



Historic England



Royal Anne Galley, The Lizard, Cornwall
Conservation Statement & Management Plan

Cornwall Archaeological Unit

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Royal Anne Galley

The Lizard, Cornwall

Conservation Statement & Management Plan

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Cover photo: Man of War rocks by Barry Lovelock

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Executive Summary

The *Royal Anne Galley* was a *Galley* frigate, a type of small, fast warship, combining sail with oar propulsion. Built at Woolwich Dockyard in 1709, she was wrecked off the Lizard Point in 1721; about two hundred crew and passengers were lost including John, 3rd Lord Belhaven, who was *en voyage* to take up a new post as the Governor of Barbados.

The wreck site was rediscovered in 1991 when a large sounding lead was found adjacent to two iron guns by local diver Robert Sherratt. Subsequently, numerous objects were recovered from the seabed in the vicinity of the iron guns, including items of cutlery bearing the Belhaven crest, which led to the identification of the wreck.

The wreck was designated under the Protection of Wrecks Act (1973) as the *Royal Anne* in 1993. The current designation extends for a radius of 200m from position Latitude 49° 57'.48N, Longitude 05° 12'.99W having been extended to include the undesignated Quadrant site which lay 150m from the centre of the original protected area and had long been suspected to represent part of the *Royal Anne Galley*.

The Quadrant and Man of War rocks both lie within the Cornwall Area of Outstanding Natural Beauty (AONB), the Caerthillian to Kennack Site of Special Scientific Interest (SSSI) and the Lizard Peninsula (and Helford River) Area of Great Scientific Value (AGSV). They are also on the Lizard Heritage Coast. Lizard Point is a Site of Community Importance (SCI), SCIs are sites that have been adopted by the European Commission but not yet formally designated by the government. In 2012 Lizard Point was designated as a Special Area of Conservation (SAC).

This Conservation Statement and Management Plan has been produced to enable local and regional stakeholder involvement in our aspirations for the conservation management of the *Royal Anne Galley*, so as to balance protection with economic and social needs. The principle aim of the Plan is to identify a shared vision of how the values and features of the *Royal Anne Galley* can be conserved, maintained and enhanced.

The following management policies have therefore been formulated in accordance with achieving our principle aim:

Management Policy 1

We will seek to develop appropriate visitor access to the monument, including virtual access, as a mechanism to develop the value of the site. However, visitor access to the site needs to be considered in the light of the difficult environmental conditions and the high value and portability of the artefacts previously recovered from this site.

Management Policy 2

We will seek to promote the recording and expert appraisal of the artefact assemblage recovered from the site. The artefact record and appraisal should be stored in a publicly accessible location.

Management Policy 3

We will continue to encourage the reporting of artefacts found on the beach below Pistil Meadow.

Management Policy 4

We will seek to facilitate interpretive material for the site. This should be displayed locally ideally to accompany some of the artefacts from the site. One possible location for this display would be Helston Museum. Through liaison with the National Trust it may be possible to integrate this with the results of future investigative work at Pistol Meadow.

Management Policy 5

Through web-based initiatives, we will continue to develop the accessibility of related material and support appropriate links, as well as do more to enlist effective local support.

Management Policy 6

Mechanisms will be identified and implemented so as to develop shared ownership and partnership working.

Management Policy 7

Where projects are commissioned on the site we will encourage the use of the site as a training resource where this is appropriate.

Management Policy 8

Key gaps in understanding the significance of the monument's component parts have been identified and prioritised. These should be addressed so that these significances can contribute to informing the future conservation management of the place.

Management Policy 9

We will seek to commission a staged programme of assessment and research to contribute towards a fuller understanding of the site in its entirety.

Management Policy 10

We will encourage the investigation and survey of the potential debris field between the two known areas of wreckage at Man of War and the Quadrant Rock. Only when this has been accomplished will the extent and nature of the site be apparent.

Management Policy 11

We will seek to undertake a programme of monitoring and targeted recording.

Management Policy 12

Unnecessary disturbance of the seabed within the restricted area should be avoided wherever possible in order to minimise the risk of damage to buried archaeological material.

Management Policy 13

The sale of artefacts recovered from the site should be monitored as far as possible. The UK has adopted 'The Rules', an annex to the 2001 UNESCO convention which

includes the principle that underwater cultural heritage should not be commercially exploited.

Management Policy 14

This management plan will be reviewed and updated on a regular basis so that it continues to reflect the conditions and state of knowledge pertaining to the site.

Royal Anne Galley

Conservation Statement & Management Plan

Introduction

1.1 Background and Purpose

- 1.1.1 Wreck sites may contain the remains of vessels, their fittings, armaments, cargo and other associated objects or deposits and they may merit legal protection if they contribute significantly to our understanding of our maritime past. The Protection of Wrecks Act 1973 (PWA) allows the UK Government to designate, in territorial waters, an important wreck site to prevent uncontrolled disturbance. Although the National Heritage Act 2002 enabled English Heritage (now Historic England) to assist in costs relating to works under the PWA, the responsibilities of Historic England for the physical management of designated wreck sites must align with our strategic and research priorities.
- 1.1.2 This document seeks to set out a Conservation Statement and Management Plan for the *Royal Anne Galley*, an archaeological site designated under the Protection of Wrecks Act (1973), lying off the Lizard Point, Cornwall (Fig 1). The wreck was first designated under the Protection of Wrecks Act (1973) as the *Royal Anne Galley* in 1993. The current designation extends for a radius of 200m from position Latitude 49° 57'.48N, Longitude 05° 12'.99W having been extended to include the undesignated Quadrant site which lay 150m from the centre of the original protected area and had long been suspected to represent part of the *Royal Anne Galley*.
- 1.1.3 The *Royal Anne Galley* is attributed to the National Heritage List for England (NHLE); the List Entry Number is 1000068.
- 1.1.4 Historic England has published a set of *Conservation Principles, Policies and Guidance* for the sustainable management of the historic environment, designed to strengthen our credibility and the consistency of decisions taken and advice given (English Heritage 2008). These *Conservation Principles* are intended to support the quality of our decision-making, with the ultimate objective of creating a management regime for all aspects of the historic environment that is clear and transparent in its purpose and sustainable in its application. As such, *Conservation* is taken to be the process of managing change in ways that will best sustain the values of a place in its contexts, and which recognises opportunities to reveal and reinforce those values (English Heritage 2008).
- 1.1.5 This Conservation Statement and Management Plan has therefore been produced to enable local and regional stakeholder involvement in our aspirations for the conservation management of the *Royal Anne Galley*.

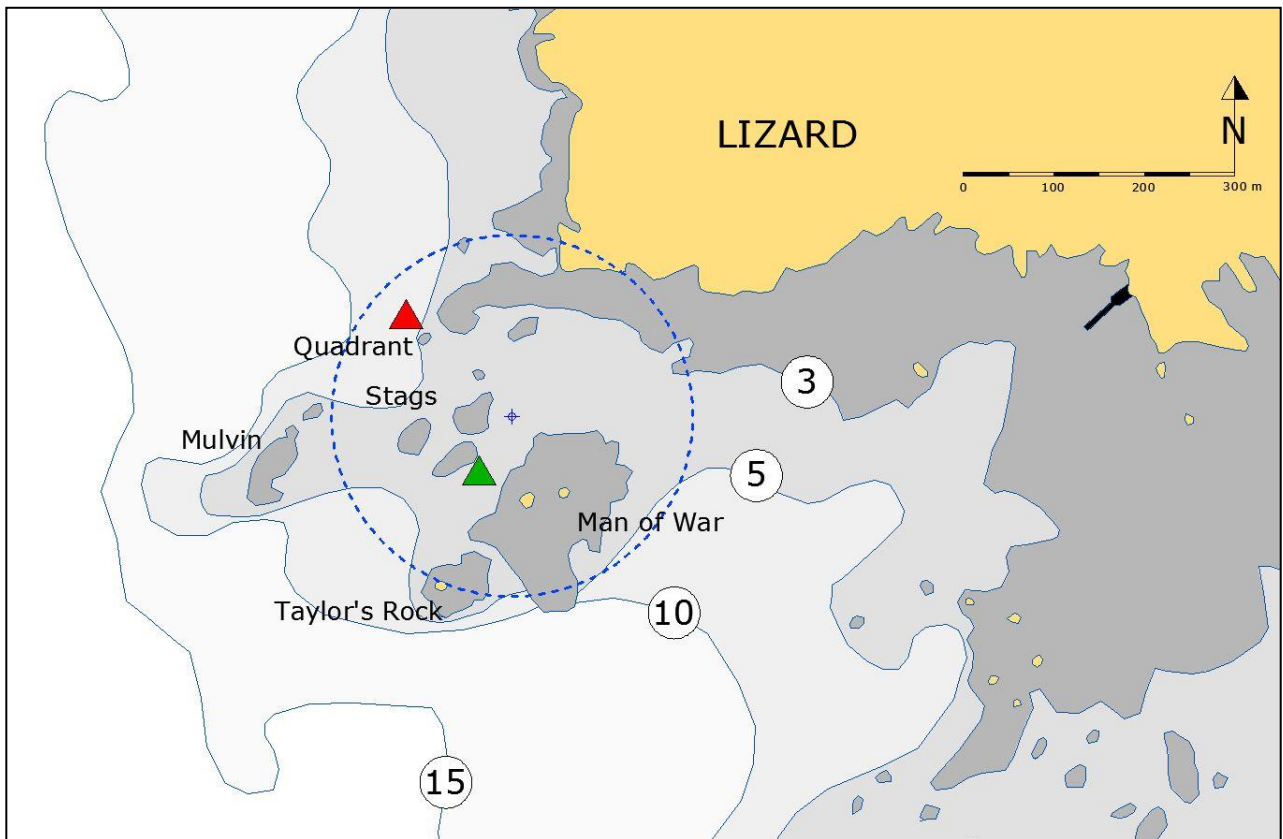


Fig 1 Location of the Royal Anne Galley Protected Wreck site off Lizard Point. Depths are in metres below chart datum, the blue dashed circle shows the 2006 designated area, the green triangle is the Man of War site and the red triangle is the Quadrant rock site.

1.2 Aims and Objectives

1.2.1 The principle aim of this Conservation Statement and Management Plan is to identify a shared vision of how the values and features of the *Royal Anne Galley* can be conserved, maintained and enhanced.

1.2.2 This has been achieved through the following objectives:

- Understanding the *Royal Anne Galley*.
- Assessing the significance of the *Royal Anne Galley*.
- Identifying where the significance of the *Royal Anne Galley* is vulnerable.
- Identifying policies for conserving the significance of the *Royal Anne Galley*.
- Realising the public value of conservation.

1.3 Scope

- 1.3.1 In 1995, the Archaeological Diving Unit sought to determine factors affecting the stability of Protected Wreck sites (report ref. 95/30). This assessment considered the exposure of archaeological material, the probability of active degradation, site dynamics (energy) and sediment covering. It concluded that many of the sites designated under the Protection of Wrecks Act (1973) are actively deteriorating.
- 1.3.2 This assessment was subsequently reconsidered by Historic England, which sought to place an understanding of the physical stability of (and therefore risk to) each designated wreck site against ongoing investigations (through incumbent licensees), ease of access for visitors and potential for wider awareness (publication, signage, etc.). Practical measures that can conserve, maintain and enhance the values and features of the *Royal Anne Galley* identified as being at risk will be delivered through this Conservation Statement and Management Plan.
- 1.3.3 Access to England's 52 Protected Wreck sites is managed through a licensing scheme and authorisation by the Secretary of State for Culture, Media and Sport. Of the 52 protected sites in England, eight are in Cornwall and five of these lie off the east coast of the Lizard peninsula.

1.4 Authorship

- 1.4.1 Contributions to this Conservation Statement and Management Plan were sought through stakeholder involvement. Twenty individuals and organisations will be consulted (listed in section 9.2).
- 1.4.2 This document is based on the Historic England Standard for Conservation Statements for English Heritage and draws on generic plans for shipwreck sites (e.g., Cederlund 2004).
- 1.4.3 This Conservation Statement and Management Plan was prepared between March and July 2016 for Historic England by Kevin Camidge and Charles Johns.

1.5 Status

- 1.5.1 The final version of this report was adopted in November 2016. Notes on its status (in terms of revision) will be maintained.

2 Understanding the *Royal Anne Galley*

2.1 Historical Development of the Designated Site

- 2.1.1 The *Royal Anne Galley* was a Galley frigate, a type of small, fast warship, combining sail with oar propulsion. Galley frigates were introduced into the Royal Navy in the 17th century in response to a number of attacks made on British ships by the *Galleys* of the Barbary corsairs. The first of these new Galley frigates was the *Charles Galley* launched in 1676 (Goodwin 1987).
- 2.1.2 Built at Woolwich Dockyard in 1709, the *Royal Anne Galley* was wrecked off the Lizard on 10 November 1721. About two hundred crew and passengers were lost including John, 3rd Lord Belhaven, who was *en voyage* to take up a new post as the Governor of Barbados. The wreck site was rediscovered in 1991 by local diver Robert Sherratt when a large sounding lead was found adjacent to two iron guns. Subsequently numerous objects were recovered from the seabed in the vicinity of the iron guns, including items of cutlery bearing the Belhaven crest which led to the identification of the wreck. The wreck was first designated under the Protection of Wrecks Act (1973) as the *Royal Anne* in 1993.
- 2.1.3 Documentary research on the biography of the *Royal Anne Galley* is extensive, notably Wessex Archaeology 2005a; 2005b and Camidge *et al* 2006. Therefore there is no requirement here to extensively repeat known information other than the following particulars, presented as a *Ship Biography* which draws together the main attributes of the site and provides a statement of the site's archaeological interest:

Build	The <i>Royal Anne Galley</i> was a 40-gun 5 th rate Galley frigate, launched in 1709 at Woolwich Royal Dockyard. Unusually, she was designed by a serving admiral, the Marquis of Carmarthen who was also her first captain. Her launch was recorded in The London Journal... 'Tuesday [30th June 1709] was launched at Woolwich the <i>Royal Anne Galley</i> , of a new invention under the direction of the Marquis of Carmarthen, carrying 40 guns, being the finest that was ever built' (in 'CF' 1921 122).
Use	The <i>Royal Anne Galley</i> was one of a small number of British naval Galley frigates built between 1676 and 1744. She underwent extensive sea trials after launch, perhaps indicating her unusual construction. She served on convoy duty in the Mediterranean and in the Baltic. She was involved in the suppression of the first Jacobite revolt and was part of a flotilla escorting King George I to Holland. The <i>Royal Anne Galley</i> was laid up in ordinary twice, in 1715 and 1719. Her penultimate mission was a cruise to suppress piracy in the Cape Verdes and West Africa.
Loss	In September 1721 the ship was ordered to sail to Barbados with Lord Belhaven, the new governor; then to sail on to the Leeward Isles and Jamaica to hunt pirates. The voyage appears to have had an unlucky start, with the <i>Royal Anne</i> running aground in the Downs and then colliding with the Virginian ship <i>Spolswood</i> . The ship encountered severe weather in Biscay and turned back to take shelter in England. She was wrecked on the rocks off Lizard Point on 10 November 1721. 'Two hundred and seven members of the crew drowned in addition to her captain, all the lieutenants, twenty-four gentlemen and Lord Belhaven. Most of the bodies are believed to be buried in a cliff-top grave at Pistol [Pistil] Meadow' (Larn and Carter 1969, 109)
Survival	Guns and anchors were salvaged from the wreck in the first few years after the wrecking. Little now remains visible on the seabed. There are

two known regions of wreckage within the designated area. The first area by the Man of War rocks exhibits two iron guns, concreted iron shot and occasional surface artefacts. The second region at Quadrant rock consists of a group of guns and an anchor, but it has not been established that these items are definitely from the *Royal Anne Galley*.

Investigation Survey and limited excavation was undertaken by the original licensee of the site between 1993 and 2006. A Marine Environmental Assessment (MEA) was carried out by Cornwall Archaeological Unit (formerly Historic Environment Projects, Cornwall County Council) and Kevin Camidge for English Heritage between 2006 and 2014 (Camidge *et al* 2006; 2009; 2011; Camidge and Johns 2014). Historical research was carried out for the Desk Based Assessment component of the MEA (Camidge *et al* 2006).

2.2 Description of Surviving Features — Man of War Site

- 2.2.1 The site lies close inshore, a short distance to the north west of the Man of War rocks, an area known as 'Lead Pool' (Figs 1 and 2). It is in less than 5m of seawater, the area is surrounded by rocks and large Atlantic swells make access difficult. The rocky seabed is a very dynamic environment with deep gullies. There are pockets of shallow sediment contained within the gullies. There are several large boulders (2–3m in diameter) which are mobile – moving along the gullies in stormy weather. The sediment pockets consist of very coarse sand and gravel with rocks and boulders. The sediment is usually very shallow, the deepest recorded to date being 0.3m thick. The whole of the seabed is covered by exceptionally tall and thick kelp.
- 2.2.2 This part of the site was rediscovered on 5 May 1991 by local diver Rob Sherratt when, during a recreational dive, a large sounding lead was found adjacent to two iron guns. Further investigation located an area of concreted cannon balls. Subsequently Rob Sherratt and Mike Hall spent about 15 hours (underwater time) investigating the site. In that time numerous objects were recovered from the seabed in the immediate vicinity of the iron guns, including a piece of cutlery bearing the Belhaven crest. A synopsis of the archaeological history of the site is presented in Appendix 1.
- 2.2.3 Between 1991 and 2005 over 600 artefacts were recovered from the site. A high percentage of these are high status objects; for example 15% of the objects recovered were made of gold or silver. In total 66 coins have been recovered from this part of the site, ranging in date from 1672 to 1720. A number of items of silver cutlery were recovered, several of which led to the identification of the wreck.
- 2.2.4 Positive identification of the wreck as the *Royal Anne Galley* was made from a crest and motto appearing on three pieces of silver cutlery recovered from the site. These appear to be part of a matching set and bear hallmark dates of 1717. The crest is that of Lord Belhaven, the principal passenger on the ship, a nag's head couped argent and bridled gules; the motto is 'Ride through' (Fox-Davies 1892, 37 and plate 51.5).

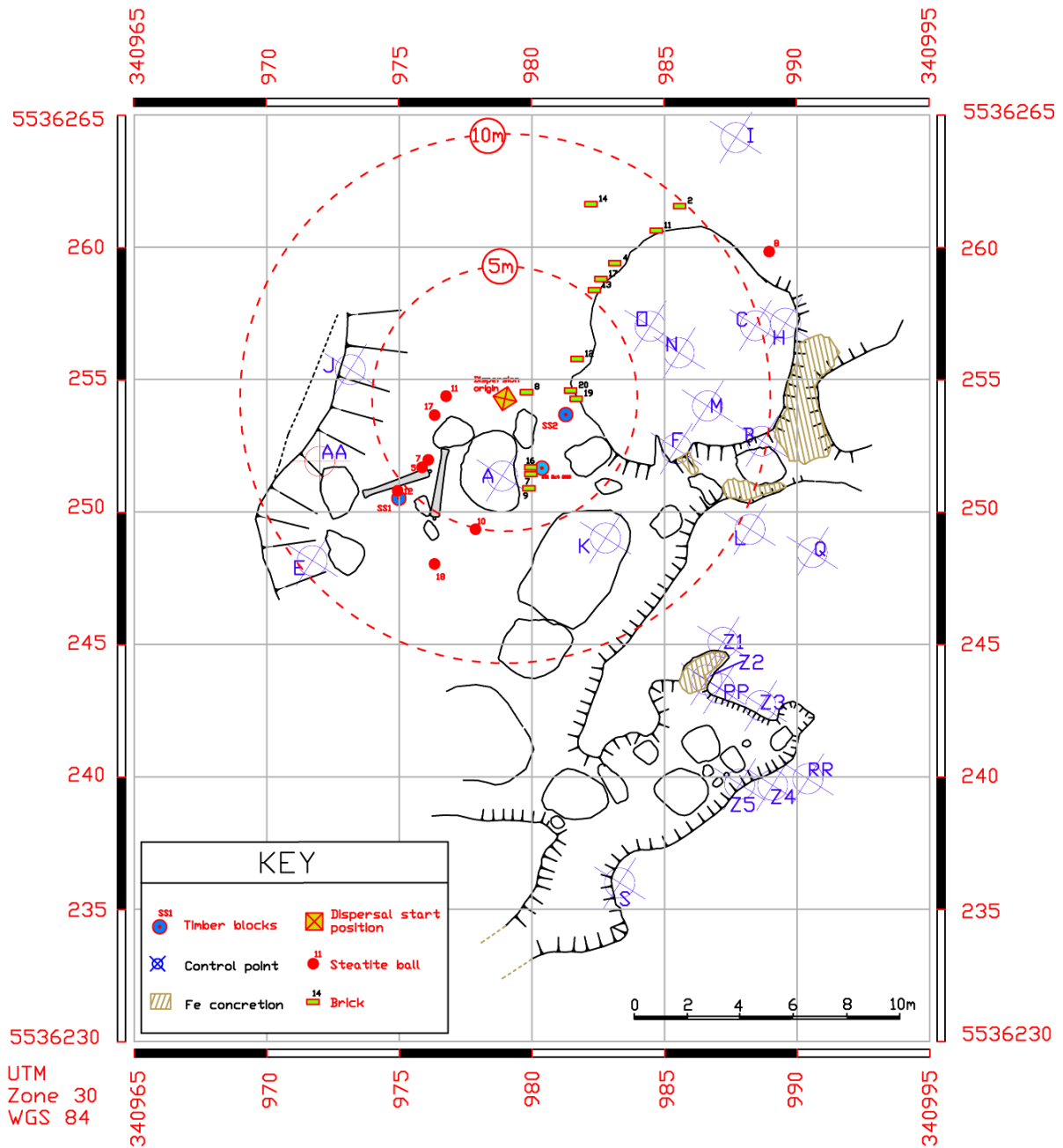


Fig 2 Plan of the Man of War site plan showing the positions of dispersal objects deployed in Phase 2 of the MEA 16 April 2009 and their positions 18 months later, recorded on 16 October 2010 during Phase 3.

2.3 Description of Surviving Features — Quadrant Site

- 2.3.1 In 1969 the Bristol University Sub Aqua Club found a number of iron guns and an anchor to the west of the Quadrant rock. They also recovered a number of silver coins apparently dated 1710 to 1720. They believed that this material represented wreckage from the *Royal Anne Galley* (Fenwick and Gale 1998). This site lies approximately 150m to the north-west of the Man of War site described above.
- 2.3.2 The Bristol University team went on to excavate the site and recovered a number of artefacts and at least one iron gun. The current whereabouts of these finds is not known. They also produced a site plan. The plan shows nine iron guns and an anchor. Further details of this work can be found in the archaeological history in Appendix 1.
- 2.3.3 An iron gun and a number of artefacts, including a set of pewter bowls, were recovered from this site by a local diver in 1983. The gun and bowls are still in this diver's possession (Camidge *et al* 2006).
- 2.3.4 Wessex Archaeology undertook an undesignated site assessment on this site in 2005. They concluded that 'Although the available evidence is entirely circumstantial and there is some room for doubt, the balance of evidence reviewed for the purposes of this assessment indicates that there is an association between the site and the *Royal Anne*' (Wessex Archaeology 2005a).
- 2.3.5 The seabed around this site consists of undulating bedrock with narrow steep-sided gullies. Some sediment pockets can be seen in the gully bottoms, consisting of coarse sand and gravel with stones and cobbles. The depth of this sediment is not known. The seabed varies in depth between 4m and 8m (Wessex Archaeology 2005a).

2.4 Ownership, Management and Current Use

- 2.4.1 As a former warship, the *Royal Anne Galley* remains property of the Crown (MoD) for there is no evidence that the wreck has been disposed of. In addition, the seabed is also owned by The Crown Estate. The north-west edge of the designated area falls within the foreshore ownership of the Duchy of Cornwall.
- 2.4.2 In 2005 English Heritage commissioned a Marine Environmental Assessment (MEA) of this site. This work was completed in four phases between 2005 and 2014; Phase 1 being a Desk-Based Assessment (DBA), Phase 2 being a Field Assessment and Phases 3 and 4 comprising Site Inspection and Monitoring (Camidge *et al* 2006; 2009; 2011; Camidge and Johns 2014). Since 2008 the only licensed diving on this site has been by those undertaking the MEA.
- 2.4.3 The Archaeological Diving Unit (1993; 1995; 1997) visited the site on three separate occasions (1993, 1997 and 1998). On their final visit to the site in 1998 they were unable to find any archaeological remains. This illustrates the difficulty of locating the sparse remains in the exceptionally thick kelp.

- 2.4.4 The Man of War site was scheduled to be assessed by the Archaeological Contractor for Services in Relation to the Protection of Wrecks Act (1973) in 2005 (Wessex Archaeology 2005a). The team was not able to dive on the site due to adverse sea conditions. They were, however, able to undertake an undesignated site assessment of the Quadrant site that year (Wessex Archaeology 2005a).
- 2.4.5 As physical access to the protected section of the site is restricted to licensed divers, the recovery of artefactual material can be managed and controlled. Historically-recovered material is all in private ownership and the current whereabouts of much of it is unknown.
- 2.4.6 Public access to the site is difficult, the location, strong tides and frequent ground swells making diving in the area difficult and potentially dangerous. The sparsity of visible remains on the seabed and the exceptionally dense kelp cover also mitigate against visits by divers. The large number of coins and artefacts of precious metals recovered from the site needs to be considered when licensing diving on this site. Robert Sherratt held a visit licence that ran until the end of 2007. Since then Kevin Camidge has held a licence to enable the environmental work.
- 2.4.7 A number of published accounts of the loss of the *Royal Anne Galley* exist; the most notable are *Cornish Shipwrecks* (Larn and Carter 1969) and *The Shipwreck Index of the British Isles* (Larn and Larn 1995). An account of the early archaeological history is provided in *Historic Shipwrecks Discovered, Protected and Investigated* (Fenwick and Gale 1998) and in the 2006 Desk Based Assessment for the MEA (Camidge *et al* 2006). None of the excavation work undertaken on the site has been published. The excavation of the Quadrant site was undertaken 45 years ago by a Bristol University Sub Aqua club and it seems unlikely that this will ever be published. The finder and original licensee of the Man of War site, Rob Sherratt was intending to publish his work but sadly he died in a diving accident in 2007.
- 2.4.8 An iron gun believed to have been recovered from the Quadrant site by Mr Tom Berry in 1983 (Wessex Archaeology 2005b) is now mounted on a wall at Tidal House (Falmouth Divers), Penryn. The gun is now in poor condition and is not labelled in any way. This is the only known artefact from the site which is currently on public display.
- 2.4.9 There is also a heavily restored iron gun in a domestic garden in Camborne which is believed by its owner to originate from the *Royal Anne Galley*. According to the droit (2 1983/84) this gun was recovered in 1983. An article in *Cornish Life* (January 1992) claims that it was recovered from near the Mulvin Rock (see Fig 1) and was originally from the *Royal Anne Galley*. The gun is reported to be 9 feet long with a bore of 4.5 inches (probably a 12lb gun if the bore measurement is correct).
- 2.4.10 The gun was advertised for sale in a local paper in 1990. It was in very poor condition and heavily coated with concretion. Its present owner has stabilized and conserved it and the gun has now been mounted on a replica carriage. A conversation its owner had with diver Richard Larn about the size of this gun

and the location of its recovery site has led the owner to believe it is from the *Royal Anne Galley*. There are outlines on the barrel of a shape believed to be a royal cypher but so heavily corroded that it cannot be read in detail. The barrel also has a small incised mark which appears to be a form of lettering where the tail end of the letter 'W' forms into a letter 'P' and could be a Woolwich arsenal proofing mark.

- 2.4.11 There is no known publicly available interpretation of the site at present. The local museum in Helston is an accredited museum and would be a suitable venue for such an interpretive display.
- 2.4.12 A summary of the archaeological work undertaken on the site to date appears in Appendix 1.

2.5 Gaps in Existing Knowledge

- 2.5.1 The career of the *Royal Anne Galley* is well-documented (Camidge *et al* 2006) and the circumstances of her loss were reported in the *Naval Chronicle*. Therefore, the weakest part of the ship-biography is in the investigation and the archaeological synthesis of work undertaken since discovery between 1969 and 1991.
- 2.5.2 To date no contemporary images or plans of the *Royal Anne Galley* have been identified, although there are images of a number of other early Galley frigates including the *Charles Galley* (e.g., Fig 3). There were few ship's plans before 1715 although there are 'lines' of the *Charles Galley* held at the National Maritime Museum and a plan of the *Mary Galley* in the National Archives Record at Kew. These ships were built 33 and 22 years, respectively, before the *Royal Anne Galley*, which was reported to be 'of a new invention' and which implies that it had different design features to the earlier Gallies.
- 2.5.3 It is not entirely clear what differentiated a Galley frigate from a frigate of the same period. Both types had oar ports and they appear to be of similar proportions. It is thought that the distinction of the term 'Galley' as part of a ship's name seems to have been that a Galley was specifically designed to row as well as she could sail, while the sweeps on frigates were used simply for manoeuvring or if the ship was becalmed. There are also several suggestions that the *Royal Anne Galley* design was unusual. Any future fieldwork or research this site should perhaps attempt to address these issues.
- 2.5.4 The 2006 DBA of the *Royal Anne Galley* summarised the archaeological history of the site and noted that, 'there is a need to establish the extent of the *Royal Anne* wreckage/debris trail, as only a small part has so far been investigated, and for further investigation to demonstrate that the Quadrant Rock site is part of the same wreck' (Camidge *et al* 2006). Certainly at present we do not know whether there is a debris trail between the two sites or whether they are isolated assemblages. Similarly, until a systematic search of the areas around the two known clusters of wreckage has been undertaken we cannot be certain of the extent of the surviving remains. In the light of the gun recovery from near the Mulvin Rock, this area should perhaps also be included in any investigation.

- 2.5.5 What is particularly important about the *Royal Anne* is the spectacular collection of unusually rich, high status objects that have been recovered from the site, with a bias towards the nobler metals that have survived better on the seabed. A finds list was reproduced in the 2006 DBA (Camidge *et al* 2006). This record needs to be expanded to include photographs of all the objects, and an expert assessment made of the collection as a whole. This work will depend on locating the collection and gaining access to undertake the work.

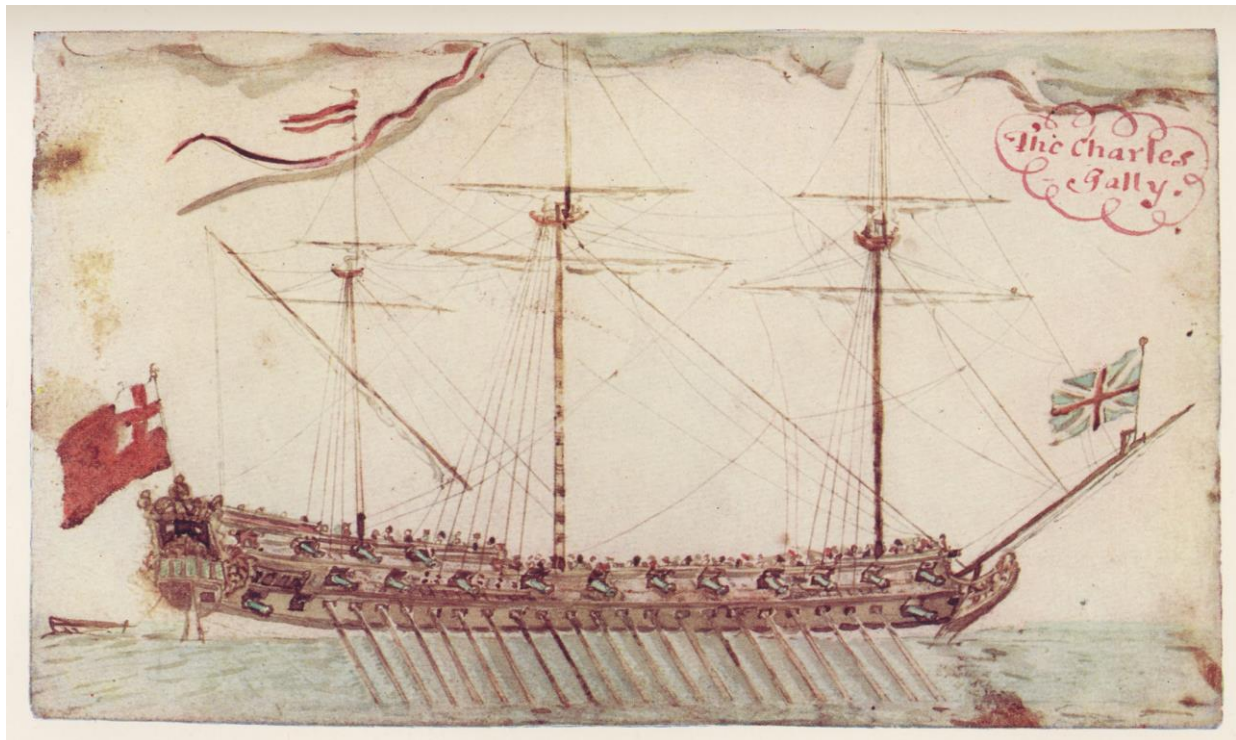


Fig 3 *The Charles Galley* by Jeremy Roche, 1688.

- 2.5.6 The archaeological potential of the *Royal Anne Galley* in terms of artefactual material has been demonstrated to be high. So far only part of one gully has been excavated - there was no surviving ship structure in that part but, as no other parts of the site have been excavated, the nature and depth of sediments on the rest of the site are unknown. If there are deeper areas or pockets of finer sediment, there could be survival of some parts of the ship's structure, and this needs to be ascertained in order to form a proper view of the potential of the site.
- 2.5.7 Until the 1808 Act of Parliament decreed that bodies washed ashore from shipwrecks should be interred in consecrated ground, such bodies were buried, if at all, in unconsecrated ground as near as possible to the place of discovery. Nineteenth century writers record that the local inhabitants buried the 200 bodies from the *Royal Anne Galley* in pits at Pistil Meadow, above the nearest cove to the shipwreck. Each pit is said to have contained between ten and 30 individuals. The location of the pits was said to be revealed by low irregular mounds chequering the surface of the field (e.g., Collins 1851, 69–70), although

Daphne du Maurier (1967, 72–5) considered these mounds to be natural hillocks.

- 2.5.8 In 2012 and 2014 geophysical surveys of Pistil Meadow were undertaken by the Maritime Archaeology Sea Trust (MAST) in partnership with Bournemouth University in the main area of the meadow. The surveys ‘detected anomalies that maybe a result of the digging of graves’ (Cheetham 2014). An exploratory excavation to investigate these features was carried out in early September 2016 by Bournemouth University and the Maritime Archaeology Sea Trust [MAST] according to a project design prepared by MAST in 2015. The evaluation trenches did not uncover any evidence for human remains or artefacts that might be associated with the *Royal Anne Galley*.
- 2.5.9 Only a small area of the meadow was investigated, however, and the results of the evaluation must be regarded as inconclusive rather than negative. The graves may lie in the small enclosure ‘set about with stumpy willows [tamarisks]’ as suggested by Daphne du Maurier (1967, 72–5), which is not suitable for geophysical survey and was not examined.
- 2.5.10 There is potential for further investigation of Pistil Meadow, particularly the tamarisk grove. This offers a unique opportunity to explore the veracity of the local legends. It also offers a potential opportunity to investigate the morphology of a known group of early 18th century people. A pay list exists for the *Royal Anne Galley* so we have the names of the crew and officers at the time of her loss. What we do not currently have is a list of the civilians being transported to Barbados along with Lord Belhaven.
- 2.5.11 A formal programme of staged assessment and research is required to contribute towards a fuller understanding of the *Royal Anne Galley* site in its entirety.

3 Assessment of Significance

3.1 Basis for Assessment of Significance

- 3.1.1 *Significance* means *the sum of the cultural and natural heritage values of a place* (English Heritage 2008). Cultural heritage value has many aspects, including the potential of a place to yield primary information about past human activity (evidential value, which includes archaeological value), the ways in which it can provide direct links to past people, events and aspects of life (historical value), the ways in which people respond to a place through sensory and intellectual experience of it (aesthetic value, which includes architectural value) and the meanings of a place for the people who identify with it, and communities for whom it is part of their collective memory (communal value).
- 3.1.2 In addition, the historic environment is a cultural and natural heritage resource shared by communities characterised not just by geographical location but also by common interests and values. As such, emphasis may be placed upon important consequential benefits or potential, for example as an educational, recreational, or economic resource, which the historic environment provides. The seamless cultural and natural strands of the historic environment are a vital part of everyone's heritage, held in stewardship for the benefit of future generations.
- 3.1.3 The basis for assessing significance therefore enables consideration of the varying degrees of significance of different elements of the site. By identifying those elements which are vital to its significance and so must not be lost or compromised, we are able to identify elements which are of lesser value, and elements which have little value or detract from the significance of the site.

3.2 Statement of Significance

- 3.2.1 The *Royal Anne Galley* was one of only nine Royal Navy Galley frigates built between 1676 and 1718 (Appendix 2). Some of these ships continued in use until at least the 1740s, often being rebuilt and renamed. The *Royal Anne Galley* represents the only known surviving remains of a vessel of this class.
- 3.2.2 The evidential significance of the *Royal Anne Galley* also lies in the large number of artefacts has been recovered from the site and the potential for further discoveries on the seabed. A high percentage of the artefacts are high status objects, including Lord Belhaven's crested silver cutlery which led to the identification of the site (see above, paragraphs 2.2.2, 2.2.3 and 2.2.4). In addition there are the cannon, ship's navigation instruments and other artefacts from everyday life such as pewter and copper alloy bowls.
- 3.2.3 To date none of the ship's structure has been identified — although only one gully has been excavated and evidentially there is potential for survival of some parts of the ship's structure in deeper areas or pockets of finer sediment. Similarly, at present we do not know whether there is a debris trail between the *Royal Anne* and the Quadrant Rock sites or whether they are isolated assemblages. Until a systematic search of the areas around the two known clusters of wreckage has been undertaken we cannot be certain of the

extent and condition of any surviving remains.

- 3.2.4 According to local tradition and numerous 19th and 20th century writers, many of the ship's crew and passengers were buried in pits in Pistil Meadow, the nearest low-point onshore where bodies could be carried. Human remains offer unparalleled opportunities for investigating the human past. Skeletal remains constitute the most direct link we have to past people, whose actions and experiences have been encoded in their bones throughout their lives. Due to the nature of their work the bodies of mariners are almost entirely absent from the archaeological record. In the absence of marked graves identifying the individual trade or rank they are indistinguishable from landsmen in a terrestrial context. The nature of shipwrecks is such that the crews often escape from the vessels during its loss and die later in the sea, their bodies subsequently destroyed by marine processes. The opportunity to investigate these seamen is enhanced and complemented by the potential to also analyse the remains of passengers who are likely to have pursued more varied occupations and had more diverse life histories. In being comprised of these two contrasting but contemporary elements the Pistil Meadow burials potentially represent a rare opportunity to gain a unique snapshot of life in Britain at the threshold of Empire and contribute to the evidential significance of the wreck site itself (cf MAST 2015).
- 3.2.5 The *Royal Anne Galley* was designated because of the historical significance. Her career encapsulates a well-defined period of 11 years in the early 18th century and is closely associated with the events of the times. Her designer, the Marquis of Carmarthen, was a boon friend and drinking companion of Tsar Peter the Great and was responsible to a large extent for the success of Anglo-Russian trade negotiations at the time. Galley frigates like the *Royal Anne* were specially designed to combat the Barbary corsairs, whose depredations were a phenomenon of the times, and in 1712/13 the *Royal Anne* was in operations against the 'Rovers of Sallee' off the coast of Morocco, later being used to deliver presents from Queen Anne to the Emperor of Morocco. During the Jacobite Rebellion of 1715 the *Royal Anne* was patrolling the coast of Scotland. In 1716 she was part of George I's flotilla on an embassy to Holland and in 1717 she was part of Admiral Byng's fleet in the Channel. Between 1719 and 1721 she was hunting for pirates of the coast of West Africa, her final mission was to carry Lord Belhaven to his new post as Governor of Barbados.
- 3.2.6 On her launch in 1709, the *Royal Anne* was described in the *London Journal* as being of 'of a new invention' and 'the finest that was ever built'. We can understand the aesthetic significance of the *Royal Anne* through study of the historic images of other early Galley frigates. Many of the artefacts recovered from the wreck site are in themselves of aesthetic as well as evidential and historical value. In addition there are the aesthetic qualities of the wreck site itself, both on the sea surface and the seabed, located near England's most southerly point, a place renowned for the quality of its landscape and seascape.
- 3.2.7 The wreck of the *Royal Anne Galley* and the burial of her crew are part of the collective memory of people of the Lizard. Many still believe that Pistil

Meadow is haunted by their ghosts and few local people will venture there after dark. Local lore was captured by a number of 19th and 20th century writers including Wilkie Collins, Mrs Craik, J C Trewin and Daphne du Maurier.

3.2.8 Whereas historical and communal values contribute to the assessment of significance of the *Royal Anne Galley*, these values cannot stand alone. Without the continued enhancement of certain values, interest in the *Royal Anne* would be diminished. As such, extant material remains on the seabed are vital to the significance of the site and must therefore not be lost or compromised.

3.2.9 The following table seeks to summarise these values of the *Royal Anne Galley* as a whole, by noting how those values relate to the surviving fabric and its constituent parts:

<p>Evidential</p>	<p><i>Relating to the potential of the Royal Anne Galley to yield primary information about past human activity.</i></p> <p>A large number of high status artefacts have been recovered from the site and it is likely that more survive in sand filled crevices in the seabed (3.2.2). To date none of the ship's structure has been identified — although only one gully has been excavated and evidentially there is potential for survival of some parts of the ship's structure in deeper areas or pockets of finer sediment. Similarly at present we do not know whether there is a debris trail between the <i>Royal Anne</i> and the Quadrant Rock sites or whether they are isolated assemblages.</p>
<p>Historical</p>	<p><i>Relating to the ways in which the Royal Anne Galley can provide direct links to past people, events and aspects of life.</i></p> <p>The career of the <i>Royal Anne Galley</i> encapsulates a period of 11 years in the early 18th century. Her designer, the Marquis of Carmarthen was a friend of Tsar Peter the Great of Russia. The <i>Galley</i> frigates like the <i>Royal Anne</i> were specially designed to combat the Barbary corsairs, whose depredations were a phenomenon of the times. During the Jacobite Rebellion of 1715 the <i>Royal Anne</i> patrolled the coast of Scotland. In 1716 she was part of George I's retinue and in 1717 part of Admiral Byng's fleet, later hunting for pirates off the coast of West Africa. Her final mission was to carry Lord Belhaven to his new post as Governor of Barbados.</p>
<p>Aesthetic</p>	<p><i>Relating to the ways in which people respond to the Royal Anne Galley through sensory and intellectual experience of it.</i></p> <p>We can understand the aesthetic significance of the ship through study of the historic images of other early <i>Galley</i> frigates. Many of the artefacts recovered from the wreck site are in themselves of aesthetic as well as evidential and</p>

	historical value. In addition we have the aesthetic qualities of the wreck site itself, both on the sea surface and the seabed, located in an Area of Outstanding Natural Beauty.
Communal	<p><i>Relating to the meanings of the Royal Anne Galley or the people who identify with it, and whose collective memory it holds.</i></p> <p>The wreck of the <i>Royal Anne</i> and the burial of her crew are part of the collective memory of people of the Lizard, and many still believe that Pistil Meadow is haunted by their ghosts and few local people would venture there after dark. Local lore was captured by a number of 19th and 20th century writers.</p> <p>Designation of the <i>Royal Anne Galley</i> under the Protection of Wrecks Act 1973) is, in itself, an expression of communal value.</p>

3.3 Gaps in Understanding Significance

3.3.1 Despite the acknowledged need for a formal programme of staged assessment and research, the assessment of significance has not been acutely hindered by any gaps in knowledge identified in Section 2.5 above. However, certain key gaps in our understanding of the significance of the component parts of the site may need to be filled so that these significances can contribute to informing its future conservation management. Most notable among these, would be the identification of any surviving structural remains and/or a debris field between the two known areas of wreckage at Man of War and the Quadrant Rock (contributing to our understanding of the evidential value of remaining components); the identification of a contemporary historic image, 'lines', or plan of the ship (contributing to our understanding of the evidential, historic and aesthetic significance of the *Royal Anne Galley*) and the confirmation (or not) that the most of the ship's complement are buried in Pistil Meadow (contributing to our understanding of the evidential, historic, and communal significance of the *Royal Anne Galley*).

3.4 Statutory and Other Designations

3.4.1 The wreck was first designated under the Protection of Wrecks Act (1973) as the *Royal Anne* in 1993. The current designation extends for a radius of 200m from position Latitude 49° 57'.48N, Longitude 05° 12'.99W (co-ordinates are identified with reference to the World Geodetic System 1984) having been extended to include the undesignated Quadrant site which lay 154m from the centre of the original protected area and had long been suspected to represent part of the *Royal Anne Galley*.

3.4.2 The Quadrant and Man of War rocks both lie within the Cornwall Area of Outstanding Natural Beauty (AONB), the Caerthillian to Kennack Site of Special Scientific Interest (SSSI) and the Lizard Peninsula (and Helford River) Area of Great Scientific Value (AGSV). They are also on the Lizard Heritage Coast.

- 3.4.3 Lizard Point is a Site of Community Importance (SCI), defined in the European Commission Habitats Directive (92/43/EEC) as a site which, in the biogeographical region or regions to which it belongs, contributes significantly to the maintenance or restoration at a favourable conservation status of a natural habitat type or of a species and may also contribute significantly to the coherence of Natura 2000, and/or contributes significantly to the maintenance of biological diversity within the biogeographic region or regions concerned. SCIs are sites that have been adopted by the European Commission but not yet formally designated by the government. In 2012 Lizard Point was designated as a Special Area of Conservation (SAC) (ref. UK0012799).
- 3.4.4 In addition, Section 40 of the Natural Environment and Rural Communities Act (2006) places a duty on all public bodies to have regard to biodiversity. Guidance for this duty is contained in 'Biodiversity duty: public authority duty to have regard to conserving biodiversity' by Natural England and DEFRA published in October 2014.

4 Issues and Vulnerability

4.1 Introduction

4.1.1 This section summarises the main conservation and management issues that specifically affect, or may affect, the significance of the monument and its component parts and elements. The ways in which the significance of the site may be vulnerable will also be identified.

4.1.2 Vulnerability (and therefore risk) may be assessed against environmental factors (such as natural processes) and human impact on the site, including the setting. Commissioned research is being undertaken to assess site specific marine environments to provide a better understanding of the level of risk to assets or whether a site is in a stable condition. Current assessment may indicate that such sites are at medium or high risk, unless they are completely buried below bed level during successive tidal cycles.

4.1.3 It is accepted that all wreck sites are vulnerable simply because of the nature of their environment, though sites will be considered to be at risk when there is a threat of damage, decay or loss of the monument. However, damage, deterioration or loss of the monument through natural or other impacts will not necessarily be considered to put the monument at risk if there is a programme of positive management. Practical measures that affect site stability, preservation *in situ* and increased visitor access will be addressed here, while the necessity to address the sites' post-excavation back-log is recognised.

4.1.4 Issues relate specifically to the values identified in Section 3.2 above and are presented here thematically rather than in order of severity or priority for remedial action. Relevant issues cover a wide range, including - but not restricted to:

- The physical condition of the site and its setting;
- Conservation and presentation philosophy;
- Visitor and other legal/ownership requirements;
- The existence (or lack) of appropriate uses;
- Resources, including financial constraints and availability of skills;
- Lack of information or understanding about aspects of the site; and
- Conflicts between different types of significance.

4.2 The Physical Condition of the Site and its Setting

4.2.1 The Marine Environmental Assessment (MEA), commissioned by English Heritage in 2005, included an archaeological and environmental assessment of the physical conditions on this site (Camidge *et al* 2009).

4.2.2 The only visible remains on the site are iron objects. There are two iron guns and several areas of concreted iron shot at the Man of War site. These guns were exhibiting signs of active corrosion when observed in 2014 (Camidge and Johns 2014). At the Quadrant site there are a number of smaller iron guns (at least four) and an angle crown iron anchor. The guns at the

Quadrant site are heavily concreted and eroded (Wessex Archaeology 2005a).

- 4.2.3 A large collection of high status artefacts has been recovered from the site. Over 600 objects are recorded from the Man of War site, and at least 30 objects are known to have been recovered from the Quadrant rock site. The only organic objects recorded from this collection are three 'splinters' of wood (Man of War site) and a 'wooden pulley' (Quadrant site). This and the results of the MEA suggest that survival of organic material on this site is not likely. Therefore, unless new areas of deeper or finer sediment are discovered, survival of ships timber is unlikely.
- 4.2.4 The site is difficult to access. It is in shallow water, surrounded by rock pinnacles which submerge at high water. This makes it very difficult for boats to access the Man of War site. The Quadrant site is slightly easier but still requires good conditions to safely approach the site. Consequently the hazardous nature of access to the sites provides a measure of security from human interference.
- 4.2.5 Conditions on this site are frequently unsuitable for diving. Strong tidal flow across the site limits the times when diving can take place. The site is also subject to regular swell from the south west which makes diving impossible here even when conditions are benign on other parts of the Lizard peninsula. Finally, the exceptionally dense kelp cover on the site can make survey and location of objects difficult. These conditions also provide a measure of security from human interference.

4.3 Conservation and Presentation Philosophy

- 4.3.1 The original 1993 designation only encompassed the Man of War site and an area of 100m radius around this. In 2006 the radius of the designation was extended to 200m to include the known remains at the Quadrant Rock site.
- 4.3.2 There is some limited interpretive information available for the site online (Appendix 3). Material is currently available on the Historic England, Wikipedia, CISMAS and National Trust web sites. There is also a short underwater video on You Tube showing the Man of War site (taken during the MEA monitoring undertaken by CISMAS in 2014). The four MEA reports and the designated site assessment are also available online (CISMAS website).
- 4.3.3 The artefacts recovered from the site are all in private hands. The possibility of displaying some of these objects as part of an interpretive display has been discussed in the past. One possible location for this display would be Helston Museum, the nearest accredited museum to the site. If further investigative work is undertaken at Pistil Meadow, this may also afford an opportunity to instigate a combined interpretive display, either at Helston Museum or at one of the National Trust properties on the Lizard.

4.4 Visitor and other Occupancy Requirements

- 4.4.1 There is currently no dive trail on the site, and it is doubtful whether a physical dive trail would survive in the high energy environment. Furthermore, the dense kelp cover on the site is not conducive to a good visitor experience. Finally, given that there are only two guns and an area of concreted iron shot at the Man of War site, the visible remains are unlikely to repay the effort of a visit. The Quadrant site has more visible remains and is slightly easier to access, but it is still subject to dense kelp and would be a site likely to appeal only to enthusiasts of worn and concreted 18th century iron guns on the seabed. It would seem therefore that this site is perhaps not suitable for a physical dive trail.
- 4.4.2 Robert Sheratt held visit licence that ran until the end of 2007. Since then Kevin Camidge has held a licence to enable the environmental work since 2008. There have been no other applications to visit the site under the PWA since 2007. We should, however, encourage and support responsible visitor access through the licensing system. It should be recognised that visits may entail some level of damage to the site. The significant numbers of high value small artefacts recovered from the site needs to be considered when licensing access to the site.
- 4.4.3 Given the difficulty of visiting the site, it is desirable that the virtual (online) information pertaining to it should be enhanced — possibly by a virtual dive trail around the site.
- 4.4.4 The site is overlooked by a popular section of the South West Coast Path, which passes through land owned by the National Trust. There is an interpretation panel in a stone setting in the Trust's car park near Lizard Point (Fig 4) which briefly mentions the *Royal Anne Galley* (but wrongly states that she was wrecked in 1720). On looking up from the panel there is a panoramic view of the wreck site. The possibility of updating the panel, which is in a deteriorating condition, and including more information on the *Royal Anne*, should be discussed with the Trust. The option of another small interpretation panel, perhaps discreetly placed by the path in the tamarisk grove at Pistil Meadow, could also be considered, as could additional interpretation in the Marconi Wireless Station at Bass Point.
- 4.4.5 The site is mentioned in some guidebooks, notably *Five Walks from the Lizard* (Bates and Scolding 1996) — which also incorrectly gives the date of the wreck as 1720 — and the National Trust's *Lizard East Coast* guide. There is scope for publication of a popular, well-illustrated booklet, perhaps in the *Five Walks* format, this could focus *Royal Anne Galley* but its scope could be extended to include other Protected Wreck sites around the Lizard peninsula; Rill Cove, the *Shiedam*, the *St Anthony* and the Loe Bar Wreck.

4.5 The Existence (or lack) of Appropriate Uses

- 4.5.1 Although unlicensed activity on the site has been reported in the past, recent local self-regulation has served to ensure that illegal diving on the site has been significantly reduced (if not completely removed).
- 4.5.2 Three phases of assessment inspection and monitoring of the site were carried out for the MEA (Camidge *et al* 2009; 2011; Camidge and Johns 2014). Conditions on the seabed are very volatile and the site should be monitored periodically to ensure that any new-exposed objects can be recorded and, if appropriate, recovered for conservation and museum display.
- 4.5.3 Regular and consistent information relating to the condition of the *Royal Anne* will be necessary to monitor the existence (or lack) of appropriate uses of the site.
- 4.5.4 All of the finds from the site are in private hands and their location is uncertain.
- 4.5.5 A number of artefacts have been recovered from the beach below Pistil Meadow and are in private ownership. These include nails, various copper and iron fittings and a wooden pulley block. It is not possible to determine conclusively whether or not these are from the *Royal Anne Galley*.



Fig 4 Interpretation panel at the National Trust car park near Lizard Point.

4.6 Resources, including Financial Constraints and Availability of Skills

- 4.6.1 There is no doubt that the recovery of archaeological material to date and the work undertaken for the MEA indicates the evidential value of the *Royal Anne Galley* and that interaction with archaeological material relates to both aesthetic and historical value. However, given the limited local capacity for professional conservation of material recovered from the date and Historic England's research priorities there shall be presumption against further excavation and recovery.
- 4.6.2 In line with developing Government policy for designated marine historic assets, we will seek to develop provision for flexible voluntary management agreements. The latter should enable greater partnership, better planning, a reduction in individual licence applications and a more holistic approach to the needs of the *Royal Anne Galley*.
- 4.6.3 In 2010 and 2014 the Cornwall and Isles of Scilly Maritime Archaeological Society (CISMAS), directed by Kevin Camidge, undertook monitoring and inspection of the site as part of the MEA. This work was undertaken on a voluntary basis and the result of this, and other projects, is a considerable pool of highly motivated and skilled underwater avocational archaeologists. In addition, a locally-based team such as this can be mobilised at short notice to take advantage of suitable weather windows for diving — something particularly important for site like the *Royal Anne Galley* where the sea conditions can change very quickly.
- 4.6.4 Opportunities for funding interpretative and display works relating to the *Royal Anne Galley* should be discussed with the National Trust, Natural England, Helston Museum and Cornwall Council.

4.7 Lack of Information or Understanding about Aspects of the Site

- 4.7.1 *Taking to the Water* (English Heritage's Initial Policy for the Management of Maritime Archaeology in England) addressed the protected wreck site post-excavation backlog. Here, it is recognised that over the last twenty-five years many licenses have been issued for survey and excavation work within areas designated under the *Protection of Wrecks Act*. Few of the licences issued required the academic reporting of fieldwork results and, as the vast majority of this work took place on a voluntary basis, lacking adequate financial support for subsequent analysis and dissemination of the results, very little of this work has been formally published (Roberts and Trow 2002, 25). This problem is, however, not unique to maritime archaeology.
- 4.7.2 Inevitably, the standard of much of the previous work on the *Royal Anne Galley* is variable and in different formats. Some of the projects have been carried out to an extremely high standard and have resulted in accessible archives, while others have resulted in less coherent record. The data from this work represents the only record of investigations and, therefore, is itself an irreplaceable resource.

- 4.7.3 In particular, the work undertaken at the Quadrant Rock site by the Bristol University Sub-Aqua Club has not been reported. Our knowledge of this work is limited to the site plan and a few items of correspondence. So far it has not been possible to trace any of the original team members or to ascertain the current whereabouts of the recovered artefacts.
- 4.7.4 Given the very shallow stratigraphy and the lack of any surviving ship structure identified to date, the principle archaeological value lies in the 600+ artefacts recovered from the Man of War site. While a finds list and dimensions exist for these objects, many of them have not been photographed. We also need to understand the artefacts better – to which end a finds appraisal of the collection should be undertaken. This will only be possible if the current location of these objects can be established and access to them can be gained.

5 Conservation Management Policies

5.1 Introduction

5.1.1 This section of the Conservation Statement and Management Plan builds on the Assessment of Significance and the issues identified in Issues and Vulnerability to develop conservation policies which will retain or reveal the site's significance, and which provide a framework for decision-making in the future management and development of the site or reveal the site's significance and also:

- Meet statutory requirements.
- Comply with Historic England's standards and guidance.

5.1.2 It is intended that the policies will create a framework for managing change on the *Royal Anne Galley* Protected Wreck site that is clear in purpose, and transparent and sustainable in its application. Our aim is to achieve implementation through the principles of shared ownership and partnership working so as to balance protection with economic and social needs.

5.1.3 Policies are also compatible with, and reflect, Historic England's *Conservation Principles for the Sustainable Management of the Historic Environment* (2008) and its published policies and guidelines, as well as the wider statutory framework.

5.2 The *Royal Anne Galley* is a Shared Resource

5.2.1 The *Royal Anne Galley* forms a unique record of past human activity which reflects the aspirations, ingenuity and investment of resources of previous generations. In addition, it is an economic asset, and provides a resource for education and enjoyment.

5.2.2 In addition, the conflict between the desire for access to the site and the restrictions imposed by conservation needs and legislative limitations will be reconciled through continued flexible and appropriate visitor management.

5.2.3 Therefore, we should sustain and use the *Royal Anne Galley* in ways that allow people to enjoy and benefit from it, but which do not compromise the ability of future generations to do the same.

Management Policy 1

We will seek to develop appropriate visitor access to the monument, including virtual access, as a mechanism to develop the value of the site. However, visitor access to the site needs to be considered in the light of the difficult environmental conditions and the high value and portability of the artefacts previously recovered from this site.

Management Policy 2

We will seek to promote the recording and expert appraisal of the artefact assemblage recovered from the site. The artefact record and appraisal should be stored in a publicly accessible location.

Management Policy 3

We will continue to encourage the reporting of artefacts found on the beach below Pistil Meadow.

Management Policy 4

We will seek to facilitate interpretive material for the site. This should be displayed locally ideally to accompany some of the artefacts from the site. One possible location for this display would be Helston Museum. Through liaison with the National Trust it may be possible to integrate this with the results of future investigative work at Pistol Meadow.

5.3 Everyone can Participate in Sustaining the *Royal Anne Galley*

- 5.3.1 Stakeholders have the opportunity to contribute to understanding and sustaining the *Royal Anne Galley*. Judgements about its values and decisions about its future will be made in ways that are accessible, inclusive and transparent.
- 5.3.2 Practitioners should use their knowledge, skills and experience to encourage others to understand, value and care for their heritage. They play a crucial role in communicating and sustaining the established values of the wreck, and in helping people to articulate the values they attach to it.
- 5.3.3 Education at all stages should help to raise awareness and understanding of such values, including the varied ways in which these values are perceived by different generations and communities. It should also help people to develop, maintain and pass on their knowledge and skills. Where appropriate we will encourage the use of the site as a training resource as in the monitoring by CISMAS for the MEA in 2011 and 2015.
- 5.3.4 In acknowledging the communal value of the *Royal Anne Galley* recent local self- regulation (involving licensees, the harbour authority and constabulary) has served to ensure that unauthorised activity on the site has been significantly reduced (if not completely removed).
- 5.3.5 Building on this success, we will develop provision for a flexible voluntary management agreement for the *Royal Anne Galley*. This will enable greater partnership, better planning, a reduction in individual license applications and a more holistic approach to the needs of the *Royal Anne Galley*.

Management Policy 5

Through web-based initiatives, we will continue to develop the accessibility of related material and support appropriate links, as well as do more to enlist effective local support.

Management Policy 6

Mechanisms will be identified and implemented so as to develop shared ownership and partnership working.

Management Policy 7

Where projects are commissioned on the site we will encourage the use of the site as a training resource where this is appropriate.

5.4 Understanding the Value of the *Royal Anne Galley* is Vital

- 5.4.1 The significance of the *Royal Anne Galley* embraces all the interdependent cultural and natural heritage values that are associated with it. To identify and appreciate those values, it is essential first to understand the structure and ecology of the place, how and why that has changed over time, and its present character.
- 5.4.2 Judgements about values are necessarily specific to the time they are made. As understanding develops, and as people's perceptions evolve and places change, so assessments of significance will alter, and tend to grow more complex.
- 5.4.3 We acknowledge that records of previous activities on the *Royal Anne Galley* form an irreplaceable resource to identify previous values and assist with maintaining a cumulative account of what has happened to the site, and with understanding how its significance may have been altered.
- 5.4.4 Further, a formal programme of staged assessment and research is required, to contribute towards a fuller understanding of the site in its entirety. Such work will conform to the *Management of Research Projects in the Historic Environment* (Historic England 2015) and is likely to comprise the following stages:
- Collation of the site archive
 - Assessment to determine academic potential of the archive
 - Determination of further work to fulfil this academic potential
 - Preparation of a research archive
 - Report text for publication, and finally
 - Publication

Management Policy 8

Key gaps in understanding the significance of the monument's component parts have been identified and prioritized. These should be addressed so that these significances can contribute to informing the future conservation management of the place.

Management Policy 9

We will seek to commission a staged programme of assessment and research to contribute towards a fuller understanding of the site in its entirety.

Management Policy 10

We will encourage the investigation and survey of the potential debris field between the two known areas of wreckage at Man of War and the Quadrant Rock. Only when this has been accomplished will the extent and nature of the site be apparent.

5.5 The *Royal Anne Galley* will be Managed to Sustain its Values

- 5.5.1 Conservation is the process of managing change in ways that will best sustain the values of a place in its contexts, and which recognises opportunities to reveal or reinforce those values.
- 5.5.2 Changes in the *Royal Anne Galley* underwater are inevitable and it is acknowledged that all wreck sites are vulnerable simply because of the nature of their environment. As a response to quantify natural change, Historic England commissioned the MEA for the site (Camidge *et al* 2006; 2009; 2011; Camidge and Johns 2014). We will build on the results of the MEA reports to sustain heritage values, where these values represent a public interest in the *Royal Anne*, regardless of ownership. It is therefore justifiable to use law and public policy to regulate the management of the *Royal Anne* as a place of established heritage value.
- 5.5.3 However, measures taken to counter the effects of natural change will be proportionate to the identified risks, and sustainable in the long term. The stern site, for example, is usually covered by weed during the summer months which restricts observation of visible remains. However, seasonal weed growth has not prevented the continued diminution of the sediment levels on the site. Historic England shall develop specific guidance on weed clearance.
- 5.5.4 Other changes will be devised so as to avoid material harm. Irreversible intervention on the *Royal Anne Galley* may nonetheless be justified if it provides new information about the past, reveals or reinforces the values of a place or helps sustain those values for future generations – so long as the impact is demonstrably proportionate to the predicted benefits.
- 5.5.5 The effects of changes to the condition of the *Royal Anne Galley* will be monitored and evaluated, and the results used to inform subsequent action.
- 5.5.6 If retaining any significant part of the *Royal Anne Galley* is not reasonably practicable, its potential to inform us about the past will be exploited. This involves the recovery of information through prior investigation, followed by analysis, archiving and dissemination of the results at a standard appropriate to its significance.
- 5.5.7 Where such loss is deliberate, the costs of this work should normally be borne by those who initiate the change.

Management Policy 11

We will seek to undertake a programme of monitoring and targeted recording.

Management Policy 12

Unnecessary disturbance of the seabed within the restricted area should be avoided wherever possible in order to minimise the risk of damage to buried archaeological material.

Management Policy 13

The sale of artefacts recovered from the site should be monitored as far as possible. The UK has adopted 'The Rules', an annex to the 2001 UNESCO convention which includes the principle that underwater cultural heritage should not be commercially exploited.

Management Policy 14

This management plan will be reviewed and updated on a regular basis so that it continues to reflect the conditions and state of knowledge pertaining to the site.

6 Forward Plan

6.1 Introduction

6.1.1 In order to commence the implementation of the proposed Management Policies outlined in Section 5, Historic England is seeking to initiate a range of projects that will increase our understanding of the value and setting of the *Royal Anne Galley*. These projects are outlined below.

6.2 Proposed Projects in Relation to the Royal Anne Galley

6.2.1 The artefacts recovered from the Man of War site are predominantly high-status objects with a large number of gold and silver items. Where possible we will seek to have these artefacts deposited with an accredited museum (possibly the Helston Museum). Where this is not possible we will seek to ensure that an adequate record of these objects is made and deposited with a suitable body where public access to the record is possible. This record should include an expert assessment of the finds assemblage.

6.2.2 We will seek to develop an interpretive display, including selected artefacts, potentially at the Helston Museum.

6.2.3 We will discuss updating the interpretation panel at the car park near Lizard Point and the possibility of a new interpretation panel at Pistil Meadow with the National Trust.

6.2.4 We will explore the possibility of publishing a popular booklet about the *Royal Anne Galley*, the scope of which might include the other Protected Wreck sites around the Lizard peninsula.

6.2.5 As the site is difficult to access physically we propose to enhance our virtual (web based) site presentation. There is considerable material concerning the construction and service life of the vessel contained in the MEA's DBA (Camidge *et al* 2006) which can form the basis of an expanded web based resource. The finds assemblage assessment proposed above could also contribute to the enhancement of the virtual resource.

6.2.6 When resources are available we will seek to initiate a debris field survey of the area between the Man of War site and the Quadrant site. There is reported to be further material ('cannons') to the east of the Quadrant rock. A better understanding of the site would be gained by establishing the extent of the exposed remains.

6.2.7 Similarly we will seek to initiate a programme of site monitoring to be carried out on a biennial basis, which will continue the regular site inspections carried out during the MEA.

6.2.8 Further work at Pistil Meadow is recommended to prove or disprove local folklore that the crew of the *Royal Anne Galley* is buried there.

7 Implementation

7.1 Consultation

7.1.1 A draft of the *Conservation Statement and Management Plan* for the *Royal Anne Galley* was internally reviewed by Historic England.

7.1.2 The *Conservation Statement and Management Plan* for the *Royal Anne Galley* will be circulated for a four-week stakeholder consultation to refine how the values and features of the *Royal Anne Galley* can be conserved, maintained and enhanced. Responses to the consultation were considered and the *Plan* revised as appropriate.

7.2 Adoption of Policies

7.2.1 The original *Management Plan* was adopted in November 2016.

7.2.2 A programme that identifies a realistic timescale for implementing the updated plan - taking into account those areas which need immediate action, those which can be implemented in the medium or long term, and those which are ongoing - will be devised.

7.2.3 Responsibilities for implementation of the *Management Plan* lie with Historic England, though consultation with stakeholders will be maintained throughout. In addition, provision will be made for periodic review and updating of the *Plan*.

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Jim Parry, National Trust Archaeologist for Devon and Cornwall
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Justin Whitehouse, National Trust, Head Ranger, The Lizard
Rachel Holder, National Trust, Area Ranger, The Lizard
Jessica Berry, Director Maritime Archaeology Sea Trust (MAST)
Barry Lovelock (lives in the nearest house to the site)
John Harvey (owns gun from the *Royal Anne Galley*)

Cornwall Council Historic Environment Service
Duchy of Cornwall
The Crown Estate
Historic England, South-West Region
Cornwall IFC A
Ministry of Defence
Natural England
Nautical Archaeology Society
Landewednack Parish Council

Appendix 1: Archaeological History

Year	Date	Activity	Licence	Source
1969		Bristol University Sub-aqua Club discover the Quadrant Rock site. 8 or 9 iron guns and an iron anchor found to the west of the Quadrant Rock. They believe it is the wreck of the <i>Royal Anne Galley</i>		Fenwick and Gale 1998
1970-73		BUSC undertake survey and excavation on the Quadrant Rock site. Artefacts recovered and a site plan is made. Evidence of others working the site noted. Named participants: Richard Larn (Correspondent) Dr Keith Stobart (BU) Dr WT Griffiths (BU) Ramsey Martin (Diver)		Letters Finds List Site Plan Wessex Archaeology 2005
1983		Tom Berry recovered artefacts from the Quadrant site including an iron gun and 5 pewter bowls		Wessex Archaeology 2005
1983		Mr R B T Bowden declares an iron gun recovered from near the Mulvin rock (220m west of the Man of War site) to the receiver of wreck. This gun is subsequently sold (1990) to John Harvey of Camborne who now has it mounted on a reproduction carriage in his garden in Camborne. The gun is approximately 9 feet long with a bore of 4.5 inches – but has been restored using polyvinyl resin.		Personal correspondence
1991	5 May	Man of War site discovered by Rob Sherratt. Sounding lead, two guns and cannon balls. Subsequent small excavation on site resulting in 256 artefacts being recovered		Camidge <i>et al</i> 2006
1993	11 Nov	Site Designated under PWA Position 49° 57' 27"N 005° 12' 56"W Radius 100m		Pastscape Heritage Gateway 28.04.2016
1993	10 May	ADU dive on the site (39 minutes) 2 Iron cannons and area of concreted shot seen		ADU Report 93/1
1994		Survey in progress, control points installed	Survey (RS)	Camidge <i>et al</i> 2006
1995		Survey continues	Survey (RS)	Camidge <i>et al</i> 2006
1996		Pre-disturbance survey completed	Survey (RS)	Camidge <i>et al</i> 2006
1997		Excavation of gully began. 345 artefacts recovered	Excavation (RS)	Camidge <i>et al</i> 2006
1997	9 Jul	ADU dive on the site (122 minutes) Observed 2 iron guns, concreted iron shot and unidentified concretions		ADU Report 97/13
1998		Site visited, no excavation	Excavation (RS)	Camidge <i>et al</i> 2006

Year	Date	Activity	Licence	Source
1998	18 May	ADU dive on the site (37 minutes) No archaeological remains were seen by diver Wood		ADU Report 98/09
1999		Site visited, maintenance of survey control points	Excavation (RS)	Camidge <i>et al</i> 2006
2000		Excavation continued	Excavation (RS)	Camidge <i>et al</i> 2006
2001		Excavation continued. 72 artefacts recorded	Excavation (RS)	Camidge <i>et al</i> 2006
2002		No excavation – some maintenance of survey control points. Loose artefacts noticed on the seabed	Excavation (RS)	Camidge <i>et al</i> 2006
2003		Research Design for the project submitted to EH	Surface Recovery (RS)	Camidge <i>et al</i> 2006
2004		Site visited twice. Local dive club given escorted tour of the site	Visit (RS)	Camidge <i>et al</i> 2006
2004	Aug - Sept	Wessex Archaeology undertake a designated site assessment of the Man of War site but are unable to dive the site due to adverse sea conditions		Wessex Archaeology 2005
2004	Aug - Sept	Wessex Archaeology undertake an undesignated site assessment of the Quadrant Rock site. 6 dives, 344 minutes total underwater time. Recorded 4 iron cannons, 1 angle crown iron anchor. Noted two linear iron concretions interpreted as remains of where iron cannons had been removed		Wessex Archaeology 2005
2005		Site visited twice. Mobile iron objects reported. Evidence of unlicensed diving reported	Surface Recovery (RS)	(Camidge <i>et al</i> 2006)
2006	7 June	New designation under the PWA to include the Quadrant Rock site. Position 49° 57.48'N 005° 12.99'W Radius 200m		Pastscape Heritage Gateway 28.04.2016
2006		The site was visited once	Visit (RS)	Licensee's Report 2006
2007	4 Mar	The licensee, Rob Sherratt dies in a diving accident in an inland quarry.	No record Visit (RS)?	West Briton 11.2.2008
2008		Excavation license issued to install samples for the MEA commissioned by EH. No diving undertaken due to adverse sea conditions	Excavation (KC)	Licensee's Report 2008
2009	15-16 Apr	Phase 2 of the Marine Environmental Assessment. <ul style="list-style-type: none"> • Biological assessment (MH) • Water sampling • Sediment sampling • Timber samples deployed • Dispersal objects deployed 	Excavation (KC)	Licensee's Report 2009 Camidge <i>et al</i> 2009
2009	24 Sept	Bathymetric Survey of the Man of War site undertaken as part of the Marine Environmental Assessment commissioned by English Heritage	Excavation (KC)	Camidge <i>et al</i> 2009
2010	Aug & Oct	A total of 11 dives were undertaken as part of the MEA. Timber sample blocks were retrieved and the tracer objects were surveyed.	Excavation (KC)	Licensee's Report 2010 Camidge <i>et al</i> 2011

Year	Date	Activity	Licence	Source
2011		No diving due to poor sea conditions	Excavation (KC)	Licensee's Report 2011
2012		No diving due to poor sea conditions	Survey (KC)	Licensee's Report 2012
2013		No diving	Survey (KC)	Licensee's Report 2013
2014	June	Diving undertaken to complete phase 4 of the MEA. <ul style="list-style-type: none"> • Recording of tracer objects • Recording of iron guns • 3D Photoscan • Survey control points installed 	Survey (KC)	Licensee's Report 2014 Camidge and Johns 2014

Appendix 2: List of Royal Navy *Galley* frigates

Name	Date	Guns	Rate	Notes	Refs
Charles <i>Galley</i>	1676	32 28x9lb 4x3lb	4 or 5	131' x 28.5' Built Woolwich DY 1676 RB 1693 RB Deptford 1710 (as <i>Torrington</i>) RB 1729 Hulk 1740 Sold 1744 Said to be the prototype of the <i>Galley</i> frigates (Lyon 1993)	Colledge & Warlow 2006 Lyon 1993
James <i>Galley</i>	1676	30	4 - 5	112' x 28' Built Blackwall 1671 made 5 th rate Wrecked 25.11.1694	Colledge & Warlow 2006
Mary <i>Galley</i>	1687	32	5	177' x 29.5' (NB 177' too long) Built Rotherhithe 1687 RB Deptford 1708 RB Plymouth 1727 (124' x 33.5') Broken up Deptford 1.6.1743 'To be built to the same form as the James <i>Galley</i> '	Colledge & Warlow 2006 Lyon 1993
Bedford <i>Galley</i>	1697	34 4x9lb 22x6lb 6x4lb	5	103' x 29' Built New England 1697 Purchased 1697 RB Portsmouth 1709 1716 became a fireship Sunk 3.5.1725 at Sheerness as foundation	Colledge & Warlow 2006 Lyon 1993
Peregrin <i>Galley</i>	1700	20 16x6ln 4x3lb	6	86.5' x 23' Built Sheerness DY 1700 RB 1733 & 1749 Lost in Atlantic 1762 1716 was yacht <i>Carolina</i> 1733-1749 <i>Royal Caroline</i>	Colledge & Warlow 2006
Earl <i>Galley</i>	1701			'Presented to the Crown by the government of Jamaica' 1701 or 1702 Sold 15.2.1705 Note listed as sloop (C&W) and Fireship (Lyon 1993)	Colledge & Warlow 2006 Lyon 1993
Diligence <i>Galley</i>	1709	20	6	57' x 22' (NB very small) Purchased 23.5.1709 from Johnson Was mercantile Queen Anne <i>Galley</i> Sold 1712	Lyon 1993
Royal Anne <i>Galley</i>	1709	40/42 20x9lb 20x6lb	5	127' x 21' (Colledge and Warlow 2006) or 31' (Lyon 1993) NB if only 21 wide this is VERY narrow Built Deptford DY 18.6.1709 Wrecked 10.11.1721 'Appears to have been designed by the Marquis of Carmarthen'	Colledge & Warlow 2006 Lyon 1993
Dursley <i>Galley</i>	1718	20	6	105' x 28.5' Built Deptford 13.2.1718 (or 1719) Sold 21.2.1744 (or 1745) Privateer captured by French 8.5.1746 'Likely to be one of Carmarthen's designs'	Colledge & Warlow 2006 Lyon 1993

Name	Date	Guns	Rate	Notes	Refs
Comet <i>Galley</i>	1756	8		'In service 1756' 'Dubious only in Colledge' (Lyon 1993)	Colledge & Warlow 2006 Lyon 1993

Note: Most of these are very small (see dimensions). The only vessels of a similar size to *Royal Anne Galley* are the *Charles Galley* and *Mary Galley* – both of which are considerably earlier and carried fewer guns. The *Charles Galley* and *Mary Galley* were much rebuilt and had very long service lives – perhaps suggesting that the designs were considered to be successful. The *Royal Anne Galley* may have been a revival/update of these designs.

Appendix 3: Links to web-based resources

Historic England *Royal Anne Galley* page:

<https://historicengland.org.uk/listing/what-is-designation/protected-wreck-sites/wreck/royal-anne-Galley/>

CISMAS Home page:

<http://www.cismas.org.uk/index.php>

Links last verified 31/05/16