 29 January 1918, the SS <i>Winga</i> foundered and was lost following a collision with the 1,599-ton Swedish-registered steamship <i>Crimdon</i>. The <i>Winga</i> was in ballast on passage from Hull for Sunderland under the command of Captain J. Brooks and carrying a crew of nineteen.</p>	<p>The wreck is noted as having been swept in 1961. Bibliographic sources also suggest that the wreck has been dispersed by explosives (Young 2004). The wreck is orientated in a north-east to south-west direction, with her bows to the north-east, just off the north-eastern end of a long trench known as the New Sand Hole. The wreck is now totally collapsed, well broken up and scattered. The low mound of broken machinery and steel debris is reported to be almost level with the surrounding seabed. The UKHO reference to</p>	<p>The site has been surveyed by HMS Scott and HMS Enterprise between 1961 and 1980. The site has been visited by sports divers who note that the tidal streams are strong and the underwater visibility is poor. The bell of the vessel was recovered in 1988 and hence positively identified the vessel.</p>

	well deck, four watertight bulkheads and a superstructure consisting of a 22.86m quarterdeck, a 24.99m bridge and an 8.23m forecastle.			the wreck of the <i>Winga</i> (6010) is likely to be represented by sidescan sonar anomaly 4253 , measuring 6.2 metres long by 6 metres wide and 3.6 metres high. This site lays 120m east of the UKHO's given position at the furthest extent of the sidescan data coverage. It is likely that additional wreck remains may be found to the west. No magnetic anomaly could be associated with this site. The NMR notes that the wreck's bell was recovered in 1988 .	
	Importance: Low/Moderate Built at the company's Glen Yard at ort Glasgow which averaged six ships a year. The company had been converted to one of limited liability by 1904 and round the time of the <i>Winga</i> 's construction included prominent liner owners such as Elder Dempster and the Saint Line of Liverpool. Archaeological interest comes from being representative of a steamship of the period.	Importance: Unknown Ownership suggests ship was working in the Baltic trade, with which Hull has strong associations.	Importance: Low/Moderate Lost in collision leaving the busy mouth of the Humber.	Importance: Low Reported as being well-broken up.	Importance: High No archaeological investigations of the site have taken place. The site may be the main repository of information for the ship's origin, service history and loss.
	Sphere of Interest: Local (to Clyde)	Sphere of Interest: Regional/Local	Sphere of Interest: Regional/Local	Sphere of Interest: Local	Sphere of Interest: Local
<i>Fermo</i> (6011) Overall Importance: Moderate	The <i>Fermo</i> was an iron 175-ton British steam fishing trawler registered at Grimsby. Dimensions are given as 30.53m in length, with a 6.4m beam and a 3.5m draught. The trawler was	At the time of loss, the trawler was owned by Ocean Steam Fishing Co. Ltd. at Grimsby.	On 10 November 1917 the <i>Fermo</i> was on a return fishing voyage from Grimsby when she foundered and was lost following a collision with the Norwegian-registered steamship <i>Breidablik</i> . The trawler was under the	The wreck is reported as wire swept in 1961. In 1986, the wreck was recorded to be collapsed and broken up, with the highest 3m section being around the boiler and engine. The site is described	The wreck has been surveyed by HMS Scott in 1961, HMS Enterprise in 1968, and again in 1974. The site has been visited by sports divers who identified the

Overall Sphere of Interest: Regional/Local	built by Cochrane & Cooper Ltd. at Selby in 1898. A 3-cylinder triple expansion steam engine that developed 45 hp using one boiler powered her single iron screw propeller. Amos & Smith Co. built her machinery at Hull. She had one deck, three bulkheads, a 13.72m quarterdeck and a 5.49m forecastle.		command of Skipper F. Jacobson and carrying a crew of ten. It is understood that the Norwegian vessel took the crew on board and landed them at Grimsby.	as a mass of broken battered iron debris. The NMR notes that three brass letters E, R and O and a porthole have been recovered from the wreck and reported to the Receiver of Wreck. The wreck site believed to be the <i>Fermo</i> by the UKHO (6011) has been associated with sidescan sonar anomalies 4254 and 4259 . These lie 70 metres east of the UKHO position and there is no associated magnetic anomaly. With a length of at least 23 metres by 5.3 metres wide, the survey towfish passed directly over the site in one occasion and it was mostly detected at the edge of the sidescan sonar range in another. Hence it is only partially visible.	wreck by the name plate on the bow and recovered brass items.
	Importance: Moderate Andrew Cochrane founded a shipyard at Beverley in 1884 and moved to operations to Selby (on the River Ouze a tributary of the Humber) in 1898. Hence <i>Fermo</i> , was amongst the early ships built at Selby. The company specialised in the Hull and Grimsby trawlers, coasters and tugs. An early example of this class of vessel, and linked to the rapid development of Grimsby as a steam trawling port.	Importance: Low/Moderate One of the steam trawlers which came into existence in the later quarter of the 19 th century to work further offshore exploiting new fishing grounds opened up in the North Sea. Steam power rapidly made older sailing smacks redundant. Representative of once extensive class of vessel.	Importance: Unknown Another collision at the busy mouth of the river Humber for a fishing vessel working out of Grimsby	Importance: Low Described as well broken up.	Importance: High No archaeological investigations of the site have taken place. Company archives covering the period 1884-1993 are deposited with the Hull Maritime Museum. The National Maritime Museum has company ship plans covering 1884-1955. It is not known whether the <i>Fermo</i> 's are amongst them. The site may be the main repository of information for the ship's origin, service history and loss.
Sphere of Interest: Regional/Local	Sphere of Interest: Regional/Local	Sphere of Interest: Local	Sphere of Interest: Local	Sphere of Interest: Local	Sphere of Interest: Local

<p><i>River Doon</i> (6260)</p> <p>Anomaly (6008)</p> <p>Group of anomalies (6134, 6151, 6145 and 6146)</p> <p>Overall Importance: Unknown</p> <p>Overall Sphere of Interest: Regional/Local</p>	<p>A steel-hulled 198-ton steam trawler registered at Aberdeen (Official Number: 09204). The vessel was built by Hall, Russell and Co Ltd in 1907 for W Brown of Montrose The vessel's dimensions are given as 34.2m length, 6.71m beam, and 3.54m draught. The steam power was developed by a 69rhp triple expansion engine from a single boiler. The steam plant was also supplied by Hall, Russell & Co Ltd.</p>	<p>Originally named the Loch Doon, the trawler had been sold to A. A. Davidson of Aberdeen and renamed the River Doon.</p> <p>A vessel by the same name and with the same date of build is recorded by the Fleetwood Online Archive of Trawlers (http://float-trawlers.lancashire.gov.uk). The online archive entry for the vessel suggests that the trawler was built originally as LOCH DOON and was registered at Aberdeen and Montrose. The trawler served as a mine-sweeper 1914-1919. Fishing vessel 1939-1945. Registered at Grimsby (GY424) in 1946. The trawler was transferred to operate from Fleetwood in 1948 by owners Grange Fishing Co Ltd and was finally scrapped at Preston in 1950.</p>	<p>On 27 October 1931, the River Doon was in ballast returning from Aberdeen to fishing grounds when the vessel was involved in a collision in fog and subsequently foundered. It is believed that the other vessel involved in the collision picked up the trawler's crew.</p>	<p>Bibliographic sources are uncertain if the wreck reported is that of the River Doon or the Dirk (Young 2004), but the wreck is described as sitting in a 0.5m scour on the seabed orientated north-east to south-west. The hull is collapsed and broken up with the highest section being 5.2m amidships. The boiler and engine are reported as being exposed and the debris covers an area 75m by 19m.</p> <p>The River Don might also be represented by anomaly 6008 which has the appearance of a section of wreckage some 32 metres long x 7 metres wide with a height of 3.4 metres. Anomaly 6008 is some 410m from the given UKHO location for the loss. Alternatively, the group of marine geophysical anomalies observed 1000m to the northwest of the UKHO's given position have appearance of four separate sites, 6134, 6151, 6145 and 6146 found approximately 100m apart: The marine geophysics suggest mounds of debris and an area of seafloor disturbance measuring between 12-24metres long and approximately 10metres wide. Site 6151 has a clear height of 1.9metres.</p>	<p>The site has been visited by sports divers.</p>
	<p>Importance: Unknown There is a confusion between sources as to whether this is the vessel that was lost at this</p>	<p>Importance: Unknown There is a confusion between sources over whether this is the vessel that was lost at this</p>	<p>Importance: Unknown There is a confusion between sources over whether this is the vessel that was lost at this location.</p>	<p>Importance: Moderate Engine and boiler are reported as still being place in bibliographic sources, but corroborating marine</p>	<p>Importance: High No archaeological investigations of the site have taken place. The site may be the main</p>

	location.	location.		geophysical evidence is not available.	repository of information for the ship's origin, service history and loss.
	Sphere of Interest: Regional/Local	Sphere of Interest: Regional/Local	Sphere of Interest: Regional/Local	Sphere of Interest: Regional/Local	Sphere of Interest: Regional/Local
<i>Autumn (6262)</i> <i>Anomalies (6101, 6251)</i> Overall Importance: Overall Sphere of Interest:	Importance: Unknown	Importance: Unknown	Importance: Unknown	Importance: Moderate The UKHO given location for the loss of the Autumn (6262) appears not to correspond with any recorded seabed anomalies, although a bright reflector is noted in the side-scan sonar data some 220 metres to the north (6101), and a magnetic anomaly of 7nT is noted some 160m to the southeast (6251).	Importance: High No archaeological investigations of the site have taken place. The site may be the main repository of information for the ship's origin, service history and loss.
	Sphere of Interest:	Sphere of Interest:	Sphere of Interest:	Sphere of Interest:	Sphere of Interest:

