

***APPENDIX 7-1:***

***GAZETTEER OF KNOWN WRECKS IN  
BRITISH JURISDICTION***



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| WA ID | Co-ordinates WGS84             | Co-ordinates UTM Zone 30N | UKHO                          | Name/Type      | Date Lost  | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Importance | Impact     | Significance of Impact |
|-------|--------------------------------|---------------------------|-------------------------------|----------------|------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|------------|------------------------|
| 2006  | 53° 35.630' N<br>04° 38.902' W | 390906 E<br>5939596 N     | UKHO<br>7463                  | Unknown        | Unknown    | Position located by DECCA in 1987, however a UKHO survey with DCS3 and magnetometer did not locate anything in 1996. This record has been recorded as a fisherman's fastener, and the record amended to 'dead'.                                                                                                                                                                                                                                                                          | Low        | Negligible | None                   |
| 2007  | 53° 36.378' N<br>04° 35.252' W | 394962 E<br>5940891 N     | UKHO<br>7370<br>NMR<br>272253 | <i>Seagull</i> | 17/03/1918 | The British SS <i>Seagull</i> was built by Leach & Co in 1898 and was owned at the time of loss by Mackie & Thompson. It had a length of 68.6m, a beam of 10.1m and a draught of 4.3m, and it was carrying a general cargo. Torpedoed and sunk by a German submarine on 17th March 1918, the captain and 19 men were killed. UKHO data indicates that the hull is upright, standing 7m above the seabed, and the most recent UKHO survey in 1998 indicated that the stern is collapsing. | Medium     | Negligible | None                   |

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|-------|--------------------------------|---------------------------|------------------------|---------------------------|------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|------------|------------------------|
| 2008  | 53° 35.730' N<br>04° 21.671' W | 409915 E<br>5939380 N     | UKHO 7447              | Unknown                   | Unknown    | Possibly a WWI steamship from the Netherlands. A porthole recovered in 1991 was engraved 'A Helders & Zn, Rotterdam'. The front half of the ship has broken away from the stern and is lying upside down. The stern is damaged, but upright, and there is no evidence of cargo. The UKHO survey in 1995 indicated that the propeller had sheared from its shaft and was lying nearby. | Medium     | Negligible | None                   |
| 2009  | 53° 33.847' N<br>04° 17.755' W | 414170 E<br>5935808 N     | UKHO 7355              | <i>Hyacinth</i>           | 25/03/1924 | British drifter with a length of 24.4m, a beam of 5.5m, and a draught of 2.4m. The wreck lies upright and largely intact on the seabed and is oriented NE-SW. According to the UKHO surveys in 1995, the wheelhouse had collapsed and the holds were empty, however no signs of the cause of sinking were identified.                                                                 | Medium     | Negligible | None                   |
| 2010  | 53° 32.014' N<br>04° 11.072' W | 421491 E<br>5932281 N     | UKHO 7354 / NMR 272253 | <i>Seagull</i> (Possibly) | Unknown    | In 1918, the sinking of the <i>Seagull</i> was recorded at a position about 8m NE of Point Lynas. A search in 1939 by the <i>HMS Gleaner</i> did not find the wreck, nor did a search in 1987. In 1971, a wreck was identified by the UKHO in a different location that could be either the <i>Seagull</i> or the <i>Cork</i> .                                                       | Medium     | Negligible | None                   |

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|-------|--------------------------------|---------------------------|-----------|------------------------------|------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|------------|------------------------|
| 2011  | 53° 29.831' N<br>04° 06.006' W | 427024 E<br>5928144 N     | UKHO 7360 | <i>Bijou</i>                 | 05/06/1977 | A West German vessel on passage from Manchester for Bilbao which sank following flooding due to plates opening up. The vessel was 212 tons, with a length of 47.9m and a beam of 8.8m. It was carrying steel and a general cargo. The wreck is upright and intact with a slight list to port and at a depth of around 39m. UKHO surveys in 1990 and 1993 revealed that trawl nets were attached to the wreck. | Medium     | Negligible | None                   |
| 2012  | 53° 25.015' N<br>03° 45.075' W | 450071 E<br>5918914 N     | UKHO 7538 | <i>Calcium</i><br>(Possibly) | 13/12/1940 | This is the position where the <i>Calcium</i> struck a mine. This location was searched by <i>HMS Franklin</i> in 1951, and a UKHO search in 1984 confirmed that the wreck does not exist in this position. Further disproving searches were conducted in 1988 and 1997.                                                                                                                                      | Low        | Negligible | None                   |

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|-------|--------------------------------|---------------------------|-----------|-----------------|------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|------------|------------------------|
| 2013  | 53° 23.723' N<br>03° 33.330' W | 463062 E<br>5916399 N     | UKHO 8119 | <i>Resurgam</i> | 25/02/1880 | The world's earliest extant powered submarine, <i>Resurgam</i> was designed by the Rev. George Garrett in 1879 and built by J T Cochrane in Birkenhead. She was lost whilst under tow to Portsmouth on 25 <sup>th</sup> February 1880. The inventor had hoped to demonstrate it to the Royal Navy. The wreck was rediscovered in 1995 when Dennis Hunt, a trawler man in Colwyn Bay, caught his nets on the wreck. The position listed in the Statutory Instrument which designates the <i>Resurgam</i> as a Protected Wreck, lies approximately 200m NE of this, outside of the Study Area. However, the UKHO position has been confirmed by WA diving investigations. | High       | Negligible | None                   |
| 2014  | 53° 22.265' N<br>03° 34.277' W | 461991 E<br>5913704 N     | UKHO 8270 | Aircraft        | Unknown    | In 1993, wreckage of an Avro Anson Bomber was located, and the position recorded accurate to about 100m. Only the fuselage was discovered, the engines had already been removed. The wreck lies near the N Rhyl buoy. However, a UKHO survey in 2000 was unable to locate the wreck, the position was disproved and the record amended to 'dead'.                                                                                                                                                                                                                                                                                                                       | Low        | Negligible | None                   |

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|-------|--------------------------------|---------------------------|-----------------------------------------|-----------|-----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|------------|------------------------|
| 2015  | 53° 22.020' N<br>03° 21.970' W | 475635 E<br>5913160 N     | UKHO 5346                               | Unknown   | Unknown   | This was the position recorded for the sinking of <i>MY Mink</i> , on 7 <sup>th</sup> September 1963. In 2005, the data was re-assessed by the UKHO, as the initial position was believed to be in error. The record was amended to 'dead'.                                                                                                                                                                                                                                    | Low        | Negligible | None                   |
| 2016  | 53° 21.832' N<br>03° 21.961' W | 475644 E<br>5912811 N     | UKHO 8154 / NMR 271158 / CPAT HER 64181 | Unknown   | Unknown   | Possible rock outcrop or <i>MY Mink</i> , a 20 ton motorized launch, registered in the UK. It was made of wood and had a length of 14.6m. The vessel sunk on 7 <sup>th</sup> September 1963, in the Dee Estuary, Welsh Channel, 1.5 miles east of Earwig Buoy. No lives were lost. The CPAT HER names a wreck 4.4m NNE of this site as the Gronant wreck 8154, so named because it is c. 1.5km N of Gronant. The wreck is recorded as being 15m by 12m and at a depth of 8.1m. | Medium     | Negligible | None                   |