

A photograph showing the backs of two people wearing high-visibility yellow-green jackets and hard hats (one white, one yellow) looking out over a calm sea under a cloudy sky. The person on the left is wearing a white hard hat with 'concept' written on it. The person on the right is wearing a yellow hard hat.

Working together for a
cleaner energy future

Environmental Impact Assessment Report
Volume 3, Appendix 16.1: Offshore Historic Environment
Desk-Based Assessment

MarramWind Offshore Wind Farm

December 2025

Document code:	MAR-GEN-ENV-REP-WSP-000145
Contractor document number:	852346-WEIS-IA-O1-RP-M2-360190
Version:	Final for Submission
Date:	08/12/2025
Prepared by:	WSP UK Limited
Checked by:	WSP UK Limited
Approved by:	MarramWind Limited

Contents

1.	Introduction	6
1.1	Project background	6
1.2	Aims	6
1.3	Legislative background	6
1.3.1	Legislation	6
1.3.2	Policy	7
1.4	Heritage Sector guidance	8
1.4.2	Historic Environment Scotland guidance	8
1.4.3	Chartered Institute of Archaeologists	9
2.	Assessment Methodology	10
2.1	Study area	10
2.2	Data sources	10
2.3	Site visit	11
2.4	Assessing archaeological potential	11
2.5	Marine geophysical survey	11
2.6	Marine Geotechnical Survey	11
3.	Historic Environment baseline	12
3.1	Site location	12
3.2	Geology and submerged palaeolandscapes	12
3.2.1	Geology	12
3.2.2	Submerged palaeolandscapes	13
3.3	Overview of past archaeological investigations	15
3.4	Archaeological and historical background	15
3.4.2	Prehistoric (800,000 Before Common Era (BCE) to Common Era (CE) 400)	16
3.4.3	Roman (CE 80 to 165 CE)	20
3.4.4	Medieval (400 CE to 1560 CE)	21
3.4.5	Post-medieval (1560 CE to 1900 CE)	22
3.4.6	Modern (CE 1901 to present)	24
4.	Archaeological Potential and Statement of Significance	27
4.1	Introduction	27
4.2	Palaeolandscapes and palaeoenvironmental	27
4.3	Prehistoric	27
4.4	Medieval	28
4.5	Post-medieval	29
4.6	Modern	30
5.	References	31

6.	Glossary of Terms and Abbreviations	37
6.1	Abbreviations	37
6.2	Glossary of terms	38

Table 2.1	Summary of data sources used in the DBA	10
-----------	---	----

Appendix A	Historic Environment Gazetteer	
------------	--------------------------------	--

1. Introduction

1.1 Project background

- 1.1.1.1 This Appendix of the Environmental Impact Assessment Report presents the marine archaeology and cultural heritage desk-based assessment (DBA) Report for the MarramWind Offshore Windfarm (hereafter the 'Project'). The purpose of the Report is to provide a marine archaeology assessment of all available and relevant data sources, to identify known or possible marine archaeological buried heritage within the Offshore Red Line Boundary (see **Volume 2, Figure 4.2: Offshore Red Line Boundary**) which consists of the Option Agreement Area (OAA) and offshore export cable corridor, or the 5km marine archaeology study area up to the Mean High Water Springs (MHWS) boundary. These assets have been identified from a broad range of standard sources and are considered to have a degree of significance meriting consideration in planning decisions and include designated (protected) heritage assets and non-designated assets.

1.2 Aims

- 1.2.1.1 The specific aims of this assessment are to:
- establish the known and potential marine cultural heritage and archaeology assets within the Offshore Red Line Boundary;
 - to place the application site within its full historical / archaeological context through the collection of baseline information;
 - assess the significance of known and potential marine cultural heritage assets through weighted consideration of their valued components; and
 - assess the significance of the historic seascape character of the Project.

1.3 Legislative background

1.3.1 Legislation

- 1.3.1.1 The following legislation applies to archaeology and cultural heritage within both the UK Territorial Sea and the UK Exclusive Economic Zone (EEZ):
- Treasure Trove Law (as revised Jan 2016; applicable to mean low water springs);
 - Marine (Scotland) Act 2010;
 - The Marine and Coastal Access Act (2009);
 - Merchant Shipping Act 1995;
 - Protection of Military Remains Act 1986; and
 - Ancient Monuments and Archaeological Areas Act 1979.
- 1.3.1.2 The above legislation provides protection for wrecks or other sites of high historical, archaeological or artistic value, as well as allowing military wrecks and aircraft remains to be protected. There are currently no known protected wrecks or other heritage assets within the Offshore Red Line Boundary or marine archaeology study area. If encountered, all military aircraft crash sites are automatically protected under the Protection of Military

Remains Act 1986. Ownership of any wreck remains is determined in accordance with the Merchant Shipping Act 1995.

1.3.2 Policy

1.3.2.1 The following policy applies to archaeology and cultural heritage within both the UK Territorial Sea and the UK EEZ.

- Scottish National Planning Framework 4 (Scottish Government, 2023);
- Scotland's National Marine Plan: A Single Framework for Managing Our Seas (March 2015);
- The UNESCO Convention on the Protection of Underwater Cultural Heritage, adopted in 2001 (UNESCO, 2001);
- The European Convention on the Protection of the Archaeological Heritage (Revised) 1992 (Council of Europe, 1992);
- The United Nations Convention of the Law of the Sea (UNCLOS) (United Nations, 1982); and
- International Council on Monuments and Sites (ICOMOS).

1.3.2.2 In 2000, the UK government ratified The European Convention on the Protection of the Archaeological Heritage (Revised) 1992 (The Valletta Convention). The convention binds the UK to implement protective measures for the archaeological heritage within their jurisdiction, including sea areas.

1.3.2.3 The UNESCO Convention on the Protection of Underwater Cultural Heritage, adopted in 2001 (UNESCO, 2021), is intended to enable States to better protect their submerged cultural heritage. The UK was one of a number of States that abstained from the 2001 vote and has not ratified the Convention. However, the UK has adopted 'The Rules', an Annex to the Convention that sets out a standard for archaeological investigations, as government policy for underwater cultural heritage.

1.3.2.4 Scottish National Planning Framework 4 (2024) discusses how proposals for energy infrastructure development should take account of spatial frameworks for wind farms and heat maps where relevant. Considerations will vary relative to the scale but are likely to include:

- net economic impacts;
- scale of contribution to renewable energy generation;
- effect on greenhouse gas emissions;
- cumulative impacts;
- impacts on communities and individual dwellings;
- landscape and visual;
- natural heritage;
- carbon rich soils impacts;
- impacts on historic environment;
- impacts on road traffic; and
- effects on hydrology.

- 1.3.2.5 The Historic Environment Policy for Scotland (HEPS) (2019) document is designed to support and enable good decision-making about changes to the historic environment. HEPS sets out a series of principles and policies for the recognition, care and sustainable management of the historic environment which have informed development of the proposed scope and methodology of the assessment.
- 1.3.2.6 The UK Marine Policy Statement (2011):
- sets out high-level objectives for the marine space, including achieving a sustainable marine economy and identifies a wide range of relevant marine uses.
 - Requires use of the marine environment and its resources to maximise sustainable activity, prosperity and opportunities for all.
 - Requires the use of the marine environment recognises the protection and management needs of marine cultural heritage according to its significance.
- 1.3.2.7 The Scotland National Marine Plan (2015) GEN 6: Historic environment states the development and use of the marine environment should protect and, where appropriate, enhance heritage assets in a manner proportionate to their significance.
- 1.3.2.8 The Sectoral Marine Plan - Offshore Wind Energy (2020):
- Confirms Plan Options for ScotWind leasing (including NE7) and provides a spatial strategy for offshore wind development.
 - Highlights the need for this strategy to minimise the potential adverse effect on other marine users, economic sectors and the environment.
 - It comments on the value of the historic environment to Scotland, noting existing protections and providing links to further information on designated and non-designated heritage assets.

1.4 Heritage Sector guidance

- 1.4.1.1 The assessment has been carried out in accordance with to standards specified by the Chartered Institute for Archaeologists (CIfA) (CIfA, 2020a, 2020b) and Historic Environment Scotland (Historic Environment Scotland 2020, 2022, 2023a, 2023b).

1.4.2 Historic Environment Scotland guidance

- 1.4.2.1 The following Historic Environment Scotland's guidance documentation were used to inform the scope of the baseline study:
- Our Past, Our Future: The Strategy for Scotland's Historic Environment (Historic Environment Scotland, 2023a);
 - The Historic Environment Strategy for Scotland (Historic Environment Scotland, 2022);
 - the draft Managing Change in the Historic Environment: Conserving our Underwater Heritage (Historic Environment Scotland, 2023b); and
 - Managing Change in the Historic Environment: Setting (Historic Environment Scotland, 2020).

1.4.3 Chartered Institute of Archaeologists

- 1.4.3.1 The baseline study has been undertaken in accordance with guidance published by the Chartered Institute for Archaeologists (CIfA), specifically the standard and guidance for historic environment DBA (CIfA, 2020a).

2. Assessment Methodology

2.1 Study area

- 2.1.1.1 The marine archaeology study area comprises a 5km buffer around the Offshore Red Line Boundary up to the MHWS boundary. This has been defined in order to ensure a comprehensive search of all the relevant datasets and archive material associated with the Offshore Red Line Boundary.

2.2 Data sources

- 2.2.1.1 The DBA methodology follows best practice professional guidance outlined by the ClfA Standard and Guidance for Historic Environment Desk-Based Assessment (ClfA 2020).
- 2.2.1.2 Information on marine cultural heritage and archaeology within the study area was collected through a detailed desktop review of several data sources. These sources are summarised in **Table 2.1**.

Table 2.1 Summary of data sources used in the DBA

Title	Source	Year	Author
Records of known wrecks and obstructions (ships and aviation) within territorial and international waters	United Kingdom Hydrographic Office (UKHO).	2025	UKHO
Added Canmore (Scottish National Record of the Historic Environment)	Historic Environment Scotland.	2025	Historic Environment Scotland.
Historic Environment Record (HER)	Aberdeenshire Council.	2025	Aberdeenshire Council
Marine geophysical and geotechnical survey reports	Coastal and Offshore Archaeological Research Services (COARS).	2025	COARS
GeoIndex (Offshore) Map Viewer	British Geological Survey (BGS).	2025	BGS
National Heritage List	Historic Environment Scotland.	2025	Historic Environment Scotland.
Web-published local history; Archaeological Data Service; National Library of Scotland historic maps database	Internet	Various	Various
Archaeological research frameworks	Scottish Archaeological Research Framework (ScARF).	2025	ScARF

Title	Source	Year	Author
Existing archaeological studies, reports, and published sources	Various	Various	Various

2.3 Site visit

- 2.3.1.1 The assessment included a site visit to the foreshore and intertidal area of the site carried out on the 17 October 2024 and 18 October 2024 during the low spring tide in order to determine the topography of the foreshore and intertidal, identify any visible heritage assets (for example, structures and earthworks), and assess factors which may have affected the survival or condition of any known or potential assets.

2.4 Assessing archaeological potential

- 2.4.1.1 **Section 4** presents an assessment of archaeological potential for each chronological period, based on the archaeological and historical background of the area, its geology, topography and hydrology, the likelihood for evidence of past activity, and considering past disturbance which may have affected survival. For example, the site may have high potential for activity of a particular period, but with low survival. **Section 4** also includes professional opinion on likely heritage significance, where there is low to moderate, or higher, potential for remains to be present. Where potential is low, heritage significance is not assessed, as this implies that remains from the period are not present.

2.5 Marine geophysical survey

- 2.5.1.1 COARS was contracted by WSP to undertake an archaeological assessment of the geophysical and hydrographic survey data acquired by Fugro GB Limited, on behalf of MarramWind Limited (hereafter, referred to as 'the Applicant') in 2022. The data was collected onboard the *MV Fugro Galaxy* and *MV Fugro Venturer*. The instruments consisted of Sidescan Sonar (SSS), Multibeam Bathymetry, Magnetometer and Parametric Sub-bottom Profiler (SBP) and Ultra High Resolution Seismics. For a full discussion of the results, including palaeolandscape assessment, see Section 16.5.3 of **Volume 1, Chapter 16: Marine Archaeology and Cultural Heritage** and **Appendix 16.2: Archaeological Assessment of Marine Geophysical Survey Data for the MarramWind Offshore Wind Farm** and **Appendix 16.3 Export Cable Corridor Geophysical Archaeology Analysis**.

2.6 Marine Geotechnical Survey

- 2.6.1.1 COARS was contracted by WSP to undertake a geoarchaeological review of the marine geotechnical (vibrocores (VC)) dataset by Fugro GB Limited on behalf of the Applicant for the Project in 2023. Seabed sampling and cone penetration testing were carried out onboard the *MV Fugro Galaxy*. For coring, the VC was attached to a supporting umbilical cable and lowered to seabed using a winch at the stern of the vessel. For a complete discussion of the results, see **Appendix 16.4: Stage 1 Marine Geoarchaeological Assessment**.

3. Historic Environment baseline

3.1 Site location

- 3.1.1.1 The Offshore Red Line Boundary extends eastward into the North Sea for approximately 110km from the coastline to the north-east of Peterhead in Aberdeenshire, Scotland. The site extends from the coastline in the historic St Fergus parish. The 1845 Statistical Account of St Fergus parish (Arbuthnot, 1815) notes that the parish is geographically situated in Aberdeenshire but historically belonged to Banffshire as a result of the influence of Cheynes, a prominent and influential local landowner. It was transferred to the control of Aberdeenshire in 1891. Peterhead, located to the south of the landing areas of the Offshore Red Line Boundary on a rocky promontory along the coastline on the North Sea, ranks amongst the largest port towns in Britain, with a rich maritime heritage (Simpson and Stevenson, 1983).
- 3.1.1.2 Historically, the area of present-day Peterhead comprised a rocky peninsula characterised by extensive peat mosses and deep marshlands, with smaller islands—including the lee of Keith Inch and Greenhill islands—serving as sheltered natural harbours (Simpson and Stevenson, 1983).
- 3.1.1.3 The marine archaeology study area extends partly over the River Ugie, which empties into the North Sea at Buchanhead, located to the north of Peterhead. The river is formed by the confluence of two tributaries – North Ugie Water and South Ugie Water – that are joined by several burns (Scottish Invasive Species Initiative, 2025). The fertile land in the Ugie Basin likely influenced resource exploitation of prehistoric settlements, with the river providing fresh water and facilitating movement.

3.2 Geology and submerged palaeolandscapes

3.2.1 Geology

- 3.2.1.1 Geology can provide an indication of suitability for early settlement and potential depth of archaeological and paleoenvironmental remains. Bedrock deposits predate human evolution and lack archaeological potential, while superficial sediments formed during human evolution and may hold archaeological value depending on their age and context.
- 3.2.1.2 The shallow Pleistocene and Holocene geological deposits identified within the Offshore Red Line Boundary comprise the following:
- Holocene Marine, expected to comprise clayey, silty sand and coarse sand with occasional gravel and isolated to scattered cobbles and boulders dating to the Holocene (post 11.7ka (thousand years) before present (BP)).
 - Forth Formation (St Andrews Bay Member), comprised of fine medium dense sand with shells and shell fragments and in places, rare pockets of organic matter dating to the Late Devensian (Younger Dryas) to Holocene (post 12.9ka BP).
 - Forth Formation (Largo Bay Member), comprised of extremely low to low strength clay interbedded with sandy silt, shells and shell fragments dating to the Late Devensian (Windermere Interstadial) (14.7 to 12.9ka BP).
 - Witch Ground Formation, comprised of fine sands and silts, often laminated, unit is often acoustically blank but characterised by the occurrence of pockmarks, dating to Late Devensian / Early Holocene (post 29ka BP).

- Swatchway, comprised of extremely low to medium strength sandy clay with occasional gravel thought to date to Middle Devensian (approximately 57 to 26ka BP).
- Wee Bankie, comprised of fine to coarse loose to very dense sand with high-strength clay, gravel, cobbles, boulders and shells dating to Late Devensian (29 to 11.7ka BP).
- Coal Pit, comprised of sandy silty clay and interlaminated clay and fine-grained silty sand; clay is generally stiff and over-consolidated with some pebbles, shell fragments and complete valves abundant in places, and boulders. This formation is thought to date between approximately 191 and 29ka BP.

3.2.1.3 The Holocene Marine and Forth Formation (St Andrews Bay Member) deposits are marine deposits from a deltaic or low to moderate energy marine environment. The Forth Formation (Largo Bay Member), Witch Ground Formation, and Swatchway are glaciomarine deposits. Wee Bankie is a glacial till deposit, and the Coal Pit formation is thought to have been laid down as infill deposits within tunnel valleys that were eroded during / immediately after Middle Pleistocene glaciation.

3.2.2 Submerged palaeolandscapes

3.2.2.1 This Section provides an overview of submerged prehistoric landscapes within the Offshore Red Line Boundary and marine archaeology study area during the Quaternary period. The Quaternary period, covering the past 2.6 million years and including both the Pleistocene and Holocene epochs, is characterised by alternating glacial and interglacial cycles that have influenced Britain. The most significant glaciations affecting Britain include (Gibbard and Clark; 2011; Ehlers and Gibbard, 1991):

- **The Anglian Glaciation** (approximately 478,000 to 424,000 Before Common Era (BCE)) – extended as far south as the Midlands, Wales, Anglian and Thames Valley.
- **The Wolstonian Glaciation** (approximately 300,000 BCE to 130,000 BCE) – not as extensive or thick as Anglian, but also extended as far south as the Midlands, Wales, Anglian and Thames Valley.
- **The Devensian Glaciation** (approximately 115,000 BCE to 11,700 BCE) – the most recent glaciation covering about two-thirds of Britain, including the Offshore Red Line Boundary, the northern coast of Norfolk and the Bristol Channel Valley at its height in the Last Glacial Maximum (LGM) (27,000 BCE to 17,000 BCE).

3.2.2.2 Much of the British Isles were covered by the British-Irish Ice Sheet (BIIS) along with Ireland during multiple cycles of long glaciations, which shaped the landforms by water, wind and ice. These ice ages were punctuated by shorter, warm interglacial periods characterised by the retreat of ice sheets and glaciers, leading to comparatively higher global temperatures and changes in sea levels. The substantial variations of sea-level rise linked in response to the glacial-interglacial cycles reached a maximum amplitude of 120m, with sea level at or above present level during the short warm stages and 40m lower during the longer periods (Bailey and Flemming, 2008).

3.2.2.3 The periods of human occupation in the Pleistocene were directly linked to the glacial-interglacial cycles and evidence suggests that the population was characterised by its high mobility, in which they ranged over considerable geographical distances (Fitch and Gaffney, 2011). The Lower Palaeolithic (800,000 BCE to 250,000 BCE) and Middle Palaeolithic (250,000 BCE to 40,000 BCE) span the Anglian and Wolstonian glacial cycles, and witnessed intermittent, perhaps seasonal Hominin occupation of Britain, whereas the Upper Palaeolithic (40,000 BCE to 10,000 BCE) coincided with the Devensian glaciation and is characterised by new stone-working techniques, the use of bone and other materials, art and anatomically modern humans (*Homo sapiens sapiens*). Palaeolithic remains, therefore,

can be found within Pleistocene deposits, which also preserve palaeolandscapes that were partially submerged by rising sea levels after the LGM. Although rare, these remains provide information for studying early human presence in Britain and the palaeoenvironment, serving as both natural proxies and direct evidence.

Pleistocene

- 3.2.2.4 The onset of the Anglian Glaciation profoundly reshaped the seascape and landscape, with the BIIS advancing over much of the North Sea and reaching the Offshore Red Line Boundary and wider Aberdeenshire. This expansion heavily scoured the landscape, eroding much of the land surfaces and depositing sediment, in addition to creating new geomorphological features such as fjords, glacial troughs, drumlins, moraines, rock basins and till deposits (Ballantyne, 2009). During this period, substantial accumulations of glaciogenic sediments, including those of the Aberdeen Ground Formation, were deposited and subsequently subjected to glaciotectonic thrusting and folding due to the advance of ice sheets across the region (Vaughan-Hirsch and Phillips, 2016).
- 3.2.2.5 The Wolstonian Glaciation followed the Anglian, with the BIIS once again covering much of Aberdeenshire; however, the extent of this glaciation event is believed to be slightly less than in the Anglian cycle, with glacial transgression affecting primarily northern and central Britain (Gibbard and Clark, 2011). Although the landform modifications were comparatively less extreme during this cycle, the scouring caused by the Wolstonian Glaciation also eroded the terrain features, depositing sediments including glacial tills (Lee *et al.* 2011). While much of the land was covered in ice during the BIIS regression, some areas of Aberdeenshire were likely ice-free, potentially allowing for an environment conducive to human habitation.
- 3.2.2.6 The Devensian Glaciation, the most recent and best documented, peaked around 20,000 BCE. The last Scottish Ice Sheet, which covered Aberdeen and surrounding regions, expanded from a pre-existing ice cap after 33,000 BCE (Ballantyne and Small, 2017). The ice sheet buried all mountains and reached its maximum extent at different times in different areas, with some sectors reaching the Atlantic Shelf Break (Ballantyne and Small, 2017). In the Aberdeen area, offshore glacial deposits such as moraines, drumlins, and meltwater channels show evidence of ice stream retreat during the last glaciation (Evans *et al.* 2005). As the ice retreated, meltwater created large lakes and river systems, and the gradual rise in sea level eventually submerged vast areas that had once been dry land. Similar to earlier glaciations, the ice sheets significantly transformed the Aberdeenshire topography, eroding and shaping the landform through various glaciation processes and other depositional features. Consequently, Aberdeenshire was likely largely uninhabitable during the LGM due to harsh conditions
- 3.2.2.7 Deglaciation in northeast Scotland occurred progressively from around 15,000 BCE, with ice retreating from coastal and inland areas by approximately 14,000 BCE to 13,000 BCE (Hall *et al.* 2016). Much of the remnant ice was confined to high ground during the Younger Dryas cold period, which was characterised by the sudden and dramatic cooling in the Loch Lomond Stadial (12,900 BCE to 11,700 BCE) in the Late Devensian, leading to the re-advance of the glaciers and a colder, drier climate (Hall *et al.* 2016). The Offshore Red Line Boundary may have been in a nearshore or partially intertidal zone before the Late Devensian ice sheet advanced into the area, with land to the south and marine conditions to the north (Clark *et al.* 2022).
- 3.2.2.8 Although glacial periods forced human populations to leave the region, the warmer interglacial periods saw the retreat of ice sheets and the emergence of Doggerland—a land bridge connecting Britain to mainland Europe across what is now the North Sea. This land bridge provided a migration route for human populations moving between Europe and Britain, possibly including those in the area around the Offshore Red Line Boundary.

- 3.2.2.9 The Palaeolithic archaeological record in Scotland is generally limited due to the impact of glaciations. To date, there is no evidence of submerged Palaeolithic sites within the Offshore Red Line Boundary or marine archaeology study area; however, evidence of human activity has been identified in the onshore Study Area, where two flint blades (Canmore ID 350857; HER NK04NE0077) dating to the Late Upper Palaeolithic or Early Mesolithic have been identified (refer to **Appendix 24.2: Historic Environment Desk Based Assessment**).

Holocene

- 3.2.2.10 The rapid cooling associated with the Younger Dryas temporarily slowed sea level rise and delayed extensive human settlement until the improved climatic conditions of the Holocene (approximately 10,000 BCE), which is characterised by warming climate and regressions of ice sheets that resulted in rapid sea-level rise until approximately 4,000 BCE. Major ice sheets melted, particularly the Laurentide Ice Sheet in North America (11,600 BCE to 9,000 BCE) and the Fennoscandian Ice Sheet in Europe (8,000 BCE to 7,000 BCE), also called meltwater pulses (MWP) causing the sea levels to rise by several metres over a short period of time (Bell *et al.* 2021). The sea level rise around the British Isles was moderated by regional isostatic adjustments due to the BILS and the much larger Fennoscandian Ice Sheet Around (Bell *et al.* 2021). The effects of sea level rise made Britain an island by submerging Doggerland, finally separating Britain around 6,500 BCE.
- 3.2.2.11 In contrast to the Pleistocene, the early Holocene epoch saw a reduction in ice mass, with northeast Scotland affected by both isostatic rebound (uplift of land previously under heavy ice) and eustatic sea level rise (Merritt *et al.* 2003). Evidence for post-glacial landscape evolution appears around Peterhead, between Rattray Head and Peterhead, which includes the proposed landfall(s) area of the Offshore Red Line Boundary, where raised beaches are located slightly above current high tide levels and are frequently backed by low cliffs formed by glacial deposits such as till (Merritt *et al.* 2003). These features are the result of past higher sea levels when the land was still depressed by glacial ice, and the sea encroached further inland. As the land rebounded and sea levels changed, these former shorelines were left elevated above the current coast.
- 3.2.2.12 The Holocene is identified as the start of the archaeological periods spanning from the Mesolithic era to the present day. From the Mesolithic period onwards (10,000 BCE to 4,000 BCE), Britain's population adapted to the evolving environment of the Holocene. As temperatures rose during the early Holocene, the tundra and steppe vegetation of the LGM were replaced by expansive deciduous forests, dominated by birch, elm, hazel and oak. These woodlands covered most of Britain by around 8,500 BCE. As the climate stabilised in the Neolithic period (4,000 BCE to 2,200 BCE), sea-levels were near modern-day levels.

3.3 Overview of past archaeological investigations

- 3.3.1.1 The Offshore Red Line Boundary and marine archaeology study area have not been subject to a focused, systematic programme of archaeological investigation previously. As such, the baseline information provided here relies on available data and broad interpretations drawn from previous investigations around the Peterhead and wider Aberdeenshire area more generally.

3.4 Archaeological and historical background

- 3.4.1.1 The desk-based evaluation has identified 153 non-designated assets within the Offshore Red Line Boundary and 609 non-designated assets within the marine archaeology study area. These assets are primarily comprised of a wide range of post-medieval and modern

ship remains such as trawlers, schooners, barques and other fishing vessels, in addition to sunken military watercraft and aircraft remains.

3.4.1.2 To understand the significance and relevance of these assets that are located offshore and landward that may be inferred from, definitions of cultural heritage are outlined:

- The terms 'archaeology' and 'cultural heritage' are, in general, perceived as interchangeable. Strictly, though, 'archaeology' refers to the process of obtaining information from the material culture of past societies. For the purposes of this document, 'archaeology' refers to cultural heritage that has the potential to provide information about the past through scientific and academic research, whereas 'cultural heritage' refers more broadly to all aspects of the material and the intangible culture of past societies.
- The term 'marine archaeology' refers to the scientific study of the material remains of man and his activities on the sea (Muckleroy, 1978) and 'marine cultural heritage' encompasses tangible remains such as submerged and coastal settlements, maritime infrastructure like ports and harbours, shipwrecks as well as integral intangible elements such as artistic and linguistic expressions, traditional and historical knowledge, cultural practices and local skills (Henderson, 2019).

3.4.1.3 Marine archaeology in this report comprises:

- Submerged prehistoric landscapes, which are former areas of dry land that have been inundated due to sea-level rise since the end of the LGM (approximately 26,500 and 19,000-20,000 years ago). These landscapes hold the potential to contain evidence related to prehistoric human activity, palaeochannels and / or environmental change.
- Archaeological remains of watercraft (shipwrecks and associated features), aviation sites (aircraft crash sites and associated debris) and maritime infrastructural remains (ports, harbours, jetties, lighthouses, etc).

3.4.2 Prehistoric (800,000 Before Common Era (BCE) to Common Era (CE) 400)

Palaeolithic (800,000 BCE to 10,000 BCE)

3.4.2.1 There is no known direct evidence of Palaeolithic watercraft within the British Isles and it is unclear if the movement of people in the Pleistocene interglacial periods between the Britain and continental Europe was facilitated or aided through maritime activity. It is postulated, however, that Palaeolithic people in North-West Europe possibly utilised log or hide floats or rafts in inland waters to facilitate the movement of populations and resources (Historic England, 2016). During this period elsewhere, it is believed that the colonisation of Australia in approximately 40,000 BCE entailed oceanic travel on indigenous boats (Dunkley, 2014). Though lacking in evidence, this provides a broader understanding of human technological ingenuity and capabilities during this period.

Mesolithic (10,000 BCE to 4000 BCE)

3.4.2.2 The separation of the British Isles from continental Europe in the Mesolithic period (10,000 BCE to 4000 BCE) may have necessitated contacts across the surrounding waters, including the North Sea and the English Channel, which would have required watercraft capable of sea voyages, for example, dugout canoes and hide boats like *currachs* (Historic England, 2016). The extent of maritime travel, trade and technology during this period is unclear; however, evidence of subsistence practices from Mesolithic sites within Britain suggests the potential for seafaring activity (Rogers, 2016). A paddle dated to the Late

Mesolithic / Early Neolithic period at Star Carr in North Yorkshire demonstrates that Mesolithic populations in Britain possessed this technology (Peters, 2014). The deep-water fish species remains at Oronsay in Scotland indicate that the Mesolithic coastal communities possessed maritime technology to undertake deep water fishing and were not localised to the safety of the coastline (Rogers, 2016).

- 3.4.2.3 There is no direct evidence for Mesolithic maritime activity within the Offshore Red Line Boundary or marine archaeology study area, although archaeological and environmental data from wider regions suggest that Mesolithic communities in northeast Scotland were likely engaged in coastal and riverine activities. Mesolithic people in northeast Scotland, including the Peterhead area, were hunter-gatherers who exploited a variety of environments. The Peterhead coastal zone would have offered a rich variety of resources beyond fish, and while shell middens have not been found near the Offshore Red Line Boundary, similar sites elsewhere in Scotland suggest that shellfish gathering and coastal foraging were important parts of the Mesolithic diet (ScARF, 2025a). Rivers, like the Ugie, would have provided abundant salmon and sea trout, which were likely exploited using nets, traps, or possibly spears, as salmon fishing was a significant activity in the region (Aberdeenshire Council, 2025; The River Ugie, 2025). Additionally, rivers and the coast would have served as natural routes for movement and possibly for the transport of people and materials.
- 3.4.2.4 Remains of boats from the Mesolithic are rare in Britain, but the movement of stone tools and raw materials in Peterhead suggests some use of water transport (Warren, 2001). The known remains of early watercraft are limited to logboats, which were unsuitable for sea voyages; however, it is suggested that logboat designs can be adapted and modified for sea journeys by adding washstrakes or lashing two logboats together for increased stability (McGrail, 2001). This would have made the boats suitable for island hopping and sea travel along coastlines and deltas (Van de Noort, 2011). Mesolithic sites in eastern Scotland are often found at the edges of wetlands and near river mouths, indicating a preference for locations that provided easy access to both fresh and saltwater resources (Warren, 2001). The presence of possible Early Mesolithic flint blades (Canmore ID 350857; HER NK04NE0077) within the onshore study area further suggests human activity near the Offshore Red Line Boundary (see **Appendix 24.2**).
- 3.4.2.5 In addition to this, extensive fieldwalking and excavation along the River Dee, which runs through Aberdeenshire to the coast at Aberdeen (south of Peterhead), have uncovered over 11,000 lithic artefacts dating through the Late Upper Palaeolithic to the Mesolithic and into later periods (Wickham-Jones *et al.* 2021). These finds include microliths and other flakes typical of Mesolithic hunter-gatherers and demonstrate that early prehistoric communities were widespread and active in this landscape, especially near water sources and on postglacial gravel terraces (Wickham-Jones *et al.* 2021). Any Mesolithic remains within the Offshore Red Line Boundary would be present in the near shore or within the intertidal and, if present, would likely comprise evidence of resource exploitation.

Neolithic (4000 BCE to 2500 BCE)

- 3.4.2.6 In the Neolithic period (4000 BCE to 2500 BCE), the vessels voyaging through western seaways were integral in spreading agricultural and funerary practices, cultural material, proliferating ideas and other systems from the Continent to the British Isles (Dunkley, 2014). The Neolithic period brought farming, domesticated animals and new material culture, much of which is thought to have been transported by sea. The Mesolithic-Neolithic transition in Scotland saw a move from marine-oriented hunter-gatherer communities to more land-based, agricultural societies, although maritime activity and connectivity remained crucial for exchange and population movement throughout the period (ScARF, 2025b). The introduction of cattle, cereals, and pottery required organised maritime journeys, including the crossing of sea channels (Robinson, 2013). Maritime activity became more complex, as

evidenced by the movement of large quantities of objects such as stone axes, saddle-querns, over long distances, including from continental Europe (Robinson, 2013). Local sites in Aberdeenshire, such as at Milltimber and Nether Park Quarry (located approx. 68km and 59km south of the landfall(s) area of the Offshore Red Line Boundary respectively), show evidence of both Mesolithic and early Neolithic activity in the region, with changes in tool types and settlement patterns reflecting this transition (Guard Archaeology, 2021; Ballin, 2019).

- 3.4.2.7 Throughout this period, Neolithic populations continued to utilise logboats for navigation of inland and coastal waterways. Evidence suggests that simple or unmodified logboats were generally unsuitable as sea-going vessels due to their shallow drafts and limited freeboard, restricting their primary use to lakes, rivers, and estuaries. Nevertheless, both lakes and estuaries can present considerable navigational challenges, and it is plausible that some logboats may have also been employed within sheltered coastal waters, such as Peterhead Bay or Peterhead Harbour, under favourable conditions (Robinson, 2013). Other options for vessels capable of coastal and offshore travel include boats produced through basket-weaving technology similar to later coracles and stretched skin boats like *currachs*. These vessels have been used in Scotland since prehistoric times, for inland travel and were known to have been used in ocean navigation into the post-medieval period in the Irish Sea and the Atlantic, suggesting the potential for early use in this manner (Gardiner and Christensen, 1996). Waterways in the vicinity of the landing areas of the Offshore Red Line Boundary likely remained important for local transport, fishing, and communication.
- 3.4.2.8 There is no direct evidence of Neolithic watercraft remains within the Offshore Red Line Boundary or marine archaeology study area. Evidence from the Neolithic period within the onshore study area and Offshore Red Line Boundary, comprising stone axes (Canmore ID 21346) and a stone celt (Canmore ID 21345; HER NK15SW0002), indicate Neolithic activity in this area (see **Appendix 24.2**). This suggests that there is the potential for exploitation of marine resources for food and facilitating trade and travel during the period within the near shore and intertidal areas of the Offshore Red Line Boundary.

Bronze Age (2500 BCE to 800 BCE)

- 3.4.2.9 The Bronze Age (2500 BCE to 800 BCE) is generally characterised by technological innovation and exchange as well as the expansion of trade links. Technological innovation and exchange, as well as the expansion of trade links, took place and subsequently the typology of boats evolved to undertake ocean, coastal and inland travel and trade. The period witnessed the emergence of sewn-plank construction techniques in Britain, representing development in regional boatbuilding (Van de Noort *et al.* 2014). This clear technological shift is best represented as fragmentary remains found across England and Wales, which include the remains identified at Ferriby, Kilnsea and the Brigg all located within in the Humber and its tributaries; three boat fragments from Goldcliff and Caldicot 1 and 2 located in the Severn estuary; and the Dover boat (Van de Noort *et al.* 2014).
- 3.4.2.10 The majority of maritime archaeological evidence in Scotland consists of logboat remains. These include the approx. 10m oak Carpow logboat from the River Tay (dated 1130 BCE to 970 BCE) that has been thoroughly studied, in contrast to many of Scotland's 150 logboats, which are mostly dated to the 1000 BCE to 1 CE, and an earlier oak logboat fragment from Catherinefield in Dumfries and Galloway that dates to around 2000 BCE (ScARF, 2025c). Several prehistoric paddles and oars have also been found, though none in Scotland have been directly dated.
- 3.4.2.11 While no direct evidence of Bronze Age boats or trade has been documented within the Offshore Red Line Boundary or marine archaeology study area, settlement in the Peterhead area during this period is suggested by flint working sites (Canmore ID 86535; Canmore ID 106983; HER NK04NE0026) located within a 270m radius of the onshore Offshore Red

Line Boundary and 65m south of the River Ugie. These sites are substantiated by the presence of debitage, cores, waste flakes, primary flakes, and barbed-and-tanged arrowheads (see **Appendix 24.2**). Archaeological data indicate that during the Bronze Age, populations settled, engaged in agriculture, and conducted burials throughout mainland Scotland and its numerous islands, reflecting extensive terrestrial and maritime mobility, particularly along the coastline (ScARF, 2025c).

- 3.4.2.12 Although it is not entirely clear how interconnected the local Bronze Age communities and the wider region where or how maritime networks were organised, it is likely that these prehistoric settlements in the Peterhead area exploited the coast and inland watercourses for fishing, trade or travel. Seafaring techniques from this period would have had a significant influence on settlements near the Offshore Red Line Boundary by shaping their location, structure, and economic activities. Remains dating to this period relating to the exploitation of marine and estuary resources or travel and trade are possible within the near shore and intertidal deposits.

Iron Age (800 BCE to 400 CE)

- 3.4.2.13 The Iron Age in Scotland was a period of significant change marked by the arrival of ironworking, the rise of tribal kingdoms, and the development of a more cohesive identity. Iron tools improved agriculture and warfare, while structures like brochs reflected advances in architecture and defence. This era also saw expanded trade, clear social hierarchies, and notable achievements in metalwork, pottery, and carving. Maritime activity in Scotland and wider Britain became more sophisticated; vessels were comparatively larger, more robust and better suited for open sea journeys. Trade routes were more complex with a wider variety of goods such as salt, metal and textiles across coastal and inland regions, reflective of a sophisticated economy and heightened cultural interaction (ScARF, 2025d). There is limited direct evidence of Iron Age maritime activity in Scotland, specifically in Aberdeenshire, but broader archaeological and historical context suggests indirect connections to the sea during the Iron Age.
- 3.4.2.14 The Offshore Red Line Boundary's coastal position and proximity to navigable rivers like the Ugie and the coast would have made it a natural point for seafaring and regional trade, though direct evidence of specific maritime trade routes from this period is unavailable. The natural harbour at Peterhead Bay, 3.5km to the south of the landfall(s) area of the Offshore Red Line Boundary, is characterised by a sheltering and accessible rocky coastline and has been a landing site and location for settlement since prehistoric periods, including the Iron Age. Peterhead's location near fertile fishing grounds in the North Sea, which would have included the Offshore Red Line Boundary, and its sheltered bay made it ideal for Iron Age maritime activity and continued to influence its later development in fishing, trade, and shipbuilding (Arbuthnot, 1815). Typical exports from northeast Scotland in later periods included hides, furs, wool and salmon; while most detailed records come from the medieval period, it is likely that similar resources were important in the Iron Age, forming the basis for early trade (Clark, 1921).
- 3.4.2.15 Coastal Iron Age fortifications, such as hillforts and brochs in Scotland, were involved in maritime activity, specifically serving to provide protection for maritime economic activity. These structures, typically found on promontories or strategic coastal locations, were used to control and protect maritime routes. Coastal fortifications served as trade hubs, offering safe harbours and supporting the exchange of metals, pottery, and other goods (Pollard *et al.* 2020). These fortifications also often served as community centres where people gathered for trade, social activities, and cultural exchanges (ScARF, 2025e). The closest known promontory fort dating to this period is Dunnicaer, located near Aberdeen, approximately 68km south of the landfall(s) area of the Offshore Red Line Boundary.

- 3.4.2.16 Archaeological findings at Dunnicaer suggest that local communities may have engaged in seaborne exchange, possibly obtaining Roman goods, including Samian pottery, through raiding, trading (direct or indirect), or diplomatic contacts (Noble *et al.* 2020). Early sources from the Roman Empire suggest that the Aberdeenshire coast, including the landing areas of the Offshore Red Line Boundary, was part of the territory of the Taexali, who were later grouped with neighbouring tribes under the name *Picti* (Noble and Evans, 2022). *Picti* is a Latin word was often used in the Roman borders to denote barbaric outsiders, particularly referencing their tattoos, suggesting that the name was initially used as a derogatory term by the Romans before being locally adopted as the tribes became more integrated in the later Iron Age. Pressures from the Roman military to the south may have precipitated the coalescence of the later Pictish kingdoms by giving these culturally similar groups a common enemy (Noble and Evans, 2022). Roman sources noted the Picts' skill in warfare, their speed, and their knowledge of the land, which allowed them to defend against Roman military campaigns (Garlinghouse, 2022). The closer ties between these groups would likely have manifested in established trade and cultural exchange which would have strengthened the growing ties between the disparate groups aiding that coalescence.
- 3.4.2.17 While there is no evidence of Iron Age watercraft or maritime activity within the Offshore Red Line Boundary or marine archaeology study area, research into Iron Age coastal sites in Britain identifies such locations as “maritime nodes”—interface points between sea routes and their hinterlands; these nodes often became focal points for later trade and settlement, as their value persisted through time (Wilkes, 2004). The geography of Peterhead fits this model. The Iron Age site (Canmore ID 21152; HER NK14NW0874 & NK14NW0001) on a hillock with a chamber and remains of a fireplace within the Onshore Red Line Boundary (see **Appendix 24.2**) indicates inhabitation of Peterhead during this time. The presence of Iron Age settlement activity and coastal fortifications in nearby area suggest the potential for evidence of maritime trade and marine resource exploitation. Broader patterns of Iron Age maritime activity across Scotland and the North Sea suggest a dynamic technological and cultural exchange, which Peterhead would have experienced as part of this network. Any remains would likely be found near or onshore adjacent to or within areas where settlements were located.

3.4.3 Roman (CE 80 to 165 CE)

- 3.4.3.1 The Roman occupation of Scotland was short-lived with activity concentrated in southern Scotland. Initial invasions in circa 80 CE and again circa 138 CE left a lasting mark on the landscape where the Romans occupied an area. Under the direction of Antoninus Pius, the frontier barrier was advanced across the Forth-Clyde isthmus in CE 142 and the Antonine Wall, a 60km long fortification stretching from the Forth estuary to the Clyde estuary was constructed to protect the newly conquered border (Macinnes, 1985). A heavily garrisoned series of Roman fortifications was constructed between 80 CE and 83 CE to guard the crossing point of the River Carron and act as the southern fort of the Roman Gask Ridge between the Highlands and Lowlands. The Romans utilised the marine environment to facilitate troop deployment, supply, and for trade. There is little evidence of extensive Roman settlement in Scotland and their presence appears to have been predominately militaristic in nature.
- 3.4.3.2 There is no direct evidence of Roman watercraft or maritime activity with the Offshore Red Line Boundary or marine archaeology study area. Roman maritime trade itself was extensive, connecting the Mediterranean with northern Europe, and Roman law supported complex maritime commerce, but the reach of Roman maritime trade to the far northeast of Scotland, including Aberdeen, remains largely undetermined. The closest known evidence of Roman activity within vicinity of the Offshore Red Line Boundary is the Dunnicaer fort, where excavations revealed that the fort was a fortified settlement during the period of Roman activity in the Iron Age. Artefacts recovered provide significant insights into elite

practices and settlement development in northeast Scotland during this period (Noble *et al.* 2020). The method by which Roman Samian pottery, tableware, and other artefacts such as glass reached Dunnicaer is not definitively known. These items are rare this far north, but their presence indicates some form of contact, whether direct or indirect, between the Picts and the Roman Empire beyond its frontier (Noble *et al.* 2020).

3.4.4 Medieval (400 CE to 1560 CE)

- 3.4.4.1 The development of medieval Scotland was influenced by the formation of Pictish kingdoms in eastern and northern Scotland, which existed at the same time as the Anglo-Saxon presence in the south, between the 4th to 9th century CE. Initially, they were organized into tribes within loose confederations, but over time, they established two kingdoms with political and military influence that controlled a significant area of Scotland (Garlinghouse, 2022). The Picts relied heavily on the sea for movement, communication and power projection. Archaeological and documentary evidence points to the use of boats for both trade and military activities (Cessford, 2005). *The Annals of Tigernach* record the loss of 150 Pictish ships at Troup Head, indicating a capacity for large-scale naval operations (Cessford, 2005). Artistic depictions of boats on Pictish stones and distribution of Pictish place names and artefacts along coasts and islands, including Orkney and Shetland, underscore the importance of seafaring in their society (Cessford, 2005).
- 3.4.4.2 While no known Pictish vessels are present within the Offshore Red Line Boundary or marine archaeology study area, or the wider Aberdeenshire area, the evidence suggests they likely used vessels to facilitate naval warfare, coastal trade, raiding and other open-sea activity. Their seafaring was closely tied to both trade and piracy, with the line between the two often blurred (Cessford, 2005). A single piece of Pictish-period archaeological evidence exists within the Onshore Red Line Boundary: a large non-local sandstone fragment (Canmore ID 259962; HER NK04NE0056) found 210m east of the Onshore Red Line Boundary in Peterhead, suggesting trade (see **Appendix 24.2**).
- 3.4.4.3 Vikings began targeting northeast Scotland as early as the 8th and 9th centuries, launching raids along the coast and up the rivers. They were known for their advanced seafaring skills and oceangoing vessels such as the clinker-built longships, which allowed them to cross the North Sea and navigate both open waters and shallow estuaries. The Vikings established a base in the north and west of Scotland initially but continued to expand their power to the south and east of Scotland. Existing hillforts and newly built defensive enclosures were used by the Picts during the 8th century when Viking and other groups entered Pictish areas from various directions. Goods, such as silver (often as bullion or coins), silk, jewellery, glass and pottery, were brought to Scotland by the Vikings (National Museums Scotland, 2025), while exported materials from Scotland included honey, tin, wool, wheat, iron, fur and walrus ivory (Historic Environment Scotland, 2025; Mowbray, 2025). These exchanges were likely facilitated through both direct trade and the establishment of trading hubs, linking northeast Scotland to broader Viking and European networks.
- 3.4.4.4 While there is no direct evidence of Viking maritime activity within the Offshore Red Line Boundary or marine archaeology study area, or the Peterhead area, historical accounts and the archaeological record highlight Viking presence in Aberdeenshire. Archaeological finds such as ringed pins, Scandinavian origin beads, boot spurs and small bells have been discovered as stray finds in Aberdeenshire and nearby areas like Buchan and Forres (The Scotsman, 2013). These artefacts suggest Viking contact, trade, or transient presence in the region during the 8th to 10th centuries, though no confirmed Viking settlements have been found yet. The *Heimskringla Saga* notes that King Eystein of Norway reportedly attacked Aberdeen around 1151 CE with three small longboats, possibly entering via the harbour (Aberdeen City Council, 2025). While evidence for this Viking attack is limited, the raid appears to be linked to King Eystein's efforts to compel Earl Harald of Orkney to swear

fealty, with Aberdeen potentially having political ties to the Earl (Aberdeen City Council, 2025).

- 3.4.4.5 The evidence of closest Viking activity to the Offshore Red Line Boundary appears to be the remains of a battle in Cruden Bay (Canmore ID 20869) in the 11th century, located around 12km south of the landing areas of the Offshore Red Line Boundary, which contains evidence of a temporary Norse fort that was later abandoned following battles with Scottish kings (Trove, 2025).
- 3.4.4.6 In contrast, prior to Peterhead becoming a prominent port in the late 16th century, its maritime history was modest and primarily local. The medieval Peterhead (**A181**) was home to small, scattered fishing settlements, such as Keith Inch, founded around 1380, and earlier communities near Kirkburn and the mouths of the River Ugie (Arbuthnot, 1815). The clan associated with Peterhead area were primarily the Keiths and the Cheynes, the former of which became the region's dominant landowners after the Protestant Reformation (Simpson and Stevenson, 1983). The Cheynes were the original landowners for the manor of Inverugie, which controlled the area until the development of Peterhead. The site of a motte and bailey castle and harbour associated with Inverugie Manor is noted in the HER data on the mouth of the River Ugie, 1km to the south of the southern landfall of the Offshore Red Line Boundary (**A459**). Maritime activity in these communities was focused on fishing rather than large-scale trade or naval power, supplemented by agriculture and hunting (Coull, 1969). The fishing community, which may have included some Dutch settlers, operated small boats from rudimentary harbours along the coast, notably at Keith Inch and Roanheads (Simpson and Stevenson, 1983). Fishing activity was mainly subsistence-based, targeting local stocks of cod, ling and salmon, sometimes venturing up to 40 miles offshore for the spring great-line season (Coull, 1969). Boats were small, and crews worked with simple gear, often staying out for several days at a time (Coull, 1969). There was no organised port infrastructure or significant shipbuilding industry at this stage, however, and the settlements remained isolated, with little recorded trade beyond the immediate region.
- 3.4.4.7 While the Onshore Red Line Boundary and study area features expansive medieval activity in the area around Peterhead (see **Appendix 24.2**), there is no known evidence of medieval watercraft or maritime activity within the Offshore Red Line Boundary or marine archaeology study area. The continued use of the onshore area around the proposed landfall(s) area of the Offshore Red Line Boundary suggests the potential for evidence of local maritime trade and marine resource exploitation, however, and any remains would likely be found near or on shore adjacent to or within areas where settlements were located.

3.4.5 Post-medieval (1560 CE to 1900 CE)

- 3.4.5.1 The post-medieval period is considered to be one of the most important periods for maritime activity given the rapid innovations in ship technology including the gradual shift from traditional wind-powered ships to later steam and petrol engines which were driven in part by the demands of the increasingly global maritime trade and naval activity and the innovations of the Industrial Revolution (Wessex Archaeology, 2011). Fishing continued to be a primary maritime industry in the Peterhead area, as demonstrated by the presence of a fishing village named Drumlinie, now buried under sand drifts and located within the Onshore Red Line Boundary (Canmore ID 21347, HER NK15SW0004) (see **Appendix 24.2**). Peterhead's post-medieval maritime activity accelerated after 1560, following its transition from monastic to secular ownership and its formal founding in 1593. The construction of Port Henry in 1593 was pivotal to Peterhead's development as a planned settlement and a significant fishing and trading port (Simpson and Stevenson, 1983). The new port infrastructure attracted merchants and trades, increasing the volume of goods and fish exported and imported through Peterhead (Palmer, 2020). This expanded the town's economic base and integrated it more closely into regional and national trade networks (Palmer, 2020). As with other British ports, the improved facilities at Port Henry

appear to have allowed for participation in the wider British and European maritime trade at a later stage.

- 3.4.5.2 By 1650, Peterhead had only one registered vessel, but this number steadily increased; three in 1720, 26 in 1793, and a significant rise in the late 18th and 19th centuries (Simpson and Stevenson, 1983). The 18th century witnessed the expansion of Peterhead's harbours and the emergence of shipbuilding as a key industry. Vessels were constructed for various purposes, including the Western India, American, Baltic, and Mediterranean trades (Simpson and Stevenson, 1983; Arbuthnot, 1815). Shipbuilding was closely supported by associated industries such as rope and nail making, which flourished to meet the needs of the expanding fleet (Arbuthnot, 1815). Peterhead's ships also participated in trade with Holland by importing flaxseeds, and exporting salmon, cod, butter, grain, cheese and granite to English ports (Simpson and Stevenson, 1983).
- 3.4.5.3 During the 18th century, several ships were specifically built for Greenland whale fishing, reflecting the growing importance of whaling to the local economy (Arbuthnot, 1815). A typical whaling ship was a significant investment and specialised for Arctic expeditions, costing between £8,000 and £10,000 and equipped with several boats (Arbuthnot, 1815). Peterhead's whaling industry began in earnest with the launch of its first whaler, the *Robert*, in 1788 (Arbuthnot, 1815). Over the next century, the town became a premier whaling and sealing port, with its fleet peaking at 32 ships in 1857 (Undiscovered Scotland, 2025). Whaling brought both prosperity and employment, with the Peterhead Quay in the South Harbour bustling as barrels of whale fat were unloaded and processed at the boilyards on Keith Inch (Undiscovered Scotland, 2025). The whaling industry declined in the late 19th century due to diminishing whale stocks and the introduction of shale oil as a replacement for whale oil in lamps (Undiscovered Scotland, 2025). By 1893, whaling had effectively ceased in Peterhead (Undiscovered Scotland, 2025).
- 3.4.5.4 Simultaneous to the cod, whale and ling maritime industries, the herring industry began to take off in the early 19th century. According to Arbuthnot's 1815 account, Peterhead's natural advantages made it "*a most eligible situation for a fishing station*," yet the herring fishery was initially underdeveloped. Arbuthnot (1815) noted that despite large shoals frequenting the coast, few herrings were caught due to a lack of preparation and suitable nets. A joint company was formed in 1818 to develop the herring fishery, but it collapsed by 1821 (Arbuthnot, 1815). The town's fishing fleet grew rapidly in the latter half of the 19th century and when the herring boom peaked around 1890, Peterhead's fleet numbered approximately 580 vessels (Undiscovered Scotland, 2025). As herring stocks declined, the fleet shifted focus to white fish, and Peterhead continued to be a major exporter of fish and other goods (Simpson and Stevenson, 1983).
- 3.4.5.5 Throughout the post-medieval period, Peterhead's maritime trade was dynamic and diverse. Exports included fish, butter, cheese, grain and granite, while imports comprised coal, iron, salt, timber and other goods vital to both local consumption and maritime industry. The adoption of new technologies, such as steamships, by the late 19th century would have further integrated Peterhead into broader trading networks. This is reflected in the HER and Canmore data for the Offshore Red Line Boundary and marine archaeology study area, which contain over 500 records of shipwrecks, both relocated wrecks and unsubstantiated casualty records (**Appendix A**), representing a wide range of vessel types such as schooners, luggers, sloops, steamships, brigs, brigantines and other types of seagoing craft.
- 3.4.5.6 Peterhead's location on Scotland's northeast tip made it especially prone to harsh North Sea storms, resulting in numerous shipwrecks recorded in the Offshore Red Line Boundary and marine archaeology study area. Though piracy occurred extensively along the North Sea since the medieval period and likely included the Scottish east coast, evidence of Peterhead as a major piracy hub is limited. Notably, the brigantine *Reaper* (A171) ran ashore in 1760 while evading pirates. Overall, Peterhead's coastline served as both an

important maritime route and a hazardous area marked by frequent wrecks and occasional piracy.

3.4.6 Modern (CE 1901 to present)

- 3.4.6.1 Peterhead remained a major fishing and trading port into the 20th century, with the fishing industry dominating maritime activity. The harbour infrastructure that began in the 19th century was still under construction, with breakwater works continuing until 1956 (Peterhead Port Authority, 2025). This period witnessed the transition from sail to steam and then to motor-powered vessels, fundamentally influencing the types of ships operating from Peterhead and the scale of fishing and trade (MSDS Marine, 2023). The records, providing tentative location of over 30 20th century wrecks, including steamships, trawlers and luggers (see **Appendix A**), reflect the significant increase and rise in maritime activity during this period.
- 3.4.6.2 The two World Wars had a marked effect on maritime activity in Peterhead. Harbour construction was interrupted, and the area saw increased naval and merchant shipping, as well as losses due to enemy action. During World War I, many of Peterhead's fishing fleet, such as trawlers and drifters, was commandeered by the Royal Navy to form the Auxiliary Patrol, whose main tasks included minesweeping and patrolling to counter the threat of enemy mines and submarines (The Press and Journal, 2024). Robert Buchan, a Peterhead fisherman whose trawler was used for minesweeping operations, destroyed 45 enemy mines and caught a submarine in his nets, demonstrating the dangerous and vital work carried out by Peterhead crews during the war (The Press and Journal, 2024). The town's economy was heavily reliant on fishing and related trades, which were disrupted during the war periods as much of the local fleet was diverted to military service.
- 3.4.6.3 The recent discovery of what is likely to be the SS *Tobol* within the Offshore Red Line Boundary sheds light on the wartime dangers faced by local maritime communities (WSP, 2023). Originally constructed as the SS *Cheltenham* by William Doxford and Sons Ltd., the ship was completed on 6 February 1901 (WSP, 2023). The SS *Cheltenham* was part of the Austin Friars Steam Shipping Company, Ltd. Fleet owned by Messrs Galbraith, Pembroke and Company (WSP, 2023). The ship's early voyages included transporting cargo between various ports, but its fate took a dramatic turn during the Russo-Japanese War (1904-1905) (WSP, 2023). In mid-1904, the SS *Cheltenham* was confiscated by the Russian navy while transporting railway sleepers and beer between Japan and the Korean peninsula, which were deemed contraband (WSP, 2023). The ship was seized and brought to Vladivostok, where it was integrated into the Russian fleet and likely renamed the SS *Tobol* (WSP, 2023). The ship continued to serve various roles, including supporting maritime shipping activities and transporting military cargo during World War I (WSP, 2023). Unfortunately, the SS *Tobol* met its end on 11 September 1917, when it was torpedoed by the German submarine *U-52*, approximately 70 miles off the Scottish coast (WSP, 2023). The exact details of the sinking and the fate of the crew remain unclear, though some accounts suggest that the surviving crew made their way to Lerwick on the Shetland Islands to return to Russia (WSP, 2023).
- 3.4.6.4 German U-boats represented a substantial threat to maritime operations near the coast of Peterhead by targeting both merchant and military vessels, thereby disrupting supply routes and inflicting significant losses. This is evidenced by records of several vessels sunk by German submarines such as:
- the trawler *Bel Lily* (A11) located within the Offshore Red Line Boundary;
 - the cargo steel ship *Muriel* (A67) located within the Offshore Red Line Boundary;
 - the steamship *Malmland* (A21) located within the marine archaeology study area;

- the steam trawler Gibraltar (A33) located within the Offshore Red Line Boundary;
- the steam drifter Gem (A534) located within the marine archaeology study area;
- the armed steamship St Magnus (A12) located within the Offshore Red Line Boundary;
- the steel steamship Turid (A148) located within the marine archaeology study area;
- the steam trawler Chinkiang (A227) located within the Offshore Red Line Boundary;
- the armed steamship Louisiana (A465) located within the marine archaeology study area; and
- the steam drifter Manx Princess (A754) located within the marine archaeology study area.

- 3.4.6.5 Armed trawlers were deployed in areas of submarine activity to effectively counteract enemy submarine operations (The Western Front Association, 2025). For instance, the German submarine *U-14* (A516), with a crew of 28 under Oberleutnant zur See Max Hammerle, was disabled by gunfire from the armed trawler *Oceanic II*, off Peterhead on the 5th of June 1915, rammed and sunk (**Volume 2, Figure 16.2: Non-designated historic environment features**). There were 27 survivors, but the Oberleutnant died. *U-14* (a U-31 type submarine) was launched in 1911 and had previously sunk two ships. In addition, two potential submarines have been identified: one unknown (A18) and another designated as *U-?* (A129), both located within the marine archaeology study area. There are also two records associated with the World War I destroyer *HMS Erne* (A314 and A487), with (A314) noted as being within the marine archaeology study area and (A487) recorded as situated within the Offshore Red Line Boundary, suggesting that the remains of this ship have not been definitively relocated or identified.
- 3.4.6.6 Following the decline of herring stocks after World War I, the fishing fleet turned to white fish with further developments to the port including construction of a lifting bridge over the junction canal, development of the area to the north of Port Henry Pier, and construction of a new fish market in the North Harbour (A166).
- 3.4.6.7 Work on Peterhead's harbour improvements resumed after World War I and continued through World War II (WWII) (Peterhead Port Authority, 2025). The wars influenced the pace and priorities of harbour development. Fishing activity was once again disrupted, with vessels and crews reacquired for military purposes during World War II. The port remained active but operated under wartime restrictions and heightened security measures (Peterhead Port Authority, 2025; MSDS Marine, 2023). The threat of enemy action likely led to increased coastal defences and patrols, and Peterhead was involved in supporting the war effort through both direct military use and continued commercial activity under challenging conditions.
- 3.4.6.8 The town was also a key site for intelligence operations. It was the deployment base for *HMS Peterhead*, a Bangor-class minesweeper built for the Royal Navy during World War II, designed to clear mines and protect convoys along vital sea routes. The vessel had steam-powered engines and was equipped with anti-aircraft and depth charge weaponry to ensure naval safety (Naval History, 2025). Additional minesweepers were commissioned during the war effort, as indicated by historical records referencing potential WWII vessels such as *HMS Iglefield* (A127) located within the Offshore Red Line Boundary and *HMS Monimia* (A678) and (HMT) *Reslo* (A752) located within the marine archaeology study area. Peterhead was also notable for supporting Norwegian naval intelligence operations during the war, a secret base operated jointly by the Norwegian Secret Intelligence Service and British Royal Naval Intelligence was located at the Model Jetty in Port Henry Harbour (Resdal, 1997). This base coordinated covert activities using fishing cutters to gather intelligence on enemy shipping movements and assisted in deploying agents and radio equipment along the Norwegian coast to report German maritime activity directly to London

(Resdal, 1997). These operations were highly dangerous and classified until 1980 (Resdal, 1997).

- 3.4.6.9 There are an additional nine World War II assets in the nearshore area of the Offshore Red Line Boundary and marine archaeology study area (A179, A293, A357, A440, A538, A590 and A759). These include one recorded line of anti-tank blocks (A593), five pillboxes (A293, A357, A440, A538 and A759) and the site of a coastal battery (A179). There are no known sunken maritime defence structures within the Offshore Red Line Boundary and marine archaeology study area.
- 3.4.6.10 In addition to naval intelligence, Royal Air Force (RAF) Peterhead, an airfield built in 1941 at Longside located around 5km south-west of the landing areas of the Offshore Red Line Boundary, was crucial in providing air protection for eastern convoys passing through the North Sea (Airfields of Britain, 2025). Fighter aircraft like Supermarine Spitfires, Hawker Hurricanes and North American Mustangs operated from this station to counter German aerial threats (Airfields of Britain, 2025). Due to its strategic coastal position, Peterhead was subjected to extensive bombing during the war, experiencing 28 attacks by German bombers, making it the second most targeted location after London (Cooper, 2016). The airfield was also affected but remained integral to air defence operations throughout the conflict (Airfields of Britain, 2025).
- 3.4.6.11 There are four records of possible aircraft remains located within the marine archaeology study area. These include XZ 430 (A59), an aircraft with an unknown name (A66), an aircraft lost near Peterhead in 1946 (A296) and an Armstrong Whitley aircraft (BD386) of 19 Operational Training Unit (A543) lost in 1943.
- 3.4.6.12 Following the war, the importance of Peterhead's commercial maritime prospects continued but faced challenges from fish stock management and quotas, causing a notable decline in the number of fishing vessels based at the port (Undiscovered Scotland, 2025). Throughout the postwar period, Peterhead maintained important maritime roles though no longer involved in whaling or warfare operations. Today, Peterhead has emerged as a modern, high-tech, all-weather port that combines a rich fishing heritage with cutting-edge infrastructure to serve as a leader in sustainable maritime industries, seafood processing and renewable energy development in Scotland and Europe (Peterhead Port Authority, 2025). The layered history of wartime activity, combined with modern commercial maritime industries has likely left a varied archaeological record within the offshore and nearshore Offshore Red Line Boundary.

4. Archaeological Potential and Statement of Significance

4.1 Introduction

- 4.1.1.1 This Section has been informed by the baseline and the marine geophysical and geoarchaeological assessments, which include comprehensive surveys and analyses of the seabed.

4.2 Palaeolandscapes and palaeoenvironmental

- 4.2.1.1 *The Offshore Red Line Boundary has low potential to contain palaeolandscape remains.* The Offshore Red Line Boundary experienced repeated glaciations throughout the Pleistocene epoch, resulting in periodic glacial cover that made the broader landscape uninhabitable at times. The interpretation of the marine geophysical data indicates the presence of thick Middle to Late Quaternary deposits across the area. These deposits include formations such as the Aberdeen Ground Formation, Ling Bank Formation, Fisher Formation, Coal Pit Formation, Swatchway Formation, Witch Ground Formation, which were likely deposited in marine to glaciomarine environments, with deep channels observed within the Ling Bank and Coal Pit Formations indicating multiple phases of sub-glacial channelling due to Pleistocene glaciations over the Offshore Red Line Boundary during the Devensian period. Glacial and glaciomarine environments are not conducive to archaeological activity, resulting in little archaeological potential for many of these formations. However, analysis of the SBP data suggests that the deposits mapped within the offshore export cable corridor section of the Offshore Red Line Boundary have the potential to enhance understanding of Devensian ice-stream activity and glacial dynamics in the region, leading to an improvement in palaeogeographic reconstructions which can aid the interpretation of the archaeological record. These deposits, therefore, would likely be of up to **medium** value derived from archaeological interest.
- 4.2.1.2 Any shorelines or submerged palaeolandscapes dating from the Late Glacial to Early Holocene would only be present, if preserved, in shallower waters west of the Offshore Red Line Boundary toward the Scottish coast. Within the nearshore areas, possible dune or beach deposits sitting upon the bedrock surface at the Scotstown landfall might yield evidence of a submerged palaeolandscape, whereas at the Lunderton landfall, a possible palaeochannel is present incised into the bedrock through the centre of this bay. The geoarchaeological potential of these features is currently undetermined. There is, therefore, no potential for palaeoenvironmental remains through much of the Offshore Red Line Boundary.

4.3 Prehistoric

- 4.3.1.1 *The Offshore Red Line Boundary has low potential to contain Palaeolithic remains.* Any potential Palaeolithic sites (such as middens or hearths) or objects (tools or weapons) that may have survived the glacial processes due to the rocky nature of the area would be either buried within sheltered areas, such as gullies, or in previous lowstand sea caves. Any potential archaeological remains would be highly significant, due to the rarity of such sites across the region. Isolated findspots of stone tools or faunal remains dated to this period are possible within or at the interface between Pleistocene deposits and later geological deposits.

- 4.3.1.2 If present, Palaeolithic temporary settlement remains would be of **high** or **very high** value, depending on preservation and extent, derived from their archaeological interest. Remains of lithic material would be **low** value if comprised of isolated lithic remains or **medium** value if comprised of lithic scatters, depending upon the type and extent.
- 4.3.1.3 *The Offshore Red Line Boundary has moderate potential to contain Mesolithic prehistoric remains.* Peterhead would have been attractive to Mesolithic groups due to access to marine and terrestrial sources; however, much of the Mesolithic evidence in Scotland is found in river valleys or terraces rather than exposed coastal sites, possibly due to later landscape changes, sea-level rise, or limited investigation of the coastal zone (Wickham-Jones *et al.* 2021). While evidence of Mesolithic activity is generally limited to lithic scatters, it is possible that temporary settlement is present, linked to the abundant natural resources, both marine and terrestrial, that would have been available during this period.
- 4.3.1.4 If present, Mesolithic temporary settlement remains would be of **high** or **very high** value, depending on preservation and extent, derived from their archaeological interest. Remains of lithic material would be **low** value if comprised of isolated lithic remains or **medium** value if comprised of lithic scatters, depending upon the type and extent.
- 4.3.1.5 *The Offshore Red Line Boundary has moderate potential to contain evidence of marine resource exploitation dating to the Neolithic, Bronze Age, and Iron Age.* While no direct evidence of watercraft, marine resource exploitation or maritime structures from these periods has been identified within the Offshore Red Line Boundary and marine archaeology study area, HERs from the Onshore Red Line Boundary and study area have documented assets linked to these periods. These findings suggest locations of potential archaeological interest that may serve as proxies for past offshore activities.
- 4.3.1.6 *There is low potential for the Offshore Red Line Boundary to contain Roman remains.* Remnants of Roman ports and maritime structures are rare in Britain, particularly in northern and peripheral regions of Scotland, as Roman influence did not reach these areas extensively. The nearest evidence of Roman material culture is found at Dunnicaer promontory fort located on the coast about 68km to the south of the Offshore Red Line Boundary, further research is required to better understand the extent of Roman activity and influence in this area.
- 4.3.1.7 If present, Roman ships and maritime infrastructure would be of **high** or **very high** value, depending on preservation and extent, derived from their archaeological interest. Isolated remains would be of **low** value derived from their archaeological interest.

4.4 Medieval

- 4.4.1.1 *The Offshore Red Line Boundary has low potential to contain Pictish remains.* While evidence from the Onshore Red Line Boundary suggests a possible Pictish presence and trade activity in Peterhead, there is currently limited direct archaeological evidence to substantiate Pictish engagement in maritime contexts in this area. Although the Picts were historically associated with coastal regions and may have participated in seafaring activities, the archaeological record lacks definitive proof of such involvement in this area. Many coastal Pictish sites have suffered from erosion, which can remove and occasionally expose artefacts, but also means much has been lost to the sea, rather than intentional deposition of artefacts in marine or coastal settings (University of Aberdeen, 2025). The discovery of submerged Pictish material is exceedingly rare; most known Pictish artefacts in Scotland have been recovered from terrestrial contexts, hoards, or eroded coastal settlements (University of Aberdeen, 2024).
- 4.4.1.2 If present, remains of Pictish boats or maritime infrastructure would potentially be of **very high** value derived from their archaeological and historical interest, if present. Remains of medieval coastal infrastructure would be of **high** or **medium** value, depending on

preservation and extent, derived from archaeological and historical interest. Isolated remains would be of **low** value derived from archaeological interest.

- 4.4.1.3 *The Offshore Red Line Boundary has low potential to contain Viking remains.* While the northeast coast of Scotland was within the sphere of Norse influence and experienced some Viking activity, aside from the battle at Cruden Bay near Peterhead, there is no additional evidence currently available to indicate a Viking presence within the Offshore Red Line Boundary. The likelihood of offshore discoveries of Viking ship remains is similarly low, as there have been no confirmed finds along the northeast mainland coast near the Offshore Red Line Boundary or in the broader Aberdeenshire region (although this does not rule out the potential for future discoveries).
- 4.4.1.4 If present, remains of Viking boats or maritime infrastructure would be of **high** value derived from their archaeological and historical interest, if present. Remains of medieval coastal infrastructure would be of **high** or **medium** value, depending on preservation and extent, derived from their archaeological and historical interest. Isolated remains would be of **low** value, derived from their archaeological interest.
- 4.4.1.5 *The Offshore Red Line Boundary has moderate potential to contain post-Viking medieval remains.* Although small-scale fishing activities and coastal occupation occurred throughout the medieval period, no substantial harbour constructions or documented maritime infrastructure are recorded before the late 16th century at Peterhead. Furthermore, any remains of medieval vessels or maritime infrastructure offshore are yet to be identified in this area. The proximity of Keith Inch and the known engagement with fishing activities from at least the 1500s (notably Dutch fishermen using Peterhead Bay in the mid-1500s) hints at some maritime use during this period. The lack of early major harbour works could mean smaller-scale, more ephemeral maritime features or artefacts related to fishing and coastal trade, such as fishing gear, wooden structures, or small boat remains might survive, especially within intertidal or nearshore deposits.
- 4.4.1.6 If present, remains of medieval boats / ships or maritime infrastructure would be of **high** value derived from their archaeological and historical interest, if present. Remains of medieval coastal infrastructure would be of **high** or **medium** value, depending on preservation and extent, derived from their archaeological and historical interest. Isolated remains would be of **low** value, derived from their archaeological interest.

4.5 Post-medieval

- 4.5.1.1 *The Offshore Red Line Boundary has high potential to contain post-medieval remains.* Peterhead Bay has long served as an important hub for fishing and shipbuilding since the establishment of Port Henry. The harbour's development provided improved safe anchorage, enabling it to accommodate numerous vessels and increasing the potential of maritime archaeological remains in the area. Historical and contemporary accounts confirm several hundred wrecks within the Offshore Red Line Boundary and marine archaeology study area boundaries, as well as in nearshore waters, suggesting that additional undiscovered remains may exist, either buried or exposed due to seabed sedimentation and erosion. The harbour and coastal infrastructure evolved significantly from the 17th century onwards, with breakwaters and piers built and expanded to protect the port, yet this period also witnessed frequent and extensive shipwrecks on offshore rocks. Given the high density of maritime traffic and the North Sea's challenging conditions, and documented loss incidents, the Offshore Red Line Boundary and marine archaeology study area likely hold several well-preserved or partial wrecks from this period, though some may be buried or obscured by sediment. Additionally, due to the area's longstanding history as a maritime hub and fishing port, there may be remnants of vessels used for whaling, fishing, and trade, along with associated materials.

- 4.5.1.2 Remains of early post-medieval ships and maritime infrastructure would potentially be of **high** value derived from their archaeological and historical interest if present. Remains of later wooden and iron post-medieval ships and maritime infrastructure would be of **high** or **medium** value, depending on type, preservation and extent, derived from their archaeological interest. Early steel shipwrecks would likely be of **medium** value depending on type, preservation and extent, derived from their archaeological interest. Isolated remains would be of **low** value, derived from their archaeological interest.

4.6 Modern

- 4.6.1.1 *The Offshore Red Line Boundary has high potential to contain modern ship and military watercraft remains.* In addition to its commercial maritime activities, Peterhead was involved in naval operations during both World Wars. The existence of shipwrecks from this period within the Offshore Red Line Boundary and marine archaeology study area substantiates evidence of such activities and suggests that additional remains may still be undiscovered or concealed beneath the seabed. Peterhead was heavily bombed 28 times during the war due to its strategic position. Defensive installations, in addition to the identified pillboxes along the nearshore of the Offshore Red Line Boundary and marine archaeology study area, such as gun batteries, anti-aircraft positions, or shelters may remain along the coast of or near the Offshore Red Line Boundary, although specific surviving structures are not widely documented.
- 4.6.1.2 *The Offshore Red Line Boundary has high potential to contain military aircraft remains.* There have been identifications of aviation remains within the offshore and nearshore marine archaeology study area. Aircraft rarely leave articulated remains on the seabed after crashing; impact scatters wreckage, and lightweight materials often cause debris to drift before sinking. If further remains are found, they are most likely to be found in a disarticulated state.
- 4.6.1.3 Remains of modern shipwrecks and maritime infrastructure would likely be of **medium** significance, derived from archaeological and historical value. Sunken military and aircraft remains would be of **high** value, derived from their archaeological and historical interest. Submarine remains would be of **high** value, derived from their archaeological and historical interest. Isolated remains would be of **very low** value, derived from archaeological interest.

5. References

- Aberdeen City Council, (2025). *Bloody Aberdeen trail – the darker history of the city*. [online] Available at: <https://www.visitabdn.com/assets/Bloody-Aberdeen-Trail.pdf> [Accessed: 14 August 2025].
- Aberdeenshire Council, (2025). *The early history of northeast Scotland*. [online] Available at: <https://www.aberdeenshire.gov.uk/leisure-sport-and-culture/archaeology/a-brief-history-of-the-north-east/> [Accessed: 14 August 2025].
- Airfields of Britain, (2025). *Peterhead (Landplace)*. [online] Available at: <https://www.abct.org.uk/airfields/airfield-finder/peterhead-landplane> [Accessed: 14 August 2025].
- Bailey, G. and Flemming, N., (2008). *Archaeology of the continental shelf: marine resources, submerged landscapes and underwater archaeology*. *Quatern Sci Rev* 27(23):2153-2165.
- Arbuthnot, J., (1815). *An historical account of Peterhead, from the earliest period to the present*. D. Chalmers.
- Ballantyne, C.K., (2009). *Extent and deglacial chronology of the last British-Irish Ice Sheet: implications of exposure dating using cosmogenic isotopes*. *Journal of Quaternary Science*, 25, pp. 515–543.
- Ballantyne, C.K. and Small, D., (2017) *The Last Scottish Ice Sheet, Earth and Environmental Science Transactions of the Royal Society of Edinburgh*, 110(1-2), pp. 1–88.
- Ballin, T.B., (2019). *'The lithic assemblage [the Milltimeber site] in Dingwall, K., and Wilson, D. (ed). The land was forever: 15,000 years in northeast Scotland. Excavations on the Aberdeen Western Peripheral Route/ Balmedie-Tiperty, Oxbow Books, pp. 89–122.*
- Bell, M., W.G., C.H., Long, A.J., Momber, G., Schulting, R.J., Spikins, P and Sturt, F., (2021). *The Mesolithic: a maritime archaeological research agenda for England*. [online] Available at <https://researchframeworks.org/maritime/the-mesolithic/#section-4> [Accessed: 14 August 2025].
- British Geological Survey (BGS), (2025). *Geoindex Offshore*. [online] Available at: <https://www.bgs.ac.uk/map-viewers/geoindex-offshore/> [Accessed: 14 August 2025].
- Cessford, C., (2005). *Pictish art and the sea*. [online] Available at: <https://jemne.org/issues/8/cessford.html> [Accessed: 14 August 2025].
- Chartered Institute for Archaeologists (CIfA), (2020a). *Standard and guidance for historic environment desk-based assessment*. [online] Available at: <https://www.archaeologists.net/sites/default/files/2023-11/CIfA-SandG-DBA-2020.pdf> [Accessed: 19 August 2025].
- Chartered Institute for Archaeologists (CIfA), (2020b). *Standard and guidance for commissioning work or providing consultancy advice on archaeology and the historic environment*. [online] Available at: <https://www.archaeologists.net/sites/default/files/2023-11/CIfA-SandG-Commissioning-2020.pdf> [Accessed: 19 August 2025].
- Clark, V.E., (1921) *The port of Aberdeen: a history of its trade and shipping from the 12th century to the present day*. Aberdeen: D. Wylie & Son.
- Clark, C.D., Ely, J.C., Hindmarsh, R.C.A., Bradley, S., Ignéczi, A., Fabel, D., Ó Cofaigh, C., Chiverrell, R.C., Scourse, J., Benetti, S., Bradwell, T., Evans, D.J.A., Roberts, D.H., Burke, M., Callard, S.L., Medialdea, A., Saher, M., Small, D., Smedley, R.K., Gasson, E., Gregoire, L., Gandy, N., Hughes, A.L.C., Ballantyne, C., Bateman, M.D., Bigg, G.R., Doole, J., Dove, D., Duller, G.A.T., Jenkins, G.T.H., Livingstone, S.L., McCarron, S., Moreton, S., Pollard, D., Praeg, D., Sejrup, H.P.,

Van Landeghem, K.J.J. and Wilson, P., (2022). *Growth and retreat of the last British–Irish Ice Sheet, 31 000 to 15 000 years ago: The BRITICE-CHRONO reconstruction*. *Boreas*, 51 (4): 699–758.

Cooper, S., (2016). *The “forgotten blitz” in WW2 that left hundreds dead and thousands homeless*. [online] Available at: <https://www.warhistoryonline.com/world-war-ii/forgotten-blitz-scotland-left-thousands-dead-x.html> [Accessed: 14 August 2025].

Coull, J.R., (1969). *Fisheries in the North-East of Scotland before 1800*. *Scottish Studies*, 13, pp. 18–32.

Dunkley, M., (2014). ‘*Travelling by water. A chronology of prehistoric boat archaeology/ mobility in England in Leary, J. (ed). Past mobilities: archaeological approaches to movement and mobility, 1st edition, Routledge, pp. 1–15.*

Ehlers, J. and Gibbard, P.L., (1991). *Glacial deposits in Great Britain and Ireland*. Rotterdam: A.A. Balkerna.

Evans, D.J.A., Clark, C.D. and Mitchell, W.S., (2005). *The last British Ice Sheet: a review of the evidence utilised in the compilation of the glacial map of Britain*. *Earth-Science Reviews*, 70(3-4), pp. 253–312.

Fitch, S. and Gaffney, V., (2011). *West Coast Palaeolandscapes Survey (Project No. 1997)*. University of Birmingham.

Gardiner, R. and Christensen, A.E., (1996). *The earliest ships: the evolution of boats into ships*. Conway Maritime Press.

Garlinghouse, T., (2022). *Who were the Picts, the early inhabitants of Scotland?* [online] Available at: <https://www.livescience.com/who-were-picts-scotland> [Accessed: 14 August 2025].

Gibbard, P.L. and Clark, C.D., (2011). ‘*Pleistocene glaciation limits in Great Britain*’ in Ehlers, J., Gibbard, P.L., and Hughes, P.D. (eds). *Quaternary glaciations - extent and chronology - a closer look, Developments in Quaternary Science Volume 15, Elsevier, pp. 75–93.*

Guard Archaeology, (2021). *ARO43: Nether Park quarry, Aberdeenshire: a small Mesolithic and Neolithic site on the banks of the River Dee*. *Archaeology Reports Online*, pp. 1–55.

Hall, A., Riding, J. and Brown, J., (2016). *The last glaciation in Orkney, Scotland: glacial stratigraphy, event sequence and flow paths*. *Scottish Journal of Geology* Volume 52, Pages 90 – 101.

Henderson, J., (2019). *Oceans without history? Marine cultural heritage and sustainable development agenda*, *Sustainability*, 11(18): 5080–5102.

Historic England, (2016). *Ships and boats: prehistory to 1840*. [online] Available at: <https://historicengland.org.uk/images-books/publications/iha-ships-boats/heag132-ships-and-boats-prehistory-1840-ihai/> [Accessed: 14 August 2025].

Historic Environment Scotland (HES), (2019). *Historic Environment Policy for Scotland*. [online] Available at: <https://www.gov.scot/binaries/content/documents/govscot/publications/factsheet/2019/09/historic-environment-scotland-hes---core-documents-library/documents/scottish-historic-environment-policy-statement-2016/scottish-historic-environment-policy-statement-2016/govscot%3Adocument/historic-environment-policy-for-scotland%2B%25281%2529.pdf> [Accessed: 14 August 2025].

Historic Environment Scotland (HES), (2020). *Managing Change in the Historic Environment: Setting*.

Historic Environment Scotland (HES), (2022). *The Historic Environment Strategy for Scotland*.

Historic Environment Scotland (HES), (2023a). *Our Past, Our Future: The Strategy for Scotland's Historic Environment*.

Historic Environment Scotland (HES), (2023b). *Managing Change in the Historic Environment: Conserving our Underwater Heritage*.

Historic Environment Scotland (HES), (2025). *The Vikings in Scotland: Dumbarton and beyond*. [online] Available at: <https://blog.historicenvironment.scot/2025/07/vikings-scotland-dumbarton/> [Accessed: 14 August 2025].

Her Majesty's (HM) Government, (2011). *UK Marine Policy Statement*. [online] Available at: <https://www.gov.uk/government/publications/uk-marine-policy-statement> [Accessed: 14 August 2025].

Lee, J.R., Rose, J., Hamblin R.J.O., Moorlock, B.S.P., Riding, J.B., Barendregt, R.W. and Candy, I., (2011). *The glacial history of the British Isles during the Early and Middle Pleistocene implications for the long-term development of the British Ice Sheet* in Ehlers, G., Gibbard, P.L., and Hughes, P.D. (eds). *Quaternary glaciations - extent and chronology - a closer look, Developments in Quaternary Science Volume 15, Elsevier*, pp. 59–74.

Macinnes, L., (1985). *Brochs and the Roman occupation of lowland Scotland. Proceedings of the Society of Antiquaries of Scotland*, 114, pp. 235–249

MSDS Marine, (2023). *Salamander offshore wind farm: marine archaeology technical report, Unpublished report*. Ref: 2023/MSDS23250/1. [online] Available at: <http://salamanderfloatingwind.com/wp-content/uploads/2024/offshore-wind-pdf/ER.A.4.17.3%20Marine%20Archaeology%20and%20Cultural%20Heritage%20Technical%20Report.pdf> [Accessed: 14 August 2025].

McGrail, S., (2001). *Boats of the world. From the Stone Age to medieval time*. Oxford: Oxford University Press.

Merritt, J.W., Auton, C.A., Connell, E.R., Hall, A.M. and Peacock, J.D., (2003). *Caizonic geology and landscape evolution of north-east Scotland. Memoir of the British Geological Survey, sheets 66E, 67, 76E, 86E, 87W, 87E, 95, 96W, 96E and 97 (Scotland)*.

Mowbray, S., (2025). *Vikings didn't just raid and pillage — they had diplomacy and trade networks, too*. [online] Available at: <https://www.discovermagazine.com/vikings-didnt-just-raid-and-pillage-they-had-diplomacy-and-trade-networks-47181> [Accessed: 14 August 2025].

Muckleroy, K., (1978). *Maritime archaeology*. [online] Available at: <https://archive.org/details/muckelroymaritim0000unse> [Accessed: 14 August 2025].

National Museums Scotland, (2025). *How 'Viking' is the Galloway Hoard?* [online] Available at: <https://www.discovermagazine.com/vikings-didnt-just-raid-and-pillage-they-had-diplomacy-and-trade-networks-47181> [Accessed: 14 August 2025].

Naval History, (2025). *HMS Peterhead (J 59) – Bangor-class minesweeper*. [online] Available at: https://www.naval-history.net/xGM-Chrono-22MS-Bangor-HMS_Peterhead.htm [Accessed: 14 August 2025].

Noble, G. and Evans, N., (2022). *Picts: Scourge of Rome, Rulers of the North*. Edinburgh: Birlinn Ltd. [online] Available at: <https://www.amazon.com/Picts-Scourge-Rome-Rulers-North/dp/1780277784> [Accessed: 14 August 2025].

Noble, G., Evans, N., Hamilton, D., MacIver, C., Masson-Maclean, E. and O'Driscoll, J., (2020). *Dunnicaer, Aberdeenshire, Scotland: a Roman Iron Age promontory fort beyond the frontier*. *The Archaeology Journal*, 177(2), pp. 256–338. [online] Available at: https://aura.abdn.ac.uk/bitstream/handle/2164/17575/Noble_et_al_AJ_DunnicaerAberdeenshireScotland_AAM.pdf [Accessed: 14 August 2025].

Palmer, S., (2020). *History of ports. The International Journal of Maritime History*, 32(2), pp. 426–433. [online] Available at: <https://journals.sagepub.com/doi/pdf/10.1177/0843871420921266> [Accessed: 14 August 2025].

Peterhead Port Authority, (2025). *Port history*. [online] Available at: <https://www.peterheadport.co.uk/about/historyhttps://www.peterheadport.co.uk/about/history> [Accessed: 14 August 2025].

Peters, C., (2014). 'The origins of maritime Cornwall' in Payton, P., Kennerly A. and Doe, H. (eds). *The Maritime History of Cornwall*, Exeter: University Exeter Press, pp. 31–42.

Pollard, E., Corns, A., Henry, S. and Shaw, R., (2020). *Coastal erosion and the promontory fort: appearance and use during late Iron Age and early medieval county Waterford, Ireland. Sustainability*, 12(14), pp. 5794. [online] Available at: <https://www.mdpi.com/2071-1050/12/14/5794> [Accessed: 14 August 2025].

Rio de Seguridad y Defensa de America Latina (Resdal), (1997). *The Norwegian Navy in the Second World War*. [online] Available: <https://www.resdal.org/Archivo/d00000a5.htm> [Accessed: 14 August 2025].

Robinson, G., (2013). 'A sea of small boats': places and practices on the prehistoric seascape of western Britain. [online] Available at: <https://intarch.ac.uk/journal/issue34/2/toc.html> [Accessed: 14 August 2025].

Rogers, A.J., (2016). *Coastal connections: the archaeology of the British North Sea coastline in the Neolithic and Early Bronze Age, 4000-15000 BCE*. Ph.D. Thesis. University of Reading. [online] Available at: https://www.academia.edu/46852864/Coastal_Connections_The_Archaeology_of_the_British_North_Sea_Coastline_in_the_Neolithic_and_Early_Bronze_Age_4000_1500_BC_PhD_thesis [Accessed: 14 August 2025].

Scotting Invasive Species Initiative, (2025). *The Deveron, Ythan and Ugie Rivers*. [online] Available at: <https://invasivespecies.scot/deveron-ythan-and-ugie/> [Accessed: 14 August 2025].

Scottish Government, (2015). *Scotland's National Marine Plan*. [online] Available at: <https://www.gov.scot/publications/scotlands-national-marine-plan/https://www.gov.scot/publications/scotlands-national-marine-plan/> [Accessed: 14 August 2025].

Scottish Government, (2020). *Sectoral Marine Plan (SMP) – Wind (Offshore) Plan Options*. [online] Available at: <https://www.gov.scot/publications/sectoral-marine-plan-offshore-wind-energy/> [Accessed: 14 August 2025].

Scottish Government, (2023). *National Planning Framework 4*. [online] Available at: <https://www.gov.scot/publications/national-planning-framework-4/pages/3/> [Accessed: 14 August 2025].

Simpson, A.T. and Stevenson, S., (1983). *Historic Peterhead: the archaeological implications of development, Scottish Burgh Survey, University of Glasgow*. [online] Available at: <https://i.rcahms.gov.uk/canmore-pdf/WP00004552.pdf> [Accessed: 14 August 2025].

The Press and Journal, (2024). *The Peterhead fisherman who used his trawler in WWI minesweeping*. [online] Available at: <https://www.pressandjournal.co.uk/fp/past-times/6408473/peterhead-fisherman-ww1-minesweeping/> [Accessed: 14 August 2025].

The River Ugie, (2025). *The River Ugie angling association*. [online] Available at <http://www.riverugie.co.uk/> [Accessed: 14 August 2025].

The Scotsman, (2013). *Aberdeen and North East – Viking link to the North East of Scotland*. [online] Available at: <https://www.scotsman.com/regions/aberdeen-and-north-east/viking-link-to-the-north-east-of-scotland-1490003> [Accessed: 14 August 2025].

The Scottish Archaeological Research Framework (ScARF), (2025a). *Mesolithic lifestyles*. [online] Available at: <https://scarf.scot/national/palaeolithic-mesolithic-panel-report/6-lifestyles/6-1-mesolithic-lifestyles/> [Accessed: 14 August 2025].

The Scottish Archaeological Research Framework (ScARF), (2025b). *The Mesolithic-Neolithic transition in Scotland: ways forward*. [online] Available at <https://scarf.scot/national/palaeolithic-mesolithic-panel-report/6-lifestyles/6-2-the-mesolithic-neolithic-transition-in-scotland-ways-forward/> [Accessed: 14 August 2025].

The Scottish Archaeological Research Framework (ScARF), (2025c). *Transportation and movement*. [online] Available at: <https://scarf.scot/national/scarf-bronze-age-panel-report/3-lifeways-and-lifestyles/3-6-transportation-and-movement/#:~:text=It%20is%20assumed%20that%20maritime%20and%20riverine%20movement,surprisingly%2C%20no%20surviving%20hide%20boats%20%28McGrail%202004%2C%2063-4%29> [Accessed: 14 August 2025].

The Scottish Archaeological Research Framework (ScARF), (2025d). *Chronological schemes*. [online] Available at: <https://scarf.scot/national/iron-age-panel-report/2-the-history-of-research/2-6chronological-schemes/> [Accessed: 14 August 2025].

The Wester Front Association, (2025). *Pantomime at sea: Q-ships in the First World War*. [online] Available at: <https://www.westernfrontassociation.com/world-war-i-articles/pantomime-at-sea-q-ships-in-the-first-world-war/> [Accessed: 14 August 2025].

Trove, (2025). *Cruden Bay*. [online] Available at: <https://www.trove.scot/place/20869https://www.trove.scot/place/20869> [Accessed: 14 August 2025].

Undiscovered Scotland, (2025) *Peterhead*. [online] Available at: <https://www.undiscoveredscotland.co.uk/peterhead/peterhead/index.html> [Accessed: 14 August 2025].

United Nations Educational, Scientific, and Cultural Organisation (UNESCO), (2021). *Convention on the Protection of the Underwater Cultural Heritage Annex*. [online] Available at: <https://www.unesco.org/en/legal-affairs/convention-protection-underwater-cultural-heritage?hub=412> [Accessed: 14 August 2025].

University of Aberdeen, (2024). *Remarkable Pictish ring discovered in Scotland after more than 1,000 years underground*. [online] Available at: <https://www.abdn.ac.uk/news/23499/> [Accessed: 14 August 2025].

University of Aberdeen, (2025). *Shedding new light on Scotland's mysterious Picts*. [online] Available at: <https://www.abdn.ac.uk/stories/shedding-new-light-on-the-picts/index.html> [Accessed: 14 August 2025].

Van de Noort, R., (2011). *North Sea archaeologies: a maritime biography, 10,000 BC to AD 1500*. Oxford: Oxford University Press. [online] Available at: <https://academic.oup.com/book/43151> [Accessed: 14 August 2025].

Van de Noort, R., Cumby, B., Blue, L., Harding, A., Hurcombe, L., Hansen, T.M., Wetherelt, A., Wittamore, J., and Wyke, A., (2014). *Morgawr: an experimental Bronze Age-type sewn-plank craft based on the Ferriby boats' International Journal of Nautical Archaeology* 43, 292-313.

Vaughan-Hirsch, D. and Phillips, E., (2016). 'The Middle Pleistocene glacial evolution of northern East Anglia uk. A dynamic tectonostratigraphic-parasequence approach'. *J. Quat. Sci.* 32, 231-260.

Warren, G., (2001). *Towards a social archaeology of the Mesolithic in eastern Scotland: landscapes, contexts and experience*. Ph.D. Thesis. University of Edinburgh. [online] Available at: <https://era.ed.ac.uk/handle/1842/8905> [Accessed: 14 August 2025].

Wessex Archaeology, (2011). *Assessing boats and ships 1860-1913: archaeological desk-based assessment*. Salisbury, Unpublished report. Ref: 70861.01. [online] Available at: https://archaeologydataservice.ac.uk/archives/view/boatsandships_eh_2011/overview.cfm [Accessed: 14 August 2025].

Wickham-Jones, C., Bates, R., Cameron, A., Clarke, A., Collinson, D., Duthie, S., Kinnaird, T., Noble, G., Ross, I., Sabnis, H. and Tipping, R., (2021). *Prehistoric communities of the River Dee: Mesolithic and other lithic scatter sites of central Deeside, Aberdeenshire.*, *Scottish Archaeological Internet Reports*, 97, pp, 1–196. [online] Available at: <https://aura.abdn.ac.uk/handle/2164/18286> [Accessed: 14 August 2025].

Wilkes, E., (2004). *Iron Age maritime nodes on the English Channel coast. An investigation into the location, nature and context of early ports and harbours, Volume 1*. Ph.D Thesis. Bournemouth University. [online] Available at: https://eprints.bournemouth.ac.uk/290/1/Wilkes%2CEileen_Ph.D._2004__Vol.1.pdf [Accessed: 14 August 2025].

WSP UK Limited, (2023). *SS Tobol: cultural heritage and archaeology technical note*, Unpublished report.

Ancient Monuments and Archaeological Areas Act 1979. (1979 c.46). [online] Available at: <https://www.legislation.gov.uk/ukpga/1979/46/contents> [Accessed: 19 August 2025].

Protection of Military Remains Act 1986. (1986 c. 35). [online] Available at: <https://www.legislation.gov.uk/ukpga/1986/35/contents> [Accessed: 19 August 2025].

Merchant Shipping Act 1995. (1995 c. 21). [online] Available at: <https://www.legislation.gov.uk/ukpga/1995/21/contents> [Accessed: 19 August 2025].

Marine and Coastal Access Act 2009. (2009 c. 23). [online] Available at: <https://www.legislation.gov.uk/ukpga/2009/23/contents> [Accessed: 19 August 2025].

Marine (Scotland) Act 2010. (2010 asp. 5). [online] Available at: <https://www.legislation.gov.uk/asp/2010/5/contents> [Accessed: 19 August 2025].

Scottish Government, (2016). *Treasure Trove Law (as revised Jan 2016; applicable to mean low water springs)*. [online] Available at: <https://www.gov.scot/policies/arts-culture-heritage/cultural-property/> [Accessed: 19 August 2025].

United Nations, (1982). *United Nations Convention on the Law of the Sea (UNCLOS)*. [online] Available at: https://www.un.org/depts/los/convention_agreements/texts/unclos/unclos_e.pdf [Accessed: 19 August 2025].

International Council on Monuments and Sites (ICOMOS), (n.d.). *Charters and doctrinal texts*. [online] Available at: <https://www.icomos.org/charters-and-doctrinal-texts/> [Accessed: 19 August 2025].

Council of Europe, (1992). *European Convention on the Protection of the Archaeological Heritage (Revised) – Valletta Convention*. [online] Available at: <https://www.coe.int/en/web/culture-and-heritage/valletta-convention> [Accessed: 19 August 2025].

United Nations Educational, Scientific, and Cultural Organisation (UNESCO), (2001). *Convention on the Protection of the Underwater Cultural Heritage*. [online] Available at: <https://www.unesco.org/en/underwater-heritage/2001-convention> [Accessed: 19 August 2025].

6. Glossary of Terms and Abbreviations

6.1 Abbreviations

Acronym	Definition
BCE	Before Common Era
BGS	British Geological Survey
BIIS	British-Irish Ice Sheet
BP	Before Present
CE	Common Era
COARS	Coastal and Offshore Archaeological Research Services
DBA	Desk-based Assessment
EEZ	Economic Exclusive Zone
HER	Historic Environment Record
HMS	His / Her Majesty's Ship
LGM	Last Glacial Maximum
MHWS	Mean High Water Springs
RAF	Royal Air Force
SBP	Sub-bottom Profiler
ScARF	Scottish Archaeological Research Framework
SPR	ScottishPower Renewables
SSS	Sidescan Sonar
UKHO	United Kingdom Hydrographic Office
WWII	World War II

6.2 Glossary of terms

Term	Definition
Archaeology	The study of the material remains of the past.
Bronze Age	After the Neolithic and the first use of metal in the Chalcolithic, the Bronze Age is defined by advances in metal working to produce durable Bronze tools and weapons, accompanied by societal change. New architectural styles and burial practices appear.
Designated Heritage Asset	An element of the historic environment that has value in policy and is designated by statute.
Geoarchaeology	A multi-disciplinary approach that uses the techniques and subject matter of geography, geology, geophysics and other earth sciences to examine and inform archaeological knowledge and thought.
Geophysical survey	Activities to obtain data on the distribution and nature of geophysical properties of the seabed (for example, bathymetry, surficial sediment type and bedforms, sub surface geology). Geophysical survey outputs typically include multibeam bathymetry, SSS and sub-bottom profiler data.
Heritage	The historic environment and especially valued assets and qualities such as historic buildings and cultural traditions.
Heritage Asset	An element of the historic environment that has value in policy.
Historic Environment	The physical evidence of past human activity.
Iron Age	Tribal centres and elites appear in society at the end of the Bronze Age. There is a wide range of monumental buildings including brochs, duns and crannogs. Iron is used for tool making. The fall of Rome traditionally marks the end of the period.
Listed Buildings	High and medium significance buildings designated for their historical, architectural or artistic importance under the Planning (Listed Buildings and Conservation Areas) Act 1990.
Medieval Period	The Medieval period or Middle Ages arbitrarily begins with the death of Malcolm III Canmore in 1093 until James VI inherited the English throne in 1603.
Mesolithic	The Middle Stone Age, falling between the Palaeolithic and the Neolithic; marks the beginning of a move from a hunter gatherer society towards food producing society.
Neolithic	The Neolithic, or New Stone Age, sees the transition from hunter gatherer economies to farming. Monumental architecture, including chambered cairns, develops. Pottery is first used and stone tool technologies become more sophisticated.
Ordnance survey	OS stands for Ordnance Survey, which is the national mapping agency for Great Britain. It carries out the official surveying of Great Britain and provides the most accurate and up-to-date geographic data for the country, which is relied on by government, business and individuals.
Palaeoenvironmental remains	Minerogenic deposits such as alluvial silts and clays that have potential for ecofact preservation (such as diatoms, ostracods molluscs), the

Term	Definition
	assessment of which can provide information on depositional environments (for example. the salt or freshwater nature of deposits) that can enhance interpretation of the palaeolandscape. Peat deposits can preserve floral remains such as pollen, seeds and plant fragments and other organic remains. Organic material can also be dated by radiocarbon techniques, important for establishing the chronology for the depositional sequence.
Palaeolandscape	Palaeolandscape refers to an ancient / relict landscape that has been preserved in the geological record, in this case submerged by rising sea levels and seabed sediments. These landscapes provide insights into past environments, including the physical and ecological conditions that existed at different times. The study of the remnant palaeogeographic features provides insight into how ancient environments were exploited by early humans and how the landscape changed through time as a result of natural processes and human activities.
Palaeolithic	The 'Old Stone Age' from the earliest appearance of man in the British Isles to the end of the last Ice Age around 10,000 years BC.
Prehistoric	Comprises the archaeological periods prior to the advent of written historical record. The archaeological periods generally included within the Prehistoric designation are the Palaeolithic, Mesolithic, Neolithic, Bronze Age, and Iron Age.
Protected Wrecks	High significance shipwrecks designated for their historical, archaeological or artistic importance under the Protection of Wrecks Act 1974.
Roman	A term applied to physical traces of the Roman military incursions into Scotland and objects made within the Roman Republic or Empire from the late 1st century until the 4th C.E.
Scheduled Monument	A site or structure having statutory protection under the Ancient Monuments and Archaeological Areas Act 1979.

Appendix A

Historic Environment Gazetteer

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A1	UKHO 2405.	Unknown	Type of wreck or obstruction is not specified in record	Unknown	627909	6429199
A2	UKHO 1715; Canmore 321692.	Foul Ground	Type of wreck or obstruction is not specified in record.	Unknown	632700	6465660
A3	UKHO 57980; Canmore 323722.	Carvela	Fishing vessel constructed in 1979.	Modern	650865	6458438
A4	UKHO 1669; Canmore 321671.	Welfare	Fishing vessel sank in 1979.	Modern	646557	6461043
A5	UKHO 57641; Canmore 323694.	Sharona	Fishing vessel built in 1974.	Modern	654578	6451132
A6	UKHO 78420; Canmore 101841.	Foul Ground	Type of wreck or obstruction is not specified in record.	Unknown	575754	6374047
A7	UKHO 2299; Canmore 321932; NK25NW0004; NK26SW0003.	Craig-Gowan	The trawler Craig-Gowan (registration number cited as A 313) was in collision with the JAPONICA on the 25 April 1977 and sunk 8 miles East of Rattray Head.	Modern	583479	6387357
A8	UKHO 2321; Canmore 321939.	Pollux (Probably)	Steam ship built in 1907. Torpedoed and sunk by German submarine in 1917.	Modern	610210	6396847

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A9	UKHO 73699; Canmore 324450.	Ijsselstroom	Tug sank in 2009 while towing a stone barge.	Modern	574007	6373440
A10	UKHO 2276; Canmore 101838.	Atland	Steam ship built in 1910.	Modern	581704	6371595
A11	UKHO 2283; Canmore 101842.	Bel Lily	Trawler built in 1899.	Post-medieval / Modern	576622	6379033
A12	UKHO 2286; Canmore 101844.	St Magnus	The armed merchant ship built in 1912 was torpedoed by submarine en-route from Lerwick to Aberdeen.	Modern	576136	6377979
A13	UKHO 2351; Canmore 321949.	Ariel	Sailing vessel sank in 1917, captured by submarine and blown up.	Modern	605661	6416574
A14	UKHO 1666; Canmore 321668.	Unknown	Unidentified non-dangerous wreck.	Unknown	626650	6440857
A15	UKHO 65023; Canmore 324038.	Smit-Lloyd 47	Tug	Unknown	572665	6373482
A16	UKHO 65022; Canmore 324037.	Columbine	Steam ship built in 1934.	Modern	573631	6374396
A17	UKHO 2285; Canmore 101843.	Muriel	Steam ship torpedoed by UC-58 in 1918. This record is noted as dead and the recorded location for this wreck at A67 is the correct one.	Modern	573709	6379253
A18	UKHO 2339; Canmore 309634.	Unknown	Originally identified as a submarine possibly the German U-77. Recent diver survey suggest that this may be the wreck of a steam dredger.	Modern	594418	6403907

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A19	UKHO 2392; Canmore 321979.	Stella Marie (Possibly)	Fishing vessel sunk in 1987.	Modern	597294	6376957
A20	UKHO 2292; Canmore 101847.	Unknown	Possibly the Victory or a location for the Cairnmona found by diver in 1973, not relocated by UKHO. Fishing vessel.	Modern	576476	6385985
A21	UKHO 2372; Canmore 321966; NK16SE0001.	Malmland	The steamship Malmland, under Captain W. J. Wilson, carrying a cargo of iron ore from Kirkwall to Middlesbrough, was torpedoed and sunk by the German submarine U-17 (under the command of Kapitanleutnant Hans Walther) on the 8 August 1915 2 miles E-S of Rattray Head.	Modern	576961	6386951
A22	UKHO 64519; Canmore 324010.	Unknown	Military vessel of unknown date.	Modern	627670	6429803
A23	UKHO 2284; Canmore 202103.	Unknown	Unknown non-dangerous wreck of unknown date.	Unknown	577440	6378860
A24	UKHO 2364; Canmore 101866.	Unknown	Noted as possibly the Egenaes which was torpedoed and sunk 22 March 1917, but this has not been confirmed. The HER record data point for the Egenaes (A488) is located 5.5km to the southeast of this UKHO record point.	Unknown	587415	6380734
A25	UKHO 2287; Canmore 101738.	Unknown	Unknown non-dangerous wreck of unknown date.	Unknown	585895	6382331
A26	UKHO 2272; Canmore 321923.	Unknown	Unknown non-dangerous wreck of unknown date.	Unknown	578721	6373059
A27	UKHO 2358; Canmore 321956.	Unknown	Unknown non-dangerous wreck of unknown date identified as a stern trawler.	Post-medieval / Modern	609586	6427226

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A28	UKHO 2281; Canmore 321927.	Unknown	Unknown non-dangerous wreck of unknown date identified.	Unknown	578989	6376746
A29	UKHO 2289; Canmore 321928.	Unknown	Unknown non-dangerous wreck of unknown date identified.	Unknown	600495	6385152
A30	UKHO 64518; Canmore 324009.	Unknown	Unknown non-dangerous wreck of unknown date identified as a military vessel through the presence of torpedo tubes.	Modern	627427	6429616
A31	UKHO 82076	Foul ground	Unknown	Unknown	634436	6430453
A32	UKHO 74766; Canmore 324505.	Unknown	Unknown non-dangerous wreck of unknown date identified.	Unknown	601212	6399886
A33	UKHO 2326; Canmore 321941; NK47SE0001.	Gibraltar	The steam trawler GIBALTAR (registration cited as H 1000), carrying a cargo of fish, was stopped and sunk by German submarine UB-35 (a UB II type submarine, under the command of Oblt. Rudolf Gebeschus) 20 miles ENE from Ratray Head on the 4 April 1917.	Modern	605088	6400362
A34	UKHO 2337; Canmore 321943.	Louisiana	Steam ship built in 1896 torpedoed by UC-45 in 1917.	Post-medieval / Modern	597028	6405264
A35	UKHO 2383; Canmore 309862.	Unknown	Unknown non-dangerous wreck of unknown date identified.	Unknown	597389	6402837
A36	UKHO 73632; Canmore 324446.	Unknown	Unknown non-dangerous wreck of unknown date identified.	Unknown	610304	6409875
A37	UKHO 74759; Canmore 324504.	Unknown	Unknown non-dangerous wreck of unknown date identified.	Unknown	603793	6403059

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A38	UKHO 2288; Canmore 101845.	Unknown	Unknown non-dangerous wreck of unknown date identified.	Unknown	580769	6383780
A39	UKHO 2363; Canmore 321961.	Jacqueline	Fishing vessel sunk in 1982.	Modern	570578	6381517
A40	UKHO 2365; Canmore 321962; NK15SW0075.	Ocean Herald II	The motor fishing vessel Ocean Herald II, under Captain Patient, was stranded near St Fergus on the 28 January 1984.	Modern	572197	6380154
A41	UKHO 74767; Canmore 324506.	Unknown	Unknown non-dangerous wreck of unknown date identified.	Unknown	604460	6403335
A42	UKHO 2278; Canmore 101740.	Unknown	Unknown non-dangerous wreck of unknown date identified. Possibly the Skomer.	Unknown	581435	6375380
A43	UKHO 2385; Canmore 208634; NK14NW0317.	Sea Reefer	Carrier sunk in 1992.	Modern	574038	6373971
A44	UKHO 2379; Canmore 292343.	Constant Star	Fishing vessel sunk in 1987.	Modern	573903	6371385
A45	UKHO 2378; Canmore 101873.	Unknown	Unknown wreck of unknown date lifted in 1988.	Unknown	572548	6373511
A46	UKHO 2279; Canmore 101741.	Magician	Steam ship built in 1926 sunk in 1944.	Modern	571967	6376253
A47	UKHO 2290; Canmore 101846.	Alcora (Possibly)	Steam ship built in 1919 sunk in 1940.	Modern	576946	6383953
A48	UKHO 79296	Unknown	Unknown non-dangerous wreck of unknown date identified.	Unknown	575362	6370922
A49	UKHO 2330; Canmore 321942.	William Rockefeller	Tanker sunk in 1918.	Modern	597387	6402836

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A50	UKHO 57254; Canmore 323646.	Ascania	Fishing vessel sunk in 1999.	Modern	651170	6435367
A51	UKHO 2404; Canmore 321990.	Gem	Fishing vessel collided with the Balmoral in 1968 (A52).	Modern	640056	6427842
A52	UKHO 2403; Canmore 321989.	Balmoral	Fishing vessel collided with the Gem in 1968 (A51).	Modern	640056	6427842
A53	UKHO 76156; Canmore 324535.	Foul Ground	Unknown	Unknown	634555	6430656
A54	UKHO 2291	Unknown	Dead wreck, not able to be relocated.	Unknown	582759	6385552
A55	UKHO 2270	Unknown	Dead wreck, not able to be relocated.	Unknown	583335	6372017
A56	UKHO 2406; Canmore 321991.	Unknown	Unknown non-dangerous wreck of unknown date identified.	Unknown	620685	6429166
A57	UKHO 2280	Unknown	Dead wreck, not able to be relocated.	Unknown	586733	6376727
A58	UKHO 1668; Canmore 321670.	Unknown	Unknown non-dangerous wreck of unknown date identified.	Unknown	632245	6450015
A59	UKHO 1710; Canmore 321687.	XZ 430	Buccaneer Aircraft, thought to have been wrecked in 1984. Wreckage fragmented and spread over 0.75m long elliptical area.	Modern	623576	6444516
A60	UKHO 2305; Canmore 321934.	Blomvaag (Possibly)	Steam ship sunk in 1917.	Post-medieval / Modern	599602	6391805
A61	UKHO 2296; Canmore 102210.	Cairnmona	Steam ship sunk in 1939 after being torpedoed by U-13.	Modern	575856	6388161

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A62	UKHO 2391; Canmore 321978.	Sapphire	Trawler built in 1987 and sank in 1997.	Modern	594583	6386735
A63	UKHO 2382; Canmore 321971.	Kedarost	Fishing vessel sunk in 1991.	Modern	595203	6400726
A64	UKHO 2295; Canmore 101849.	St Fergus (Possibly)	Steam ship sunk in 1940.	Modern	581591	6387642
A65	UKHO 1664	Foul Ground	Fisherman's Fastener.	Unknown	619997	6433224
A66	UKHO 64631; Canmore 324011.	Foul Ground	Aircraft remains including the wing section, undercarriage, engine, and prop hub.	Modern	616323	6425496
A67	UKHO 2282	Muriel	Steam ship built in 1898 and sunk in 1918. Recorded location of the wreck on the seabed. A17 is the original position that is erroneous.	Post-medieval / Modern	575597	6377648
A68	UKHO 66450; Canmore 324142.	St Fergus (Possibly)	Steam ship sunk in 1940.	Post-medieval / Modern	580661	6387465
A69	UKHO 2271; Canmore 101739.	Unknown	Possibly the Mudlark, sunk in 1918.	Modern	587311	6373028
A70	UKHO 2277; Canmore 101839.	Marzocco	Steam ship beached in 1940, may not still be in this position as noted as dead.	Modern	574075	6374714
A71	UKHO 2293; Canmore 101734 and 321929.	Victory	Drifter lost in 1923.	Modern	572585	6386346
A72	UKHO 2294; Canmore 321930.	Unknown	Unclassified obstruction.	Unknown	572229	6386773
A73	UKHO 98478	Unknown	Former platform.	Modern	654705	6431930

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A74	UKHO 100224	Unknown	Unknown non-dangerous wreck of unknown date identified.	Unknown	643940	6447787
A75	UKHO 100044	Unknown	Unknown non-dangerous wreck of unknown date identified.	Unknown	641758	6441804
A76	UKHO 57916; Canmore 323719.	Emma Jayne	Trawler sunk in 1999.	Modern	647139	6452482
A77	UKHO 99852	Unknown	Unknown non-dangerous wreck of unknown date identified.	Unknown	629082	6454440
A78	UKHO 100402	Unknown	Unknown non-dangerous wreck of unknown date identified.	Unknown	648483	6433405
A79	UKHO 67749; Canmore 324180.	Ocean Challenge	Fishing vessel built in 1980 and sunk in 2006.	Modern	634644	6454895
A80	UKHO 2273	Ben Tarbet	Fishing vessel sank in 1975 following collision with Aberdeen FV Venturer.	Modern	573566	6373239
A81	UKHO 105324	Foul Ground	Two dump weights not recovered during buoy demobilisation.	Modern	605936	6386453
A82	UKHO105252	Foul Ground	Echosounder and seabed frame not recovered.	Modern	605956	6386110
A83	Canmore 207897	Star of the West: North Sea	20th century Steam trawler.	Modern	478000	920000
A84	Canmore 207905	Petunia: Roan Head Rocks, Peterhead, North Sea	20th century Steam trawler.	Modern	413700	846600

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A85	Canmore 206344	Mary Ann: South Head, Keith Inch, Peterhead, North Sea	19th century Craft.	Post-medieval	414200	845800
A86	Canmore 207133	Mary Ann: Salthouse Head, Peterhead Bay, North Sea	19th century Lugger.	Post-medieval	413100	844500
A87	Canmore 206325	London Packet: South Head, Keith Inch, Peterhead, North Sea	19th century Sloop.	Post-medieval	414200	845800
A88	Canmore 206489	Active: Keith Inch, Peterhead Harbour, North Sea	19th century Schooner.	Post-medieval	414200	845800
A89	Canmore 208218	Scottish Belle: Roan Head Rocks, Peterhead, North Sea	20th century Steam trawler.	Modern	413700	846600
A90	Canmore 208526	Northman: South Head, Keith Inch, Peterhead, North Sea	20th century Steam trawler.	Modern	414200	845800
A91	Canmore 248537	Jennie: South Head, Peterhead, North Sea	19th century Sloop.	Post-medieval	414200	845800
A92	Canmore 249401	Napier: South Head, Keith Inch, Peterhead, North Sea	19th century Schooner.	Post-medieval	414200	845800
A93	Canmore 253853	Sweet Home: Roan Head, Peterhead, North Sea	19th century Lugger.	Post-medieval	413700	846600

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A94	Canmore 274667	Forth: Scotstoun Head, North Sea	19th century Lugger.	Post-medieval	411900	851800
A95	Canmore 272422	Fraser: South Head, Keith Inch, Peterhead, North Sea	19th century Smack.	Post-medieval	414200	845800
A96	Canmore 275929	Victoria: South Head, Keith Inch, Peterhead, North Sea	19th century Hermaphrodite schooner.	Post-medieval	414200	845800
A97	Canmore 285396	Pasha: South Head, Keith Inch, Peterhead, North Sea	19th century Barque.	Post-medieval	414200	845800
A98	Canmore 286615	Alliance: South Head, Keith Inch, Peterhead, North Sea	19th century Schooner.	Post-medieval	414200	845800
A99	Canmore 291586	Eliza: South Head, Keith Inch, Peterhead, North Sea	19th century Snow.	Post-medieval	414200	845800
A100	Canmore 291592	Betsey: South Head, Keith Inch, Peterhead, North Sea	19th century Sloop.	Post-medieval	414200	845800
A101	Canmore 291456	Helen: Scotstoun Head, North Sea	19th century Brig.	Post-medieval	411900	851800
A102	Canmore 291459	Martha And Mary: Scotstoun Head, North Sea	Classified as snow, with cargo of flax, hemp and iron bars: date of loss cited as 6 February 1760. Vessel was wrecked at Scotstoun [Scotstoun] Head. Capt. Robson. Registration: North Berwick.	Post-medieval	411900	851800

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A103	Canmore 298009	Result: Salthouse Head, Peterhead Bay, North Sea	19th century Schooner.	Post-medieval	413100	844500
A104	Canmore 309004	The Ramsey: North Sea	20th century Craft.	Modern	459000	901000
A105	Canmore 308433	Vid: North Sea	20th century Steam ship.	Modern	470000	929000
A106	Canmore 309542	Ann: North Sea	19th century Sloop.	Post-medieval	439000	882000
A107	Canmore 309543	Fife Ness: North Sea	20th century Steam Trawler.	Modern	449000	882000
A108	Canmore 308449	King Alfred: North Sea	20th century Trawler.	Modern	490000	930000
A109	Canmore 310917	Port Denison: North Sea	20th century Steam ship.	Modern	424500	859590
A110	Canmore 310416	Pollux: North Sea	20th century Steam ship.	Modern	447700	869000
A111	Canmore 309021	Sarvsfos: North Sea	20th century Craft.	Modern	459000	901000
A112	Canmore 326867	Unknown 1760	Brigantine	Post-medieval	411000	853500
A113	Canmore 325112	T.I.C. No.8	Dumb dredger.	Unknown	417700	857400
A114	Canmore 325552	Darling	Schooner	Unknown	411600	852900
A115	Canmore 326026	Unknown 1920	19th or 20th century floating crane.	Post-medieval / Modern	414630	846110

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A116	Canmore 326982	De Junge Gustaf (De Junge Gustav)	Craft	Unknown	414040	857520
A117	Canmore 326994	Marchioness Of Huntly	Schooner	Unknown	414000	842400
A118	Canmore 326998	Martha	Brig	Unknown	412000	858000
A119	Canmore 324646	St Magnus (Possibly)	Craft; likely the previous location point prior to it being relocated on the seabed. See A12 for the details on the St Magnus.	Unknown	415990	849380
A120	Canmore 326059	Bragi	Steam ship	Post-medieval / Modern	412000	857600
A121	Canmore 327028	Saturnius	Schooner	Unknown	412700	845500
A122	Canmore 324680	Unknown 1937	Craft	Modern	413000	851000
A123	Canmore 325251	Clumberhall	Steam ship	Post-medieval / Modern	412000	854000
A124	Canmore 325255	Wrangler (Ex....)	Salvage vessel	Modern	414000	847900
A125	Canmore 327055	Unknown 1834	Schooner	Post-medieval	412050	857510
A126	Canmore 325279	Unknown 1946	Drifter	Modern	412000	849000
A127	Canmore 325915	HMS Inglefield	Destroyer	Modern	459000	901000

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A128	Canmore 328253	Unknown 1849	Brig	Post-medieval	412620	847770
A129	Canmore 324748	U-?	Submarine	Modern	437000	877000
A130	Canmore 324755	Unknown	Craft	Unknown	426530	853480
A131	Canmore 324756	Craig-Gowan (Possibly)	Craft	Unknown	422000	859100
A132	Canmore 328902	Unknown	Craft	Unknown	417600	858700
A133	Canmore 328903	Simonburn (Possibly)	Craft	Unknown	416620	859390
A134	Canmore 327292	Unknown 1866	Brig	Post-medieval	459000	901000
A135	Canmore 329082	Unknown 1822	Sloop	Post-medieval	411750	857510
A136	Canmore 329138	Unknown 1774	Craft	Post-medieval	412000	858000
A137	Canmore 326833	Bridport	Sloop	Unknown	412000	849000
A138	Canmore 326841	Henry	Brig	Unknown	412620	850000
A139	Canmore 329215	Unknown 1732	Sloop	Post-medieval	412000	858000
A140	NK14NW0167	Exile, Peterhead Bay	The wooden schooner EXILE, carrying a cargo of coal, under Captain Coole, was stranded at	Modern	572817	6373184

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
			South Bay, Peterhead, on the 22 January 1903.			
A141	NK15NW0056	Moses, Rattray Head	The Norwegian schooner MOSES is presumed to have foundered off Rattray Head on the 4 December 1876, after papers and wreckage from the vessel were washed ashore.	Post-medieval	570637	6386714
A142	NK14NW0190	Columbine, North Head, Peterhead	The steamship COLUMBINE (formerly named THORN), carrying a cargo of serpentine stone, ran aground on the North Head, Peterhead, on the 24 December 1957.	Modern	572825	6373945
A143	NK05NE0055	North Sea	A report was made in April 1818 that wreckage had been washed ashore at Bay of Strathbeg.	Post-medieval	568751	6387086
A144	NK15NW0080	Nicoline, Rattray Head	The NICOLINE, under Captain Nielsen, travelling from Brevig to Wick, was driven ashore on Rattray Head in fog on the 12 August 1849. The crew were saved, and the cargo landed. It was hoped the vessel could be got off, but it is not known if attempts we.	Post-medieval	570766	6386116
A145	NK14SW0309	Sandford Bay	Various objects collected at Sandford Bay, revealed by cliff erosion. They include pieces of clay pipe, fragments of pottery, stoneware, bottle glass, and animal bone. Also, a possible leather bale strap, musket balls.	Unknown	572253	6371825
A146	NK14NW0116	North Sea	Supposed site of wreck.	Unknown	573536	6373255
A147	NK15NW0010	Delight, Rattray Head	The full-rigged ship DELIGHT, under Captain Ward, carrying a cargo of iron, hemp and tallow from St. Petersburg to Liverpool, was	Post-medieval	570646	6386134

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
			lost on the North Side of Rattray Head on the 19 November 1790.			
A148	NK47NE0001	Turid, North Sea	The steel steamship TURID, carrying a cargo of herring and wood pulp from Trondheim to Grimsby, was sunk by German submarine UC 44 (a UC II type submarine, under the command of Kptlt. Kurt Tebbenjohanns) 25 miles NExE of Peterhead on the 28 May 1917.	Modern	608363	6405674
A149	NK14NW0143	James And Mary, Peterhead Harbour	The schooner JAMES AND MARY, under Captain Robertson, travelling from Sunderland to Peterhead was stranded at the entrance of Peterhead harbour on the 10 October 1840.	Post-medieval	573413	6373413
A150	NK15NW0033	Shells of the Ocean, Rattray Head	The smack SHELLS OF THE OCEAN, with a crew of 11 under Captain J. Smith, fishing out of Grimsby, in ballast, was stranded on Rattray Briggs on the 28 June 1888.	Post-medieval	570641	6386474
A151	NK15SW0036	Elise, Scotstown Head	The schooner ELISE, with a crew of 4 under Captain and Owner J. Zobel, carrying a cargo of oil cake from St Petersburg to Liverpool, was stranded on Scotstown Head on the 23 October 1883.	Post-medieval	571737	6379229
A152	NK15SW0091	Excelsior, St Fergus	The Norwegian barque EXCELSIOR, with a crew of 12 under Captain T. Hansen, carrying a cargo of phosphate rock from Coosaw River, S. Carolina to Bo'ness, was stranded between Scotstown Head and Rattray Head on the 22 November 1881. The crew were saved.	Post-medieval	570704	6382135
A153	NK15NW0103	Extenuate, Rattray Head	The Motor Fishing Vessel EXTENUATE (PD800) foundered close to Rattray Briggs	Modern	571086	6386121

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
			after striking a sunken Russian wreck on the 9 November 1920.			
A154	NK15NW0127	Rattray Head	A schooner was reportedly stranded at Rattray Head on the 11 October 1813. No further information.	Post-medieval	571466	6386126
A155	NK14NW0247	Eliza, South Harbour, Peterhead	The ELIZA, under Captain Birnie, carrying a cargo of coal from Newcastle to Inverness, missed her stays in taking the South Harbour, Peterhead, on the 31 December 1841, and went on the rocks at the back of the Quay.	Modern	573475	6373954
A156	NK14NE0009	North Sea	A fishing vessel was seen bottom-up offshore from Peterhead on the 26 August 1874. Registration number cited as BF 907. No further information.	Post-medieval	576827	6375204
A157	NK14NW0184	Belmont, Peterhead	The steel trawler BELMONT (A 101) was stranded on Horseback Rock, Peterhead Harbour, on the 26 January 1928, while under the command of the British Royal Navy.	Modern	572533	6373410
A158	NK14NW0197	Sarah Maria, North Head	The galliot SARAH MARIA, with a crew of 4 under Captain Bloom, carrying a cargo of cattle bones from Norden, Germany, to Port Gordon (or Port Glasgow), was wrecked 300 yards from North Head, Peterhead Harbour, on the 16 April 1852 in thick fog.	Post-medieval	572845	6373945
A159	NK15NW0086	Hilldine Annetta, Rattray Head	The galliot HILLDINE ANNETTA, with a crew of 6, carrying a cargo of timber battens, was abandoned, wrecked and washed ashore at Rattray Head on the 26 March 1857. All hands were lost.	Post-medieval	570886	6386118

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A160	NK24SW0001	Majestic, North Sea	The auxiliary motor fishing vessel MAJESTIC (PD 273), under Captain Forman, sank off Buchan Ness on the 1 July 1921.	Modern	579866	6371248
A161	NK14SW0100	Courier, Sandford Bay, Boddam	The smack COURIER, under Captain Dunn, carrying a general cargo to Aberdeen, was wrecked at Sandford Bay, near Peterhead, on the 7 January 1839. The crew were saved.	Post-medieval	572658	6371742
A162	NK14NW0296	North Sea	Part of the stern of a 'foreign schooner' was washed ashore North of Peterhead on the 15 March 1833.	Post-medieval	571771	6376930
A163	NK15SW0068	Fanny Nicholson, North Sea	It was reported on the 3 January 1861 that a name-board, with 'FANNY NICHOLSON' written on it, was picked up at Scotstown Head.	Post-medieval	571732	6380269
A164	NK15NW0097	Zambesi, Rattray Briggs	The ZAMBESI (35207), travelling from Newcastle to Genoa, struck on Rattray Briggs on the 22 January 1870. She may have been refloated. It is possible that the incorrect location was reported, she may have suffered damage in the Pentland Firth.	Post-medieval	571046	6386120
A165	NK14NW0233	Eliza, Peterhead Harbour	The sloop ELIZA, under Captain Mair, carrying a general cargo from Aberdeen to Inverness, in leaving Peterhead harbour on the 26 March 1828 missed her stays, went on the rocks, and was wrecked.	Post-medieval	573348	6373752
A166	NK14NW0345	Elizabeth And Peggy, North Harbour, Peterhead	The ELIZABETH AND PEGGY, under Captain Scolley, was wrecked at the East Pier, Peterhead, in November 1754.	Post-medieval	573621	6374256

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A167	NK14NW0338	Peterhead	A full-rigged ship, under Captain Richesone, was reportedly 'cast away' at Peterhead in 1648. No further information.	Post-medieval	572937	6373146
A168	NK15SW0030	Berry Castle, Scotstown Head	The full-rigged ship BERRY CASTLE, under Captain Pratt, carrying a cargo of timber from Miramichi to Aberdeen, was stranded at Scotstown Head on the 5 November 1817.	Post-medieval	571739	6379129
A169	NK14SW0166	Andersons, Boddam	The ship ANDERSONS, in ballast, under Captain Tait, travelling from London to New Brunswick, was stranded in a small creek near Boddam during a violent gale on the 20 April 1811. She may have been got off.	Post-medieval	573581	6370155
A170	NK15SW0077	Darling, St Fergus	The schooner DARLING was stranded and wrecked on a sandy beach 4 miles from Peterhead on the 1 November 1859.	Modern	571434	6380165
A171	NK15SW0074	Reaper, St Fergus	The brigantine REAPER, under Captain Johnston, in ballast, was run ashore one mile North of Scotstown Head on the 1 July 1760 in attempting to avoid capture by pirates.	Post-medieval	570719	6381135
A172	NK14SW0106	Scotch Bard, North Sea	The lugger SCOTCH BARD, with a crew of 5 men under Captain G. Buchan, fishing out of Peterhead in ballast, collided with the un-registered fishing lugger ABSTAINER of Peterhead and sank near Buchan Ness lighthouse on the 20 January 1897.	Post-medieval	573581	6370175
A173	NK14NW0239	Brothers And Sisters, Peterhead Harbour	The BROTHERS AND SISTERS, of Sunderland, bound to the Moray Firth, was run into Peterhead Harbour on fire, on the 22 June 1835. She burnt to the water's edge and was destroyed.	Post-medieval	572828	6373745

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A174	NK15SW0097	Annachie Bridge	Bridge depicted on historic OS maps. On the 1st and 2nd edition maps it is shown carrying a small road / track across the Annachie Burn. The road no longer exists but the bridge remains.	Unknown	570201	6381195
A175	NK15NW0039	Cameo, Rattray Head	The steam trawler CAMEO, in ballast, with a crew of 12, was stranded on Rattray Briggs on the 24 December 1915. The crew were lost.	Modern	570639	6386554
A176	NK15NW0118	Roe, Rattray Head	The schooner ROE was stranded at Rattray Head on the 26 August 1845 but was expected to get off.	Post-medieval	571306	6386124
A177	NK14NW0128	Friends, Peterhead	The FRIENDS, under Captain Martin, carrying a cargo of timber from London to Aberdeen, was wrecked at the back of the West Pier, Peterhead, on the 26 March 1810 during a gale.	Post-medieval	573485	6373994
A178	NK14NW0205	Ennismore, Peterhead Bay	The iron steamship ENNISMORE, with a crew of 10 and a pilot under Captain W. Geddes, travelling from Aberdeen to Peterhead, in ballast, was stranded on Mar Craig Rock, in the South Bay of Peterhead, on the 24 November 1885.	Post-medieval	572813	6373404
A179	NK14SW0020	Salthouse Head	Site of World War II Coastal battery. In 1940, two 6-inch guns were sited here, of Mk XIIB/IX type. Guns issued on 28/5/40 were Nos 2716, 2726. On 4/12/41 gun Nos 2726, 2812 were in place (info from Royal Artillery Library).	Modern	572898	6372487
A180	NK15NW0022	Jessie, Rattray Head	The schooner JESSIE, with a crew of 6 under Captain Stobbie, carrying a cargo of coals and firebricks from Prestonpans to Aberdeen, was	Post-medieval	570945	6386189

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
			stranded on a reef 0.75 miles off Rattray Head on the 6 November 1854. The crew and part of materials were saved.			
A181	NK14NW0095	Peterhead	Medieval core and Burgh of Peterhead. Peterhead may have been settled as early as the late 6th century, when St. Columba's monks are thought to have founded a subordinate settlement to Deer near the mouth of the Ugie River (the settlement originally called Perterugie) which may have been dedicated to St. Peter. Peterhead was created a Burgh of Barony by Royal Charter in 1587 at the instigation of the Earl Marischal (Keith). This was supplemented 6 years later when a feu contract was drawn up between the Earl Marischal and 14 town feuars. The original feu plots appear to have been in a crescent around the shore to the North of Longate. The first reference to a harbour is also around this time. An early castle or fortified house is thought to have been located at the west end of Longate, before a second castle was built on Keith Island as part of the agreement of the 1593 charter which involved a duty to protect the town. Fishing has been a prominent part of the economy from the early 19th century, initially whaling, later seal hunting and herring fishing.	Medieval	573090	6374419
A182	NK14SW0114	Majestic, Buchan Ness	The steamship MAJESTIC (PD414), in ballast, was stranded near Buchanhaven on the 17 June 1914.	Modern	573579	6370335
A183	NK15NW0045	Scipio, St Fergus	The brig SCIPIO, under Captain Stammer, travelling from Little Hampton to Sunderland in	Post-medieval	571675	6384139

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
			ballast, was wrecked to the South of Rattray Head on the 6 January 1854. The crew were saved.			
A184	NK25NW0005	Macedon, North Sea	The iron steamship MACEDON, with a crew of 13 under Captain Murdoch Georgeson, carrying a cargo of calcined copper ore from Berwick to Glasgow foundered 10 or 12 miles southeast of Kinnaird Head on the 27 October 1873.	Post-medieval	581675	6384276
A185	NK14NW0257	Cheviot, South Harbour, Peterhead	The CHEVIOT, under Captain Thomson, travelling from Bangor to Alemouth, was driven on shore at the entrance of the South Harbour during a gale on the 29 November 1848.	Post-medieval	573495	6373954
A186	NK14NW0251	Brothers' Increase, Peterhead Bay	The smack BROTHERS' INCREASE, under Captain Foster, was stranded in Peterhead Bay on the 4 November 1846.	Post-medieval	572827	6373825
A187	NK14NW0152	Aeolus, Peterhead South Harbour	The Norwegian galliot AEOLUS, with a crew of 5 under Captain C. Mortensen, carrying a cargo of wooden staves from Norway to Peterhead, was wrecked on rocks at the mouth of the South Harbour, Peterhead, on the 27 February 1875. The crew were saved.	Post-medieval	573338	6373742
A188	NK14NW0099	Betsey, Peterhead Harbour	The BETSEY, under Captain Cowie, carrying a cargo of coal, was stranded at the entrance to Peterhead North Harbour on the 4 May 1823.	Post-medieval	572837	6373145
A189	NK14NW0304	Jubilee, Peterhead Harbour	The lugger JUBILEE (PD 1386), was stranded at the North Harbour, Peterhead, on the 8 July 1909.	Modern	572831	6373585

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A190	NK15NE0009	North Sea	Supposed site of wreck.	Unknown	576883	6387046
A191	NK14NW0227	Juno, North Sea	The JUNO, travelling from London to Londonderry, was driven ashore near Peterhead on the 23 March 1810, after a stone had gone through her bilge, and she had three and a half feet water in her hold.	Post-medieval	573868	6375160
A192	NK14NW0279	Pasha, South Head, Peterhead	The barque PASHA, under Captain Taylor, carrying a cargo of timber from Quebec to Shields, sprung a leak in heavy weather on the 3 January 1865 and was wrecked at South Head, Peterhead. The crew were saved.	Post-medieval	574025	6373982
A193	NK14NW0173	Garthdee, Keith Inch, Peterhead	The steel steamship GARTHDEE, in ballast, was stranded on Keith Inch, off Peterhead, on the 22 October 1908.	Modern	573925	6373961
A194	NK14NW0160	Lady of the Isles, Port Henry Harbour, Peterhead	The wooden lugger LADY OF THE ISLES, with a crew of 5 men under Captain and owner R. Taylor, Peterhead, in ballast, was driven from her moorings in Port Henry Harbour, Peterhead, on the 18 November 1893 and wrecked.	Post-medieval	573431	6373553
A195	NK15NW0124	Adventurer, Rattray Head	The schooner ADVENTURER, under Captain Evans, carrying a cargo of slates was stranded on Rattray Briggs on the 18 September 1874.	Post-medieval	571406	6386125
A196	NK15NW0074	Hope, Rattray Head	The schooner HOPE, under Captain McGeaky, carrying a cargo of timber from Perth to Drogheda, was stranded on Rattray Head on the 1 January 1844 during a gale.	Modern	570666	6386114

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A197	NK14NW0324	Margaret And Mary, Peterhead Harbour	The MARGARET AND MARY, carrying a cargo of coal, was wrecked at the back of the pier, Peterhead, on the 7 October 1761.	Post-medieval	572829	6373705
A198	NK14NW0363	Ann, Peterhead Bay	The sloop ANN, carrying a general cargo, under Captain McKay, was in collision and sank South of Peterhead harbour in August 1829.	Post-medieval	573117	6373149
A199	NK14NW0271	Fredericke, Peterhead Harbour	The galliot FREDERICKE, under Captain Schmidt, carrying a cargo of coal and herrings from Peterhead to Bremen, was stranded at the entrance to Peterhead Harbour on the 22 August 1857. Part of her cargo was landed.	Post-medieval	573434	6373393
A200	NK25SE0005	North Sea	Wreckage has been reported at this location. No further information.	Unknown	585808	6382037
A201	NK14NW0833	Peterhead, 5, 7, 8 Bridge Street	Warehouses	Unknown	573555	6374205
A202	NK14NW0263	North Sea	Six vessels were reported to have been lost near Peterhead on the 10 January 1849. The crews of two of them were lost.	Post-medieval	572793	6376144
A203	NK15NW0059	Emma Colley, Rattray Head	During a thick fog, the schooner EMMA COLLEY, carrying a cargo of coal from Sunderland to Lossiemouth, was stranded at Kinnaird Head on the 15 July 1877. The crew were saved.	Post-medieval	570690	6383134
A204	NK15NW0065	Spring, Rattray Head	The schooner SPRING, under Captain Murray, travelling from Aberdeen to Macduff, was wrecked at Rattray Head on the 26 February 1829.	Post-medieval	570636	6386794

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A205	NK14NW0105	Henry, Peterhead	The brig HENRY, under Captain Wilson, carrying a cargo of slates from Conway to Sunderland, was driven ashore at Kirkton Head during a gale on the 29 November 1832. The crew were saved.	Post-medieval	572936	6373246
A206	NK15SW0048	Port Jackson, Scotstown Head	The steam trawler PORT JACKSON (registration A 222), under Captain Bavidge, was stranded at Scotstown Head on the 24 August 1935.	Modern	571735	6379369
A207	NK15SW0054	Olivia, North Sea	It was reported that on the 13 April 1856, a board with OLIVIA written on it in gilt letters, with a laurel branch, supposed to be a head-board, and a capstan of oak, painted green, were driven on shore between Peterhead and Rattray Head.	Post-medieval	571734	6380169
A208	NK14NW0212	Lady Kilmarnock, Peterhead	The schooner LADY KILMARNOCK, with a crew of 5 under Captain W. C. Stephen, carrying a cargo of coal, bricks and glass from Sunderland to Boddam, was stranded 0.5 miles North of Peterhead on the 6 February 1880. The crew were saved.	Post-medieval	572865	6373945
A209	NK15NW0016	Harmony, Rattray Head	The brig HARMONY, under Captain Rae, carrying a cargo of hemp and tallow from St Petersburg to London, was stranded at Rattray Head on the 16 December 1821. She may have been got off.	Post-medieval	570689	6383154
A210	NK14NW0318	Mary Ann, South Head, Keith Inch, Peterhead	The mail packet MARY ANN, (or MARIANNE), under Captain Creighton, travelling from Peterhead to Shetland, was wrecked at the South Head, Peterhead on the 23 February 1838.	Post-medieval	574024	6374082

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A211	NK14NW0372	North Sea	A Pilot Boat was wrecked near Peterhead on the 30 April 1854. No further information.	Post-medieval	572789	6376384
A212	NK14NW0342	Jean, South Harbour, Peterhead	The brig JEAN was stranded on Horseback Rock, Peterhead, on the 3 September 1817.	Post-medieval	573357	6373812
A213	NK14NW0366	Betsy, Peterhead Harbour	The sloop BETSY, carrying a cargo of coal, under Captain Cowir, was stranded at the entrance to Peterhead Harbour on the 4 May 1823.	Modern	573432	6373513
A214	NK15NW0130	Ocean Harvest, Rattray Head Light	The drifter OCEAN HARVEST (YH 305), carrying a cargo of herring, was stranded at Rattray Head Light on the 13 July 1939.	Modern	570649	6385914
A215	NK15NW0001	Rattray Head Lighthouse	Lighthouse, built in 1895 and still in use.	Post-medieval	570717	6385923
A216	NK14NW0218	Johanna, Peterhead Harbour	The schooner JOHANNA, under Captain Jacobson, carrying a cargo of timber from Mandal to Peterhead, was stranded at the entrance to the Peterhead harbour on the 12 March 1872. The crew were saved.	Post-medieval	573435	6373273
A217	NK15NW0106	Rattray Head	A sloop, belonging to a Captain Bell, carrying a cargo of plenishing oil, was stranded at Rattray Head on the 6 May 1732.	Post-medieval	571106	6386121
A218	NK14SW0103	Chase, The Skerry, Boddam	The wooden lugger CHASE (BF230) with a crew of 7 men under Captain and owner A. Reid, fishing out of Peterhead in ballast, was stranded on Skerry Rock on the 31 July 1890.	Post-medieval	573903	6371400
A219	NK14NW0194	Rontho, North Sea	The brig RONTHO (or RANTHO) was wrecked in the South Bay, off Peterhead, on the 21 December 1847. All hands were lost.	Post-medieval	573857	6373160

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A220	NK05NE0058	Victoria, Back Bar, Strathbeg Bay	The wooden schooner VICTORIA, with a crew of 5 under Captain J. Linklater, travelling from Lerwick to Leith, in ballast, was stranded 2 miles North of Rattray Head on the 9 February 1882.	Post-medieval	568791	6387087
A221	NK15NW0083	Victor, Rattray Head	The schooner VICTOR, under Captain Brander, travelling from Wemyss to Speymouth, was stranded and wrecked on Rattray Head on the 11 April 1855.	Post-medieval	570826	6386117
A222	NK14SW0128	Fisher, North Sea	The FISHER of Lerwick, under Captain Anderson, carrying fish and kelp from Scalloway to Leith, lost her boats, bulwarks, compasses etc., and was run foul of by a Dutch fishing vessel.	Post-medieval	573580	6370235
A223	NK14NW0170	Boring Barge No 1, Peterhead Harbour	A wooden barge, named as NO. 1 BORING BARGE, in ballast, was driven from her moorings and stranded at the South entrance to Peterhead Harbour on the 2 May 1907.	Modern	573358	6373752
A224	NK15NW0151	Rattray Head	Remains of a shipwreck recorded in 2022 as part of the SCAPE Coastal Zone Assessment Survey. The wooden timber remains are thought to be the wreck of the EXCELSIOR, which was stranded in 1881 (NK15SW0091). The wreck is circa 40 m in length (visible), width 8.5 m. There are 60 frames visible on the south side, and the frames are protruding up to 1 m in height from the sands. The stem post is visible, and the stem post and some of the frame timbers have been sawn.	Post-medieval	570112	6384361
A225	NK15NW0053	Right Of Way, North Sea	The schooner RIGHT OF WAY, with a crew of 4 under Captain and Owner A. Jenkins,	Post-medieval	571674	6384189

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
			carrying coal from Sunderland to Lossiemouth, foundered off Rattray Head on the 30 March 1883, with one loss of life.			
A226	NK14SW0151	North Sea	A fishing boat reportedly capsized off Boddam in November 1773. Four of the crew were lost.	Post-medieval	573562	6370095
A227	NK48NE0001	Chinkiang, North Sea	The steel steam trawler CHINKIANG (registration cited as A798) was stopped and sunk by German submarine UC 76 (a UC II type submarine, under the command of Oblt. Wilhelm Barten) 30 miles northeast of Buchan Ness on the 12 April 1917. No casualties were	Modern	604231	6414615
A228	NK14NW0146	Ann Eliza, Peterhead	Supposed site of wreck.	Unknown	573215	6373270
A229	NK15NW0030	Eliza, North Sea	The smack ELIZA, with a crew of 3 under Captain P. Geddes, travelling from Macduff to Leven, in ballast, was stranded about 1 mile North of Rattray Head on the 1 January 1885.	Post-medieval	569631	6387099
A230	NK37SE0001	Carpenter's Son, North Sea	The wooden zulu (lugger) CARPENTER'S SON (registration cited as BF 1203), under Captain Mair, foundered 22 miles northeast of Buchan Ness on the 13 August 1909.	Modern	597108	6402507
A231	NK14NW0122	Peterhead	Supposed site of wreck.	Unknown	572534	6373330
A232	NK15SW0065	Sir William Pulteney, North Sea	It was reported on the 15 April 1856 that a head-board, marked 'SIR WM. PULTENEY', measuring six feet six inches in length, and six inches in breadth, been found 16 miles to the North of Aberdeen.	Post-medieval	571733	6380229

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A233	NK24NE0001	Skomer, North Sea	On the 15 May 1911, the iron steam trawler SKOMER, in ballast, was in collision with the BARBADOS circa 7 miles ENE of Buchan Ness.	Modern	585538	6376632
A234	NK15NW0100	Palestine, North Sea	PALESTINE, carrying a cargo of guano from the Kooria Moorla Islands to Cromarty, was driven ashore 5 miles north of Peterhead on the 22 July 1859. She was got off after throwing over part of her cargo and proceeded on to her destination.	Post-medieval	571672	6384369
A235	NK14NE0024	John, North Sea	The schooner JOHN, under Captain Marshall, struck on the rocks near Peterhead on the 5 November 1834 and was wrecked. The crew were saved.	Post-medieval	574836	6373274
A236	NK15SW0088	Henry, Kirkton Head	The brig HENRY, under Captain Wilson, carrying a cargo of slates, was driven ashore at Kirkton Head on the 29 November 1832.	Post-medieval	571762	6378250
A237	NK05NE0052	Anzila, Back Bar, Strathbeg Bay	The brig ANZILA, of Drammen, was wrecked two miles North of Rattray Head on the 23 December 1876. The crew were saved.	Post-medieval	568691	6387086
A238	NK15NW0077	Carrara, Rattray Head	The CARRARA, under Captain Mailler, travelling from Newcastle to Genoa, was stranded on Rattray Head on the 25 March 1846. She was eventually got off and towed into Aberdeen harbour.	Post-medieval	570706	6386115
A239	NK14NW0335	Levanter, Peterhead	The HM Drifter LEVANter was wrecked in the Harbour of Refuge, Peterhead, on the 13 March 1926. The Peterhead lifeboat saved 11 people from the vessel.	Modern	572894	6373346

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A240	NK14NW0348	Clementina, Peterhead Harbour	The CLEMENTINA, under Captain Fraser, carrying a cargo of spirits and tea, was stranded at Peterhead Harbour in October 1740.	Post-medieval	572997	6373147
A241	NK15SW0033	Lady Abercromby, Scotstown Head	The schooner LADY ABERCROMBY, with a crew of 4, carrying cargo of herrings, foundered and was lost with all hands on the 3 October 1860 off Scotstown Head.	Post-medieval	571738	6379169
A242	NK14NW0236	John, Peterhead Harbour	The JOHN, under Captain Short, of and for Newcastle was much damaged during a heavy squall outside Peterhead on the 8 December 1833.	Post-medieval	572809	6373684
A243	NK14NW0301	Elizabeth Reid, Inverugie	The lugger ELIZABETH REID (PD 1235), under captain Rankin, in ballast, caught fire on the 30 November 1902 whilst laid-up at the River Ugie.	Modern	572275	6373256
A244	NK15SW0071	Sarah, Scotstown Head	The schooner SARAH, under Captain Waatman, travelling from Seaham to Nairn, was stranded at Scotstown Head on the 13 September 1862.	Post-medieval	571732	6379589
A245	NK14NW0285	James Duff, Peterhead Bay	The hermaphrodite schooner JAMES DUFF, under Captain Henry, carrying coal from Newcastle to Lossiemouth, was wrecked on the North side of Peterhead Bay on the 5 March 1861 during a gale.	Post-medieval	572925	6373946
A246	NK14NE0006	Resolution, North Sea	The RESOLUTION, under Captain Brown, was taken and burnt by a privateer 12 leagues E-N of Buchan Ness on the 11 September 1778.	Post-medieval	576807	6375203

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A247	NK15NW0139	North Sea	A Danish sloop, en route to Leith, was stranded to the South of Rattray Head at Broadland on the 20 March 1813.	Post-medieval	571671	6384429
A248	NK14NW0139	Diana, South Harbour, Peterhead	The DIANA, travelling from Aberdour to Spey, was stranded at the South Harbour, Peterhead, on the 12 August 1837.	Post-medieval	573524	6374055
A249	NK15NW0036	Pecheries Ostendaises Iv, Rattray Head	The iron steam trawler PECHERIES OSTENDAISES IV, with a crew of 10 under Captain P. Titeljon, fishing out of Ostend, in ballast, was stranded on Rattray Briggs on the 6 November 1898.	Post-medieval	570640	6386534
A250	NK15NW0042	R G D, Rattray Head	The ketch R. G. D., carrying a cargo of coal, was abandoned off Rattray Head on the 10 November 1919 wrecked on the N side of Scotstown Head.	Modern	570639	6386594
A251	NK14NW0293	Mary Mcdonald, Peterhead	The sloop MARY MCDONALD, under Captain McLeod, carrying a general cargo from Aberdeen to Wick, was stranded at Peterhead on the 24 May 1864.	Post-medieval	572831	6373545
A252	NK14NW0187	Wrangler, Buchanhaven, Peterhead	The salvage steamer WRANGLER (formerly named as PENHOET and FIVES LILLE) sank one mile North of Peterhead after being driven ashore on the 6 October 1941. She was later refloated.	Modern	572662	6375542
A253	NK14SW0161	Result, Salthouse Head, Peterhead Bay	Peterhead, 16 April. The schooner RESULT, under Captain Westlake, carrying a cargo of ice from Iceland to Grimsby (or Galway) was stranded at Salthouse Head, near Peterhead, on the 15 April 1869.	Post-medieval	573183	6372770

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A254	NK24NW0010	Effort, North Sea	A top-gallant quarter-board with the name 'EFFORT' on it and other wreckage, including cabin furniture and a long boat with painted sides, was noted offshore from Peterhead on the 31 March 1843.	Post-medieval	579835	6373348
A255	NK14NW0254	Glenora, North Sea	Part of the side of a vessel, about 30 feet long, was washed ashore near Peterhead along with a handspike, marked 'GLENORA', on the 12 January 1848.	Post-medieval	572532	6373490
A256	NK14NW0230	Portland, North Sea	The PORTLAND, under Captain Haywood, bound to North America, was driven ashore on rocks near Peterhead on the 8 April 1815.	Post-medieval	572533	6373450
A257	NK24NW0007	Commerce, North Sea	The COMMERCE, carrying a cargo of wheat, was wrecked near Peterhead in January 1803.	Post-medieval	579836	6373288
A258	NK14NW0131	Banff, Peterhead	The BANFF, under Captain Morrison, travelling from Leith to Peterhead, was stranded at Peterhead on the 16 May 1814.	Post-medieval	573076	6373248
A259	NK15NW0094	Wilhelmina, Rattray Head	The Dutch schooner WILHELMINA, under Captain Nagel, carrying a cargo of linseed from Riga to Newry, was stranded on the East side of Rattray Head on the 24 December 1865. The crew were saved, along with the materials and 50 casks of the cargo.	Post-medieval	571006	6386120
A260	NK15NW0019	Ida, Rattray Head	The schooner IDA, under Captain Khran, carrying a cargo of wheat from Stettin (Szczecin) to Liverpool, was stranded on Rattray Briggs on the 20 May 1841. The crew were saved.	Post-medieval	570643	6386294

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A261	NK14NW0102	Saturnus, Peterhead	The schooner SATURNUS, under Captain Talgrim, carrying a cargo of tar from Christianstadt, Poland, to Liverpool, was wrecked in Peterhead Bay on the 27 August 1830. The crew were saved.	Post-medieval	572877	6373145
A262	NK14SW0096	Boddam	Village of Boddam which may have its origins in the 17th Century as a settlement associated with Boddam Castle (NK14SW0002). It developed considerably in the 18th and 19th century during the East coast fishing boom and once had 13 curing yards.	Post-medieval	573233	6370508
A263	NK14NW0351	Ann, Peterhead Harbour	The ANN, carrying a cargo of tea, was wrecked entering Peterhead harbour in January 1767.	Post-medieval	573432	6373493
A264	NK14NW0176	Salvor No 1, Peterhead Bay	The iron steamship SALVOR NO. 1, carrying salvage gear, was stranded at South Bay, Peterhead, on the 6 February 1915. Carnegie Hero Fund Awards were presented to Frank McRobbie and Alexander Baird on the 5 July 1915 in recognition of their services.	Modern	572816	6373244
A265	NK15NE0005	North Sea	Supposed site of wreck.	Unknown	578879	6383935
A266	NK14NW0275	Resolute, Buchanhaven, Peterhead	The after-part of the maindeck of a large ship, apparently the American-built RESOLUTE, was washed on shore at Buchanhaven on the 21 December 1860.	Post-medieval	572744	6375384
A267	NK14NW0327	Robert And Betty, Peterhead Harbour	The ROBERT AND BETTY, under Captain Mill, was wrecked between the West Pier and Wine Well, Peterhead, on the 14 January 1774.	Post-medieval	573411	6373553

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A268	NK14NW0282	Arrow, Peterhead Harbour	The schooner ARROW, under Captain Christie, carrying a cargo of hoops from London to Peterhead, was stranded at the entrance to Peterhead Harbour on the 18 October 1866 during a gale. The crew were saved.	Post-medieval	573433	6373413
A269	NK14NW0125	Eliza, Peterhead	The full-rigged ship ELIZA, under Captain Beatson, carrying a cargo of wood from Pictou, Nova Scotia, to London, was wrecked at Rattray Head on her maiden voyage on the 22 July 1806.	Post-medieval	572534	6373370
A270	NK14NW0307	Kitty, North Sea	The sloop KITTY, under Captain Gill, carrying a general cargo from Peterhead to Leith, was stranded at the North Head, Peterhead, on the 14 April 1809.	Unknown	572844	6374045
A271	NK14SE0004	North Sea	A sloop was seen in distress off Buchan Ness on the 1 February 1865. Not known if she was lost.	Post-medieval	577866	6371218
A272	NK14NW0149	James And Thomas, Peterhead	The sloop JAMES AND THOMAS, with a crew of 4 men under Captain Morrison, carrying a cargo of coal from Inverkeithing to Peterhead, in taking the North Harbour on the 13 January 1854 during a gale, was driven on the rocks in the North Bay.	Post-medieval	572534	6373390
A273	NK14NW0260	Scotsman, Peterhead	The brigantine SCOTSMAN foundered off Buchan Ness on the 11 January 1849, and subsequently came ashore at the Ropeworks, Peterhead.	Post-medieval	572532	6373510

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A274	NK25SW0003	St Fergus, North Sea	The steel steamship ST FERGUS was in collision with the FIDRA on the 31 December 1940 and sank off Rattray Head.	Modern	581748	6379277
A275	NK15NW0062	Jane, North Sea	The sloop JANE, travelling from Leith to Fraserburgh was totally lost off Rattray Head on the 7 October 1822. The crew were saved.	Post-medieval	571673	6384289
A276	NK14NW0048	Mineral Well, Gadle Brae	Mineral Well, built 1824, restored in 1845 and again in 1852 after having been almost washed away in a storm. The well is all that remains as a reminder of the significant place of Peterhead as a spa town in the 18th and 19th centuries.	Post-medieval	573055	6375023
A277	NK14NW0359	Folka, North Sea	The steamship FOLKA was stranded near Peterhead on the 15 April 1915.	Post-medieval	572834	6373365
A278	NK14NW0377	North Sea	Two Peterhead fishing boats capsized near the harbour, with a loss of 10 lives, on the 9 December 1796.	Post-medieval	573177	6373150
A279	NK14SW0123	Maese Packet, Boddam	Part of the stern of a vessel, having 'MAESE PACKET, of Sunderland', painted on it in yellow letters, along with other wreckage, was washed ashore at Boddam on the 30 March 1850.	Post-medieval	573641	6370176
A280	NK14NW0208	Polar Star, Peterhead Harbour	It was reported that on the 27 February 1872, the POLAR STAR, bound to Greenland, in being towed out of Peterhead got out of the cut and grounded, and the efforts of the tug were insufficient to move her.	Post-medieval	573435	6373333
A281	NK14SW0011	Boddam Harbour	Harbour, built 1845 and since repaired. It is a large basin enclosed by a long and a short	Post-medieval	573317	6370851

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
			concrete pier. It is now almost disused. Damaged in October 2023 during Storm Babet.			
A282	NK15SW0045	Strathbran, Kirkton Head	The steel steam trawler STRATHBRAN (registration A 536) was stranded 0.5 miles S of Scotstown Head on the 5 October 1924.	Modern	571763	6378170
A283	NK15SW0057	Rose, Scotstown Head	The brig ROSE, under Captain Ostrick, carrying a cargo of coal from Shields to Cromarty, was stranded at Scotstown Head on the 30 November 1815. The crew and materials were saved.	Post-medieval	571734	6379469
A284	NK15NW0121	Eliza, Rattray Head	The full-rigged ship ELIZA, under Captain Beatson, carrying a cargo of wood, was wrecked at Rattray Head on the 22 July 1806 on her maiden voyage.	Post-medieval	571366	6386125
A285	NK14SW0319	Eastern HVDC Peterhead Converter Station Buckie, Boddam	A trial trenching evaluation was carried out by CFA Archaeology between October and November 2022 on land to the north of Buckie Farm, Boddam. Agricultural activity in the form of furrows, plough scars, field drains, and drainage ditches were uncovered across the site. Features recorded included a drystone wall and ditches (NK14SW0324), linear boundary ditches (NK14SW0320, NK14SW0321), a quarry pit (NK14SW0322) and a prehistoric, worked stone tool (NK14SW0323).	Prehistoric and Modern	572003	6371696
A286	NK14NW0163	Geredina, Peterhead Bay	The wooden ketch GEREDINA, with a crew of 4 men under Captain and owner G. Cheyne, Fraserburgh, carrying a cargo of coal from Bridgeness, Linlithgowshire, to Fraserburgh,	Post-medieval	573317	6373152

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
			was stranded in South Bay, Peterhead on the 31 January 1897.			
A287	NK14SW0139	North Sea	A waterlogged ship, with masts only above water, was seen off Peterhead by fishing boats on the 16 February 1871. Subsequent reports state that on the 13 February part of a vessel's mast, standing upright about twelve feet above the water, the heel of another mast and a large quantity of wreckage, belonging apparently to a vessel of about 100 tons were observed approximately 5 miles off Buchan Ness. No further information.	Post-medieval	573579	6370315
A288	NK14NW0315	Betsey, South Head, Keith Inch, Peterhead	The sloop BETSEY, under Captain Jackson, carrying a cargo of timber, was stranded at the South Head, Peterhead, on the 28 November 1828.	Post-medieval	574024	6374042
A289	NK14NW0321	Isabella Mcdonald, Peterhead	The drifter ISABELLA McDONALD was wrecked at Peterhead on the 8 November 1918.	Modern	572830	6373665
A290	NK14NW0215	Mazinthien, Peterhead Bay	The iron whaling steamship MAZINTHIEN, with a crew of 30 under Captain D. Soutar, carrying a cargo of stores from Dundee to the Davis Strait, was stranded in South Bay, Peterhead, on the 17 March 1883 and wrecked. The crew were saved.	Post-medieval	572812	6373484
A291	NK15NW0013	Aimwell, Rattray Head	The full-rigged ship AIMWELL, carrying a cargo of timber from Miramichi (Canada), struck rocks off Rattray Head on the 16 July 1815 and went to pieces in a gale.	Post-medieval	570645	6386194

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A292	NK14NW0108	Friendship, Peterhead Harbour	The hermaphrodite brig FRIENDSHIP, under Captain McDonald, travelling from Inverness to Newcastle, was stranded at the back of the South Quay, Peterhead, on the 8 December 1833.	Post-medieval	572976	6373247
A293	NK14NW0081	Jenny's Burn	World War II pillbox of Type 24 construction. Fourth in a line of eight from Craigewan to Scotstown beach. Shown on the OS 1:2500 map (1964), although nothing was found at this location during site visit in 2022 as part of the SCAPE Coastal Zone Assessment.	Modern	571425	6377750
A294	NK15SW0051	Hyack, Scotstown Head	The Norwegian barque HYACK, with a crew of 10 under Captain and Owner S. Lassen, Langesund, carrying a cargo of coal from Sunderland to Christiania, was stranded 2 miles N of Scotstown Head on the 22 October 1875. The crew were rescued.	Post-medieval	571734	6379429
A295	NK15NW0115	Rattray Head	A schooner was reportedly wrecked at Rattray Head on the 22 November 1849. No further information.	Post-medieval	571246	6386123
A296	NK14NE0019	North Sea	An aircraft was lost near Peterhead on the 18 June 1946. No further information.	Modern	574836	6373234
A297	NK14NW0367	Britannia, Peterhead Harbour	The barque BRITANNIA, under Captain Dun, was wrecked at the Boat Harbour, Peterhead, on the 20 January 1800.	Post-medieval	573431	6373593
A298	NK14SW0131	Helen, North Sea	The HELEN, of Stockton, under Captain Ricks, carrying coal from Hartlepool to Aberdeen, foundered off Buchan Ness on the 15 November 1865. The captain was washed	Post-medieval	573601	6370175

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
			overboard. Two men were picked up in their boat and landed at Peterhead.			
A299	NK45NW0003	Elna, North Sea	The steel steamship ELNA (formerly named as DAN F HANLON) was lost off Rattray Head on the 27 December 1943. May be same as record NK55NE0001.	Modern	600975	6384461
A300	NK14NW0140	Sarah, Peterhead Bay	The SARAH, under Captain Dawson, carrying a cargo of wheat from Newcastle to Dublin was wrecked in Peterhead Bay on the 31 January 1840. The crew and cargo were saved but the SARAH went to pieces.	Post-medieval	573175	6373270
A301	NK15NW0031	Enterprise, Rattray Head	The schooner ENTERPRISE, with a crew of 4 under Captain W. Main, carrying a cargo of coal from Sunderland to Hopeman, was stranded on Rattray Briggs on the 4 April 1886.	Post-medieval	570641	6386434
A302	NK14NW0114	Peterhead	In August 1987, a burnt-out hulk, which dries at low water, was reported at position bearing 284 degree, 852 metres from Peterhead south breakwater light. It was reported in January 1988 that the wreck had been removed.	Modern	572549	6373511
A303	NK15SW0043	Ben Nevis, Kirkton Head	The steel steam trawler BEN NEVIS (registration A821), with a crew of 8 under Captain Rivett, in ballast, was stranded between Kirkton Head and Scotstown Head on the 15 February 1900.	Modern	571749	6379129
A304	NK05NE0053	Janet Hay, Back Bar, Strathbeg Bay	The lugger JANET HAY was stranded two miles North of Rattray Head on the 4 April 1877. The crew were saved.	Post-medieval	568711	6387086

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A305	NK15NW0078	Carron, Rattray Head	The CARRON, under Captain Rae, travelling from Liverpool to Shields, struck on Rattray Head on the 12 February 1848 and became a wreck. The crew were saved.	Post-medieval	570726	6386115
A306	NK15SW0060	Forth, Scotstown Head	The sloop FORTH, travelling from Sunderland to Sheerness, was wrecked between Kirkton Head and Scotstown Head on the 26 October 1838.	Post-medieval	571734	6380129
A307	NK15SW0066	North Sea	Wreckage was reportedly washed ashore at this location on the 2 December 1860. No further information.	Post-medieval	571732	6380249
A308	NK15NW0054	Cyrene, Rattray Head	The barque CYRENE, under Captain Stoddart, carrying a cargo of iron rails and coal from Sunderland to Cuba, was wrecked off Rattray head on the 21 November 1872. The crew were saved.	Post-medieval	570637	6386694
A309	NK14NW0147	Mary, North Sea	This MARY, which set sail from Peterhead for Bristol on 22 September 1852 with a crew of six under Captain Jones, was reported as lost in November 1852. It was not heard of again.	Post-medieval	573237	6373151
A310	NK15SW0089	Rose, Rattray Bay	The schooner ROSE, with a crew of 5 under Captain W. Carden, carrying a cargo of coal from Sunderland to Burghead, was stranded 5 miles N of Peterhead on the 17 February 1881.	Post-medieval	570393	6382910
A311	NK15NW0125	Good Intent, Rattray Head	The sloop GOOD INTENT, under Captain Carmichael, carrying a cargo of provisions, spirits and yarn, was wrecked at Rattray Head on the 3 April 1761.	Post-medieval	571426	6386126

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A312	NK14NW0123	Assistance, Peterhead	Supposed site of wreck.	Unknown	572534	6373350
A313	NK14NW0845	Buchanhaven Harbour	Harbour depicted on the OS 1st edition map with two breakwaters, the longer on the east side. Only the more substantial, eastern, breakwater is shown on the 2nd edition map, with three mooring posts along it. This remains, now extended with the addition of a pier.	Post-medieval	572610	6375443
A314	NK15NW0101	HMS Erne, North Sea	The E- class destroyer HMS ERNE, with a crew of 70, was stranded near Rattray Head on the 6 February 1915 in bad weather. All of the crew were saved. The wreck was later broken up where she lay. The 36-strong E class were prominent among the workhorse destroyers of the World War I, and suffered a heavy attrition rate in consequence, eight becoming war or accidental losses. They were noted for their seaworthiness and endurance. HMS ERNE was one of the earlier sub-type, having four funnels in close-set pairs. A post thought to be the remains of the vessel has been recorded on the beach at Rattray Head.	Modern	571252	6385713
A315	NK14NW0851	Craigewan	Remains of a wall, circa 10 m long, perpendicular to the coast recorded in 2022 during the SCAPE Coastal Zone Assessment Survey. Constructed from rounded granite boulders from the beach bonded with concrete mortar. The north face is pointed with cement.	Unknown	571813	6376373
A316	NK14SE0008	Children's Friend, North Sea	The wooden lugger CHILDREN'S FRIEND, in ballast, with none of crew on board, was driven from her moorings in the South Harbour,	Post-medieval	574924	6372705

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
			Peterhead, and foundered just outside the harbour on the 29 November 1897.			
A317	NK15SW0083	Hope, Scotstown Head	The HOPE, under Captain Cormack, was stranded at Scotstown Head on the 24 November 1805.	Post-medieval	571731	6379689
A318	NK24NW0002	Janet, North Sea	The sloop JANET was lost between Aberdeen and Peterhead in March 1863. The captain and crew were rescued, landing at Peterhead. The exact location of loss is not known.	Post-medieval	580807	6375262
A319	NK14NW0336	Elizabeth Wright, Peterhead	The schooner ELIZABETH WRIGHT, under Captain Thomson, carrying a cargo of coal from Sunderland to Macduff, was stranded and wrecked off Peterhead on the 10 February 1868.	Post-medieval	572914	6373346
A320	NK14NW0245	Reciprocity, Peterhead Harbour	The schooner RECIPROCITY, under Captain McKenzie, carrying a cargo of lime-shells from Sunderland, was wrecked at the entrance to North Harbour, Peterhead, on the 27 November 1838. The crew were saved.	Post-medieval	573436	6373213
A321	NK15NW0133	Rattray Head	A vessel was reportedly lost near Rattray Head in 1853. No further information. May be duplicate record of NK15NW0132.	Post-medieval	571546	6386127
A322	NK14NW0030	Drydock, Peterhead	Drydock, dating to late 19th Century. It is a small concrete drydock with stepped sides and a rounded end. Associated with it are single storey workshops and two 3-storey, 4-bay rubble store blocks.	Post-medieval	573495	6374261
A323	NK14NW0182	Porthleven, Peterhead Bay	Supposed site of wreck.	Unknown	572815	6373304

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A324	NK14NW0188	Elswick, Peterhead Harbour	The steel steam trawler ELSWICK (A 97) was stranded at Peterhead on the 20 January 1942. She was subsequently moved to the outside of the South Breakwater and left.	Modern	573413	6373453
A325	NK14NW0288	Wave, Peterhead Harbour	The WAVE, under Captain Taylor, carrying coal from Sunderland, was stranded near the North entrance of Peterhead Harbour on the 31 December 1862.	Post-medieval	573433	6373433
A326	NK14NW0294	Twilling Brodrene, Peterhead Harbour	The TWILLING BRODRENE, under Captain Langgaard, foundered on entering Peterhead Harbour on the 17 September 1864, and made a good deal of water. It is not known if she was got off.	Post-medieval	573433	6373453
A327	NK15SW0072	Goldfinder, Scotstown Head	The GOLDFINDER, under Captain Jackson, travelling from Newcastle to Dublin, was wrecked at Scotstown Head on the 26 March 1863.	Post-medieval	571732	6379609
A328	NK14NW0134	Aid, Peterhead Harbour	The sloop AID, under Captain Black, was wrecked on the west side of Peterhead Bay on the 24 October 1819.	Post-medieval	573135	6373269
A329	NK15NW0037	St Giles, The Skellies, Rattray Head	The steel steamship ST GILES, under Captain Williamson, carrying a general cargo, was stranded on the Skellies, 0.25 miles North of Rattray Head Lighthouse, on the 28 September 1902.	Modern	570443	6386311
A330	NK14NW0343	Happy Christian, Peterhead Harbour	The sloop HAPPY CHRISTIAN, under Captain Watt, carrying a cargo of spirits and tobacco, was stranded at the back of Peterhead Pier on the 10 January 1754.	Post-medieval	572957	6373146

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A331	NK15NW0142	Ornen, North Sea	The headboard of the ORNEN (or ORNEW) was found at Rattray Head on the 10 December 1860, along with part of a deck and hull.	Post-medieval	571251	6385773
A332	NK14NW0179	Argus, Peterhead Harbour	The wooden barque ARGUS, carrying a cargo of pit props, was stranded on a reef 20 yards from the South embankment, near a pier in South Bay, Peterhead, on the 19 November 1916.	Modern	572815	6373264
A333	NK14NW0354	Friendship, Peterhead Harbour	The FRIENDSHIP, under Captain Murray, was wrecked at the back of 'the baths', Peterhead, on the 24 January 1806.	Post-medieval	573057	6373148
A334	NK14NW0103	Surprise, Peterhead Bay	The sloop SURPRISE, under Captain Reid, travelling from Belfast to London, was wrecked at the North Harbour, Peterhead, on the 1 February 1831. All hands were lost.	Post-medieval	572897	6373146
A335	NK15SW0052	Memel, Blackwater	On the 22 October 1875, a large German barque, thought to have been the MEMEL, was reportedly wrecked at Blackwater, 4 miles S of Rattray Head, and her crew of 10 were rescued.	Post-medieval	571734	6380109
A336	NK15SW0096	North Sea	Supposed site of wreck.	Unknown	571141	6381145
A337	NK25SE0003	North Sea	Wreckage has been reported at this location. No further information.	Unknown	585910	6381939
A338	NK14NW0203	Mary, North Sea	The hermaphrodite brig MARY, carrying a cargo of potatoes from Inverness to London, was abandoned off Peterhead in a sinking	Post-medieval	573808	6375159

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
			state on the 6 December 1853. The crew were saved.			
A339	NK14NW0255	Western Rover, Peterhead	The smack WESTERN ROVER, from Montrose, was stranded near Peterhead on the 19 August 1848 during a severe gale. The crew were saved.	Post-medieval	572826	6373885
A340	NK14NE0004	North Sea	Supposed site of wreck.	Unknown	576069	6377793
A341	NK14NW0231	Good Intent, Peterhead Bay	The smack GOOD INTENT, was stranded near Peterhead on the 13 October 1842.	Post-medieval	572810	6373624
A342	NK14SW0140	Mary Ann, Salthouse Head, Peterhead Bay	The lugger MARY ANN (PD 145), in ballast, was driven from anchor and stranded at Salthouse Head on the 28 November 1897.	Post-medieval	573183	6372750
A343	NK15NW0095	Oreat, North Sea	On the 27 May 1867, several battens, deals, large rough spars, and a ship's headboard, marked in carved and gilt letters 'OREAT', was washed on shore at Rattray Head.	Post-medieval	571252	6385693
A344	NK14NW0276	Black Agnes, Peterhead	The schooner BLACK AGNES, under Captain Owens, travelling from Shields to the Moray Firth, was wrecked South of Peterhead on the 13 January 1866 during a gale. The crew were saved by lifeboat.	Post-medieval	572833	6373425
A345	NK15NW0072	William Turcan, Rattray Head	The brigantine WILLIAM TURCAN, under Captain Drysdale, carrying a cargo of coal from Alloa to St. Thomas', was stranded at Rattray Head on the 9 January 1842.	Post-medieval	570634	6386894
A346	NK14NW0126	Lizard, Peterhead	The LIZARD, under Captain Palmer, carrying a cargo of coal from Sunderland to Newburgh,	Post-medieval	572300	6375677

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
			was wrecked at the mouth of the River Ugie on the 25 October 1808.			
A347	NK14NW0302	Eliza Jane, Inverugie	The wooden lugger ELIZABETH REID (registration number cited as PD 106), in ballast, burnt whilst laid-up at the River Ugie on the 30 November 1902.	Modern	572300	6375697
A348	NK14NW0225	Alliance, Peterhead	The ALLIANCE, under Captain Jackson, travelling from Bremen to Newcastle, was lost near Peterhead in January 1803. Two of the crew were lost.	Post-medieval	572811	6373564
A349	NK14NW0710	North Breakwater, Peterhead Harbour	Beacons	Unknown	573597	6373410
A350	NK14NW0395	George Birnie Memorial Foot Bridge	Footbridge built in 1991, as a replacement for an original concrete structure built in 1924 as a gift of local philanthropist Alexander Birnie and dedicated to his father George Birnie who had served as harbour master of Peterhead.	Modern	571906	6375529
A351	NK14NW0330	Wave, Peterhead	The wooden schooner WAVE was lost at Peterhead on the 21 December 1872.	Post-medieval	572829	6373725
A352	NK14SE0005	North Sea	An Arbroath registered brigantine, under Captain Spink, foundered off Buchan Ness in October 1731.	Post-medieval	577866	6371238
A353	NK14SW0146	Fly, Buchan Ness	The brig FLY, under Captain Duncan, carrying a cargo of flour from Dundee to Aberdeen, was wrecked at Boddam Point on the 1 December 1822. The crew were saved.	Post-medieval	573579	6370295
A354	NK14NW0084	Craigewan Beach	Site visit in 2022 as part of the SCAPE Coastal Zone Assessment identified Remains of a line	Modern	571541	6377999

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
			of World War II anti-tank blocks lining the beach, supported by regularly spaced pillboxes.			
A355	NK14NE0025	Den Gode Mening, North Sea	The schooner DEN GODE MENING, under Captain Martensen, bound for Peterhead from Kristiania (Oslo) with spars, was stranded near Peterhead on the 14 April 1858. The crew and part of the cargo were saved.	Post-medieval	574834	6373374
A356	NK14NW0360	Zephyr, North Sea	The brigantine ZEPHYR, under Captain Cox, was lost near Peterhead in November 1833.	Post-medieval	572834	6373385
A357	NK14NW0082	Craigewan Beach	World War II pillbox of Type 24 construction. It is 5th in a line of eight from Craigewan to Scotstown beach. Site visit in 2022 as part of the SCAPE Coastal Zone Assessment Survey noted that the pillbox was then half buried.	Modern	571519	6378075
A358	NK15SW0046	Cransdale, Scotstown Head	The steel steam trawler CRANSDALE (formerly named HARRY ROOS, registration A453) foundered under tow on the 21 January 1931 after being driven ashore near St Fergus.	Modern	571736	6379329
A359	NK14NW0209	Baumeister Kraeft, Peterhead Harbour	The schooner BAUMEISTER KRAEFT, with a crew of 6 under Captain J. Wilken, carrying a cargo of timber battens from Memel to Newcastle, was stranded at the entrance to Peterhead South Harbour on the 22 October 1875. The crew were saved.	Post-medieval	573435	6373313
A360	NK14NW0310	Portlethen, Peterhead Bay	The iron and steel steamship PORTLETHEN, in ballast, under Captain Sangster, was wrecked at the NW end of Peterhead Bay on the 6 February 1923.	Modern	572724	6374043

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A361	NK14NW0322	Cantick Head, Peterhead Harbour	The ketch CANTICK HEAD, carrying a cargo of coal, was stranded at the entrance to Peterhead Harbour on the 7 May 1938.	Modern	573432	6373473
A362	NK15SW0095	St George, North Sea	The sloop ST. GEORGE, under Captain Dewar, carrying a cargo of wood from Inverness, was stranded at Scotstown Head on the 17 December 1819. The crew were saved.	Post-medieval	571756	6379980
A363	NK15NW0109	Pacific, Rattray Head	The PACIFIC, under Captain Watson, was wrecked at Rattray Head on the 4 November 1834.	Post-medieval	571166	6386122
A364	NK15NW0122	Augustus, Rattray Head	The brigantine AUGUSTUS, under Captain Stoddart, was stranded on the beach at Rattray Head on the 8 January 1800.	Post-medieval	571386	6386125
A365	NK14NW0380	Marshal Keith, Peterhead Bay	The iron steamship MARSHAL KEITH was stranded in the fairway of Peterhead Harbour on the 3 February 1887.	Post-medieval	573217	6373150
A366	NK14NW0269	Victoria, South Head, Peterhead	The hermaphrodite schooner VICTORIA, under Captain Wilson, carrying a cargo of coal from Sunderland to Banff, was stranded on the rocks on the South Head, Peterhead, on the 2 July 1856 in leaving the bay, and was wrecked.	Post-medieval	574026	6373942
A367	NK14NW0111	Jean, North Head, Peterhead	The JEAN, under Captain Robertson, travelling from Peterhead to Montrose, sprung a leak at sea on the 24 July 1836, and in putting back struck on the North Head, and was totally wrecked. This may be a duplication of the JANE, which was lost.	Post-medieval	572725	6373943

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A368	NK14NW0158	Sisters, Peterhead, South Harbour	The schooner SISTERS, with a crew of 5 men under Captain S. Woodford, carrying a cargo of lime from Sunderland to Invergordon, was stranded at the West Pier, Peterhead South Harbour, on the 15 March 1893, and was destroyed by fire.	Post-medieval	573484	6374014
A369	NK14NW0165	Jessie And Ann, North Head Rocks, Peterhead	The wooden lugger JESSIE AND ANN, in ballast, under Captain Buchan, registration number cited as PD 381, was stranded on North Head rocks, Peterhead, on the 17 August 1899.	Post-medieval	572805	6373944
A370	NK14NW0316	Eliza, South Head, Keith Inch, Peterhead	The snow ELIZA, under Captain Lawrence, was wrecked at the South Head, Peterhead, on the 19 October 1826.	Post-medieval	574024	6374062
A371	NK15NW0116	Rattray Head	A schooner was reportedly wrecked at Rattray Head on the 11 November 1832. No further information.	Post-medieval	571266	6386123
A372	NK05NE0064	Pursuit, Back Bar, Strathbeg Bay	The steel steam trawler PURSUIT, in ballast, with a crew of 4 travelling from Peterhead to Portknockie was stranded 1 mile North (NW) of Rattray Head on the 29 January 1915.	Modern	569082	6387051
A373	NK15NW0014	Elbe, Rattray Head	The full-rigged ship ELBE, under Captain Young, travelling from Aberdeen to the Davis Straits, was driven ashore at Rattray Head on the 12 March 1818. She may have been got off.	Post-medieval	570644	6386214
A374	NK14SW0134	Ornen, Boddam	On the 10 December 1860, a name board with 'ORNEN' cut into it, painted white on a black ground, was picked up at Peterhead in two pieces. It appeared to have been made of	Post-medieval	573581	6370205

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
			Norway fir. Part of the deck of a vessel was also washed ashore.			
A375	NK14NW0266	Sedulous, Peterhead Harbour	The SEDULOUS, under Captain Levie, of Aberdeen, travelling from Quebec to Peterhead, missed her stays, and was driven ashore near the North Harbour of Peterhead on the 27 July 1852. She was got off on the 30 July 1852 but was considerably damaged.	Post-medieval	572833	6373405
A376	NK14NW0191	Skagerak, Peterhead Bay	Supposed site of wreck.	Unknown	572815	6373324
A377	NK15SW0040	Gazelle, Scotstown Head	The schooner GAZELLE, with a crew of 5 men under Captain J. Reid, carrying a cargo of coal from Sunderland to Inverness, was stranded on Scotstown Head on the 15 March 1893.	Post-medieval	571737	6379269
A378	NK15NW0081	Whim, Rattray Head	The schooner WHIM was wrecked on Rattray Head on the 25 November 1849. No further information.	Post-medieval	570786	6386116
A379	NK14NW0242	Janets and Margarets, Peterhead	The JANETS AND MARGARETS was driven ashore at Peterhead on the 5 October 1836. She was apparently got off undamaged.	Post-medieval	572828	6373785
A380	NK14SW0133	Nancy, North Sea	On the 4 October 1844, the NANCY, of Kincardine, travelling from Alloa to Balintraid, foundered off Buchan Ness. The crew were saved.	Post-medieval	573380	6370252
A381	NK14NW0144	Forrest, Peterhead Bay	The sloop FORREST, under Captain Baxter, travelling from Sunderland to Findhorn, was driven on shore and wrecked in Peterhead Bay during a gale on the 6 June 1841.	Post-medieval	573195	6373270

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A382	NK15NW0034	Aristides, Rattray Head	The barquentine ARISTIDES, with a crew of 8 under Captain H. O. Hansen, carrying a cargo of ice from Drobak, Norway, to Hartlepool, was stranded at Rattray Briggs on the 5 April 1891. Seven of the crew were lost.	Post-medieval	570640	6386494
A383	NK14NW0168	Annie, Peterhead Bay	The wooden dandy ANNIE, under Captain Davidson, carrying a cargo of coal, was driven from her anchor and stranded in South Bay, Peterhead, on the 9 February 1904.	Modern	572816	6373204
A384	NK15NW0057	North Sea	Wreckage was reportedly washed ashore at Rattray Head on the 8 January 1877. No further information.	Post-medieval	571674	6384229
A385	NK15NE0014	Simonburn, North Sea	The steel steamship SIMONBURN, carrying a cargo of wheat, was stranded near Rattray Head, floated off, and sank 4 miles East of the Coastguard station on the 30 October 1940. See also NK15NE0008.	Modern	575645	6386188
A386	NK14NW0117	Peggy, Peterhead	The PEGGY, under Captain Hutton, carrying a cargo of iron and deals from Gothenberg to Dundee, was wrecked near Peterhead on the 9 December 1794.	Post-medieval	572535	6373290
A387	NK35SE0001	Sapphire, North Sea	Wreckage reported at this location. No further information.	Post-medieval	594762	6378468
A388	NK15SW0086	Martha And Mary, Scotstown Head	The snow MARTHA AND MARY, under Captain Robson, carrying a cargo of flax, hemp and iron bars, was wrecked at Scotstown Head on the 6 February 1760.	Post-medieval	571774	6380130
A389	NK15NW0028	Sarah, Rattray Head	The schooner SARA, with a crew of 4 under Captain and Owner W. Robertson, carrying a	Post-medieval	571675	6384129

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
			cargo of coal from Sunderland to Peterhead, was stranded 1.5 miles North of Rattray Briggs on the 30 March 1883. The crew were saved.			
A390	NK25NE0001	Ellen, North Sea	The schooner ELLEN, with a crew of three carrying a cargo of coal from Hartlepool to Aberdeen, foundered on the 15 November 1865 around 25 miles northeast of Buchan Ness. One of the crew was lost.	Post-medieval	585182	6383828
A391	NK15SW0063	Harmanna, Scotstown Head	The galliot HARMANNA (or HERMANNE), under Captain Eefting, carrying a cargo of bones, was stranded at Scotstown Head on the 1 April 1859.	Post-medieval	571733	6379529
A392	NK15NW0051	Colin Campbell, Rattray Head	The lugger COLIN CAMPBELL, with a crew of 5 under Captain and Owner J. Reid, fishing out of Fraserburgh, in ballast, foundered off Rattray Head on the 31 August 1875. One of the crew was lost.	Post-medieval	570690	6383114
A393	NK14NW0185	Renaissance, Craigewan	The steel trawler RENAISSANCE (formerly named as JOHN H IRVINE), carrying a cargo of fish, was stranded on Craigewan Rock, about 0.5-mile northeast of the mouth of the River Ugie, on the 25 March 1928.	Modern	571992	6376233
A394	NK14NW0249	John and Madby, Peterhead Harbour	The schooner JOHN AND MADBY, carrying lime from Sunderland to Nairn caught fire in Peterhead Harbour on the 17 May 1844.	Post-medieval	572827	6373805
A395	NK15NW0137	North Sea	On the 24 January 1803, the stern part of a vessel, possibly a galliot, was washed ashore at Broadlands. No further information.	Post-medieval	571671	6384409

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A396	NK15NW0098	Irene, North Sea	On the 16 February 1870, a vessel's headboard, painted white, and marked with the name 'IRENE', in gilt letters, was washed ashore at Rattray Head.	Post-medieval	571672	6384349
A397	NK14NW0234	Fraser, South Head, Peterhead	The FRASER was classified as a smack, but reported as being a sloop (Inverness Journal and Northern Advertiser 2nd October 1829), registered in Blyth and built in 1799. Under Captain Hindmarsh, it was carrying a cargo of machinery, including a railway.	Post-medieval	574105	6373963
A398	NK15SW0080	St Peter, Scotstown Head	The ST PETER, carrying a cargo of deals and iron, was stranded at Scotstown Head on the 20 December 1753.	Post-medieval	571732	6379629
A399	NK15SW0031	Magnet, Kirkton Head	The brig MAGNET, under Captain Davidson, in ballast, was wrecked 3 miles North of Peterhead on the 9 January 1820.	Post-medieval	571764	6378130
A400	NK14NW0297	North Sea	A drifter, on tow, was abandoned and stranded 1.5 miles North of Peterhead on the 31 January 1946.	Modern	571771	6376950
A401	NK15SW0069	Friends, Scotstown Head	The schooner FRIENDS, under Captain Short, travelling from the Forth to Peterhead, was stranded on Scotstown Head on the 18 March 1861.	Post-medieval	571732	6379569
A402	NK14SW0101	Why Not, The Skerry, Boddam	The brig WHY NOT, with a crew of 7 under Captain T. Denty (or Denby), travelling from London for Newcastle-on-Tyne, in ballast, was lost with all hands after stranding on Skerry Rock, near Boddam in March 1881.	Post-medieval	573864	6371360

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A403	NK14NE0016	Sanct Marie, North Sea	The SANCT MARIE, under Captain Schutt, carrying a cargo of wine, raisins and sugar, was stranded near Peterhead in January 1628.	Post-medieval	574837	6373174
A404	NK16SW0003	Ethel Gwendoline, North Sea	The steamship ETHEL GWENDOLINE, under Captain J. Mills, carrying a cargo of coal from Sunderland to Inverness, foundered 7 miles southeast of Fraserburgh, off Rattray Head, on the 21st March 1890. Seven lives were lost.	Post-medieval	571616	6388149
A405	NK14NW0339	Star Of Dee, Invernettie, Peterhead Harbour	The steam trawler STAR OF DEE was beached at the Brickworks, Peterhead, on the 19 September 1942 after being ashore at Scotstown Head.	Modern	572356	6373238
A406	NK14NW0346	Daphne, Peterhead	The sloop DAPHNE, in ballast, was stranded at the Old Castle, Peterhead, on the 26 April 1814.	Post-medieval	573488	6373754
A407	NK34NW0001	Sylvanus, North Sea	On the 4 December 1859, the schooner SYLVANUS was lost 8 miles from Peterhead.	Post-medieval	589836	6373395
A408	NK14NW0137	Glasgow Packet, Peterhead Harbour	The smack GLASGOW PACKET, under Captain Smart, travelling from Aberdeen to Glasgow, was stranded at the entrance of Peterhead Harbour when trying to make for the harbour during a heavy gale. The crew were saved.	Post-medieval	573414	6373373
A409	NK24NW0008	Active, Peterhead	The ACTIVE, under Captain Coleman, travelling from Danzig (Gdansk) to Liverpool, was lost near Peterhead in October 1802.	Post-medieval	579836	6373308
A410	NK15NW0040	Terrier, North Sea	The steam trawler TERRIER (H 171), in ballast, was stranded approximately 0.5 miles	Modern	570631	6387114

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
			north-northeast of Rattray Head on the 29 September 1916.			
A411	NK14NW0291	Neptunus, North Sea	A head-board marked 'NEPTUNUS' was washed ashore in South Bay, Peterhead, on the 10 January 1864.	Post-medieval	572858	6373264
A412	NK15NW0089	Catherine, Rattray Head	The schooner CATHERINE, under Captain Grieve, carrying a cargo of coal from Newcastle to Bonar Bridge, was stranded on the North side of Rattray Head and wrecked on the 15 January 1860. The crew and part of the materials were saved.	Post-medieval	570946	6386119
A413	NK14NW0280	Shamrock, South Harbour, Peterhead	The SHAMROCK, under Captain Smith, travelling from Sunderland to Peterhead, sank at the entrance to Peterhead Harbour on the 31 December 1865. The crew were saved.	Post-medieval	573523	6374095
A414	NK15NW0068	Maria, Rattray Head	The MARIA, under Captain Watson, travelling from Newcastle to the Moray Firth, was wrecked at Rattray Head on the 4 November 1834.	Post-medieval	570635	6386854
A415	NK05NE0067	Industry, Back Bar, Strathbeg Bay	The INDUSTRY was wrecked North (NW) of Rattray Head on the 21 September 1788. No further information.	Post-medieval	568971	6387090
A416	NK15NW0092	Lochnagar, North Sea	A name board painted black, with the name 'LOCHNAGAR' painted on it in small yellow letters, was picked up at Rattray Head on the 19 December 1860.	Post-medieval	571252	6385673
A417	NK14SW0143	Shiloh, Boddam Harbour	The lugger SHILOH (PD 1420), under Captain Bruce, in ballast, was damaged by heavy seas	Modern	573331	6370882

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
			whilst moored in Boddam harbour on the 15 February 1900 and subsequently condemned.			
A418	NK24NW0005	Johannes, North Sea	The galliot JOHANNES, carrying a cargo of wheat from Lubeck, Germany, to Leith, foundered and was abandoned in a sinking state off Peterhead on the 21 December 1847. The crew were saved.	Post-medieval	579856	6373268
A419	NK15NW0119	Prince Of Wales, Rattray Head	The sloop PRINCE OF WALES, under Captain Gray, carrying a cargo of tea and apples, was wrecked on Rattray Head on the 30 November 1778.	Post-medieval	571326	6386124
A420	NK14SW0115	Annie, Boddam	The ANNIE was said to have been wrecked on the East coast of Scotland, possibly near Boddam, sometime in 1772, with tradition stating that the sole survivor of the wreck was a monkey who was subsequently hanged.	Post-medieval	573580	6370215
A421	NK14NW0206	Sweet Home, Roan Head, Peterhead	It was reported that the wooden lugger SWEET HOME, with a crew of 5 under Captain and Owner A. Farquharson, fishing out of Peterhead, in ballast, lost one of the crew on the 15 July 1884 off Roan Head, Peterhead. The lugger may have been undamaged.	Post-medieval	573513	6374795
A422	NK14NW0155	Repart, Peterhead	Possible site of the wreck of the REPART. No further information.	Post-medieval	573257	6373151
A423	NK14NW0357	Favorite, Peterhead Bay	The FAVORITE, carrying a cargo of coal, was driven ashore in Peterhead Bay in January 1803.	Post-medieval	573077	6373148

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A424	NK14NW0100	John O' Groat, Peterhead Harbour	Supposed site of wreck.	Unknown	572857	6373145
A425	NK14NW0333	Excellent, Peterhead	The lugger EXCELLENT (BF 1346), under Captain Thom, was wrecked at Peterhead on the 1 September 1882.	Post-medieval	572854	6373345
A426	NK15NW0048	Traffic, Rattray Head	The schooner TRAFFIC, carrying a cargo of coal from Sunderland to Banff, was stranded at Rattray Head on the 17 February 1861. The crew were saved.	Post-medieval	570638	6386654
A427	NK14NW0228	Concordia, North Sea	The CONCORDIA, under Captain Cooper, was driven ashore near Peterhead on the 23 October 1811.	Post-medieval	572533	6373430
A428	NK15NW0025	Alardice, St Fergus Sands	The barque ALARDICE, with a crew of 12 under Captain and Owner H. Pettersen, travelling from Dundee to Grimstadt, in ballast, was stranded at St Fergus Sands, near Onnichie, on the 23 December 1876. The crew were saved.	Post-medieval	570689	6383174
A429	NK14SW0121	Arthurstone, Buchan Ness	The iron barque ARTHURSTONE, with a crew of 26 under Captain J. Hughes, carrying a cargo of jute from Calcutta to Dundee, was struck by heavy sea off Buchan Ness Lighthouse on the 7 February 1879. She was damaged, and one life was lost.	Post-medieval	573582	6370135
A430	NK14NW0200	Jennie, South Head, Peterhead	The sloop JENNIE, with a crew of 2 men under Captain Geddes, carrying a cargo of salt and herrings from Peterhead to Portgordon, missed her stays in Peterhead Harbour on the 26 November 1852 during a strong gale, and was stranded at the South Head.	Post-medieval	574065	6373963

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A431	NK14NW0252	Sir Alexander Duff, Peterhead Bay	The schooner SIR ALEXANDER DUFF, under Captain Lovie, carrying a cargo of grain, was wrecked in Peterhead Bay on the 6 December 1847.	Post-medieval	572827	6373845
A432	NK14NW0273	Millennium, South Harbour, Peterhead	The sloop MILLENNIUM, under Captain Wilson, travelling from Sunderland to Buckie, was stranded at the entrance to the South Harbour, Peterhead, on the 7 October 1858 during a gale. The crew were saved.	Post-medieval	573505	6373955
A433	NK15NW0075	Der Junge Gustaf, Rattray Head	The DER JUNGE GUSTAF, carrying a cargo of timber, foundered 1 mile off Rattray Head on the 13 December 1844. Her name board and various wreckage was washed ashore.	Post-medieval	571672	6384329
A434	NK14SW0137	Geertruida Speelman, Boddam Harbour	The Dutch schooner GEERTRUIDA SPEELMAN, under Captain Lever, bound to Stettin (Szczecin), was stranded leaving Boddam on the 8 October 1870 and expected to become a total wreck. The crew were saved.	Post-medieval	573331	6370872
A435	NK14NW0221	North Sea	A report was received at Peterhead, on the 5th November 1875, that a board, painted black, with white letters 'URDUR', was washed ashore near Peterhead.	Post-medieval	573848	6375160
A436	NK14NW0313	Helen And Isobel, Keith Inch, Peterhead	The sloop HELEN AND ISOBEL, under Captain Houston, carrying a cargo of spirits and tobacco, was stranded at the back of Keith Inch, Peterhead, on the 14 January 1754.	Post-medieval	573778	6373799
A437	NK15SW0092	Everhardus, St Fergus	The galliot EVERHARDUS, with a crew of 4 men, thought to have been in ballast, sank and was wrecked whilst anchored between Rattray	Post-medieval	570705	6382095

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
			Head and Scotstown Head on the 9 January 1854 during a force 10 gale. The crew were all lost.			
A438	NK14NW0258	Katherine, Peterhead Bay	The KATHERINE, under Captain Ettersbanks, travelling from Newcastle to Aberdeen, was stranded at the South Shore, Peterhead, on the 10 January 1849. The crew were saved.	Post-medieval	572826	6373905
A439	NK14NW0364	Rayner, Peterhead, South Harbour	The wooden ketch RAYNER, carrying a cargo of coal, under Captain Maxwell, was stranded at the entrance to the South Harbour, Peterhead, on the 15 February 1900.	Modern	573431	6373573
A440	NK14NW0079	Craigewan Beach	World War II Pillbox of Type 24 construction. 2nd in a line of eight from Craigewan to Scotstown beach. The Pillbox Study Group recorded a pillbox in sand dunes at a location a short distance to the north (NK1175048650) but nothing was found at that location.	Post-medieval	571568	6376705
A441	NK15SW0049	Danearn, Scotstown Head	The steel steam trawler DANEARN (formerly named PELAGOS, registration A 395) was stranded between outer Scotstown Head and the beach on the 15th March 1942.	Modern	571735	6379389
A442	NK14NW0683	South Breakwater, Peterhead Harbour of Refuge	Breakwater depicted on the OS 2nd edition map, for the Harbour of Refuge. Extended in the 20th century. A lighthouse stands at the seaward end.	Post-medieval	573142	6372963
A443	NK15NW0060	Sarah, North Sea	A ship's name board, with the name 'SARAH' painted on it in white letters was picked up on Rattray Sands on the 12 April 1879.	Post-medieval	571673	6384269

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A444	NK15NW0011	Christiana, Rattray Head	The full-rigged ship CHRISTIANA (or CHRISTIANIA), under Captain Schaw, travelling from London for Christiansand (Oslo) in ballast, was lost on Rattray Head on the 19 December 1803.	Post-medieval	570645	6386154
A445	NK15NW0017	Messenger, Rattray Head	The MESSENGER, under Captain McAll, travelling from Cromarty to Inverkeithing, was stranded at Rattray Head on the 16 April 1826, and was expected to become a wreck.	Post-medieval	570644	6386254
A446	NK14NW0319	Arctic, Peterhead	The wooden smack ARCTIC was wrecked at Peterhead on the 15 January 1862.	Post-medieval	572830	6373625
A447	NK15NW0113	Antelope, Rattray Head	The ANTELOPE, under Captain Searchwell, carrying a cargo of salt, was stranded at Rattray Head on the 19 October 1835 and expected to become a wreck.	Post-medieval	571226	6386123
A448	NK14NW0828	Peterhead Harbour, West Pier, Lighthouse	Beacons	Post-medieval	573467	6373987
A449	NK14NW0161	Jeannie Leask, South Harbour, Peterhead	The wooden lugger JEANNIE LEASK, in ballast, under Captain Buchan, was stranded near the entrance to the South Harbour, Peterhead, on the 29 January 1894.	Post-medieval	573425	6373953
A450	NK14NW0213	Adonis, Peterhead Harbour	It was reported that on the 24 August 1861, the ADONIS, under Captain Williams, travelling from Perth to Gardenstown, put into Peterhead harbour after having parted from her anchor in Fraserburgh Bay earlier the same day and colliding with a schooner.	Post-medieval	572812	6373464

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A451	NK25SW0001	Elizabeth, North Sea	The ELIZABETH is presumed to have foundered between Rattray Head and Boddam in December 1860, as wreckage washed ashore at this location.	Post-medieval	579748	6379247
A452	NK14NW0292	Anna Maria, Peterhead	The galliot ANNA MARIA, under Captain Duhn, carrying a cargo of bones from Libau to Peterhead, was wrecked at Peterhead on the 12 January 1864. The crew were saved.	Post-medieval	572832	6373525
A453	NK15SW0064	York, North Sea	It was reported on the 15 April 1856 that a quarter-board, with 'YORK' written on it was found 16 miles to the North of Aberdeen.	Post-medieval	571733	6380209
A454	NK14NW0267	Albion, North Sea	The brig ALBION was abandoned off Peterhead in a sinking state during the night of the 27 December 1852. The crew were saved.	Post-medieval	572792	6376184
A455	NK15SW0041	Swift, Scotstown Head	The schooner SWIFT, with a crew of 4 men under Captain T. B. Robinson, carrying a cargo of oats and two passengers from Banff to Leith, was stranded on a reef off Scotstown Head on the 15 January 1896. The two passengers and four crew were lost.	Post-medieval	571737	6379289
A456	NK14SW0104	Gleaner, Buchan Ness	The trading cutter GLEANER, with a crew of 2 men under Captain and owner D. McLean, Peterhead, travelling from Peterhead to Methil, in ballast, was stranded at Buchan Ness on the 9 May 1891.	Post-medieval	573578	6370355
A457	NK14NW0243	Orient, Peterhead Harbour	The ORIENT, under Captain Smith, bound to Aberdeen, in making for Peterhead harbour during a heavy gale on the 19 February 1837, grounded at the entrance. The crew was saved.	Post-medieval	573436	6373233

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A458	NK15NW0131	Patia, Rattray Head	On the 30 October 1940, the steamship PATIA was stranded at, or near, Rattray Head. She was got off and taken on in 1941 by the British Royal Navy for use as an aircraft carrier.	Modern	571506	6386127
A459	NK14NW0007	Inverugie	Site of castle and harbour. The motte and bailey castle, or fortalice, was immediately seaward of Peterhead Golf Club Pavilion. The harbour was constructed in front of where the Fish House now stands and both were removed to facilitate the building of Ravenscraig. Until around 1895, traces of the moat and massive rubble foundations could still be seen. The old harbour (NK1240 4743) was filled with sand by 1799. Now no trace of the of the castle or harbour. No remains were observed during site visit in 2022 as part of the SCAPE Coastal Zone Assessment Survey.	Medieval	572101	6375584
A460	NK14NW0219	North Sea	Supposed site of wreck.	Post-medieval	573828	6375160
A461	NK14NE0017	Robert Stevenson, North Sea	The brig ROBERT STEVENSON was stranded near Peterhead on the 4 September 1876.	Post-medieval	574837	6373194
A462	NK15NW0107	Mary And Christian, Rattray Head	The sloop MARY AND CHRISTIAN, under Captain Jamieson, carrying a cargo of iron and coal, was wrecked at Rattray Head on the 4 February 1796.	Post-medieval	571126	6386121
A463	NK14SW0152	North Sea	A vessel carrying a cargo of mussels capsized and sank off Boddam Head (Buchan Ness) on the 14 August 1811. Four of the crew were lost.	Post-medieval	573621	6370176

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A464	NK15NE0015	Loch-Na-Gar, North Sea	The steel steam trawler LOCH-NA-GAR (A 262), in ballast, was in collision with the MARGARET and sank 4 miles off Rattray Head on the 5 January 1909.	Modern	578183	6387716
A465	NK37NE0001	Louisiana, North Sea	The armed Steamship LOUISIANA was torpedoed 20 miles north-northeast of Buchan Ness on the 18 April 1917 by German submarine UC-45 (a UC II type, under the command of Kptlt. Hubert Aust). It was carrying a general cargo and wood pulp from North Shields.	Modern	597145	6404738
A466	NK14NW0121	Peterhead	A vessel, supposed the HOPE, of Aberdeen, and a very large foreign ship, supposed a Dutch or Danish East-Indiaman, were lost near Peterhead in 1803, and all the crew of the latter.	Post-medieval	572535	6373310
A467	NK14NW0195	Earl Of Aberdeen, North Sea	The schooner EARL OF ABERDEEN, under Captain Scott, travelling from Aberdeen to Sunderland, was lost near Peterhead on the 31 December 1847 when trying to enter the South Harbour during a gale.	Post-medieval	572814	6373364
A468	NK47SE0002	Monarch, North Sea	The wooden lugger MONARCH, in ballast, with a crew of 6 under Captain W. Mackintosh, fishing out of Fraserburgh, foundered 20 miles ENE of Rattray Head on the 20 July 1881.	Post-medieval	608423	6401674
A469	NK14SW0022	Invernettie	Site of a seaplane repair and store base, opened in 1918 to provide repair and storage facilities for the operational seaplane station at Loch Beg (NK05NE0023). Peterhead was also used for operational flights when the level of the Loch of Strathbeg dropp	Modern	572634	6372845

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A470	NK14NW0171	Defender, Peterhead, South Harbour	The wooden lugger DEFENDER, under Captain McDonald, in ballast, was stranded near the entrance to the South Harbour, Peterhead, on the 22 November 1907.	Modern	573445	6373954
A471	NK15NW0029	Vega, Rattray Head	The brig VEGA, with a crew of 7 under Captain E. Hansen, carrying a cargo of battens from Soderhamn, Sweden, to Lossiemouth, was stranded 1 mile South of Rattray Head on the 14 September 1883.	Post-medieval	570675	6384114
A472	NK25NW0001	Orcadian, North Sea	The schooner ORCADIAN, under Captain Smith, carrying a cargo of coal, is presumed to have foundered off Rattray Head, when wreckage washed ashore on the 17 November 1893.	Post-medieval	579645	6386247
A473	NK15NW0052	Dash, North Sea	The lugger DASH, with a crew of 6 under Captain A. Buchan, fishing out of Fraserburgh for fishing, in ballast, was hit by the schooner LOCHNAGAR, about 4 miles southeast of Rattray Head on the 5 September 1878. One of the crew was lost.	Post-medieval	571675	6384169
A474	Canmore 357144	Unnamed Wreck	Obstruction	Unknown	599366	6410033
A475	NK15SW0087	North Sea	A wreck was reported in this general area on the 15 January 1937.	Modern	571732	6380309
A476	NK14NE0023	Robert Garden, North Sea	A hermaphrodite brig ROBERT GARDEN, under Captain Charles, foundered 0.5 mile off Keith Inch, Peterhead, on the 25 May 1840. All hands were lost.	Post-medieval	575827	6373889

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A477	NK15NW0076	Earl Of Kellie, Rattray Head	The EARL OF KELLIE, under Captain Cargill, travelling from Pillau (Baltiysk) to Leith, was stranded on Rattray Head on the 25 February 1846. Part of the cargo was landed.	Post-medieval	570686	6386115
A478	NK14NW0286	Alliance, South Head, Peterhead	The schooner ALLIANCE, under Captain Urquhart, travelling to Sunderland, in ballast, was wrecked at South Head, Peterhead, on the 26 February 1862. The crew were saved.	Post-medieval	574025	6374002
A479	NK14NW0700	Peterhead Harbour, South Harbour	Beacons	Post-medieval	573446	6373930
A480	NK15SW0034	Melledgan, Scotstown Head	The schooner MELLEDGAN, with a crew of 5 under Captain and Owner J. B. Jewitt, travelling from Burghead to Sunderland, in ballast, was stranded at Scotstown Head on the 4 April 1877.	Post-medieval	571738	6379189
A481	NK24NE0002	Mudlark, North Sea	On the 16 February 1918, the steel hopper barge MUDLARK, in ballast, foundered 7 miles East of Peterhead. Exact location not clear (see NK24SE0001).	Modern	586807	6375351
A482	NK14SW0110	Pioneer, Buchan Ness	The lugger PIONEER (PD1353), under Captain Stephen, in ballast, was driven from her moorings and stranded at Boddam on the 9 February 1904.	Modern	573581	6370195
A483	NK14NW0334	Peterhead	A sloop, carrying a cargo of grain, was stranded at Peterhead on the 24 December 1806, and was expected to become a wreck.	Post-medieval	572874	6373345
A484	NK14NW0711	Peterhead Harbour, North Harbour	Beacons	Post-medieval	573625	6376033

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A485	NK14NW0349	Brothers And Sisters, North Sea	The sloop BROTHERS AND SISTERS, carrying a cargo of lime, caught fire and was run ashore near Peterhead on the 28 June 1846.	Post-medieval	572835	6373305
A486	NK15SW0081	Scotstown Head	A barque, under Captain Morisone, was stranded at Scotstown Head in January 1707.	Post-medieval	571731	6379649
A487	NK15NW0152	Rattray Head	A substantial single corroded metal post recorded in 2022 during the SCAPE Coastal Zone Assessment Survey. Identified as the location of the stranding of HMS Erne, an early 20th century DESTROYER, wrecked in 1915 (see also NK15NW0101).	Modern	570338	6385236
A488	NK34NW0002	Egenaes, North Sea	The steamship EGENAES, carrying a cargo of herring, was lost 10 miles East of Peterhead on the 22 March 1917. UKHO record data point for the possible wreck of the Egenaes (A24) is located 5.5km to the northwest of this HER point.	Modern	591777	6377424
A489	NK15NW0090	Guthries, Rattray Head	The sloop GUTHRIES, under Captain Ritchie, carrying a cargo of coal from Wemyss to Thurso, was wrecked on Rattray Briggs on the 3 October 1860. The crew were saved.	Post-medieval	570966	6386119
A490	NK15NW0084	Taurus, Rattray Head	The steamship TAURUS, travelling from the Clyde to Varel, was driven ashore at Rattray Head on the 14 August 1856. She was eventually got off and taken to Peterhead harbour.	Post-medieval	570846	6386117
A491	NK14NW0138	Prosperous, The Battery, Peterhead	The PROSPEROUS, under Captain McKenzie, travelling from Aberdeen, was stranded below	Post-medieval	573628	6373766

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
			the Battery, Peterhead, on the 19 April 1837 and filled with water.			
A492	NK14NW0132	Helen, Peterhead	The brig HELEN, under Captain Boyd, carrying a cargo of tar from Newcastle to Bristol, was wrecked at Scotstoun Head on the 13 October 1815. The crew were saved.	Post-medieval	573095	6373268
A493	NK14NW0237	Margaret, Peterhead Harbour	The MARGARET, under Captain Fowles, of Kirkwall, was much damaged during a heavy squall outside Peterhead on the 8 December 1833.	Post-medieval	572809	6373704
A494	NK14NW0341	Ranger, North Sea	The RANGER was wrecked near Peterhead on the 19 December 1847. No further information.	Post-medieval	572835	6373265
A495	NK15NW0138	Craigness, North Sea	The motor vessel CRAIGNESS, carrying a cargo of timber, was stranded at Rattray Head, drifted off, and beached one mile South on the 29 March 1923.	Modern	570675	6384134
A496	NK14NW0395	George Birnie Memorial Foot Bridge	Footbridge built in 1991, as a replacement for an original concrete structure built in 1924 as a gift of local philanthropist Alexander Birnie and dedicated to his father George Birnie who had served as harbour master of Peterhead	Modern	571855	6375529
A497	NK14NW0186	Suzette, Girdle Reef	The steel steam trawler SUZETTE (A 346) (formerly named as EDWARD GREY) was stranded one mile North of Peterhead, on Girdle Reef, on the 11th July 1941.	Modern	572041	6376273
A498	NK14NE0007	Alaska, North Sea	The lugger ALASKA, with a crew of 4 men under Captain A. Winton, fishing out of Peterhead, in ballast, foundered 1.25 miles	Post-medieval	575808	6375189

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
			ENE of Peterhead on the 8th January 1896. Three of the crew were lost.			
A499	NK24NW0009	Affiance, North Sea	The brig AFFIANCE, in ballast, under Captain Jackson, was driven ashore in January 1803.	Post-medieval	579836	6373328
A500	NK05NE0068	Nellie, Back Bar, Strathbeg Bay	The iron steam trawler NELLIE, in ballast, with a crew of 8 under Captain Edward Matthews, fishing out of Aberdeen, was stranded and wrecked to the North of Rattray Head on the 24th March 1898. Attempts were made by the Coastguard to save the crew, but the trawler was struck by a heavy sea, washing three of the crew overboard. The rest of the crew climbed the rigging, from where they were swept away one by one.	Post-medieval	568991	6387090
A501	NK15NW0093	Waterlily, Rattray Head	The barque WATERLILY, carrying a cargo of wheat from New York to Leith, was stranded at Rattray Head on the 20 October 1862 during a gale. The crew were saved.	Post-medieval	570986	6386119
A502	NK14SE0002	North Sea	Supposed site of wreck.	Unknown	578265	6371324
A503	NK14NW0229	Enigheden, North Sea	The ENIGHEDEN, under Captain Ludberg, carrying a cargo of timber was driven ashore in Peterhead Bay on the 23 October 1811.	Post-medieval	572810	6373604
A504	NK24NW0006	Arnold, North Sea	The schooner ARNOLD was lost near Peterhead on the 15 January 1889.	Post-medieval	579836	6373268
A505	NK14NW0156	Sophie, Peterhead Bay	The Norwegian brig SOPHIE, with a crew 6 under Captain Backer, in ballast, was stranded in South Bay, Peterhead, on the 23 December 1876. All hands were lost.	Post-medieval	573277	6373151

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A506	NK15NW0043	Lisbon, Rattray Head	The steel steamship LISBON, carrying a general cargo, was stranded 1 mile East of Rattray Head on the 29 October 1940.	Modern	571675	6384149
A507	NK15NW0069	Rattray Head	A large vessel was reportedly seen to have been driven ashore to the Southward of Rattray on the 19 November 1835 and had lost her masts. No further information.	Post-medieval	571673	6384309
A508	NK15NW0120	Hero, Rattray Head	The sloop HERO, under Captain Brebner, carrying a cargo of coal, was stranded on Rattray Head on the 10 March 1818.	Post-medieval	571346	6386125
A509	NK15NW0020	Emanuel, Rattray Head	The galliot EMANUEL (or EMMANUEL), with a crew of 5 under Captain Knudsen, carrying a cargo of herring, was stranded at Rattray Head during a heavy gale on the 3 October 1860.	Post-medieval	570643	6386314
A510	NK15NE0006	North Sea	Supposed site of wreck.	Unknown	576417	6388100
A511	NK14NW0283	Ocean, Peterhead	The OCEAN, of Rochester, carrying coal from Sunderland to Lossiemouth, was stranded at Peterhead on the 2 November 1864.	Post-medieval	572824	6374045
A512	NK14NW0201	Union, South Harbour, Peterhead	The schooner UNION, with a crew of 4 men under Captain Allan, carrying a cargo of coal from Shields to Peterhead, was stranded at the entrance of the South Harbour, Peterhead on the 11 December 1852 owing to not having sufficient sail to carry her out.	Post-medieval	573446	6373944
A513	NK14NW0308	Spes Melior li, North Head	The Motor Fishing Vessel SPES MLEIOR II (PD-278), under Captain Buchan, ran aground on the rocks at North Head, on the E side of the entrance to North Harbour, Peterhead, on	Modern	572864	6374045

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
			the 1 May 1954. The Peterhead lifeboat was called to the scene.			
A514	NK14NW0358	Holer, North Sea	The steamship HOLER, was stranded near Peterhead on the 27 February 1916.	Modern	572834	6373345
A515	NK14NW0352	Active, Peterhead Harbour	The schooner ACTIVE was stranded at the back of the South Pier, Peterhead, on the 6th June 1872.	Post-medieval	573017	6373147
A516	NK14NW0177	U 14, North Sea	The German submarine U 14, with a crew of 28 under Oberleutnant zur See Max Hammerle, was disabled by gunfire from the armed trawler OCEANIC II, off Peterhead on the 5 June 1915, RAMMING and sunk. There were 27 survivors, but the Oberleutnant died. U 14 (a U 31 type submarine) was launched in 1911 and had sunk two ships in her career - the CYRUS on 2nd June 1915 and the LAPPLAND on the 3 June 1915.	Modern	573837	6373159
A517	NK14NW0150	Active, Peterhead Harbour	The ACTIVE, under Captain Moore, carrying a cargo of manure from Ipswich to Nairn, was stranded at South Head, Peterhead, on the 15 February 1872. The crew were saved.	Post-medieval	574025	6373962
A518	NK14NW0328	Mansfield, North Sea	The MANSFIELD was wrecked near Peterhead in September 1859.	Post-medieval	572837	6373185
A519	NK15NW0049	Swallow, North Sea	The steamship SWALLOW, with a crew of 8 under Captain Smallon, travelling from Scarborough to Liverpool, in ballast, was stranded near Rattray Head on the 17 May 1872. One of the crew was lost.	Post-medieval	571253	6385633

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A520	NK15NW0026	Ruth, Rattray Head	The smack RUTH, with a crew of 2 under Captain R. Mennie, travelling from Fraserburgh to Peterhead, in ballast, was stranded at Rattray Briggs on the 3 March 1883 in fog. The crew were saved.	Post-medieval	570642	6386394
A521	NK14NW0109	Jean, Peterhead Bay	The JEAN, under Captain Noble, was driven ashore in Peterhead Bay on the 22 October 1834.	Post-medieval	572996	6373247
A522	NK15SW0058	Edward, Kirkton Head	The brig EDWARD, under Captain Smith, carrying a cargo of tobacco from Virginia to Leith, was wrecked at Kirkton Head, 4 miles north of Peterhead, on the 22 September 1822. The crew were saved.	Post-medieval	571763	6378190
A523	NK14NW0378	Nile, Rattray Head	The ketch NILE, with a crew of 4 men under Captain A. Hansen, carrying a cargo of potatoes from Invergordon to West Hartlepool, was stranded about 4 miles S of Rattray Head on the 25 January 1890.	Post-medieval	571767	6377930
A524	NK05NE0062	Eliza, Back Bar, Strathbeg Bay	The wooden smack ELIZA, under Captain Geddes, in ballast, was stranded approximately 1 mile North West of Rattray Head on the 1 January 1885.	Post-medieval	568871	6387088
A525	NK14SW0010	Buchan Ness Lighthouse	Lighthouse, built in 1827, designed by Robert Stevenson. Tall tower painted in red and white stripes, with walkway supported on corbels with arched openings. Tower rises from a circular one storey base. Interior has a cantilever spiral staircase.	Post-medieval	573508	6370423
A526	NK14NW0274	Darling, North Sea	The schooner DARLING, under Captain Wilson, carrying a cargo of pit-props from	Post-medieval	572792	6376224

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
			Nairn to Sunderland or Newcastle, was stranded and wrecked on a sand beach four miles from Peterhead on the 1 November 1859. Four of the crew, and the cargo, were saved.			
A527	NK14NW0261	London, South Harbour, Peterhead	The schooner LONDON, under Captain Hay, was stranded at Horseback Rock, Peterhead, on the 10 January 1849 during a gale, and became a wreck. The crew were saved, along with part of her cargo.	Post-medieval	573358	6373792
A528	NK14NW0222	Pride Of Scotland, Peterhead	The tug steamer PRIDE OF SCOTLAND caught fire at Peterhead on the 21 February 1876.	Post-medieval	572812	6373524
A529	NK14SW0124	Scottish Maid, Boddam Harbour	The schooner SCOTTISH MAID, under Captain Smith, bound for Hamburg with a cargo of herring, was wrecked at the entrance to Boddam harbour on the 7 November 1872.	Post-medieval	573331	6370862
A530	NK14SW0138	Isbjornen, Boddam	The sloop ISBJORNEN, of Bergen, under Captain Osmundsen, carrying a cargo of herrings from Boddam to the Baltic, was stranded off Boddam on the 23 August 1865. She was got off after a few days and taken into Peterhead harbour.	Post-medieval	573580	6370255
A531	NK15SW0044	Loch Tay, Kirkton Head	The steel steam trawler LOCH TAY (registration A888), in ballast, under Captain Fitzpatrick, was stranded off Kirkton Head on the 21 March 1905.	Modern	571763	6378150
A532	NK14NW0207	Windward, Peterhead Harbour	The WINDWARD, under Captain David Ewan, travelling from Peterhead to Greenland, for seal and whale fishing, was stranded on rocks	Post-medieval	572813	6373424

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
			outside Peterhead Harbour on the 25 February 1860. She was subsequently got off but was considerably damaged.			
A533	NK15NW0012	Lord Dundas, Rattray Head	The smack LORD DUNDAS, under Captain Leese, carrying a general cargo from Aberdeen to Fraserburgh, was totally lost at Rattray Head on the 1 March 1814, and all on board were lost.	Post-medieval	570645	6386174
A534	NK45NW0001	Gem, North Sea	The wooden steam drifter GEM (registration number cited as BF 313), fishing in the North Sea, under Captain Mair, was stopped and sunk by gunfire from German submarine UC 33 (a UC II type submarine, under the command of Kptlt. Martin Schelle) 18 miles E-S from Rattray Head on the 29 June 1917. The crew of the GEM took to their lifeboat and rowed ashore, landing on the night of the 30 June 1917 at Boddam where they were fed and housed by the villagers.	Modern	603674	6384601
A535	NK14NW0314	London Packet, South Head, Peterhead	The sloop LONDON PACKET, under Captain Tytler, travelling from Aberdeen to Leith, was wrecked on South Head, Peterhead, on the 6 March 1836. The crew were saved.	Post-medieval	574024	6374022
A536	NK14NW0162	Gowan, Peterhead Harbour	The zulu GOWAN, with a crew of 7 men under Captain and owner W. Crawford, Banff, travelling from Banff to Eyemouth, in ballast, was stranded near the entrance to Peterhead harbour on the 17 February 1895.	Post-medieval	573297	6373151
A537	NK14SW0132	Hart, Boddam	The schooner HART, under Captain Carfrae, carrying a cargo of pimento from Grangemouth to Rotterdam was wrecked near Boddam on	Post-medieval	573661	6370176

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
			the 29 November 1839 during a tremendous gale. The crew were lost. .			
A538	NK14NW0080	Jenny's Burn	Remains of a World War II Pillbox of Type 24 construction. It is third in a line of eight from Craigewan to Scotstown beach. Originally recorded as at NK 11721 4919, nothing was noted at this location during site visit in 2022 as part of the SCAPE Coastal Assessment.	Modern	571495	6377322
A539	NK15NW0114	Ornew, North Sea	A headboard with the name ORNEW on it was found at Rattray Head on the 19 December 1860. No further information.	Post-medieval	571671	6384389
A540	NK15NW0063	Mary And Elizabeth, Rattray Head	The sloop MARY AND ELIZABETH, under Captain Jordan, carrying cargo from Inverness to Aberdeen, was stranded at Rattray Head on the 16 April 1825. The crew and Captain's wife were saved by the Aberdeen Coast Guard, assisted by some fishermen. Only a small part of the cargo was saved.	Post-medieval	570636	6386754
A541	NK14NW0115	Ben Tarbert, Peterhead Bay	The steel motor trawler BEN TARBERT, with a crew of 11, was RAMMING amidships by the MT ABERDEEN VENTURER (A488) while at anchor on the 28 November 1975 and sank within three minutes in the entrance to Peterhead Harbour.	Modern	573484	6373354
A542	NK15NW0009	Repart, Rattray Head	The Norwegian schooner REPART, with a crew of 5 under Captain Ingebretsen (or possibly Captain Schytte), carrying a cargo of coal to Aarhus, was stranded at Rattray Head on the 1 December 1876, with the loss of all hands.	Post-medieval	570646	6386114

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A543	NK14NE0020	Armstrong Whitworth Whitley, North Sea	An Armstrong Whitworth Whitley aircraft (BD386) of 19 OTU (Operational Training Unit, RAF) reportedly crashed close in shore near Peterhead on the 24 October 1943. No further information.	Modern	574836	6373254
A544	NK14NW0216	Expedition, Peterhead Harbour	The EXPEDITION, under Captain Marshal, travelling from St. Petersburg to Newry, Northern Ireland, was stranded in Peterhead harbour in January 1785, but was subsequently got off.	Post-medieval	572812	6373504
A545	NK15NW0104	Bella, Strathbeg Bay	The lugger BELLA (FR999), under Captain Summers, in ballast, foundered 1 mile North of Rattray Head on the 7 June 1911.	Modern	570666	6387485
A546	NK15NW0055	Morlanda, North Sea	It was reported that a vessel's headboard, with the name 'MORLANDA' painted on it in yellow letters on a blue background, 5 feet long, letters 6 inches long, was picked up at Rattray Head on the 21 October 1875. No further information.	Post-medieval	571674	6384209
A547	NK14NW0142	Saint Andrew, Peterhead Harbour	The schooner SAINT ANDREW (formerly named CAROLINE MATHIAS), under Captain Murray, carrying a cargo of salt from Liverpool to Fisherrow, was wrecked at the entrance to Peterhead Harbour on the 8 September 1840.	Post-medieval	573414	6373393
A548	NK15NW0032	Mermaid, Rattray Head	The schooner MERMAID, with a crew of 5 under Captain C. Menmuir, carrying a cargo of salt from Runcorn to Stonehaven, was stranded on Rattray Briggs on the 25 July 1886.	Post-medieval	570641	6386454

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A549	NK15SW0067	Eagle, Scotstown Head	The smack EAGLE, carrying a cargo of fish from Faroe to Grimsby, was stranded on the 3 September 1869 on Scotstown head. The crew were saved.	Post-medieval	571733	6379549
A550	NK15SW0061	Dunrobin, Scotstown Head	The schooner DUNROBIN, under Captain Morrison, travelling from Newcastle to Dingwall, was wrecked at Scotstown Head on the 28 October 1868.	Post-medieval	571734	6379489
A551	NK15SW0084	Katharine, Scotstown Head	The KATHARINE, under Captain Young, carrying a cargo of paving stones, was wrecked on Outers of Scotstown on the 4 November 1772.	Post-medieval	571730	6379709
A552	NK15SW0090	Union, St Fergus	The steamship UNION, under Captain Dreyer, carrying a cargo of general goods and toys as well as passengers from Bremen to New York, was stranded 2 miles S of Rattray Head on the 29 November 1870. The passengers and crew were saved and taken to Peterhead.	Modern	570705	6382115
A553	NK15NW0128	Shells of the Queen, Rattray Head	The wooden smack SHELLS OF THE QUEEN, in ballast, under Captain Smith, was stranded on Rattray Briggs on the 28 June 1888.	Post-medieval	571486	6386127
A554	NK15SW0037	Staatsrath Von Brock, Scotstown Head	The German brig STAATSRATH VON BROCK, with a crew of 9 men under Captain H. Zander, carrying a cargo of timber from Danzig (Gdansk) to Peterhead, was stranded circa 0.5 miles north of Scotston Head on the 8 January 1889.	Post-medieval	571737	6379249
A555	NK14NW0198	Adler, Peterhead Harbour	The brig ADLER, with a crew of 9 men under Captain Traff, carrying a cargo of timber from Memel to Hull, arrived off Peterhead leaky on	Post-medieval	573412	6373473

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
			the 1 November 1852, and in taking the South Harbour grounded at the entrance and was left considerably exposed. It was hoped that she would be brought safely into the harbour on the next tide, but it is not known if attempts were successful. One of the crew was lost.			
A556	NK15NW0087	Lewis, Rattray Head	The schooner LEWIS, under Captain Owens, carrying slates from Caernarvon to Altona (Germany), was stranded on Rattray Head on the 12 June 1858 during foggy weather. Part of the cargo was thrown overboard to lighten the vessel,	Post-medieval	570906	6386118
A557	NK14NE0010	North Sea	A vessel carrying a cargo of timber is presumed to have foundered off Peterhead, or between Peterhead and Collieston, on the 20 December 1864, as much of the cargo and parts of a vessel were washed ashore in this area.	Post-medieval	576847	6375204
A558	NK14SW0149	North Sea	A fishing boat capsized off Boddam on the 25 November 1823. No lives were lost.	Post-medieval	573580	6370275
A559	NK14NW0246	Hunter, South Harbour, Peterhead	The sloop HUNTER, under Captain Robertson, travelling from Sunderland, was wrecked at the entrance to the South Harbour, Peterhead, on the 27 November 1838. The crew was saved.	Post-medieval	573465	6373954
A560	NK14NW0337	Orion, North Sea	A small boat with 'ORION, of Sunderland, George Dunn master' painted on it was driven ashore at Peterhead during a gale on the 7 March 1866. No sign of crew or cargo. No further information.	Post-medieval	572836	6373245

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A561	NK15NW0134	Rattray Head	A schooner was reported to have sunk close to Rattray Briggs on the 6 November 1864.	Post-medieval	571566	6386128
A562	NK24NW0003	Bonny Lass, North Sea	On the 15 February 1906, the schooner BONNY LASS, under Captain McLean, carrying a cargo of coal, was in collision with the SUNSHINE and sunk approximately 4.5 miles off Peterhead.	Modern	581820	6374377
A563	NK14NW0295	Enterprise, Peterhead Harbour	The ENTERPRISE, of London, carrying a cargo of barley from Burghead to Hartlepool, was stranded in Peterhead harbour on the 15 February 1865 and began discharging her cargo.	Post-medieval	572831	6373565
A564	NK14NW0289	Triton, Peterhead	The TRITON, under Captain de Jonge, carrying a cargo of grain from Archangel (Arkhangelsk), was stranded at Peterhead on the 19 September 1863.	Post-medieval	572832	6373485
A565	NK14NW0183	Scottish Belle, Roan Head Rocks, Peterhead	The steel steam trawler SCOTTISH BELLE (A 512) was stranded on Roan Rock, Peterhead, on the 4 September 1924.	Modern	573513	6374775
A566	NK15SW0078	Ambrosia, St Fergus	The yacht AMBROSIA was wrecked at St Fergus on the 8 October 1993.	Modern	571433	6380185
A567	NK14NW0240	Providence, Peterhead Harbour	The brig PROVIDENCE (or PROVIDENTIA), under Captain Helgsen, carrying a cargo of battens from Drammen to the Firth of Forth, was wrecked at the entrance of Peterhead harbour on the 24 March 1866.	Post-medieval	573436	6373253
A568	NK14NW0135	Jean, Peterhead Harbour	The JEAN, under Captain Philip, travelling from Sheerness, was wrecked at the back of	Post-medieval	573485	6374004

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
			the West Pier, Peterhead Harbour, on the 17 December 1819. The crew were saved.			
A569	Canmore 278079	Peterhead Harbour, Harbour of Refuge	Harbour	Unknown	572976	6373525
A570	NK14SW0107	Pilot Fish, Boddam Harbour	The unregistered lugger PILOT FISH, with none on board, was driven from anchor, in ballast, and stranded at the entrance to Boddam harbour on the 29 November 1897.	Post-medieval	573331	6370852
A571	NK14NW0204	Youngest, Peterhead Harbour	The unregistered lugger YOUNGEST, with a crew of 7 men under Captain W. Pirie, fishing out of Peterhead, in ballast, was stranded near the entrance to the North Harbour, Peterhead, on the 29 July 1898.	Post-medieval	573412	6373513
A572	NK15NW0117	Sarah Ann, Rattray Head	The sloop SARAH ANN was stranded at Rattray Head on the 13 August 1818.	Post-medieval	571286	6386124
A573	NK14SW0141	Union, Sandford Bay	The schooner UNION, under Captain Watt, carrying a cargo of coal, was run ashore leaky and wrecked at Sandford Bay, one mile South of Peterhead, on the 26 April 1871.	Post-medieval	572678	6371742
A574	NK14NW0153	Banks Of Spey, North Head, Peterhead	The lugger BANKS OF SPEY, with a crew of 6 under Captain and Owner P. Geddes, Banff, returning to Peterhead from fishing grounds, in ballast, foundered off North Head, Peterhead, on the 3 August 1876. Three of the crew were lost.	Post-medieval	572785	6373944
A575	NK15NW0046	Herald, St Fergus	The schooner HERALD, with a crew of 5 under Captain and Owner J. Shaw, carrying a cargo of coal and cement from Shields to Nairn, was	Post-medieval	570689	6383164

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
			stranded 2.5 miles North of Scotstown Head on the 9 March 1886.			
A576	NK14NW0180	Energy, Peterhead Bay	The auxiliary lugger ENERGY (FR 7), under Captain Mitchell, was stranded in Peterhead Bay on the 5 March 1917.	Modern	572815	6373284
A577	NK14NW0129	Juno, Peterhead	The JUNO, under Captain Foreman, travelling from London to Limerick, was stranded at Peterhead on the 5 March 1811.	Post-medieval	573036	6373248
A578	NK14NW0381	Young Symon, Invernettie, Peterhead Harbour	The YOUNG SYMON, carrying a cargo of wood and hoops, was stranded on the Sands of Invernettie, Peterhead, on the 10 November 1779.	Post-medieval	572355	6373258
A579	NK15NW0096	Elvine, Rattray Head	The ELVINE (or ELWINE), under Captain Schwantz (or Schwartz), carrying a cargo of staves and billet wood from Colberg to Wick, was stranded at Rattray Head on the 16 October 1869. The crew were saved.	Post-medieval	571026	6386120
A580	NK15NW0023	Hemaja, Rattray Head	The iron steamship HEMAJA, with a crew of 10 under Captain J. Bisset, out of Peterhead, foundered on the 21 August 1874. The vessel was engaged in salvaging materials from a wreck and had about 14 tons of iron suspended under her bottom at three different points.	Modern	570642	6386354
A581	NK15NW0073	Martha, Rattray Head	The brigantine MARTHA, travelling from Sunderland to Montreal, was driven ashore at Rattray Head on the 31 March 1843 and wrecked.	Post-medieval	570634	6386914

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A582	NK14NW0331	North Sea	Wreckage and barrels of tar were washed ashore at Peterhead on the 10 January 1848.	Post-medieval	572790	6376324
A583	NK14NW0250	Liverpool Packet, South Harbour, Peterhead	The schooner LIVERPOOL PACKET, of and from Aberdeen, for Glasgow, in taking the South Harbour, Peterhead, on the 19 November 1845 during a gale, was stranded at the harbour entrance and expected to become a wreck.	Post-medieval	573485	6373954
A584	NK14NW0305	Fawn, Peterhead Harbour	The schooner FAWN, carrying a cargo of lime, caught fire in the North Harbour, Peterhead, on the 13 October 1842.	Post-medieval	572830	6373605
A585	NK14NW0226	Favourite, Peterhead Bay	The FAVOURITE, of Sunderland, carrying a cargo of coal to London, was driven ashore in Peterhead Bay in February 1803.	Post-medieval	572811	6373584
A586	NK14NW0174	Lord Tweedmouth, Peterhead Harbour	The steel steam trawler LORD TWEEDMOUTH, in ballast, was stranded at the entrance to Peterhead Harbour on the 21 June 1914.	Modern	573413	6373433
A587	NK14NW0355	North Sea	A Danish-built vessel was reportedly wrecked near Peterhead in March 1786.	Post-medieval	572790	6376344
A588	NK15NE0011	Tic No 8, North Sea	The dumb dredger (trawler) T.I.C. NO. 8, in ballast, foundered 3.5 miles E-S of Rattray Head on the 29 October 1911.	Modern	576450	6385900
A589	NK14NE0026	North Sea	A pilot boat was upset off Peterhead on the 27 June 1835, with the loss of five of the crew.	Post-medieval	574778	6377174
A590	NK14NW0084	Craigewan Beach	Site visit in 2022 as part of the SCAPE Coastal Zone Assessment Survey recorded Remains of a line of World War II anti-tank blocks lining	Modern	571438	6379483

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
			the beach. Several hundred blocks are present in total. They are supported by regularly spaced pillboxes.			
A591	NK15SW0047	Struan, Scotstown Head	The steel steam trawler STRUAN (formerly named WILLIAM COGSWELL, registration A718), under Captain Shepherd, was stranded off Scotstown Head, on Outers Reef, on the 18 January 1933.	Modern	571736	6379349
A592	NK15NW0110	Alice, Rattray Head	The lugger ALICE (FR889) was lost at Rattray Head whist being carried on the BOY FRED (FR 41) (NK06SE0041) in December 1936.	Modern	571186	6386122
A593	Canmore 204017	Annachie Burn	20th century anti-tank blocks.	Modern	570453	6381540
A594	NK14NW0325	North Sea	A vessel was driven ashore on rocks near Peterhead in November 1745 while being chased by the privateer SALTASH.	Post-medieval	572791	6376304
A595	NK14NW0270	Pallas, Little Menan	The PALLAS, under Captain Green, bound to Saint John, New Brunswick, was totally lost on the 15 April 1857 at Little Menan. The crew were saved.	Post-medieval	572792	6376204
A596	NK14NW0311	Lady Bessie, Peterhead Harbour	The wooden steamship LADY BESSIE, in ballast, was stranded 300 yards West of the entrance to South Harbour, Peterhead, on the 13 January 1910.	Modern	573025	6373948
A597	NK14NW0362	Patriot, Peterhead, South Bay	The lugger PATRIOT, PD 1016, was wrecked in South Bay, Peterhead, in September 1873.	Post-medieval	573097	6373148

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A598	NK14NW0106	North Sea	Part of the stern of a 'foreign schooner' was washed ashore North of Peterhead on the 15 March 1833.	Post-medieval	572956	6373246
A599	NK14NW0373	John, North Sea	The JOHN was wrecked near Peterhead on the 5 November 1834.	Post-medieval	572789	6376404
A600	NK15SW0055	Confidence, Scotstown Head	The CONFIDENCE, under Captain Petersen, carrying a cargo of staves and battens from Porsgrund to Fraserburgh, struck on Scotstown Head on the 2 September 1875, and, when the tide rose, drifted over the rocks on to the beach with loss of rudder and about three feet of water in the hold. The crew were landed.	Post-medieval	571734	6379449
A601	NK05NE0065	Jane And Ann, Rattray Head	The wooden schooner JANE AND ANN, with a crew of 4 under Captain C. W. Preece, travelling from Lossiemouth to Sunderland, in ballast, was driven ashore near Rattray Head Coast Guard Station on the 7 December 1881.	Post-medieval	569285	6386804
A602	NK05NE0059	Alcora, Back Bar, Strathbeg Bay	The steamship ALCORA (formerly named DUNDEE, and WAR WENSUM) was stranded 2 miles North of Rattray Head on the 30 October 1940 during a storm.	Modern	568811	6387087
A603	NK15NW0066	Rattray Head	A schooner was reported to have struck a reef of rocks off Rattray Head and sunk in deep water on the 4 November 1834. No further information.	Post-medieval	570636	6386814
A604	NK14SW0135	Hawk, Peterhead	The sloop HAWK (or HAWKE), under Captain Robinson, carrying a cargo of stucco and crockery from Gainsborough to Aberdeen, was stranded in Peterhead Bay near the brickworks	Post-medieval	572779	6373024

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
			on the 7 December 1828. The crew were saved.			
A605	NK14NW0159	Come-On, Peterhead Harbour	The wooden lugger COME-ON, was driven from her moorings and stranded at the canal between the North and South Harbours, Peterhead.	Post-medieval	573582	6374206
A606	NK14NW0264	Craigewan	A brig was wrecked on Craigewan Rock, near Peterhead, in January 1849.	Post-medieval	571972	6376232
A607	Canmore 21338	Boddam Harbour	Harbour dated 1845.	Post-medieval	573328	6370866
A608	NK14NW0217	Stirling Castle, Peterhead Harbour	The tug STIRLING CASTLE sunk at the mouth of the North Harbour, Peterhead, on the 28 February 1872. She was moved to the bank later that day.	Post-medieval	573435	6373293
A609	NK15NW0105	Rattray Head	A vessel carrying a cargo of flax, hemp and iron, was wrecked near Rattray Head in September 1774.	Post-medieval	570661	6385114
A610	NK14NW0241	Zephyr, Peterhead Bay	The ZEPHYR, of Dundee, under Captain Herd, carrying a cargo of coal from Granton to Littleferry, was abandoned in the South Bay of Peterhead, drifting towards rocks, on the 27 October 1869.	Post-medieval	572828	6373765
A611	NK15NW0129	Emperor, North Sea	Wreckage from the schooner EMPEROR, which had been carrying a cargo of coal under the command of Captain Lovie, was washed ashore near Rattray Head on the 15 February 1900.	Modern	571251	6385753

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A612	NK14NW0169	White Link, Peterhead Harbour	The wooden lugger WHITE LINK (FR 919), under Captain May was stranded at the entrance to Port Henry harbour, Peterhead, on the 5 December 1906.	Modern	573438	6374454
A613	NK15NW0058	Baecna, North Sea	It was reported on the 8 February 1877 that a ships' name board, marked 'BAECNA', had been picked up at Rattray Head. No further information.	Post-medieval	571673	6384249
A614	NK14NW0193	Defiance, Peterhead Harbour	The DEFIANCE, carrying a cargo of lime, caught fire in Peterhead Harbour on the 30 March 1847 and was stranded.	Post-medieval	572814	6373344
A615	NK05NE0057	Torgrim, Back Bar, Strathbeg Bay	The iron steamship TORGRIM (formerly named RICHARD KELSALL), carrying a cargo of timber planks from Stockholm to Grangemouth was stranded by scuttling 2 miles north of Rattray Head 31st October 1914.	Modern	568771	6387087
A616	NK15NW0082	Isabella, Rattray Head	The ISABELLA, under Captain Mathiesen, carrying stone from Thurso to Aberdeen, was driven ashore on Rattray Head on the 18 April 1851, but was later got off.	Post-medieval	570806	6386117
A617	NK15SW0085	Helen, Scotstown Head	The brig HELEN, under Captain Boyd, carrying a cargo of tar, was wrecked at Scotstown Head on the 13 October 1815.	NK14NW0159	571754	6380130
A618	NK14NW0145	Ann, North Head, Peterhead	The sloop ANN, under Captain Fowler, travelling from Peterhead to Leith, was wrecked on the North Head, Peterhead, on the 19 July 1841.	Post-medieval	572745	6373943

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A619	NK26SW0001	Iona, North Sea	The lugger IONA, with a crew of 6 under Captain and Owner W. Duthie, fishing out of Fraserburgh, in ballast, collided with the SS MINERVA, of Liverpool, and sunk off Rattray Head on the 11 August 1875.	Post-medieval	579616	6388247
A620	NK14NE0021	Jean And Bell, North Sea	The sloop JEAN AND BELL foundered one mile off Peterhead on the 21 October 1771.	Post-medieval	575837	6373189
A621	NK15SW0038	Reaper, Rattray Head	The schooner REAPER, with a crew of 6 men under Captain R. Morrison, carrying a cargo of coal from Sunderland to Inverness, was stranded about 2 miles S of Rattray Head on 15 January 1890.	Post-medieval	570720	6381115
A622	NK15SW0062	Harrison Chilton, Scotstown Head	The HARRISON CHILTON, under Captain McGregor, travelling from Sunderland to Quebec, was driven ashore on Scotstown Head on the 6 August 1841. She was later got off and taken into Peterhead harbour.	Post-medieval	571733	6379509
A623	NK24SW0009	Penelope, North Sea	On the 24 May 1884, the schooner PENELOPE, with a crew of four under Captain R. Williams, carrying a cargo of slates from Bangor to Newcastle-on-Tyne, was in collision in fog with the SS PRINCESS ALICE of Glasgow circa 5 miles east of Buchan Ness.	Post-medieval	582866	6371292
A624	NK14NW0299	North Sea	Wreckage was picked up off Peterhead on the 25 January 1851.	Post-medieval	572791	6376284
A625	NK14NW0136	Helen, Peterhead Harbour	The schooner HELEN, under Captain Robertson, was wrecked at the entrance to Peterhead Harbour on the 13 October 1836. The crew were saved.	Post-medieval	573155	6373269

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A626	NK15SW0070	North Sea	Wreckage was reportedly washed ashore at Scotstown Head on the 22 January 1862.	Post-medieval	571732	6380289
A627	NK15NW0099	Ocean, North Sea	The OCEAN, under Captain Grubb, travelling from Riga to Montrose, was driven ashore on the 18 May 1827 North of Rattray Head. She may have been got off.	Post-medieval	569651	6387100
A628	NK15NW0027	Margarethe, Rattray Head	The kuff MARGARETHE, with a crew of 5 under Captain T. Halvorsen, carrying a cargo of staves and billets from Lillesand, Norway, to Wick, was stranded at Rattray Briggs on the 18 March 1883. Two of the crew were lost.	Post-medieval	570641	6386414
A629	NK14NW0235	Pomona, Peterhead Harbour	The POMONA, under Captain Milne, was stranded on the rocks on the North side of the North Harbour, Peterhead on the 10 March 1831.	Post-medieval	572810	6373664
A630	NK34NE0001	Lizzie M Duncan, North Sea	The auxiliary lugger LIZZIE M DUNCAN (registration ML 74, formerly named as GUIDE ME) foundered approximately 13 miles ExS of Peterhead on the 30 August 1927.	Modern	597836	6373513
A631	NK15NW0136	Nancy And Katty, Rattray Head	The full-rigged ship NANCY AND KATTY, carrying a cargo of salt, was wrecked on the East point of Rattray Head on the 22 December 1803.	Post-medieval	571586	6386128
A632	NK14NW0347	Concord, Peterhead	The CONCORD, under Captain Forbes, carrying a cargo of rice, was stranded at Peterhead on the 19 December 1740.	Post-medieval	572977	6373147
A633	NK15SW0032	Banffshire, Scotstown Head	The smack BANFFSHIRE, under Captain Watson, travelling from London to Banff, was stranded at Scotstown Head the 8 April 1831.	Post-medieval	571739	6379149

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A634	NK14NE0014	North Sea	An unknown vessel was the second of two lost off Peterhead during 1857, the other being the FREDERICKE (NK14NW0271).	Post-medieval	576867	6375204
A635	NK14NW0284	Ware, North Sea	It was reported on the 7 March 1864 that the stern of a boat had been picked up near Montrose, marked 'WARE, of Peterhead, Alexander Taylor, master'. The WARE had last been seen off Aberdeen two hours before a great storm on the 13 February 1864 in making for Peterhead.	Post-medieval	572791	6376264
A636	NK15SW0079	Eleonora, St Fergus	The ELEONORA, under Captain English, was wrecked at Scotstown on the 6 April 1794.	Post-medieval	571433	6380205
A637	NK24NW0004	Macedonia, North Sea	The brig MACEDONIA was lost near Peterhead on the 4 September 1876.	Post-medieval	579837	6373248
A638	NK14SW0108	Volunteer, Boddam Harbour	The unregistered lugger VOLUNTEER, with a crew of 5 men under Captain and owner J.N. Stephen, fishing out of Boddam, in ballast, was stranded at the entrance to Boddam harbour on the 17 February 1898.	Post-medieval	573330	6370892
A639	NK14SW0102	Dolphin, The Skerry, Boddam	The iron steam trawler DOLPHIN, with a crew of 8 under Captain J. Watson, fishing out of Scarborough, in ballast, was stranded on Skerry Rock on the 4 December 1888 in foggy conditions. The captain and crew were rescued.	Post-medieval	573883	6371380
A640	NK15NW0041	Kiev, Rattray Head	The steel steamship KIEV (formerly named ODESSA), with a crew of 69, carrying a general cargo and 22 passengers from Archangel to Leith, was stranded on Rattray Briggs on the 28 October 1916. Eight lives	Modern	570639	6386574

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
			were lost. William and James Cameron, of the RNL crew, were presented with Carnegie Hero Fund Awards on the 8 May 1917 in recognition of their services in rescuing the crew of the S. S. KIEV.			
A641	NK15NW0035	Jean And Simpson, Rattray Head	The unregistered lugger JEAN AND SIMPSON, with a crew of 5 under Captain and owner J. S. Foubister, carrying a general cargo from Aberdeen to Deerness, was stranded on Rattray Briggs on the 9 April 1893.	Post-medieval	570640	6386514
A642	NK14NE0005	Margaret And Mary, North Sea	The unregistered lugger MARGARET AND MARY, with a crew of 5 under Captain A. Stewart, fishing out of Boddam, was in collision with the unregistered fishing lugger FLYING SCOTCHMAN 2 miles east of Peterhead on the 24 August 1887.	Post-medieval	577821	6374318
A643	NK16SW0002	Jessie Ann, North Sea	The lugger JESSIE ANN (FR 146), under Captain Stephen, was run down 1.5-mile northeast of Rattray Head in October 1913.	Modern	571616	6388129
A644	NK14NW0290	Alabama, Peterhead	The ALABAMA, recently launched out of Peterhead was struck by a gust of wind on leaving Peterhead Harbour and drifted on to the rocks on the 7 November 1863. It was thought she would become a wreck.	Post-medieval	572832	6373505
A645	NK15NW0088	John Craich, Rattray Head	The schooner JOHN CRAICH, under Captain Allan, carrying a cargo of coal from Newcastle to Inverness, was stranded on Rattray Head on the 17 September 1858. The crew were saved.	Post-medieval	570926	6386118

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A646	NK14SW0048	Burnhaven	Site of the village of Burnhaven, depicted on the OS 1st and 2nd edition maps. Both shows parallel rows of buildings either side of the main street, the southern row extending further east, and with additional buildings to the west. South of the main street is a meeting house. North of the village is a farmstead (NK14SW0047). To the southwest is the harbour and jetty, The small harbour made use of where the mouth of the burn originally flowed into the sea, and was demarked by the stone jetty, which had a T-shaped stone mooring on the harbour decking of paved stones. None of the buildings appear to remain, with much of the former village site now occupied by a sewage works. The harbour is no longer shown after the 2nd edition map, with the little remains of the harbour quay only visible at lower tides.	Post-medieval	572549	6372293
A647	NK14NW0398	Queenie Bridge, Peterhead	Bridge opened in 1954 carrying Bridge Street over the Junction Canal linking the North and South harbours (NK14NW0029), replacing an 1850 swing bridge. . The 'Queenie Brig' is a bascule moveable bridge, with a counterweight that continuously balances a span throughout its upward swing. It has a Scherzer rolling lift (a patented refinement of the bascule bridge by the Americal engineer William Donald Scherzer) which raises the span on a track resembling a rocking chair base. The steelwork of the bridge was fabricated by Sir William Arrol Co Ltd at their Dalmarnock Iron Works in Glasgow. The bridge was refurbished and upgraded in 1998. A standing building survey was carried out in 2015 prior to its	Post-medieval to Modern	573561	6374175

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
			removal as part of harbour redevelopment works. The bridge comprises a 16m by 8m wide steel framed vehicle deck, with pedestrian walkways to either side. The bridge deck is counterbalanced by a ballast box connected to the bridge by two large, curved girders either side of the deck. The operating machinery is housed in two steel cabins 4.5m above the ground on either side of the east end of the bridge and connected by a gantry walkway.			
A648	NK14NW0306	Roseberry, Port Henry Harbour, Peterhead	The ROSEBERRY sank at Port Henry quay, Peterhead, on the 13 August 1927.	Modern	573432	6373533
A649	NK14NW0130	Primrose, Peterhead	The PRIMROSE, under Captain Humphrey, was totally lost near Peterhead harbour on the 5 November 1811.	Post-medieval	573056	6373248
A650	NK14NW0281	Latona, Peterhead	The schooner LATONA, carrying a cargo of coal from the Firth of Forth to Findhorn, was wrecked near Peterhead on the 30 September 1867.	Post-medieval	572833	6373445
A651	NK14NW0181	Trieste, Girdle Shoal	The iron steamship TRIESTE (formerly named as DAISY MORRIS), carrying a cargo of coal, was stranded on Girdle Shoal, 0.75 mile north of Peterhead, on the 16 July 1918.	Modern	572041	6376253
A652	NK15SW0029	North Sea	Supposed site of wreck.	Unknown	573449	6379155
A653	NK14NE0001	Cransdale, North Sea	Supposed site of wreck.	Unknown	576581	6377000
A654	NK15NW0067	Rattray Head	A schooner of about 60 tons reportedly foundered during a heavy gale near Rattray	Post-medieval	570635	6386834

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
			Briggs on the night of the 11 November 1834. No further information.			
A655	NK14NW0154	Worthy, South Harbour, Peterhead	The lugger WORTHY, with a crew of 7 under Captain and Owner W. Watson, Cellardyke, Fifeshire, fishing out of Peterhead, in ballast, was stranded on rocks near the South Harbour, Peterhead, on the 3 August 1876.	Post-medieval	573524	6374075
A656	NK14NW0101	Eliza, Peterhead	The sloop ELIZA, under Captain Mair, carrying a general cargo, was stranded on the E side of the S harbour at Peterhead on the 26 March 1828.	Post-medieval	573378	6373763
A657	NK14NW0120	Lunderton	A walkover survey was carried out by Environmental Resources Management in May 2023 as part of an Environmental Assessment Impact in respect of the proposed Salamander Offshore Wind Farm. No new historic environment features were identified, but a previously recorded sites were visited: NK14NW0080, NK14NW0081, NK14NW0082, NK14NW0084.	Unknown	571334	6378008
A658	NK15NW0024	Adventurer, Rattray Head	The schooner ADVENTURER, with a crew of 3 under Captain and Owner H. Evans, carrying a cargo of slates from Bangor to Montrose, was stranded at Rattray Briggs on the 18 September 1874. All but one of the crew were saved by the coastguard.	Post-medieval	570642	6386374
A659	NK14NW0332	Eminent, North Sea	The motor fishing vessel EMINENT caught fire off Peterhead in September 1991 and was towed into the harbour. It is not known if she was lost.	Modern	572836	6373225

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A660	NK14NW0326	William And Nicholas, North Sea	The sloop WILLIAM AND NICHOLAS was wrecked near Peterhead on the 24 April 1804.	Post-medieval	572817	6373164
A661	NK14SW0284	Buchan Ness Lighthouse, Access Bridge	Bridges	Post-medieval	573506	6370511
A662	NK14NW0382	North Sea	A brig, in ballast, was stranded between Boddam and Cruden Bay on the 9 January 1803. No further information.	Post-medieval	572789	6376444
A663	NK15NW0047	Rattray Head	A fishing boat, in trying to rescue the crew of the stranded GUTHRIES during a gale on the 3 October 1860, was wrecked in the process. Name not known.	Post-medieval	570638	6386634
A664	NK14NW0253	Brothers, Peterhead Bay	The schooner BROTHERS, carrying a cargo of grain was wrecked at the entrance to Peterhead Harbour on the 7 December 1847.	Post-medieval	572827	6373865
A665	NK14NW0175	Tom Tit, Peterhead	The former fishing trawler TOM TIT (H35), which had been requisitioned by the Royal Navy as a minesweeper, was wrecked at Peterhead on the 26 December 1914. The lifeboat ALEXANDER TULLOCH was swamped in attempting to rescue the crew.	Modern	572816	6373224
A666	NK14NW0356	North Sea	A quantity of wreckage was reportedly washed ashore near Peterhead in January 1786.	Post-medieval	572790	6376364
A667	NK14SW0144	Hope, Boddam Harbour	The lugger HOPE, under Captain Stephen, in ballast, was damaged by heavy seas whilst moored in Boddam harbour on the 15 February 1900 and subsequently condemned.	Modern	573330	6370902

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A668	NK14NW0199	Vivid, Peterhead Harbour	The schooner VIVID, with a crew of 6 men under Captain Johnstone, carrying a general cargo from London to Peterhead, broke her warp on the 26 November 1852 and drifted out of Peterhead harbour, when she was driven to the back of the west pier.	Post-medieval	573412	6373493
A669	NK14NW0312	Fortune, Keith Inch, Peterhead	The sloop FORTUNE, under Captain Brebner, carrying a cargo of wool, leather, porter and sugar, was wrecked on Keith Inch, Peterhead on the 6 January 1778.	Post-medieval	573778	6373779
A670	NK15NW0112	Providence, Rattray Head	The sloop PROVIDENCE, under Captain Allen, was wrecked at Rattray Head on the 22 August 1772.	Post-medieval	571206	6386122
A671	NK15NE0013	Success, North Sea	The fishing vessel SUCCESS, under Captain Noble, foundered off Rattray Head on the 6 September 1838.	Post-medieval	574683	6385694
A672	NK14SW0122	Augusta, Buchan Ness	The Swedish schooner AUGUSTA, with a crew of 5 under Captain A. Christensen, carrying a cargo of pit props from Fiskebackskil, Sweden, to Bo'ness, was stranded and lost near Buchan Ness on the 16 February 1880. The crew were saved. It was reported at the time that 'The rocket apparatus threw the line over her, but the crew did not understand it. Shortly after this a man was observed to rush into the water from the shore. There was a heavy sea at the time, but he swam on board and made the apparatus fast to her. The crew were hauled on shore; the man so gallantly saved them coming last. His name was George Oatley, gunner's mate and drill instructor, Peterhead. He was in a very exhausted	Post-medieval	573570	6370955

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
			condition, being cut by the rocks, but recovered.'			
A673	NK15SW0056	Cabral, North Sea	A vessel's name board, with the name 'CABRAL' cut in and painted yellow on a dark ground, was picked up on the 27 November 1875 about three miles North of Peterhead.	Post-medieval	571733	6380189
A674	NK15SW0093	North Sea	An obstruction was reported 2.3 miles 137 degrees from Rattray Head Light on the 2 February 1928. No further information.	Modern	574122	6382985
A675	NK14NW0214	Triumph, North Head, Peterhead	The schooner TRIUMPH, with a crew of 6 under Captain and Owner J. McKenzie, carrying a cargo of herrings from Peterhead for Königsberg, was stranded on North Head, Peterhead, on the 13 October 1881. The crew were saved.	Post-medieval	572885	6373945
A676	NK15NW0018	Two Brothers, Rattray Head	The TWO BROTHERS, under Captain Gordon, travelling from Wemyss to Portgordon, was wrecked on Rattray Head on the 17 May 1834.	Post-medieval	570643	6386274
A677	NK14NW0320	Peterhead	A sloop, under Captain Reid, carrying a cargo of coal, was stranded at Peterhead on the 8 November 1785.	Post-medieval	572830	6373645
A678	NK14NW0365	Monimia, Peterhead Bay	The steel mine sweeper trawler HMS MONIMIA, under Captain W. J. Barlow, RNR, was stranded in South Bay, Peterhead, on the 27 February 1941. She had been taken over by the Admiralty in August 1939. She was refloated and continued in service throughout World War II, being returned to her owner in	Modern	573137	6373149

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
			November 1945 and scrapped at Antwerp, Belgium, on the 26 May 1956.			
A679	NK14NW0374	North Sea	A fishing vessel was stranded near Peterhead on the 3 July 1941. No further information.	Modern	572789	6376424
A680	NK05NE0066	Don, Back Bar, Strathbeg Bay	The smack DON, under Captain Swanson, carrying a cargo of sheep from Wick to Leith, was driven ashore, leaky, on the 27 September 1843 to the North (NW) of Rattray Head. The crew were saved.	Post-medieval	568951	6387089
A681	NK05NE0060	Angela, Back Bar, Strathbeg Bay	The brig ANGELA, with a crew of 7 under Captain S. Nielsen, carrying a cargo of railway iron from Grimsby to Drammen, Norway, was stranded 7 miles south of Fraserburgh, or 2 miles North of Rattray Head, on the 23 December 1876. The crew were saved.	Post-medieval	568831	6387088
A682	NK14NW0265	Ann And Eliza, North Sea	The ANN AND ELIZA, of Sunderland, under Captain Cogle, travelling from Glasgow to Stettin, left Fraserburgh on the 5 September 1850 after repairing damage sustained in having been ashore on Cairnbulg Point but she sprang a leak and foundered about 12 miles off Peterhead on the 6 September 1850. The crew were saved.	Post-medieval	572793	6376164
A683	NK14NW0829	Peterhead Harbour, West Pier, Harbour Office	Offices	Post-medieval	573468	6374005
A684	NK25SW0002	Lord Nelson, North Sea	The Danish steam trawler LORD NELSON, in ballast, was in collision with the NORTHMAN somewhere between Peterhead and Rattray Head on the 22 November 1911.	Modern	579748	6379267

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A685	NK15NW0061	William, Rattray Head	The sloop WILLIAM, under Captain Moon, was stranded at Rattray Head on the 23 January 1817.	Post-medieval	570637	6386734
A686	NK14NW0107	Friends, Peterhead Harbour	The FRIENDS was wrecked at the entrance to Peterhead harbour on the 7 November 1833.	Post-medieval	573434	6373353
A687	NK15SW0050	Hamburg, Scotstown Head	The iron paddle steamship HAMBURG, with a crew of 30 under Captain Hugh Geddes, carrying a cargo of livestock and three passengers from Kirkwall to Aberdeen, was stranded, and later wrecked, at Scotstown Head, about 3 miles north of Peterhead on the 12 October 1862. The passengers, crew and cargo were saved.	Post-medieval	571735	6379409
A688	NK14SW0105	Einar, Buchan Ness	The Norwegian iron steamship EINAR, with a crew of 9 men under Captain B. Helland, carrying a cargo of salt from Middlesbrough to Iceland, was stranded near Buchan Ness lighthouse on the 16 August 1893.	Post-medieval	573598	6370375
A689	NK14SW0130	North Sea	The wreck of a vessel, water-logged and abandoned, with timber on deck, and the word 'Memel' in the centre of the stern, was seen abandoned off Buchan Ness on the 1 December 1829.	Post-medieval	573562	6370075
A690	NK14NE0018	Otra, North Sea	The steel steamship OTRA was stranded near Peterhead on the 13 January 1913.	Modern	574836	6373214
A691	NK14NW0166	Mary, Peterhead Harbour	The wooden lugger MARY, in ballast, under Captain Buchan, was stranded outside North Harbour, Peterhead, on the 19 August 1902.	Modern	572837	6373165

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A692	NK14NW0268	Lady Eleanor, Peterhead Harbour	The schooner LADY ELEANOR, travelling from Peterhead to the Firth of Forth, was wrecked 100 yards from the entrance to Peterhead Harbour on the 31 October 1853 when trying to put back into the port during a gale.	Post-medieval	573434	6373373
A693	NK15SW0042	Craig Gowan, Scotstown Head	The steam trawler CRAIG GOWAN (registration A779), with a crew of 8 men under Captain J. Morrice, fishing out of Aberdeen, in ballast, was stranded at Scotstown Head on the 12 November 1896.	Post-medieval	571736	6379309
A694	NK14SW0153	North Sea	A fishing boat reportedly capsized off Boddam in April 1792. Four of the crew were lost.	Post-medieval	573681	6370177
A695	NK14NW0244	Norman, Peterhead	The NORMAN, under Captain Lucklie, travelling from Memel to Dublin, was driven ashore on the North Head, Peterhead, on the 3rd June 1838. She was later got off and taken into the harbour but was considerably damaged.	Post-medieval	572532	6373470
A696	NK34NW0003	William And Marion, North Sea	The WILLIAM AND MARION foundered off Peterhead on the 10 July 1855.	Post-medieval	589777	6377395
A697	NK15NW0132	Rattray Head	A vessel was reportedly lost near Rattray Head in 1853. No further information.	Post-medieval	571526	6386127
A698	NK14NW0220	Nathalia, South Harbour, Peterhead	The smack NATHALIA, under Captain Jacobine, carrying a cargo of props from Falkenburg to Bo'ness, was wrecked at the mouth of Peterhead South harbour on the 22 October 1875 during a heavy gale. The crew were saved.	Post-medieval	573455	6373954

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A699	NK15NW0102	Rattray Head	A vessel carrying a general cargo, under Captain Stevenson, was wrecked at Rattray Briggs on the 1 November 1739.	Post-medieval	571066	6386120
A700	NK14NW0196	Latona, Peterhead Harbour	The schooner LATONA, carrying a cargo of coal from Sunderland to Peterhead, under Captain Anderson, was stranded on the beach at Peterhead on the 9 May 1850. The crew and part of the materials were saved.	Post-medieval	572814	6373384
A701	NK05NE0054	Broadland	It was reported on the 1 February 1803 that part of the stern of a galliot was washed ashore at Broadland.	Post-medieval	568731	6387086
A702	NK15NW0079	Friends, Rattray Head	The sloop FRIENDS, under Captain Butchart, carrying a cargo of coal, was stranded on Rattray Head in fog on the 9 August 1849. The crew were lost.	Post-medieval	570746	6386116
A703	NK14NW0172	Princess Mary, North Sea	The steel steamship PRINCESS MARY, under Captain Kerr, carrying a general cargo, was stranded 0.5-mile North of Peterhead on the 30 May 1908.	Modern	572042	6376233
A704	NK15SW0035	Fortuna, Scotstown Head	The Norwegian barque FORTUNA, with a crew of 10 under Captain G. Reiersen, travelling from Arendal to Aberdeen in ballast, was stranded near Scotstown Head on the 15 October 1882. The crew were saved.	Post-medieval	571738	6379209
A705	NK14NW0148	Northern Maid, North Head, Peterhead	The sloop NORTHERN MAID, with a crew of 2 under Captain Burlase, carrying a cargo of oil and fish from Peterhead to Dundee, sprung a leak at sea and was stranded on the rocks outside Peterhead Harbour on the 31 October 1859. One of the crew was lost.	Post-medieval	572765	6373944

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A706	NK15NW0126	Chance, Rattray Head	The sloop CHANCE, in ballast, under Captain Hood, was wrecked at Rattray Head on the 9 October 1820.	Post-medieval	571446	6386126
A707	NK14NW0124	Albion, The Battery, Peterhead	The ALBION, under Captain Buchan, was wrecked under Peterhead Battery on the 2 March 1804.	Post-medieval	573628	6373786
A708	NK15SW0082	Balnagask, Scotstown Head	The steam trawler BALNAGASK was stranded at Scotstown Head on the 19 December 1961.	Modern	571731	6379669
A709	NK14SW0111	Ben Venue, The Skerry, Boddam	The steel steam trawler BEN VENUW (A83), under Captain Noble, in ballast, was stranded on Skerry Rock on the 6 April 1904. She was got off but foundered close by.	Modern	573884	6371360
A710	NK14NW0287	Pedestrian, Peterhead Harbour	The schooner PEDESTRIAN, under Captain Bruce, carrying a cargo of coal to Buckie, was stranded near the South entrance of Peterhead harbour during a gale on the 19 December 1862.	Post-medieval	572832	6373465
A711	NK14NW0350	Bella Sinclair, North Sea	The BELLA SINCLAIR was lost near Peterhead in July 1880.	Post-medieval	572835	6373325
A712	Canmore 21191	Peterhead, Little Battery	16th century artillery fortification	Post-medieval	573801	6373609
A713	NK14SW0228	Sandford Bay, Burnhaven	Remains of structures on the beach at Sandford Bay, most likely related to the former village of Burnhaven and its harbour (NK14SW0048) to the northeast. The wall lines were reported to the Archaeology Service by a member of the public in November 2019.	Unknown	572312	6372090

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A714	NK14NW0133	William And Mary, Peterhead	The sloop WILLIAM AND MARY, under Captain Brown, in ballast, was wrecked at the Bath, Peterhead on the 14 November 1817. The crew were saved.	Post-medieval	573115	6373269
A715	NK15SW0073	Albion, Kirkton Head	The barque ALBION, under Captain Dade, carrying a cargo of timber, was wrecked at Kirkton Head on the 19 November 1871.	Post-medieval	571762	6378230
A716	NK14NW0189	Northman, South Head, Keith Inch	The steam trawler NORTHMAN (A 652) was stranded at South Head, Keith Inch, on the 11 December 1956.	Modern	574045	6373963
A717	NK15NW0091	Eliza Pirrie, North Sea	A ship's name board, with the name 'ELIZA PIRRIE' painted on in gilt letters on a blue background, was picked up at Rattray Head on the 9 December 1860, along with a large number of planks.	Post-medieval	571253	6385653
A718	NK15NW0085	Rientje Willemina, Rattray Head	The RIENTJE WILLEMINA, under Captain Van Leer, carrying a cargo of salt and linen (and possibly barley) from Danzig (Gdansk) to Leith, was wrecked at Rattray Head on the 22 March 1857. The crew were saved.	Post-medieval	570866	6386117
A719	NK14NW0029	Peterhead Harbour	Peterhead harbour, comprising of Port Henry, North harbour and South harbour. Constructed by Henry Middleton of Clerkhill under the supervision of George, 5th Earl Marischal, and in existence by 1593. It was improved in 1631, repaired in the late 17th Century and in 1705 the South pier was heightened and the West pier built. The South part of the harbour was reconstructed 1775-81 by John Smeaton with improvements by John Rennie in 1806-10 and additions to the West pier in 1813. In the first	Post-medieval	573519	6374011

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
			<p>half of the 19th century the harbour was developed to cater for a large whaling fleet, and from the later part of the 19th century into the 20th century it was expanded to accommodate a herring fishing fleet which at its peak numbered 580 vessels. The North harbour and dry dock were built by John Rennie and Thomas Telford 1818-22. Later improvements were made in 1837, the junction canal was created in 1849 and the South and West piers of the North harbour built by David Stevenson in 1855. Subsequent improvements made in 1893-7 by William Shield of Peterhead. The South harbour was deepened in 1906-8. Built mainly of granite blocks with some later additions in reinforced concrete. The Harbour of Refuge (Admiralty Breakwaters) was begun in 1886 by Sir John Coode, and was built in block granite using convict labour, a prison having been built to supply the labour. Following the decline of herring stocks after World War I the fishing fleet turned to white fish with further developments to the port including construction of a lifting bridge over the junction canal, development of the area to the north of Port Henry Pier, and construction of a new fish market in the North Harbour. During World War II there was a gun battery of two 6-inch guns at the southwest end of the South Breakwater. Albert Quay was completed in 1992. Building recording of various structures was carried out in 2015 ahead of harbour redevelopment, including Queenie Bridge (NK14NW0398).</p>			

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A720	NK14NW0344	Friendship, North Sea	The sloop FRIENDSHIP was stranded near Peterhead on the 30 October 1811.	Post-medieval	572835	6373285
A721	NK14NE0008	Hit Or Miss, Peterhead Bay	The steel steam trawler HIT OR MISS, under Captain Pelsen, was stranded on Stuck Skerry on the 2 December 1900 and foundered 1.5 miles East of the North Harbour, Peterhead.	Modern	576595	6374040
A722	NK14NW0238	Lively, Peterhead Harbour	The LIVELY, under Captain Watson, travelling from Portgordon to London, was much damaged during a heavy squall outside Peterhead on the 8 December 1833.	Post-medieval	572809	6373724
A723	NK15NW0038	Lizzie, North Sea	The lugger LIZZIE (FR 418), under Captain Bruce, in ballast, foundered 1.25 miles ExN of Rattray Head on the 19 December 1903.	Modern	573338	6386654
A724	NK15SW0076	Sun, St Fergus	The SUN, under Captain Pander, carrying a cargo of staves and timber, was stranded on St Fergus Sands on the 17 January 1728.	Post-medieval	571434	6380145
A725	NK15NW0021	Genoa, Rattray Head	The barque GENOA, with a crew of 14 under Captain Brogger, carrying a cargo of coal from Shields to Rio de Janeiro, was stranded South of Rattray Head on the 12 April 1863.	Post-medieval	570643	6386334
A726	NK14NW0104	Hero, Peterhead	The HERO, carrying a cargo of lime from Sunderland to Dingwall, under Captain Anderson, was wrecked at South Head, Peterhead, on the 6 September 1831.	Post-medieval	572917	6373146
A727	NK15SW0053	Minerva, North Sea	It was reported that on the 13 April 1856, between 15 and 20 battens, some deals, and a board, supposed the front part of a top, with MINERVA written on it in gilt letters, were driven on shore between Peterhead and	Post-medieval	571734	6380149

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
			Rattray Head, about 8 miles North of Peterhead.			
A728	NK14NW0178	Petunia, Roan Head Rocks, Peterhead	The wooden steam trawler PETUNIA, in ballast, registration number cited as PD 396, was stranded on Roan Head Rocks, Peterhead, on the 22 July 1916.	Modern	573514	6374755
A729	NK14NW0256	Peterhead Bay	Supposed site of wreck.	Post-medieval	573108	6375149
A730	NK15NW0070	Francis William, Rattray Head	The smack FRANCIS WILLIAM, under Captain Good, travelling from Cullen to London, struck rocks at Rattray Head on the 14 November 1836 and sunk in deep water.	Post-medieval	570635	6386874
A731	NK15NE0001	North Sea	A wreck was recorded at this location by HMS BULLDOG on the 18 February 1986. The least echo sounder depth was 45.6 in a general depth of 52.5m. No scour pits were observed. The SSS indicated a height of 9m, length 112m (376 feet), and beam 22m (72 feet). The vessel is lying with its keel on an orientation of 050 / 230 degrees, with the bows probably to the southwest. It is sitting upright with a prominent midships structure.	Modern	576754	6386944
A732	NK14NW0232	Enterprize, Peterhead	The schooner ENTERPRIZE, under Captain Lowrie, carrying a cargo of lime, caught fire on the 12 May 1842 and burnt to the waterline when her cargo caught fire.	Post-medieval	572810	6373644
A733	NK15NW0044	Hero, Rattray Head	The sloop HERO, with a crew of 2 under Captain Cowie, carrying a cargo of herring from Cullen to Peterhead, was abandoned, then came ashore and was wrecked off	Post-medieval	570638	6386614

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
			Rattray Head on the 25 August 1853. The crew were saved.			
A734	NK14NW0303	Deeside, Craigewan	The steel steam trawler DEESIDE (A 397), in ballast, was stranded at Craigewan Rock on the 21 January 1917.	Modern	571991	6376253
A735	NK14NW0309	Greenhill Point, Peterhead	A Floating Crane was abandoned at N58 48 W1 55, and stranded at Greenhill Point, Peterhead, on the 4 December 1920.	Modern	574017	6374562
A736	NK14NW0127	John, Peterhead	The brig JOHN, under Captain Dalrymple, was wrecked at the back of the West Pier, Peterhead on the 25 October 1808.	Post-medieval	573485	6373984
A737	NK14NW0151	Ann Fleming, Peterhead	The schooner ANN FLEMING, carrying a cargo of coal to Gairloch, was wrecked at North Haven, Peterhead, on the 29 June 1874. The crew were landed in a pilot boat.	Post-medieval	573821	6374259
A738	NK14NW0202	Napier, South Head, Peterhead	The schooner NAPIER, with a crew of 3 men under Captain Drummond, carrying a cargo of herrings from Helmsdale to Leith, was wrecked at the back of the pier at South Head, Peterhead, on the 31 October 1853 during a violent storm.	Post-medieval	574085	6373963
A739	NK14NW0353	Johan And Ernst, Peterhead	The JOHAN AND ERNST (or JOHANNA ERNST), carrying a cargo of wood, was stranded at Belhelvie, drifted off, and found bottom-up at Peterhead in January 1776.	Post-medieval	573037	6373148
A740	NK14SW0147	Enchantress, Buchan Ness	The ketch ENCHANTRESS, in ballast, was wrecked at Buchan Ness on the 3 November 1919.	Modern	577198	6370428

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A741	NK15NE0008	Simonburn, North Sea	The steamship SIMONBURN was wrecked off Rattray Head on the 30 October 1940. See also NK15NE0014.	Modern	575867	6388101
A742	NK14NW0277	Le Lion, North Sea	A small boat, with 'LE LION' on the stern, was washed ashore near Peterhead on the 13 January 1854.	Post-medieval	572792	6376244
A743	NK14NW0329	Whitehill, North Sea	The steam drifter WHITEHILL (PD 232) hit rocks near Peterhead and was lost in March 1945.	Modern	572836	6373205
A744	NK15NW0050	Flower Of Enzie, Rattray Head	The schooner FLOWER OF ENZIE, with a crew of 4 under Captain G. Reid, carrying a cargo of manure from Newcastle to Lossiemouth was wrecked at Rattray Briggs on the 22 March 1876. The crew were saved.	Post-medieval	570638	6386674
A745	NK14NW0223	Jane And Isabella, Peterhead Harbour	The JANE AND ISABELLA, of Peterhead, was stranded on the 26 August 1876 in the outer basin of the North Harbour, Peterhead.	Post-medieval	572811	6373544
A746	NK14NW0211	Mary Ann, Peterhead Harbour	The schooner MARY ANN, with a crew of 4 under Captain A. Shewan, carrying a cargo of coal from Methil to Peterhead, was stranded at Peterhead on the 15 January 1880 and was lost. The crew were saved.	Post-medieval	572813	6373444
A747	NK15NW0015	Helen, Rattray Head	The brigantine HELEN, under Captain Miller, carrying a cargo of herring from Wick, was stranded at Rattray Head on the 8 September 1819.	Post-medieval	570644	6386234
A748	NK14NW0110	Jane, Peterhead	The JANE, under Captain Robertson, travelling from Peterhead, sprung a leak at sea, and was run on shore near Peterhead, and became a	Post-medieval	573016	6373247

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
			wreck on the 3 August 1836. This may be a duplication of the JEAN, which was lost under identical circumstances (NK14NE0111).			
A749	NK15SW0059	Jane, Kirkton Head	The schooner JANE, under Captain Spence, carrying cargo from Leith to Cromarty, was stranded on Kirkton Head on the 4 February 1857. The crew and part of the materials were saved.	Post-medieval	571762	6378210
A750	NK15NW0123	Anne Marguerite, Rattray Head	The schooner ANNE MARGUERITE, carrying a cargo of coal, was wrecked near Rattray Head on the 4 December 1876.	Post-medieval	571252	6385733
A751	NK14NW0323	Peterhead Bay	An unknown number of fishing vessels were lost in Peterhead Bay on the 17 August 1848.	Post-medieval	572829	6373685
A752	NK14NW0379	Resmilo, Peterhead Bay	HMT RESMILO, a mine sweeper trawler, under Captain R. D. Stephen, RNR, was sunk by German aircraft in Peterhead Bay, at the end of the South Breakwater, on the 20 June 1941. The Peterhead lifeboat saved the crew of 24. She had been taken over by the Admiralty in September 1940. The RESMILO had also served during World War I.	Modern	573197	6373150
A753	NK14SW0125	Julie Caso, North Sea	A piece of wreckage marked 'JULIE GASO' was washed ashore near Peterhead on the 20 October 1875. No further information.	Post-medieval	573481	6372224
A754	NK45NW0002	Manx Princess, North Sea	The steam drifter MANX PRINCESS (registration number cited as SY 331), under Captain McIver, was stopped and sunk by gunfire from German submarine UC 33 (a UC II type submarine, under the command of Kptlt.	Modern	603693	6384621

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
			Martin Schelle) 18 miles ExS from Rattray Head.			
A755	NK15NW0108	Brothers, Rattray Head	The lugger BROTHERS (PD17), under Captain Taylor, was wrecked at Rattray Head in July 1783.	Post-medieval	571146	6386122
A756	NK14NW0157	Richard Roper, Port Henry Harbour, Peterhead	The schooner RICHARD ROPER, carrying a cargo of coal from Newcastle to Thurso was driven ashore at the entrance of Port Henry Harbour, Peterhead, on the 13 March 1879. The crew were saved, and it was thought she might be got off.	Post-medieval	573418	6374453
A757	NK25SE0004	North Sea	A barge was seen adrift off Buchan Ness, bearing SW, Rattray Head bearing NW-W on the 11 December 1919. Presumed to have sunk in this area. No further information.	Modern	588704	6382380
A758	NK14NW0262	Industry, Peterhead Harbour	The INDUSTRY, under Captain Innes, travelling from London, was wrecked at the entrance to Peterhead Harbour on the 27 February 1849. The crew, and part of the materials and cargo, were saved.	Post-medieval	573414	6373353
A759	NK15SW0021	Scotstown Craig	A WWII Pillbox of Type 24 construction. 6th in a line of eight from Craigewan to Scotstown beach.	Modern	571495	6379786
A760	NK15NW0064	Wilson, Rattray Head	The brig WILSON, under Captain Simpson, carrying a cargo of timber from Miramichi (New Brunswick) to Newburgh, was stranded at Rattray Head on the 1 October 1828.	Post-medieval	570636	6386774

Asset ref	UKHO / Canmore / HER ID	Asset name	Description	Period	Easting	Northing
A761	NK14NW0368	Henrietta, Peterhead	The lugger HENRIETTA (KY 188) was wrecked and sunk in deep water at Peterhead on the 18 August 1899.	Post-medieval	573157	6373149
A762	NK05NE0063	Blanka, Back Bar, Strathbeg Bay	The steel steamship BLANKA (formerly named as MERSARIO), with a crew of 17, carrying a cargo of deals, boards, wood and other general cargo from Umea, Sweden, to Hull was stranded 1 mile North West of Rattray Head on the 29 October 1914.	Modern	568891	6387088

MarramWind

