

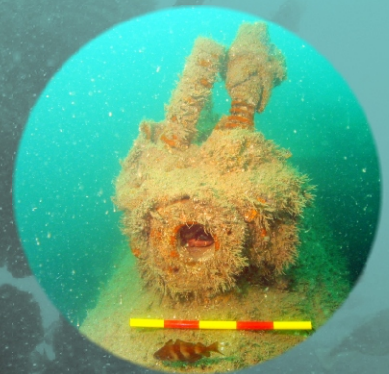


Aggregate Levy Sustainability Fund Marine Aggregates and the Historic Environment

On the importance of shipwrecks



Appendices: Volume 2



Aggregates Levy Sustainability Fund

MARINE AGREGATES AND THE HISTORIC ENVIRONMENT

ON THE IMPORTANCE OF SHIPWRECKS

FINAL REPORT

VOLUME II: APPENDICES

Prepared on behalf of:

English Heritage

By:

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Contents

| | |
|---|-----------|
| Introduction..... | 1 |
| Project Deliverables | 1 |
| Appendix I: UK Legislation, Policy and Guidance..... | 2 |
| The Waverly Criteria: The Export of Antiquities..... | 2 |
| Protection of Wrecks Act 1973 | 2 |
| Scheduled Ancient Monuments..... | 4 |
| Protection of Military Remains Act 1986 | 8 |
| Listed Buildings..... | 10 |
| The National Historic Ships Committee | 12 |
| English Heritage and DCMS: Heritage Protection Review | 17 |
| Historic Scotland: New criteria for determining National Importance | 22 |
| Isles of Scilly Rapid Coastal Zone Assessment | 25 |
| Appendix II: European and International Policy and Guidance | 29 |
| UNESCO World Heritage Sites | 29 |
| Appendix III: Schema for the Evaluation of Shipwrecks | 31 |
| USA | 31 |
| Australia | 33 |
| Canada | 35 |
| Finland: The Register of Traditional Ships | 39 |
| MoSS | 40 |
| The Netherlands | 42 |
| Appendix IV: Practitioner’s Questionnaire | 44 |
| Appendix V: Draft Framework | 53 |
| Appendix VI: Final Framework | 60 |

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FINAL REPORT

VOLUME II: APPENDICES

1. INTRODUCTION

- 1.1. Wessex Archaeology (WA) has been funded by English Heritage (EH) through the Aggregates Levy Sustainability Fund (ALSF) to develop a framework and methodology to evaluate the ‘importance’ of the physical remains of wrecks on the seabed.
- 1.2. This project incorporated a literature review, consultation with key practitioners, the development of a draft framework and trials on a selection of shipwrecks, and culminated with a workshop for practitioners intended to assess the practical application of the framework. The results of the trial process and the workshop subsequently informed the development of a final draft. In order to facilitate the application of the framework WA developed a digital version of the framework, incorporated within a Microsoft Access database.

2. PROJECT DELIVERABLES

- 2.1. This second volume (WA ref. 58591.02B) of the two-volume project report contains pertinent extracts from the reference materials collated during the literature review referenced in Volume One (WA ref. 58591.02A); a copy of the questionnaire utilised to solicit views of practitioners; and copies of the paper versions of the draft and final frameworks which were incorporated into the project database.
- 2.2. Two guidance documents have also been produced to accompany the final report:
 - WA ref. 58591.03 Applying the Framework
 - WA ref. 58591.04 Using the Database
- 2.3.. The project database containing the evaluation results is included on the CD accompanying the report Using the Database (WA ref. 58591.04). The CD also includes the materials developed for the workshop.

APPENDIX I: UK LEGISLATION, POLICY AND GUIDANCE

THE WAVERLY CRITERIA: THE EXPORT OF ANTIQUITIES

The Waverly Criteria were devised in 1950 by a committee chaired by Lord Waverly to consider and advise on government policy with regard to the export of works of art, books, manuscripts, armour and antiques (Longworth 1993: 63). These criteria still form the basis of decisions concerning the export of cultural goods from the UK:

- Is it so closely connected with our history and national life that its departure would be a misfortune?
- Is it of outstanding aesthetic importance?
- Is it of outstanding significance for the study of some particular branch of art, learning or history?

For cultural goods over certain age and monetary limits, an individual licence is required for export from the UK. The DCMS (2003a) state that the purpose of the export controls is to give an opportunity for the retention in this country of cultural goods considered to be of outstanding national importance and that:

The system is designed to strike a balance, as fairly as possible, between the various interests concerned in any application for an export licence - for instance, the protection of the national heritage; the rights of the owner selling the goods; the exporter or overseas purchaser; and the position and reputation of the UK as an international art market (DCMS 2003a)

Decisions as to whether or not an antiquity is of national importance under the Waverly Criteria is made by The Reviewing Committee on the Export of Works of Art, a non-statutory independent body set up to advise the government.

PROTECTION OF WRECKS ACT 1973

The Protection of Wrecks Act 1973 provides protection for wrecks that are deemed to be important by virtue of their historical, archaeological or artistic value. Approximately 56 wrecks around the coast of the UK have been designated under this Act (English Heritage, Undated). The Government are advised on the suitability of wreck sites to be designated by the Advisory Committee on Historic Wreck Sites (ACHWS).

In 1998 the ACHWS formally adopted non-statutory criteria for designating wreck sites base on the MPP guidelines for scheduling land-based ancient monuments (English Heritage, Undated). The criteria are not regarded as definitive but rather as indicators of importance that contribute to a wider judgement based on the individual circumstances of each case. The descriptions below are taken directly from the ACHWS:

Period

The historic interest of all types of wreck which characterise a category or period should be considered, and the selection of sites for protection should include wrecks

which illustrate important aspects of social, political, economic, cultural, military, maritime, and technological history. In identifying sites to be protected, regard will be had to the currency of any particular wreck type (the length of time over which any particular vessel type was constructed and used or any cargo type transported) and its representativeness (whether the vessel or cargo type was one of few or many types representative of that period).

Rarity

There are some wreck categories which, in certain periods, are so scarce that all surviving examples that still retain some archaeological potential should be preserved. The age of a vessel is often closely linked to its rarity. The older a vessel is, for example, the fewer comparable vessels are likely to survive either in use or as wrecks, and the more likely it is to have historic interest. The loss of one example of a rare type of site is more significant than the loss of one example of a very numerous class of site. In general, however, a selection for protection must be made which portrays the typical and commonplace, as well as the rare. This process should take account of all aspects of the situation and distribution of a particular type of wreck in a regional, national or international context.

Documentation

The significance of a wreck may be enhanced by close historic association with documented important historical events or people, or by the supporting evidence of contemporary records or representations. Historical records are generally only relevant to monuments of recent date, although it is important to recognise that some types of recent vessel may not be served by any historical records. The range of contemporary records that might be expected for a particular type of vessel needs to be considered so that the value of any known records which relate to it can be assessed. The importance of a wreck may also be enhanced by the existence of records of previous archaeological recording or survey work.

Group value

The value of a single wreck may be greatly enhanced by its co-location with other similar vessels (for example at the site of a battle) or by its association with other contemporary features such as port facilities or defensive sites. Association with vessels of other periods (for example on long-standing navigation hazards) may also enhance the value of a site. In some cases it is preferable to protect the complete group of archaeological remains, rather than to protect isolated features within the group.

Survival/condition

The degree of survival of a wreck is a particularly important consideration. In general, early wrecks are less likely to survive well than later examples, and in assessing the survival of any site, it is important to consider the likely normal degree of survival of vessels of that date or type. Assessments of survival should consider the degree of intactness of a wreck, the likelihood of the preservation of constructional and technological detail and the current condition of the remains.

Fragility/vulnerability

Highly important archaeological evidence from some wrecks can be destroyed by the selective or uncontrolled removal of material, by unsympathetic treatment, by works or development or by natural processes. Some vessel types are likely to be more fragile than others and the presence of commercially valuable objects within a wreck may make it particularly vulnerable. Vulnerable sites of this type would particularly benefit from protective designation.

Diversity

The importance of wrecked vessels can reflect the interest in their architectural design, decoration and craftsmanship, or their technological innovation or virtuosity, as well as their representativity. Consideration should be given both to the diversity of forms in which a particular vessel type may survive and to the diversity of surviving features. Some vessels types may be represented in the surviving record by a wide variety of building types and techniques which may be chronologically, regionally, or culturally conditioned. The sample of protected sites should reflect this wide variety of forms. In addition, some wrecks may be identified as being of importance because they possess a combination of high quality surviving features or, occasionally, because they preserve a single important attribute.

Potential

On occasion, the nature of archaeological remains cannot be specified precisely but it still may be possible to document reasons anticipating their existence and importance and so to demonstrate the justification for identifying a site for protection. For example, each type of site may provide a slightly different range of contexts for the preservation of archaeological and palaeoenvironmental evidence, and the environment of a site may provide strong indications of its likely level of survival. Sites may also be significant in terms of their potential to provide information on site formation and decay processes and the examination of physical, chemical and biological processes on cultural remains or through its potential for public education.

SCHEDULED ANCIENT MONUMENTS

Ancient Monuments and Archaeological Areas Act 1979

The *Ancient Monuments and Archaeological Areas Act 1979* (as amended) provides for nationally important archaeological sites to be statutorily protected as Scheduled Monuments. Decisions on national importance are guided by a set of eight non-statutory criteria laid down by the Secretary of State for the Environment in 1983. These are published as Annex 4 to *Planning Policy Guidance 16: Archaeology and planning*:

- **Period:** all types of monuments that characterise a category or period should be considered for preservation.
- **Rarity:** there are some monument categories which in certain periods are so scarce that all surviving examples which still retain some archaeological potential should be preserved. In general, however, a selection must be made which portrays the typical and commonplace as well as the rare. This process should take account

of all aspects of the distribution of a particular class of monument, both in a national and a regional context.

- **Documentation:** the significance of a monument may be enhanced by the existence of records of previous investigation or, in the case of more recent monuments, by the supporting evidence of contemporary written records.
- **Group Value:** the value of a single monument (such as a field system) may be greatly enhanced by its association with related contemporary monuments (such as a settlement and cemetery) or with monuments of different periods. In some cases, it is preferable to protect the complete group of monuments, including associated and adjacent land, rather than to protect isolated monuments within the group.
- **Survival/Condition:** the survival of a monument's archaeological potential both above and below ground is a particularly important consideration and should be assessed in relation to its present condition and surviving features.
- **Fragility/Vulnerability:** highly important archaeological evidence from some field monuments can be destroyed by a single ploughing or unsympathetic treatment; vulnerable monuments of this nature would particularly benefit from the statutory protection which scheduling confers. There are also existing standing structures of particular form or complexity whose value can again be severely reduced by neglect or careless treatment and which are similarly well suited by scheduled monument protection, even if these structures are already listed historic buildings.
- **Diversity:** some monuments may be selected for scheduling because they possess a combination of high quality features, others because of a single important attribute.
- **Potential:** on occasion, the nature of the evidence cannot be specified precisely but it may still be possible to document reasons anticipating its existence and importance and so to demonstrate the justification for scheduling. This is usually confined to sites rather than upstanding monuments.

Monuments Protection Programme

The MPP aims to identify monuments for scheduling on the grounds of importance and conservation need. It was established in 1986 in response to the urgent need to speed up the rate at which statutory protection was being extended to nationally important ancient monuments (English Heritage 1996: 1).

The evaluation method is based upon monument class descriptions and a 'monument discrimination' scoring system was developed to support judgements on national importance in a monument class.

The MPP criteria governing an informed judgement on national importance were based on two main guiding principles (Darvill 1988: 8):

- that the Schedule should be representative of the range of known monuments and their associations and thus properly reflect the history of the country;
- that the best surviving examples of any given class of monument and those with the highest archaeological potential will be worthy of presentation.

It is also stressed that informed professional judgement must be based on the best contemporary interpretation of the data currently available and that judgements require adjustment through time as archaeological interpretations improve and more data becomes available (Darvill 1988: 8).

The evaluation of monuments thus involved scrutinising and appraising the quantity, quality, value, and importance of known surviving sites (Darvill 1988: 4). Three levels of evaluation were distinguished:

- **Class characterisation:** to ensure that the corpus of monuments eventually identified as nationally important is representative of the range of known monuments and thus properly reflects the history of the country;
- **Monument discrimination:** to evaluate the relative importance of individual examples of a particular monument class and thus to enable those sites which are of national importance to be distinguished from those of regional or local importance;
- **Site management appraisal:** to appraise the management needs of individual monuments of national importance to determine the most appropriate immediate course of action for their preservation.

The 1983 criteria were reassessed and expanded to 16 (Darvill, 1988: 7). Two criteria headings were recognised as constituting two separate parts: Survival/Condition and Fragility/Vulnerability. Four of the headings were broken down further:

- **Period:**
 1. Currency – dealing with the date and duration of use of monuments;
 2. Representivity – dealing with the importance of monuments as relics from a particular time.
- **Diversity:**
 1. Form – dealing with regional or chronological variations within a class of monuments;
 2. Features – dealing with the range of components within individual complex monuments.
- **Group value:**
 1. Association – dealing with the relationships between monuments of different classes;
 2. Clustering – dealing with aggregations of monuments of similar class.
- **Documentation**
 1. Archaeological – dealing with the results of survey, excavation, and recording;

2. Historical – dealing with written, pictographic, and cartographic sources.

In addition, two further criteria were identified:

- **Amenity value:** the potential of a monuments as a visual, educational and recreational resource within the landscape/townscape;
- **Conservation value:** the potential of a site in the context of other conservation interests, such as the protection of the built environment or nature conservation;

These sixteen criteria can be related to the three levels of evaluation:

| Characterisation Criteria | Discrimination Criteria | Management Appraisal Criteria |
|--|--|---|
| Period (currency) Rarity Diversity (form) Period (representivity) | Group value (association) Survival Potential Documentation (archaeological) Diversity (features) Group value (clustering) Documentation (historical) Amenity value | Condition Fragility Vulnerability Conservation value |

Each set of criteria requires different types of application (Darvill, 1988: 8). Characterisation criteria can be assigned absolute numerical values, discrimination criteria can be quantified in relative terms by reference to the average state of each characteristic and management appraisal criteria provide descriptive information which can be applied to decisions about protection.

To facilitate the appraisal of the characterisation criteria a simple, two stage numerical scoring system was proposed (Darvill et al 1987: 401). The first stage uses the four characterisation criteria to determine a score for each monument class at a national level. Each criterion has four possible values and after scoring the values are squared to increase dispersion, and then added together to give a single score between 4 and 64.

The second stage uses the seven discrimination criteria to establish a score of importance for each surviving single monument, undertaken at a regional or county level. Six are scored on a three point scale indicating below average, average and above average attributes. The seventh, group value (clustering) is scored on a two point scale because it is regarded as less significant. Each score is squared and added together.

Darvill et al (1987: 402) highlight that scoring in itself does not define the thresholds for saying whether or not a site is nationally important but enables professional judgement to be applied in a consistent way.

PROTECTION OF MILITARY REMAINS ACT 1986

This piece of legislation is administered by the Ministry of Defence and provides for the protection of military remains of any nationality in UK waters. This includes vessels and aircraft lost at sea.

Controlled Sites

The Secretary of State for Defence can designate a 'controlled sites' around any area in UK or international waters containing the remains of any vessel sunk or stranded while in military service providing:

- Less than 200 years must have elapsed since the sinking or stranding;
- If the vessel sank or was stranded whilst in the service of another country's armed forces, the remains of the vessel must be in UK waters.

At a controlled site diving operations 'for the purpose of investigating or recording details', excavation and salvage operations are prohibited. In addition, a person is prohibited from:

- tampering with, damaging, moving, removing or unearthing the remains;
- entering any hatch or other opening in the remains;
- causing or permitting another to do any of these things.

Protected places

The Secretary of State for Defence can designate any vessel sunk or stranded while in military service, whether or not its last resting-place is known, providing:

- the sinking or stranding must have occurred on or after 4th August 1914;
- if the vessel was sunk or stranded whilst in the service of another country's armed forces, the remains of the vessel must be in UK waters, otherwise it cannot be designated.

A place which comprises the remains of a designated vessel and which lies in UK or international waters is known as a protected 'place'.

At a protected place a person is prohibited from:

- tampering with, damaging, moving, removing or unearthing the remains;
- entering any hatch or other opening in the remains;
- causing or permitting another to do any of these things.

'Activities' at the site are prohibited if they are carried out for the purpose of doing something that constitutes or is likely to involve, any of the above.

Criteria for Designation

In determining whether or not a particular vessel or site should be designated, the MoD consultation document (Ministry of Defence 2001a) outlines how decisions are made with regard to:

- whether or not human remains are known or likely to be present;
- whether or not there is evidence of sustained disturbance and looting (and the strength of such evidence);
- whether or not designation is likely to curb or put a stop to such disturbance and looting;
- whether or not diving on the vessel or site attracts sustained and significant public criticism or approval.

The report on the public consultation (Ministry of Defence 2001b) recommended that in addition to those factors listed above, the Secretary of State may also wish to consider other factors such as safety. It was also proposed to add, 'whether not the vessel if of historical significance, to the list of criteria.

Military Aircraft Crash Sites

Military aircraft crash sites are an important part of Britain's military and aviation heritage (English Heritage 2002). They belong to a period within living memory and have significance for remembrance, commemoration and occasionally are given additional status and value as war graves. Crash sites constitute a unique archive World War II and earlier military aircraft. As part of the MPP and following on from earlier work on 20th century military remains in England, EH carried out a survey of crash sites in consultation with the MoD.

EH recognises the importance of sites in terms of survival, rarity or historic importance and aims to minimise disturbance of sites that meet a combination of a set of criteria:

- the crash site includes components of an aircraft of which very few or no known complete examples survive. Examples of the commonplace may also be considered of importance where they survive well and meet one or more of the other criteria;
- the remains are well preserved, and may include key components such as engines, fuselage sections, main planes, undercarriage units and gun turrets. Those crash sites for which individual airframe identities (serial numbers) have been established will be of particular interest;
- the aircraft was associated with significant raids, campaigns or notable individuals;
- there is potential for display or interpretation as historic features within the landscape (for example as upland crash site memorials), or for restoration and display of the crashed aircraft as a rare example of its type.

Sites meeting any three of these criteria are sufficiently rare in England to be considered of national importance. All crashed British aircraft are regarded as Crown property and all Luftwaffe crash sites are considered captured property surrendered to the Crown. For U.S. aircraft, the MoD acts as the representative of the US government. All crash sites are protected as controlled sites by the Protection of Military Remains Act 1986.

LISTED BUILDINGS

Planning (Listed Buildings and Conservation Areas) Act 1990

The Planning (Listed Buildings and Conservation Areas) Act 1990 provides specific protection for buildings and areas of special architectural or historic interest. The Act provides for the compilation of a list compiled or approved by the Secretary of State including the building itself and:

- any object or structure fixed to the building;
- any object or structure within the curtilage of the building which, although not fixed to the building, forms part of the land and has done so since before 1st July 1948.

Authorisation for the alteration, extension or demolition of a listed building must be obtained from the local planning authority of the Secretary of State and notice of the proposal to demolish a listed building must be given to the Royal Commission.

Planning Policy Guidance 15: Planning and the Historic Environment

PPG15 provides a full statement of Government policies for the identification and protection of historic buildings, conservation areas, and other elements of the historic environment. It complements the guidance on archaeology and planning given in PPG16 (Archaeology and Planning).

Section 3.5 identifies the issues that are generally relevant to the consideration of all listed building consent applications:

- the importance of the building, its intrinsic architectural and historic interest and rarity, in both national and local terms ('historic interest' is further explained in paragraph 6.11);
- the particular physical features of the building (which may include its design, plan, materials or location) which justify its inclusion in the list: list descriptions may draw attention to features of particular interest or value, but they are not exhaustive and other features of importance (e.g. interiors) may come to light after the building's inclusion in the list;
- the building's setting and its contribution to the local scene, which may be very important, e.g. where it forms an element in a group, park, garden or other townscape or landscape, or where it shares particular architectural forms or details with other buildings nearby;
- the extent to which the proposed works would bring substantial benefits for the community, in particular by contributing to the

economic regeneration of the area or the enhancement of its environment (including other listed buildings).

The balance between the value or importance of the historical resource against economic factors is demonstrated in section 3.19 of PPG15. This states that proposed works resulting in the demolition of a listed building have to address certain considerations including, 'the condition of the building, the cost of repairing and maintaining it in relation to its importance and to the value derived from its continued use'.

Historic buildings listed by the Secretary of State are placed in one of three grades to give an indication of their relative importance. In 2000 the list included over 350, 000 entries of which 92% are listed grade II, 5.5% grade II* and 2.5% grade I (Smith 2000). Section 6.10 outlines the main criteria for the identification of buildings for listing:

- architectural interest: the lists are meant to include all buildings which are of importance to the nation for the interest of their architectural design, decoration and craftsmanship; also important examples of particular building types and techniques (e.g. buildings displaying technological innovation or virtuosity) and significant plan forms;
- historic interest: this includes buildings which illustrate important aspects of the nation's social, economic, cultural or military history;
- close historical associations with nationally important people or events;
- group value, especially where buildings comprise an important architectural or historic unity or a fine example of planning (e.g. squares, terraces or model villages).

In addition PPG15 recognises that age and rarity are relevant considerations and states that the older a building is, and the fewer the surviving examples of its kind, the more likely it is to have historic importance. Section 6.11 indicates how the date of construction influences what is listed:

- pre 1700 - all buildings which survive in anything like their original condition are listed;
- 1700 to 1840 - most buildings are listed, though some selection is necessary;
- post 1840 - because of the greatly increased number of buildings erected and the much larger numbers that have survived, greater selection is necessary to identify the best examples of particular building types, and only buildings of definite quality and character are listed;
- less than thirty years old - normally listed only if they are of outstanding quality and under threat;
- less than ten years old - not listed.

Selection of post 1840 buildings for listing, therefore, is based on identifying the best examples from a range of building types – industrial, educational, residential etc.

These examples can then be used as a standard to assess future proposals for listing. This stems from the impracticalities of preserving the entire historic environment intact and ensures that, while only a selection of historic properties may be listed, it is the best surviving examples that are protected.

Section 6.14 recognises that buildings important for reasons of technological innovation, or social or economic historical associations, may well have little external visual quality. A listed building, therefore, will not necessarily exhibit obvious aesthetic merits.

Section 6.15 states that well-documented historical associations of national importance will increase the case for the inclusion of a building in the statutory list. In the Secretary of State's view, however, historical associations alone are not enough to warrant listing and buildings must also have some quality or interest in the physical fabric itself. Unremarkable buildings with historical associations are normally best commemorated by other means (e.g. by a plaque). Only in exceptional cases will listing be considered.

Section 6.16 states that the emphasis in these criteria is on national significance. Most buildings of local importance will not be subject to statutory protection although many will often be protected by conservation area designation and local plans.

THE NATIONAL HISTORIC SHIPS COMMITTEE

The National Historic Ships Committee (NHSC) originated from a seminar held in 1987 to discuss the problems facing the preservation of historic ships and vessels in the UK (National Historic Ships Committee, Undated). The NHSC was officially launched in 1992 as a co-ordinating body which could deal with policy and strategic matters associated with historic ship preservation. Their aim is to secure the long term preservation of a sample of ships representing important aspects of UK maritime history.

In April 1995 the NHSC commissioned the Scottish Institute of Maritime Studies at the University of St. Andrews to carry out a national survey of historic vessels, create a database and record all the groups involved with ship preservation. One of the main outcomes of this project was the development of a system of evaluation to aid in decisions regarding the relative merits of historic vessels. The project was completed in 2001 and forms the basis of the National Register for Historic Vessels (NRHV).

The National Register for Historic Vessels

The NRHV is a database containing information about surviving historic vessels that meet the following entry criteria:

- built in the UK before the end of 1955;
- over 40 tons displacement and/or over 40ft (12.19 metres) in length;
- based or operating in UK waters;
- substantially intact.

Vessels that lie close to these criteria are also considered if they are of nationally or internationally important or the sole surviving example of type.

Within the NRHV there are two important sub-groups:

- Core Collection
- Designated Vessels

The Core Collection are historic vessels which:

- are of pre-eminent national importance;
- span the spectrum of achievement of UK maritime history;
- illustrate changes in construction and technology;
- merit a higher priority for long term preservation;
- merit a greater degree of support.

There are currently 58 vessels in the Core Collection.

The Designated Vessels (DV) list includes vessels which:

- are of substantial heritage merit;
- may be of more vernacular significance;
- may be greater regional or local significance;
- merit support ahead of other non-Core Collection vessels.

There are 164 vessels on the Designated Vessels list

The selection criteria employed in the evaluation of importance are divided into three types: integral, those factors relating to the inherent properties of archaeological remains; contextual, those factors relating to the situation of those remains within a physical, social, economic or ritual environment; and modifiers to the vessel's perceived importance:

Integral

Criterion 1: Technical - Important in demonstrating a high degree of technical or creative achievement for the period in questions. Significant in demonstrating a particular stage in or the type's seminal or optimal development.

Criterion 2: Exemplary Status - Vessels may be good or bad examples of their type and function by the combination of indicative characteristics.

Criterion 3: Aesthetic - Significant to art history or popular perception

Contextual

Criterion 4: Historical Association - Important in relation to a figure, event, or phase of historic influence.

Criterion 5: Social/Economic - Significant in the evolution and pattern of maritime history

Modifiers

Criterion 6: Originality - Percentage of fabric from the end of the original construction phase and percentage of fabric remaining which reflects maintenance and repair from the vessel's normal working life.

Criterion 7: Condition - Current condition on a scale from poor to excellent

Criterion 8: Age - Some preference or weighting should be given to older vessels because of their rarity.

Criterion 9: Rarity – Vessels have an established scarcity, either as the result of a process which produced few such items or as the result of subsequent destruction or decay.

A further four evaluation criteria were produced to reflect the vessels current project management. These were designed around three key areas of project management:

- the overall preservation strategy;
- the project technology;
- the project management.

In 2003 a review of the core collection was carried out as the first part of the EH and National Maritime Museum Partnership Project (Paton & Kentley 2003). These key descriptors were re-evaluated. The preservation variable was changed to the more holistic title of 'conservation, project management was redefined as business management. A third project variable was introduced, that of outreach, and a fourth variable was added to consider project feasibility.

Associated with these criteria is a scoring system that can be used to help differentiate the historical significance between one craft from another within the same category:

Technological Innovation

2 points: Contains two or more important design innovations (anonymous)

1 point: Contains one important design innovation (anonymous)

Add **one point** for a NAMED designer to give a maximum of 4+

Exemplary Status – Type and Construction

5 points: Good exemplar – type and construction

4 Points: Good exemplar – EITHER type OR construction

3 points: Mediocre exemplar – type and construction

2 points: Poor exemplar – EITHER type OR construction

1 point: Poor exemplar – BOTH type and construction

Exemplary Status - Function

- 5 points:** Good exemplar – functional category
- 4 points:** good exemplar – functional category
- 3 points:** Mediocre exemplar – functional category
- 2 points:** Poor exemplar – functional category
- 1 point:** Poor exemplar – functional category

Aesthetic Impact

- 5 points:** HIGH art/design content
- 4 points:** HIGH popular appeal; SOME design content
- 3 points:** CONSIDERABLE popular appeal, NO design content
- 2 points:** WEAK popular appeal; NO design content
- 1 point:** NO appeal to popular imagination; NO design content

Historical Associations with People and Events

- 5 points:** CLEAR international significance
- 4 points:** NATIONAL significance (plus elements of INTERNATIONAL significance)
- 3 points:** REGIONAL significance (plus elements of NATIONAL significance)
- 2 points:** SOLELY REGIONAL significance
- 1 point:** SOLELY LOCAL significance

Socio-Economic Association

- 5 points:** CLEAR international significance
- 4 points:** NATIONAL significance (plus elements of INTERNATIONAL significance)
- 3 points:** REGIONAL significance (plus elements of NATIONAL significance)
- 2 points:** SOLELY REGIONAL significance
- 1 point:** SOLELY LOCAL significance

Percentage Originality of fabric of vessels at the end of its normal working life

- 5 points:** 81 – 100 %
- 4 points:** 61 – 80 %
- 3 points:** 41 – 60 %
- 2 points:** 21 – 40 %
- 1 point:** > 20 %

Condition

- 5 points:** VERY GOOD condition with regard to strength, infestation and care of fabric
- 4 points:** Condition suggests a SECURE future for the vessel
- 3 points:** REASONABLY STABLE condition
- 2 points:** SOME cause for concern

1 point: SERIOUS cause for concern over future integrity of vessel

Age

| Date of Build | Score |
|----------------------|--------------|
| 1945 – 1896 | 1 |
| 1895 – 1845 | 2 |
| 1844 – 1795 | 3 |
| 1794 – 1745 | 4 |
| 1744 – | 5 |

Rarity (of vessel type)

- 5 points:** Unique
- 4 points:** 2 – 5 surviving examples
- 3 points:** 6 – 10 surviving examples
- 2 points:** 11 – 50 surviving examples
- 1 point:** 51 – 100 plus surviving examples

Rarity (of vessel by function)

- 5 points:** Unique
- 4 points:** 2 – 5 surviving examples
- 3 points:** 6 – 10 surviving examples
- 2 points:** 11 – 50 surviving examples
- 1 point:** 51 – 100 plus surviving examples

In general vessels that achieve high scores in the selection criteria, over 30, are placed on the core collection. The core collection is limited by funding to around 50 vessels. This often means vessels with high scores are omitted. The rest of the vessels are placed on the designated vessels list or just identified on the register.

The project criteria are also scored:

Preservation Strategy

- 5 points:** HIGHLY satisfactory for this vessel
- 4 points:** SATISFACTORY for this vessel
- 3 points:** Strategy BROADLY acceptable
- 2 points:** Strategy OPEN TO QUESTION
- 1 point:** Strategy SERIOUSLY open to question

Project Technology

- 5 points:** EXEMPLARY standard, craftsmanship, material and research
- 4 points:** GOOD standard (professional work)
- 3 points:** ACCEPTABLE standard (good amateur work)
- 2 points:** SOME cause for concern
- 1 point:** SERIOUS cause for concern

Project Management

5 points: EXEMPLARY standard, of financial/management control

4 points: GOOD standard

3 points: ACCEPTABLE standard

2 points: SOME cause for concern

1 point: SERIOUS cause for concern

Those that achieve high scores are judged to have relatively stable business situations, those with lower scores, in general 5-12, are judged to be at risk and those with scores below 5 are deemed to be seriously at risk.

Paton and Kentley (2004: 8) recognise how when the register was set up decisions about vessels were made not only on the basis of the significance criteria and project variable scores but also a range of other considerations the committee members at the time thought important. Most notable was the possibility of public funding being made available to the most significant vessels, leading to the notion that it was only the core collection vessels that warranted such monies.

Following a review of the designated vessel collection in 2004 it was decided to consider the inclusion of further criteria in order to reconcile the CC and DV lists (Paton and Kentley 2004). The review showed how 29 vessels in the DV list scored thirty points or more but were not included on the CC list due to a desire to limit the CC to 50 vessels. It was recommended that the following considerations should be formally included in committee discussions:

- function and types collection policy – a statement to show how the current vessels on both lists reflect the development and history of maritime heritage in the basic functional area and would help to ascertain whether a particular vessel does hold extra significance and is a key exemplar within its function area;
- location/operational area in relation to working life – the wider aspect of historic ship building and maintenance will all its attendant facilities – docks, slips, shipyards and quays – add colour and depth to any ship interpretation and helps focus greater meaning on the historic ship by providing a visible focus for local craftsmen of skills, knowledge and experience;
- extent of rehabilitation/interpretation of original purpose – vessels that demonstrate closeness to original purpose – either by sailing or imaginative interpretation are worthy of higher recognition and are the vessels more deserving of CC list status.

ENGLISH HERITAGE AND DCMS: HERITAGE PROTECTION REVIEW

In February 2000 EH was asked by DCMS and the Department of the Environment, Transport and the Regions, to co-ordinate a review of existing policies relating to the historic environment. The review was overseen by a steering group representing more than twenty organisations. It involved widespread consultation of relevant organisations and interest groups and a MORI (Market and Opinion Research International) public survey. The resulting document *Power of Place* was published in December 2000.

The Review highlighted five main points (English Heritage 2000: 1):

1. Most people place a high value on the historic environment. 87% think it is right that there should be public funding to preserve it. 85% think it is important in the regeneration of our towns and cities. 77% disagree that we preserve too much. It is seen as a major contributor to the quality of life;
2. Because people care about their environment, they want to be involved in decisions affecting it. And, in a multi-cultural society, everybody's heritage needs to be recognised;
3. The historic environment is seen by most people as a totality. They value places, not just a series of individual sites and buildings. What people care about is the whole of their environment. This has implications for the way we identify and evaluate significance;
4. Everyone has a part to play in caring for the historic environment. Central and local government are critical; so too are amenity societies, community groups, owner, developed, professionals in the field, schools and universities. More will be achieved if we work together in partnership. Understanding and commitment are essential. So are leadership, and adequate resources;
5. Everything rests on sound knowledge and understanding. Good History is history that is based on thorough research and is tested and refined through open debate. It accommodates multiple narratives and takes account of the values people place on their surroundings.

On the basis of the review the report included 18 headline recommendations relating to the management of heritage, the promotion of research and dissemination of information (English Heritage 2000). With regard to making heritage more inclusive it was recommended that the historic environment should be placed at the heart of education, barriers to access should be removed and provisions should be made to enable more people to participate, including further support for the voluntary sector.

In 2001 DCMS published its response to *Power of Place* entitled *The Historic Environment: A Force for Our Future*. This document suggested that the historic environment:

...is something from which we can learn, something from which our economy benefits and something which can bring communities together in a shared sense of belonging. With sensitivity and imagination, it can be a stimulus to creative new architecture and design, a force for regeneration and a powerful contributor to people's quality of life (DCMS 2001: 4)

The report recognised the importance of the historic environment in terms of education for children and adults, quality of life and economy and highlighted the need for firm leadership and the need to protect and sustain the historic environment (DCMS 2001).

In July 2003 the consultation document *Protecting our Historic Environment: Making the System Work Better* set out proposals for improving the system of heritage

protection in the UK. The report identified the need to simplify the present system; to include opportunities for positive dialogue and community involvement; to increase flexibility; and to exercise rigour in enabling the conservation of the best examples while considering changes in what people value without devaluing the currency (DCMS 2003b: 5).

To simplify the system it was proposed to bring together the different regimes for protecting the historic environment into a single 'List of Historic Sites and Buildings of England' (DCMS 2003b: 10). It also recommended protection at regional and local levels, in addition to the existing national provisions, and proposed transferring the statutory responsibility for maintaining the list away from the Government and to EH. The list would include the most important sites and items from the past, according to certain broad statutory criteria including sites of value:

- for their archaeological importance;
- for their architectural significance;
- for their association with major historical events;
- because they represent a types of building or social use from a particular period.

The report maintains that purely economic considerations should not affect listing/scheduling decisions although there should be some discretion within published policies to decide the most appropriate course for individual buildings or monuments (DCMS 2003b: 12).

The document also introduces the potential for 'statements of significance' in list entries showing the reasons for the listing, what is significant about the asset and indicating the works for which consent would be needed (DCMS 2003b: 13).

The results of the consultation were published in *Review of Heritage Protection: The Way Forward*. This report also laid out proposals to form the basis for a new system of heritage protection, including the introduction of a single list of historic sites and buildings of England to be compiled and maintained by EH working within nationally agreed and openly published criteria.

In response to the consultation question, 'what criteria should be used to determine what items should be placed on the List', 88 % of the 76% that responded to the questions felt that EH should take into account only technical criteria to make the initial listing decision (DCMS 2004a: 41). It was suggested that economic and other wider considerations should only be applied on consideration of potential changes and/or on planning applications, not for the initial listing.

The view that local as well as national importance should be reflected was popular among those who responded, along with the idea that account should be taken of, 'the local and regional context of an asset, its significance, its relationship with a site, its local relevance and value' (DCMS 2004a: 41). It was felt that this would assist in engaging communities and reflect a more inclusive approach to the past.

It was stated that criteria for designation should be 'very tightly drawn up and technical' but that they should not be defined in statute as this would be 'restrictive

and heavy-handed’ (DCMS 2004a: 12-13). Rather the government intends to put on statute an overarching definition of historic assets including:

- Archaeological remains such as earthworks/excavation above/below ground, man-made deposits (in e.g. caves);
- Buildings (including post-war)
- Underwater historic assets (including in rivers, ponds etc.)
- Man-made landscapes;
- Battlefields;
- Historic areas.

A set of non-statutory criteria will be designed for each category ‘in the light of experience with the current system and current values’ (DCMS 2004a: 13).

The idea of ‘statements of significance’ was introduced in *Protecting our Historic Environment* (DCMS 2003b: 13). Consultation demonstrated that 92% of the 82% who responded to questions about ‘statements of significance’ were in favour although they should be more appropriately regarded as ‘assessments of importance’, statements of reasons to list or not list (DCMS 2004a: 42). It was generally agreed that such statements would:

- give a transparent and rational explanation for decisions and bring much needed openness and clarity to the process;
- enable understanding of importance and wider context by asset owners (for instance it would be helpful in a “sellers pack” or owner’s logbook and should be written in layman’s language);
- make public aware of the value and significance of what was in their community (it should include all local knowledge available) so they felt ownership;
- provide an understanding of character, which would be essential to inform decision-making for future management of the asset and provide a user-friendly basis for effective discussions between owners, and local authorities who would feel more included in the process;
- remove much uncertainty from the system and therefore sustain confidence. It would add clarity, integrity and quality control to the process.

After consultation, therefore, it was concluded that to avoid confusion the term ‘summary of importance’ should be used instead of ‘statement of significance’, normally used in the context of drawing up conservation and management plans. The report states:

- a summary of importance should be short, accessible and jargon-free. It should enable the user of the document (owner, local authority official and developer) to understand what the designated item is (building or site type), its physical and cultural context and significance. It would justify the inclusion of the item on the Register;

- a summary of importance would also provide the caveat that it and the description to which it was attached did not form a complete record and would be unlikely to provide a sufficient basis in itself for future changes and intervention. A number of things followed on from this:
- it would need to be made clear that the designation document simply flagged the item's special interest and importance and was the first step in a process that would manage its future;
- further down the line a full statement of significance might need to be drawn up which probed the item's importance more fully; took other specialist and non-specialist – including community – values into account; and assesses the item's fragility or robustness: i.e. the vulnerability of its significant elements to change;
- guidance as to next steps should be available to owners and local planning authorities.

The short term changes to the listing system will come into force from April 2005 (DCMS 2005). The major changes are:

- administration of the listing system will be transferred from DCMS to EH;
- new notification arrangements for the owners in listing cases;
- new consultation arrangements for owners and Local Planning Authorities;
- better information for the owners of listed buildings;
- the introduction of a new formal review process for listing decisions.

In addition DCMS will also be publicly consulting on new criteria for listing which will eventually replace those set out in PPG16 (English Heritage 2005). In many cases further changes will require primary legislation. EH are currently undertaking a series of pilot projects to ensure that the practical implications of a reformed system are thoroughly tested before new legislation is drafted.

Protecting our Marine Historic Environment

In March 2004 DCMS, the Welsh Assembly Government, the Scottish Executive and the Department of the Environment, Northern Ireland published the joint consultation paper *Protecting our Marine Historic Environment: Making the System Work Better*. As with the consultation document produced in 2003 the report identified four major areas for improvement: simplifications; openness; flexibility; and rigour. It introduces proposals for a single definition of marine historic assets that encompasses all parts of the anthropogenic marine historic environment. This might include structures (such as wrecks) and 'portable' objects, together with their immediate setting and associated deposits, and sites that were once on dry land but are now beneath the sea. It was also proposed to transfer statutory responsibility to EH.

With regard to criteria for designation the report proposes some discretion and discernment allowable for EH to decide what should and should not be designated within a framework of national criteria (DCMS 2004b: 17). It suggests that rather than

different grades each site should have a ‘statement of significance’ showing the reason for protection, what is important about the site and indicating, possibly by reference to generic types, the activities for which consent would be needed.

The document recognises that present knowledge of the marine historic environment is limited and it is likely that future discoveries are likely to change current perceptions of what is important (DCMS 2004b: 19). As Society’s values also change over time and may affect which aspects of the past are regarded as important. It proposes therefore that statements of significance should be subject to periodic review.

The paper also deals with issues of management and access and proposes that heritage agencies should seek to promote public access to marine historic assets (DCMS 2004b: 23).

HISTORIC SCOTLAND: NEW CRITERIA AND GUIDANCE FOR DETERMINING NATIONAL IMPORTANCE

Between 15th March and 4th June 2004 HS (2004) initiated a public consultation concerning the proposed adoption of revised criteria and guidance for determining national importance under the terms of the Ancient Monuments and Archaeological Areas 1979. The revision is based on the criteria for establishing national importance approved by the Ancient Monuments Board in 1983 but also reflects the principles of Scotland’s *Stirling Charter* (2000), itself informed by the body of international conservation charters such as the *Burra Charter* (current edn 1999).

The revised guidance states that for a monument or a class of monuments to be considered as of national importance it must, first, have a particular ‘cultural significance’, defined in the Burra Charter as, ‘aesthetic, historic, scientific, social or spiritual value for past, present or future generations’ (Historic Scotland 2004). It is argued that such significance is inherent in the monument itself, ‘its fabric, setting, use, associations, meanings, records, related monuments and related objects’. This cultural significance is then characterised by reference to intrinsic, contextual or associative characteristics

Intrinsic characteristics are those inherent in the monument, including:

- the condition in which the monument has survived. ‘Condition’ includes the potential survival of archaeological evidence above and below ground, and goes beyond the survival of marked field characteristics;
- the archaeological, scientific, technological or other interest or research potential of the monument or any part of it;
- the apparent developmental sequence of the monument. Monuments that show a sequence of development can provide insights of importance, as can places occupied for a short time;
- the original or subsequent functions of the monument and its parts;

Contextual characteristics are those relating to the monument’s place in the landscape or in the body of existing knowledge, including:

- the present rarity or representativeness of all or any part of the monument, assessed against knowledge of the archaeology of Scotland and of the region in which the monument occurs;
- the relationship of the monument to other monuments of the same or related classes or period, or to features or monuments in the vicinity. This is particularly important where individual monuments, themselves perhaps of limited immediate significance, form an important part of a widespread but varied class. The diversity of the class should be a material consideration in making individual decisions;
- the relationship of the monument and its parts with its wider landscape and setting.

Associative characteristics are the more subjective assessments of the associations of the monument, including with current or past aesthetic preferences:

- the historical, cultural and social influences that have affected the form and fabric of the monument, and vice versa;
- the aesthetic attributes of the monument;
- its significance in the national consciousness or to people who use or have used the monument, or descendants of such people;
- the associations the monument has with historical, traditional or artistic characters or events.

HS (2004) suggests that understanding of cultural significance may change as a result of the continuing history of the monument, or in the light of new information, or changing ideas and values. It is also noted that the concept of 'cultural significance' should not be confused with the establishment of 'national importance', regarded as a separate process. The following criteria are offered for establishing the 'particular' significance needed to define a monument as nationally important:

- its inherent capability or potential to make a significant addition to the understanding or appreciation of the past;
- its retention of the structural, decorative or field characteristics of its kind to a marked degree;
- its contribution, or the contribution of its class, to today's landscape and/or the historic landscape;
- the quality and extent of any documentation or association that adds to the understanding of the monument or its context; and
- the diminution of the potential of a particular class or classes of monument to contribute to an understanding of the past, should the monument be lost or damaged;
- its place in the national consciousness is a factor that may be considered in support of other factors.

HS (2004) recognises that the existence of a strong regionality is reflected in many aspects of the archaeological and built heritage, such as the regionally restricted designs of many prehistoric monuments and medieval buildings. The concept of

'national' prehistories or histories is rejected in favour of an aggregation of related prehistories and histories of different regions, which may have wider national or international links. It is suggested that through these linked regional histories and prehistories the history of Scotland and the UK can be understood.

The concept of fragility or vulnerability has been dropped from the criteria (Historic Scotland 2004) as inappropriate in consideration of national importance. They do, however, recognise that it may figure as a consideration as to whether scheduling was an appropriate mechanism to apply.

The use of period as a criterion for assessing national importance is also effectively rejected with the statement that, 'no period of Scotland's past and no part of Scotland's land is inherently more or less likely to produce monuments of 'national importance' than another' (Historic Scotland 2004).

The revision concludes that the principles of preservation and minimal intervention upon which the 1990 Act was based:

*...will only be set aside in circumstances where wider considerations are deemed, on balance, to be of greater importance **to the national interest**, rather than to any sectoral or local interest; in individual cases such considerations may include the needs of research into Scotland's past* (Historic Scotland 2004)

Consultation

Responses were broken down into four subheadings to aid analysis of the results.

1. Appropriateness of Consultation

The results of consultation were primarily positive, particularly in regard to the focus upon cultural significance and regionality. A small minority felt that the consultation was inappropriate as it did not go far enough and more major reforms are needed. Moreover, critical responses suggested that the consultation failed to relate the proposals to the wider UK situation.

2. General Comments on Approach

There was clear support for the two underpinning principles of the consultation, an approach based on the regional nature of Scotland's past and the statement that no period is inherently more or less likely to produce monuments of 'national importance' than another. The move towards characterising cultural significance and the adoption of principles from international charters, such as the Burra Charter, was also praised.

There were conflicting views on the 'subjective' or 'objective' nature of the process of deciding what was of national importance and some felt that a quantifiable approach, such as the MPP, was desirable or necessary.

In response HS stated that they have considered and rejected a quantitative approach and the application of an 'objective' process is problematic as it assumes a more complete knowledge of the character, range and variety of the heritage assets of experience than experience suggests is available. Moreover, the identification and assessment of monuments for inclusion on the schedule depends on professional

judgement and both the 1983 and the new criteria are intended to structure and inform that judgement.

Detailed comments on criteria and guidance

Some felt that the wording was too loose or vague and others questioned the extent to which they could be termed 'criteria'. For example:

The new 'criteria' are so broadly drawn as not really to be 'criteria' at all, but might be better described as expressions of value

In response HS argued that the document contains both guidance and criteria that monuments must meet before being judged of national importance.

A further critique came from the use of 'national consciousness, 'spiritual value' and local input. One comment stated:

Some appear to depend on conceptual and subjective rather than physical values, for example 'significance in terms of national consciousness' and 'formal aesthetic values.

The 'place in the national consciousness' criterion was particularly criticised for introducing a vague concept and questions of how to define this and who is qualified to make such decisions. A further comment suggested that 'spiritual value' is equally difficult to define as spiritual value to one group in society may conflict with the values of another group. Concerns were expressed that local pressure could potentially schedule monuments with 'ephemeral associations'.

In response HS reduced the significance of the role of 'national consciousness' and agreed that 'spiritual value' was too vague and difficult to define to be a valuable factor and removed it. They also agreed that prioritising local views on a monument over the national interest undermines the purpose of scheduling in the 'national' interest.

Implementation

The largest number of comments related to implementation. The abandonment of the simple numerical scheduling target was welcomed. A key worry of many respondents was that monuments may be de-scheduled as a result of the implementation of the new criteria. As HS point out, however, a review of the existing schedules will take place over some 30 years and that the number of descheduled monuments, which will then be managed under local government initiatives, will be greatly outnumbered by monuments added to the schedule.

ISLES OF SCILLY RAPID COASTAL ZONE ASSESSMENT

In May 2004 the Historic Environment Service of Cornwall County Council published the results of a rapid coastal zone assessment of the Isles of Scilly carried out in 2003 and early 2004. The project was commissioned after the National Heritage Act (2002) enabled EH to assume responsibility for all monuments on, in or under the seabed out to the 12 mile nautical limit of UK territorial waters. Thus, the assessment included data on the shipwrecks of the Isles of Scilly as well as the terrestrial data for the coastal and intertidal regions.

The importance of all sites identified during the course of the project, including shipwrecks, was assessed using a modified version of the criteria adopted for the MPP and ADU guidance notes on Protected Historic Wrecks (Johns et al 2004). A ‘Class Importance Statement’ (local, regional, national or international) was provided for each class of monument. The method adopted is described below.

Assessment of the degree to which each wreck is significant in absolute terms within its class

Period

The use of the criteria ‘period’ was based on the premise that the older a wreck is, the more important it is likely to be. During the rapid assessment of significance ‘period’ was scored:

| | |
|--------------------------|----|
| Prehistoric | 10 |
| Medieval | 9 |
| 16 th century | 8 |
| 17 th Century | 7 |
| 18 th century | 6 |
| Napoleonic | 6 |
| 19 th century | 5 |
| 20 th century | 4 |
| WWI | 6 |
| WWII | 6 |

Rarity

The use of the criteria ‘rarity’ was based on the premise that the loss of one example of a rare type may be considered more significant than the loss of one example of a very numerous class of site. During the rapid assessment of significance ‘rarity’ was scored:

| | |
|----------|---|
| Scarce | 3 |
| Frequent | 2 |
| Common | 1 |

Documentation

During the rapid assessment of significance both archaeological and historical documentation were considered together and was scored:

| | |
|------------------------|---|
| Good documentation | 3 |
| Moderate documentation | 2 |
| Poor documentation | 1 |

Group Value

The use of ‘group value’ as criteria was based on the idea that associations with other monuments or vessels would enhance the value of a site. During the rapid assessment of significance ‘group value’ was scored:

| | |
|------|---|
| High | 2 |
|------|---|

Low 1

Survival/Condition

Assessments of survival and condition were based on previous reports and for the majority of the data set the survival and condition was not known. Thus, during rapid assessment of significance was scored:

| | |
|-------------------|---|
| Over 50% survival | 3 |
| Less than 50% | 2 |
| Not known | 1 |

Fragility/Vulnerability

Fragility/vulnerability was scored as a yes/no application:

| | |
|------------------------|---|
| Fragile/vulnerable | 2 |
| Not fragile/vulnerable | 1 |

Diversity

The criterion 'diversity' was applied to both the vessel and the cargo and was scored:

| | | |
|--------|--------------------|---|
| Vessel | High diversity | 3 |
| | Moderate diversity | 2 |
| | Low diversity | 1 |
| Cargo | High diversity | 3 |
| | Moderate diversity | 2 |
| | Low diversity | 1 |

Potential

During rapid assessment of significance 'potential' was scored:

| | |
|--------------------|---|
| High potential | 3 |
| Moderate potential | 2 |
| Low potential | 1 |

Assessment of the degree to which each wreck is significant in relative terms as contributing to the general significance of the project area.

Johns et al (2002: 195) suggest that in identifying the 'type' of significance it is first necessary to appraise the nature and level of the overall archaeological and historical significance of the project area, internationally, nationally, regionally and locally. This also requires an appraisal of the importance of the contribution of each class of monument or feature and the contribution of each feature to that significance.

Monument class

Monument class value was scored:

| | |
|----------------------|---|
| High class value | 3 |
| Moderate class value | 2 |
| Low class value | 1 |

Local Context

Defined as, ‘the immediate setting of a site, and its intelligibility within its surroundings’ including its incorporation within a local context, for example in folklore or legend, the reuse of timbers in local buildings, local manufacture etc. (Johns et al 2004: 195). During rapid assessment a feature’s local context value was scored:

| | |
|------------------------------|---|
| High local context value | 3 |
| Moderate local context value | 2 |
| Low local context value | 1 |

National/International Context

Defined as, ‘the national or international historical value of a site’ (Johns et al 2004: 196) and was scored:

| | |
|---|---|
| High national/international context value | 3 |
| Moderate national/international context value | 2 |
| Low national/international context value | 1 |

Complexity

Representing both the diversity of elements and their relationships within a part of the wider complexity of its relationships beyond its immediate limits (Johns et al 2004: 196).

| | |
|---------------------|---|
| High complexity | 3 |
| Moderate complexity | 2 |
| Low complexity | 1 |

Ambience

Johns et al (2004: 1906) also identify that assessments need to take into account that some features that are not of great archaeological or historical significance are nevertheless important contributors to local identity and character. During rapid assessment of relative significance ‘ambience’ was scored:

| | |
|-------------------------|---|
| High ambient factor | 3 |
| Moderate ambient factor | 2 |
| Low ambient factor | 1 |

APPENDIX II: EUROPEAN AND INTERNATIONAL POLICY AND GUIDANCE

UNESCO WORLD HERITAGE SITES

The World Heritage Convention, adopted by UNESCO in 1972, provides for the identification, protection, conservation and presentation of cultural and natural sites of outstanding universal value. The convention requires a World Heritage List to be established under the management of an inter-governmental World Heritage Committee, advised by the International Council on Monuments and Sites (ICOMOS) and the World Conservation Union (IUCN). Responsibility for the nomination of sites for inclusion on the list, and the protection of such sites, falls to the individual member governments. The convention was ratified by the United Kingdom in 1984.

The *Operational Guidelines for the Implementation of the World Heritage Convention* (World Heritage Committee 2005: 14) define outstanding universal value as:

...cultural and/or natural significance which is so exceptional as to transcend national boundaries and to be of common importance for present and future generations of all humanity

In the Committee's view a cultural property has outstanding universal value if the property meets one or more of the following criteria:

1. represent a masterpiece of human creative genius;
2. exhibit an important interchange of human values, over a span of time or within a cultural area of the world, on developments in architecture or technology, monumental arts, town-planning or landscape design;
3. bear a unique or at least exceptional testimony to a cultural tradition or to a civilisation which is living or which has disappeared;
4. be an outstanding example of a type of building, architectural or technological ensemble or landscape which illustrates (a) significant stage(s) in human history;
5. be an outstanding example of a traditional human settlement, land-use, or sea-use which is representative of a culture (or cultures), or human interaction with the environment especially when it has become vulnerable under the impact of irreversible change;
6. be directly or tangibly associated with events or living traditions, with ideas, or with beliefs, with artistic and literary works of outstanding universal significance. (The Committee considers that this criterion should preferably be used in conjunction with other criteria);

To be deemed of outstanding universal value, a property must also meet the conditions of integrity and/or authenticity and must have an adequate protection and management system to ensure its safeguarding (World Heritage Committee 2005: 20). The guidelines state that properties may be understood to meet the conditions of authenticity if their cultural value are truthfully and credibly expressed through a variety of attributes including:

- form and design;
- materials and substance;

- use and function;
- traditions, techniques and management systems;
- location and setting;
- language, and other forms of intangible heritage;
- spirit and feeling; and
- other internal and external factors.

Integrity is defined as a measure of the wholeness and intactness of the natural and/or cultural heritage and its attributes (World Heritage Committee 2005: 22). Assessments of integrity are based upon the extent to which the property:

- includes all elements necessary to express its outstanding universal value;
- is of adequate size to ensure the complete representation of the features and processes which convey the property's significance;
- suffers from adverse effects of development and/or neglect.

In practical terms, integrity the physical fabric of the property and/or its significant features should be in good condition, and the impact of deterioration processes controlled (World Heritage Committee 2005: 22). A significant proportion of the elements necessary to convey the totality of the value conveyed by the property should be included. Relationships and dynamic functions present in cultural landscapes, historic towns or other living properties essential to their distinctive character should also be maintained.

APPENDIX III: SCHEMA FOR THE EVALUATION OF SHIPWRECKS

USA

In the U.S.A. shipwrecks are protected under Federal law by the Abandoned Shipwreck Act 1988 (Aubry 1992: 17). The law asserts Federal title to the majority of abandoned shipwrecks located in internal navigable waters and within three nautical miles of the U. S. coastline. The Act recognises the multiple values and uses of shipwrecks and recommends that decisions regarding management are made on a case-by-case basis considering all interest groups and purposes.

Historic vessels are additionally protected by Federal and state laws concerned with the protection of historic and archaeological resources (Aubry 1992: 19). In general, shipwrecks less than 50 years old are not considered cultural resources.

In the U.S. Secretary of the Interior's *Standards for Historic Vessel Preservation Projects* (Naab 1990: 4) a vessel is considered historic if it is eligible for listing in the National Register of Historic Places (NRHP) at a local regional, national, or international level of significance.

The NRHP is an official list of cultural resources worthy of preservation in the USA. The register was authorised under the National Historic Preservation Act of 1966 and is administered by the National Park Service (NPS), part of the U.S. Department of the Interior. The NRHP utilises criteria to evaluate significance and integrity and is the best means of defining categories and establishing priorities for significance of historic vessels in the United States (Delgado 1992).

To be eligible for inclusion in the register:

...a vessel must be significant in American history, architecture, archaeology, engineering, or culture, and possess integrity of location, setting, material, workmanship, feelings, and association (Naab 1990: 4)

To be considered significant, the vessel must meet one or more of the four National Register criteria (Naab 1990: 4):

1. be associated with events that have made a significant contribution to the broad patterns of our history; or
2. be associated with the lives of persons significant in our past; or
3. embody characteristics that are distinctive of a type, period, or method of construction; or that represent the work of a master; or that possess high artistic value; or represent a significant and distinguishable entity whose components may lack individual distinction; or
4. have yielded, or may be likely to yield, information important in prehistory or history.

There are five basic types of historic vessels which may be eligible for listing in the National Register (Delgado 1992):

1. **Floating historic vessels.** Large vessels (usually greater than 40 feet in length or weighing over twenty tons) that are maintained in and on the water, including artificial mooring basins.
2. **Dry-berthed historic vessels.** Vessels that are preserved out of the water and are located in a dry-dock or setting close to or part of a waterfront.
3. **Small craft.** Floating or displayed vessels generally less than forty feet in length and twenty tons in weight.
4. **Hulks.** Substantially intact vessels that are not afloat, such as abandoned or laid up craft that are on a mudflat, beach, or other shoreline.
5. **Shipwrecks.** A submerged or buried vessel that has foundered, stranded, or wrecked. This includes vessels that exist as intact or scattered components on or in the sea bed, lake bed, river bed, mud flats, beaches, or other shorelines, excepting hulks.

To qualify for the National Register, a historic vessel must have significance as one of the vessel types listed above and retain integrity of location, design, setting, materials, workmanship, feeling, and association, and meet one or more of the National Register criteria A, B, C or D (Delgado 1992). Determining the significance of a historic vessel depends on establishing whether the vessel is:

- the sole, best, or a good representative of a specific vessel type;
- is associated with a significant designer or builder; or
- was involved in important maritime trade, naval, recreational, government, or commercial activities.

Types of historic vessels that do not normally qualify for the National Register are:

- vessels less than 50 years of age;
- vessels owned by religious institutions and used for religious purposes;
- replica vessels;
- collections of vessels.

However, in special circumstances a vessel subject to the above properties may qualify for the National Register if they meet the criteria and meet the following exceptions:

- a vessel achieving significance within the past fifty years if she is of exceptional significance;
- a vessel owned by religious institutions and used for religious purposes may be eligible if her primary significance is derived from naval architecture (Criterion C and/or D) or historical importance (Criterion A);
- replica vessels can be a contributing component of a National Register property if:
 - the replication is based on scholarly analysis of graphic, written, and archaeological sources;

- the vessel's construction is accurately executed, using appropriate period materials and construction techniques;
- the replica vessel is presented in a historically appropriate manner as a part of a restoration master plan;
- no other vessel with the same associations has survived.
- small craft and larger vessels in collections may be individually eligible if they retain integrity of setting. Collections of vessels are not eligible for the National Register.

If the vessel has national significance it may be designated as a National Historic Landmark, nationally significant historic places designated by the Secretary of the Interior because they possess exceptional value or quality in illustrating or interpreting the heritage of the United States. This requires that the vessel is studied by the NPS, usually as part of a major theme study associated with a specific area of American history.

AUSTRALIA

In Australia all shipwrecks over 75 years old are protected by the Commonwealth *Historic Shipwreck Act 1976*. The Act is administered by the Department of the Environment and Heritage and protects historic wrecks and relics in commonwealth waters from below low water to the edge of the continental shelf. Diving is allowed on protected wrecks but it is illegal to remove or disturb anything at the site without a permit. Where circumstances place a wreck at particular risk of interference a protected or no entry zone is established up to an 800 metre radius of the wreck. Diving, salvage, trawling and mooring are prohibited within a protected area except by permit.

The Burra charter, adopted by Australia ICOMOS in 1979, provides guidance for the conservation and management of places of cultural significance and is the most widely used guide to conservation practices in Australia. The term cultural significance is held as synonymous with heritage significance and cultural heritage value and is defined as aesthetic, historic, scientific, social or spiritual value for past, present or future generations. The charter recognises the need to involve people in the decision making-process, particularly those that have strong associations with a place. It states that cultural significance is embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects.

The document *Guidelines for the Management of Australia's Shipwrecks* (1994) was written as a model for a common code of practice in Australia in regard to historic wrecks and the administration of the *Historic Shipwrecks Act 1976*. The guidelines were developed by the Special Projects Advisory Committee of the Australian Institute for Maritime Archaeology (AIMA). It includes a Statement of Principles for the management of shipwreck sites and the full *Guidelines* including a set of evaluation criteria for assessing and describing the significance of shipwrecks.

The criteria are split into two groups. Group A criteria describe the nature of significance and Group B criteria describe the degree. For each criterion a statement of significance and importance is provided.

Group A – Nature of Significance

1. **Historic** (concerned with range of context)
 - Significant in the evolution and pattern of history.
 - Importance in relation to a figure, event, phase or activity of historic influence
2. **Technical** (Concerned with technical or creative accomplishment)
 - Significant in possessing or contributing to technical or creative accomplishment.
 - Importance in demonstrating a high degree of technical or creative achievement for the time.
3. **Social** (Concerned with community regard or esteem)
 - Significant through associations with a community or communities for social, cultural or spiritual reasons.
 - Importance as cultural items or places highly valued for reasons of social, cultural, religious, spiritual, aesthetic or educational associations by a community.
4. **Archaeological** (Concerned with research potential through investigation of material remains)
 - Significant for the potential to yield information contributing to an understanding of history, technological accomplishments and social developments.
 - Importance for its potential to yield information contributing to a wider understanding of the history of human activity.
5. **Scientific** (Concerned with research potential through repeatable measured tests)
 - Significant in the potential to yield information about the composition and history of cultural remains through examination of physical and chemical processes.
 - Important in the generation or testing of hypotheses concerning the composition of cultural remains, the effects of original use and the effects of other environmental factors.
6. **Interpretative** (Concerned with public education values)
 - Significant for its potential to contribute towards public education.
 - Importance for its potential for public education through on-site (or other) interpretation.

Group B - Degree of Significance

1. **Rare** (Concerned with the uncommon or exceptional)
 - Significant in possessing rare, endangered or uncommon aspects of history.
 - Importance in demonstrating a distinctive way of life, custom, process, water-way use, function or design no

longer practised, is in danger of being lost or is of exceptional interest to the community.

2. **Representative** (Concerned with the typical of characteristic)
 - Significant in demonstrating the characteristics of a class of cultural items.
 - Importance in demonstrating the principal characteristics of the range of human activities (including way of life, philosophy, custom, process, water-way use, function, design or technique).

Under each heading guidelines on the inclusion or exclusion of individual wrecks and examples of eligible wrecks are provided. Using the criteria a Statement of Significance summarising major attributes is produced which serves as a guide to the development of appropriate management strategies. The guidelines recommend that where a shipwreck is to be provided with statutory protection it should be of significance in terms of one or more of the attributes listed in Group A and one or more of the criteria in Group B.

CANADA

The Historic Sites and Monuments Board of Canada (HSMBC) is the statutory advisory body to the Canadian Government regarding the designation of nationally significant aspects of Canada's history under the Historic Sites and Monuments Act (Parks Canada 2004). Almost 80% of the subjects considered by the Board are nominated by the public and the HSMBC has often been asked to have shipwrecks recognised as of national historic significance (Parks Canada 1998). Only a few shipwrecks, however, have been designated based on their association with major events in the history of Canada.

In Canada shipwrecks can be regarded as archaeological sites, movable cultural property and property with market value under the *Canada Shipping Act* (Parks Canada 1998). A move to provide the necessary tools to help evaluate candidates for a national historic designation resulted in the publication of *Les Épaves de navires d'importance historique nationale au Canada, Lignes directrices pour de critères d'évaluation des épaves de navires* in April 1998. These *Guidelines for Evaluating Shipwrecks of National Historic Significance in Canada* were created in response to a recommendation of the HSMBC made in 1990, that questions concerning submerged shipwrecks in Canada, and in particular their protection, be examined as soon as the necessary resources are available.

The guidelines outline a number of elements for assessing significance divided into four classes: attributes of characterisation; culture; presentation; and structural assessment. These attributes are also subdivided into defined values associated with each category:

1. Characterisation attributes
 - ***Architectural: typological and characteristic***
This involves a description and assessment of the period or date of construction and disappearance of the ship. When available, one should also give the most appropriate designation of the ship (this

designation or definition has long been based on the rigging or propulsion - three-masted barque, schooner, ketch, cutter, paddle-steamer - although it may also have no obvious relation to these - dory, dugout, longboat, York boat, Durham boat). The architect, builder or shipyard will be specified. The vessel will also be categorised according to the construction material of the hull, or to its use or function: cargo, liner, fishing, navy frigate. In theory, this information should help any reader to acquire a physical and functional perspective of the candidate presented for commemoration.

- ***Technical***
In referring to this element, one must consider how a wreck might constitute or incorporate one or more innovations in terms of engineering (propulsion systems and methods, machinery), whether experimental or patented (for example, study of the introduction of the steam engine on the ships justified the archaeological excavations on the Lady Sherbrooke one of the Molson's steamer in Montreal). Furthermore, the whole field relating to the evolution of naval construction might be assessed. The subthemes of design, choice of materials, joining, connections, reinforcement, methods of sealing and preservation, finishing, adaptation etc., should be explored, as well as construction quality, if this can be assessed.
- ***Scientific***
A number of cultural resources may represent typical cases for scientific studies. For example, a given shipwreck may be of interest for the development of documentary or preservation techniques (architectural survey, photography, sampling, experimentation with in situ stabilisation). There is also a potential for the study of how the component materials of cultural properties react with agents present in the natural environment. In some cases, one must recognise the interest of studying certain shipwrecks and weighing the negative impact of the environment or, alternatively, the stability and integration of cultural resources into the environment (for example, study of the deterioration of the wrecks at Fathom Five National Marine Park; of zebra mussels in Kingston, Ontario).
- ***Representative***
This element may be used only in conjunction with one or more of the other assessment elements mentioned. If the shipwreck under consideration is a very good example of a type or class of ship, it is the other attributes that will make the difference (e.g. a ship built in the golden age for a vessel class and by a yard famous for the quality of its output).
- ***Artistic***
This attribute has been included because ships from all eras, whether passenger or not, have been embellished with finishing elements that are more art than craftsmanship.

Such features as figureheads and carved interiors are thus considered attributes which may enhance the interest of a vessel. Shipwrecks with cargoes containing works of art, museum pieces or any other cultural product of national historic importance would have to necessarily be associated.

- ***Rarity and uniqueness***

Without being an attribute as such, rarity may occasionally be cited when a shipwreck is submitted. It should usually be paired with other attributes specifying identity, importance and context.

- ***Group or association***

A remnant may be valuable by virtue of its association with other remains of another type or class. For example, such value might be attributed in the case of discovery of remains of a number of shipwrecks of different types, periods or uses together in a relatively limited area, or intermingled with each other. In cases of large associations of remains, the whole becomes more important than the sum of its parts. Furthermore, the whole often has more cultural impact than a single monument. This could be said, for example, of shipwreck graveyards. As an example, in 1711, the Admiral Walker lost 8 large vessels the same day at Pointe-aux-
Anglais, Québec in a British expedition against Québec City.

2. Cultural attributes: historical / archaeological / anthropological / ethnographic

- ***Association to persons, cultural groups, first nations***

If, for example, a ship was designed, built or owned by an important figure on the Canadian scene, this will be an attribute concerning which information must be provided, so that this connection can be fully assessed.

- ***Event association***

If a ship was involved in an important event marking Canada's history, the story and details of its participation must be fully delimited and explained.

- ***Sociocultural (cargoes and personal belongings)***

A site or ship may offer an opportunity to expand our knowledge about the social classes, trades, professions or, more broadly, cultural groups aboard the vessel. It may also offer an opportunity to examine consumption or work practices. An excellent example is the reference collection comprised of objects recovered from the frigate Machault (1760), which has advanced research on the French era in 18th-century Canada. As another example, there might be in the future a study of remains associated with immigrants or cultural communities which imported different fishing practices.

- ***Symbolic***

The symbolic aspect that may be recognised in a shipwreck can be variable. It might be spiritual or religious, aesthetic or educational in nature. It might be manifested by the impact

of a given event (shipwreck, rescue, salvage, creation of folklore) on a cultural community. Such impact may have arisen at the time of a wreck or even long after it. Symbolic value might also lie in the significance of the ship's construction and career, or even the human tragedy associated with it, as kept alive in tradition. For instance, such value might be attributed to a ship which is a war memorial, exploration ships, or other vessels with strong evocative power (e.g. the Terror and Erebus, Bluenose, Marco Polo, Empress of Ireland).

3. Presentation attributes

- ***Interpretative***

A shipwreck might be found to contain great interpretative value if it were proven that it has potential to offer or that it is already contributing to education of the public. This component can be analysed as a function of other attributes such as accessibility, integrity, natural environment and associated cultural equipment, and this potential may be exploited both on the underwater site and on land. A good example of this type is the Sweepstake at Fathom Five National Marine Park, which is the most visited by divers of the entire park's wrecks because of its accessibility, and which in addition to divers, is repeatedly toured every year by a fleet of glass-bottom boats.

- ***Economic***

The economic attribute should be indicated if there is strong recreational/tourist or cultural tourism potential and if there are infrastructures in place or being erected in connection with one or more shipwrecks. It is necessarily associated with the educational attribute, but may on occasion be a factor in certain cultural investment decisions, depending on the context.

- ***Cultural landscape***

With time, one or more shipwrecks may have reached a state of equilibrium with nature, or even contributed to a proliferation of fish, molluscs and plants, becoming artificial reefs for marine flora and fauna. It is also desirable to include an assessment of these qualities and associated constraints in the case studies. It is also possible to consider shipwrecks graveyards as susceptible examples for consideration under the cultural landscape value.

4. Structural assessment attribute

- ***Integrity***

This element of the shipwreck file is usually the product of the archaeological investigation itself. Assessment of a shipwreck is not confined to how much of the hull has been preserved in its original condition. Rather it must be based on the existence of useful and often indispensable indicators for understanding the architecture, design and utilisation of the ship as it was at the time it was wrecked or abandoned.

At an extreme, it is applicable to the remains of a ship scattered over a wide area, insofar as it is possible, using appropriate approaches, to expand the field of knowledge. Only from this perspective is it possible to present the condition, fragility and vulnerability of the remains, and the value of preserving them. The example of the Corossol, recognised as of national historic significance, is particularly interesting in that, despite the absence of any remains of the hull, valuable information has been gathered about the existence and use of artillery and munitions aboard supply vessels chartered by the king of France in 1693.

FINLAND: THE REGISTER OF TRADITIONAL SHIPS

The Register of Traditional Ships is kept by the National Board of Antiquities in Finland to ensure the preservation and adequate restoring of historic vessels. A traditional ship is defined as a vessel still in use that is also valuable in the context of maritime history and whose current use and condition match its historical value. Thus, the register excludes shipwrecks and vessels kept in museums and relates only to historic vessels still in use, for example as charter boats or pleasure vessels. Some of these vessels are owned by state or local authorities, but the majority are in the hands of societies or private individuals.

In the late 1980s it was recognised that many of them would require costly repairs if they were to remain as evidence of Finnish maritime history and steps were made towards ensuring the survival of such vessels through a national register. Consequently the Ministry of Education appointed a Museum Ship Committee in 1988, which proposed that eight privately owned vessels of national importance be preserved and repaired out of government funds, and that a Register of Traditional Ships be established. In 1992 a special committee was set up to pave the way for the establishment of the register and to make the necessary administrative and financial arrangements.

A set of criteria were drawn up by the committee for determining the value of a vessel of cultural historical interest that may warrant inclusion on the register. These include:

- age;
- authenticity: the vessel is in an original, well-preserved condition as regards structures, rigging, engines and equipment, or it has been properly restored to its original state;
- uniqueness: their function has become or is becoming rare, or the vessel is the work of a well-known builder;
- significance: the vessel is of historical, navigational, military, technical, economic, local provincial, cultural etc. significance;
- representative quality: the vessel represents some general type of craft in use at a particular time;
- source and documentary value: the vessel can provide information on shipbuilding and navigation in a particular era; the vessel has been restored according to its original condition and purpose;
- sentimental value: the vessel is associated with some great figure in historic or a particular historical event;

- size: the minimum length (with certain reservation) is 12 meters.

A basic system of scoring is applied to evaluate the vessels with different structures marked out of ten. By April 1997 forty six vessels had been registered including seven motor ships, eight sailing ships, thirty three steam ships and one barge (Prescott & Groom 1996).

MoSS

The MoSS project aims to awaken interest in our common underwater cultural heritage and to have the general public participate in protecting the heritage (MoSS 2004: 2). The project is organised by:

- The Maritime Museum of Finland,
- The Mary Rose Archaeological Services Ltd. (United Kingdom),
- The National Service for Archaeological Heritage: Netherlands Institute for Ship- and Underwater Archaeology ROB/NISA (Netherlands),
- The National Museum of Denmark/Centre for Maritime Archaeology (Denmark),
- The Department for Preservation of Archaeological Sites and Monuments/Archaeological State Museum of Mecklenberg-Vorpommern (Germany)
- Södertörns högskola – University College (Sweden)

Those involved in the MoSS project recognised the need to develop a methodology by which all wrecks could be looked at in the same way so that sites may be compared and similarities and differences be identified (MoSS 2004: 16). For this reason the MoSS project developed a management plan for shipwrecks sites based on the following principles:

1. the format has to be the same in all countries working on the MoSS project and all countries should be able to use it;
2. a management plan should be made for all kinds of shipwreck sites;
3. a management plan can be based on very little information;
4. the management plan is not a static document, it should develop over the years;
5. all subjects should be clear to everyone and what to put each section of the plan should be self evident;
6. wrecks should be described in the same way;
7. the importance of the wreck for maritime archaeology should be stated;
8. all kinds of research can be added;
9. the management plan should be accessible and understandable for different kinds of professionals;
10. the management plan should be readable as separate parts.

A management plan was thus developed based upon the Quality Standard Archaeology (Kwaliteits Norm Archaeologie: KNA) used in the Netherlands (MoSS

2004). A standardised format was developed to ensure continuity and consistency, section 3 of which relates to assessing importance. The section headings provide a flavour of the criteria that form the assessment process:

3. Cultural valuation of shipwreck [name]

3.1 Experience aspects (quality)

3.1.1 Aesthetic values

3.1.1.1 Visible

3.1.1.1.1 Visible as landscape element

3.1.1.1.2 Visible as exposition element

3.1.2 Memory value

3.1.2.1 Historic

3.2 Physical quality

3.2.1 Structural integrity

3.2.1.1 Presence of ship construction

3.2.1.2 Completeness of the wreck parts

3.2.1.3 Stratigraphic conditions

3.2.1.4 Mobilia (portable antiquities) in situ

3.2.1.4.1 Relation between mobilia and ship parts

3.2.1.4.2 Relation between mobilia

3.2.1.5 Stability of the natural environment

3.2.2 State of preservation

3.2.2.1 Wreck parts

3.2.2.1.1 Organic material

3.2.2.1.2 Metal

3.2.2.1.3 Composite

3.2.2.2 Artefacts

3.2.2.2.1 Organic material

3.2.2.2.2 An-organic

3.2.2.2.3 Composite

3.3 Quality of archaeological information

3.3.1 Representative value

3.3.1.1 Chronological

3.3.1.2 Regional

3.3.2 Significance of information

3.3.2.1 Geographical significance

3.3.2.2 Historical or archaeological significance

3.4 Conclusion

THE NETHERLANDS

In Holland criteria are arranged into three groups and each criterion is scored on a three-point scale to provide a general ranking.

| Values/importance scale | Criteria |
|-------------------------|--------------------|
| Perception | Aesthetic value |
| | Historical Value |
| Physical Quality | Integrity |
| | Preservation |
| Intrinsic Value | Rarity |
| | Research potential |
| | Group value |
| | Representivity |

(after Deeben et al 1999: 181)

This set of criteria was applied to shipwrecks for the purposes of the Project Vaarwegverbetering Westerschelde (ROB Undated). This project is a joint effort between the Dutch and Belgian authorities involving dredging and clearing away shipping hazards such as wrecks. Desktop evaluation of the known wreck site produced a first assessment of the archaeological values involved. None of the larger obstructions were considered archaeologically significant and no specific requirements were formulated.

Three of the smaller sites (601, 603 and 617) were identified as requiring extra research to enable decisions to be taken on conditions for their removal (ROB undated). None of the sites could be preserved *in situ* and decisions needed to be made as to the level of documentation and research that would qualify their excavation or undocumented removal. For the purposes of this project additional criteria were included for assessing their significance. On the basis of this no remains post dating 1885 AD were given archaeological attention. The perceptive quality was not deemed relevant for these three sites and their associations were not considered as there was no question of preservation *in situ*.

Data was collected to enable determinations of the intrinsic quality of remains on the basis of, 'their scarcity, uniqueness, their information value and their representativeness' (ROB undated). The valuation was based on:

| | |
|------------|--|
| Ship | Features Condition Importance Unicity Dating |
| Cargo | Features Condition Importance Unicity Dating |
| Inventory | Features Condition Importance Unicity Dating |
| Conditions | Threat? Protection possible? Financing |

On the basis of this valuation a decision was made whether or not to gain further information before finally deciding on the advice that would be given for the removal of the remains.

APPENDIX IV: PRACTITIONER'S QUESTIONNAIRE

Question 1: Importance

The perceived 'importance' of archaeological remains is often a crucial factor in devising appropriate strategies to protect and preserve individual sites and monuments and in devising appropriate mitigation to safeguard remains threatened by development. A common means of assessing 'importance' is through the consideration of a particular site or monument in relation to a set of evaluation criteria enabling a 'score' or 'level' of importance to be assigned to individual cases.

- a. In your day-to-day work which of the following are considered in evaluating the importance of archaeological remains? b. In your opinion which of these is more or less important in assessing the importance of archaeological remains?

| (Please mark the appropriate box with an x) | Regularly | Sometimes | Rarely | Never | Very Important | Important | Less Important | Not Important |
|--|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Scarcity of surviving examples of a particular type | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Period of time in which a monument, site or artefact was in use | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Contemporary associations with historical people or events | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Contemporary use and meaning of a site or monument for the society that created it | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Location in relation to other sites or monuments | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

| | Regularly | Sometimes | Rarely | Never | Very Important | Important | Less Important | Not Important |
|--|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Extent of preservation | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Potential threats to continued preservation | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Technological properties of a monument and their regional and chronological variations | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Potential of site or monument to contribute to scientific enquiry | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Potential of a monument as a visual, educational and recreational resource. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Previous investigation of the site | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Other (Please Specify) | | | | | | | | |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | | | | | | | | |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | | | | | | | | |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Question 2: Scoring

‘Scores’ or ‘levels’ of importance may be employed in numerical terms (e.g. ‘on a scale of 1 to 10’) or in descriptive terms (e.g. High, Medium or Low).

a. In applying the above criteria do you regularly employ a system of scoring to obtain a quantitative measure of importance?

Yes

No

b. In your opinion, what are the key benefits of scoring systems for archaeological managers?

c. In your opinion, what are the key drawbacks of scoring systems for archaeological managers?

Question 3: The Contribution of Heritage

Assessments of ‘importance’ are fundamentally based upon ideas about the ‘value’ of archaeological remains and the contribution of heritage to past, present or future generations.

- a. In your day-to-day work which of the following are regularly considered in regard to the management of archaeological remains? b. In your opinion which of these is more or less important for the management of archaeological remains?

| (Please mark the appropriate box with an x) | Regularly | Sometimes | Rarely | Never | Very Important | Important | Less Important | Not Important |
|---|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| The information that can be obtained in regard to archaeological, historical and scientific knowledge | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| The economic potential of the archaeological resource | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| The use of the archaeological resource in the general education of adults and children | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| The contribution of heritage as a leisure industry | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| The aesthetic properties of archaeological material | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| The ways in which sites and monument help to promote social identity through attachment with the past | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| The requirement to conserve material for future generations | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

| | Regularly | Sometimes | Rarely | Never | Very Important | Important | Less Important | Not Important |
|------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Other (Please Specify) | | | | | | | | |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Question 4: The Importance of Shipwrecks

a. Do you deal with the management or protection of shipwrecks in your day-to-day work?

Yes

No

If no proceed to question 4c

b. In practice, which of the following are considered in assessing the importance of shipwrecks?

c. In your opinion, which of the following are more or less important in assessing the importance of shipwrecks?

| (Please mark the appropriate box with an x) | Regularly | Sometimes | Rarely | Never | Very Important | Important | Less Important | Not Important |
|--|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| The original design and construction of the vessel | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| The rebuilding, repairing and refitting of a vessel during its life | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| The contemporary use of the vessel, such as mercantile or military functions | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| The shipboard communities associated with the use of the vessel | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| The circumstances of the vessels demise | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| The survival and condition of a vessel | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| The processes affecting the survival of the vessel on the seabed | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

| | Regularly | Sometimes | Rarely | Never | Very Important | Important | Less Important | Not Important |
|---|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| The survey and excavation history of the vessel to date | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| The use of shipwrecks in sport diving | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| The practical and economic requirements of fishermen and boat users | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Other (Please Specify) | | | | | | | | |
| | | | | | | | | |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | | | | | | | | |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | | | | | | | | |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | | | | | | | | |

Question 5: Local, Regional, National and International Dimensions

In the UK statutory protection is largely based on the identification of a site as ‘nationally important’. However, heritage may also contribute to local, regional and international fields of enquiry and be regarded as important for different reasons within each of these dimensions.

a. In practice, which of the following are considered with regard to local, regional, national or international fields of enquiry?

| (Please mark the appropriate box with an x) | Local | Regional | National | International |
|---|--------------------------|--------------------------|--------------------------|--------------------------|
| Design, technology and construction | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Contemporary associations with historical people or events | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Contemporary use and meaning | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Preservation and site formation processes | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Previous investigation and place in the history of the discipline | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Economic and recreational potential | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Promotion of social identity through attachment with the past | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Other | | | | |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | | | | |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

APPENDIX V: DRAFT FRAMEWORK

| | | Question | Answer | Scale | | | Does this contribute to the statement of importance? | |
|--------------|---|---|----------------------|--------------------------|--------------------------|--------------------------|--|--------------------------|
| Build | Integral | What is the technical interest of the original design of the vessel? Were there any significant innovations? | | Insufficient data | Unknown | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | | | | Significant features | High | <input type="checkbox"/> | | |
| | | | | Notable features | Moderate | <input type="checkbox"/> | | |
| | | | | Nominal features | Low | <input type="checkbox"/> | | |
| | | | | | N/A | <input type="checkbox"/> | Yes | No |
| | | Were there any significant features or innovations in the methods employed to build the vessel? | | Insufficient data | Unknown | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | | | | Significant features | High | <input type="checkbox"/> | | |
| | | | | Notable features | Moderate | <input type="checkbox"/> | | |
| | | | Nominal features | Low | <input type="checkbox"/> | | | |
| | | | | N/A | <input type="checkbox"/> | Yes | No | |
| | What is the technical interest of the fixtures or fittings, propulsion or armament of the vessel? Were there any significant innovations? | | Insufficient data | Unknown | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | | | Significant features | High | <input type="checkbox"/> | | | |
| | | | Notable features | Moderate | <input type="checkbox"/> | | | |
| | | | Nominal features | Low | <input type="checkbox"/> | | | |
| | | | | N/A | <input type="checkbox"/> | Yes | No | |
| | What is the technical interest of any refits or adaptations to the vessel during its lifetime? | | Insufficient data | Unknown | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | | | Significant features | High | <input type="checkbox"/> | | | |
| | | | Notable features | Moderate | <input type="checkbox"/> | | | |
| | | | Nominal features | Low | <input type="checkbox"/> | | | |
| | | | | N/A | <input type="checkbox"/> | Yes | No | |
| | Contextual | Was the vessel representative of a particular type or class of vessel? Was it a first example, seminal example or optimal form? | | Insufficient data | Unknown | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | | | | Landmark example | High | <input type="checkbox"/> | | |
| | | | Notable example | Moderate | <input type="checkbox"/> | | | |
| | | | Common example | Low | <input type="checkbox"/> | | | |
| | | | | N/A | <input type="checkbox"/> | Yes | No | |
| | | Did the design or construction of the vessel have far reaching implications for the development of this particular type or class? | | Insufficient data | Unknown | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | | | | Significant implications | High | <input type="checkbox"/> | | |
| | | | | Notable implications | Moderate | <input type="checkbox"/> | | |
| | | | | Nominal implications | Low | <input type="checkbox"/> | | |
| | | | | | N/A | <input type="checkbox"/> | Yes | No |

| | | Question | Answer | Scale | | | Does this contribute to the statement of importance? | | |
|-----|------------|---|---|--|---------------------|--------------------------|--|---------------------------------|--------------------------------|
| Use | Integral | Are there particular aspects of the original function of the vessel that may add to its importance? | | Insufficient data | Unknown | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No | |
| | | | | Significant features | High | <input type="checkbox"/> | | | |
| | | | | Notable features | Moderate | <input type="checkbox"/> | | | |
| | | | | Commonplace features | Low | <input type="checkbox"/> | | | |
| | | | | | N/A | <input type="checkbox"/> | | | |
| | | | Were there any changes in the function of the vessel that may be more or less significant than its intended function? | | Insufficient data | Unknown | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| | | | | | Significant changes | High | <input type="checkbox"/> | | |
| | | | | | Notable changes | Moderate | <input type="checkbox"/> | | |
| | | | | | Nominal changes | Low | <input type="checkbox"/> | | |
| | | | | | | N/A | <input type="checkbox"/> | | |
| | | Are there particular aspects of the way in which the vessel was worked that may add to its importance? | | Insufficient data | Unknown | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No | |
| | | | | Significant features | High | <input type="checkbox"/> | | | |
| | | | | Notable features | Moderate | <input type="checkbox"/> | | | |
| | | | | Commonplace features | Low | <input type="checkbox"/> | | | |
| | | | | | N/A | <input type="checkbox"/> | | | |
| | | Are there particular aspects of life on board the vessel that may add to its importance? | | Insufficient data | Unknown | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No | |
| | | | | Significant features | High | <input type="checkbox"/> | | | |
| | | | | Notable features | Moderate | <input type="checkbox"/> | | | |
| | | | | Commonplace features | Low | <input type="checkbox"/> | | | |
| | | | | | N/A | <input type="checkbox"/> | | | |
| | Contextual | Did the vessel operate as part of a wider social, military or economic system that may add to its importance? | | Insufficient data | Unknown | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No | |
| | | | | Part of a significant, large scale system | High | <input type="checkbox"/> | | | |
| | | | | Part of a notable system of moderate scale | Moderate | <input type="checkbox"/> | | | |
| | | | | Part of a nominal, small scale system | Low | <input type="checkbox"/> | | | |
| | | | | | N/A | <input type="checkbox"/> | | | |
| | | Did the use of the vessel have far reaching implications for the systems in which it operated? | | Insufficient data | Unknown | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No | |
| | | | | Significant implications | High | <input type="checkbox"/> | | | |
| | | | | Notable implications | Moderate | <input type="checkbox"/> | | | |
| | | | | Nominal implications | Low | <input type="checkbox"/> | | | |
| | | | | | N/A | <input type="checkbox"/> | | | |
| | | Does the social, ethnic or cultural origin of the crew and passengers add to the interest of the shipwreck? | | Insufficient data | Unknown | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No | |
| | | | | Significant implications | High | <input type="checkbox"/> | | | |
| | | | | Notable implications | Moderate | <input type="checkbox"/> | | | |
| | | | | Nominal implications | Low | <input type="checkbox"/> | | | |
| | | | | | N/A | <input type="checkbox"/> | | | |

| | | | | | | | | |
|--|------------------|--|--|--|--|--|--|--|
| | | Was the vessel used for a rare or unique purpose or were vessels of this function common to the period? | | Insufficient data Rare Fairly common Numerous | Unknown High Moderate Low N/A | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| | | Are vessels used for this function well represented in the archaeological record or as surviving examples? | | Insufficient data Scarce Fairly common Numerous | Unknown High Moderate Low N/A | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| | | Is the current location of the vessel in context with its environment of use? | | Insufficient data Located in context with environment of use Located in proximity to environment of use Geographically removed from environment of use | Unknown High Moderate Low N/A | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| | | Was the vessel as used associated with a well-known person or event or with other well-known vessels? | | Insufficient data Proven associations Suspected associations No associations | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| | Dimension | What dimension of interest is suggested by the vessel's use? | | Is the vessel representative of local, regional, national or international use? Did the use of the vessel have local, regional, national or international associations or implications? | | | Unknown Local Regional National International N/A | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> |

| | | Question | Answer | Scale | Does this contribute to the statement of importance? | | | |
|-------------|-----------------|---|--------|---|--|--|---------------------------------|--------------------------------|
| Loss | Integral | Are there particular aspects of the last voyage and/or loss of the vessel that may add to the importance of the vessel? | | Insufficient data Significant features Nominal features Commonplace features | Unknown High Moderate Low N/A | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| | | Are there particular events on board the vessel at the time of loss that may add to the importance of the vessel? | | Insufficient data Significant features Nominal features Commonplace features | Unknown High Moderate Low N/A | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

| | | | | | | | | |
|--|-------------------|--|--|---|----------|--------------------------|--------------------------|--------------------------|
| | Contextual | Did the loss of the vessel have far reaching implications for the systems in which it operated? | | Insufficient data | Unknown | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | | | | Significant implications | High | <input type="checkbox"/> | | |
| | | | | Notable implications | Moderate | <input type="checkbox"/> | | |
| | | | | Nominal implications | Low | <input type="checkbox"/> | | |
| | | | | | N/A | <input type="checkbox"/> | Yes | No |
| | | Are there features of any contemporary rescue or salvage attempts that may add importance to the vessel? | | Insufficient data | Unknown | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | | | | Significant features | High | <input type="checkbox"/> | | |
| | | | | Notable features | Moderate | <input type="checkbox"/> | | |
| | | | | Commonplace features | Low | <input type="checkbox"/> | | |
| | | | | | N/A | <input type="checkbox"/> | | |
| | | Was the vessel lost in association with other vessels? | | Insufficient data | Unknown | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | | | | Lost with vessels operating as part of a fleet | High | <input type="checkbox"/> | | |
| | | | | Lost with vessels associated by circumstances of loss | Moderate | <input type="checkbox"/> | | |
| | | | | Lost with other, unassociated vessels | Low | <input type="checkbox"/> | | |
| | | | | | N/A | <input type="checkbox"/> | | |
| | | Are the circumstances of the vessel's loss associated with a well-known person or event? | | Insufficient data | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | | | | Proven associations | | <input type="checkbox"/> | | |
| | | | | Suspected associations | | <input type="checkbox"/> | | |
| | | | | No associations | | <input type="checkbox"/> | | |
| | | | | | | | | |
| | Dimension | What dimension of interest is suggested by the vessel's loss? | | Was the loss of the vessel associated with a locally, regionally, nationally or internationally significant person, place of event? | | | Unknown | <input type="checkbox"/> |
| | | | | Did the loss of the vessel have local, regional, national or international implications? | | | Local | <input type="checkbox"/> |
| | | | | | | | Regional | <input type="checkbox"/> |
| | | | | | | | National | <input type="checkbox"/> |
| | | | | | | | International | <input type="checkbox"/> |
| | | | | | | | N/A | <input type="checkbox"/> |

| | | Question | Answer | Scale | | | Does this contribute to the statement of importance? | |
|-----------------|-----------------|--|--------|---------------------------------|----------|--------------------------|--|--------------------------|
| Survival | Integral | How much of the vessel structure survives? | | Insufficient data | Unknown | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | | | | Substantial surviving structure | High | <input type="checkbox"/> | | |
| | | | | Some surviving structure | Moderate | <input type="checkbox"/> | | |
| | | | | Little surviving structure | Low | <input type="checkbox"/> | | |
| | | | | | N/A | <input type="checkbox"/> | | |

| | | | | | | | |
|---------------------|---|--|---|-------------------------|--|--|-----------|
| | Are there features of the vessel's build which may be considered rare or unusual during the period in which it was built? | | Insufficient data Rare or unusual features Occasional features Common features N/A | High Moderate Low | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | Yes No |
| | Did the build of the vessel have significant implications for the development of shipbuilding? | | Insufficient data Significant implications Notable implications Nominal implications | High Moderate Low | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | Yes No |
| | Does this shipwreck, or any part of it, represent the best known example of a particular form of construction? | | Insufficient data Best known example Similar to other examples Better examples known N/A | High Moderate Low | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | Yes No |
| | Does this shipwreck, or any part of it, represent a rare or unique example of a particular form of construction? | | Insufficient data Rare or unique Occasional Common N/A | High Moderate Low | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | Yes No |
| | Does the shipwreck survive in context with the vessel's place of build? | | Insufficient data Survives in context with the shipyard in which it was built and/or rebuilt or refitted Survives within the region in which it was built and/or rebuilt or refitted Survives outside the region in which it was built and/or rebuilt or refitted N/A | High Moderate Low | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | Yes No |
| Potential | Does this shipwreck have significant potential with regard to build of the vessel and the development of shipbuilding in general? | | Insufficient data Significant potential Notable potential Nominal potential N/A | High Moderate Low | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | Yes No |
| Associations | Was the vessel built in association with a known shipwright or shipyard or with other known vessels? | | Insufficient data Known associations Possible associations No associations | | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | Yes No |

| | | | | | | |
|--|------------------|--|--|--|--|--|
| | Dimension | What dimension of interest is suggested by the vessel's build? | | Insufficient data Local Regional National International N/A | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |
|--|------------------|--|--|--|--|--|

| | | Question | Answer | Scale | | Does this contribute to the statement of importance? | |
|------------|-----------------|--|---------------|--|-------------------------|--|--|
| Use | Evidence | Is the quality and range of surviving material on the seabed sufficient to interpret features of the vessel's use? | | Insufficient data Significant evidence Notable evidence Nominal evidence N/A | High Moderate Low | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| | Integral | Are there features of the original function of the vessel that may add to the interest of the shipwreck? | | Insufficient data Significant features Notable features Nominal features N/A | High Moderate Low | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| | | Were there any significant changes in the function of the vessel? | | Insufficient data Significant changes Notable changes Nominal changes N/A | High Moderate Low | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| | | Does what the vessel carried add to the interest of the shipwreck? | | Insufficient data Significant features Notable features Nominal features N/A | High Moderate Low | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| | | Are there features of the way in which the vessel was worked that may add to the interest of the shipwreck? | | Insufficient data Significant features Notable features Nominal features N/A | High Moderate Low | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| | | Are there features of life on board the vessel that may add to the interest of the shipwreck? | | Insufficient data Significant features Notable features Nominal features N/A | High Moderate Low | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |

| | | | | | |
|-------------------|--|--|-------------------------|--|---|
| Contextual | Did the vessel operate as part of a significant social, military or economic system? | Insufficient data Significant system Notable system Nominal system N/A | High Moderate Low | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| | Did the use of the vessel have significant implications for the systems in which it operated? | Insufficient data Significant implications Notable implications Nominal implications N/A | High Moderate Low | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| | Are there any features of the vessel's use which may be considered rare or unusual during the period in which it was used? | Insufficient data Rare or unusual features Occasional features Common features N/A | High Moderate Low | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| | Does the social, ethnic or cultural origin of the crew and passengers add to the interest of the shipwreck? | Insufficient data Significant implications Notable implications Nominal implications N/A | High Moderate Low | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| | Does this shipwreck, or any part of it, represent the best known example of a vessel used in a particular way? | Insufficient data Best known example Similar to other examples Better examples known N/A | High Moderate Low | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| | Does this shipwreck, or any part of it, represent a rare or unique example of a vessel used in a particular way? | Insufficient data Rare or unique Occasional Common N/A | High Moderate Low | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| | Does the shipwreck survive in context with the vessel's usual sphere of use? | Insufficient data Survives in a context in which it commonly operated Survives in a context in which it occasionally operated Survives out of context of its usual sphere of use N/A | High Moderate Low | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |

| | | | | | | | | |
|-------------------|--|---|--|--|-------------------------|--|--|-----------|
| | | Does what the vessel was carrying at the time of loss add to the interest of the shipwreck? | | Insufficient data Significant features Notable features Nominal features N/A | High Moderate Low | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | Yes No |
| Contextual | | Did the loss of the vessel have significant implications for the systems in which it operated? | | Insufficient data Significant implications Notable implications Nominal implications N/A | High Moderate Low | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | Yes No |
| | | Were there any features of contemporary rescue or salvage attempts that may add to the interest of the shipwreck? | | Insufficient data Significant features Notable features Nominal features N/A | High Moderate Low | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | Yes No |
| | | Are there any features of the vessel's loss which may be considered rare or unusual during the period in which it was lost? | | Insufficient data Rare or unusual features Occasional features Common features N/A | High Moderate Low | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | Yes No |
| | | Does this shipwreck, or any part of it, represent the best known example of a vessel lost in a particular way? | | Insufficient data Best known example Similar to other examples Better examples known N/A | High Moderate Low | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | Yes No |
| | | Does this shipwreck, or any part of it, represent a rare or unique example of a vessel lost in a particular way? | | Insufficient data Rare or unique Occasional Common N/A | High Moderate Low | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | Yes No |
| | | Was this vessel one of a group lost together during the same event? | | Insufficient data Lost with vessels operating as part of a fleet Lost with vessels associated by circumstances of loss Lost in isolation N/A | High Moderate Low | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | Yes No |

| | | | | | | |
|--|---------------------|---|--|---|--|--|
| | Potential | Does this shipwreck have significant potential with regard to the loss of the vessel and knowledge of wrecking events in general? | | Insufficient data Significant potential Notable potential Nominal potential N/A | <input type="checkbox"/> High <input type="checkbox"/> Moderate <input type="checkbox"/> Low <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| | Associations | Were the circumstances of the vessel's loss associated with a known person or event? | | Insufficient data Known associations Possible associations No associations | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| | Dimension | What dimension of interest is suggested by the vessel's loss? | | Insufficient data Local Regional National International N/A | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> Yes <input type="checkbox"/> No |

| | | Question | Answer | Scale | Does this contribute to the statement of importance? |
|-----------------|-----------------|--|---------------|--|--|
| Survival | Evidence | How complete is the shipwreck? | | Insufficient data Substantially complete Moderately complete Less complete N/A | <input type="checkbox"/> High <input type="checkbox"/> Moderate <input type="checkbox"/> Low <input type="checkbox"/> <input type="checkbox"/> Yes <input type="checkbox"/> No |
| | | What range of material survives on the seabed? | | Insufficient data Substantial range of material Moderate range of material Low range of material N/A | <input type="checkbox"/> High <input type="checkbox"/> Moderate <input type="checkbox"/> Low <input type="checkbox"/> <input type="checkbox"/> Yes <input type="checkbox"/> No |
| | | How cohesive or dispersed is the shipwreck? | | Insufficient data Site coherent Site fragmented Site dispersed N/A | <input type="checkbox"/> High <input type="checkbox"/> Moderate <input type="checkbox"/> Low <input type="checkbox"/> <input type="checkbox"/> Yes <input type="checkbox"/> No |
| | | In what condition is the shipwreck? | | Insufficient data Excellent condition Moderate condition Poor condition N/A | <input type="checkbox"/> High <input type="checkbox"/> Moderate <input type="checkbox"/> Low <input type="checkbox"/> <input type="checkbox"/> Yes <input type="checkbox"/> No |

| | | | | | | | |
|--|-------------------|---|--|-------------------------|--|------------------------------|-----------------------------|
| | Integral | Are there features of site formation processes that may add to the interest of the shipwreck? | Insufficient data Significant features Notable features Nominal features N/A | High Moderate Low | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| | | Are there features of the survival of particular materials that may add to the interest of the shipwreck? | Insufficient data Significant features Notable features Nominal features N/A | High Moderate Low | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| | | Area there features of the lack of survival of particular materials that may add to the interest of the shipwreck? | Insufficient data Significant features Notable features Nominal features N/A | High Moderate Low | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| | | Are there features of the distribution of variable processes across the site that may add to the interest of the shipwreck? | Insufficient data Significant features Notable features Nominal features N/A | High Moderate Low | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| | Contextual | Are features of the survival of the shipwreck comparable to other known sites? | Insufficient data Best known example Similar to other examples Better examples known N/A | High Moderate Low | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| | | Are features of the site formation processes at the site comparable to other known shipwrecks? | Insufficient data Best known example Similar to other examples Better examples known N/A | High Moderate Low | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| | | Are there features of the environmental processes of the wider region which may add to the interest of the shipwreck? | Insufficient data Significant features Notable features Nominal features N/A | High Moderate Low | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

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|--|------------------|---|--|---|--|--|--|--|-----------------------|
| | | Does the shipwreck survive in context with the remains of historically associated vessels or maritime structures as part of a significant seascape? | | Insufficient data Located in context with historically associated structures Located in context with unassociated structures of same date Located in context with unassociated structures of different date N/A | High Moderate Low N/A | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | Yes No |
| | Potential | Does this shipwreck have significant potential with regard to the study of processes of survival? | | Insufficient data Significant potential Notable potential Nominal potential N/A | High Moderate Low N/A | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | Yes No |
| | Dimension | What dimension of interest is suggested by the vessel's survival? | | Insufficient data Local Regional National International N/A | N/A | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | Yes No |

| | | Question | Answer | Scale | Does this contribute to the statement of importance? | | | | |
|----------------------|-----------------|--|--------|--|--|--|--|--|-----------------------|
| Investigation | Evidence | Is the quality and range of surviving material on the seabed sufficient to interpret features of the vessel's investigation? | | Insufficient data Significant evidence Notable evidence Nominal evidence N/A | High Moderate Low N/A | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | Yes No |
| | Integral | Has extensive historical archive research been undertaken for this shipwreck? | | Insufficient data Little or no research Some research Substantial research N/A | High Moderate Low N/A | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | Yes No |

| | | | | | | | | | |
|--|-------------------|--|--|---|--------------------------------|--|--|--|-----------|
| | | Has extensive archaeological investigation been undertaken at the site of this shipwreck? | | Insufficient data Little or no investigation Some investigation Substantial investigation N/A | High Moderate Low N/A | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | Yes No |
| | | Does the quality and extent of the archaeological and/or documentary archive reduce the interest in the remains on the seabed? | | Insufficient data Remains of high importance due to lack of archive Remains of moderate importance due to modest archive Remains of less importance due to comprehensive archive N/A | High Moderate Low N/A | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | Yes No |
| | Contextual | Does the quality and extent of documentary archives for similar shipwrecks reduce the interest in this particular example? | | Insufficient data No known documentary archives for similar shipwrecks Some documentary archives for similar shipwrecks Comprehensive documentary archives for similar shipwrecks N/A | High Moderate Low N/A | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | Yes No |
| | | Does the quality and extent of archaeological records for similar shipwrecks reduce the interest in this particular example? | | Insufficient data No known archaeological records for similar shipwrecks Some archaeological records for similar shipwrecks Comprehensive archaeological records for similar shipwrecks N/A | High Moderate Low N/A | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | Yes No |



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