

7.1 Heritage Assets Sites in D&S IFCA's District

Officers' Recommendation

To prohibit the use of demersal towed fishing gear over the South Australian Scheduled Wreck off Lundy Island, North Devon.

Protected and Scheduled Wrecks in D&S IFCA's District

Under Part 1 Chapter 1 S.186 MaCAA 2009, the interpretation of 'marine environment' includes features of archaeological and historic interest when considering the duties of IFCAs. D&S IFCA has engaged with Historic England who has provided details of the protected and scheduled wrecks that lie within D&S IFCA's District. These are shown in table 1.

Table 1: Details of Protected and Scheduled Wreck In D&S IFCA's District.

Name of Wreck	Type	Area	Exclusion Zone	Year of Sinking	Changes to permit condition required?
CATTEWATER WRECK	Protected Wreck	Plymouth, Devon	50m	1530	No – Inside currently closed area - Annex 4
CHURCH ROCKS WRECK	Protected Wreck	Teignmouth, Devon	Grid Ref	16th Century	Potentially – although 150m close to shore off Teignmouth Seafront
ERME ESTUARY WRECK	Protected Wreck	Mary Reef, Erme Mouth, off Devon	250m	Unknown	No – Inside Erme Estuary closing line Mobile Fishing Permit Byelaw
ERME INGOT SITE	Protected Wreck	West Mary's Rocks, off Babbacombe Island Devon	100m	Unknown	No – Inside currently closed area - Annex 5 Area 2
GULL ROCK WRECK	Protected Wreck	Lundy Island, Devon	100m	15th or 16th Century	No – Inside currently closed area Annex 1
IONA II	Protected Wreck	Off Tibbett's Point, Lundy Island, Devon	50m	1864	No – Inside currently closed area Annex 1
MOOR SANDS	Protected Wreck	Off Moor Sand, near Gammon Head, Devon	300m	Middle Bronze Age	No – Inside currently closed area Annex 5 Area 1
SALCOMBE CANNON WRECK	Protected Wreck	Off Moor Sand, near Shag Rock, Devon	250m	Approximately 1640	No – Inside currently closed area Annex 5 Area 1
AXE BOAT	Scheduling	River Axe	20m	1400-1640	No – Inside Axe Estuary closing line Mobile Fishing Permit Byelaw
HMS MONTAGU	Scheduling	Shutter Point, Lundy Island	50m	1906	No – Already closed under Annex 1
SOUTH AUSTRALIAN	Scheduling	Bristol Channel, NE of Lundy Island.	75m	1889	Yes – Outside of any closed area in Bristol Channel

Name of Wreck	Type	Area	Exclusion Zone	Year of Sinking	Changes to permit condition required?
WRECK AT MINEHEAD, POSSIBLY THE BRISTOL PACKET	Scheduling	Adbrain Sands, off Warren Point, Minehead Strand	35m	C18-C19	No – intertidal location 200m from shore
NORTHAM BURROWS	Scheduling	inter-tidal zone off Northam Burrows, Devon.	30m	C18-C19	No – intertidal location 250m from shore
WESTWARD HO!	Scheduling	Westward Ho! Devon.	35m	Mid to Late C18	No – intertidal location 300m from shore
HMS/M D1	Scheduling	off Dartmouth, Devon	75m	1918	No Already closed under Annex 3

The Protection of Wrecks Act 1973 allows the Secretary of State to designate a restricted area around a wreck to prevent uncontrolled interference. These protected areas are likely to contain the remains of a vessel, or its contents, which are of historical, artistic or archaeological importance. Scheduling is our oldest form of heritage protection. It began in 1913, although its roots go as far back as the 1882 Ancient Monuments Protection Act, when a 'Schedule' (hence the term 'scheduling') of almost exclusively prehistoric monuments deserving of state protection was first compiled.

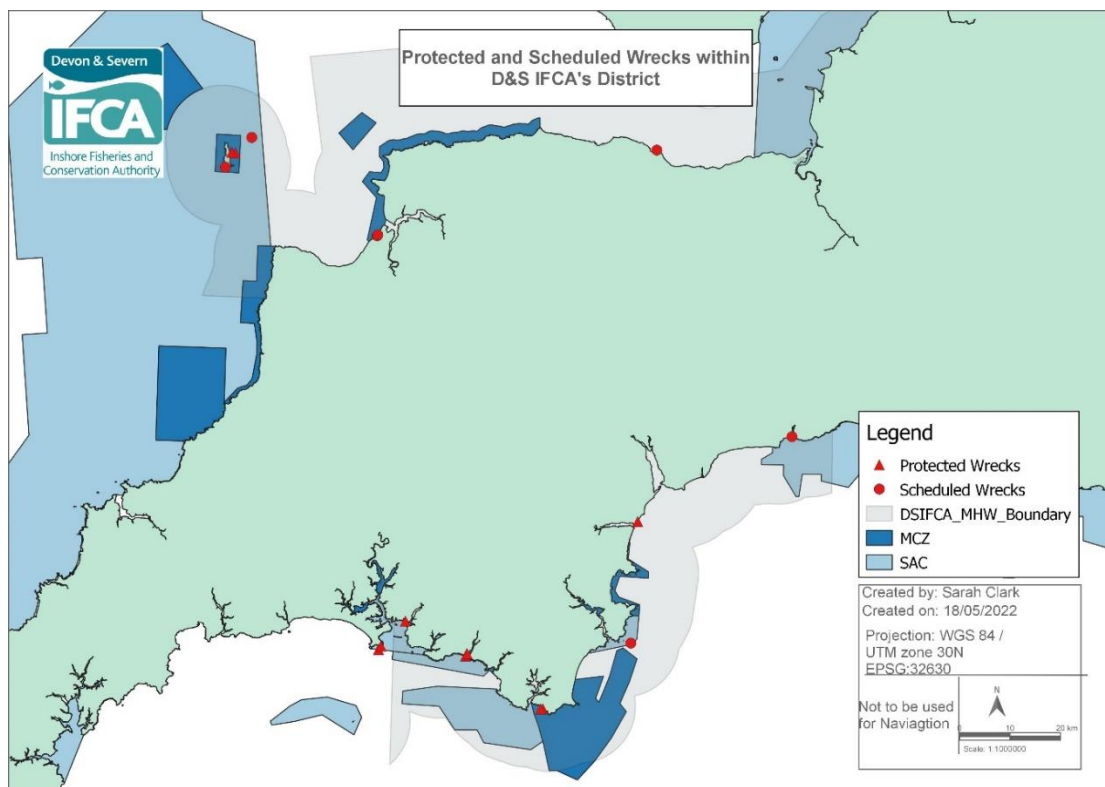


Figure 1- Protected and Scheduled Wrecks in D&S IFCA's District

Of the fifteen historic wreck sites within the coastal waters of D&S IFCA's District, thirteen lie within estuaries or in intertidal areas or already protected by prohibitions to demersal fishing gear under D&S IFCA's Mobile Fishing Permit Conditions. Two sites may be vulnerable to demersal fishing gear – the 'South Australian' off Lundy Island in the Bristol Channel (Figure 2) and Church Rocks Wreck off Teignmouth (Figure 3). The wreck at Teignmouth is very close to the intertidal area, lies in a depth of less than 3m close to the groynes and sunk on

the Church Rock off Teignmouth beach. It is very unlikely that any demersal fishing vessel will operate in such shallow water and therefore the risk to this wreck is minimal and may not need additional protection afforded to it by inclusion in the Mobile Fishing Permit Conditions. However, the South Australian wreck off Lundy Island is in open water and is located at approximately 35m depth and is therefore much more vulnerable to demersal fishing.

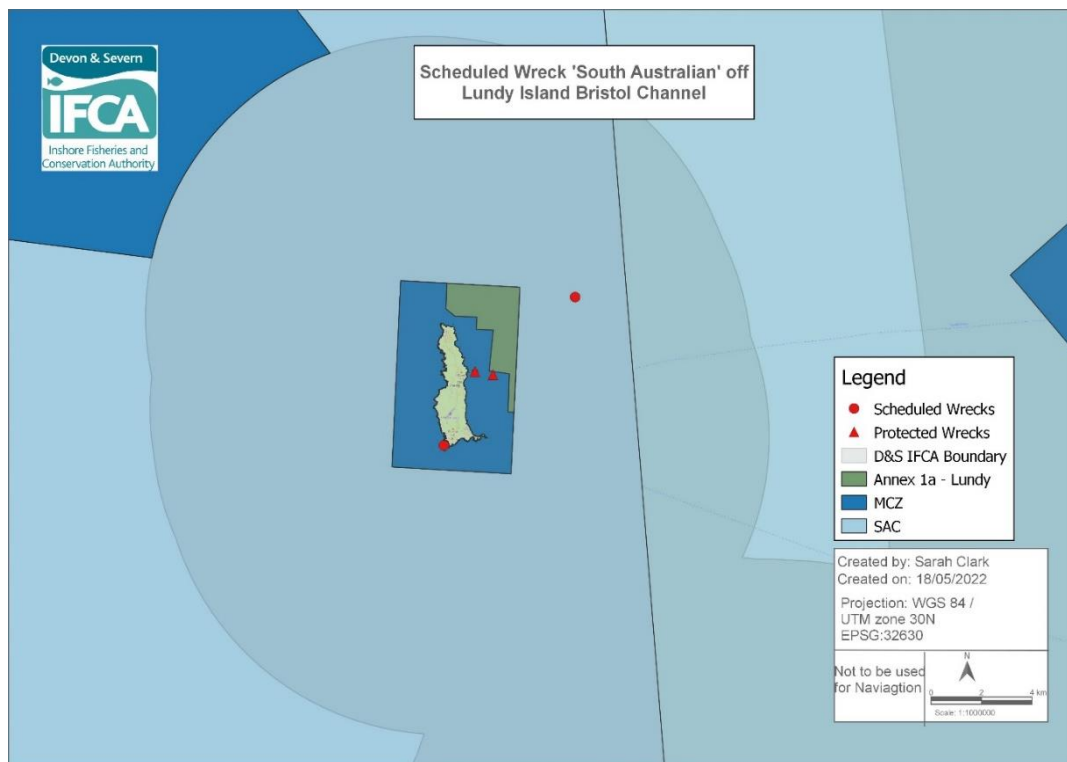


Figure 2- South Australian Wreck off Lundy Island

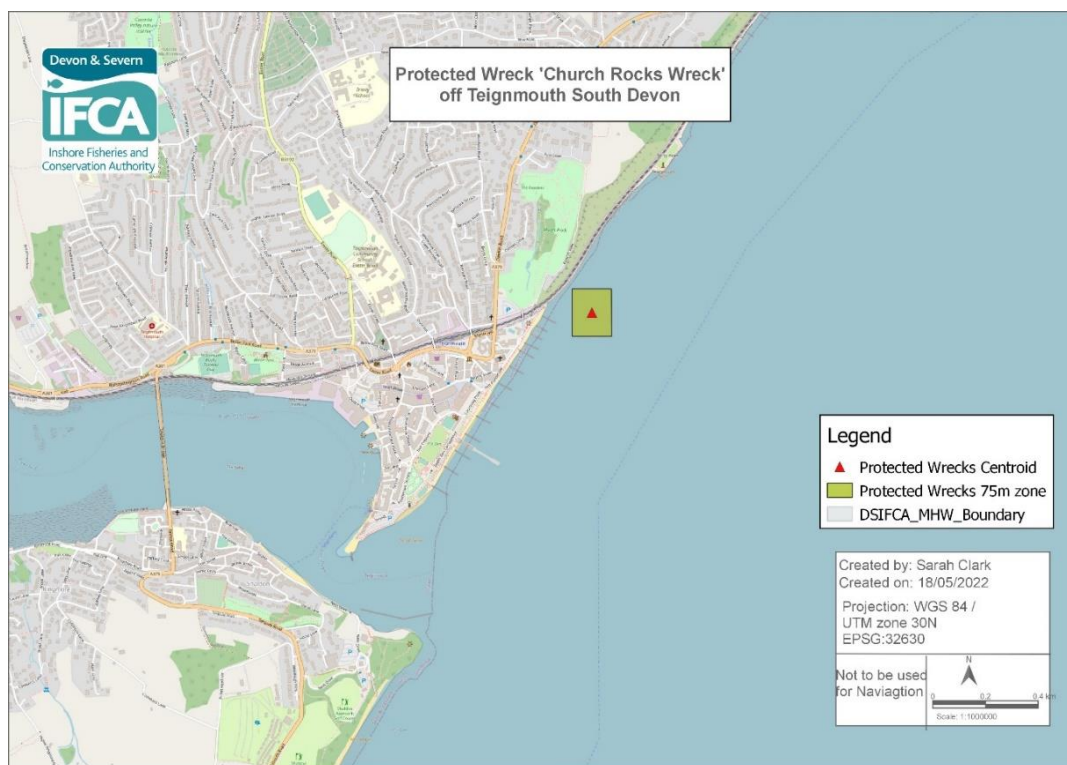


Figure 3 - Church Rocks Wreck off Teignmouth

Officers' Comments and Rationale for the Recommendation:

- *S.186 MaCAA outline the duty of D&S IFCA to protect wrecks which are defined as being part of the marine environment.*
- *The South Australian Scheduled Wreck is an historic asset that lies within D&S IFCA District and is vulnerable to demersal towed fishing gear and can be protected through D&S IFCA's Mobile fishing Permit Conditions.*
- *Church Rocks Wreck lies close to intertidal area along the beachfront at Teignmouth and is very unlikely to be impacted by demersal towed fishing gear.*

Background Papers

[Marine and Coastal Access Act 2009](#)

[The Protection of Wrecks Act 1973](#)