

# Sea Link

**Volume 6: Environmental Statement**

**Document 6.4.4.6.A**

**Part 4 Marine**

**Chapter 6 Appendix 4.6.A**

**Marine Archaeological Technical Report - Figures**

**Planning Inspectorate Reference: EN020026**

**Version: C**

**February 2026**

**Infrastructure Planning (Applications: Prescribed Forms and Procedure)**

**Regulations 2009 Regulation 5(2)(a)**

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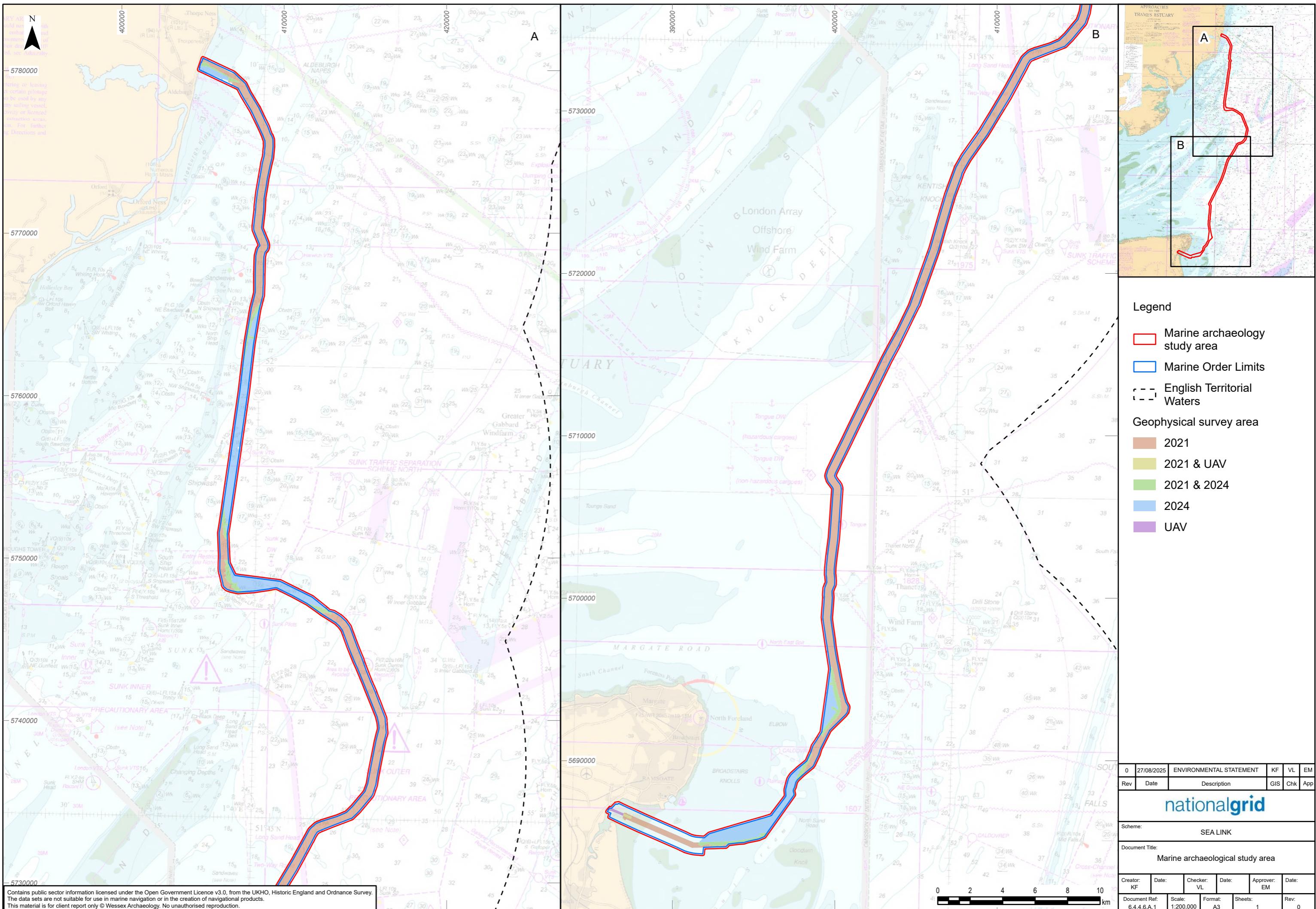
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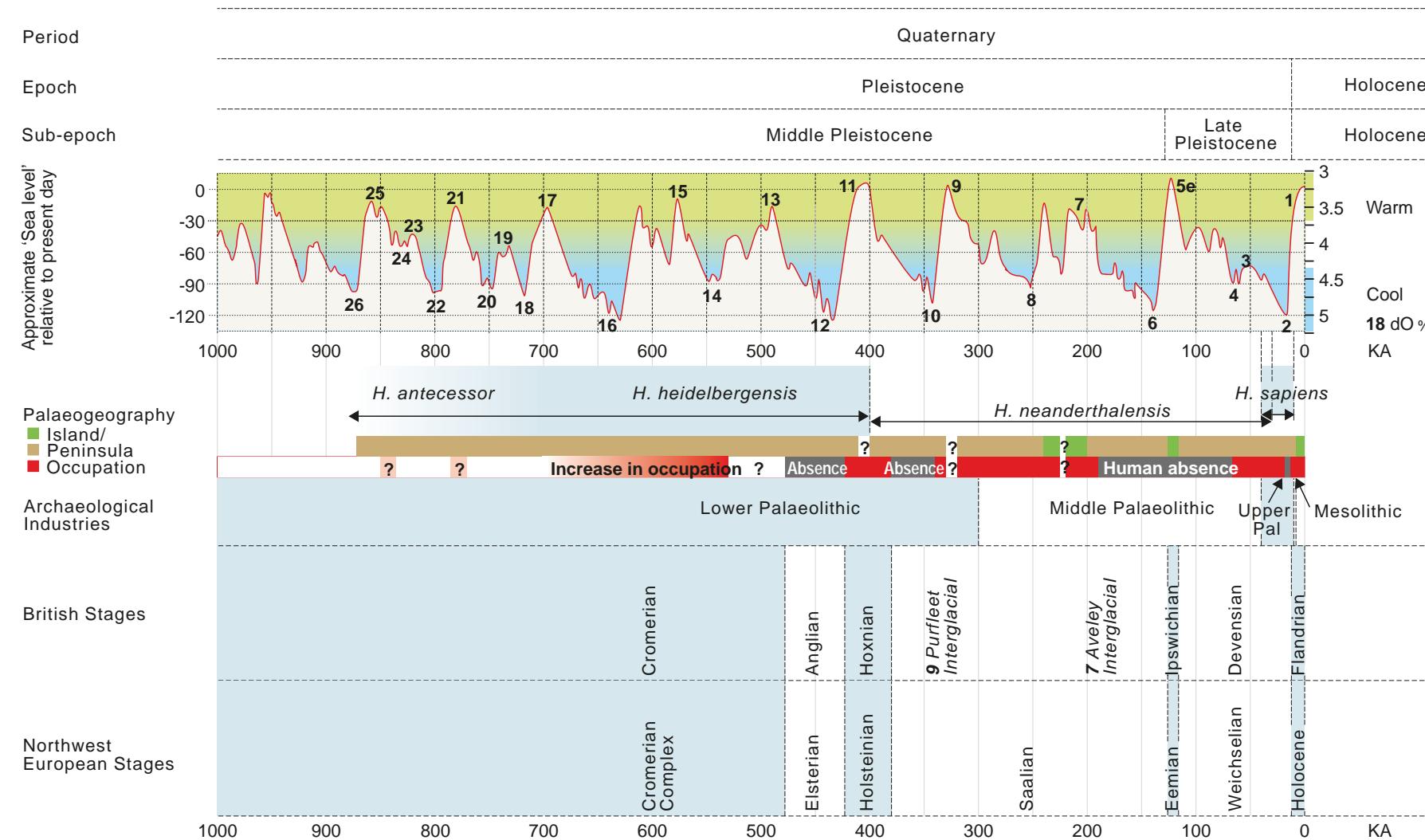
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### Version History

Date	Issue	Status	Description / Changes
March 2025	A	Final	For DCO submission
October 2025	B	Final	Update following Rule 6 Errata List
February 2026	C	Final	Addressing Historic England's Written Rep comments for Deadline 4



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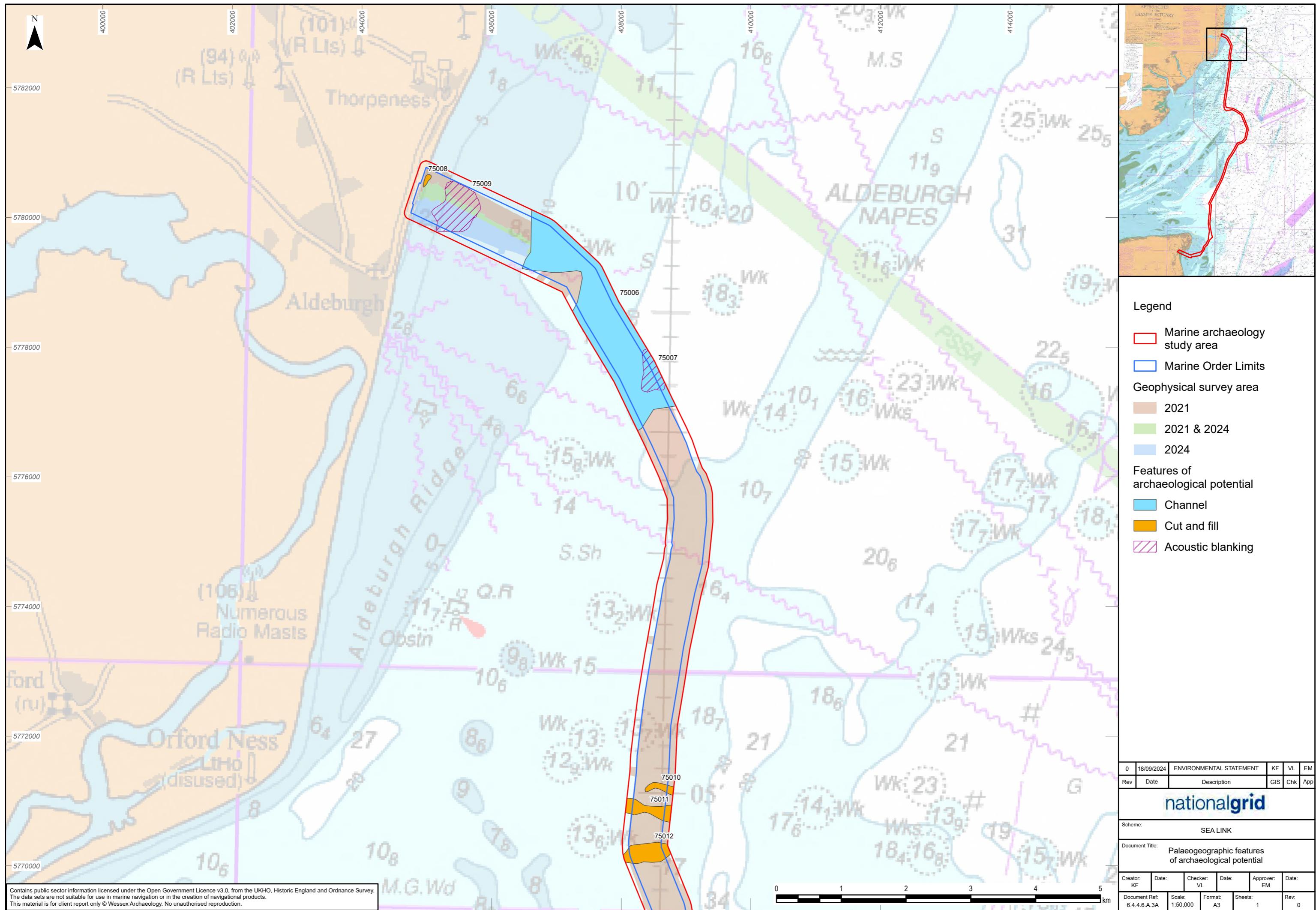
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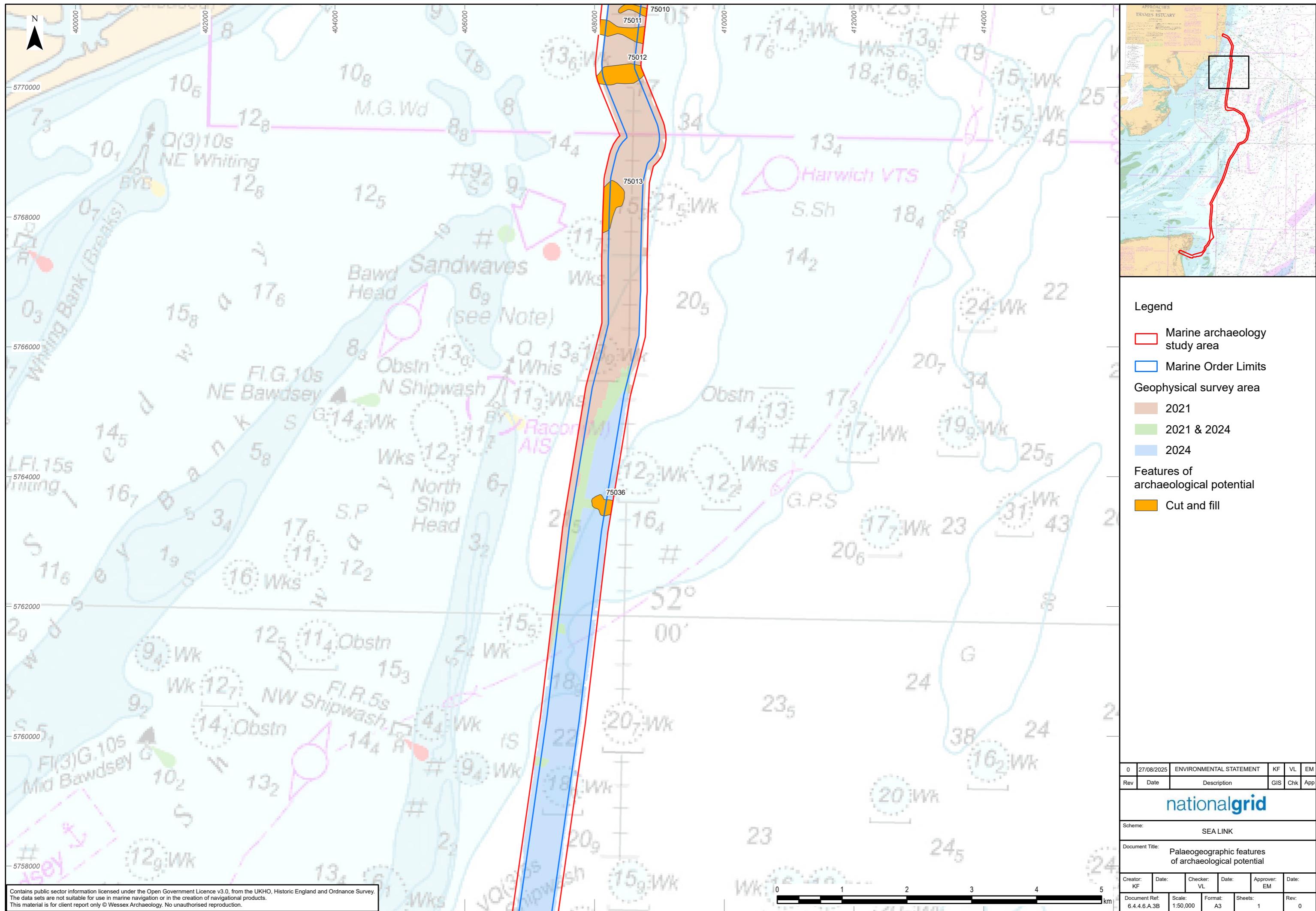
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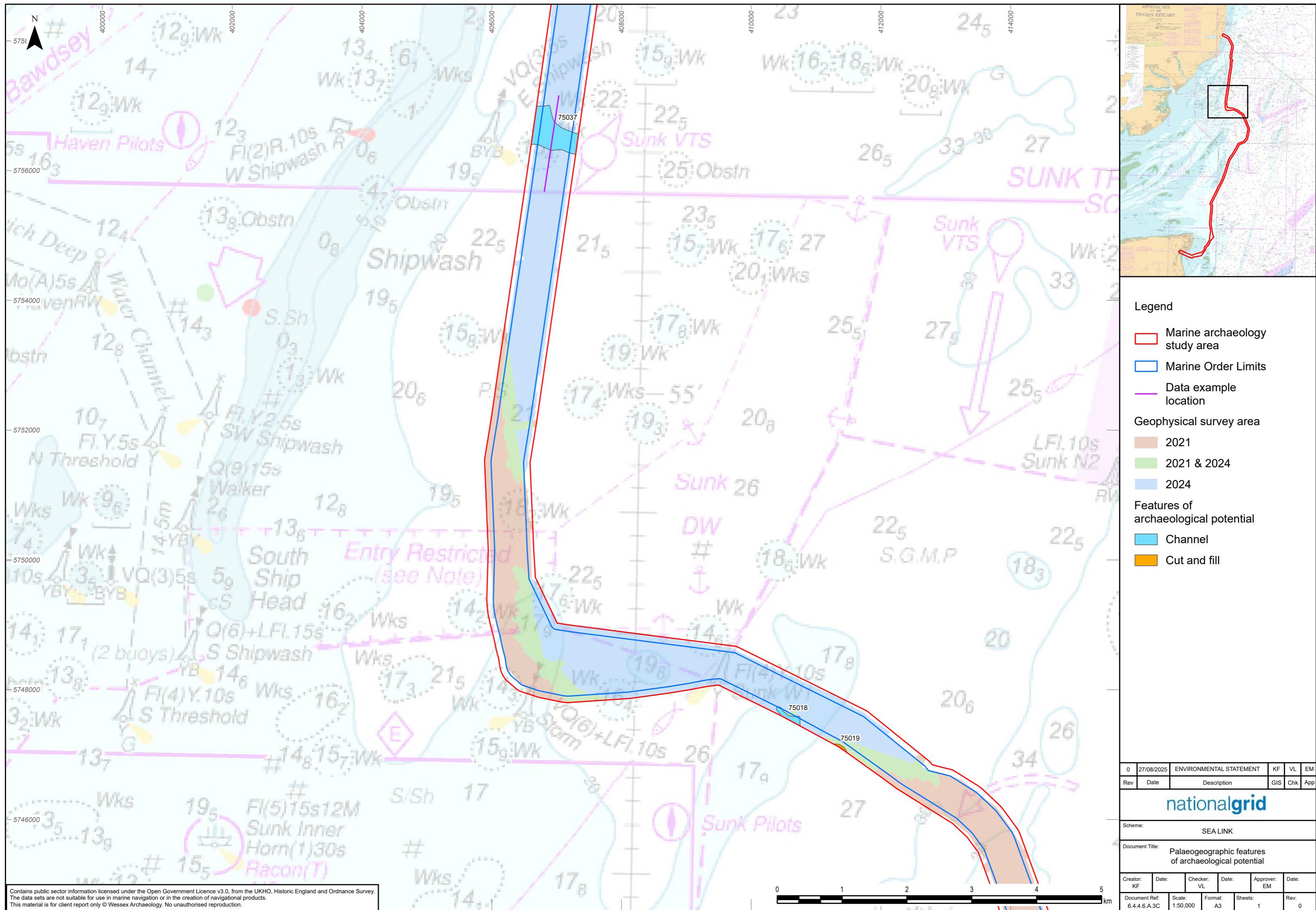
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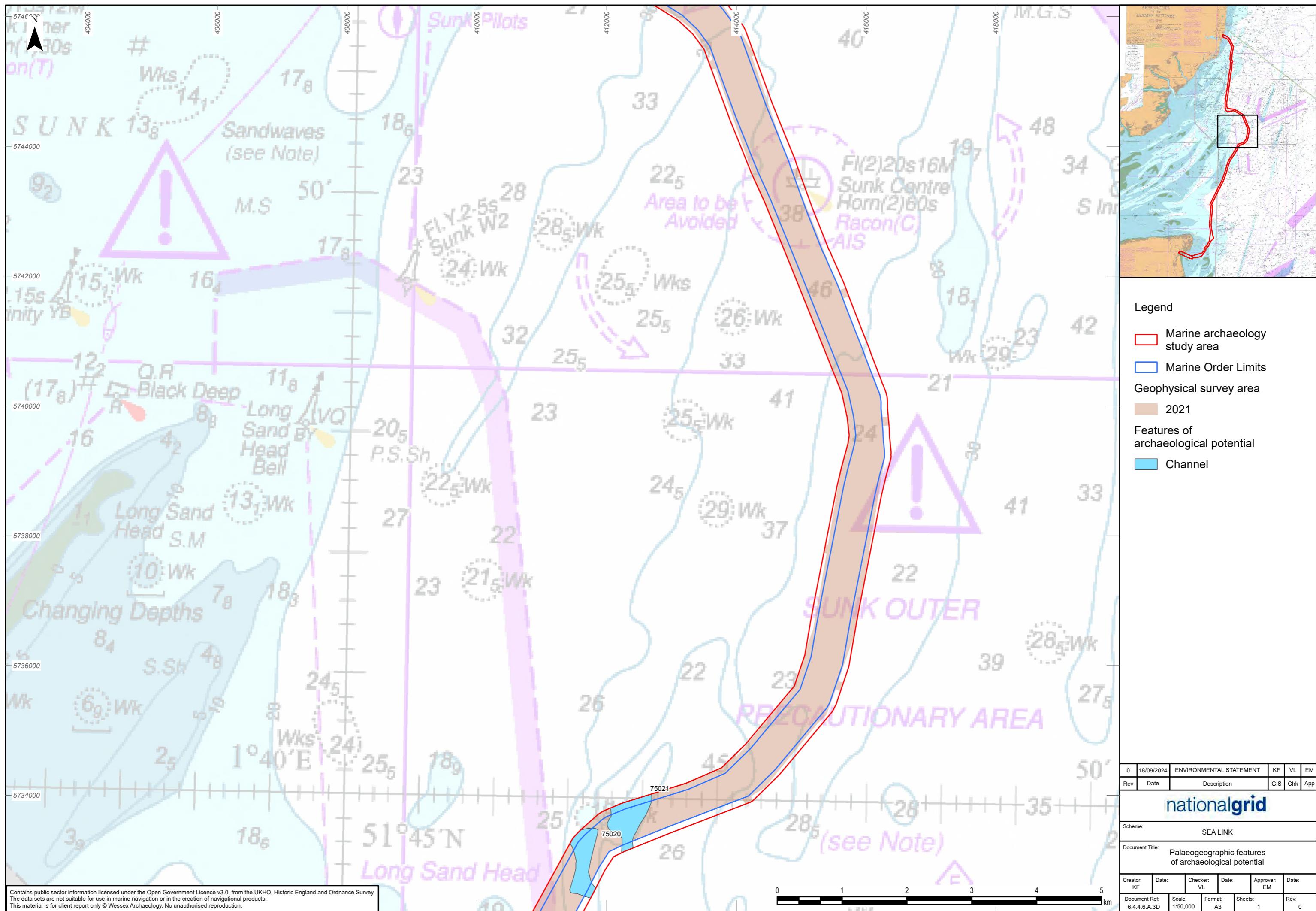
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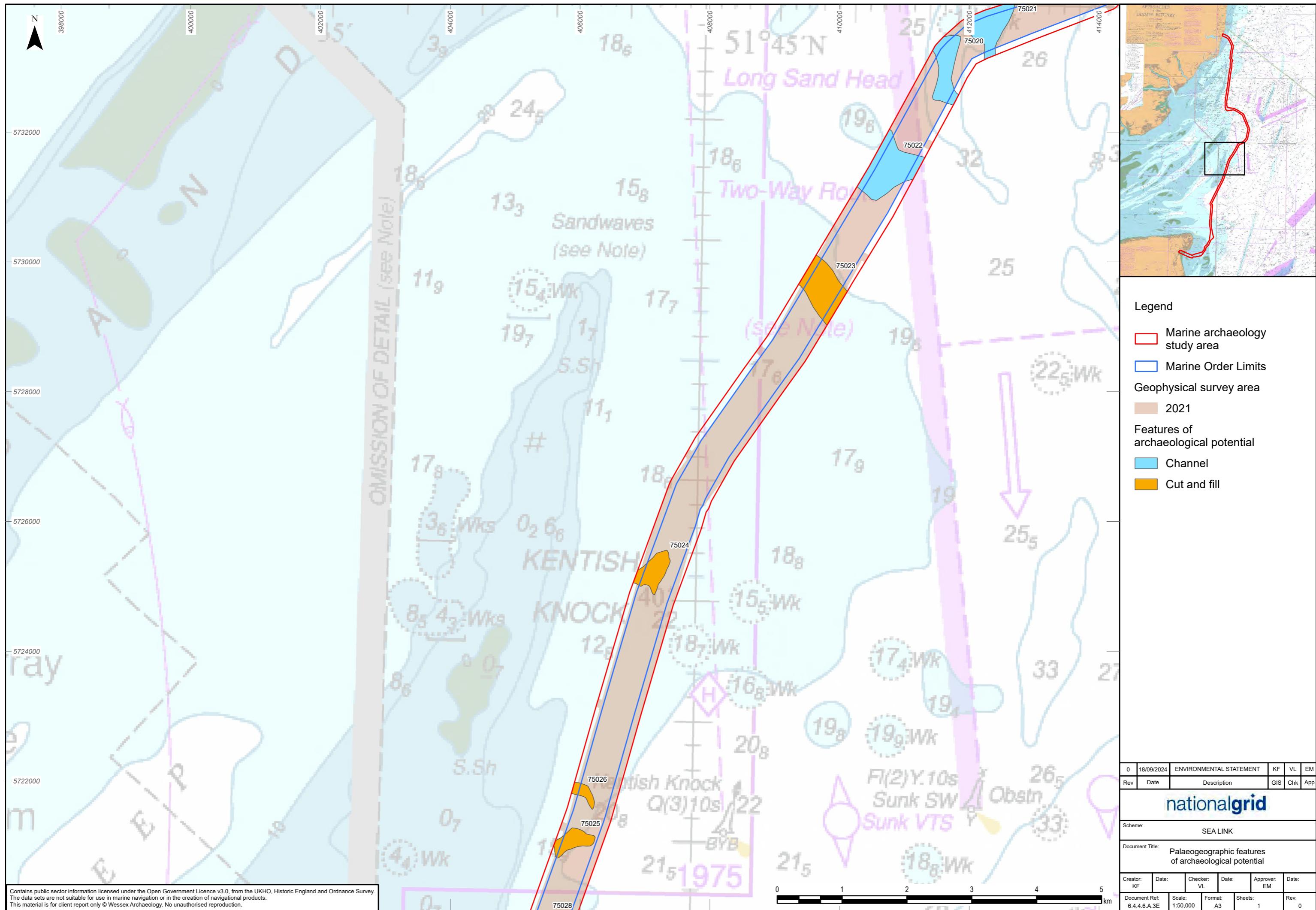


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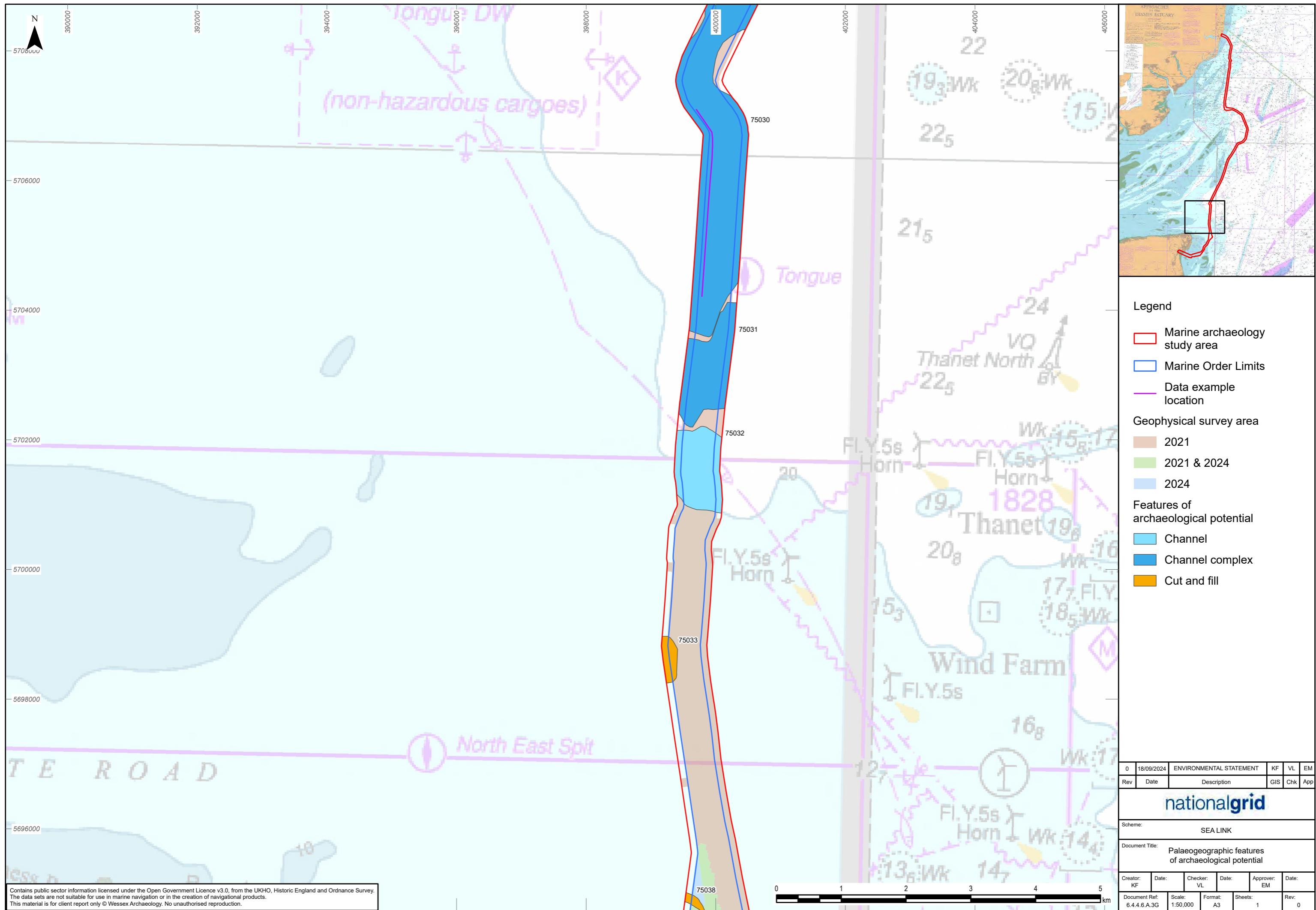


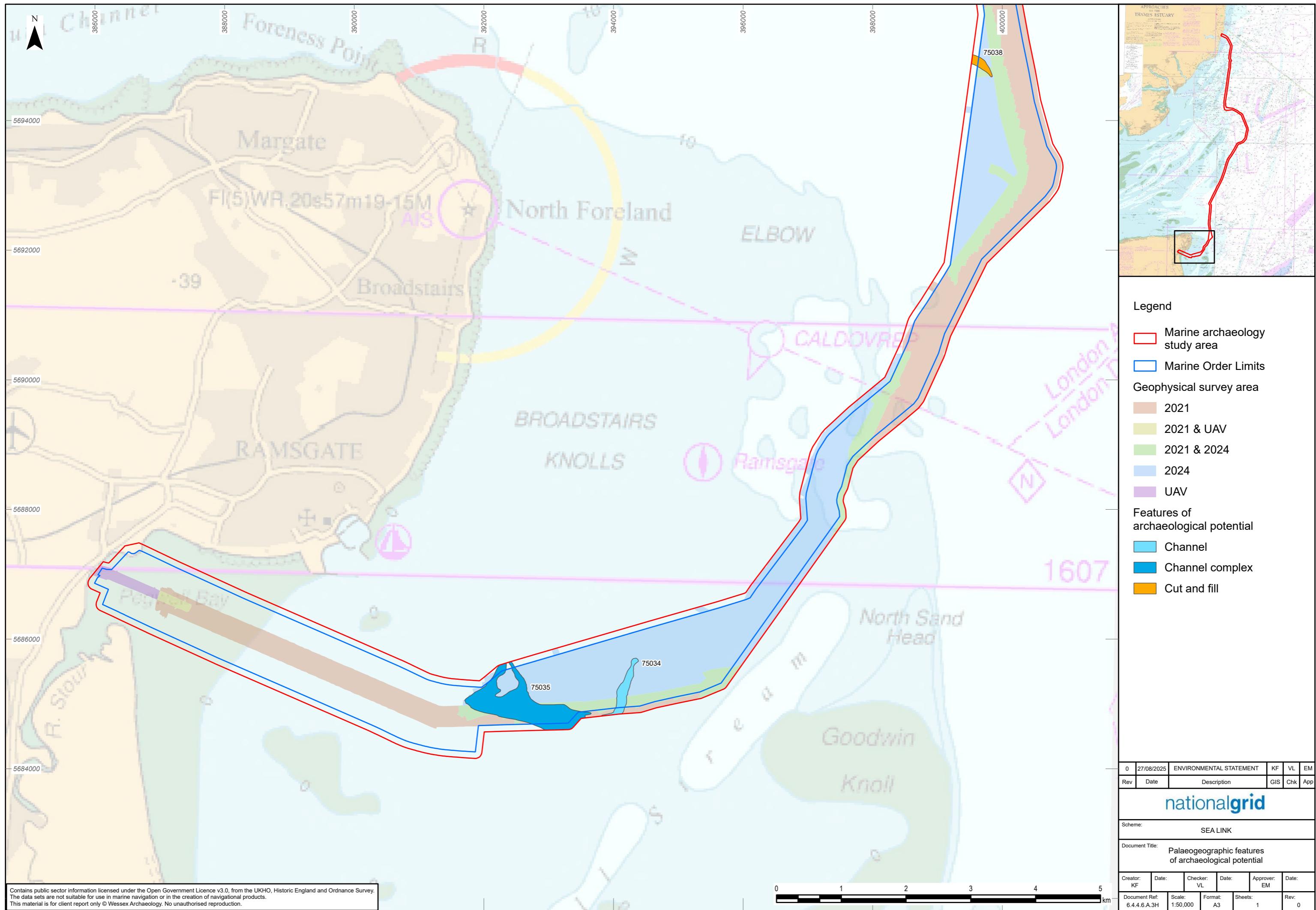
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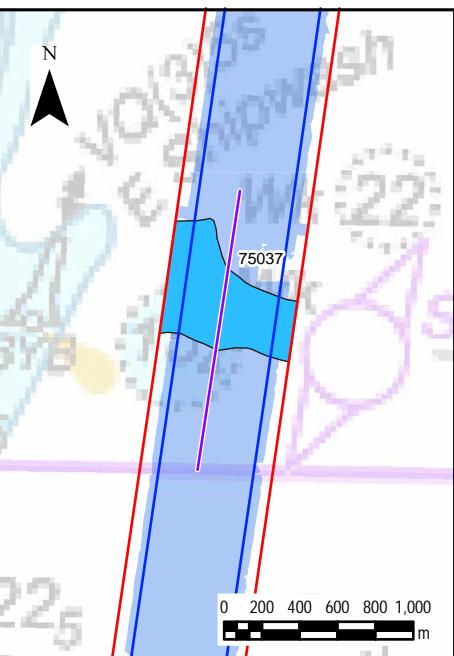
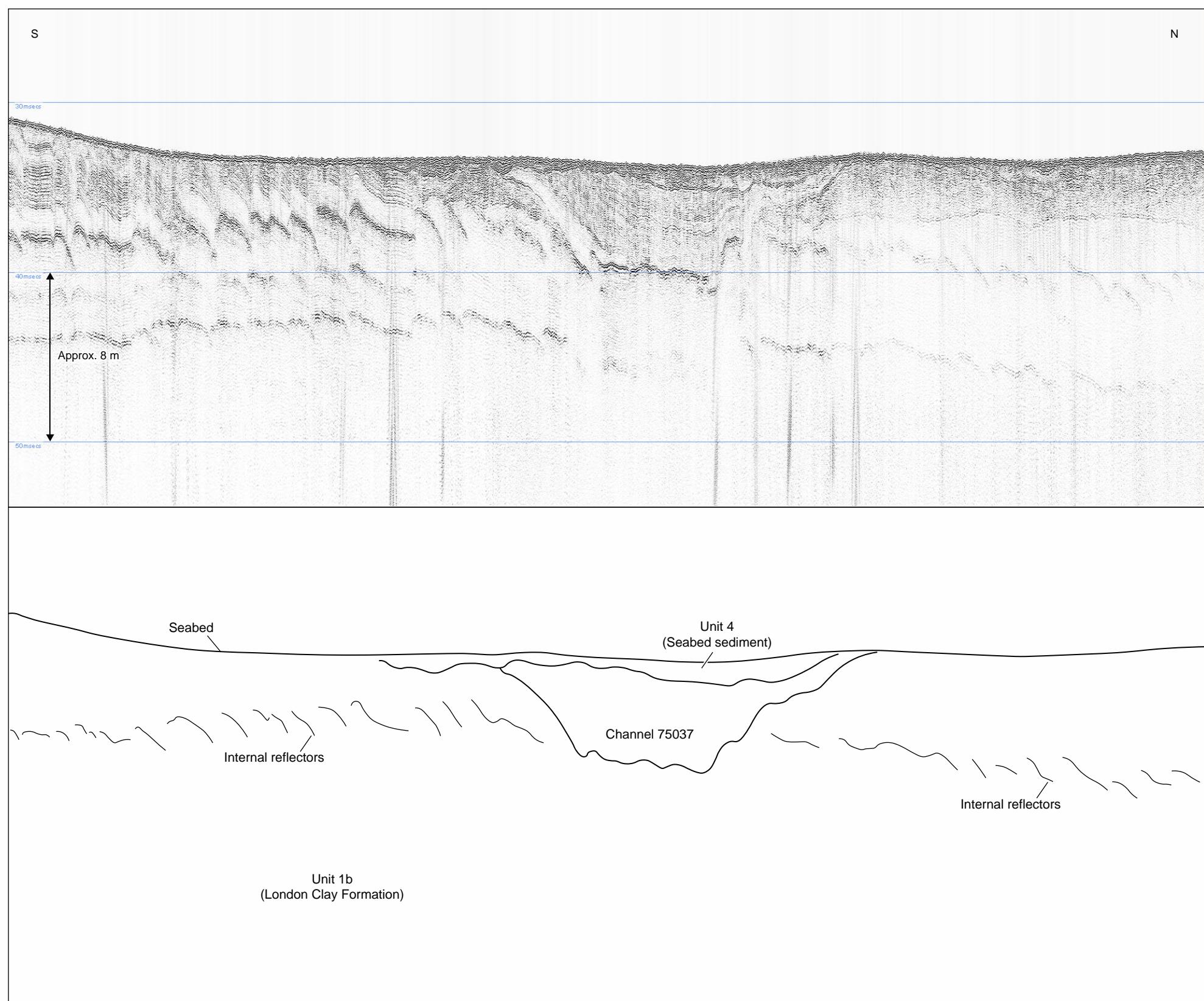


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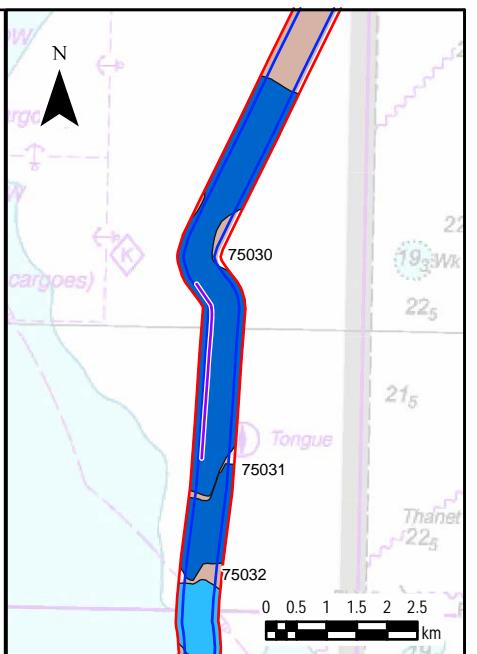
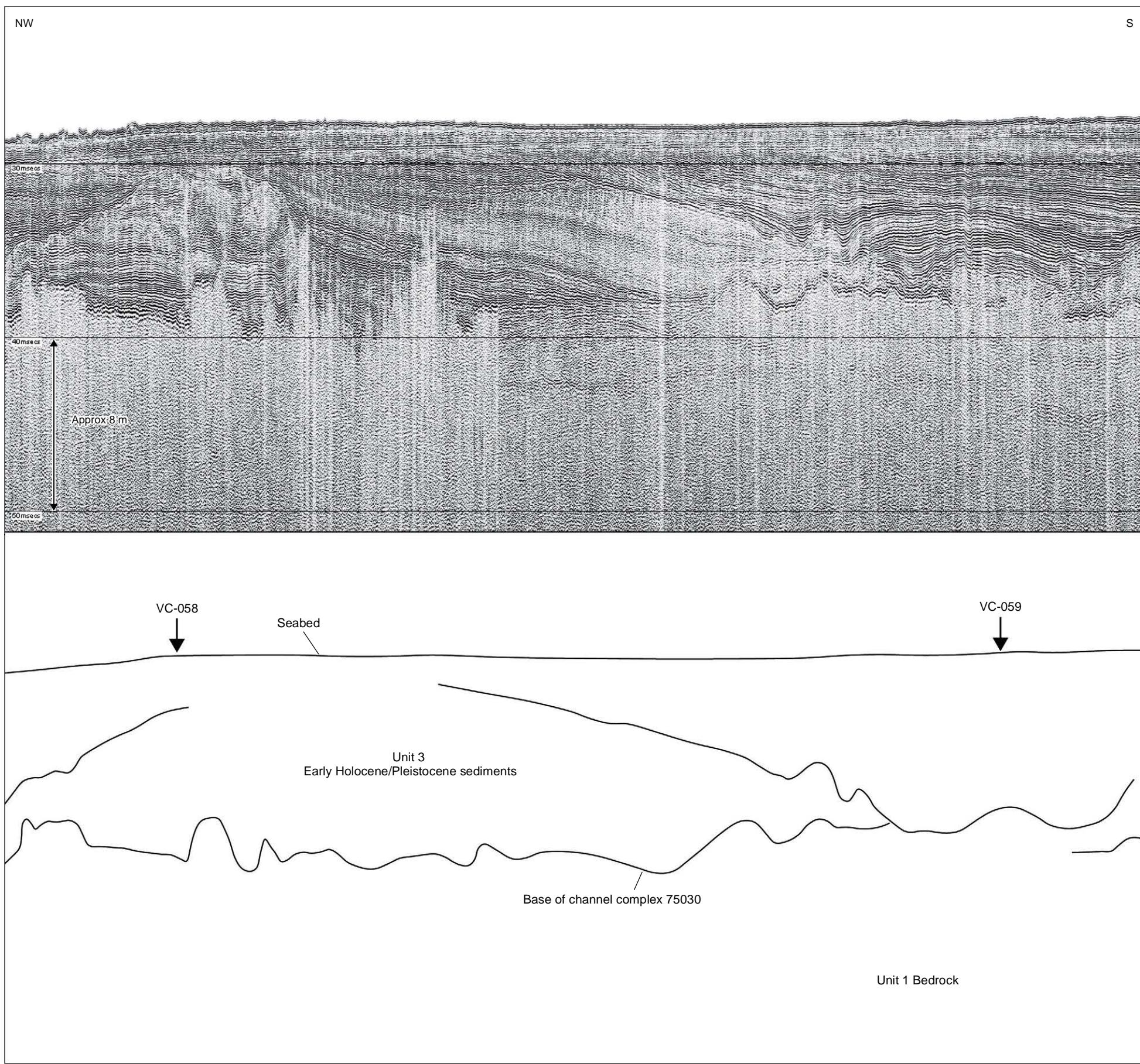


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#### Legend

- Marine archaeology study area
- Marine Order Limits
- Data example location

#### Features of archaeological potential

- Channel
- Channel complex

#### Geophysical survey area

- 2021

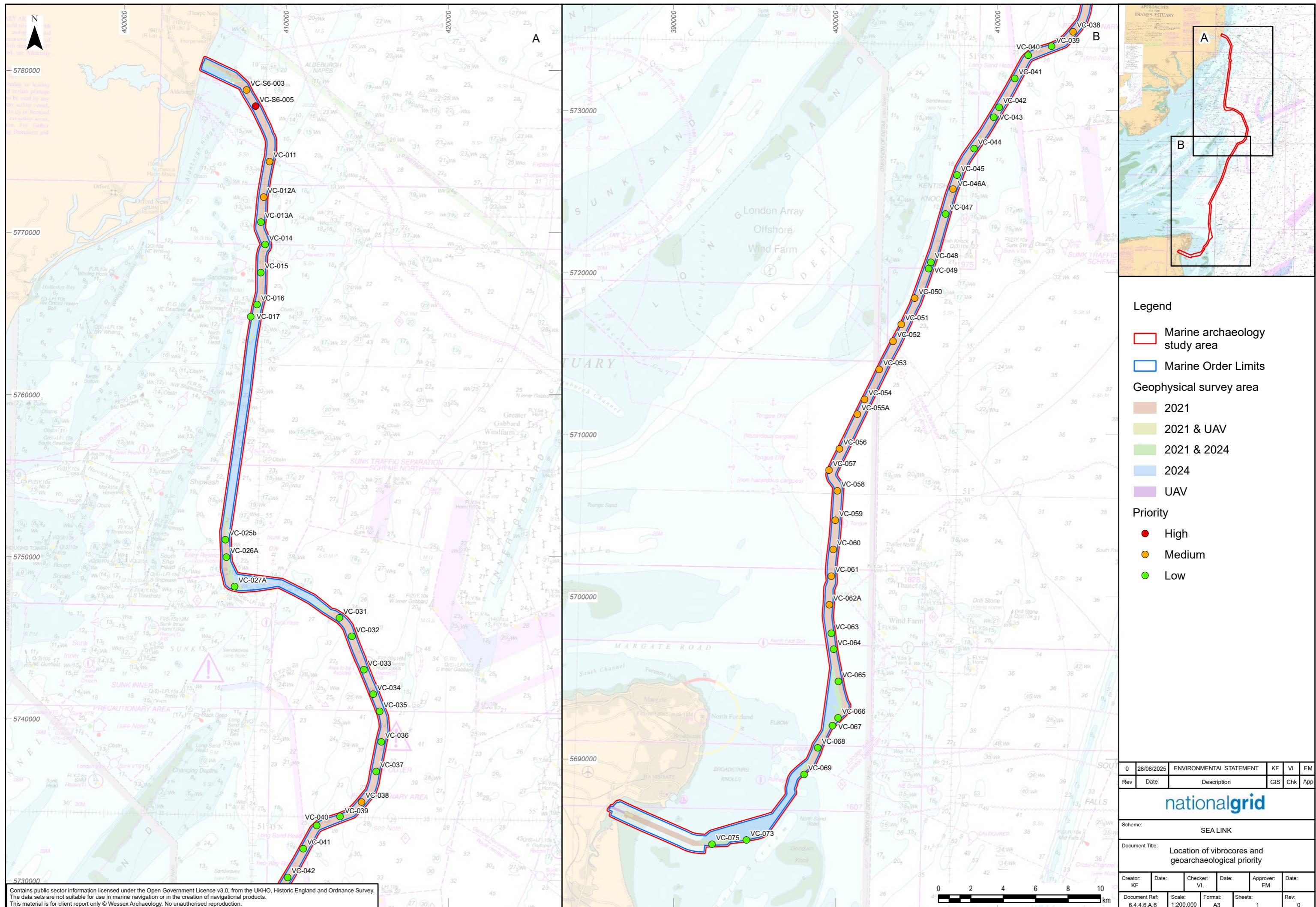
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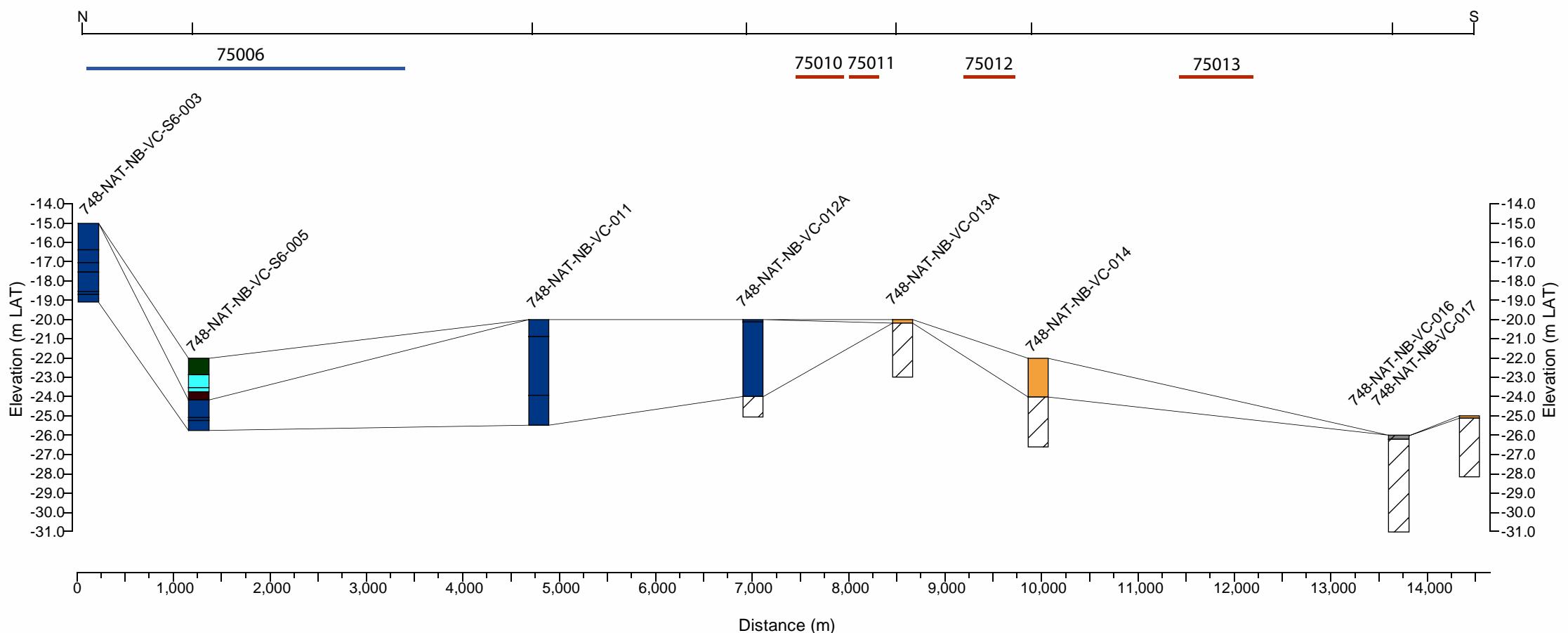
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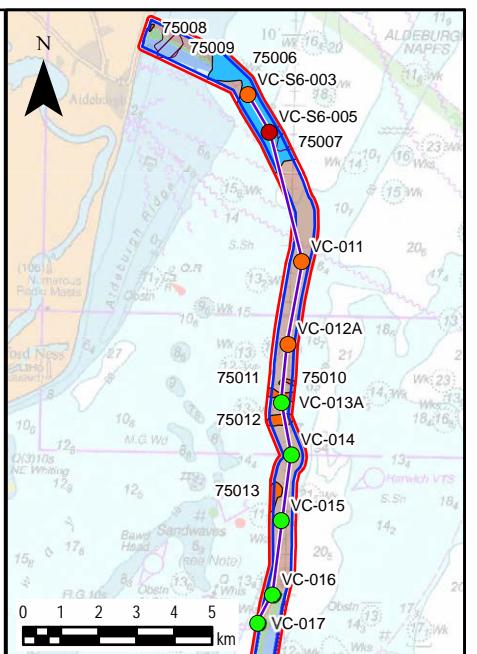


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### Stratigraphy

Seabed sediments
Alluvium - fine grained organic
Peat
Alluvium - fine grained mineralogenic
Shallow marine to coastal
Oxidised shallow marine sand
Non-marine sand
Fluvial gravel
Reworked/weathered bedrock
Bedrock
Channel Complex
Channel
Cut and fill
Acoustic blanking



### Legend

- Marine archaeology study area
- Marine Order Limits
- Transect location
- Geophysical survey area
  - 2021
  - 2021 & 2024
  - 2024

### Priority

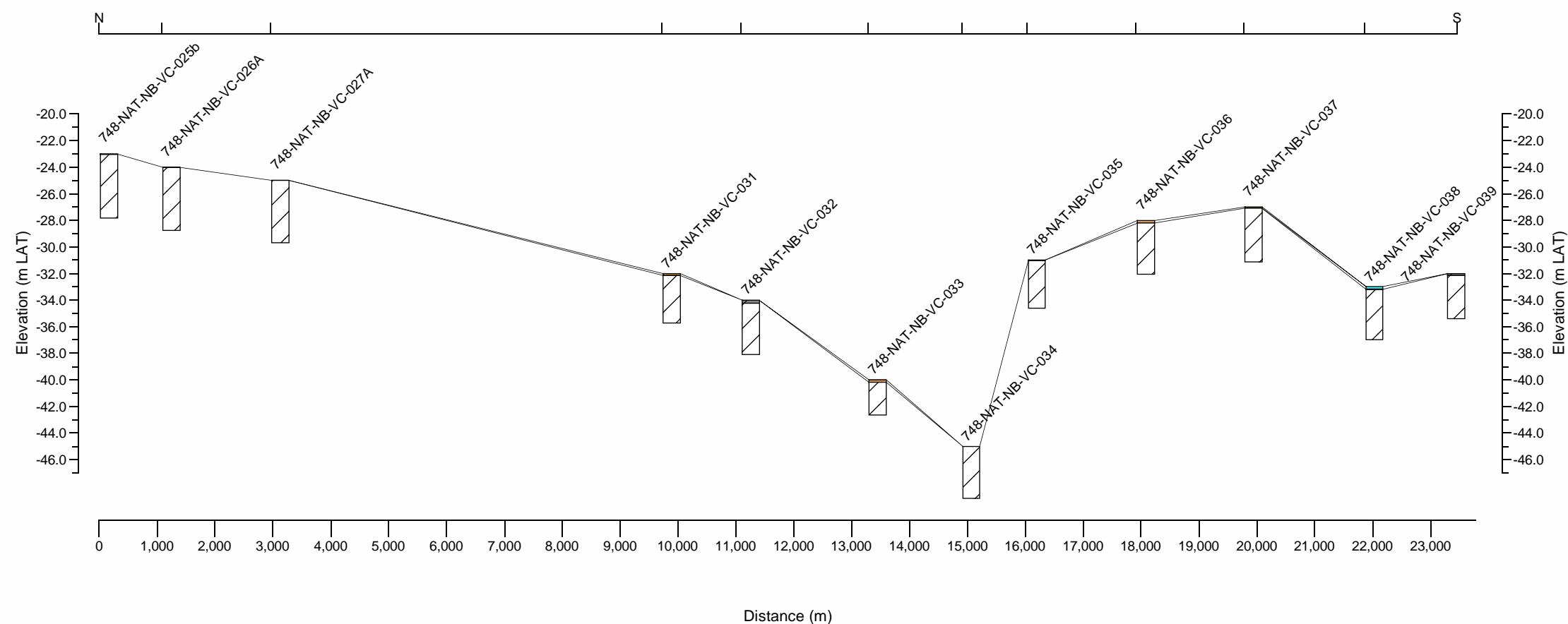
- High
- Medium
- Low

### Features of archaeological potential

- Channel
- Cut and fill
- Acoustic blanking

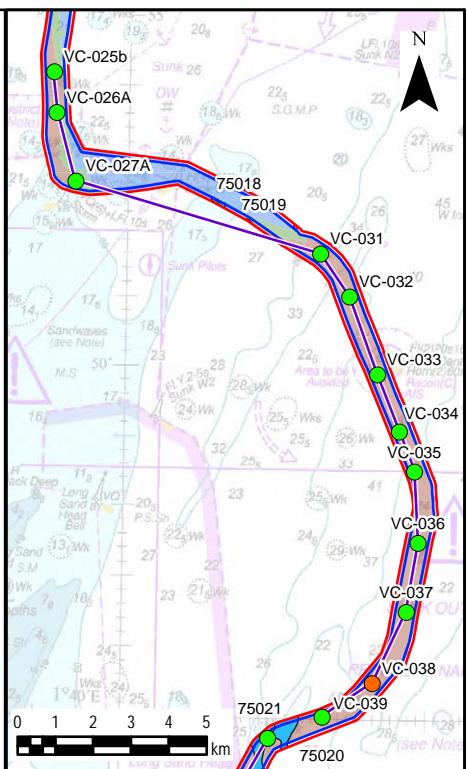
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### Stratigraphy

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Bedrock
Channel Complex
Channel
Cut and fill
Acoustic blanking



### Legend

Marine archaeology study area

Marine Order Limits

Transect location

Geophysical survey area

2021

2021 & 2024

2024

Priority

Medium

Low

Features of archaeological potential

Channel

Cut and fill

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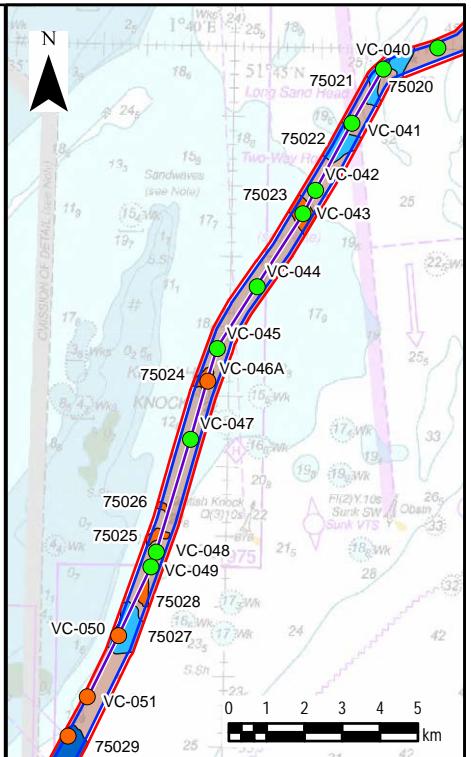
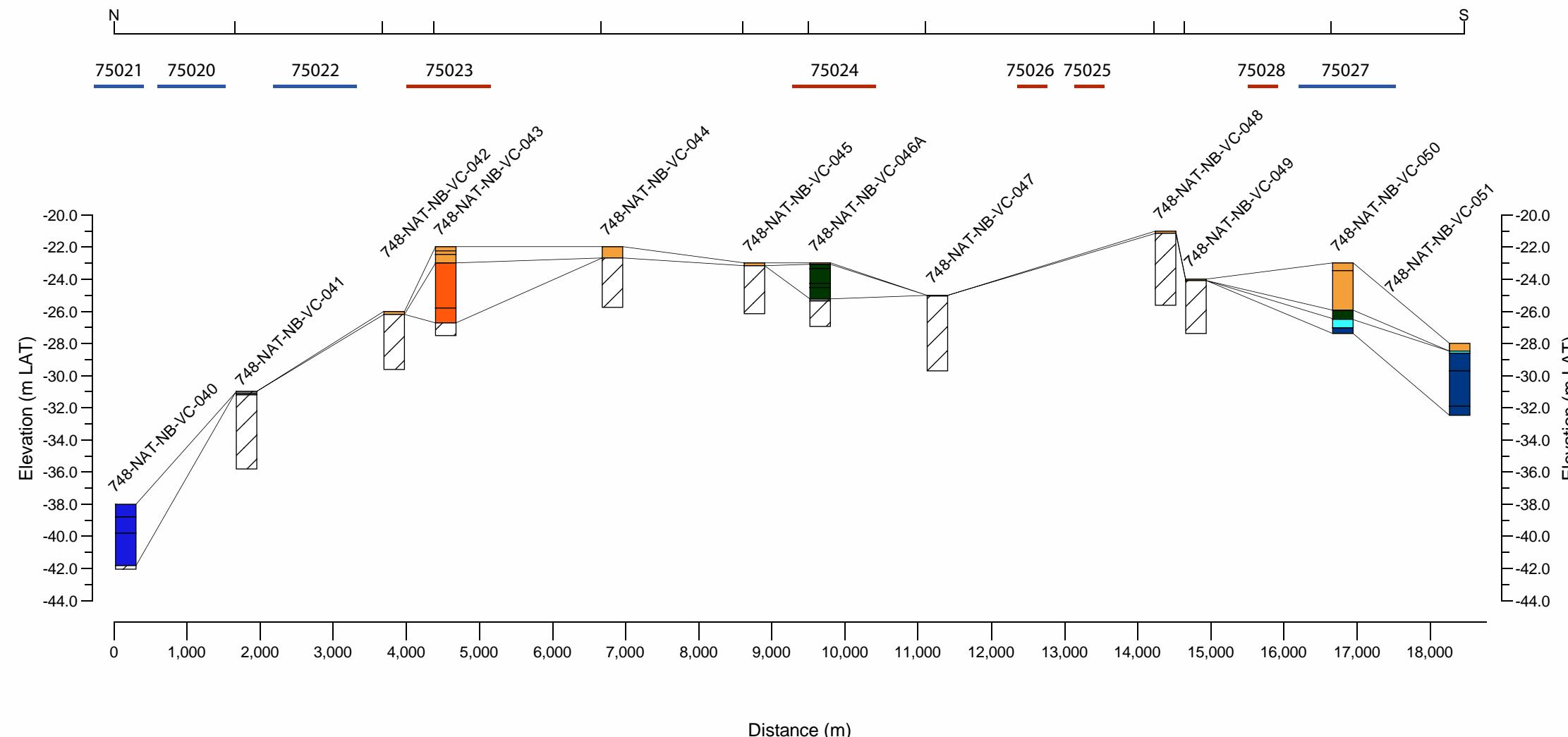
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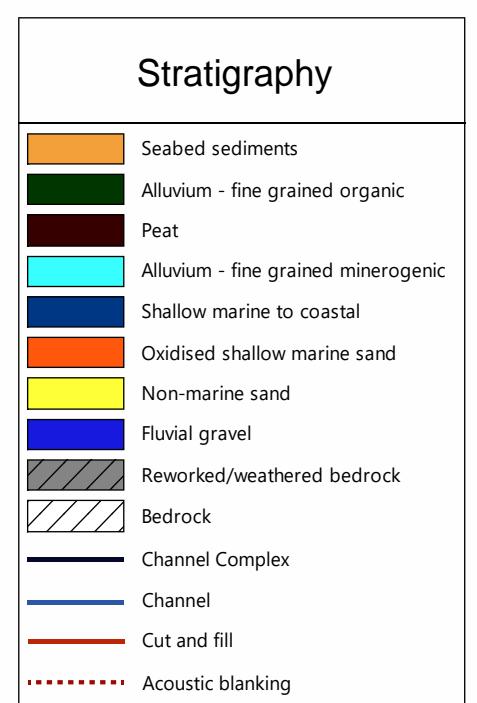
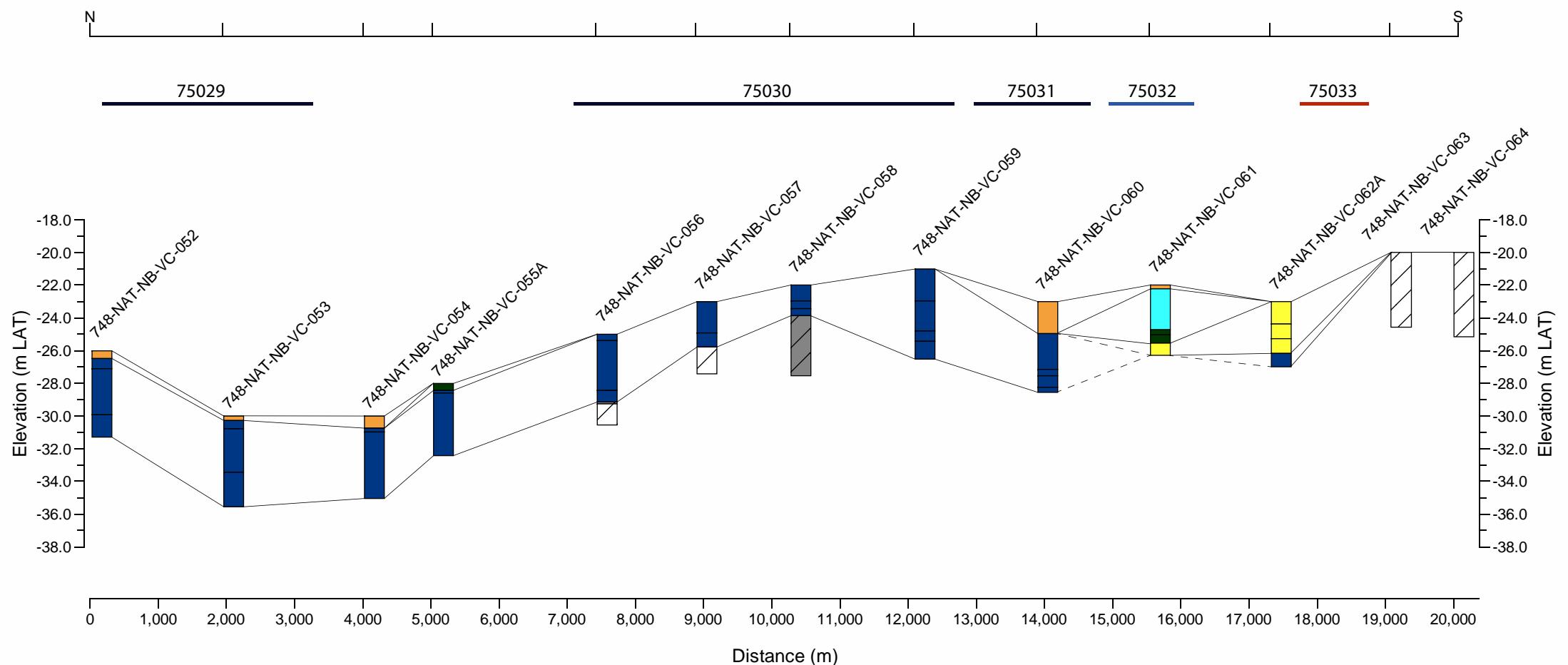
- Medium
- Low

Features of archaeological potential

- Channel
- Channel complex
- Cut and fill

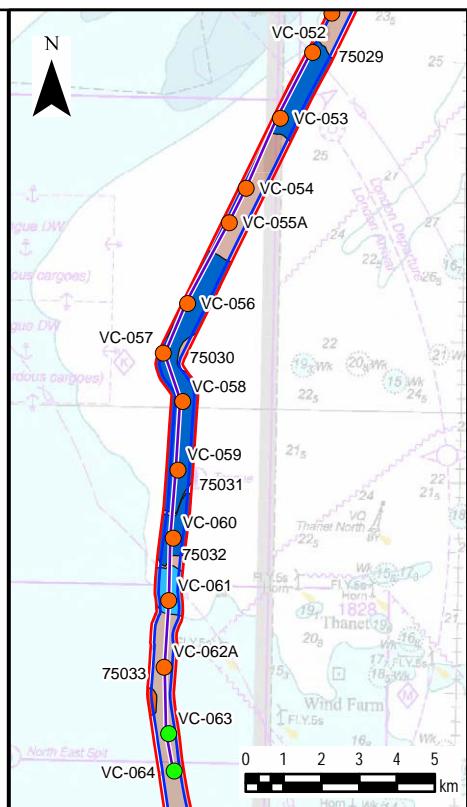
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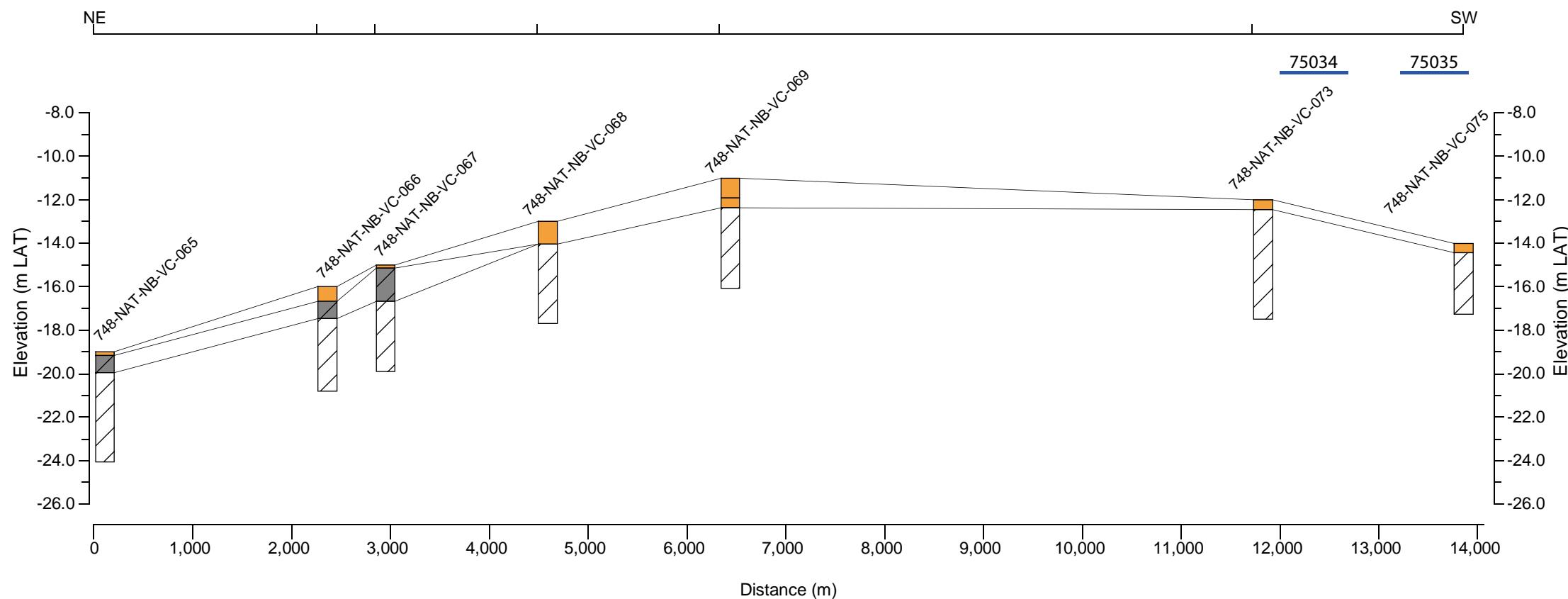


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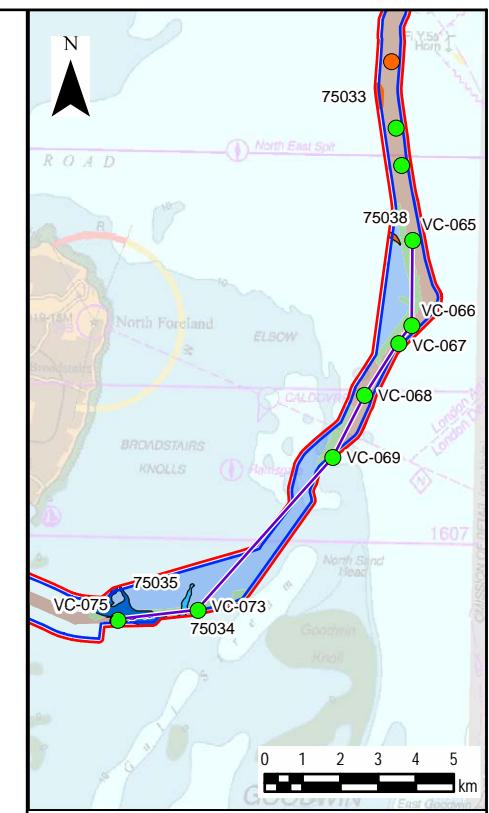
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Stratigraphy	
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Alluvium - fine grained organic	
Peat	
Alluvium - fine grained minerogenic	
Shallow marine to coastal	
Oxidised shallow marine sand	
Non-marine sand	
Fluvial gravel	
Reworked/weathered bedrock	
Bedrock	
Channel Complex	
Channel	
Cut and fill	
Acoustic blanking	

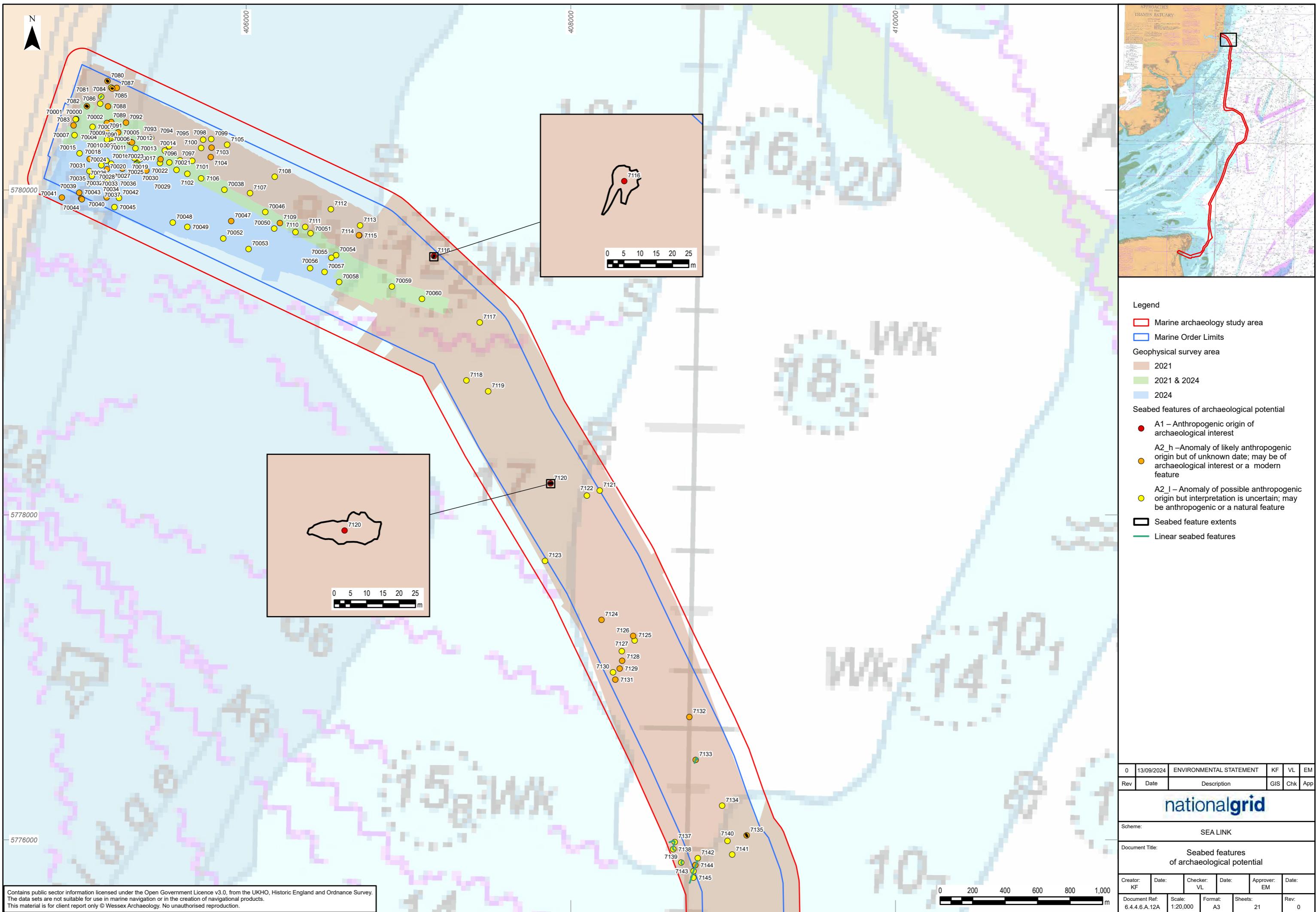


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Transect location	
Geophysical survey area	
2021	
2021 & 2024	
2024	

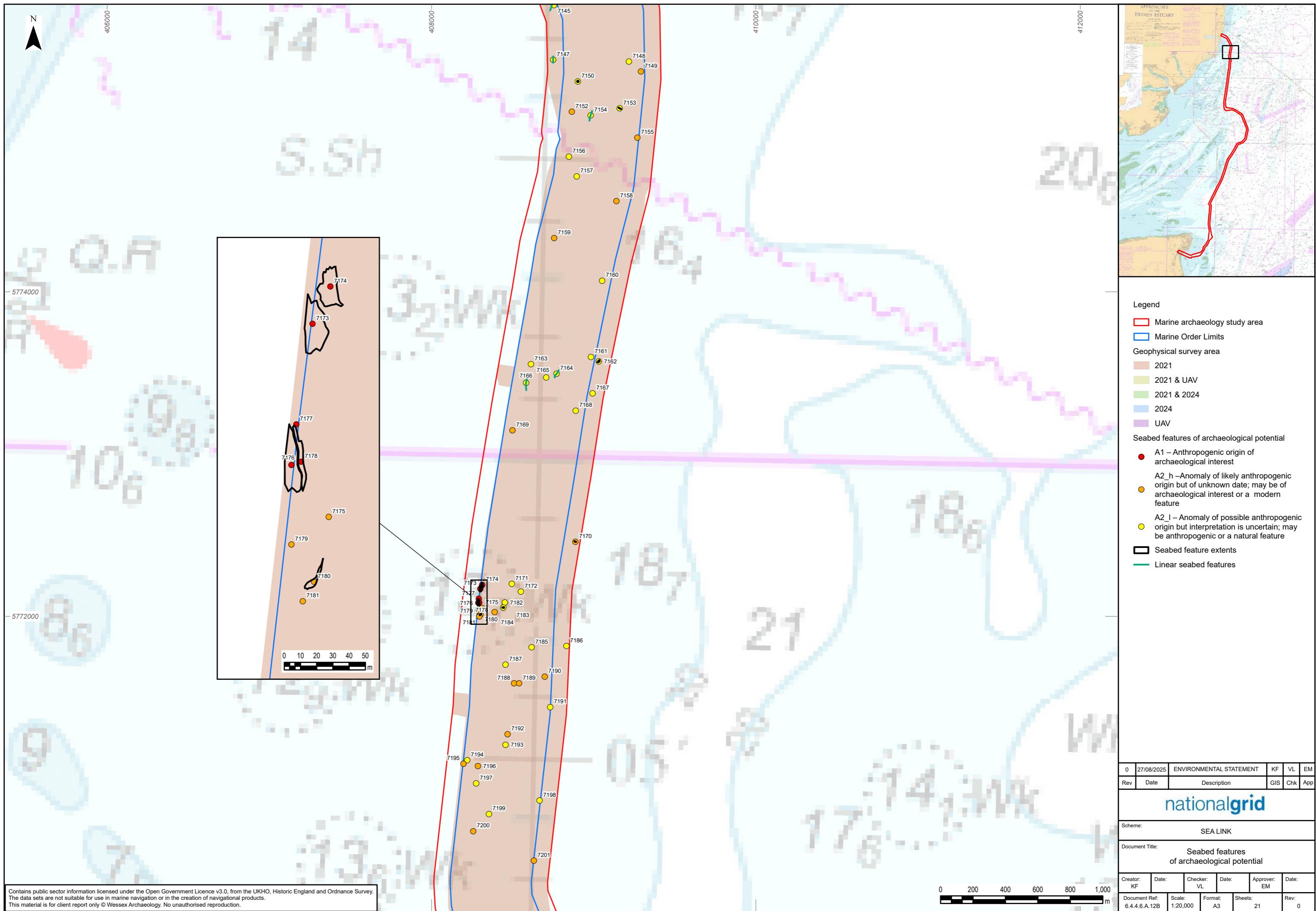
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Features of archaeological potential	
Channel	
Channel complex	
Cut and fill	

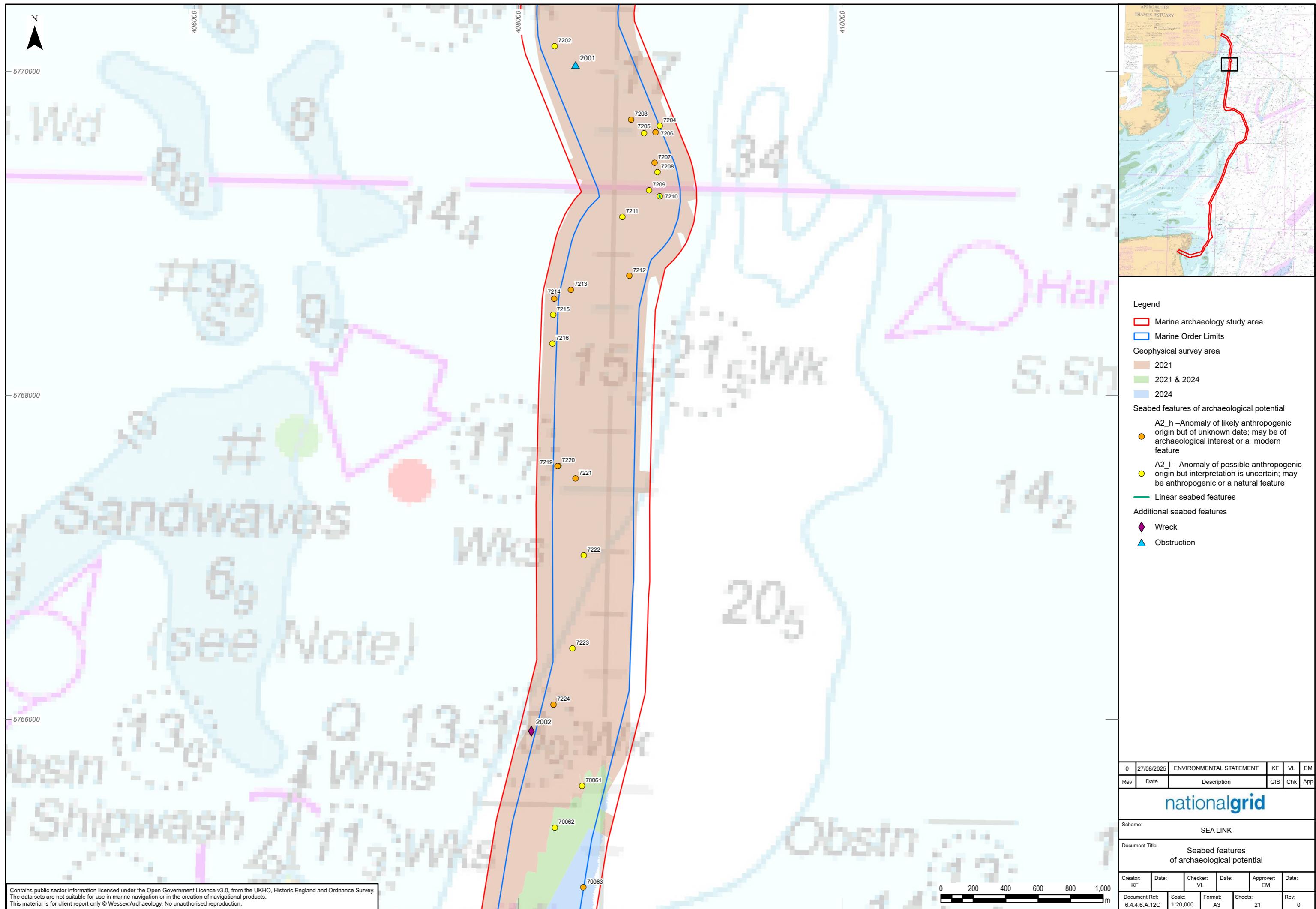
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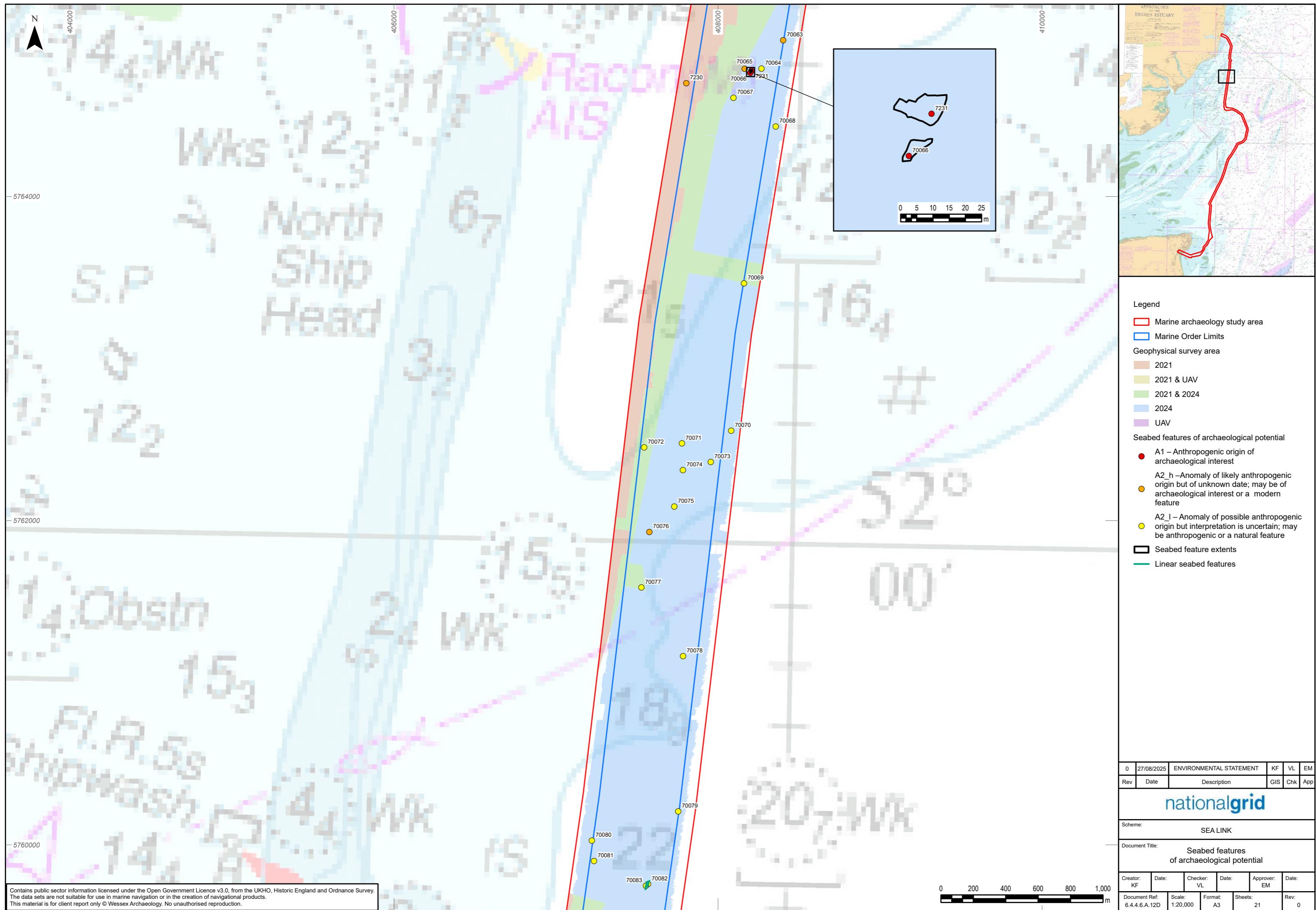


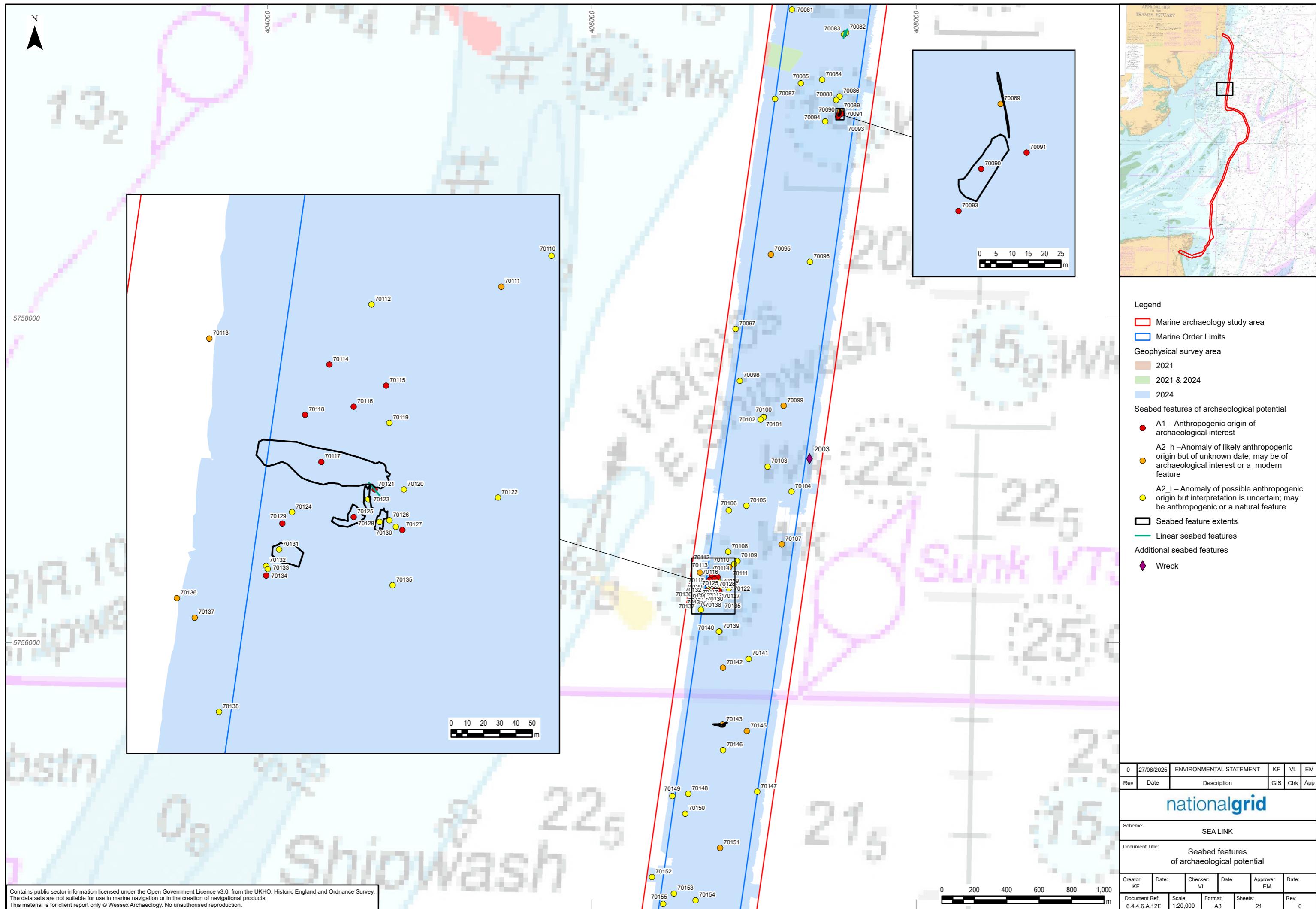
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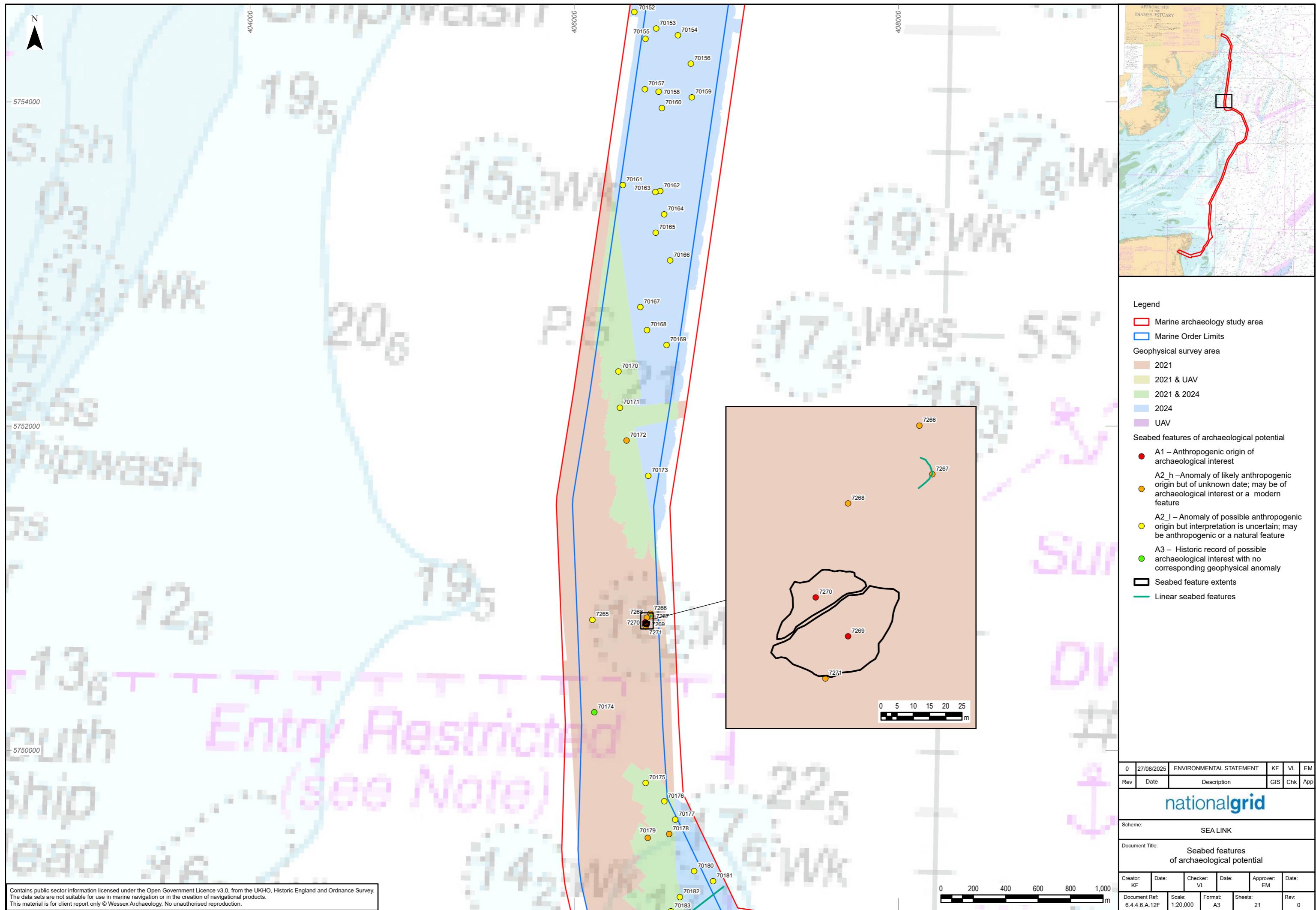




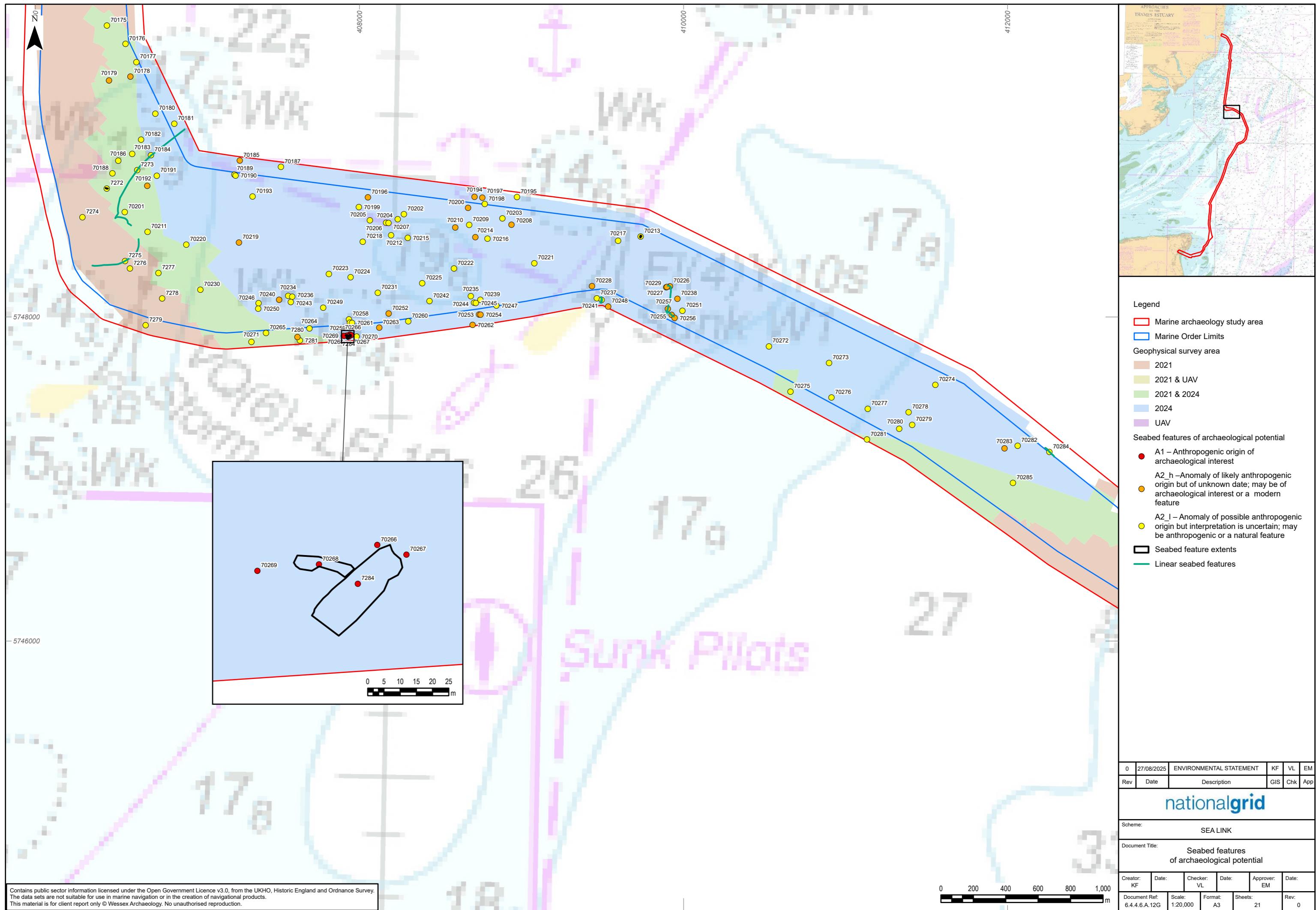
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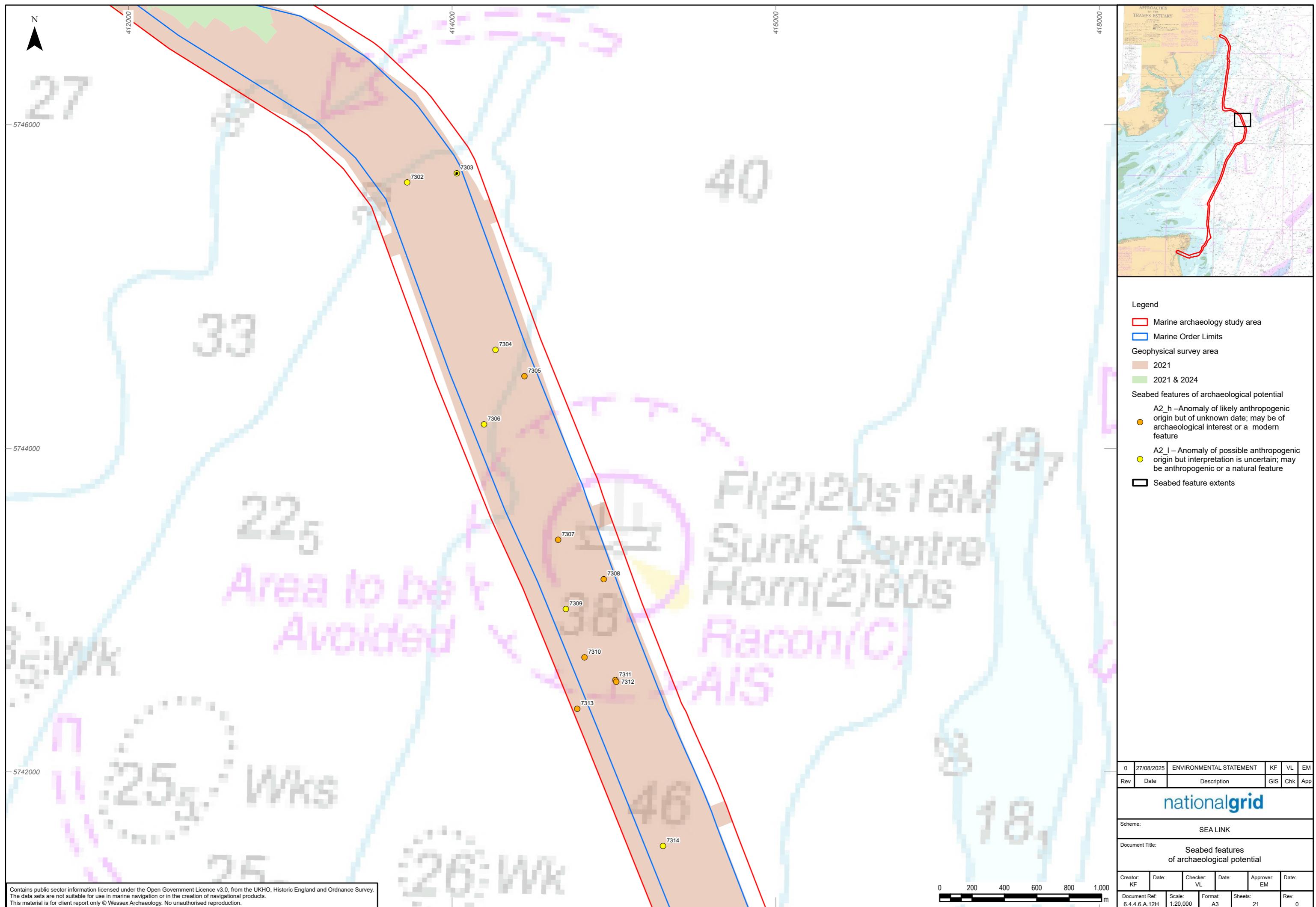




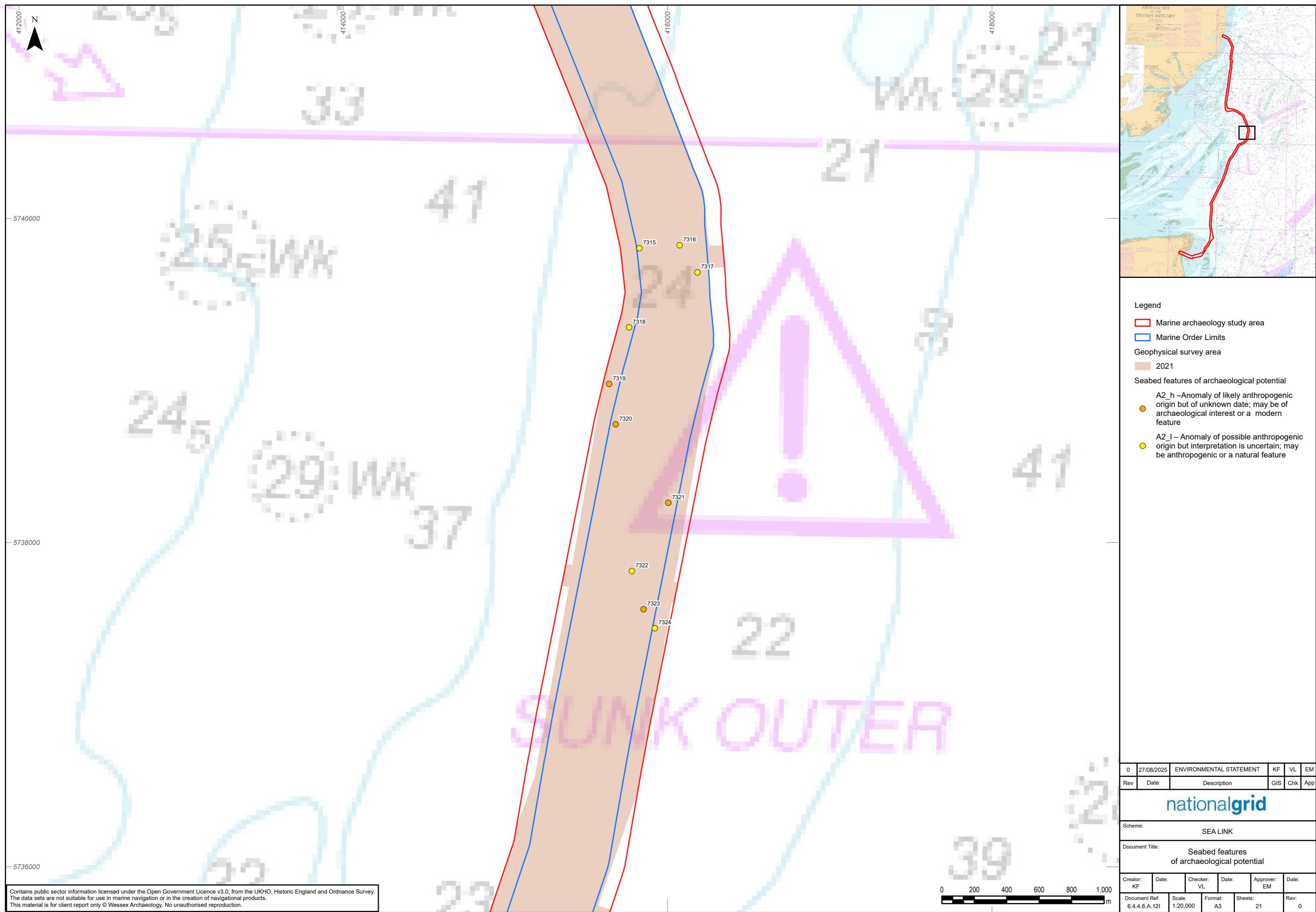


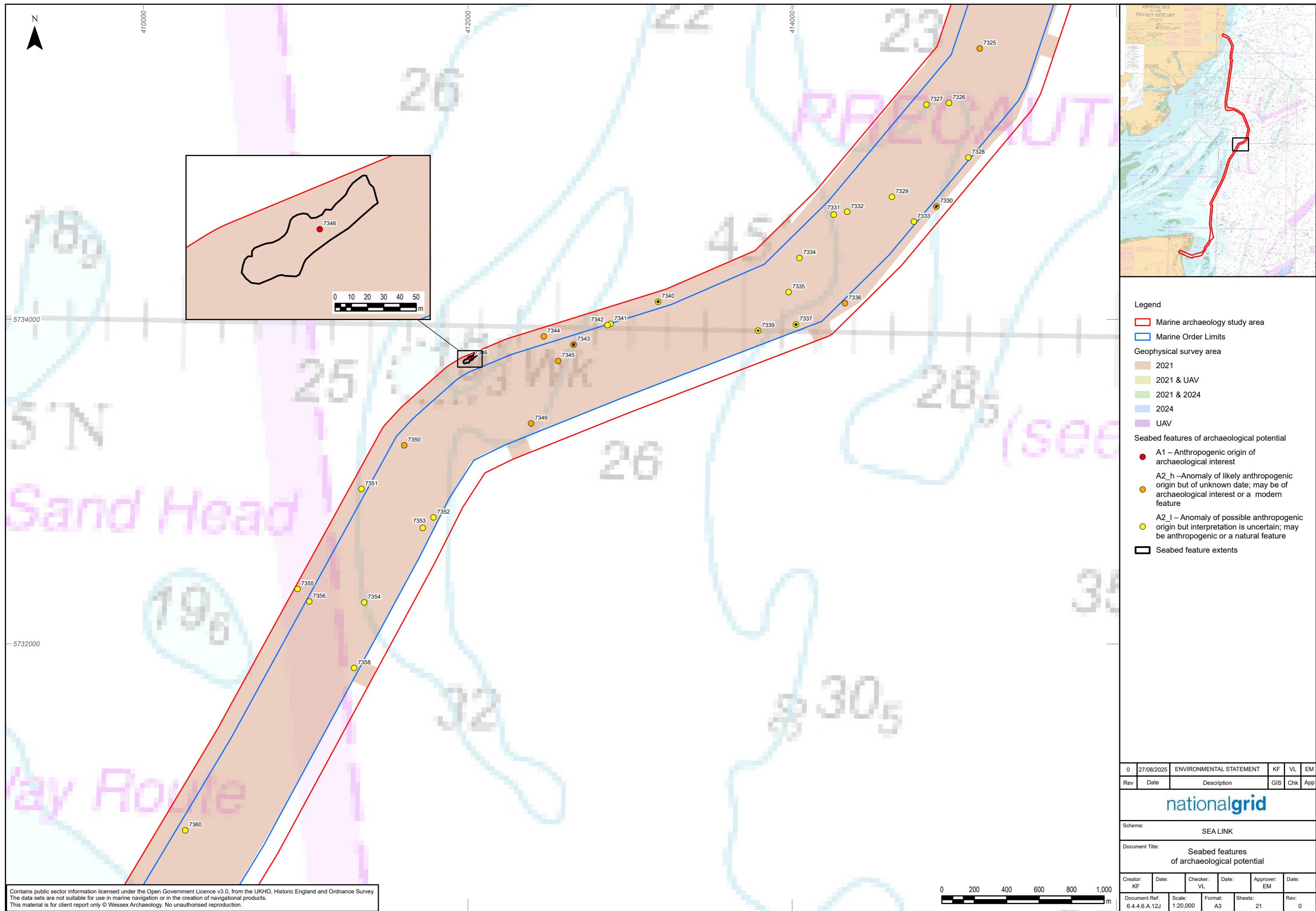
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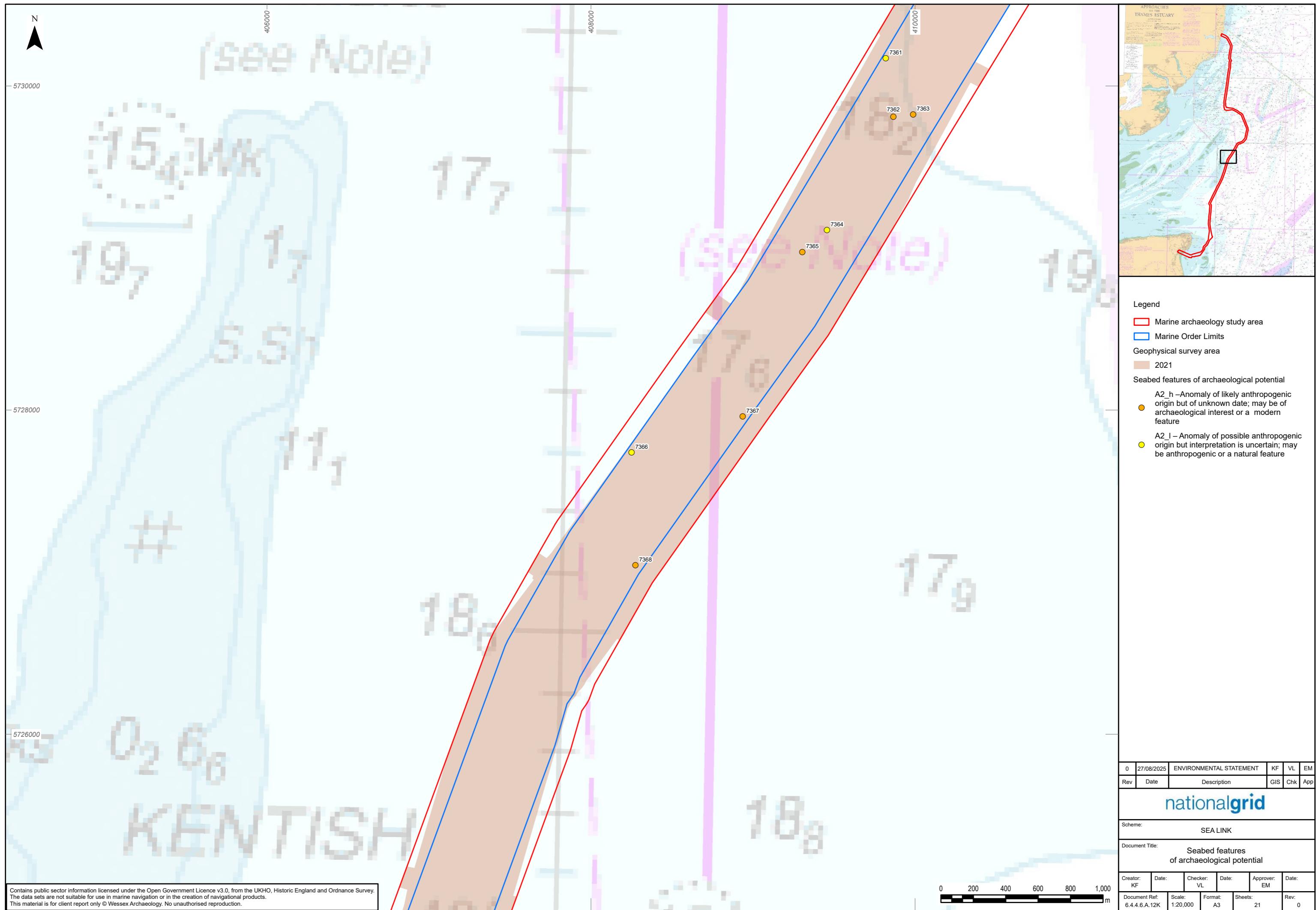


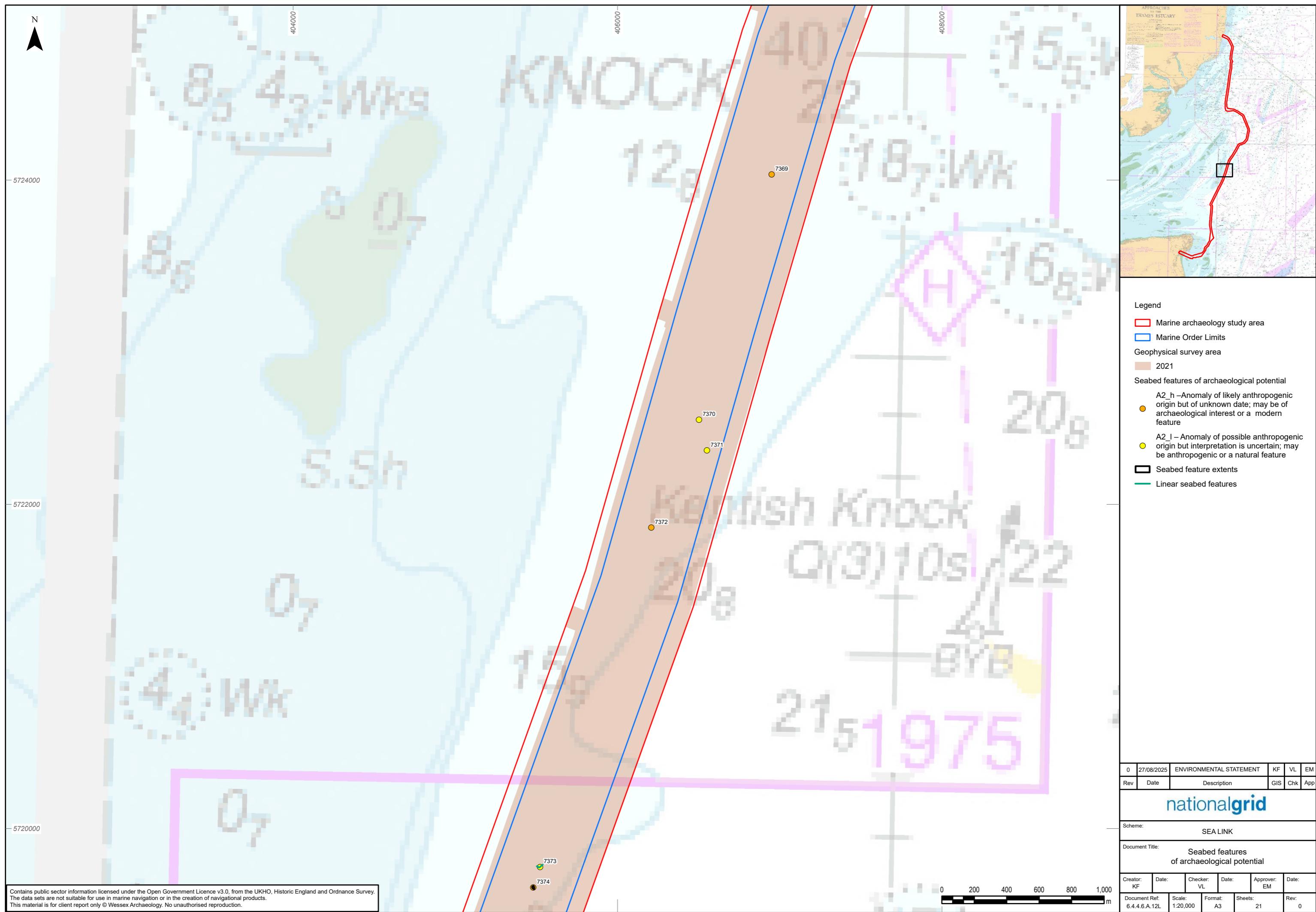


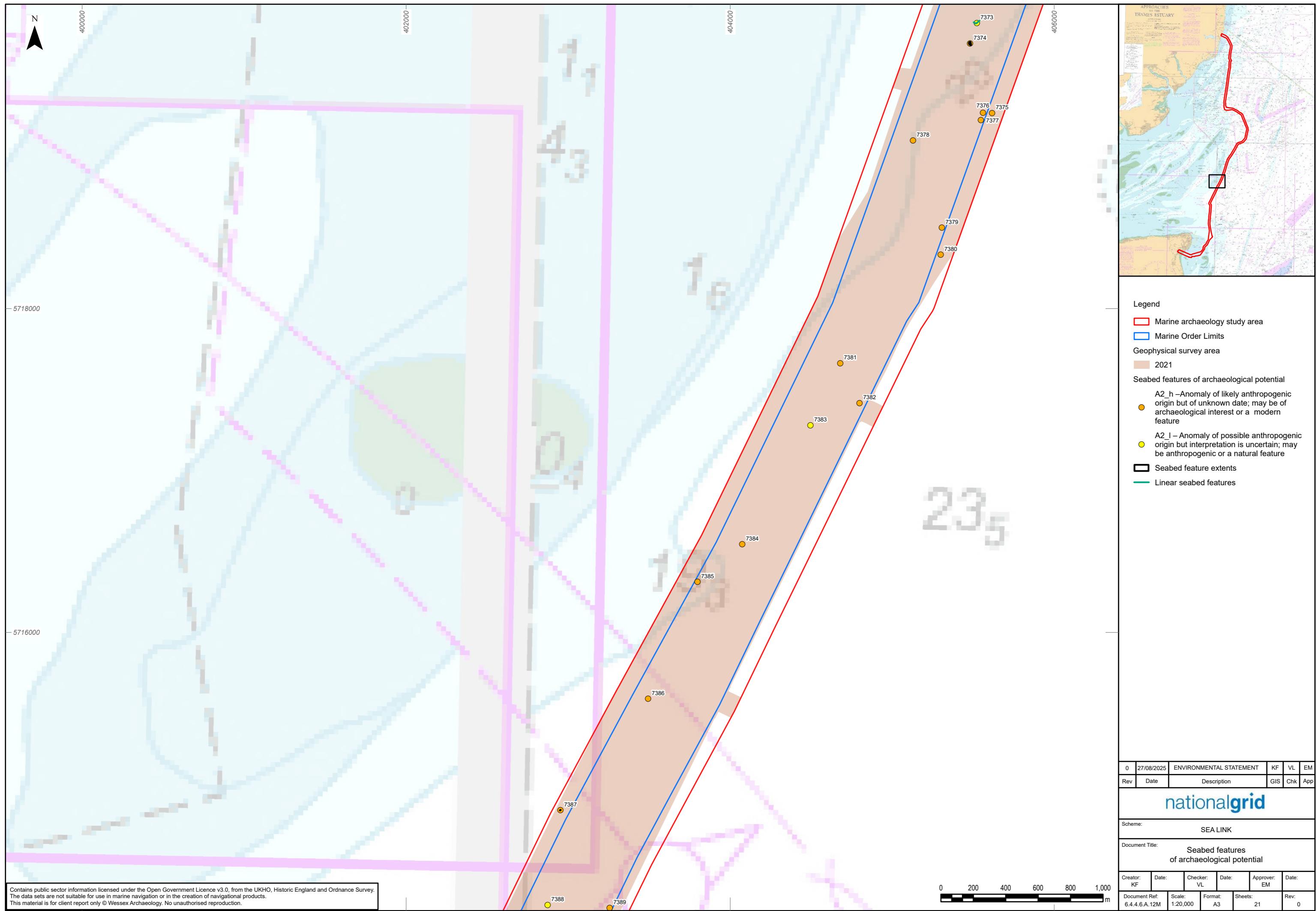
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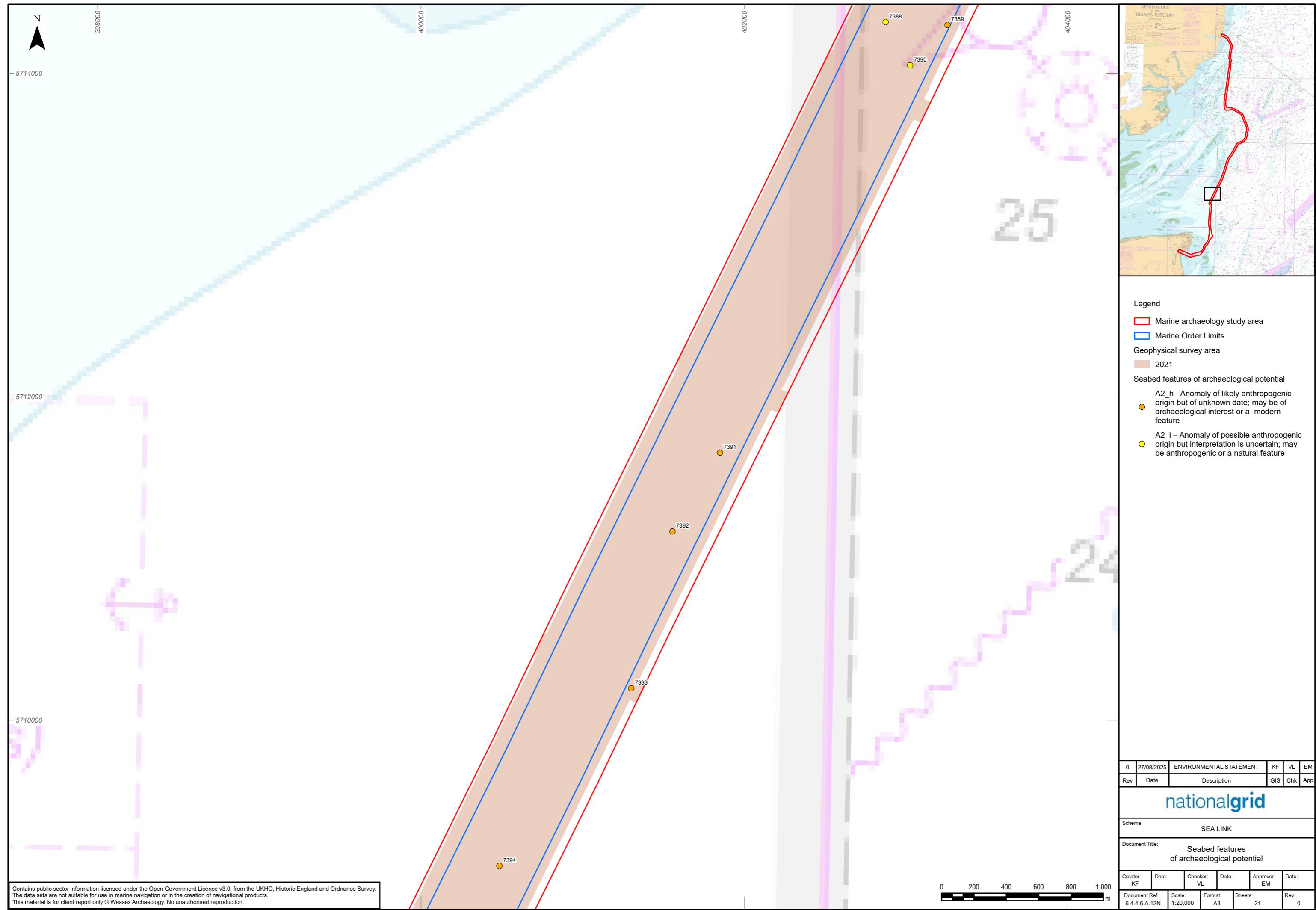




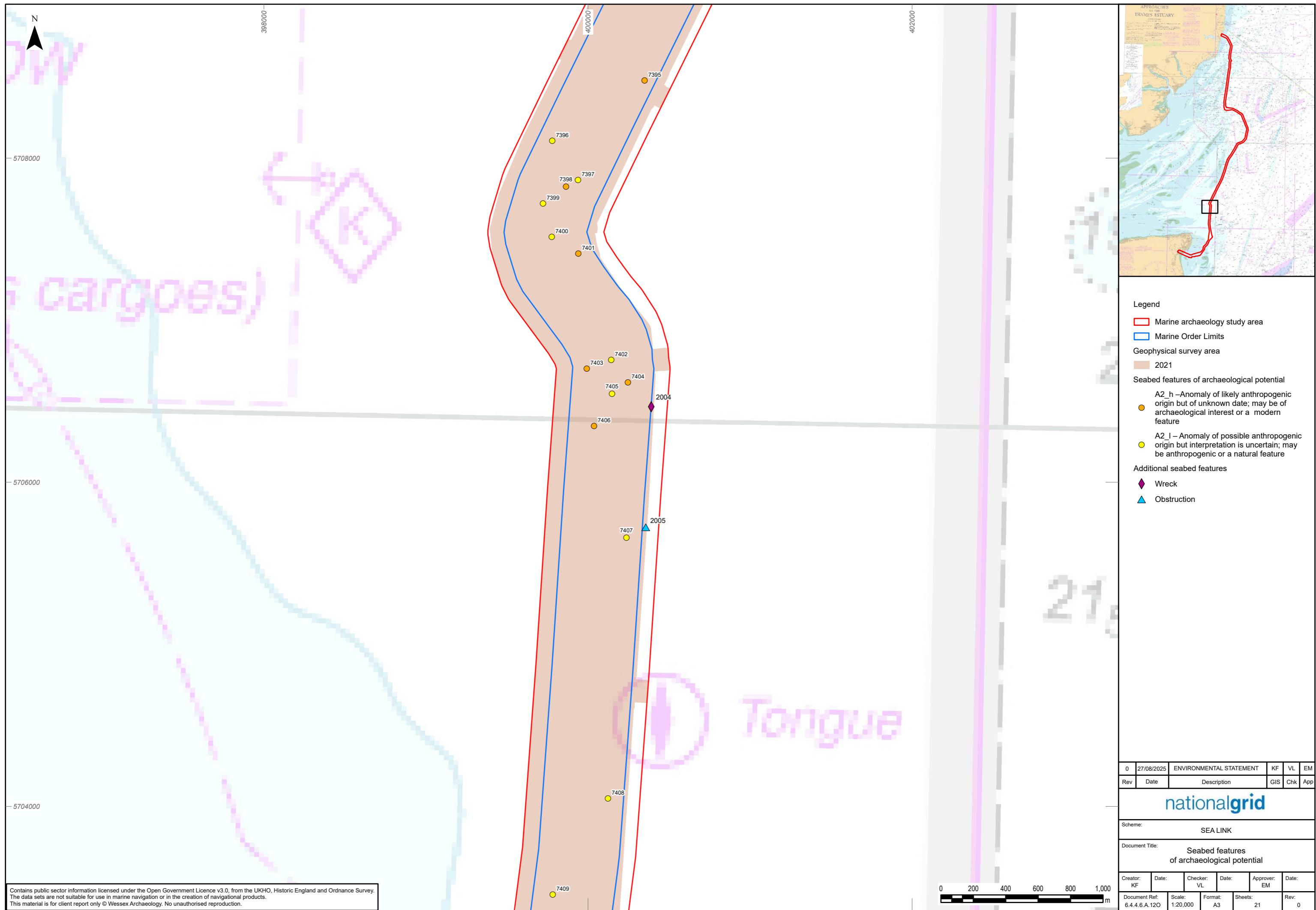


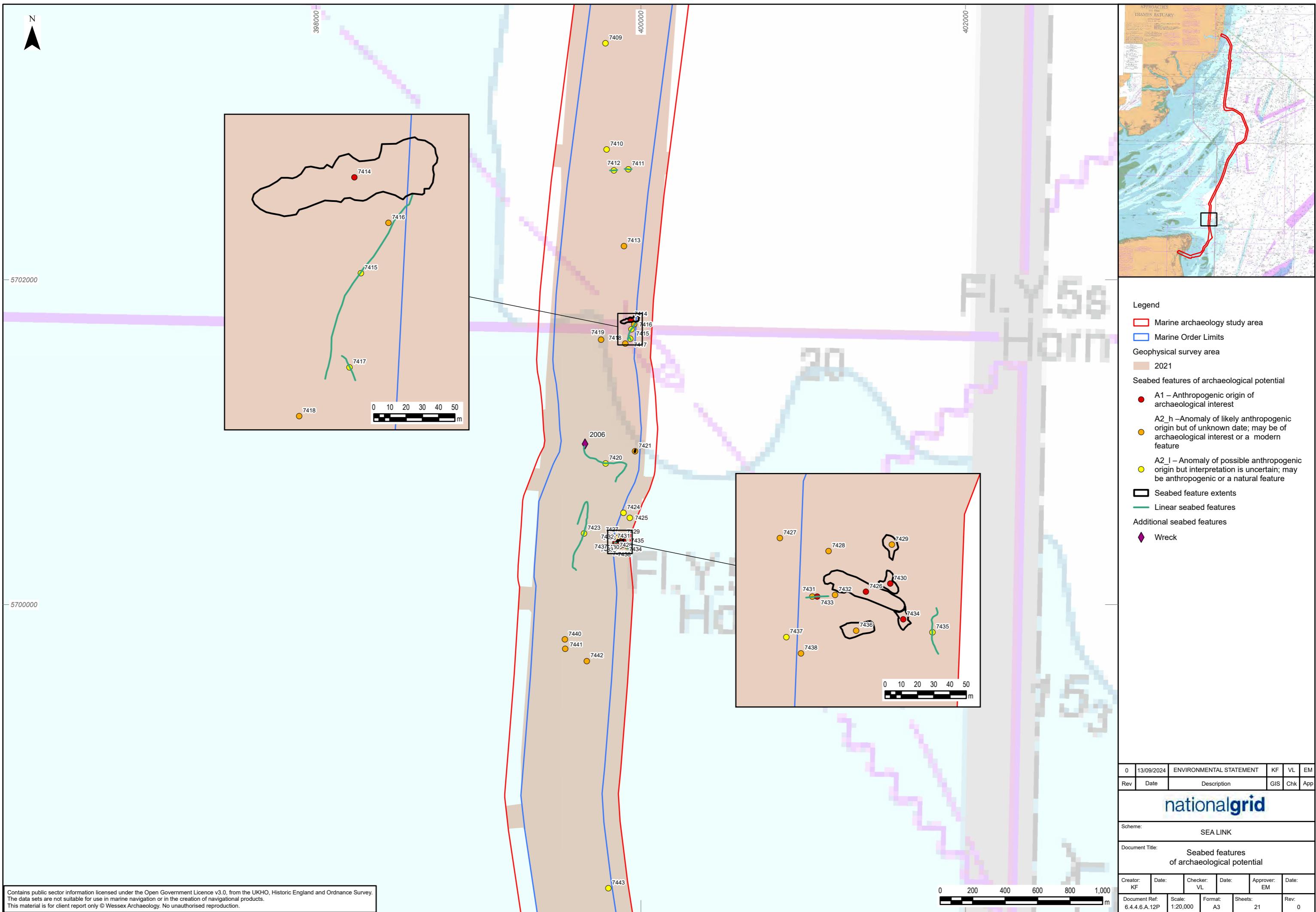


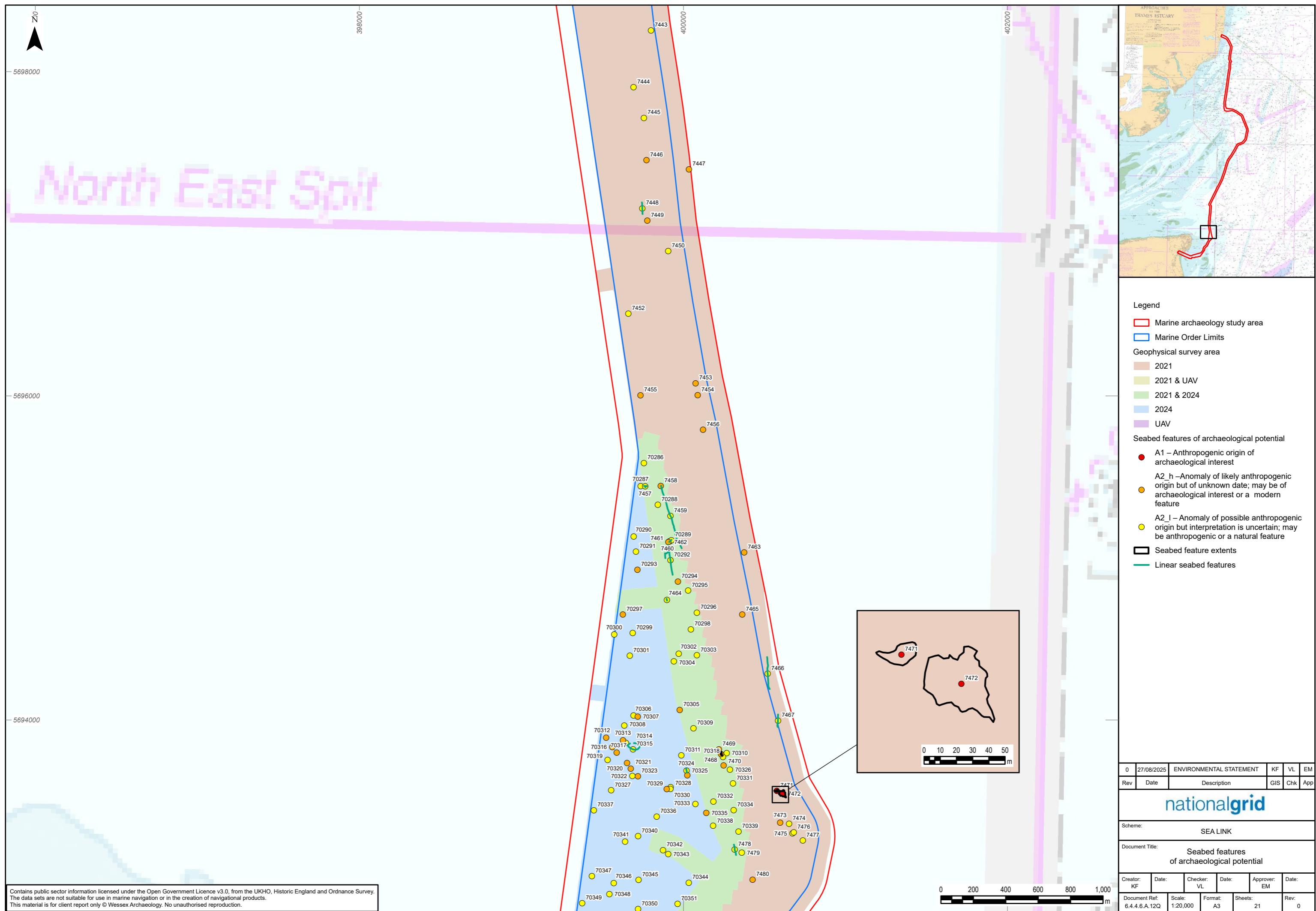


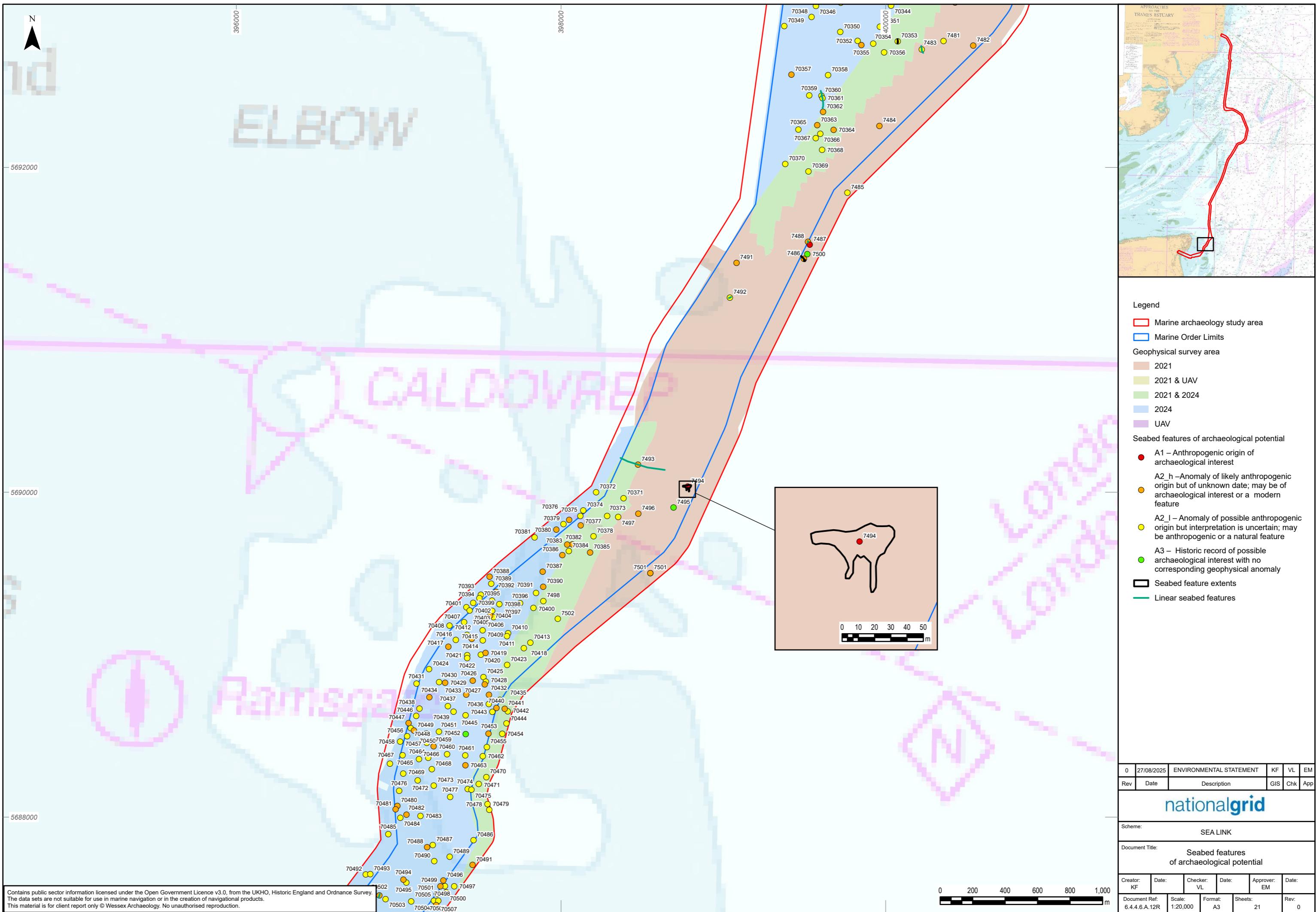


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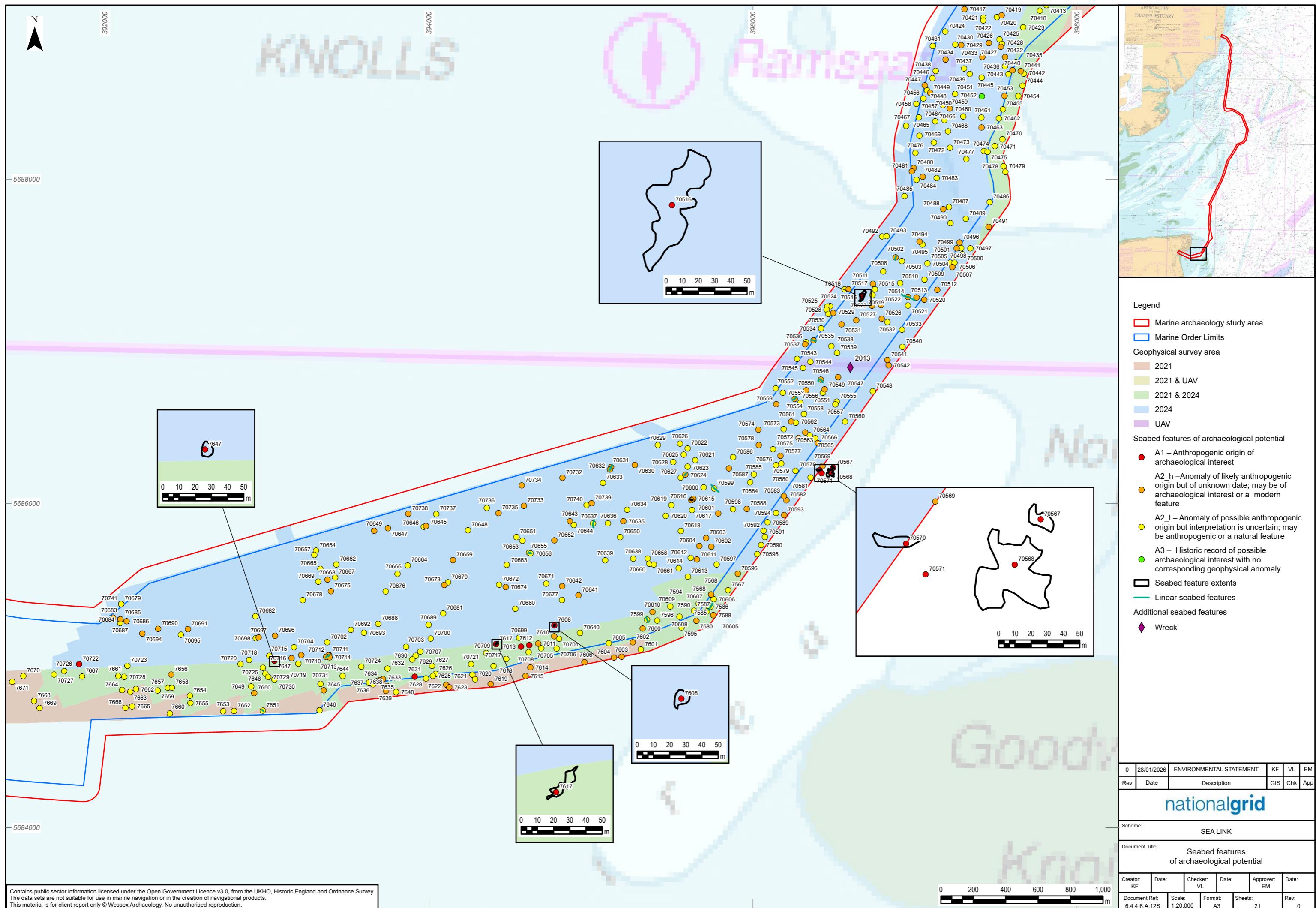




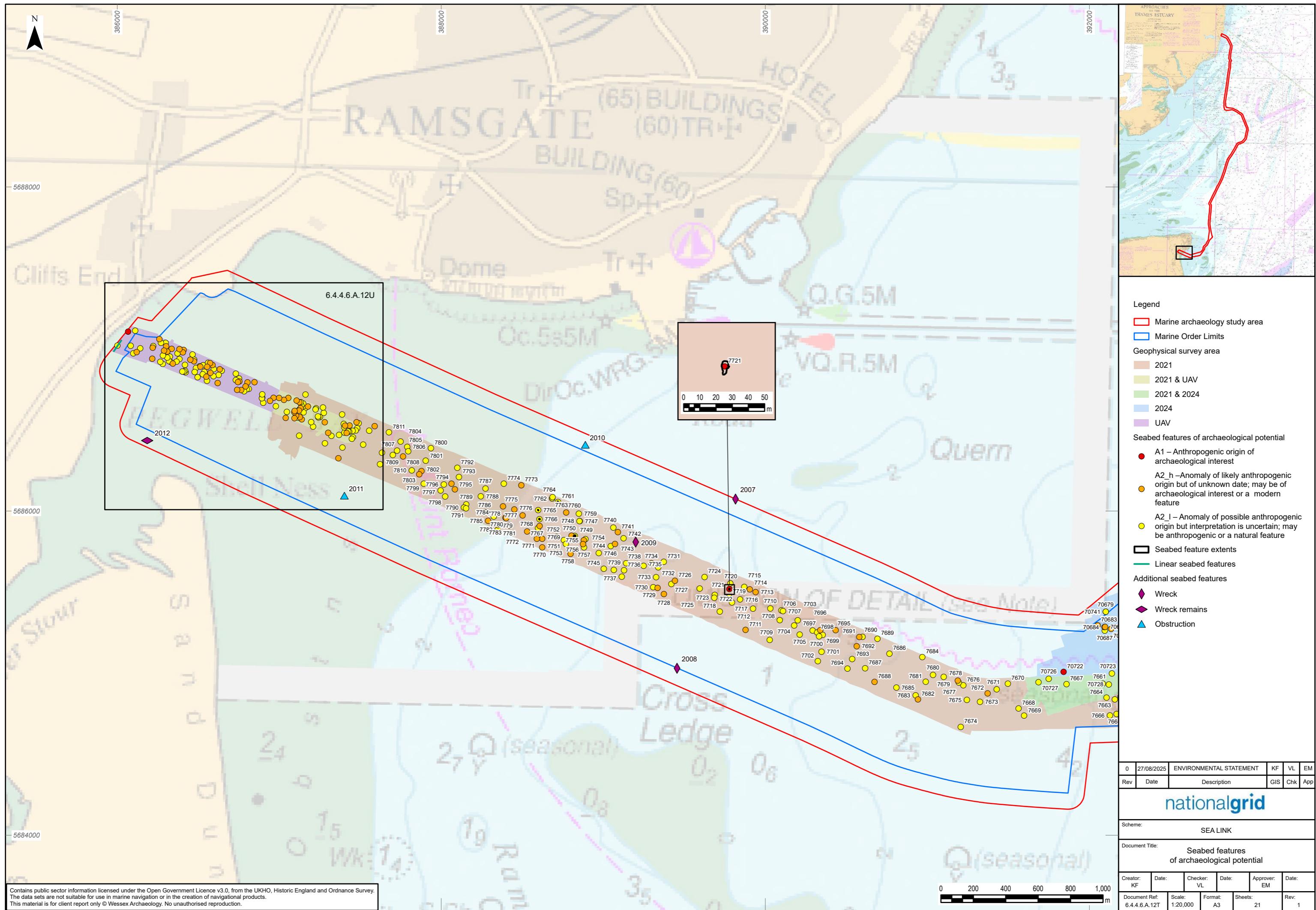




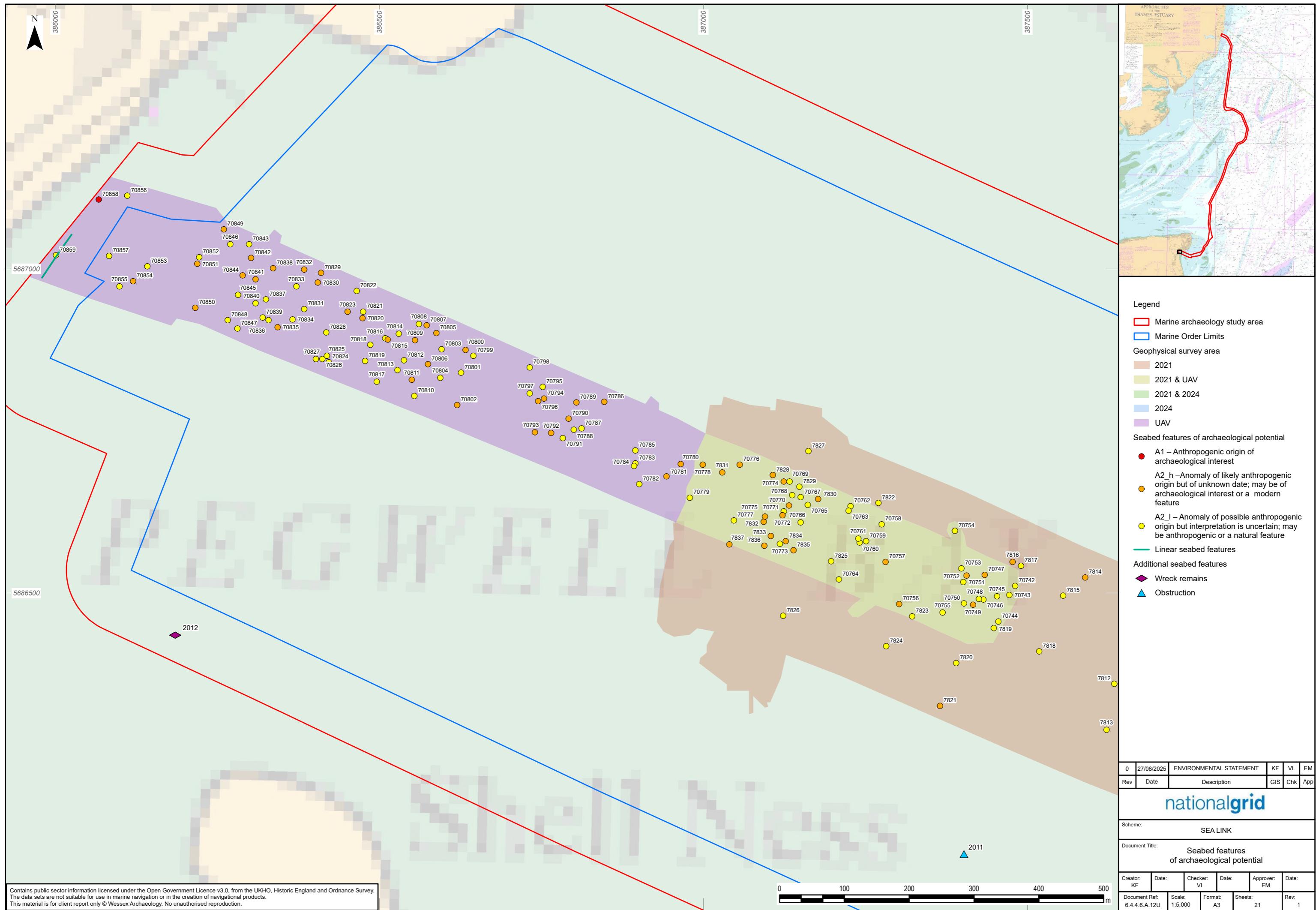
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Rev	Date	Description	GIS	Chk	App
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Scheme: SEA LINK					
Document Title: Seabed features of archaeological potential					
Creator:	Date:	Checker:	VL	Date:	Approver:
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Document Ref:	Scale:	Format:	A3	Sheets:	21
6.4.4.6.A.12R	1:20,000				Rev: 0



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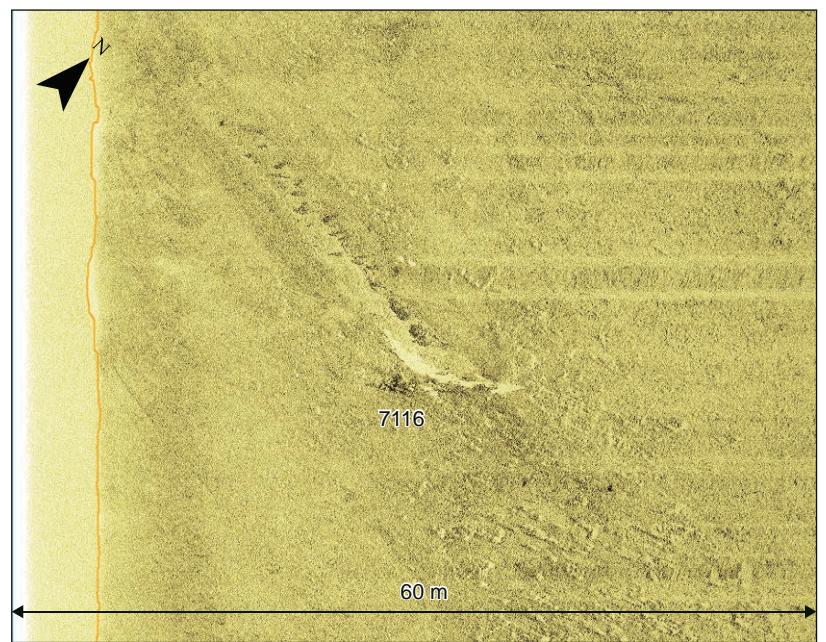


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## ID 7116 – UKHO 87090 – Unknown

Location	407157 E 5779594 N	Area	Sea Link Offshore Block 1
Archaeological Importance	High		
Geophysical survey dimensions and notes		<p>Wreck 7116 is an unknown wreck that corresponds with a UKHO record (87090).</p> <p>The wreck is visible in the SSS data as an indistinct spread of dark reflectors with slight shadows; multiple angular objects are visible within an area of disturbed seabed. The wreck measures 15.5 x 8.4 x 0.7 m and its full extent may be buried.</p> <p>In the MBES data the wreck is visible as a large oval mound with an uneven peak, with distinct scouring to the south measuring 25.0 m long and approximately 0.5 m deep. The mound's edges are indistinct which may suggest it is partially buried.</p> <p>No anomalous features were identified in the Mag. data at this location.</p>	
Build	Type	Unknown	
	Construction	Unknown	
	Dimensions (m)	Unknown	
	Shipyard	Unknown	
Loss	Cause	Unknown	
Extent of Survival		<p>In the UKHO record the wreck was first identified in 2017 and had recorded MBES dimensions of 10.2 x 5.0 x 1.0 m.</p> <p>In the 2021 geophysical data the wreck has no distinguishable characteristics, the larger 2021 geophysical dimensions may indicate the wreck has become more exposed since 2017. Associated scouring and sediment accumulation may indicate the wreck is periodically buried.</p>	

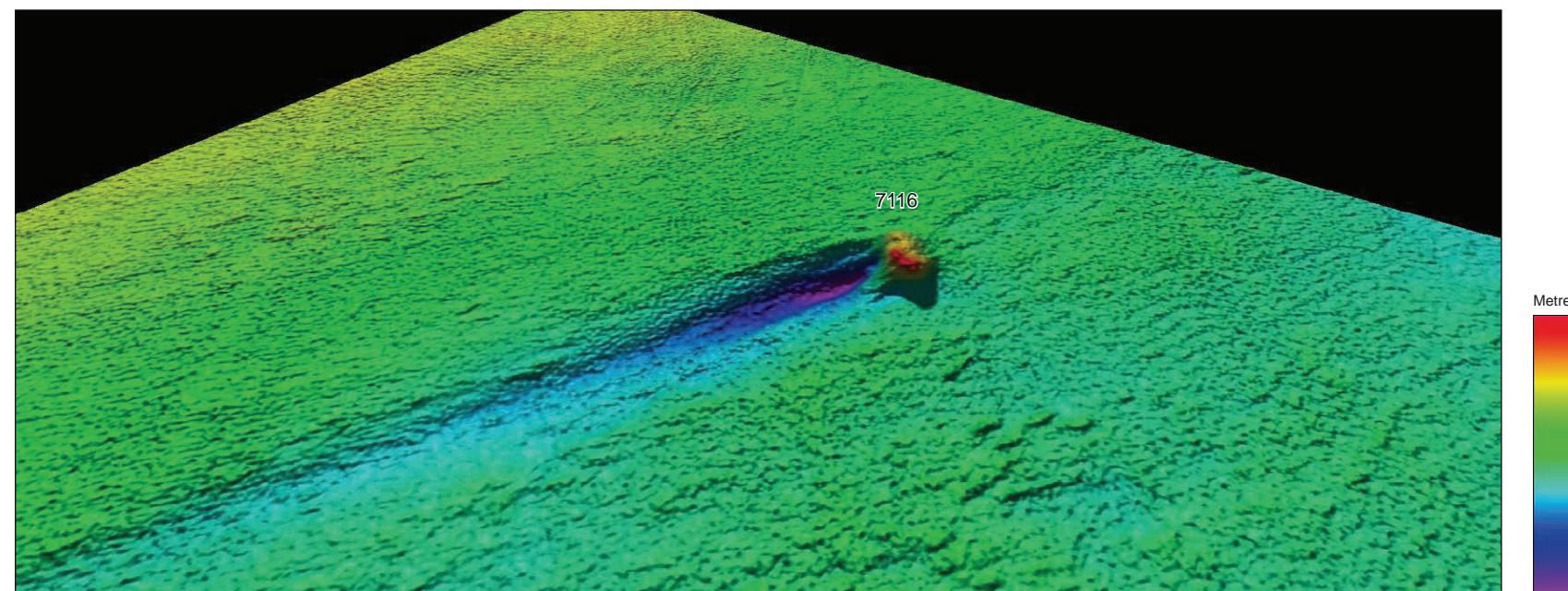


Sidescan sonar waterfall image of wreck 7116, 60 m range per channel



### Legend

Marine archaeology study area

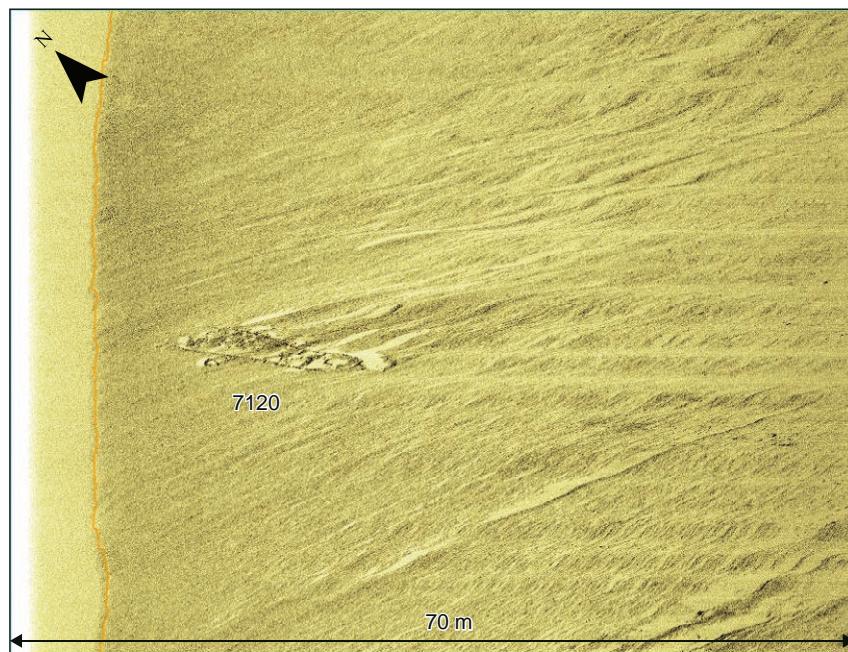


MBES grid image, x 1 vertical exaggeration, looking north-west

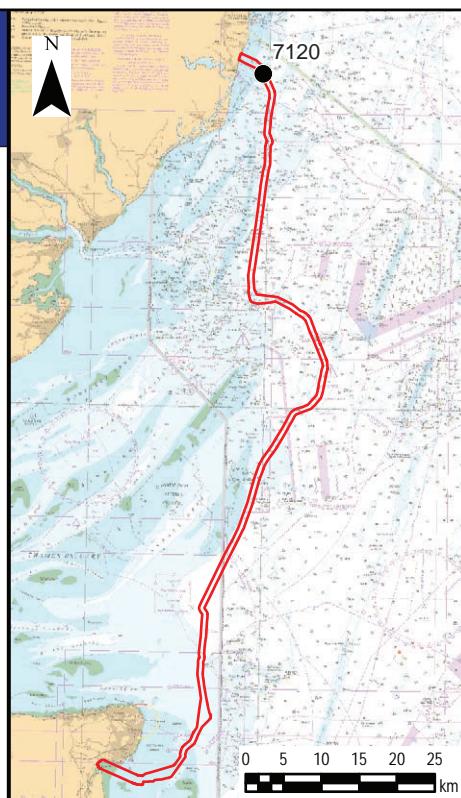
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<b>nationalgrid</b>					
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Creator: KF	Date:	Checker: VL	Date:	Approver: EM	Date:
Document Ref: 6.4.4.6.A.13	Scale: Inset 1:1,000,000	Format: A3	Sheets: 1	Rev: 0	

## ID 7120 – Unknown

Location	407875 E 5778194 N	Area	Sea Link Offshore Block 1	
Archaeological Importance	High			
Wreck 7120 is an unknown and unrecorded wreck.				
In the SSS data the wreck is visible as a large oval shaped thin curvilinear dark reflector interpreted to be the hull, with bright irregular shadows across its length, indicating uneven height. Internally, indistinct angular and short and straight dark reflectors with shadows are visible that may be surviving deck structure. The wreck is situated in an area of mobile sediments and measures 22.2 x 9.9 x 0.4 m.				
Geophysical survey dimensions and notes	<p>In the MBES data one end of the wreck is visible as a distinct curvilinear mound that appears to be mostly intact hull structure. Internally, indistinct linear mounds are visible suggesting the wreck is upright and there are some small angular mounds directly next to the hull that may be collapsed structure. The wreck is orientated east to west on the seabed, with the east end potentially buried by sediments and/or highly degraded. The wreck has scouring to the south for approximately 25.0 m and 0.7 m deep.</p> <p>The wreck has a large Mag. anomaly associated with it, measuring 111 nT, indicating some ferrous material is present.</p>			
Build	Type	Unknown		
	Construction	Unknown		
	Dimensions (m)	Unknown		
	Shipyard	Unknown		
Loss	Cause	Unknown		
Extent of Survival	The wreck appears to be mostly intact with one end buried or highly degraded. The wreck is situated within an area of mobile sediments that may periodically conceal the wreck and any associated debris.			

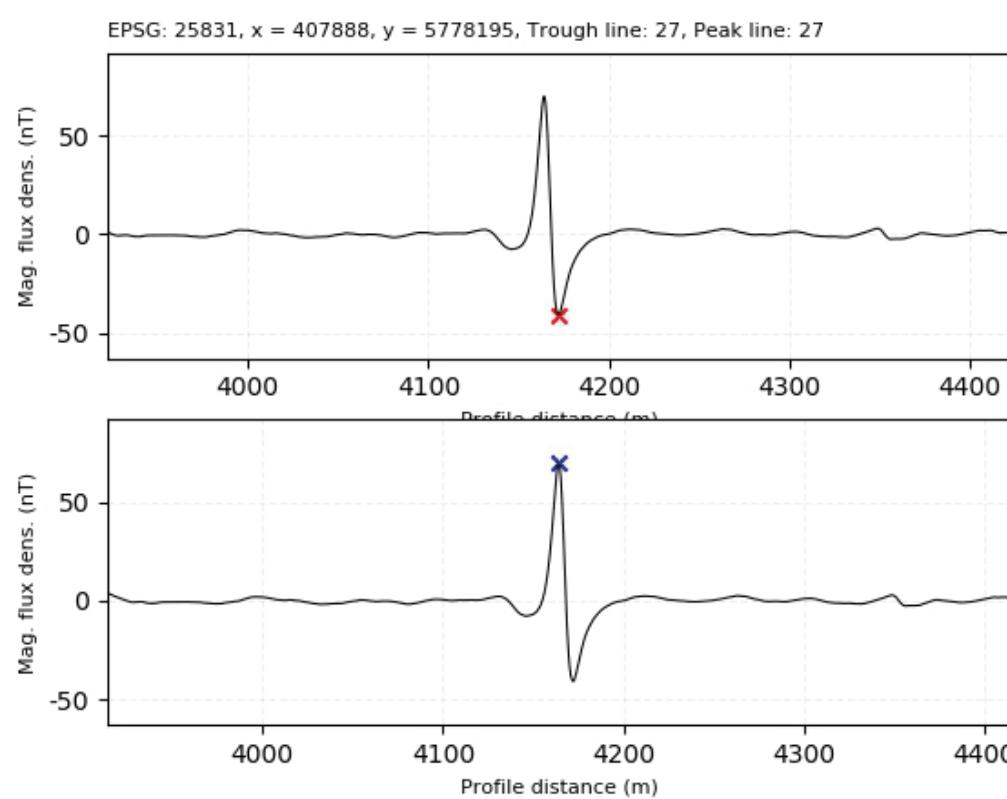


Sidescan sonar waterfall image of wreck 7120, 70 m range per channel



### Legend

Marine archaeology study area



Mag profile image

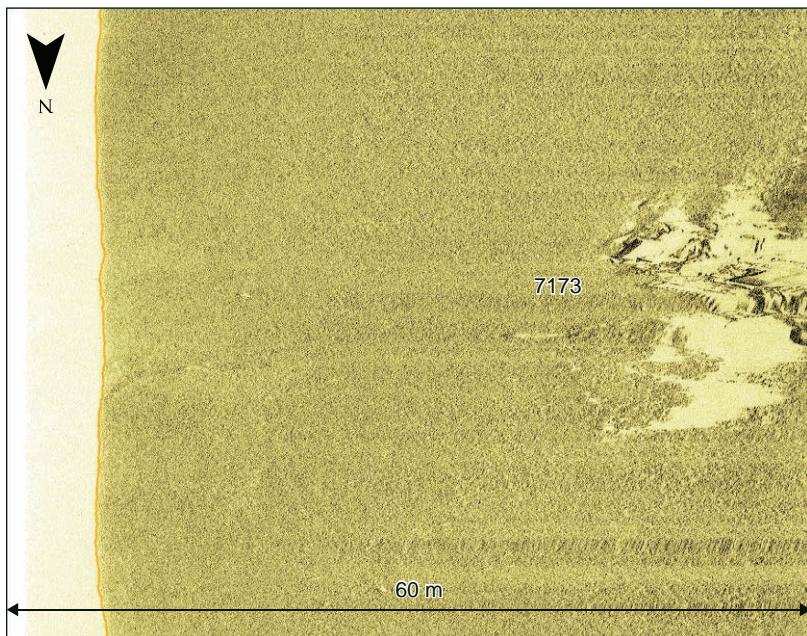
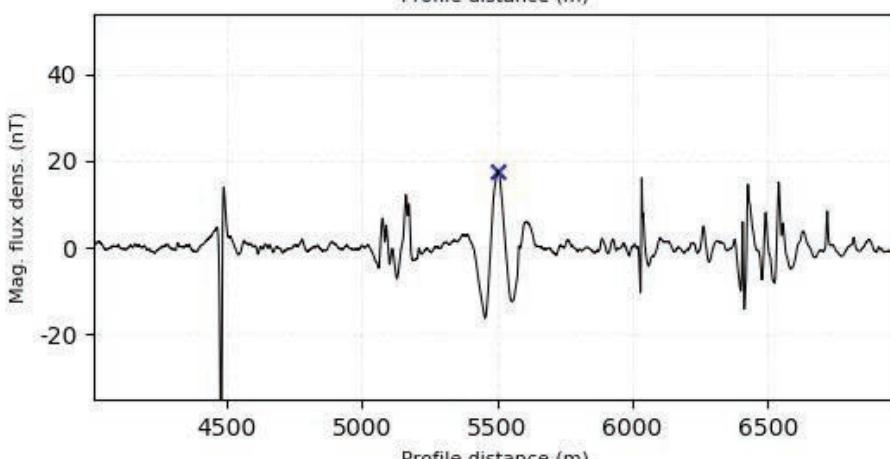
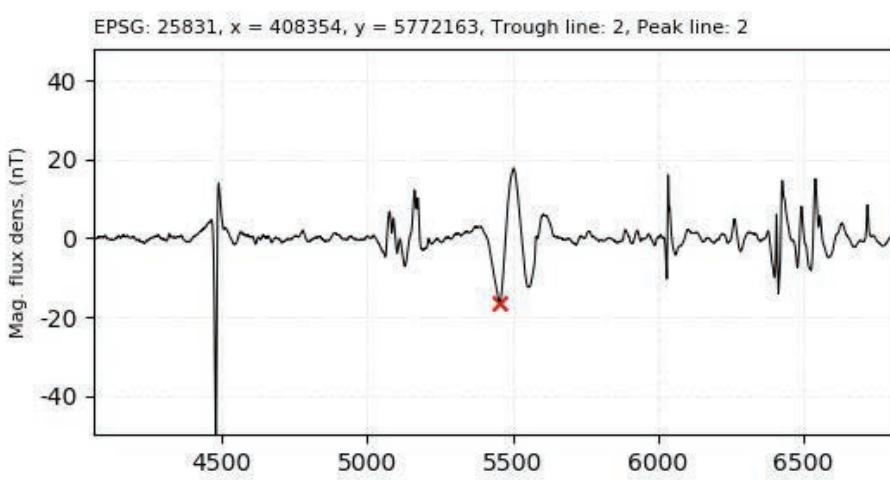


MBES grid image, x 1 vertical exaggeration, looking north-east

0	11/09/2024	ENVIRONMENTAL STATEMENT	KF	VL	EM
Rev	Date	Description	GIS	Chk	App
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Creator: KF	Date:	Checker: VL	Date:	Approver: EM	Date:
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Location	408301 E 5772170 N	Area	Sea Link Offshore Block 2
Archaeological Importance	High		
Geophysical survey dimensions and notes		<p>Wreck <b>7173</b> is a recorded wreck orientated approximately north to south on the seabed and corresponds with UKHO record 10249, for HMS <i>Tervani</i>. The wreck is also recorded in the NMHR (912686).</p> <p>The wreck is partially covered by the SSS data and is visible a series of distinct but dispersed dark reflectors with bright shadows. Short linear and angular objects are visible, as well as slatted features that may be surviving deck structure. The wreck is orientated approximately north to south and extends beyond the SSS data range; the measured dimensions of 36.8 x 15.2 x 0.6 m, are significantly shorter than those in the UKHO record, suggesting the wreck extends considerably beyond the data extents. The wreck has significant scour associated that extends beyond the data range to the south-east. An associated debris field has been identified to the north, suggesting the wreck has degraded.</p> <p>The wreck was not directly covered by the MBES or Mag. datasets; however, a small Mag. anomaly was identified on the closest line 46 m east, measuring 34 nT, indicating some ferrous material is present.</p>	
Build	Type	Trawler	
	Construction	Unknown, likely steel	
	Dimensions (m)	48.8 x 7.9 x 4.3 m, 457 tonnes (gross)	
	Shipyard	Unknown	
Loss	Cause	Mine	
Extent of Survival		<p>Recorded by the UKHO as the wreck of HMS <i>Tervani</i>, a trawler built in 1914 and mined in 1916. The vessel had one boiler and a triple expansion engine. The wreck was last surveyed in 2017 and reported as being intact and partially buried, with MBES dimensions of 48.1 x 8.1 x 2.4 m.</p> <p>The wreck was only partially covered by the 2021 SSS data and the recorded dimensions suggest the wreck extends beyond the data extents. No discernible superstructure was visible; however, some linear features were identified which may be part of the deck.</p> <p>Objects identified in the vicinity of the wreck and interpreted as associated debris indicate it is broken up.</p>	

Sidescan sonar waterfall image of wreck **7173**, 60 m range per channel

Mag profile image



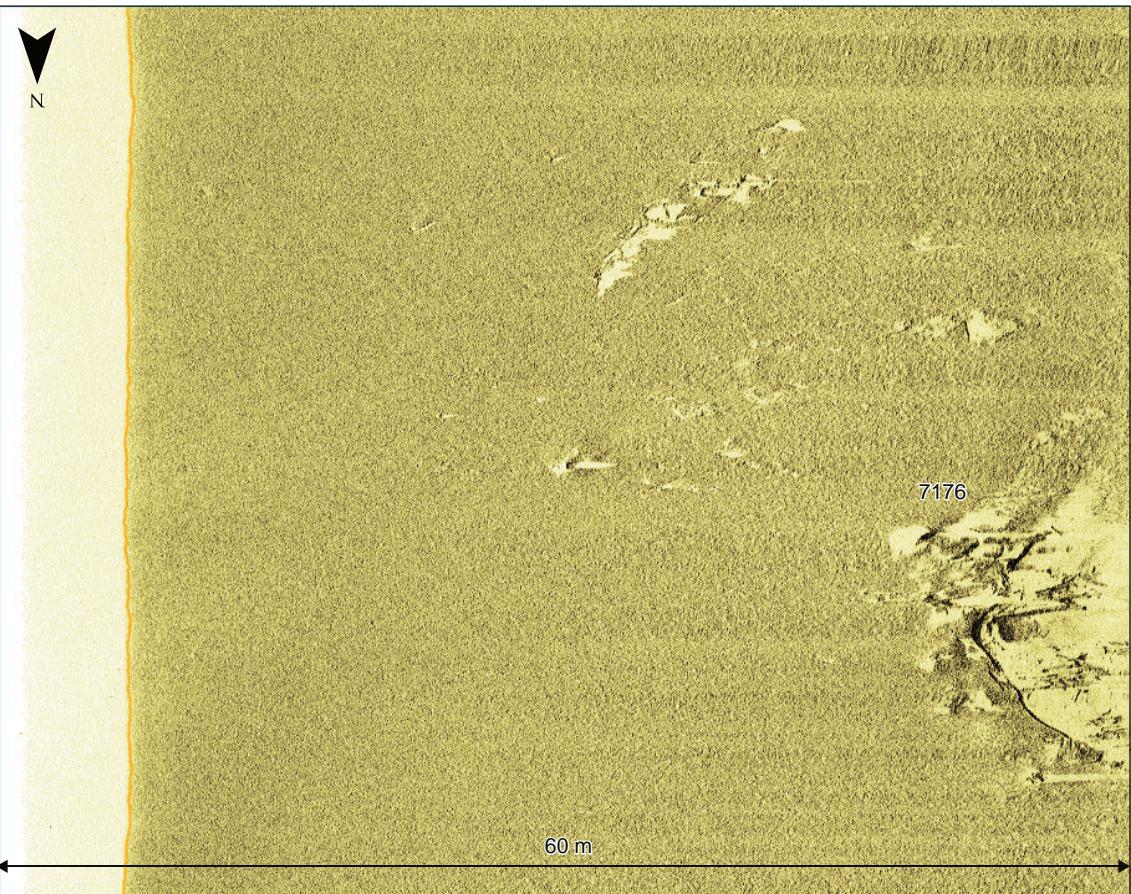
## Legend

Marine archaeology study area

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Creator: KF	Date:	Checker: VL	Date:	Approver: EM	Date:
Document Ref: 6.4.4.6.A.15	Scale: Inset 1:1,000,000	Format: A3	Sheets: 1	Rev: 0	

## ID 7176 – UKHO 86578 – Unknown

Location	408288 E 5772083 N	Area	Sea Link Offshore Block 2
Archaeological Importance	High		
Geophysical survey dimensions and notes		<p>Wreck <b>7176</b> is an unknown, recorded wreck that corresponds with UKHO record 86578.</p> <p>The wreck is partially covered by the SSS data and is visible as a large spread of linear, curvilinear, elongate, and angular dark reflectors with bright shadows. The wreck measures <math>41.4 \times 10.2 \times 0.4</math> m, however it extends beyond the SSS data range and so the dimensions should be considered a minimum. At the north-east end of the wreck a distinctive curvilinear dark reflector measuring <math>23.7 \times 1.3</math> m is visible that is interpreted to be a part of the hull. No superstructure or deck structure is visible, and associated debris has been identified in the vicinity.</p> <p>The wreck was not directly covered by the MBES or Mag. datasets, so it is not possible to ascertain whether ferrous material is present.</p>	
Build	Type	Unknown	
	Construction	Unknown	
	Dimensions (m)	Unknown	
	Shipyard	Unknown	
Loss	Cause	Unknown	
Extent of Survival		<p>Associated with a UKHO record for an unknown wreck, last surveyed in 2017. It is described as a being largely intact and partially buried, with dimensions of <math>41.7 \times 6.5 \times 2.9</math> m.</p> <p>The wreck was partially covered by the 2021 SSS data and no discernible superstructure was visible. Objects identified in the vicinity of the wreck and interpreted as debris suggest it is broken up and highly degraded.</p>	



Sidescan sonar waterfall image of wreck **7176**, 60 m range per channel



### Legend

Marine archaeology study area

0	11/09/2024	ENVIRONMENTAL STATEMENT	KF	VL	EM
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Rev	Date	Description	GIS	Chk	App
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**nationalgrid**

Scheme: SEA LINK

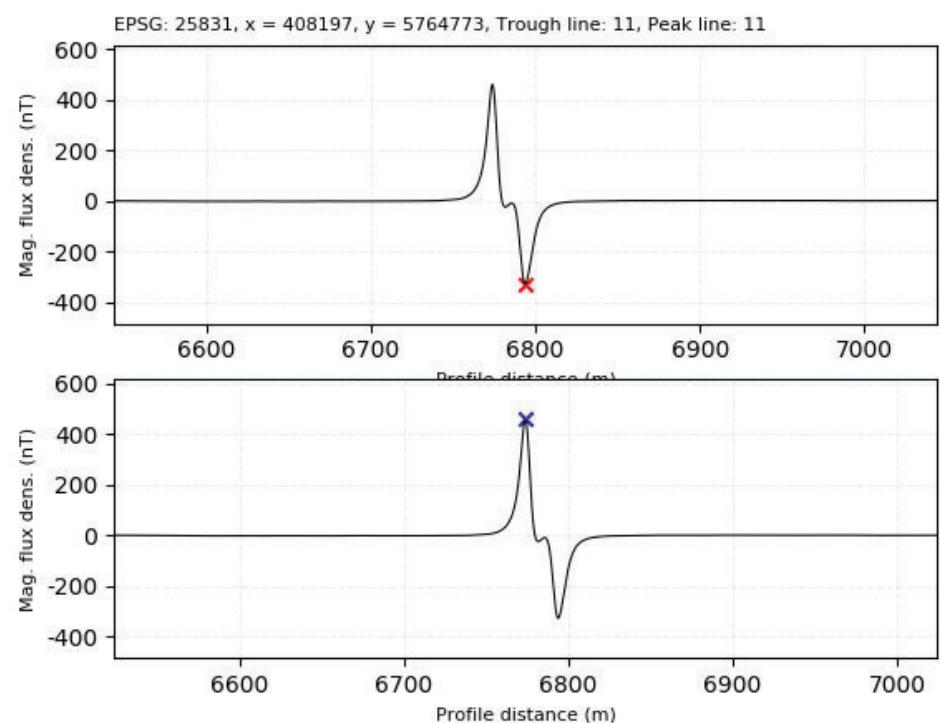
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Creator: KF	Date:	Checker: VL	Date:	Approver: EM	Date:
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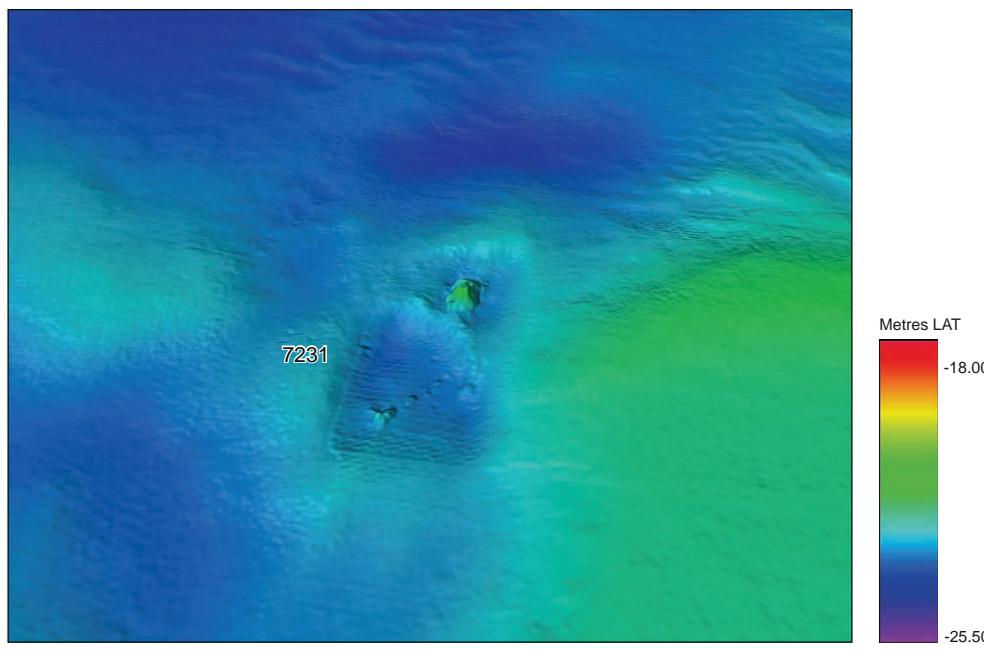
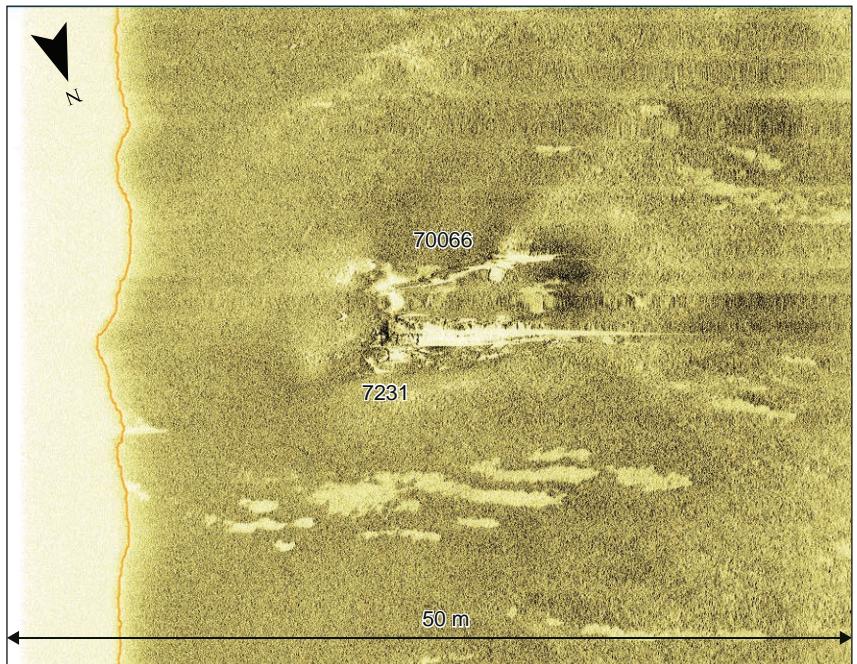
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## ID 7231 – UKHO 92098 – Unknown

<b>Location</b>	408206 E 5764776 N	<b>Area</b>	SEA Link								
<b>Archaeological Importance</b>	High										
<b>Geophysical survey dimensions and notes</b>			<p>Wreck 7231 is a recorded 'dangerous wreck' that corresponds UKHO record 92098.</p> <p>The wreck is visible in the SSS data as two tightly constrained debris fields made up of multiple dark reflectors of angular, sub-rounded and linear dark reflectors with shadows of varying lengths. It is interspersed with numerous smaller angular pieces of debris. The largest area of wreck remains measures 14.4 x 10.7 x 2.4 m and is interpreted as the main area of the wreck. The second debris field is tagged separately as anomaly 70066, and measures 11.8 x 4.4 x 0.8 m.</p> <p>In the MBES data it is identified as a slightly elongate, angular object with a stepped outline in profile. The southern extent forms the tallest part of the object. The northern extents are increasingly rounded, with scour around the west, east and northern edges, sitting in a rectangular depression that measures 25 x 15 m.</p> <p>The wreck is associated with a very large, sharp asymmetric magnetic dipole with an amplitude of 786 nT.</p>								
<b>Build</b>			<table border="1"> <tr> <td><b>Type</b></td> <td>Unknown</td> </tr> <tr> <td><b>Construction</b></td> <td>Unknown, but likely steel hulled due to large Mag. anomaly.</td> </tr> <tr> <td><b>Dimensions (m)</b></td> <td>Unknown</td> </tr> <tr> <td><b>Shipyard</b></td> <td>Unknown</td> </tr> </table>	<b>Type</b>	Unknown	<b>Construction</b>	Unknown, but likely steel hulled due to large Mag. anomaly.	<b>Dimensions (m)</b>	Unknown	<b>Shipyard</b>	Unknown
<b>Type</b>	Unknown										
<b>Construction</b>	Unknown, but likely steel hulled due to large Mag. anomaly.										
<b>Dimensions (m)</b>	Unknown										
<b>Shipyard</b>	Unknown										
<b>Loss</b>			<table border="1"> <tr> <td><b>Cause</b></td> <td>Unknown</td> </tr> </table>	<b>Cause</b>	Unknown						
<b>Cause</b>	Unknown										
<b>Extent of Survival</b>			<p>Recorded as a suspected wreck in the UKHO. The wreck was last surveyed on 28 November 2019, when it was found to have two visible structures with reported dimensions of 19.9 x 3.4 x 4 m, different to the dimensions recorded in the data. A previous survey on 17 July 2019 found the wreck to be 18.6 x 4.2 m, suggesting that the seabed around the site is active and periodically covers parts of the wreck.</p> <p>In the current survey data, the vessel appears to be highly degraded. No definite coherent structure is visible, and the wreck is still likely in the process of disintegrating further.</p>								



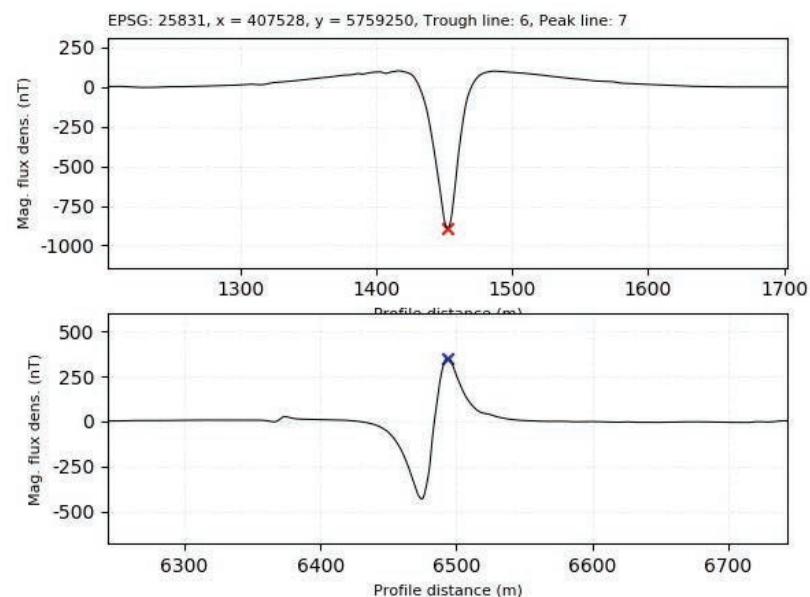
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0	11/09/2024	ENVIRONMENTAL STATEMENT	KF	VL	EM
Rev	Date	Description	GIS	Chk	App
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Scheme: SEA LINK					
Document Title: Wreck Sheet 5: Wreck 7231					
Creator: KF	Date:	Checker: VL	Date:	Approver: EM	Date:
Document Ref: 6.4.4.6.A.17	Scale: Inset 1:1,000,000	Format: A3	Sheets: 1	Rev: 0	

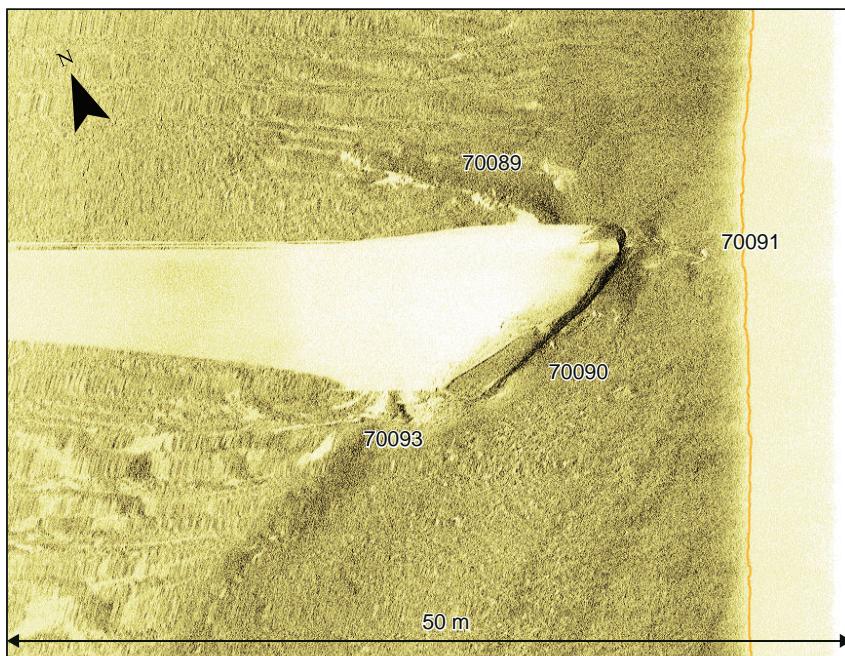
## ID 70090 – UKHO 14722 – Unknown

Location	407526 E 5759254 N	Area	SEA Link
Archaeological Importance	High		
Geophysical survey dimensions and notes		<p>Wreck <b>70090</b> is a recorded 'dangerous wreck' that corresponds with UKHO record 14722.</p> <p>The wreck is identified in the SSS data as a large sub-rounded and elongate dark reflector with a tall shadow of varying height surrounded by several debris fields, with the shape of the hull visible. The wreck measures 22.8 x 8.1 x 4.8 m.</p> <p>In the MBES data a wide tall, elongate, angular mound is visible, orientated northeast to southwest. Shallow scour is visible on the west and northeast sides of the wreck. There is a very indistinct debris field immediately to the south-west of the main wreck (<b>70093</b>), comprising of several sub-rounded mounds, potentially partially covered by a large sand wave. Another potential narrow debris field is located to the north (<b>70089</b>). A possible anchor is located on the seabed immediately to the east (<b>70091</b>).</p> <p>The wreck is associated with a very large, sharp asymmetric magnetic dipole with an amplitude of 1,241 nT.</p>	
Build		<p>Type</p> <p>Construction</p> <p>Dimensions (m)</p> <p>Shipyard</p>	
Loss		<p>Cause</p> <p>Unknown</p> <p>Recorded in the UKHO as a 'dangerous wreck'. The wreck was last surveyed in September 2019, described as a partially buried wreck and broken apart. The dimensions were noted as 23 x 22.4 x 6.5 m. This differs from a previous survey on 31<sup>st</sup> December 1976, where it was noted, there is 'no sign of breakup' and no scour, suggesting the wreck is slowly disintegrating. In a previous survey on 13<sup>th</sup> December 1995, it was noted that the wreck 'appears to be netted'. This is hard to confirm from the data.</p> <p>In the data the wreck appears to be quite coherent, although the southwest of the wreck does look like it has some minor disintegration. In various surveys since 1976, the measurements of the anomaly have changed markedly, and it is visible in the data that the wreck is surrounded by sand waves, suggesting that the nearby seabed is active and regularly buries other pieces of debris.</p>	
Extent of Survival			

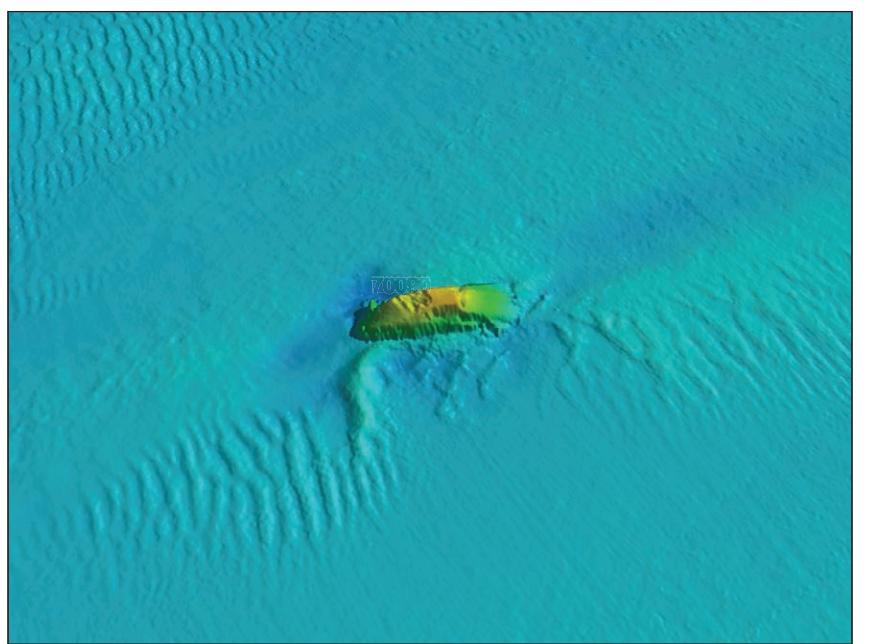


Mag profile image

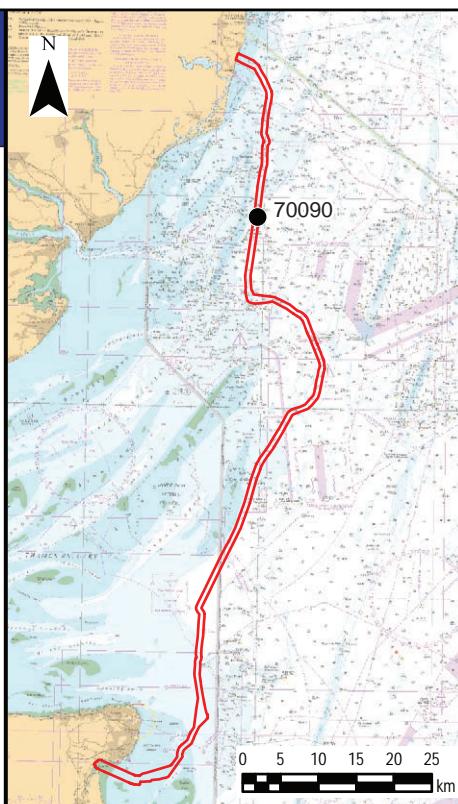
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Sidescan sonar waterfall image of wreck **70090**, 50 m range per channel



MBES grid image, x 1 vertical exaggeration, looking south-east

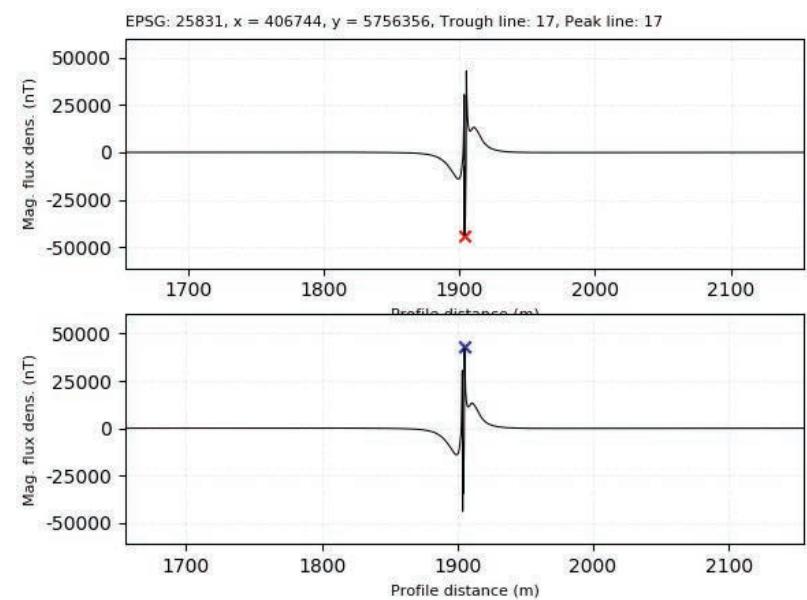


### Legend

Marine archaeology study area

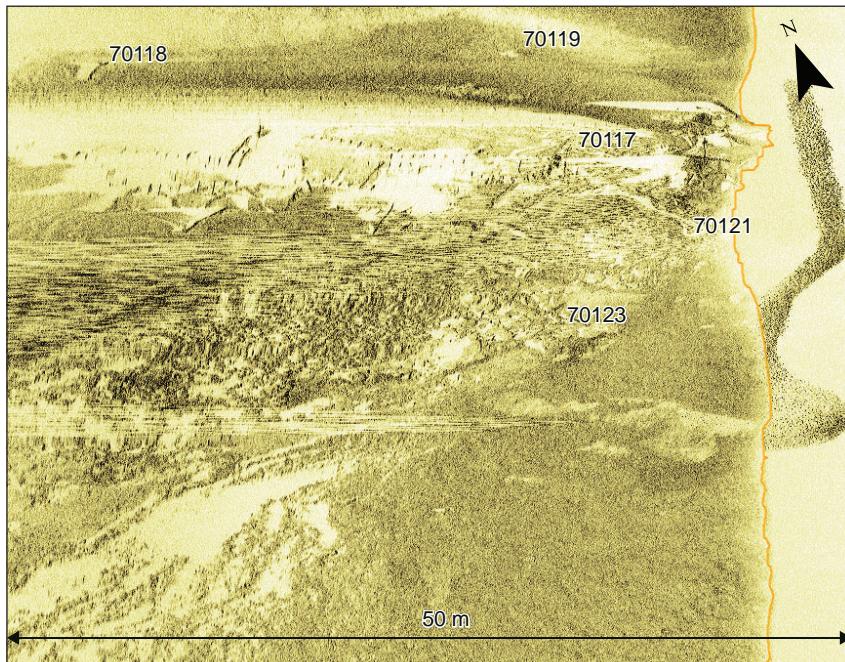
0	11/09/2024	ENVIRONMENTAL STATEMENT	KF	VL	EM												
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Document Ref: 6.4.4.6.A.18	Scale: Inset 1:1,000,000	Format: A3	Sheets: 1	Rev: 0													

Location	406736 E 5756356 N	Area	Sea Link Area 2
Archaeological Importance	High		
Geophysical survey dimensions and notes		<p>Wreck 70117 is a recorded 'dangerous wreck' that corresponds with UKHO record 14685. The wreck is identified in the SSS data as a very large elongate dark reflector with a long shadow on an east to west alignment. It contains numerous individual elongate and sub-angular dark reflectors with shadows of varying heights, suggesting at least partially intact internal structure. It has dimensions of 83.2 x 23.5 x 17.6 m.</p> <p>The wreck is visible in the MBES data as a coherent structure potentially lying on its side, orientated WNW to ESE. The hull outline is very clear on the western end of the structure. Some internal rectangular structures are visible towards the eastern end of the structure, where it appears more heavily degraded. The southern outline is not very visible for the most part, due to partial burial. The wreck is surrounded by very large areas of scour to the northeast and southwest, extending &gt;200 m to the northeast.</p> <p>The wreck is associated with a very large magnetic dipole with an amplitude of 86,807 nT.</p>	
Build	Type	Steamship	
Build	Construction	Likely steel hulled, due to magnetic anomaly	
Build	Dimensions (m)	82 x 12.8 x 5.5 m	
Build	Shipyard	FREDRIKSTAD MEK VAERKS, FREDRIKSTAD	
Loss	Cause	Struck a mine and later sank whilst on tow, 28/02/1942	
Extent of Survival		<p>Recorded in the UKHO as a 'dangerous wreck' of the steam ship <i>Thyra</i> built in 1925 in Fredrikstad Mek Vaerks, Fredrikstad. It struck a mine on 28<sup>th</sup> February 1942 on passage from Hartlepool for London with a cargo of timber. It sank after being taken in tow.</p> <p>The wreck was last surveyed in September 2015, described as lying on its port side. The dimensions were noted as 84 x 20 x 9.6 m, like those recorded in the modern survey data. In a survey on 20<sup>th</sup> December 1995, it was noted that the wreck is netted. This is hard to confirm from the data.</p> <p>The structure of the wreck in the survey data appears to be coherent. The presence of a large void in the MBES data, down the length of the hull, shows that some degradation is taking place, with part of the hull potentially splitting away from the rest of the wreck. There are several seabed disturbances and debris fields of angular dark reflectors surrounding the wreck, further evidence of its ongoing disintegration. Surviving internal structure is visible in the MBES data, and in the SSS data as elongate dark reflectors.</p> <p>A dive on the wreck in September 1987 had to be cancelled due to a "Strong upswelling" in the area, with "Sand, shingle and shell being disturbed". This, combined with the data showing considerable scour suggests the seabed around the wreck is highly active. The reflectivity of the wreck is varied on the eastern end, suggesting it is partially covered with sediment.</p>	

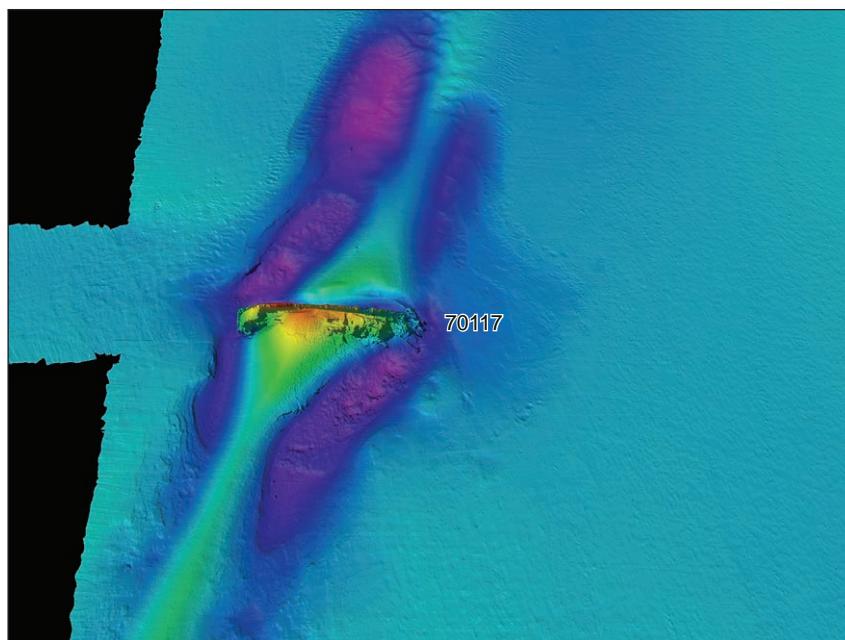


Mag profile image

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Sidescan sonar waterfall image of wreck 70117, 50 m range per channel



MBES grid image, x 1 vertical exaggeration, looking north



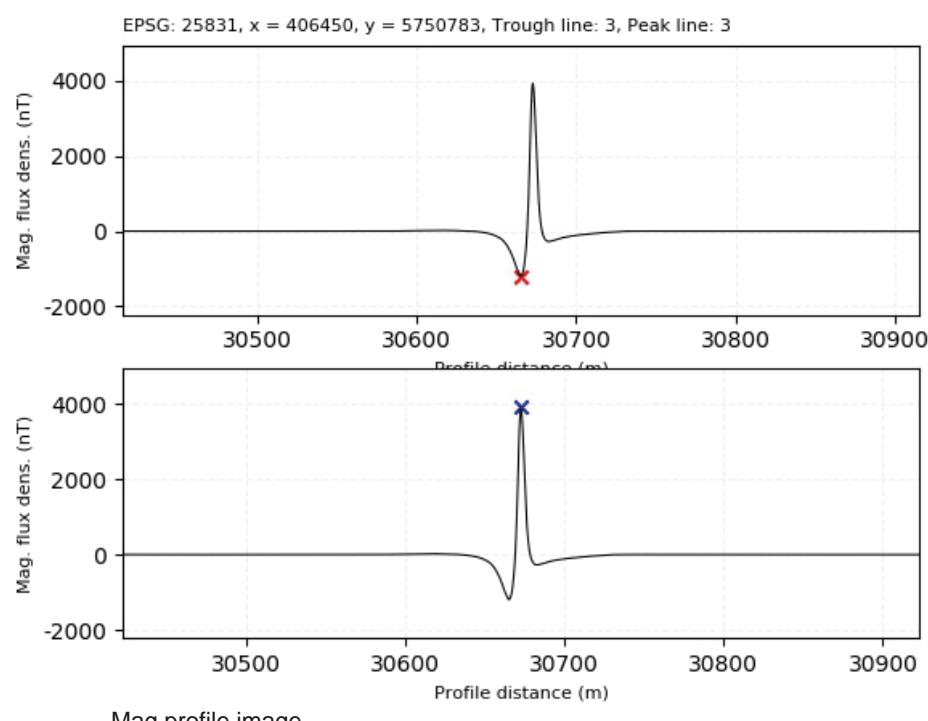
## Legend

Marine archaeology study area

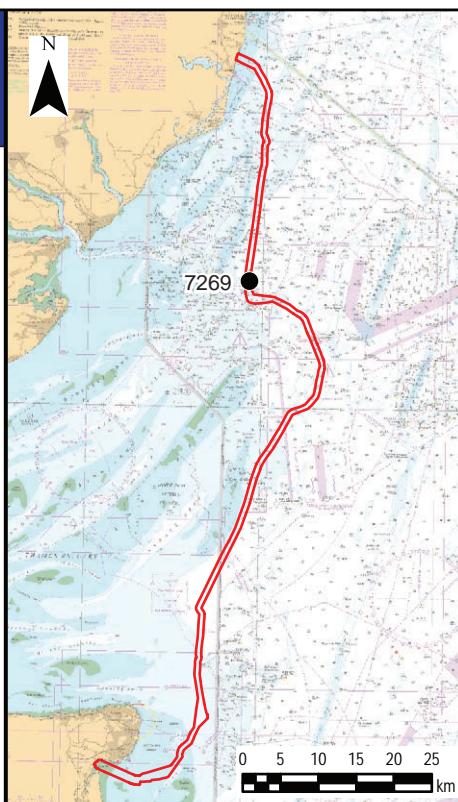
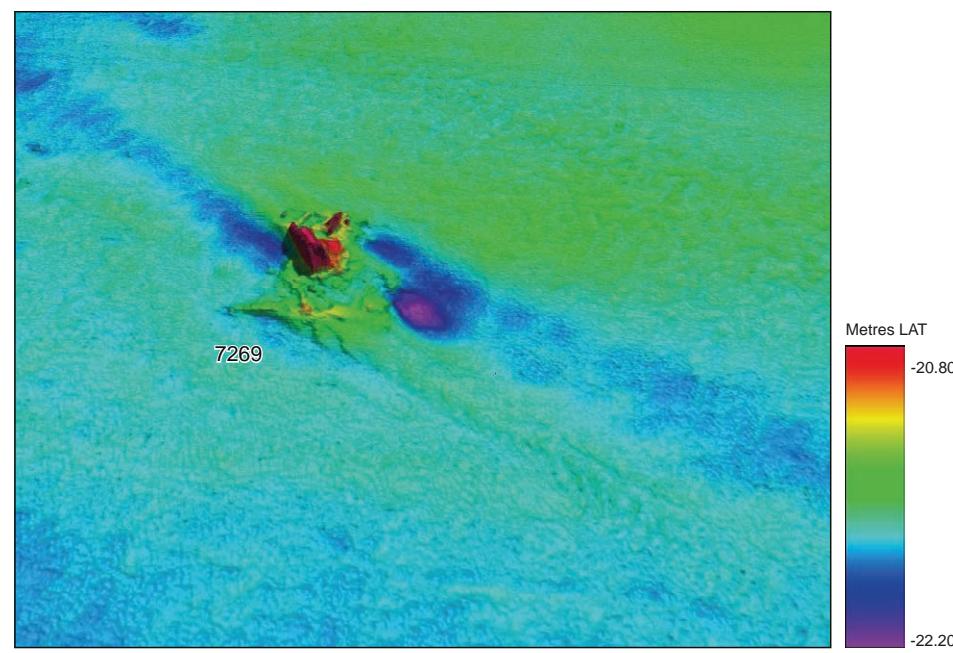
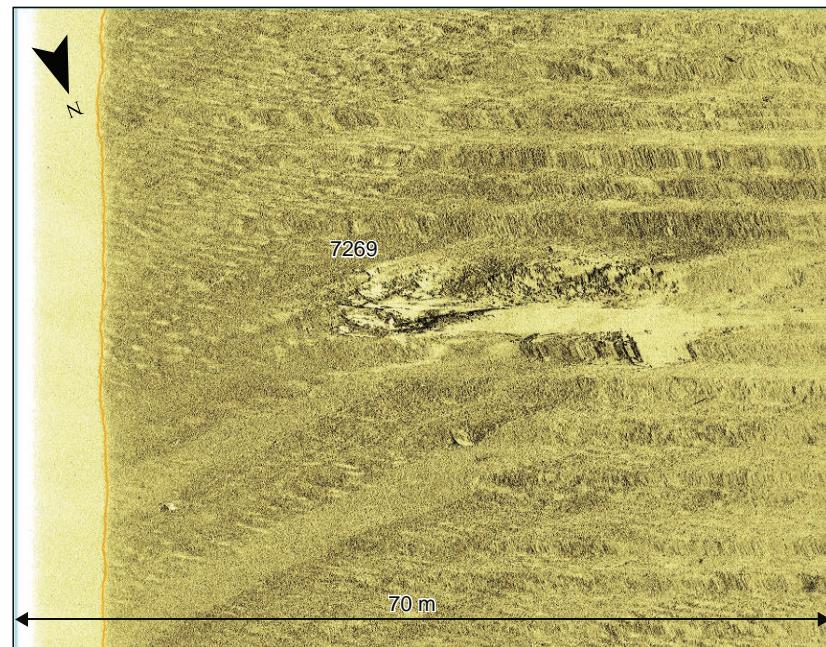
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Document Ref: 6.4.4.6.A.19	Scale: Inset 1:1,000,000	Format: A3	Sheets: 1	Rev: 0	

## ID 7269 – UKHO 14599 – UC11 (Possibly)

Location	406448 E 5750777 N	Area	Sea Link Offshore Block 3
Archaeological Importance	High		
Geophysical survey dimensions and notes		<p>Wreck 7269 is a recorded wreck and corresponds with UKHO (14599) and NMHR (908160) records for UC11 (Possibly).</p> <p>The wreck is visible in the SSS data as a thick, elongate and slightly intermittent dark reflector with bright shadows interpreted to be the hull. Within this, multiple linear, curvilinear and angular objects are visible. The wreck measures 43.5 x 20.7 x 3.2 m and associated debris has been identified in the vicinity.</p> <p>In the MBES data the wreck is visible as a spread of angular, linear and curvilinear mounds. The largest mound is rectangular, with steep sides and a flat thin peak measuring 13.6 x 4.3 x 3.0 m, and may be the conning tower or a rudder. Some objects are very distinct, and others may be partially buried. The wreck has scouring associated orientated north and south for a maximum of 28.0 m and is 0.5 m deep.</p> <p>The wreck has a very large magnetic anomaly associated with it, measuring 5,114 nT, indicating substantial ferrous material is present.</p>	
Build	Type	Submarine	
	Construction	Steel	
	Dimensions (m)	34.1 x 3.0 m	
	Shipyard	Vulkanwerke, Hamburg	
Loss	Cause	Mine	
Extent of Survival		<p>Recorded as UC11 (Possibly) in the UKHO and NMHR records, a German minelaying submarine that sank in 1918 after running into one of its own mines. The wreck is reported as being upturned, with a strong magnetic anomaly associated. The wreck was last surveyed in 2016 and described as being broken up with dimensions of 27.0 x 11.0 x 4.3 m. The UKHO record suggests that the wreck may have been salvaged in the past.</p> <p>In the 2021 geophysical data the wreck appears to be degraded and broken up. One piece of superstructure is visible, possibly the conning tower, although the UKHO record suggests the wreck is upturned, so may be a rudder, the hull is also highly degraded. The wreck is situated in an area of mobile sediments and it may periodically be buried. Associated debris has been identified in the vicinity of the wreck and there is potential for further debris to be buried.</p>	



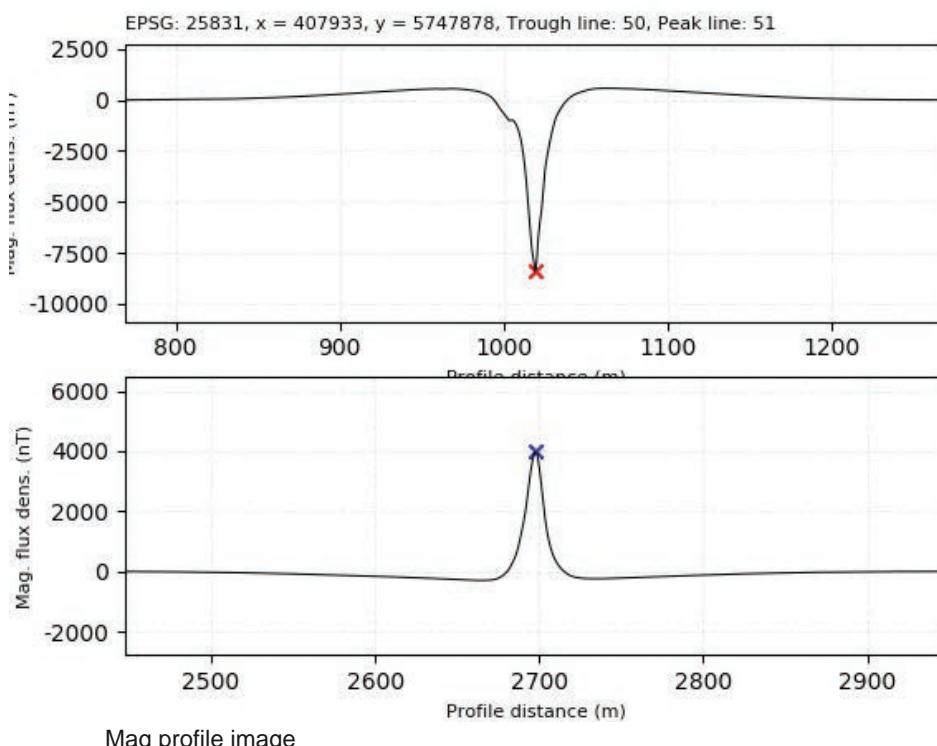
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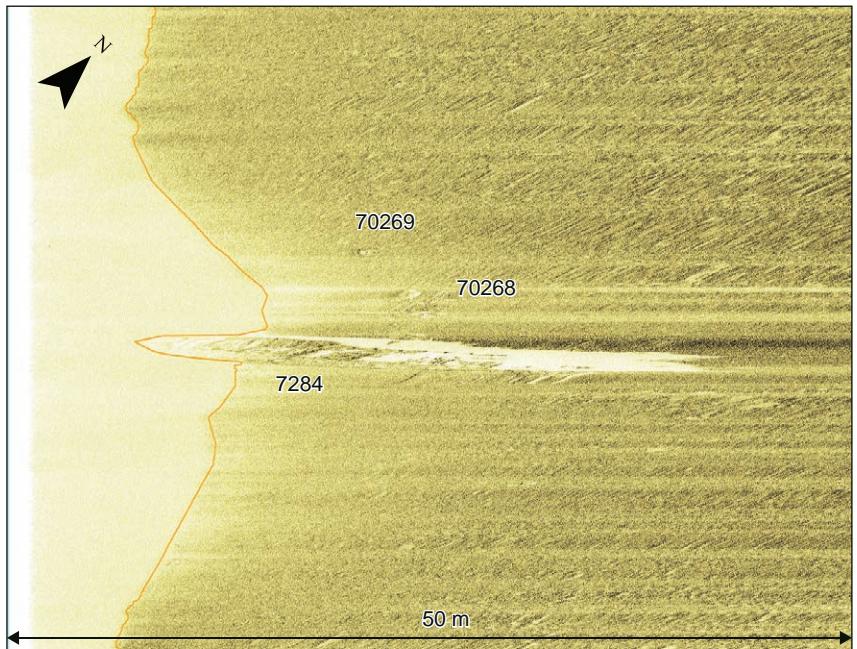
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Document Ref: 6.4.4.6.A.20	Scale: Inset 1:1,000,000	Format: A3	Sheets: 1	Rev: 0	

## ID 7284 – UKHO 14570 – Unknown

Location	407934 E 5747879 N	Area	SEA Link
Archaeological Importance	High		
Geophysical survey dimensions and notes		<p>Wreck 7284 is a recorded 'dangerous wreck' that corresponds with UKHO record 14570.</p> <p>The wreck is visible in the SSS data as a coherent structure, oriented northeast to southwest, with numerous internal angular dark reflectors with shadows. It has a very large shadow which may hide more of the structure of the wreck. Its dimensions were measured to be 40.3 x 11.9 x 5.5 m.</p> <p>In the MBES data the wreck is visible as coherent and upright, with some internal structure visible within the hull and possible degradation at either end. Some shallow scour is also visible along the northwestern edge and extending to the southwest.</p> <p>The wreck is associated with a very large asymmetric magnetic dipole in the Mag. data, with a magnetic amplitude of 12,371 nT.</p>	
Build		<p>Type</p> <p>Construction</p> <p>Dimensions (m)</p> <p>Shipyard</p>	
Loss		<p>Cause</p>	
Extent of Survival		<p>The wreck was first recorded in the UKHO when it was fouled by a Oropesa sweep in June 1932. The wreck was last surveyed in July 2016 and is described as sitting upright on the seabed, in good condition "With the exception of the stern". The wreck has reported dimensions of 37.4 x 8.5 x 6.7 m, slightly smaller than the dimensions in the current survey data, suggesting the ends of the wreck may be periodically buried by sediment. A previous dive in December 1995 reported the wreck contained nets and buoys amongst the structure.</p> <p>The wreck appears coherent in the data. The structure appears intact with surviving internal components visible in the MBES and SSS data. The MBES data also suggests stern and bow of the ship are disintegrating. Surrounding pieces of debris, angular dark reflectors and mounds are further evidence of this ongoing degradation.</p>	



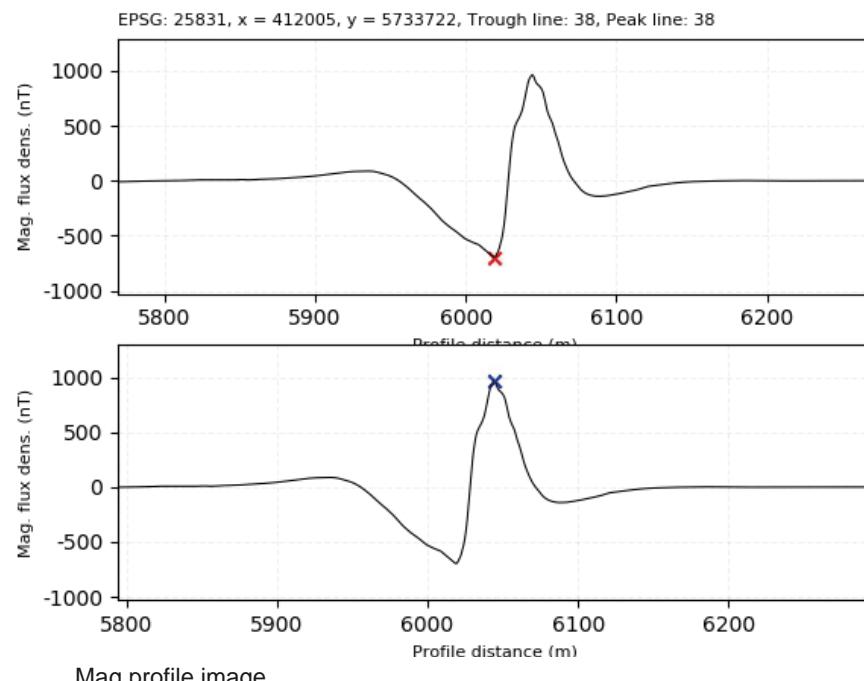
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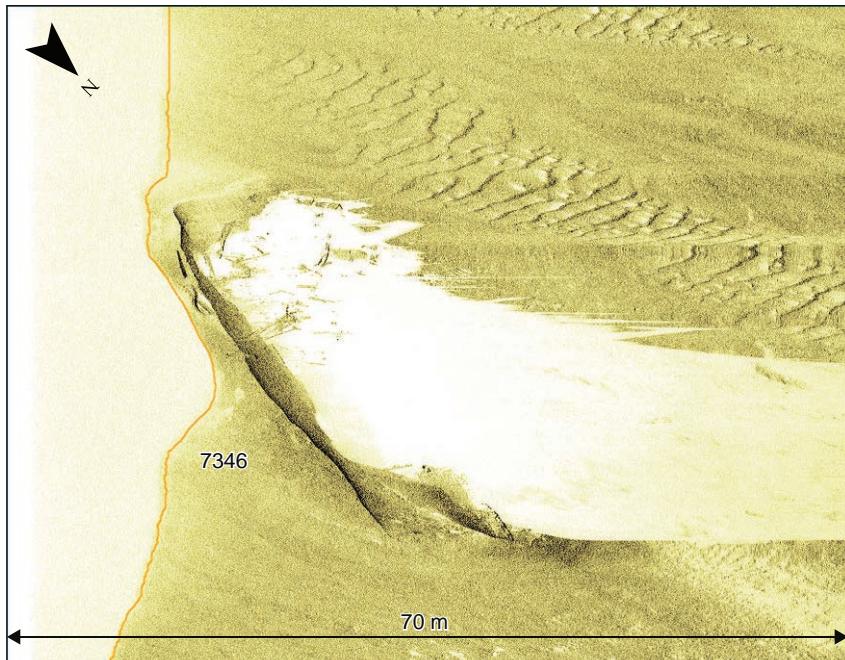
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## ID 7346 – UKHO 14419 – Salerno (Possibly)

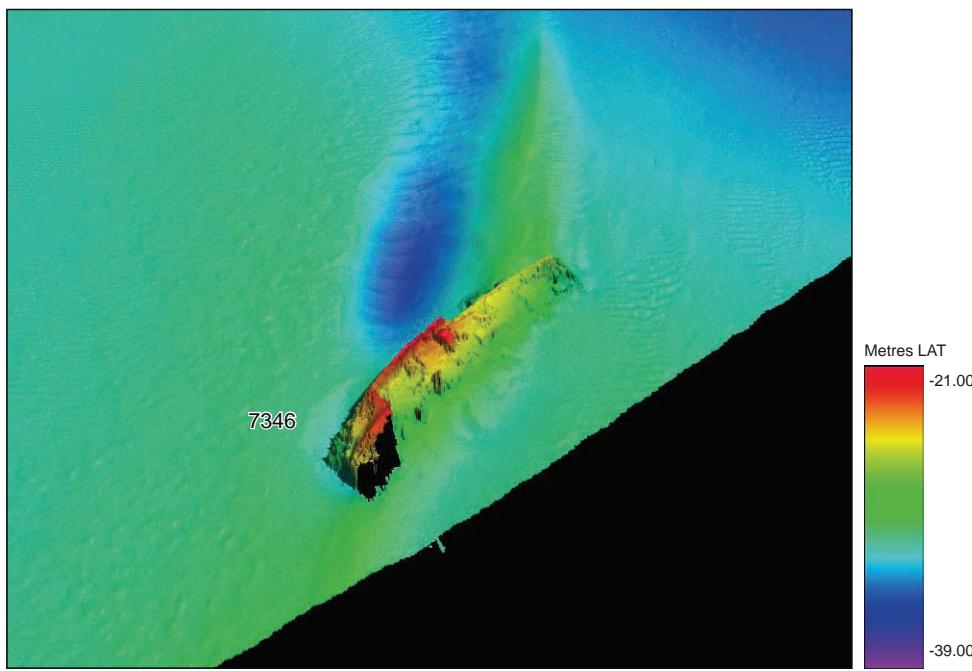
Location	412020 E 5733762 N	Area	Sea Link Offshore Block 3
Archaeological Importance	High		
		Wreck 7346 is a recorded wreck that corresponds with the UKHO (14419) and NMHR (802191) records for Salerno (Possibly). In the SSS data one edge of the hull is visible as a distinct long and thick dark reflector with a very large, bright and uneven shadow, indicating uneven height. Within the hull there are multiple indistinct elongate and linear dark reflectors, indicating the wreck is upright and has some surviving deck structure. The wreck measures 97.0 x 25.2 x 11.1 m and is oriented north-east to south-west on the seabed, it is situated within an area of mobile sediments.	
Geophysical survey dimensions and notes	<p>In the MBES data the wreck is upright but leaning over to one side, and the northern side of the wreck is not visible. The hull appears to be mostly intact, with collapsed structure on its south-west end with the northern edge of the wreck buried by sediments. In the centre of the deck a large square mound is visible measuring 8.7 x 4.2 x 4.0 m. There are multiple linear and angular mounds across the deck and a large mound is present at the north-eastern end of the vessel indicating surviving superstructure and possibly a boiler. The wreck has significant scour to the south for over 200.0 m and up to -6.0 m deep and is surrounded by sediment accumulation which may be concealing the full extents of the wreck and possibly associated debris.</p> <p>The wreck has a very large Mag. anomaly associated with it, measuring 1,659 nT, indicating substantial ferrous material is present.</p>		
Build	Type	Steam ship	
	Construction	Unknown, likely steel	
	Dimensions (m)	99.1 x 13.5 x 6.0 m	
	Shipyard	Wood, Skinner & Co, Newcastle-Upon-Tyne	
Loss	Cause	Mine	
Extent of Survival	<p>Recorded by the UKHO as Salerno (Possibly), a steam ship built in 1912 with two boilers and a triple expansion engine. The vessel struck a mine laid by UC3 in 1915. The wreck was last surveyed in 2016 and described as being broken up with a strong Mag. anomaly associated and dimensions of 95.0 x 22.0 x 11.7 m.</p> <p>In the 2021 geophysical data the wreck appears to be predominantly intact, although the south-west end has evidence of deterioration. It is situated within an area of large sand waves which may be concealing associated debris and may periodically bury the full extent of the wreck.</p>		



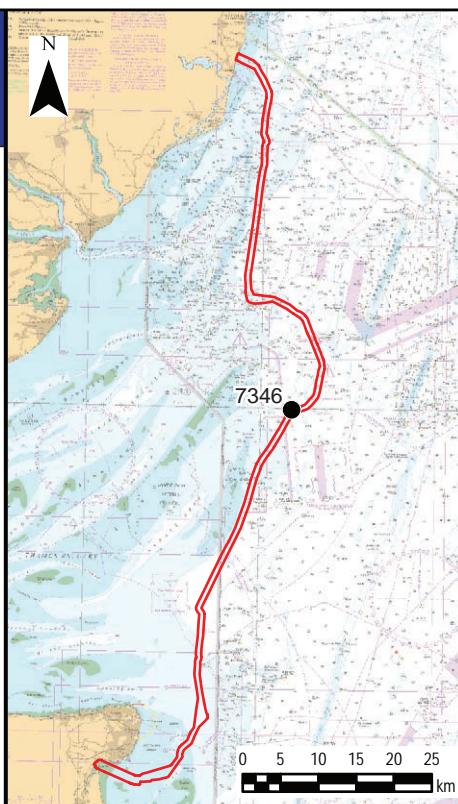
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Sidescan sonar waterfall image of wreck 7346, measuring 70 m range per channel



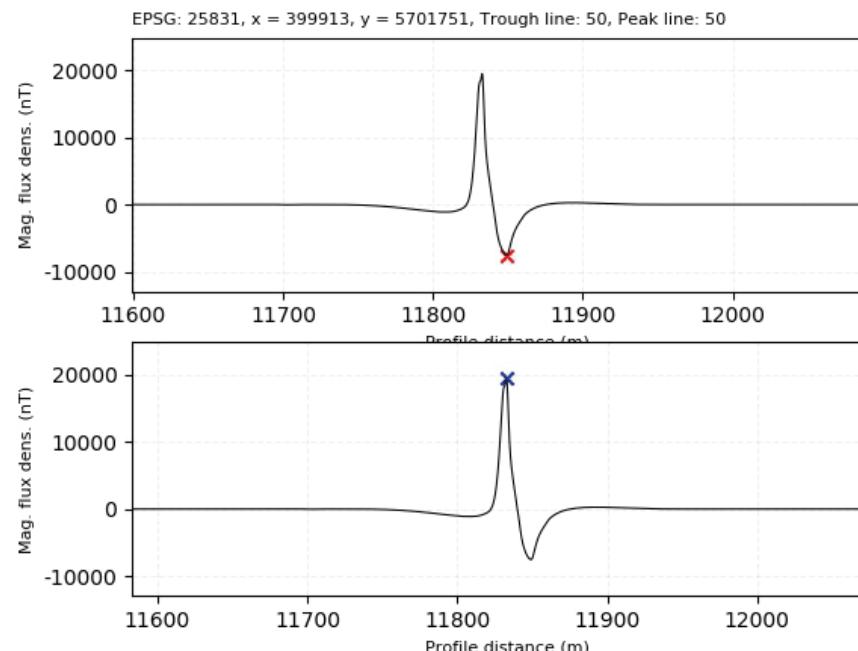
MBES grid image, x 1 vertical exaggeration, looking south



### Legend

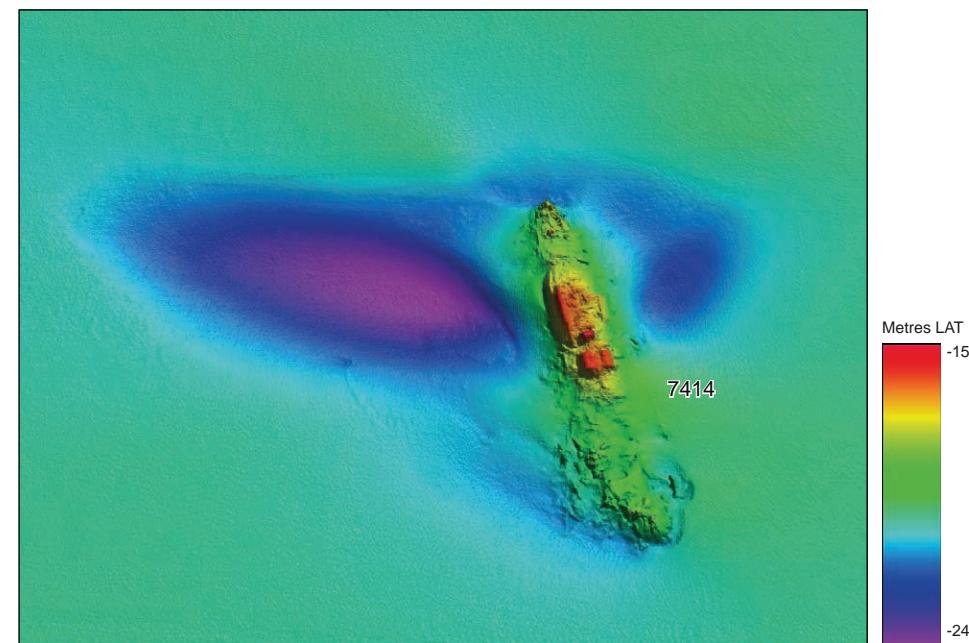
Marine archaeology study area

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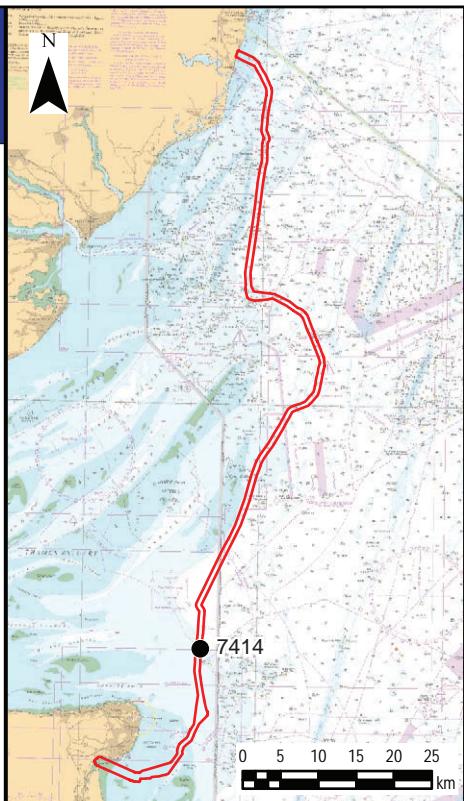
Location	399938 E 5701754 N	Area	Sea Link Offshore Block 4
Archaeological Importance	High		
Geophysical survey dimensions and notes		<p>Wreck 7414 is a recorded wreck that corresponds with the UKHO (13968) and NMHR (904723) records for <i>Saidieh</i>.</p> <p>In the SSS data the wreck is visible as a large spread of distinct linear and curvilinear dark reflectors with bright shadows. The wreck is upright and measures 116.6 x 36.6 x 6.8 m, there are slatted features visible internally, however no superstructure is identifiable. The wreck has a rope or chain that is either attached or snagged on the south-eastern edge. The hull of the wreck is not well defined, suggesting it is broken up.</p> <p>In the MBES dataset the wreck is orientated approximately ENE to WSW on a relatively featureless area of seabed. The wreck appears upright, but is highly degraded with a collapsed hull. Within the hull possible surviving deck structure is visible, comprising three distinct square shaped mounds in its centre with thin, linear mounds and smaller rounded and angular mounds across the deck. The wreck has significant sediment accumulation and scour to the north and south, with significant scour to the south measuring 140.0 x 54.0 x -5.2 m, which may be burying collapsed structure and associated debris.</p> <p>The wreck has a very large Mag. anomaly associated with it, measuring 27,020 nT, indicating substantial ferrous material is present.</p>	
Build	Type	Steam ship	
	Construction	Unknown, likely steel	
	Dimensions (m)	106.7 x 12.2 x 7.0 m	
	Shipyard	Unknown	
Loss	Cause	Sunk by German submarine	
Extent of Survival		<p>Recorded by the UKHO and NMHR as <i>Saidieh</i>, a 3303 gross ton steam ship built in 1878. The vessel was sunk in 1915 by UB6, a German submarine. The wreck was last surveyed in 2017 and described as being partially broken up and buried with dimensions of 112.5 x 21.1 x 5.8 m.</p> <p>The larger geophysical dimensions in the most recent survey may indicate the wreck has collapsed, degraded further, or become more exposed since 2017. The wreck is situated on a relatively featureless area of seabed, but it has substantial sediment accumulation around it and it may periodically be buried. Associated debris has been identified in the vicinity of the wreck and further debris may be buried.</p>	
<p>EPSG: 25831, x = 399913, y = 5701751, Trough line: 50, Peak line: 50</p>  <p>Mag profile image</p>			



Sidescan sonar waterfall image of wreck 7414, 70 m range per channel



MBES grid image, x 1 vertical exaggeration, looking west



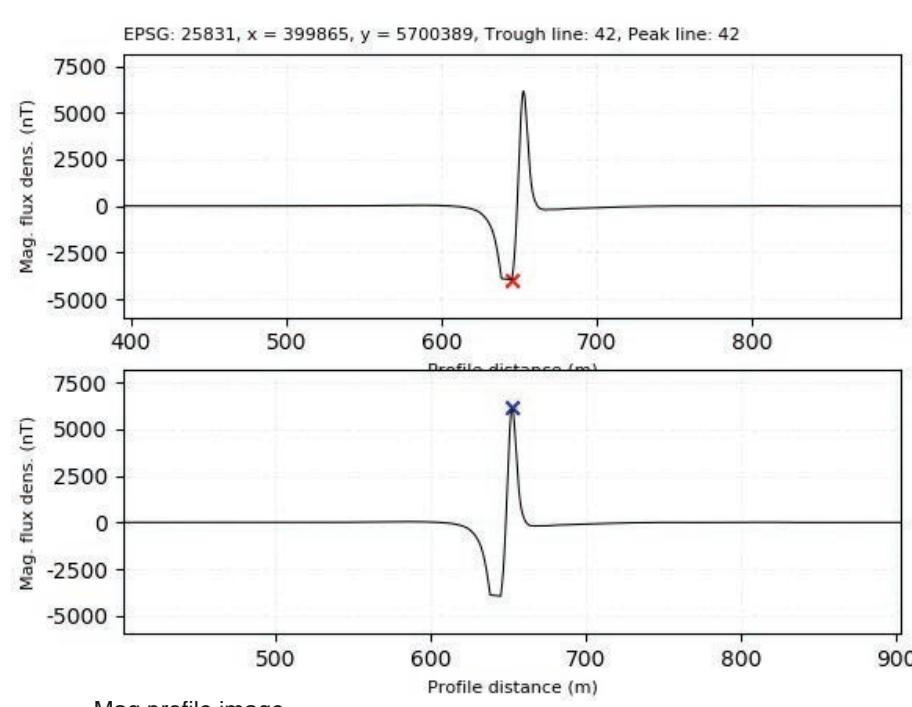
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Marine archaeology study area

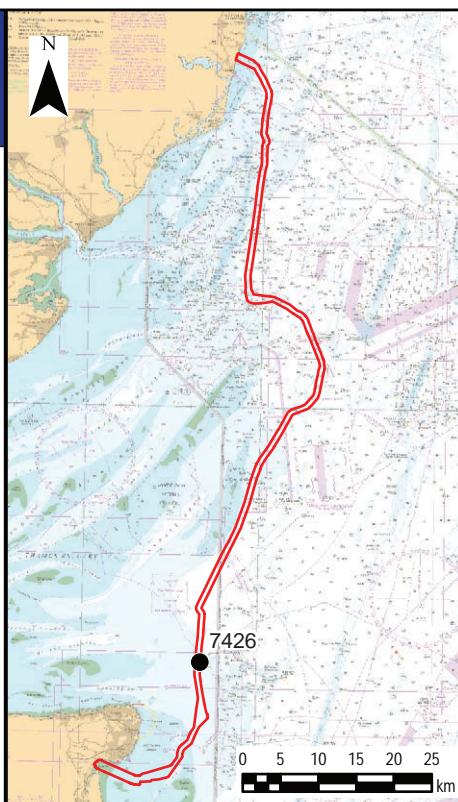
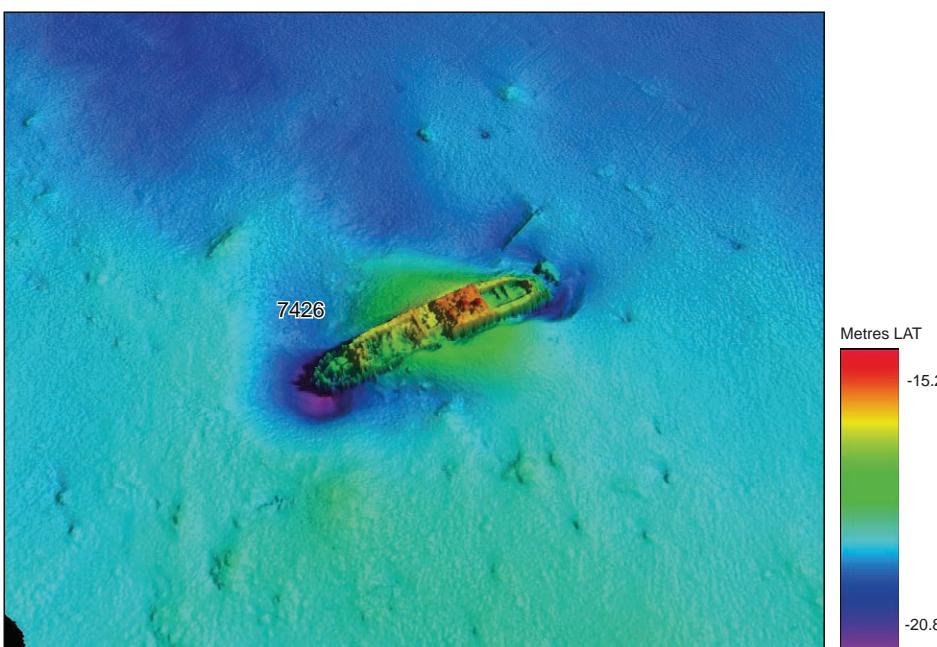
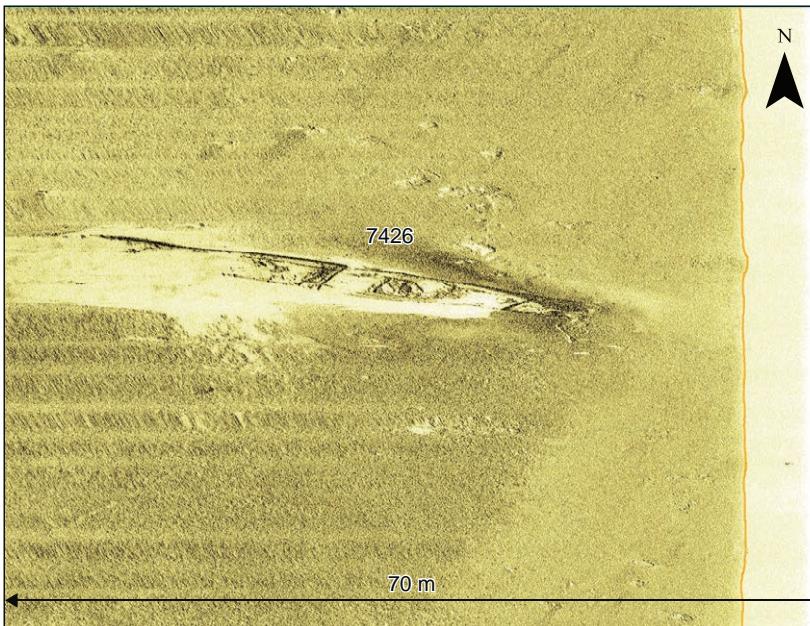
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## ID 7426 – UKHO 13958 – Unknown

Location	399876 E 5700385 N	Area	Sea Link Offshore Block 4
Archaeological Importance	High		
Wreck 7426 is a recorded wreck that corresponds with the UKHO (13958) and NMHR (831796) records for an unknown wreck.			
The wreck is visible in the SSS data with a large, elongate and distinct curvilinear dark reflector with a bright uneven shadow, measuring 51.6 x 11.9 x 3.4 m. This is interpreted to represent the hull, which appears to be intact. Within the hull, linear and curvilinear dark reflectors and some slatted features are visible that possibly represent surviving deck structure. One end of the vessel is heavily degraded and may be buried.			
In the MBES data the stern of the wreck appears to be to the WNW and the bow to the ESE. The hull is mostly intact, however there is a dip visible in the centre of the wreck which may suggest it is broken in two. It appears slightly bowed and has large amounts of sediment accumulation at either side of the hull up to 5.0m high that may be burying its full extent. The wreck is upright with two triangular mounds visible in its centre that may be boilers. Some possible surviving deck structure is visible as linear mounds at the stern and small uneven angular mounds at the bow end of the vessel. The wreck is surrounded by scouring at the bow and stern up to 2.0 m deep.			
The wreck has a very large Mag. anomaly associated with it, measuring 10,094 nT, indicating substantial ferrous material is present.			
Build	Type	Unknown	
	Construction	Unknown, likely steel	
	Dimensions (m)	Unknown	
	Shipyard	Unknown	
Loss	Cause	Unknown	
Recorded by the UKHO and NMHR as an unknown wreck that was last surveyed in 2017. The wreck was reported as being upright and intact with dimensions of 50.8 x 9.0 x 3.7 m and with 25.0 m of scour up to 2.7 m deep.			
The wreck appears to be mostly intact however evidence of collapse and burial is visible in the 2021 geophysical data. Several items of debris are visible surrounding the wreck suggesting it is degraded and a large mound identified at the stern suggests a large piece of the vessel may have broken off. The wreck is situated in an area of mobile sediments and it may periodically be buried.			



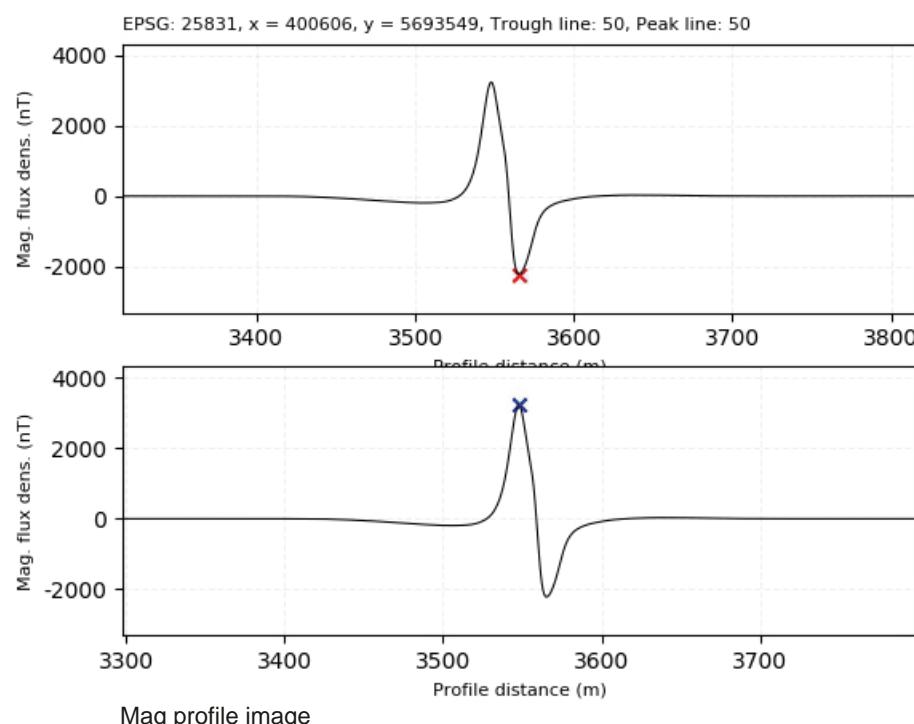
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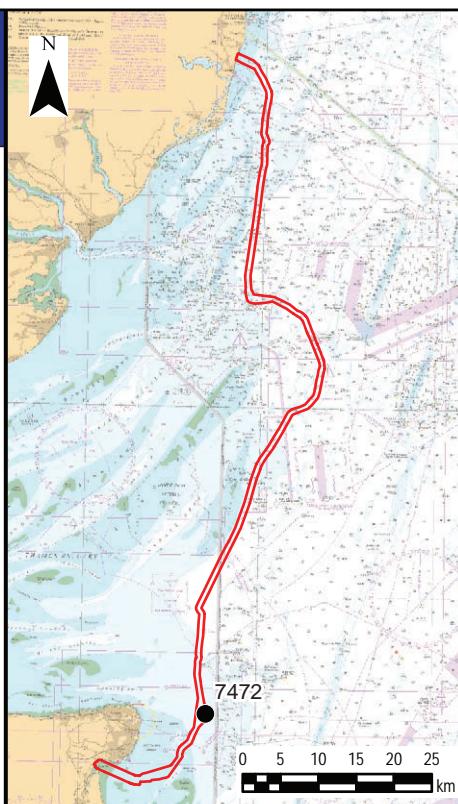
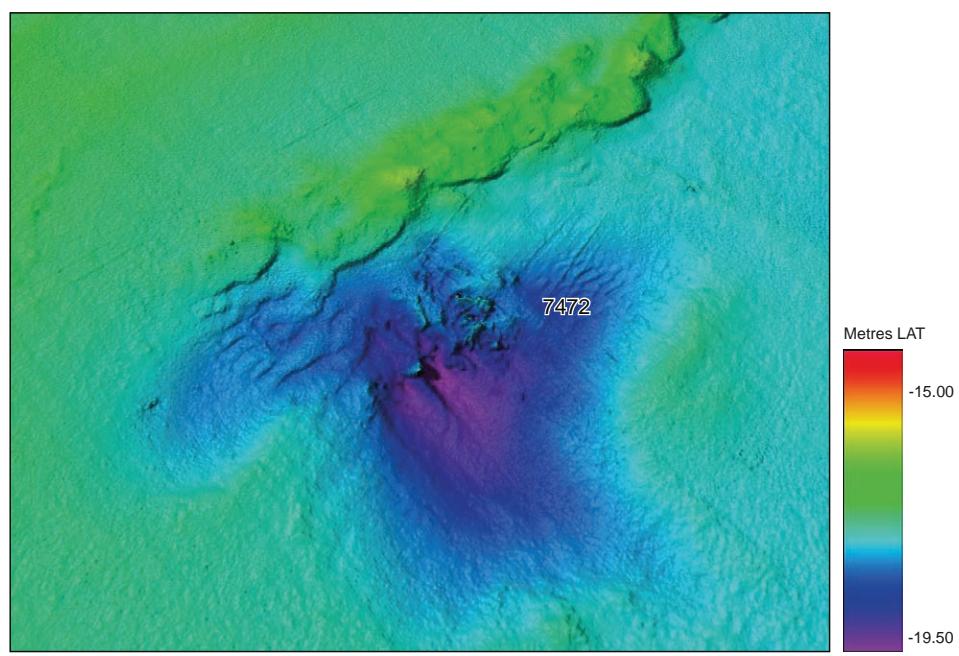
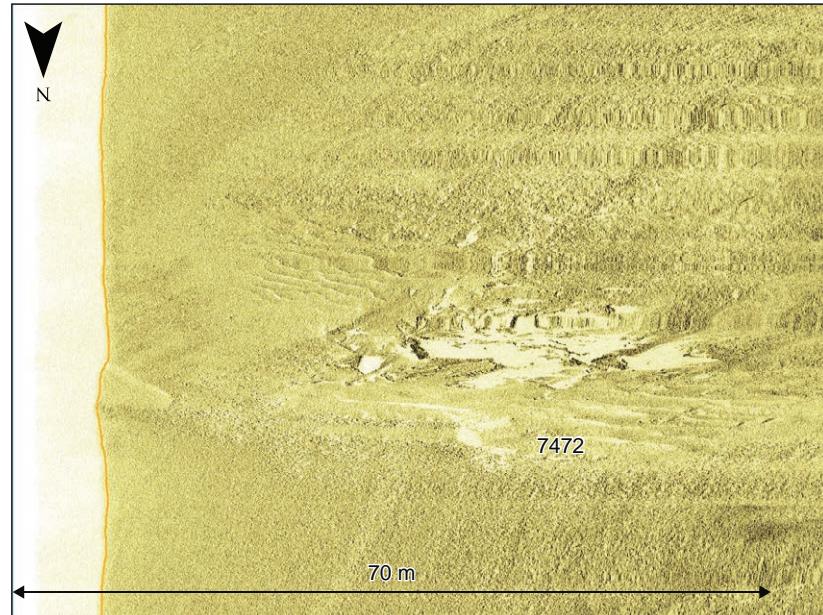
## ID 7472 – UKHO 14944 – Selma (Possibly)

Location	400613 E 5693545 N	Area	Sea Link Offshore Block 4
Archaeological Importance	High		
Wreck 7472 is a recorded wreck that corresponds with the UKHO (14944) and NMHR (904908) records for Selma (Possibly).			
In the SSS data the wreck is visible as a large spread of elongate, angular and curvilinear dark reflectors with bright shadows. The hull is not distinct and there are no discernible internal features visible, suggesting the wreck is very broken up. The wreck measures 52.5 x 38.7 x 1.6 m and is situated in an area of mobile sediments, indicating the full extent of the wreck may be buried.			
In the MBES data the wreck is visible as a group of elongate, angular and rounded objects situated within depressions. The largest linear object measures 7.7 x 2.8 x 0.6 m and a large angular mound at the western end of the wreck measures 4.1 x 2.8 m; this has a very flat peak and steep edges, and some data points are missing which may suggest its peak is overhanging the edge of the main structure. Large scouring is visible to the south of the wreck measuring 24.0 m long and 0.6 m deep. The wreck is surrounded by sand waves and there is some outcropping geology to the north.			
The wreck has a very large Mag. anomaly associated with it, measuring 5,443 nT, indicating substantial ferrous material is present			
Build	Type	Steam ship	
	Construction	Unknown, likely steel	
Dimensions (m)	82.3 x 11.9 x 5.5 m		
	Shipyard	Unknown	
Loss	Cause	Mined	
Recorded in the UKHO and NMHR databases as Selma (Possibly), a 1654 gross ton steam ship that was sunk by a mine in 1915. The wreck was last surveyed in 2018 and reported as consisting of broken and dispersed debris in scour with dimensions of 30.0 x 23.3 x 0.8 m.			
The larger geophysical dimensions in the most recent survey may indicate the wreck has collapsed, degraded further, or become more exposed since 2018. The wreck is very broken up and degraded and is situated in an area of mobile sediments, suggesting it may periodically be buried. An associated debris field has been identified to the north-west of the wreck and more debris may be buried in the vicinity.			



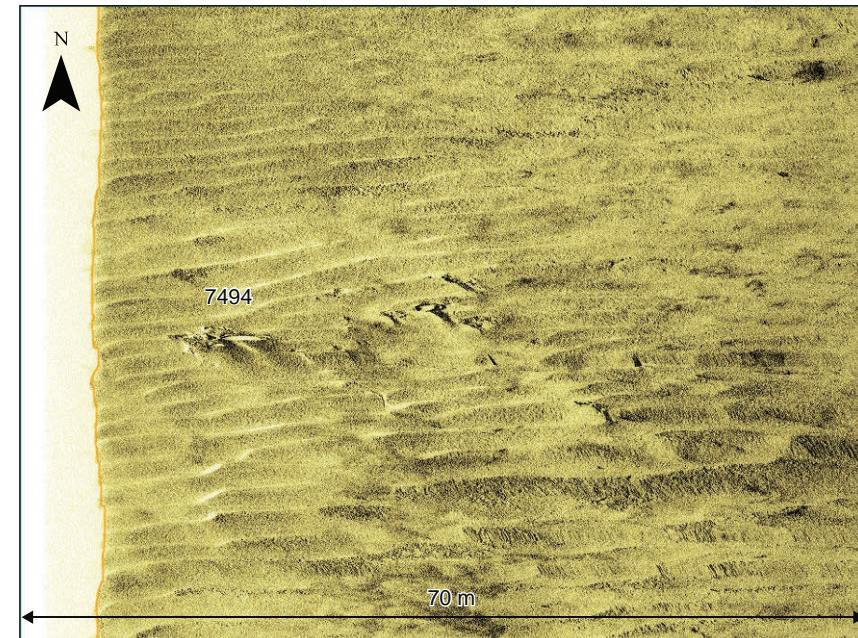
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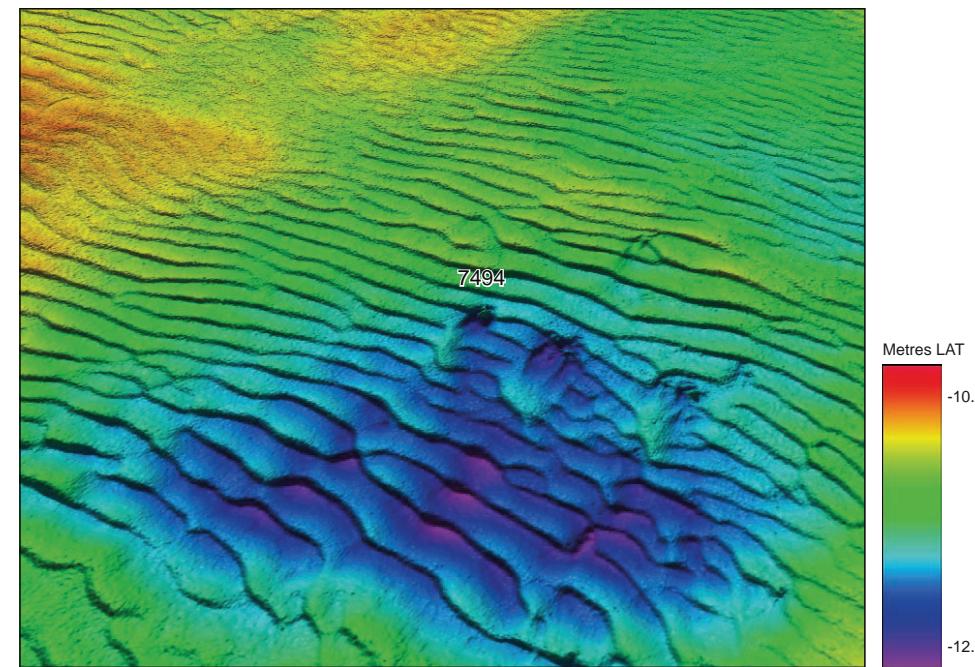
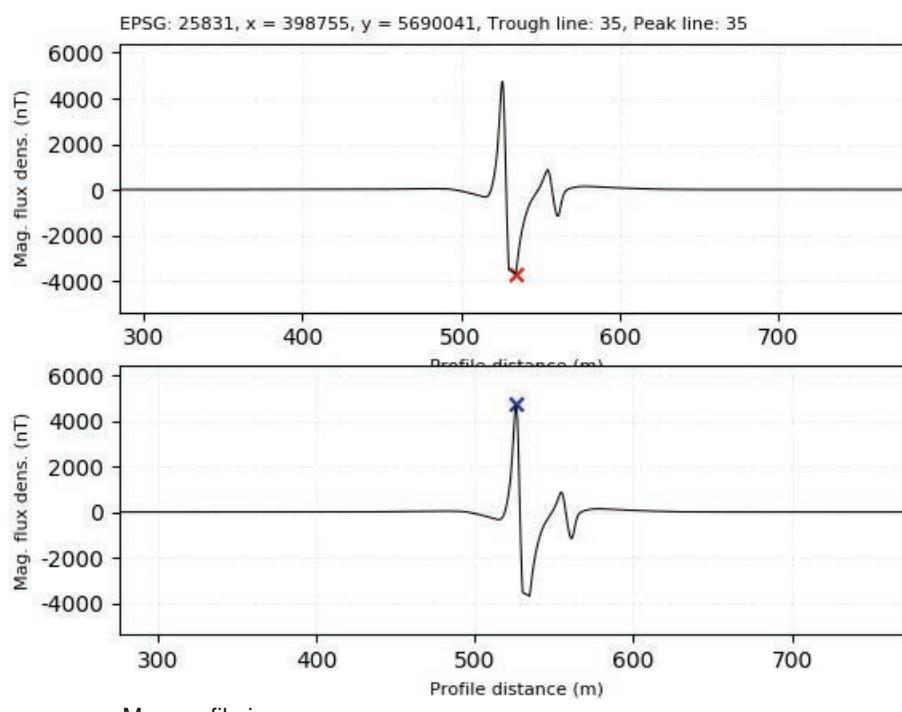


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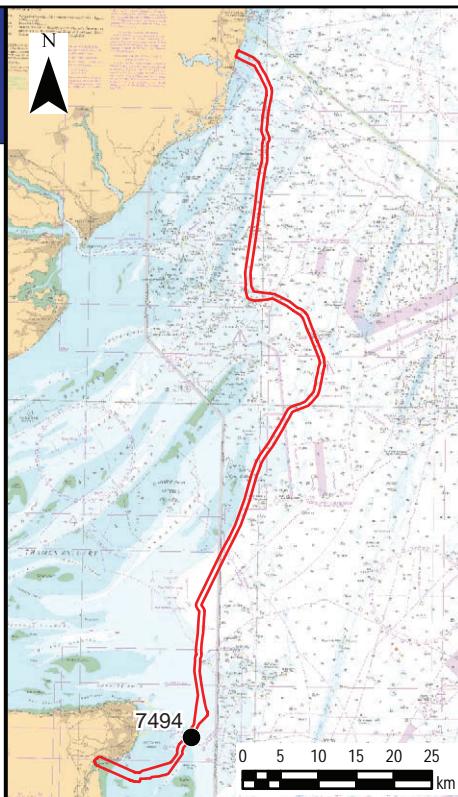
Location	398780 E 5690035 N	Area	Sea Link Offshore Block 4		
Archaeological Importance	High				
Geophysical survey dimensions and notes		<p>Wreck 7494 is a recorded wreck that corresponds with UKHO record 15175, <i>Klar</i>.</p> <p>In the SSS data the wreck is visible as a large spread of highly anomalous rounded, curved, linear and angular dark reflectors with shadows of varying heights. The wreck measures 51.3 x 42.2 x 1.0 m and is situated within an area of sand waves, suggesting the potential for further debris to be buried in the vicinity.</p> <p>In the MBES data the wreck is visible as an area of disturbed seabed comprising three compact groups of distinct mounds within mobile sediments. An elongate object is visible measuring 2.2 x 1.2 m and the largest mound measures 2.8 x 1.8 m. Smaller rounded and angular mounds are also visible and the feature has scouring to the south for 13.0 m and up to 0.4 m deep.</p> <p>The wreck has a very large Mag. anomaly associated with it, measuring 8,421 nT, indicating substantial ferrous material is present.</p>			
Type	Steam Ship				
Construction	Unknown, likely steel				
Dimensions (m)	45.7 x 7.6 x 5.2 m				
Shipyard	Unknown				
Loss	Cause	Mine			
Extent of Survival		<p>Recorded by the UKHO as <i>Klar</i>, a 518 gross ton steam ship that struck a mine and sank on passage from Tyne to Rouen in 1915. The wreck was last identified in 1997 with measurements of 50.0 x 45.0 x 1.0 m with scour extending for 65.0 m. The wreck was not identified in a MBES survey in 2018 and the record was amended to dead.</p> <p>In the 2021 geophysical data the wreck appears very broken up and degraded with no identifiable structure visible. The wreck is situated within sand waves and may be periodically buried, which may explain why it was not identified in 2018.</p>			



Sidescan sonar waterfall image of wreck 7494, 70 m range per channel



MBES grid image, x 1 vertical exaggeration, looking north-west

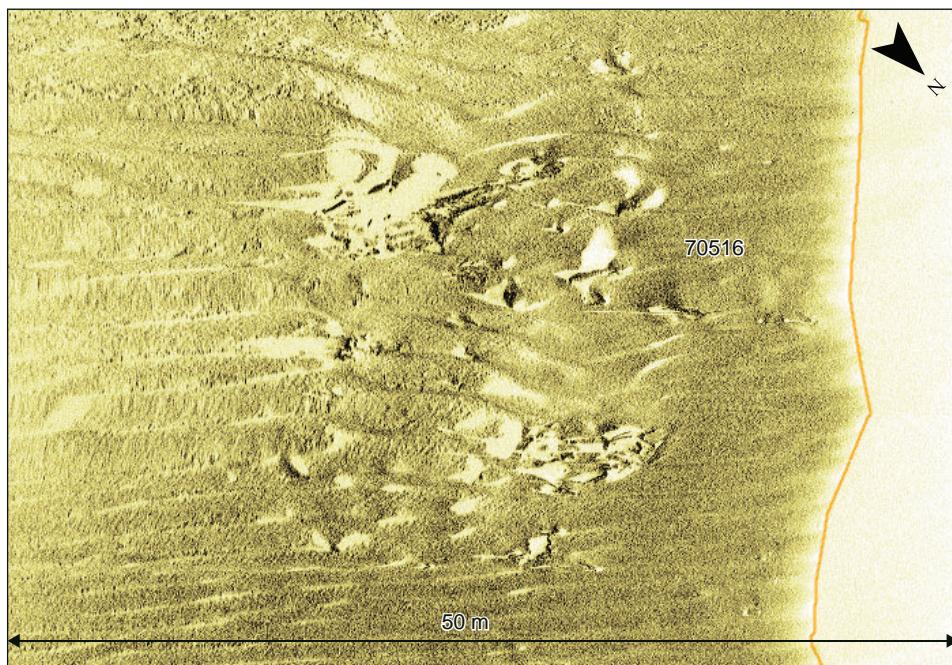
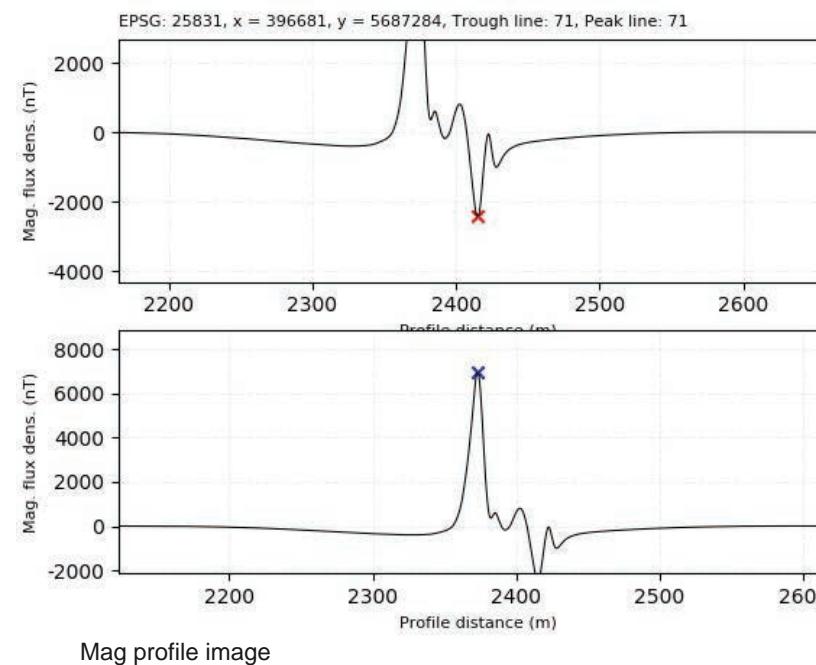


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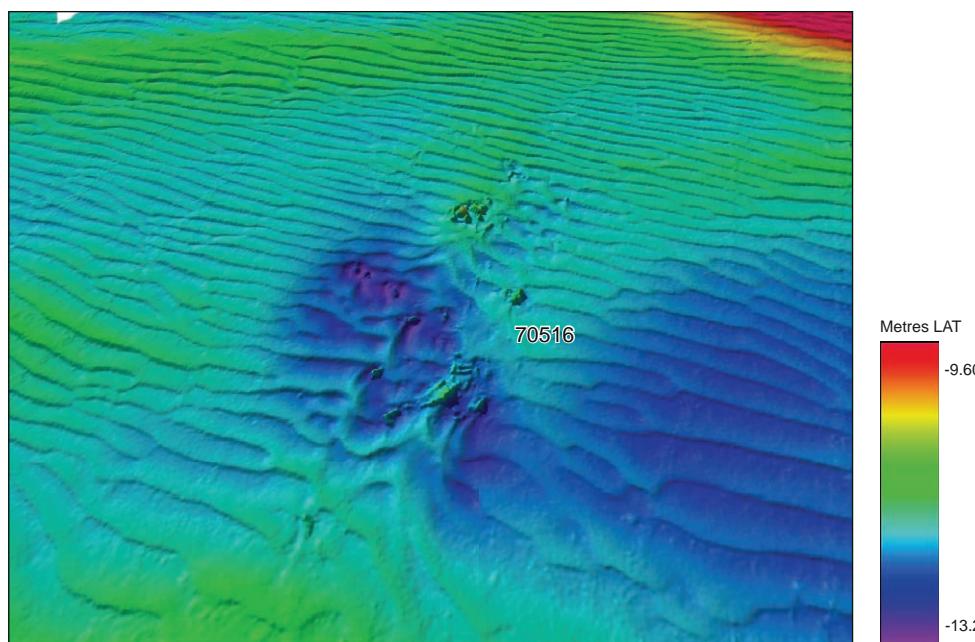
Marine archaeology study area

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Document Title: Wreck Sheet 14: Wreck 7494					
Creator: KF	Date:	Checker: VL	Date:	Approver: EM	Date:
Document Ref: 6.4.4.6.A.26	Scale: Inset 1:1,000,000	Format: A3	Sheets: 1	Rev: 0	

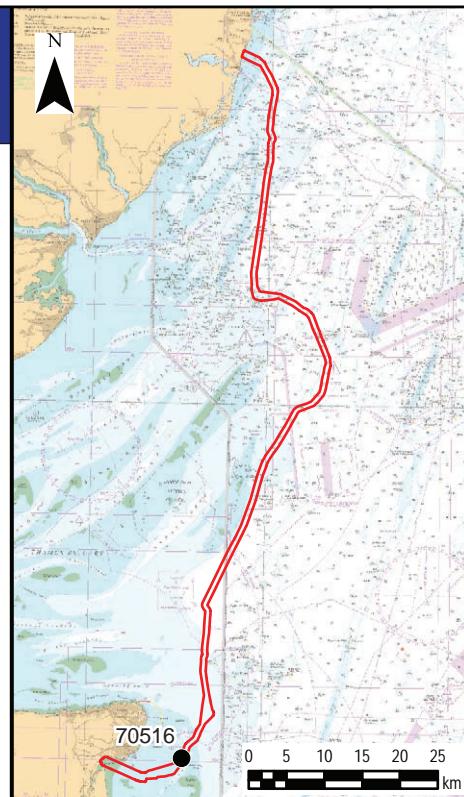
Location	396674 E 5687281 N	Area	SEA Link
Archaeological Importance	High		
Geophysical survey dimensions and notes		<p>Wreck <b>70516</b> is a recorded 'dangerous wreck' that corresponds with UKHO record 13849 of the HMS <i>Arctic Trapper</i>.</p> <p>The wreck is identified in the SSS data as &gt;10 distinct angular and sub-angular dark reflectors with shadows and scour, measuring 74.7 x 55.4 x 1.4 m and located within an area of sand ripples.</p> <p>In the MBES data it is recorded as several widely spaced, angular pieces of debris, the largest of which measures 7.3 x 3.5 x 0.3 m and is located in a slight depression. Towards the north-east there is another large piece of debris measuring 3.2 x 1.8 x 0.8 m.</p> <p>The wreck is associated with a very large asymmetric magnetic dipole, with an amplitude of 9,405 nT.</p>	
Build		<p><b>Type</b> Trawler</p> <p><b>Construction</b> Unknown, but presumed steel hull from the Mag. anomaly. Single boiler, triple expansion engine, single shaft, one 12 pounder gun.</p> <p><b>Dimensions (m)</b> Unknown</p> <p><b>Shipyard</b> Unknown</p>	
Loss	<p><b>Cause</b> Sunk by German aircraft, 03/02/1941</p> <p>The wreck is noted as being 'partially visible' as a 'small area of wreckage' in the UKHO record. It was last surveyed in September 2015 when it was found to have dimensions of 3.1 x 2.7 x 2 m, markedly different to the recorded dimensions in the data, although this may be a measurement of the largest piece of debris in the area, rather than the dimensions of the entire debris field. The UKHO records it as a 'strong' magnetic anomaly.</p> <p>In the data, the wreck is highly degraded. It is visible as a widely spaced debris field. While the structure of the ship has completely disintegrated, it is possible that large, angular mounds visible in the MBES and SSS data represent individual surviving components of the ship mentioned in the UKHO record, such as the engines or boiler. Scour is visible around the debris, and sand waves in the area suggest the seabed is active. As such, other nearby pieces of debris may be buried.</p> <p>It is noted that the wreck was "dispersed clear to seabed" in 1947, which likely accounts for its highly degraded state, and as such any coherent structure is unlikely to survive.</p>		



Sidescan sonar waterfall image of wreck **70516**,  
50 m range per channel



MBES grid image, x 1 vertical exaggeration, looking north

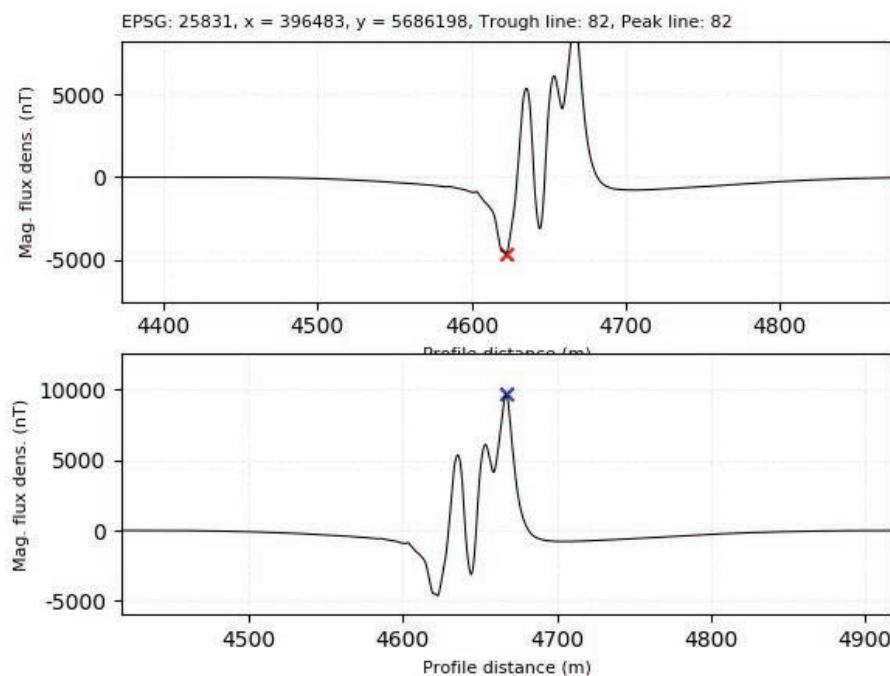


#### Legend

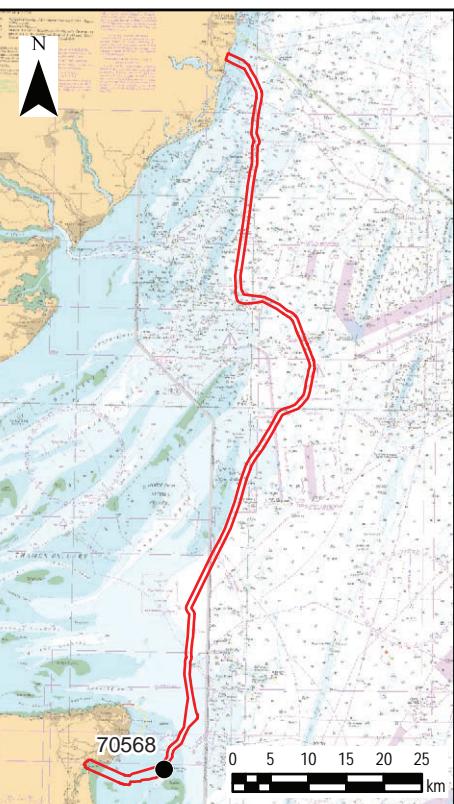
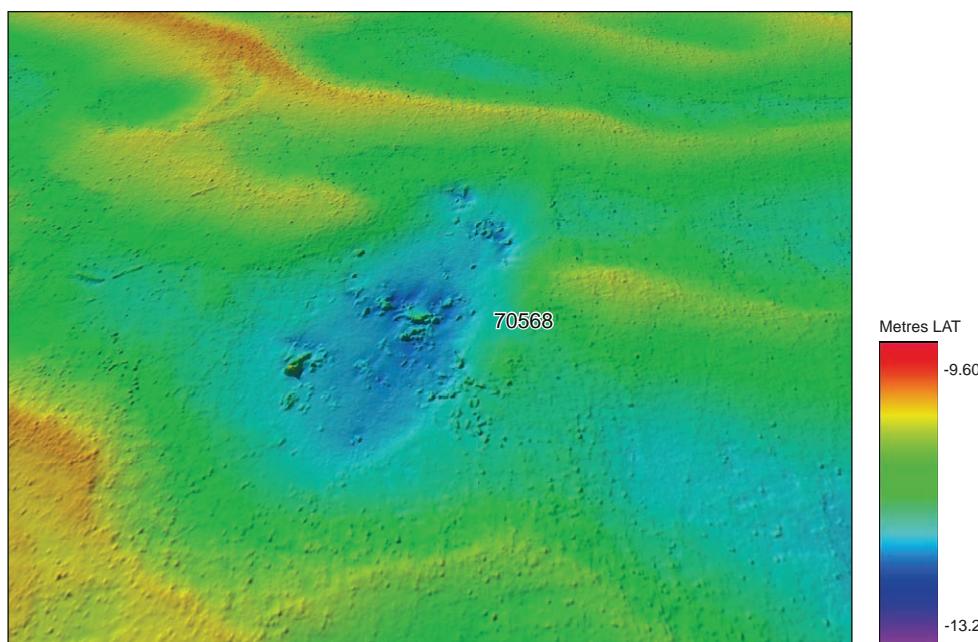
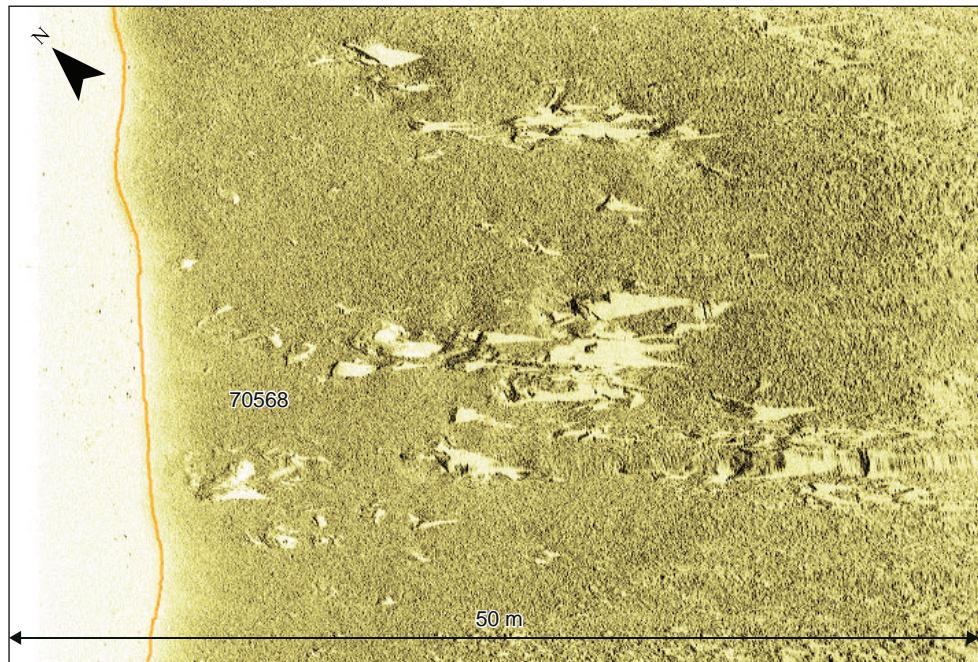
Marine archaeology study area

0	11/09/2024	ENVIRONMENTAL STATEMENT	KF	VL	EM
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Document Title: Wreck Sheet 15: Wreck 70516					
Creator: KF	Date:	Checker: VL	Date:	Approver: EM	Date:
Document Ref: 6.4.4.6.A.27	Scale: Inset 1:1,000,000	Format: A3	Sheets: 1	Rev: 0	

Location	396470 E 5686189 N	Area	Sea Link Area 5
Archaeological Importance	High		
Geophysical survey dimensions and notes		<p>Wreck <b>70568</b> is a recorded 'dangerous wreck' that corresponds with UKHO record 13843 for the <i>Rydal Force</i>.</p> <p>The wreck is visible in the SSS data as a distinct scatter of multiple large angular pieces of debris with pointed shadows, that measures 37.4 x 36.7 x 1.3 m. No coherent structure is visible in the data.</p> <p>In the MBES data the wreck is visible as several very angular mounds, with a larger distinct angular mound located 10 m to the southwest. It measures approximately 15.0 x 9.3 x 1.5 m and is surrounded by several smaller, angular mounds.</p> <p>In the Mag. data, the wreck is recorded as a very large asymmetric dipole with a magnetic amplitude of 14,327 nT.</p>	
Build	Type	Steam Ship	
	Construction	Unknown, but assumed steel hull due to Mag. anomaly	
	Dimensions (m)	Unknown	
	Shipyard	Unknown	
Loss	Cause	Mined, 24/04/1940	
Extent of Survival		<p>The wreck was last surveyed in September 2015 and is recorded as having dimensions of 6.0 x 3.5 x 2 m, which are much smaller than the entire debris field visible in the data. Earlier surveys found the debris to extend over an area 65 x 38 x 1.7 m, with "Wreckage scattered over a wide area".</p> <p>The wreck appears as very dispersed in the data. The structure of the vessel appears to be highly degraded and is unrecognisable as a coherent wreck. Visible large angular mounds may be individual surviving components of the ship. The debris is located in an area of sand waves and may be periodically buried. A large debris field (<b>70567</b>) located 15 m north is very likely related debris, along with several pieces located approximately 50 m northwest.</p> <p>The wreck is recorded as being "dispersed to 1m of seabed" in 1950, which likely accounts for the highly degraded nature of the wreck, and indicates it is unlikely any coherent structure remains.</p>	



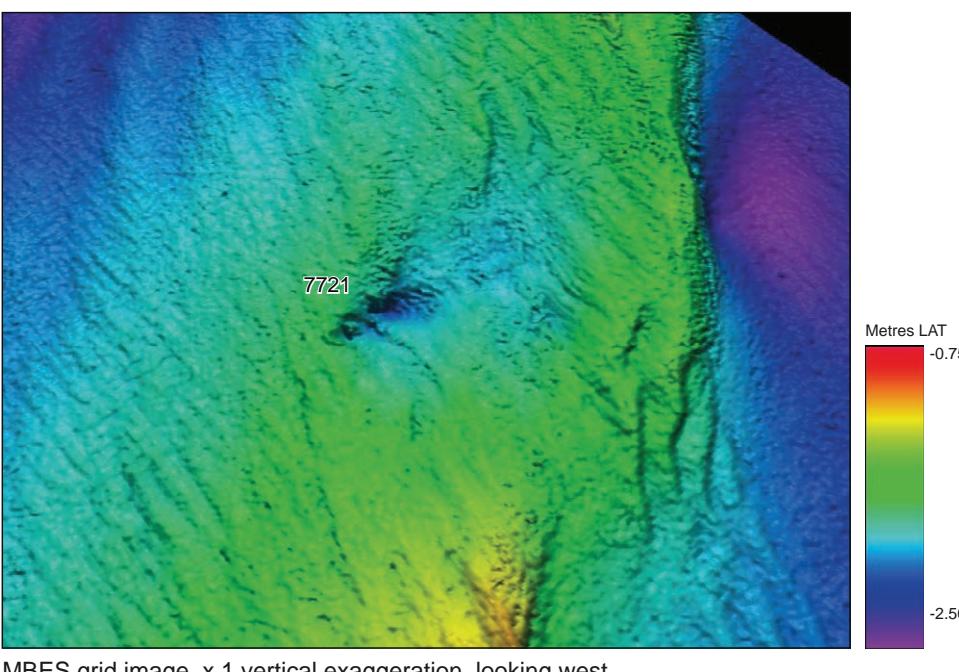
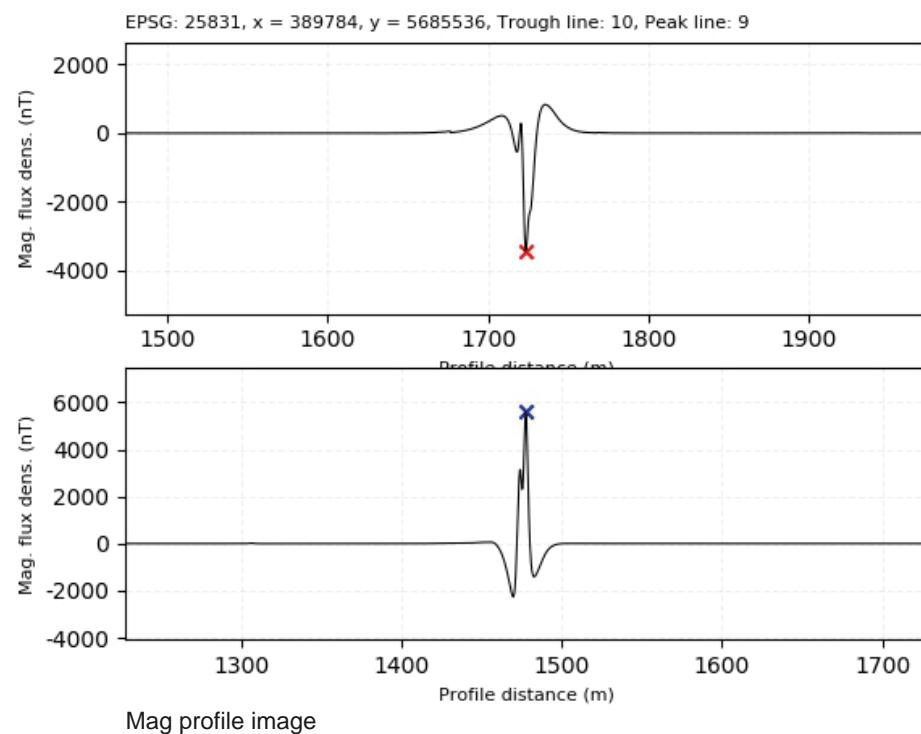
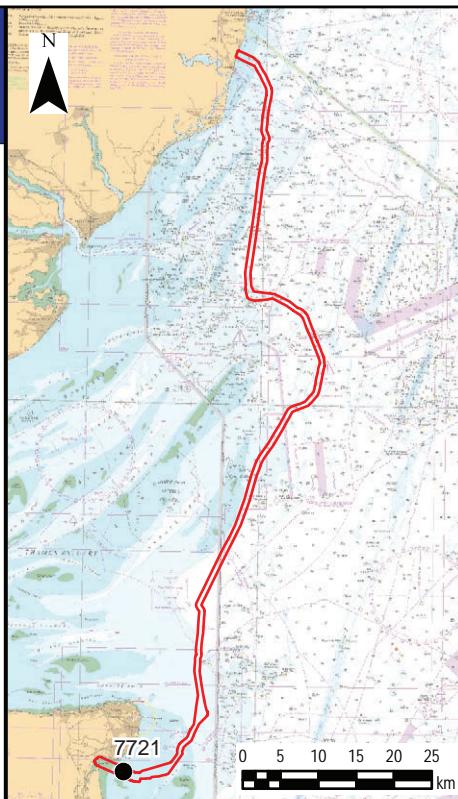
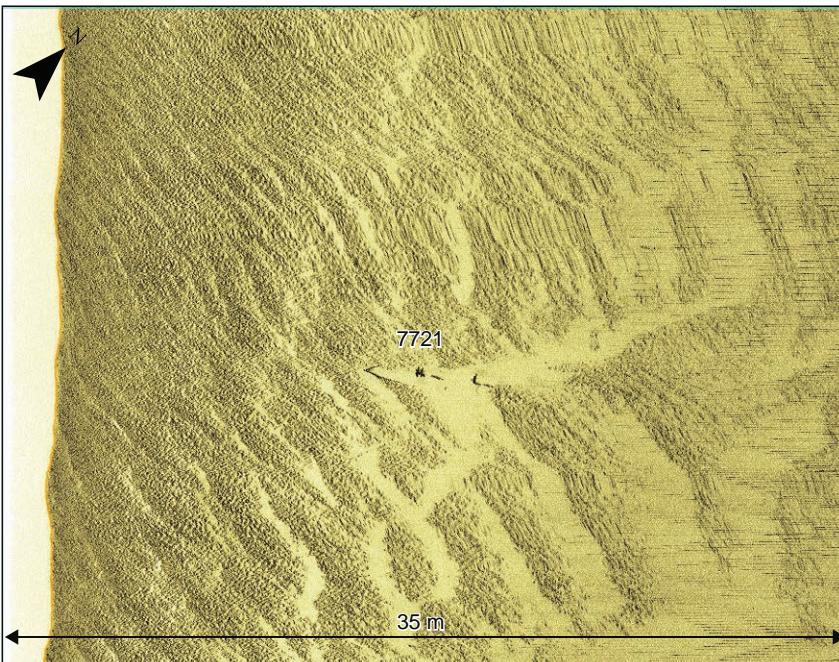
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The data sets are not suitable for use in marine navigation or in the creation of navigational products.  
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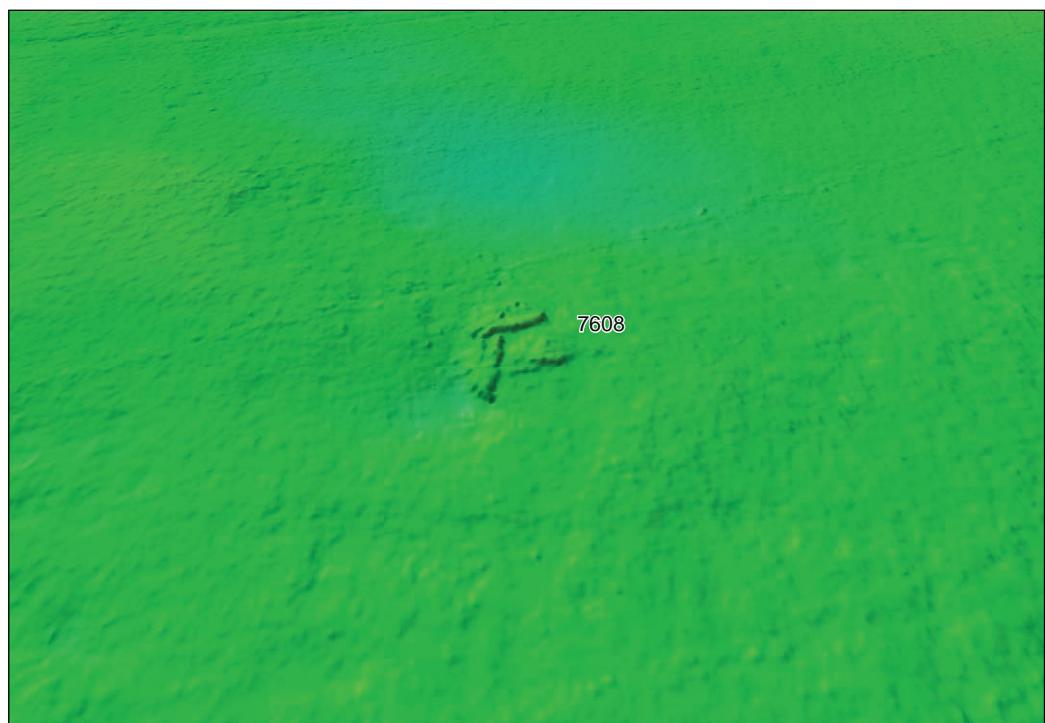
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Rev	Date	Description	GIS	Chk	App
<b>nationalgrid</b>					
Scheme: SEA LINK					
Document Title: Wreck Sheet 16: Wreck 70568					
Creator: KF	Date:	Checker: VL	Date:	Approver: EM	Date:
Document Ref: 6.4.4.6.A.28	Scale: Inset 1:1,000,000	Format: A3	Sheets: 1	Rev: 0	

## ID 7721 – UKHO 85569 – Unknown

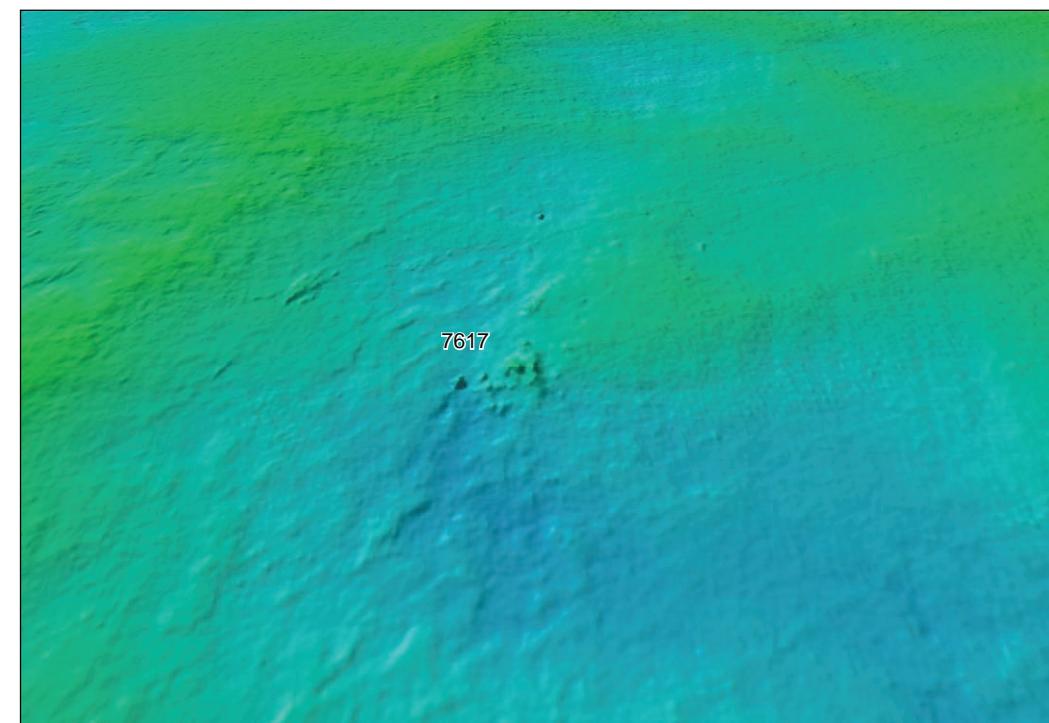
Location	389778 E 5685519 N	Area	Sea Link Nearshore S5		
Archaeological Importance	High				
Geophysical survey dimensions and notes		<p>Wreck 7721 is a recorded wreck that corresponds with UKHO record 85569, an unknown wreck.</p> <p>In the SSS data the wreck is visible as an area of disturbed seabed with three distinct dark reflectors within; a thin right-angled object measuring 5.0 x 0.6 m is visible, plus two smaller angular objects with slight shadows. The wreck measures 8.5 x 4.7 x 0.4 m and is situated within an area of mobile sediments so the full extent is likely buried.</p> <p>In the MBES data the wreck is visible as a group of angular objects in the base of a large depression or seabed disturbance: the largest object measures 2.1 x 1.2 x 0.2 m.</p> <p>The wreck has a very large Mag. anomaly associated with it, measuring 9,085 nT, indicating substantial ferrous material is present.</p>			
Type	Unknown				
Construction	Unknown, likely steel				
Dimensions (m)	Unknown				
Shipyard	Unknown				
Loss	Cause	Unknown			
Extent of Survival		<p>Recorded by the UKHO as an unknown wreck, first identified in 2016, and reported as being the possible remains of a barge. The wreck was last surveyed in 2019 with MBES dimensions of 37.4 x 3.9 x 0.9 m.</p> <p>The wreck is highly broken up with no hull or structure discernable in the 2021 geophysical data. The previously reported dimensions and appearance suggest that this wreck has become almost completely buried in mobile sediments since 2019 and little can be said about its present condition.</p>			



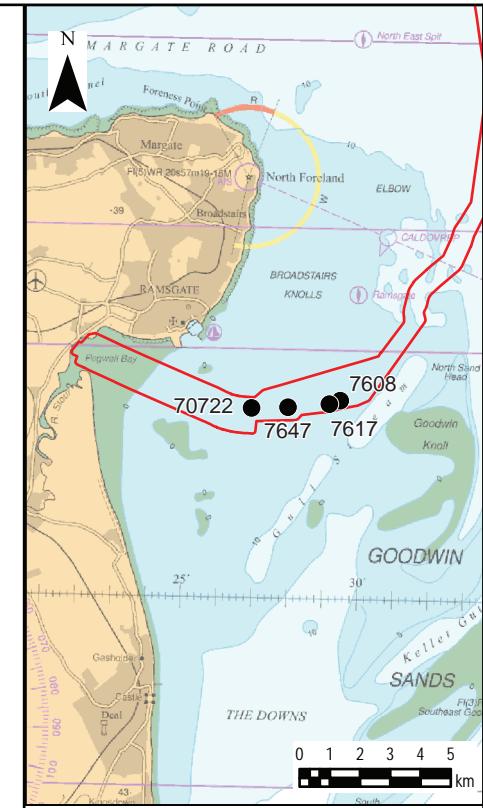
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Rev	Date	Description	GIS	Chk	App
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Document Title: Wreck Sheet 17: Wreck 7721					
Creator: KF	Date:	Checker: VL	Date:	Approver: EM	Date:
Document Ref: 6.4.4.6.A.29	Scale: Inset 1:1,000,000	Format: A3	Sheets: 1	Rev: 0	



Anomaly 7608 (UKHO\_91237), MBES grid image, x1 vertical exaggeration, looking north



Anomaly 7617 (UKHO\_91236), MBES grid image, x1 vertical exaggeration, looking north



#### Legend

Marine archaeology study area



Anomaly 7647 (UKHO\_91206), MBES grid image, x1 vertical exaggeration, looking north



Anomaly 70722, MBES grid image, x1 vertical exaggeration, looking north

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Rev	Date	Description	GIS	Chk	App
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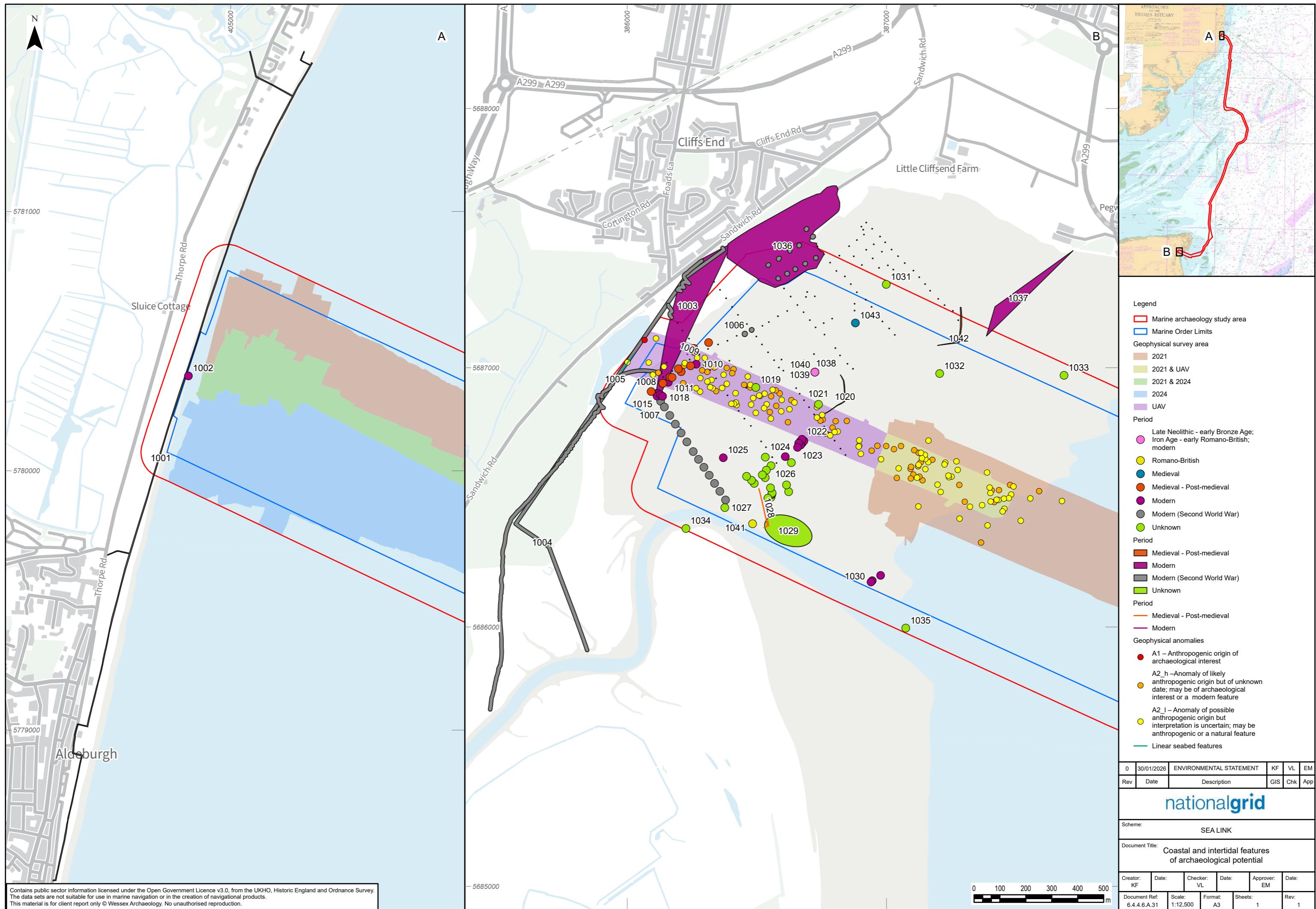
**nationalgrid**

Scheme: SEA LINK

Document Title: Data examples of A1 discriminated seabed features

Creator: KF	Date:	Checker: VL	Date:	Approver: EM	Date:
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Document Ref: 6.4.4.6.A.30	Scale: Inset 1:250,000	Format: A3	Sheets: 1	Rev: 0
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