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Port Edgar: Marine Archaeology Desk Based Assessment

On Behalf of:	Port Edgar Marina Shore Road South Queensferry Edinburgh EH30 9SQ
National Grid Reference (NGR):	NT 11924 78798 (centre)
AOC Project No:	25472
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This document has been prepared in accordance with AOC standard operating procedures.

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1 NON-TECHNICAL SUMMARY

- 1.1 AOC Archaeology Group was commissioned by Port Edgar Marina to undertake a Marine Archaeology Desk Based Assessment to inform a Protocol for Archaeological Discovery and a Written Scheme of Investigation for proposed dredging works within the harbour basin of Port Edgar Marina.
- 1.2 This assessment has established that the Site lies within a harbour or bay area utilised for shipping and for crossing the Firth of Forth prior to the construction of the first recorded harbour facilities in 1810. Due to isostatic rebound around Edinburgh over the last 15,000 years, it is unlikely that submerged landscapes, sites or remains of a prehistoric nature pre-dating 15,000 BP will be located within the Site. With the marine environment becoming more accessible after 15,000 it is considered that there is a Low potential for finds or remains of a prehistoric date; if assets do survive they may include features associated with the utilisation of the marine resource, such as fish traps or marine craft such as logboats. While inventories of shipwrecks become more abundant and reliable from the 18th century onwards none are recorded within the Site. Moreover, Port Edgar was further developed from the 1860s and subject to regular dredging from 1916 following its acquisition as a Royal Navy base. As such the potential for shipwrecks to be present within the Site is considered to be Low. The dredging could have also had an impact upon any earlier remains which may have been present.
- 1.3 The Category C Listed West Pier (Site 91) has been subject to dredging activities ever since its construction. Therefore, it is considered that there will be no impact upon the Category C Listed West Pier.
- 1.4 Depending on the depth of any buried marine cultural remains, dredging and construction activities within the Site, could be considered to have the potential to highly impact any buried archaeological deposits that *may* be present. In accordance with national and local planning policies on heritage and the Screening Opinion issued on the 7th July 2020, a PAD and WSI will be produced prior to the commencement of dredging and construction works within the Site.

2 INTRODUCTION

2.1 Proposed Development Site

- 2.1.1 The proposed development site, hereafter referred to as “the Site”, is situated within the harbour basin of Port Edgar, centred NGR NT 11924 78798. The Site is located within Port Edgar and is centred on the Category C Listed West Pier.

2.2 Site Conditions

- 2.2.1 The British Geological Survey GeoIndex (BGS 2020) records the bedrock within the Site as belonging to the Hopetoun Member – Sedimentary Rock Cycles. This is from the Strathclyde Group type. It is a sedimentary bedrock that was formed approximately 337 to 329 million years ago in the Carboniferous Period in a local environment dominated by lakes and lagoons. Overlying this is a supericial deposit of Marine Beach Deposits formed of gravel, sand and silt. This superficial deposit was formed up to the 3million years ago in the Quaternary Period in a local environment dominated by coarse-grained forming beaches and bars in a coastal setting.
- 2.2.2 The nearest borehole to the southern limit of the Site is S287 (NT17NW438/287 – S. Queensferry, Port Edgar). The record available on the BGS GeoIndex does not have any legible dates. However, it is part of a sequence of boreholes undertaken with the label of ‘*H.M. DOCKYARD. ROSYTH. PORT EDGAR. T.B.D. DEPOT. BORINGS.*’ Port Edgar was taken over by the Royal Navy as an Annexe to the recently opened Royal Naval Base at Rosyth during the First World War in 1916 and was used by Torpedo Boat Destroyers, otherwise known as destroyers. The lack of the official name of the base of HMS *Columbine* probably indicates that these boreholes were taken prior to the establishment and opening of Port Edgar as a Royal Navy base in 1917; the boreholes would be a natural precaution to establish the depth of bedrock and overlying deposits prior to the construction of any naval infrastructure or anchorage positions. It should be noted that the sequence of boreholes extends across the entirety of Port Edgar within the limits of the current Category C Listed East and West Breakwaters (Sites 89 and 90). It should also be noted that within the borehole record there is a mixture of full imperial measurements for the full length of the borehole. However, there appears to be a mixture of decimalised imperial measurements and full imperial measurements for the breakdown of the stratigraphic record. Borehole S287 (recorded as ‘287.5’ on the borehole record) recorded the seabed starting at 1 foot or 0.30 m Below Ordnance Datum (BOD) with the first deposit recorded as silt. Dark sandy stoney clay was recorded beyond 0.30m BOD at 6 feet or 1.83m BOD with a dark hard clay from 6 feet or 1.83m BOD to a full depth of 10 feet or 3.05m BOD. A further borehole near the northern limit of the Site on the same sequence of boreholes is DB4 (NT17NW438/4 – S. Queensferry, Port Edgar). The seabed was reached at 9.92 decimal feet or 3.02m BOD. There is a 3 foot, 5 inch or 1.04m layer of sand, stones and shells above a layer of clay and stones and whinstone boulders at a depth 4.06m BOD.
- 2.2.3 The age of these borehole records, circa 1916 should be noted. Since these boreholes further dredging has routinely been undertaken within Port Edgar during its period as a Royal Naval base and its subsequent use as a civilian harbour and location of a yachting marina.
- 2.2.4 A Multi-Beam EchoSounder (MBES) bathymetric survey was undertaken for the Site and the western portion of Port Edgar Marina by Aspect Land + Hydrographic Surveys (sic) on the 19th of December 2018. The bathymetric survey limits were to Mean High Water Springs. All bathymetry data was relative to the Chart Datum at Rosyth which is 2.95m BOD. At the southern limit of the Site the bathymetry varies in range from +3.00m to +2.51m above Rosyth Chart Datum equivalent to 0.05m Above Ordnance Datum to -0.44 Below Ordnance Datum BOD. Towards the northern limit of the Site the bathymetry varied from +0.5 to +001m above Rosyth Chart Datum equivalent to -2.45m BOD to -2.94m BOD.

2.3 Development proposal

- 2.3.1 AOC Archaeology Group was commissioned by Port Edgar Marina to undertake a Marine Archaeology Desk Based Assessment to inform a Protocol for Archaeological Discovery (PAD) and a Written Scheme of Investigation (WSI) for proposed dredging works within the harbour basin of Port Edgar marina under dredging license extension WLC 19030. The proposed dredging, hereafter referred to as *'the Proposed Development'* where applicable, involves capital plough dredging adjacent to the Category C Listed West Pier at Port Edgar. It is proposed that approximately 20,000 m³ will be removed from the area of dredging. The dredged material will be deposited at the current dredged material deposit area towards the entrance to Port Edgar. Following the dredging a pontoon walkway will be constructed along the length of the eastern side of the West Pier. This will consist of 20 pre-fabricated pontoon units which will be attached to galvanised steel guide columns fixed to the existing concrete pier structures. An access gangway will be installed between the existing West Pier and the new pontoon walkway. No piling will be undertaken.
- 2.3.2 It is projected that an annual maintenance dredge of approximately 10,000 m³ will be required to allow the continuing operation of the new pontoon.
- 2.3.3 The proposal has been subject to a screening opinion via Marine Scotland on the 7th July 2020. Scottish Ministers stated that they are of the opinion the Proposed Development within the Site *'...are not an EIA project under the 2017 MW Regulations and, therefore an EIA is not required to be carried out in respect of the Proposed Works.'* Although a full EIA is not required for the Site, Historic Environment Scotland require a Protocol of Archaeological Discovery (PAD) and a Written Scheme of Investigation (WSI) to be produced for the Site. Therefore, AOC Archaeology Group were commissioned by Port Edgar Marina to provide a Marine Archaeological Desk Based Assessment to inform the PAD and WSI.

2.4 Government and local planning policies and guidance

- 2.4.1 The Ancient Monuments and Archaeological Areas Act 1979 (AMAAA) Section 61(12) defines sites that warrant protection due to their being of national importance as 'ancient monuments'. These can be either Scheduled Ancient Monuments (SAMs) or "any other monument which in the opinion of the Secretary of State is of public interest by reason of the historic, architectural, traditional, artistic or archaeological interest attaching to it". The AMAAA is administered in Scotland by Historic Scotland. Although primarily designed for land-based structures the legislation was used to designate wrecks for the first time in 2001 with the scheduling of the seven remaining wrecks of the scuttled German High Seas Fleet in Scapa Flow. It has subsequently been used to designate a number of underwater sites in the rest of the United Kingdom. Under the Ancient Monuments and Archaeological Areas Act access to a marine scheduled monument is not restricted, but it is a criminal offence to demolish, destroy, damage alter or repair any part of one without Scheduled Monument Consent from the Secretary of State, effectively creating a 'look but don't touch' scenario; therefore recreational diving on designated sites is thus permissible without any licenses on this basis. The Historic Environment (Amendment) (Scotland) Act 2011 amended the Ancient Monuments and Archaeological Areas Act.
- 2.4.2 The Merchant Shipping Act 1995 requires that all recovered wreck landed in the UK is reported to the Receiver of Wreck, whether recovered from within or outside UK territorial waters, (defined as 12 nautical miles from the Low Water Mark (LWM) and even if the finder is the owner. According to section 255 of the Merchant Shipping Act 1995, the definition of wreck includes "jetsam, flotsam, lagan and derelict found in or on the shores of the sea or any tidal water" as defined below:

'Jetsam describes goods cast overboard to lighten a vessel in danger of sinking. The vessel may still perish.'

Flotsam describes goods lost from a ship which has sunk or otherwise perished. Goods are recoverable because they remain afloat.

Lagan describes goods cast overboard from a ship which afterwards perishes. The goods are buoyed so they can be recovered.

Derelict describes property, whether vessel or cargo, which has been abandoned and deserted at sea by those who were in charge of it without any hope of recovering it.

If a boat comes off its moorings, it isn't generally classified as a wreck for the purposes of the Merchant Shipping Act 1995, as it hasn't been abandoned without hope of recovery.

Also, buoys such as data buoys and mooring buoys aren't classed as wreck. However, buoys which form part of fishing equipment may be classed as wreck when adrift.'

Available at <https://www.gov.uk/guidance/wreck-and-salvage-law> (Accessed 28/08/2020)

If any wreck material as defined above is landed, a 'Report of Wreck and Salvage form', also known as a droit form, will need to be completed, signed and sent to the RoW at row@mcga.gov.uk within 28 days of the recovery. Due to the current COVID-19 pandemic the RoW is temporarily unable to receive reports in the post.

- 2.4.3 The Protection of Military Remains Act 1986 has the principal concern to protect the sanctity of vessels and aircraft that are military maritime graves. The purpose of this safeguard is not primarily archaeological, but the Ministry of Defence (MoD) liaises closely with Department for Culture, Media and Sport and Historic Environment Scotland in the process of site designation. Any aircraft lost while in military service is automatically protected under this Act, which is of concern if aircraft are discovered by the Proposed Development.
- 2.4.4 The Marine and Coastal Access Act 2009 confirms that in assessing effects on or licensing activities in the marine environment, the marine environment includes any features of archaeological or historic interest.
- 2.4.5 Her Majesty's Government's UK Marine Policy Statement (2011) states heritage assets should be conserved through marine planning in a manner appropriate and proportionate to their significance. Many heritage assets with archaeological interest are not currently designated as scheduled monuments or protected wreck sites but are demonstrably of equivalent significance. The absence of designation for such assets does not necessarily indicate lower significance and the marine planning authority should consider them subject to the same policy principles as designated heritage assets (including those outlined) based on information and advice from the relevant Regulator and advisors.
- 2.4.6 The Marine (Scotland) Act 2010, Section 73, concerns the potential designation of Historic Marine Protected Areas (HMPA). This Act repealed the Protection of Wrecks Act 1973 within Scotland and this section the Act defines a marine historic asset as any of the following:
- a vessel, vehicle or aircraft (or a part of a vessel, vehicle or aircraft);
 - the remains of a vessel, vehicle or aircraft (or a part of such remains);
 - an object contained in, or formerly contained in, a vessel, vehicle or aircraft;
 - a building or other structure (or a part of a building or structure);
 - a cave or excavation; and
 - a deposit or artefact (whether or not formerly part of a cargo of a ship) or any other thing which evidences, or groups of things which evidence, previous human activity
- 2.4.7 Scotland's National Marine Plan was published in 2015. It states in policy GEN 6 Historic Environment that:
- 'Development and use of the marine environment should protect and, where appropriate, enhance heritage assets in a manner proportionate to their significance...'*

4.24 Proposals for development and use that may affect the historic environment should provide information on the significance of known heritage assets and the potential for new discoveries to arise. They should demonstrate how any adverse impacts will be avoided, or, if not possible, minimised and mitigated. Where it is not possible to minimise or mitigate impacts, the benefits of proceeding with the proposal should be clearly set out.

2.4.8 The statutory framework for heritage in Scotland is outlined in the Town and Country Planning (Scotland) Act 1997, as amended in the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997.

2.4.9 The Historic Environment Policy for Scotland (HEPS May 2019) sets out the Scottish Government's policy for the sustainable management of the historic environment. Key principles of the policy note that *"Changes to specific assets and their context should be managed in a way that protects the historic environment...If detrimental impact on the historic environment is unavoidable, it should be minimised. Steps should be taken to demonstrate that alternatives have been explored, and mitigation measures should be put in place"* (HEP4).

2.4.10 There is one Category C Listed Building within the Site, the West Pier. Section 14.2 of the Planning (Listed Buildings and Conservation Areas) Act 1997 states that when determining applications for development which could impact upon the setting of a Listed Building:

"...the planning authority or the Secretary of State, as the case may be, shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses."

2.4.11 Paragraph 141 of SPP notes the importance of preserving the settings of Listed Buildings, stating that *"The layout, design, materials, scale, siting and use of any development which will affect a listed building or its setting should be appropriate to the character and appearance of the building and its setting. Listed buildings should be protected from demolition or other work that would adversely affect it or its setting"*.

2.4.12 Under the current Proposed Development there will be no direct impact upon the Category C Listed West Pier.

Local Planning Policy – City of Edinburgh

2.4.13 The Site lies within the administrative area of the City of Edinburgh. The City of Edinburgh's planning policy is contained within the Edinburgh Local Development Plan 2016.

2.4.14 The following policies from the Edinburgh Local Development Plan 2016 are relevant to the proposed development:

*'Policy Env 8 Protection of Important Remains
Development will not be permitted which would:*

b) damage or destroy non-designated archaeological remains which the Council considers should be preserved in situ.'

'Policy Env 9 Development of Sites of Archaeological Significance

Planning permission will be granted for development on sites of known or suspected archaeological significance if it can be concluded from information derived from a desk-based assessment and, if requested by the Council, a field evaluation, that either:

a. no significant archaeological features are likely to be affected by the development or

...

c. the benefits of allowing the proposed development outweigh the importance of preserving the remains in situ. The applicant will then be required to make provision for archaeological excavation, recording, and analysis, and

publication of the results before development starts, all to be in accordance with a programme of works agreed with the Council.'

Codes of Practice, Professional Guidance and Standards for the Marine Historic Environment

2.4.15 In addition to the above legislation and policy the following codes of practice, professional guidance and standards are directly relevant to the assessment of impacts on the marine historic environment:

- The Joint Nautical Archaeology Policy Committee and Crown Estate's (2006) Maritime Cultural Heritage & Seabed Development: JNAPC Code of Practice;
- The Crown Estate (2014) Protocol for Archaeological Discoveries: Offshore Renewables Projects, Wessex Archaeology Ltd for The Crown Estate;
- Wessex Archaeology (2007) Historic Environment Guidance for the Offshore Renewable Energy Sector. Commissioned by COWRIE Ltd.
- English Heritage (2010) Criteria for Designating Wreck Sites <http://www.english-heritage.org.uk/caring/listing/criteria-for-protection/criteria-designating-wreck-sites/>
- Wessex Archaeology (2006) On the Importance of Wrecks.
- Wessex Archaeology (2011a) Assessing Boats and Ships 1860-1950.
- Wessex Archaeology (2011b) Assessing Boats and Ships 1914-1938 Archaeological Desk-Based Assessment
- Wessex Archaeology (2008) Aircraft Crash Sites at Sea: A Scoping Study.
- Strategic Environmental Assessment of continental shelf in regard to prehistoric archaeological remains <http://www.offshore-sea.org.uk>
- Wessex Archaeology (2008) Selection Guide: Prehistoric Landsurfaces and Deposits.

2.5 Planning considerations pertaining to the Site

- 2.5.1 The local planning authority of City of Edinburgh, is advised on archaeological matters by the City of Edinburgh Council Archaeology Service (CECAS). Any requirement for archaeological work either preceding or during development would be determined by the City of Edinburgh Council Archaeology Service (CECAS) acting as the City of Edinburgh Council's advisor on archaeological matters.
- 2.5.2 Terrestrial assets are included in this assessment only when they are within the Site and interacting with the marine environment; this includes the Listed Breakwaters and pier of Port Edgar. All marine assets; designated or otherwise within the Site and the 2km Study Area are included in this assessment.
- 2.5.3 No Scheduled Monuments, World Heritage Sites, Inventory Battlefields are located within the Site. One Category C Listed Building; the West Pier is located within the Site. The East and West Breakwaters of Port Edgar are Listed under one Category C designation and one location; for ease of reference within the assessment two AOC site numbers have been assigned to the East and West Breakwaters.

2.6 Limitations of Scope

- 2.6.1 This assessment is based upon data obtained from publicly accessible archives as described in the *Data Sources* in Section 4.2. All known marine heritage assets within 2km of the Site were identified. Information on designated assets was downloaded from HES's GIS portal in August 2020. The information presented in the gazetteer regarding known heritage assets is current to this date.
- 2.6.2 It should be noted that the report has been prepared under the express instructions and solely for the use of Port Edgar Marina and their partners. All the work carried out in this report is based upon AOC Archaeology Group's professional knowledge and understanding of current (September 2020) and relevant United Kingdom standards and codes, technology and legislation.

- 2.6.3 Changes in these areas may occur in the future and cause changes to the conclusions, advice or recommendations given. AOC Archaeology Group does not accept responsibility for advising Port Edgar Marina or associated parties of the facts or implications of any such changes in the future.

3 OBJECTIVES

- 3.1 The main objective of this assessment is to identify the marine cultural heritage value of the Site proposed for development at Port Edgar Marina. The evidence presented and the conclusions offered will provide a comprehensive basis for further discussion and decisions regarding heritage constraints on the future development of this Site. This will be done by examining a variety of evidence for upstanding and buried remains of heritage interest including designated and non-designated heritage assets within the marine environment that are within 2km of the Site.

4 METHODOLOGY

4.1 Standards

- 4.1.1 The scope of this assessment meets the requirements of current planning regulations set out in the legislations, policy and guidance documents noted in Section 2.4.
- 4.1.2 AOC Archaeology Group conforms to the standards of professional conduct outlined in the Chartered Institute for Archaeologists' (CIfA) Code of Conduct, the CIfA Code of Approved Practice for the Regulation of Contractual Arrangements in Field Archaeology, the CIfA Standards and Guidance for Historic Environment Desk Based Assessments, Field Evaluations and other relevant guidance.
- 4.1.3 AOC Archaeology Group is a Registered Organisation of the CIfA. This status ensures that there is regular monitoring and approval by external peers of our internal systems, standards and skills development.
- 4.1.4 AOC is ISO 9001:2015 accredited, in recognition of the Company's Quality Management System.

4.2 Data sources

- 4.2.1 The following data sources were consulted during preparation of this desk based assessment:
- National Record for the Historic Environment (NRHE) as held by HES;
For designated and non-designated marine heritage asset data;
 - National Map Library (National Library of Scotland, Causewayside, Edinburgh):
For old Ordnance Survey maps (1st & 2nd Edition, small- and large-scale), pre-Ordnance Survey historical maps, pre Hydrographic Office (HO)/United Kingdom Hydrographic Office (UKHO) charts and historic HO/UKHO charts.
 - United Kingdom Hydrographic Office (UKHO) Marine Data Portal (Available at:
<https://datahub.admiralty.co.uk/portal/apps/sites/#/marine-data-portal>)
For United Kingdom Hydrographic Office (UKHO) Register of Wrecks
 - Wrecksite.eu (Available at: <https://www.wrecksite.eu/wrecksite.aspx>)
For United Kingdom Hydrographic Office (UKHO) Register of Wrecks
 - Aspect Land + Hydrographic Surveys (sic)
For Multi-Beam EchoSounder (MBES) survey of the Site, supplied via Port Edgar Marina

4.3 Report structure

- 4.3.1 Each heritage asset referred to in the text is listed in the Gazetteer in Appendix 1. Each has been assigned a 'Site No.' unique to this assessment, and the Gazetteer includes information regarding the type, period, grid reference, HER number, protective designation, and other descriptive information, as derived from the consulted sources.
- 4.3.2 Each heritage asset referred to in the text is plotted on Figure 2 at the end of the report, using the assigned Site Nos; heritage assets within the Site are plotted on Figure 2 and Figure 3. The Site is shown outlined in red.
- 4.3.3 All marine heritage assets located within a 2km radius of the Site have been included in the assessment. This 2km Study Area also covers the important crossing point of the Firth of Forth which is in the vicinity of the Site. Maritime losses within the 2km Study Area may not be located accurately and may have shifted during the process of wrecking. Therefore, the aim of this assessment's 2km Study Area is to:
- identify the potential for direct impacts upon known archaeological remains;
 - help predict whether any similar hitherto unknown archaeological remains may survive within the Site; and
 - assess whether marine heritage assets recorded within the 2km Study Area could be located in close proximity, or within the Site.
- 4.3.4 There are no Scheduled Monuments, Inventory Battlefields, or World Heritage Sites within the marine environment in the 2km Study Area.
- 4.3.5 One Category C Listed Building, the West Pier (Site 91) is situated within the Site.
- 4.3.6 All sources consulted during the assessment, including publications, archived records, photographic and cartographic evidence, are listed amongst the *References* in Section 7.

4.4 Method of Appraisal

- 4.4.1 This Marine Archaeology Desk Based Assessment follows standard procedures that are utilised within the professional field of marine archaeology. The following professional and industry standards and best practice that has informed the methodology for this Marine Archaeology Desk Based Assessment are listed below.
- Wessex Archaeology (2007) Historic Environment Guidance for the Offshore Renewable Energy Sector. Commissioned by COWRIE Ltd;
 - English Heritage (2010) Criteria for Designating Wreck Sites <http://www.english-heritage.org.uk/caring/listing/criteria-for-protection/criteria-designating-wreck-sites/>
 - Wessex Archaeology (2006) On the Importance of Wrecks;
 - Wessex Archaeology (2011) Assessing Boats and Ships 1860-1950;
 - Wessex Archaeology (2008) Aircraft Crash Sites at Sea: A Scoping Study.
 - Strategic Environmental Assessment of continental shelf in regard to prehistoric archaeological remains <http://www.offshore-sea.org.uk>; and
 - Wessex Archaeology (2008) Selection Guide: Prehistoric Landsurfaces and Deposits

4.4.2 The importance attributed to each asset was determined based on professional judgment following the guidelines outlined in Table 1 below. The weight given to historic environment considerations will depend on a number of factors, including:

- the relative rarity of the asset concerned;
- the completeness of the asset whether it is a particularly good example of its type;
- the historical or cultural associations of the asset;
- the value given to the asset by the local community;
- the potential value of the asset as an in situ educational or research resource; and
- the potential value of retaining the asset for tourism or place-making.

4.2.3 Table 1 defines the level of importance attributed to assets within the marine historic environment. It does not signify the likelihood that specified assets will be found within the Site (specified assets are listed in the Gazetteer in Appendix 1). Furthermore, it should be noted that an asset that has not been statutorily designated can still be of high importance. Assets that would require considerable further work to interpret them are recorded as of uncertain importance.

Table 1: Definitions of importance of cultural heritage assets within the marine environment	
Level of importance	Criteria
Very High	Archaeological and historical assets, submerged prehistoric landscapes and deposits, wrecks or areas of international importance, such as World Heritage Sites, and may also include some Designated Wrecks or Historic Marine Protected Areas that are not only of national but of international importance. Shipwrecks dating to the prehistoric, Norse and medieval periods are rare and therefore of very high importance. Submerged caves have high potential for retaining cultural heritage information. This would also include vessels lost in international conflicts and aircraft, which may have involved large losses in life and cargos with very high intrinsic, contextual or associative characteristics.
High	Archaeological and historical assets, wrecks or areas of national importance, Designated Wrecks and Historic MPAs. Up to 1913 the shipping industry was a major element in Britain's world influence and wrecks up to this period may (though not necessarily) be of high importance if involved in national and international trade; wrecks and cargos with high intrinsic, contextual or associative characteristics (e.g. rarity, evidence of technological change).
Medium	Archaeological and historical sites, wrecks and areas of regional importance. This would involve shipwrecks, anchorages and fishing areas prior to 1913 involved in regional industry and trade; wrecks and cargos with moderate intrinsic, contextual or associative characteristics.
Low	Locally important sites, wrecks or areas. Shipwrecks dating from after 1913 relating to fishing, ferrying or local coastwise trade. Wrecks and cargos with low intrinsic, contextual or associative characteristics.
Negligible	Features that have been recorded but assessed as of no archaeological or historical interest, such as recent wrecks, or have been so damaged they no longer have any historic merit.

Table 1: Definitions of importance of cultural heritage assets within the marine environment

Uncertain	Features that cannot be identified without detailed work, but potentially of some interest. Also, for example, if the date of construction and rarity of a vessel is not known, but potentially of some interest. Findspots, which may represent an isolated find, or could represent the location of a hitherto unknown asset.
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4.5 Assessment Limitations

- 4.5.1 MBES data has been provided in the form of depth data in X,Y,Z format, a geotiff of the gridded bathymetry and data supplied in *.dwg CAD format. No Remotely Operated Vehicle (ROV) video or still images; cores or grab samples or diver surveys have been viewed as part of this assessment. Therefore, the assessment of the nature of the seabed within the Site is limited to the bathymetry data undertaken by Aspect Land + Hydrographic Surveys (sic) in 2018 and publicly accessible marine charts.
- 4.5.2 The sources reviewed for this appraisal were extensive but not exhaustive and so there remains the possibility that there may be assets or features of archaeological or historical significance that have not been found by the work conducted for this report. The information in the NRHE is largely drawn from Whittaker (1998) and Larn and Larn (1998). These books contain some inaccuracies in locations of wreck sites that have been duplicated into the NRHE. If any of these are relevant to this report, they are noted and are corrected as far as possible.

5 ARCHAEOLOGICAL AND HISTORICAL BASELINE

5.1 Potential for submerged landscapes and prehistoric sites

- 5.1.1 There are no known finds or remains relating to submerged prehistoric landscapes or assets within the 2km Study Area or the Site.
- 5.1.2 Hominids and humans have occupied the UK Continental Shelf at various times for more than 700,000 years. The scope of Strategic Environmental Assessment of North Sea Area SEA5 in regard to prehistoric archaeological remains (Flemming, 2004) covers the area of the Site. It noted that the possible survival of prehistoric sites along the eastern coast of Scotland is complicated by the ‘...rapid and continuing uplift of the east coast of Scotland’ (Fleming, 2004: 1). It is predicted that the area around Edinburgh was uplifted by the post-glacial isostatic rebound, creating a relative drop in sea level; the sea level around Edinburgh has been dropping relatively for the last 15,000 years (Flemming, 2004: 13).
- 5.1.3 Therefore, it is unlikely that submerged landscapes, sites or remains of a prehistoric nature pre-dating 15,000 BP will be located within the Site. As the marine environment became more accessible after 15,000 it is considered that there is a Low potential for finds or remains of a prehistoric within 15,000 years. While potential is deemed to be Low, if remains are present they could include assets related to the utilisation of the marine resource, such as fish traps or marine craft such as logboats.

5.2 Port Edgar Historical Evidence Including Map Regression

- 5.2.1 Early pre Ordnance Survey maps and charts of the Site and the surrounding area tend to be schematic and lack detail. Roy’s Military Survey of 1752 to 1755 (Figure 6) is the first map to show detail regarding the Site and the surrounding area. This shows that the Site and its immediate vicinity is an undeveloped bay to the west of the settlement of Queensferry; the land to the south of the Site is depicted as fields of an unspecified, arable nature. There are no depictions of any facilities associated with the use of the sea, and breakwaters or piers and harbour structures are depicted at Queensferry instead. However, this does not preclude the use of the bay within which the Site is situated during this or earlier periods. The bay appears to be relatively sheltered and was probably a safe place to beach large ships at low tide, or haul boats out of the water and onto dry land.

- 5.2.2 The Hydrographic Office chart of 1815 (Figure 7) is the first chart to show any features or infrastructure at Port Edgar. The features it depicts are the precursors to the current infrastructure at Port Edgar; the NRHE entry for the Category C Listed East and West Breakwaters (Sites 89 and 90) records that a harbour pier was constructed around 1810 and that Port Edgar had long been used as a crossing point across the Firth of Forth to Rosyth.
- 5.2.3 A railway line in the vicinity of Port Edgar was constructed by the time of the Ordnance Survey map which was surveyed in 1854 to 1855 and published in 1856 (not illustrated); however, the Hydrographic Office chart published in 1860 (Figure 8) does not show any railway features at or near Port Edgar. Surveyed in 1851 with revisions up to October 1860 this probably reflects the charts focus on the marine environment. It should also be noted that the railway line visible on the Ordnance Survey map published in 1856 was a precursor to the full railway infrastructure that connected to Port Edgar in the 1860s. This railway infrastructure was part of the South Queensferry Branch of the North British Railway and was used as the Firth of Forth crossing point for railway passengers. The original East and West breakwaters were constructed in the 1880s. The NRHE reveals that a Commander Jenkins noted that the East breakwater was built first, and that the West breakwater formed the southern terminus for the South Queensferry Branch line with a landing stage for the ferry.
- 5.2.4 Port Edgar played a major role in the construction of the Forth Railway Bridge; it handled the majority of the materials used in the construction of the bridge. Following the opening of the railway bridge in 1890 the ferry crossing was no longer used, although the port was used as a depot for creosoting railway sleepers until 1914 and the start of the First World War. The Site is shown as clear of obstructions and infrastructure on the Hydrographic Office chart of 1901 (Figure 9).
- 5.2.5 Following the start of the First World War Port Edgar was acquired by the Royal Navy in 1916 to be used as a Torpedo Boat Destroyer (also known as destroyers) annexe to the naval base at Rosyth that had recently opened. Port Edgar commissioned as HMS *Columbine* in 1917, was outfitted to fit a total of 66 destroyers (Queensferry at war, nd: Port Edgar). Alongside improvements in the shore based defences of the Firth of Forth, the establishment of HMS *Columbine* and its capacity to berth a large number of destroyers played a role in the transfer of the majority of the Grand Fleet and its destroyer escort from the naval base and anchorage at Scapa Flow, Orkney to the Firth of Forth during 1917 and 1918.
- 5.2.6 The current Category C Listed East and West Breakwaters (Sites 89 and 90) were constructed in 1917 as part of the development of Port Edgar as HMS *Columbine*; they incorporated material from the previous breakwaters. The Category C Listed West Pier within the Site (Site 91) was also constructed at this time. The Hydrographic Office Chart from 1919 (Figure 10) clearly depicts Sites 89 to 91 and the destroyer quays in the eastern half of Port Edgar. The Hydrographic Office chart from 1919 shows that the Site and a wider area surrounding it were subject to dredging that was in process at the time that the chart was surveyed.
- 5.2.7 The Hydrographic Office chart from 1920 (not illustrated) in contrast to the Hydrographic Office chart from 1919 (Figure 10) shows a rock on the west side of destroyer berth Quay 4 but outwith the Site; the chart symbology indicates that the rock was dangerous to shipping but that its depth was known. It is unusual that previous charts including the 1919 chart did not show this rock. However, this feature is absent by the time of the Hydrographic Office chart of 1929 (not illustrated).
- 5.2.8 HMS *Columbine* was closed and put into a 'care and maintenance' status between 1928 to 1938 (Queensferry at war, nd: Port Edgar). The quays that had been constructed for use by the destroyers of the First World War Grand Fleet in the eastern half of Port Edgar were reduced in number to a solitary quay, number '2' on the Hydrographic Office Chart of 1919 (Figure 10); this change is visible on the Hydrographic Office chart published after the Second World War in 1946 (Figure 11).

- 5.2.9 The outbreak of the Second World War led to the recommissioning of Port Edgar as HMS *Lochinvar* in 1939 and it was used as a training establishment for officers and men who would serve in navy minesweepers and armed merchant trawlers. This changed in 1943 as Port Edgar was recommissioned as HMS *Hopetoun* with a remit to train landing craft crews for the forthcoming D-Day landings.
- 5.2.10 Following the end of the Second World War, Port Edgar was again recommissioned as HMS *Lochinvar* for the use of minesweepers. In this role Port Edgar continued in use as a Royal Naval base and additionally formed the base for the Fishery Protection Squadron in 1958. However, Port Edgar's function as a Royal Naval base ended in 1975 when additional facilities were opened at the Rosyth Naval Base. Port Edgar was purchased from the MoD by Lothian Regional Council in 1978. It has since been used as a harbour facility for yachts. Associated marina infrastructure in the eastern side of the Port Edgar harbour basin have been constructed in the intervening years.

5.3 Assessment of Marine Cultural Assets Within the 2km Study Area

- 5.3.1 The marine cultural heritage records 92 assets in national and local inventories within the Site and the 2km Study Area. It should be noted that inventories of shipwrecks are usually biased towards the 18th century and later when documentary sources such as newspapers, Parliamentary Papers and nautical charts (Brady, 2008: 537) became more abundant.
- 5.3.2 Of the 92 assets recorded within the 2km Study Area, three sites are the Category C Listed East and West Breakwaters at Sites 89 and 90 and the Category C Listed West Pier (Site 91) within the Site. These three assets are included as they are within, and in the case of Sites 89 and 90, define the confines of Port Edgar harbour. The wreck inventories indicates that a number of shipwrecks (or parts of them) may be within the 2km Study Area.
- 5.3.3 Seventy six shipwrecks (or parts of them) have their position of wrecking within the 2km Study Area. Nine obstructions and two aircraft are recorded within the 2km Study Area. Four assets are specifically recorded as being within the confines of Port Edgar harbour.
- 5.3.4 The nature of the wrecking process means that the position of wrecking of a marine craft or ship is often an approximate position. This is especially true in periods prior to the 20th century and the development of modern navigational systems that allow for more accurate positions of ships and craft to be charted. Ships or marine craft that have been wrecked may also not sink straight away; they may shift with the tides and weather conditions before finally coming to rest on the seabed; elements of the wreck may be scattered over several locations on the seabed with wreckage coming ashore in the inter-tidal zone. Therefore, there is a degree of uncertainty as to whether wrecks with unknown or approximate positions of wrecking may have their final wreck sites within a specific area; in this case the Site. Furthermore, where wrecks have tentative locations the NRHE tends to assign the record of their loss to the lower left corner of a 1km Ordnance Survey grid square.
- 5.3.5 As a number of wrecks within the 2km Study Area have locations that are tentative; this raises the possibility that their actual site or sites of wrecking may be close to or within the Site. Although it cannot be ruled out that some wreckage could have been taken by tidal or storm conditions into the area of the harbour basin of Port Edgar, most of the shipwreck records within the 2km Study Area are recorded as being wrecked on or close to specific geographical features such as the small rocky islands of Beamer Rock and Inchgarvie. Positions of wrecking are likely to be more specific within the Firth of Forth as it is not open sea. This provides additional landmarks which can help witnesses refine their descriptions of wreck locations. These descriptions can also include the direction in which the wreck finally sank; whether the wreck in question was, for a time, stranded on a geographical feature and whether any attempt at salvage has been undertaken. Finally, although it cannot be confirmed 26 wrecks, or parts of wrecks, in the 2km Study Area are reported as having been salvaged to various degrees.
- 5.3.6 Therefore, it is assessed that we can have a degree of confidence regarding the wrecking locations of marine heritage assets within the Study Area, particularly where their wrecking has been associated with a specific

geographic feature and/or where additional information has been provided concerning events following their wrecking which can include full salvage activities. Therefore, it is assessed that such assets are unlikely to be close to or within the confines of Port Edgar.

5.4 Assessment of Marine Cultural Assets Close to or Within Port Edgar

- 5.4.1 There are a number of assets within the geographical vicinity of Port Edgar which may have the potential to be within the Site. This is because their specified location suggests they are near a geographical feature close to or within Port Edgar. Wrecks occurring within the harbour of Port Edgar will tend to be recorded as such by witnesses due to the creation of Port Edgar as a named harbour facility with an east breakwater in 1810. The development of Port Edgar through the 1860s and the construction of the precursors to the Category C Listed East and West Breakwaters (Sites 89 and 90) in the 1880s further limits the potential for wrecks to occur within the confines of Port Edgar without being recorded as such by witnesses.
- 5.4.2 Sites 71 to 75 have their recorded locations within the confines of Port Edgar. These wrecks have tentative locations and the NRHE has assigned the record of their loss to the lower left corner of a 1km Ordnance Survey square. Furthermore, the accounts of their wrecking link these assets to geographical locations that are not within or reasonably close to Port Edgar. Therefore, it is unlikely that these wrecks are within the confines of Port Edgar or the Site.
- 5.4.3 Site 38, 34m to the southwest of the Site, marks the location of an obstruction recorded in 1956 when Port Edgar was in use as the Royal Navy base, HMS *Lochinvar*. The obstruction was accurately plotted on a mud seafloor at a depth of -2m. It is unlikely that this unknown obstruction will be within the Site.
- 5.4.4 Site 80, an unknown wreck, has a tentative location and the NRHE has assigned the record of their loss to the lower left corner of a 1km Ordnance Survey square. However, it is recorded as wrecked 2.8 cables, or 518.6m from the west breakwater lighthouse. As a date of wrecking is not given, this could refer to the west breakwater which was originally constructed in the 1880s. Even if this is not the case, the current width of Port Edgar is roughly 610m and therefore the recorded distance of wrecking from a west breakwater of Port Edgar locates this wrecking outside the confines of Port Edgar.
- 5.4.5 Site 79, situated 42m to the east of the Site, marks the location of loss of Landing Craft Assault (LCA) 723. LCA 723 is recorded as breaking loose from Hopetoun 2 at Port Edgar in December 1943. Hopetoun 2 could refer to quay '2' that was retained from the First World War Royal Navy Base of HMS *Columbine* which is depicted on the Hydrographic Office chart of 1919 (Figure 10). Further details regarding this asset are not recorded and it is not clear whether LCA 723 was definitively lost within the geographical confines of Port Edgar harbour. Although it cannot be ruled out that the remains of LCA 723 may be within Port Edgar the lack of further detail is curious and suggests that this wreck may have been recovered. Therefore, there is a Low potential for LCA 723, recorded at Site 79, to be present within the Site.
- 5.4.6 As Port Edgar has been developed as a harbour, a naval base and a yachting marina the potential for unrecorded wrecks of ships or craft prior, which date prior to the 18th century, to be present within the Site is considered to be Low. With the development of Port Edgar as a harbour from 1810 it is likely that any wreck occurring within the harbour area would have been witnessed with the record of loss attributing its wrecking position as being within the harbour area of Port Edgar. The construction of harbour facilities from the 1860s and the construction of the original east and west breakwaters in the 1880s would have further defined the geographical location for witnesses to record any wrecks. The development and use of Port Edgar as a Royal Naval base from 1916 until 1975 would have created a very busy port. Although there would have been a requirement to keep the harbour area clear of navigational obstructions caused by wrecking this does not totally rule out the presence of material from this period that was lost within the confines of Port Edgar, especially where such losses would not have proved an obstruction to shipping. However, the Royal Navy would have kept detailed records of events within

the confines of Port Edgar, such that any absence of a record, even with low level of detail, would be unusual. Furthermore, Port Edgar was subject to periodic dredging to keep the harbour area clear, and the Hydrographic Charts record this activity within the southern portion of Port Edgar where the Site is situated. Therefore, it is considered that there is a Low potential for wrecks or remains from the 19th and 20th centuries to be present within the Site.

5.5 Marine Infrastructure

- 5.5.1 Two jetties are recorded within the NRHE along the eastern side of the Category C Listed West Breakwater (Site 89) and within the confines of Port Edgar. Site 70, recorded in 1969 is notable as debris was recorded in a subsequent survey in 1996 as 'Dead', a recognised hydrographic term for a feature that was previously located but is now no longer present at its previously recorded position. Therefore Site 70 marks the former location of debris from a jetty that has since been removed. Site 49 marks the location of a jetty recorded as notable debris in 1969 and described as 'Dead' in 1996. The dates suggest that Site 70 and Site 49 were the same feature, albeit with differences in their recorded positions. As both features were recorded as located along the east side of the Category C Listed West Breakwater (Site 89) it is unlikely that remains from either of these two assets will be within the Site.

5.6 Multi-Beam EchoSounder Bathymetry Survey

- 5.6.1 The MBES bathymetry survey clearly shows a dredged channel (Site 93) on the western side of the Category C Listed West Pier towards its northern limit and within the western area of the Site. The dredging channel extends north into Port Edgar harbour beyond the northern limit of the Site. The channel extends for a length of 165m on a southwest to northeast alignment before turning onto a south to north alignment towards the entrance to Port Edgar. It is recorded for a further 85m within the MBES data. The width of the dredged channel is 10m. There are also three indentations (Site 94) at the southern limit of this dredged channel which may be the marks made by a dredging bucket. No anomalies of an anthropogenic nature were present in the MBES within the Site. An anomaly at Site 95 is aligned northwest to southeast of the Category C Listed West Breakwater (Site 89). It measures roughly 7m x 1.6m. The MBES data may mark the remains of the jetty recorded in the NRHE at Site 49 and therefore that Site 49 is not 'Dead' as recorded in the NRHE after all. No further anthropogenic anomalies were present in the MBES within the confines of Port Edgar with the exception of elements of the Category C Listed Breakwater (Site 89).

6 CONCLUSION

6.1 Direct impacts

- 6.1.1 Potential impacts on known or unknown marine archaeological remains which may survive within the Site relate to the possibility of disturbing, removing or destroying *in situ* remains and artefacts during dredging works associated with the proposed development.
- 6.1.2 This assessment has established that the Site lies within a harbour or bay area utilised for shipping and for crossing the Firth of Forth prior to the construction of the first recorded harbour facilities in 1810. Due to isostatic rebound around Edinburgh over the last 15,000 years, it is unlikely that submerged landscapes, sites or remains of a prehistoric nature pre-dating 15,000 BP will be located within the Site. Whilst the marine environment became more accessible after 15,000 BP, it is considered that there is also a Low potential for finds or remains of a prehistoric date within 15,000 years. Whilst the potential for such remains is considered Low, if such remains do survive, they could include assets related to the utilisation of the marine resource, such as fish traps or marine craft such as logboats. While inventories of shipwrecks become more abundant and reliable from the 18th century onwards none are recorded within the Site. Moreover, Port Edgar was further developed from the 1860s and subject to regular dredging from 1916 following its acquisition as a Royal Navy base. As such the potential for

shipwrecks to be present within the Site is considered to be Low. The dredging could have also had an impact upon any earlier remains which may have been present.

- 6.1.3 The Category C Listed West Pier (Site 91) has been subject to dredging activities ever since its construction. Therefore, it is considered that there will be no impact upon the Category C Listed West Pier.

6.2 Mitigation

- 6.2.1 National legislation, planning policies and guidance, outlined in Section 4.2 of this report, require a mitigation response that is designed to take cognisance of the possible impacts upon heritage assets, both known and potential, by a proposed development and avoid, minimise or offset any such impacts as appropriate.
- 6.2.2 Depending on the depth of any buried marine cultural remains, dredging and construction activities within the Site, could be considered to have the potential to highly impact any buried archaeological deposits that *may* be present. In accordance with national and local planning policies on heritage and the Screening Opinion of the 7th July 2020, a PAD and WSI will be produced prior to the commencement of dredging and construction works within the Site. The PAD and WSI will provide a methodology for the examination and identification of any finds or remains retrieved from the marine archaeological environment and thus their preservation by record.

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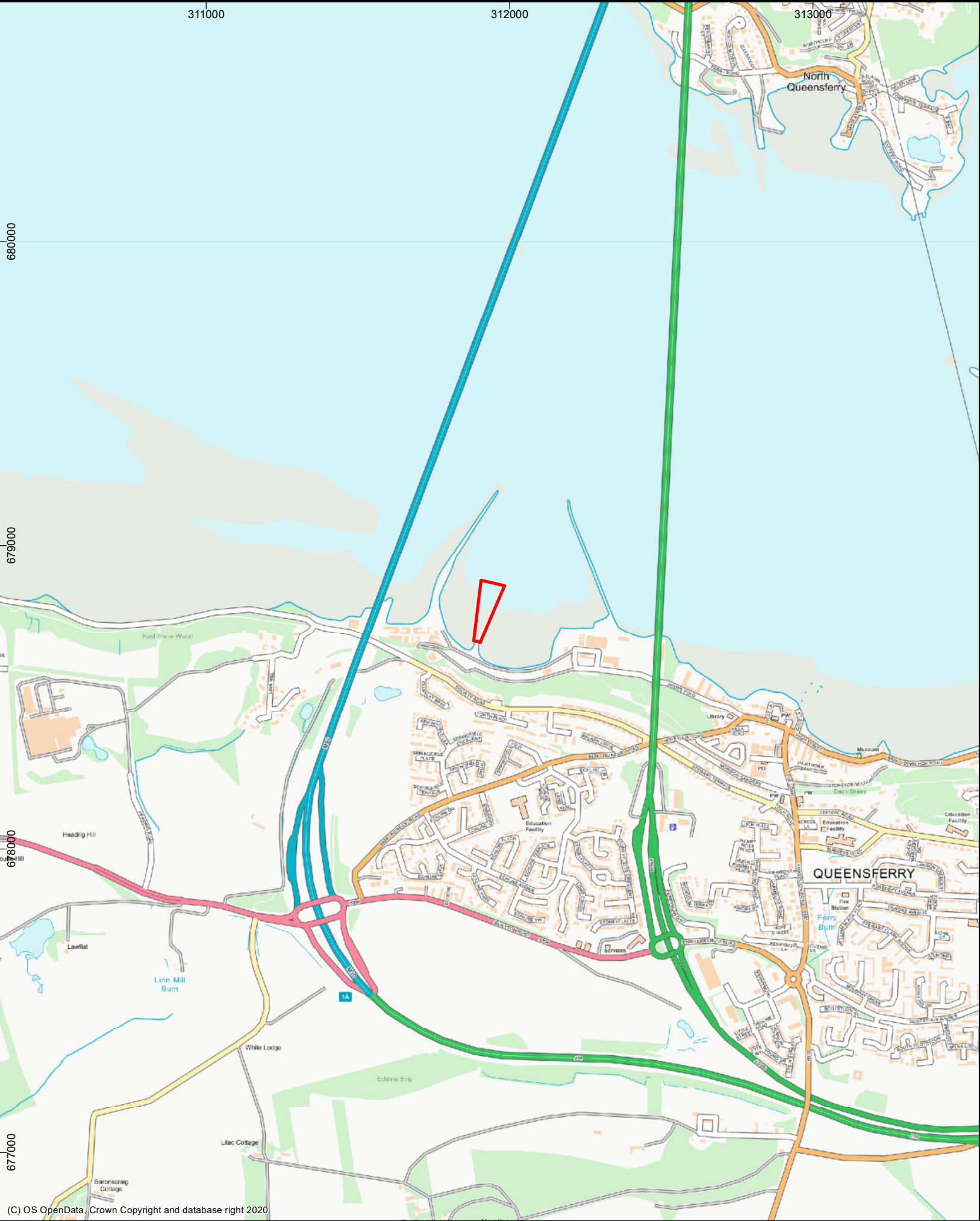
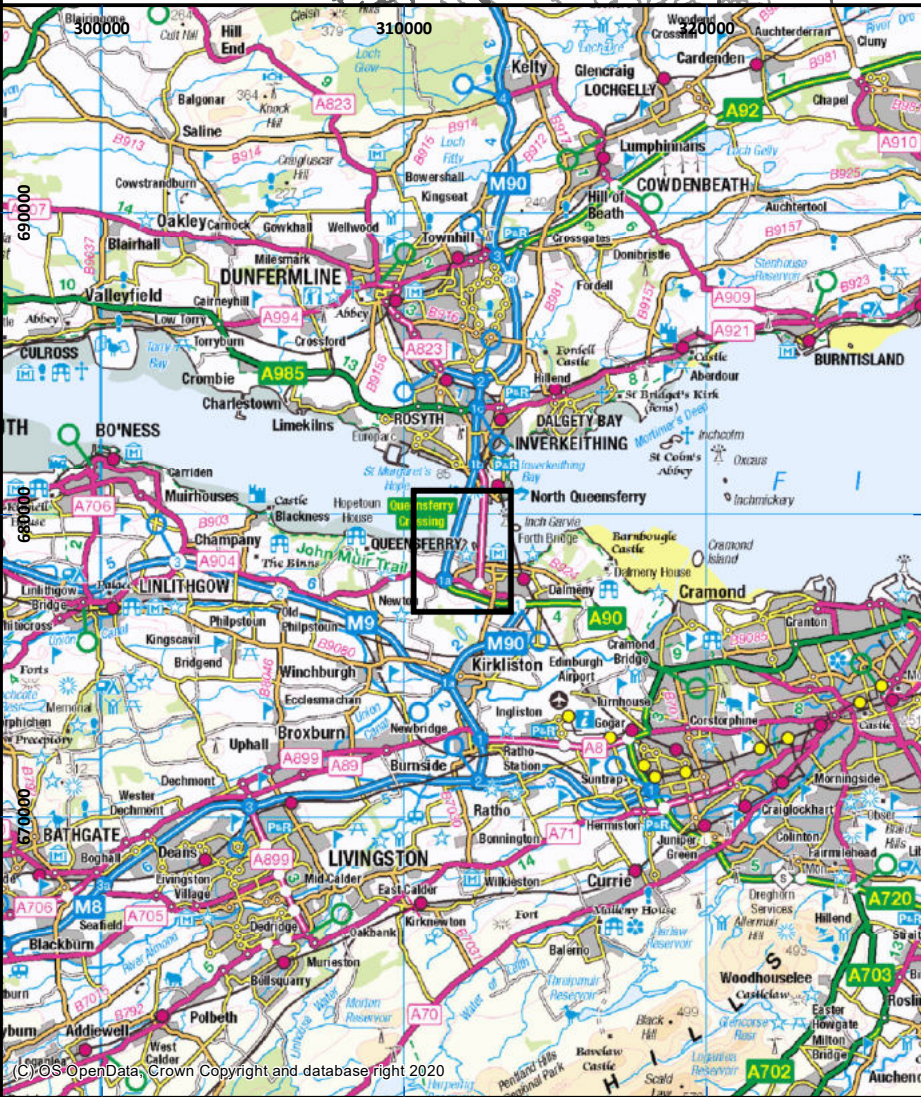





Figure		1
Site Location Map		
Legend [Red Outline] Site Boundary		
FOR Port Edgar Marina Shore Road South Queensferry Edinburgh EH30 9SQ		
Drawn/checked:	ML/SO	
DWG no:	01/25472/MDBA/01/01	
AOC Project No.:	25472	
 (C) AOC Archaeology Group 2020		
		
SYSTEM	Coordinate System: British National Grid Projection: Transverse Mercator Datum: OSGB 1936	
SCALE	1:15,000@ A3	
SCALE		

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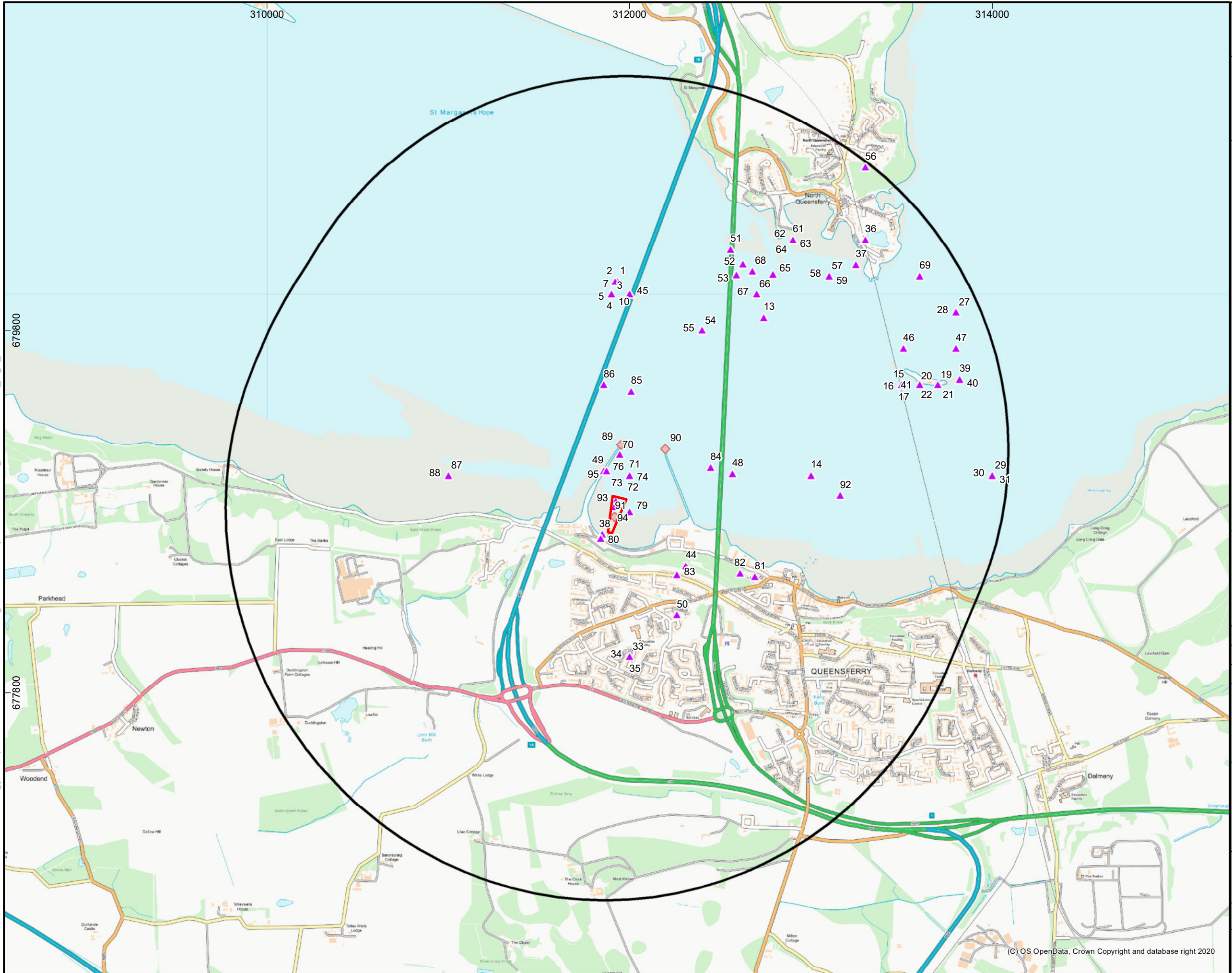



Figure	2
Heritage assets and the 2km Study Area	
<div>Legend</div> <div><div><div></div>Site Boundary</div><div><div></div>2km Study Area</div><div><div></div>Listed Building - Category C</div><div><div></div>Non-Designated Marine</div></div>	
FOR <div>Port Edgar Marina</div> <div>Shore Road</div> <div>South Queensferry</div> <div>Edinburgh</div> <div>EH30 9SQ</div>	
Drawn/checked:	ML/SO
DWG no:	01/25472/MDBA/02/01
AOC Project No.:	25472
<div><div><div>AOC</div><div>Archaeology Group</div></div><div></div></div> <div>(C) AOC Archaeology Group 2020</div>	
<div><div></div></div>	
SYSTEM	Coordinate System: British National Grid Projection: Transverse Mercator Datum: OSGB 1936
SCALE	1:20,000 @ A3
SCALE	<div><div>0</div><div></div><div></div><div></div><div></div><div></div><div>1,000m</div></div>

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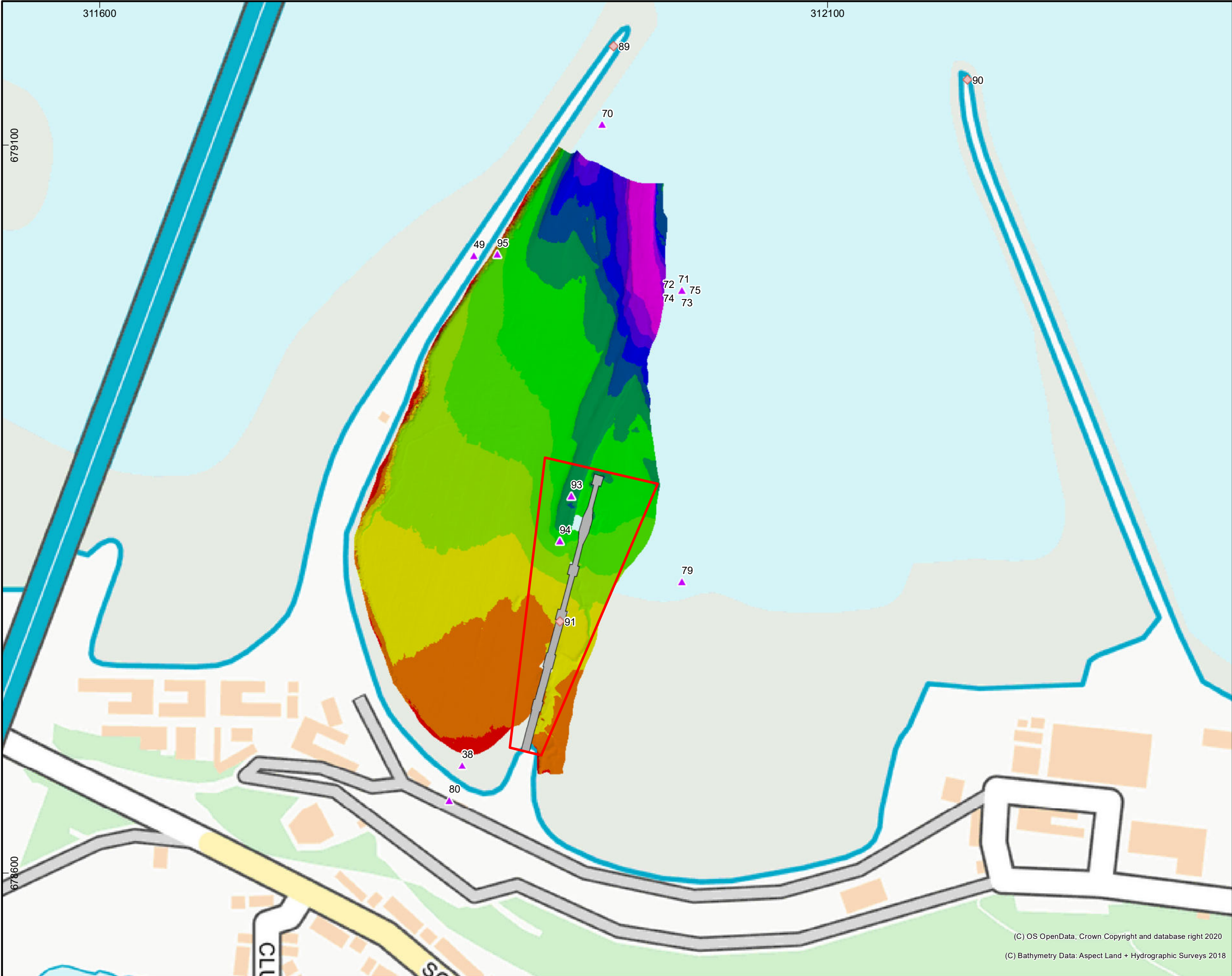
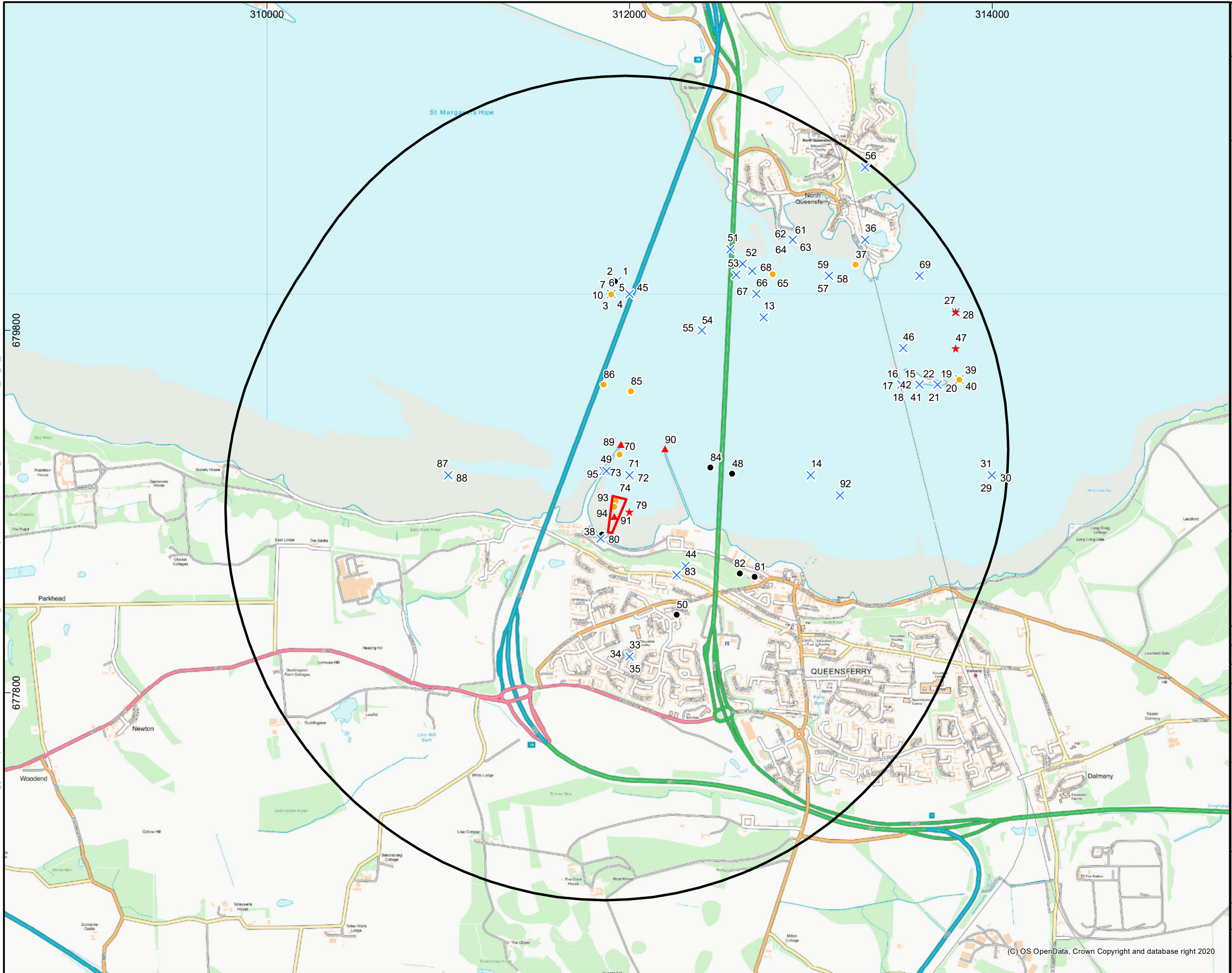


Figure		3
Heritage assets, MBES survey and the Site		
Legend [Red outline] Site Boundary [Grey outline] Designated West Pier Within Site [Red diamond] Listed Building - Category C [Purple triangle] Non-Designated Marine Asset Bathymetry survey limits MHWS, relative to Chart Datum (Rosyth) [Color scale legend] [Red] < +3.00 [Orange] +3.00 - +2.51 [Yellow] +2.50 - +2.01 [Light Green] +2.00 - +1.51 [Green] +1.50 - +1.01 [Light Blue] +1.00 - +0.51 [Blue] +0.50 - +0.01 [Dark Blue] 0.00 - 0.49 [Purple] 0.50 - 0.99 [Dark Purple] 1.00 - 1.49 [Violet] 1.50 - 1.99 [Magenta] >= 2.00		
FOR Port Edgar Marina Shore Road South Queensferry Edinburgh EH30 9SQ		
Drawn/checked:	ML/SO	
DWG no:	01/25472/MDBA/03/01	
AOC Project No.:	25472	
 (C) AOC Archaeology Group 2020		
SYSTEM	Coordinate System: British National Grid Projection: Transverse Mercator Datum: OSGB 1936	
SCALE	1:2,500 @ A3	
SCALE		

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(C) Bathymetry Data: Aspect Land + Hydrographic Surveys 2018

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Figure

4

Heritage assets and the
2km Study Area:Level of Importance

Legend

- Site Boundary
- 2km Study
- Level of Importance
 - Very High
 - High
 - Low
 - Negligible
 - Uncertain

FOR
Port Edgar Marina
Shore Road
South Queensferry
Edinburgh
EH30 9SQ

Drawn/checked:	ML/SO
DWG no:	01/25472/MDBA/04/01
AOC Project No.:	25472



(C) AOC Archaeology Group 2020



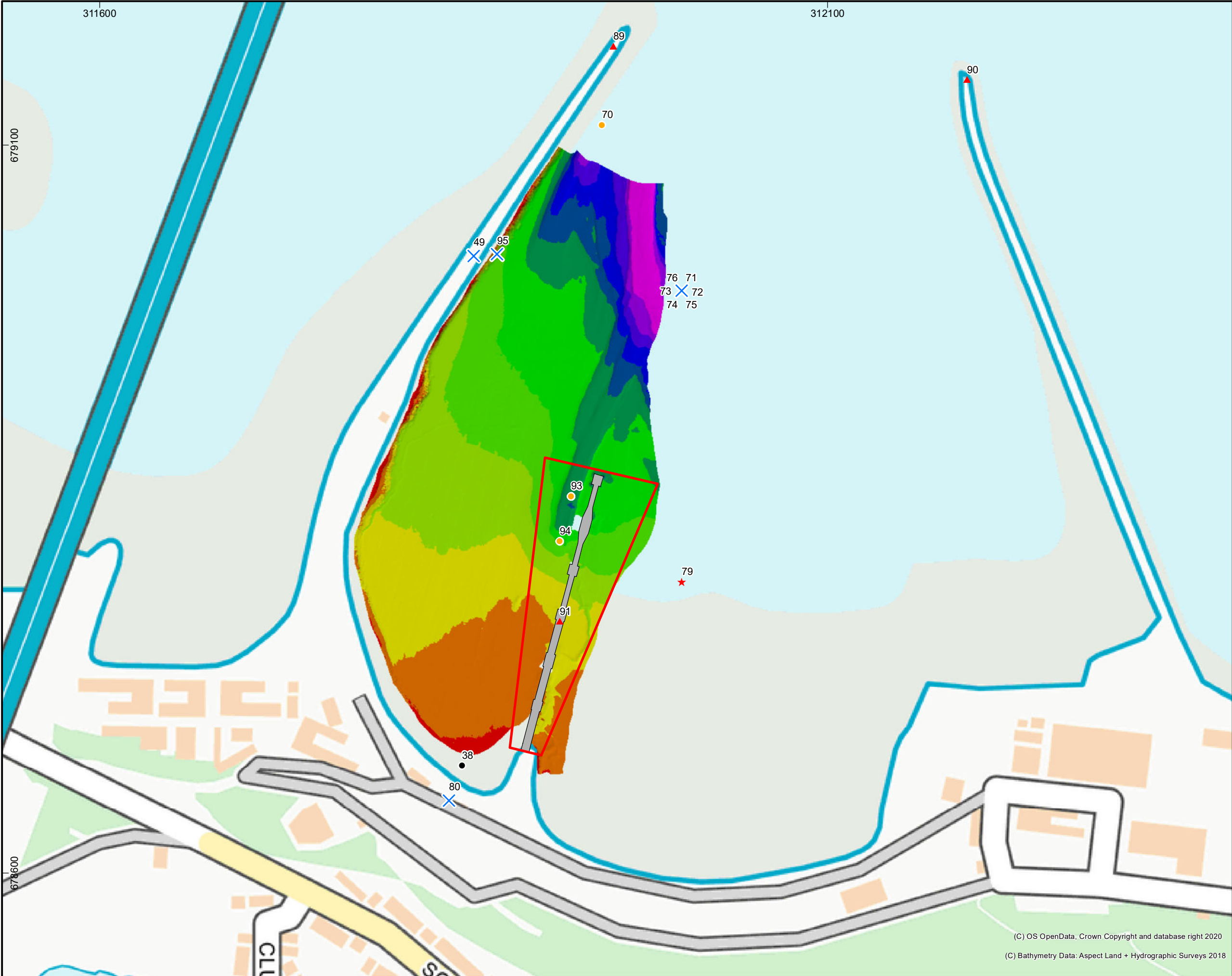
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Figure

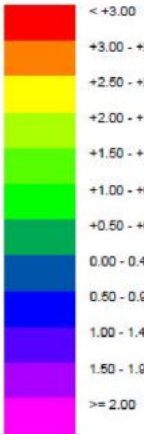
5

Heritage assets, MBES survey and the Site: Level of Importance

Legend

- Site Boundary
- Designated West Pier Within Site
- Level of Importance
 - Very High
 - High
 - Low
 - Negligible
 - Uncertain

Bathymetry survey limits MHWS, relative to Chart Datum (Rosyth)



FOR

Port Edgar Marina
Shore Road
South Queensferry
Edinburgh
EH30 9SQ

Drawn/checked:	ML/SO
DWG no:	01/25472/MDBA/05/01
AOC Project No.:	25472



(C) AOC Archaeology Group 2020



SYSTEM
Coordinate System: British National Grid
Projection: Transverse Mercator
Datum: OSGB 1936

SCALE
1:2,500 @ A3



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(C) Bathymetry Data: Aspect Land + Hydrographic Surveys 2018



Figure

6

Extract from a map by Roy, 1752-55

Legend
Approximate Site Location

FOR
Port Edgar Marina
Shore Road
South Queensferry
Edinburgh
EH30 9SQ


Drawn/checked:	ML/SO
DWG no:	01/25472/DBA/06/01
AOC Project No.:	25472



(C) AOC Archaeology Group 2020

NOT TO SCALE



Figure		7
Extract from a map by the Hydrographic Office, 1815		
Legend [Red Circle] Approximate Site Location		
FOR Port Edgar Marina Shore Road South Queensferry Edinburgh EH30 9SQ		
Drawn/checked:	ML/SO	
DWG no:	01/25472/DBA/07/01	
AOC Project No.:	25472	
 (C) AOC Archaeology Group 2020		
NOT TO SCALE		

C:\Users\mark.littlewood\AOC Archaeology Group\Data Portal - 25472 - Port Edgar Marina\Graphics\GIS\Draft figures\AOC25472_Fig8_200901.mxd



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Figure	8
Extract from Hydrographic Office chart 114b Fisherrow to Queensferry, 1860	
<div>Legend</div> <div><div></div> Site Boundary</div>	
FOR Port Edgar Marina Shore Road South Queensferry Edinburgh EH30 9SQ	
Drawn/checked:	ML/SO
DWG no:	01/25472/MDBA/08/01
AOC Project No.:	25472
<div><div><div>AOC</div><div>Archaeology Group</div></div><div>(C) AOC Archaeology Group 2020</div></div>	
<div><div></div><div>N</div></div>	
SYSTEM Coordinate System: British National Grid Projection: Transverse Mercator Datum: OSGB 1936	
SCALE	1:5,000 @ A3
SCALE	<div><div>0</div><div></div><div></div><div></div><div></div><div>250 m</div></div>






Figure		9
Extract from Hydrographic Office chart 114b Fisherrow to Queensferry, 1901		
Legend [Red Polygon] Site Boundary		
FOR Port Edgar Marina Shore Road South Queensferry Edinburgh EH30 9SQ		
Drawn/checked:	ML/SO	
DWG no:	01/25472/MDBA/09/01	
AOC Project No.:	25472	
 (C) AOC Archaeology Group 2020		
		
SYSTEM Coordinate System: British National Grid Projection: Transverse Mercator Datum: OSGB 1936		
SCALE	1:5,000 @ A3	
SCALE		









Figure		10
Extract from Hydrographic Office chart 114b Fisherrow to Queensferry, 1919		
Legend [Red Polygon] Site Boundary		
FOR Port Edgar Marina Shore Road South Queensferry Edinburgh EH30 9SQ		
Drawn/checked:	ML/SO	
DWG no:	01/25472/MDBA/10/01	
AOC Project No.:	25472	
 (C) AOC Archaeology Group 2020		
		
SYSTEM Coordinate System: British National Grid Projection: Transverse Mercator Datum: OSGB 1936		
SCALE	1:5,000 @ A3	
SCALE		



Figure		11
Extract from Hydrographic Office chart 114b Fisherrow to Queensferry, 1946		
Legend [Red Box] Site Boundary		
FOR Port Edgar Marina Shore Road South Queensferry Edinburgh EH30 9SQ		
Drawn/checked:	ML/SO	
DWG no:	01/25472/MDBA/11/01	
AOC Project No.:	25472	
 (C) AOC Archaeology Group 2020		
		
SYSTEM Coordinate System: British National Grid Projection: Transverse Mercator Datum: OSGB 1936		
SCALE	1:5,000 @ A3	
SCALE		

Port Edgar Marina, Marine Archaeology Desk Based Assessment

Appendix 1: Site Gazetteer

Site Number	1
Site Name	Unknown
Type of Site	Obstruction (Possible)
NRHE Number	
HER Number	NT18SW 8052
Status	Non-Designated Marine Asset
Importance:	Low
Easting	311931
Northing	680073
Parish	
Council	City of Edinburgh
Description	<p>Canmore ID: 322257</p> <p>Reference (19 April 2012) Project Adair - UKHO data upload.</p> <p>UKHO Identifier : 002840 Feature Class : Wreck Wreck Category : Dangerous wreck State : LIVE Classification : Unclassified Position (Lat/long) : 56.00548,-3.41388 Horizontal Datum : ETRS 1989 WGS84 Position (Lat/long) : 56.00548,-3.41388 WGS84 Origin : Original Previous Position : 56.00555,-3.41250 Position Method : Differential Global Positioning System Position Quality : Surveyed Position Accuracy : 3.0 Depth : 17.0 Depth Method : Found by multi-beam Depth Quality : Least depth known Water Depth : 18 Water Level Effect : Always under water/submerged Vertical Datum : Mean Low Water Springs Name : UNKNOWN Sonar Length : 3.9 Sonar Width : 2.6 Shadow Height : 1.1 Orientation : 175.0 Bottom Texture : Sand Sonar Signal Strength : Moderate Scour Depth : 0.0 Contact Description : Notable debris Original Sensor : None reported Last Sensor : Acoustic Sensor Original Detection Year : 1980 Last Detection Year : 2007 Original Source : Other Last Source : Survey Vessel</p> <p>Surveying Details : **H1432/75 25.11.80 WK 17.2MTRS SHOWN IN 560020N, 032445W [OGB] ON ROSYTH NB SURVEY OF PROPOSED NEW SPOIL GROUND [K5507/3]. BR STD.</p>

POSITIONS BELOW THIS POINT ARE IN DEGREES, MINUTES AND DECIMALS OF A MINUTE

**29.6.02 EUT POSN: 5600.329N, 0324.834W. NE 736.

**HH091/176/01 22.5.07 EXAM'D 17.10.06 IN 5600.329N, 0304.833W [WGD] USING DGPS. LEAST M/B DEPTH 17.08 IN GEN DEPTH 18.2MTRS. NO SCOUR. LENGTH 3.86MTRS, WIDTH 2.58MTRS, HT 1.1MTRS. LIES 175/355DEGS. LOCATED BY M/B ONLY ON SEVERAL LINES. (HMSML GLEANER, HI 1176). ?DEBRIS. AMEND WK 17MTRS IN REVISED POSN. BR STD.

Chart Symbol : WK 17.0

Date Last Amended : 22/05/2007

Site Number	2
Site Name	Unknown: Rosyth Dockyard, Firth Of Forth
Type of Site	Craft
NRHE Number	
HER Number	NT18SW 8010
Status	Non-Designated Marine Asset
Importance:	Uncertain
Easting	311920
Northing	680070
Parish	
Council	City of Edinburgh
Description	Canmore ID: 96694

NT18SW 8010 1192 8007

N 56 .3333 W 3 24.75
Formerly Site no. 8163
Horizontal Datum = OGB
General water depth = 18
Surveying Details

25 November 1980. A wreck, at a depth of 17.2 metres, is found at 56 00 20N, 003 24 45W on the Rosyth Naval Base survey of their proposed new spoil ground.

Hydrtographic Office 1995.

Site Number	3
Site Name	Stirling Castle: Beamer Rock, Firth Of Forth
Type of Site	Steamship (19th Century)
NRHE Number	
HER Number	NT18SW 8013
Status	Non-Designated Marine Asset
Importance:	Low

Easting	311900
Northing	680000
Parish	
Council	City of Edinburgh
Description	Canmore ID: 197456

NT18SW 8013 c. 119 800
N56 3 W3 24.8
NLO: Beamer Rock [name: NT 119 800]

Possibly on map sheet NT17NW.

Not to be confused with NT28NE 8014.

Leith, 25th Nov. The STIRLING CASTLE (s), hence to Alloa, ran on the Beamer rocks, North Queensferry, in the night of 21st Nov., during a gale. Her bottom was much damaged, and she filled with water and had to be abandoned.

Source: LL, No. 15,487, London, Saturday, November 28 1863.

NMRS, MS/829/72 (no. 10483).

(Classified as steamship: no cargo specified, but date of loss cited as 21 November 1863).
Stirling Castle: this vessel stranded on Beamer Rock, and was abandoned.

(Location of loss cited as N56 0.33 W3 24.5).

I G Whittaker 1998.

The location assigned to this record is essentially tentative. It remains uncertain whether, where and when the vessel subsequently stranded or (more probably) foundered.

Information from RCAHMS (RJCM), 10 August 2005.

References

Earn and Larn, R and B. (1998) Shipwreck index of the British Isles: volume 4, Scotland.
London. Page(s): DA 21/11/1863 RCAHMS Shelf Number: E.5.14.LAR

Whittaker, I G. (1998) Off Scotland: a comprehensive record of maritime and aviation losses in Scottish waters. Edinburgh. Page(s): 226 RCAHMS Shelf Number: E.5.14.WHI

Site Number	4
Site Name	Hosianna: Beamer Rock, Firth Of Forth
Type of Site	Schooner (19th Century)
NRHE Number	
HER Number	NT18SW 8007
Status	Non-Designated Marine Asset
Importance:	Low
Easting	311900
Northing	680000
Parish	
Council	City of Edinburgh

Description	<p>Canmore ID: 120210</p> <p>NT18SW 8007 c. 119 800 N56 0.3 W3 24.8</p> <p>Formerly entered as NT18SW 8152 at cited location NT1203 8010 [N56 0.3 W3 24.6].</p> <p>NLO: Beamer Rock [name: NT 119 800].</p> <p>Possibly on map sheet NT17NW.</p> <p>29 October 1889. HOSIANNA. 34 years of Germany. Wood schooner. 51 ton. 4 men. Master and owner K.J. Wilters, Varel, Germany. St Davids, Firth of Forth to Varel. Coal. Wind SW2. Beimar [Beamer] Rock, Firth of Forth.</p> <p>Source: PP Abstracts of Shipping Casualties on Coasts, or in Rivers and Harbours of the UK July 1889-90 (1890-91 [C.6468] LXXVI.485).</p> <p>NMRS, MS/829/68 (no. 1515).</p> <p>(Classified as wooden schooner, with cargo of coal: date of loss cited as 29 October 1889), This vessel stranded on Beimar [Beamer] Rock.</p> <p>I G Whittaker 1998.</p> <p>References Baird, B. (1993) Shipwrecks of the Forth: including wrecks from Berwick on Tweed to Stonehaven. Glasgow. Page(s): 94, no. 120 RCAHMS Shelf Number: E.5.14.BAI Larn and Larn, R and B. (1998) Shipwreck index of the British Isles: volume 4, Scotland. London. Page(s): DA 29/10/1889 RCAHMS Shelf Number: E.5.14.LAR Whittaker, I G. (1998) Off Scotland: a comprehensive record of maritime and aviation losses in Scottish waters. Edinburgh. Page(s): 227 RCAHMS Shelf Number: E.5.14.WHI</p>
Site Number	5
Site Name	Fri: Beamer Rock, Firth Of Forth
Type of Site	Schooner (20th Century)
NRHE Number	
HER Number	NT18SW 8006
Status	Non-Designated Marine Asset
Importance:	Low
Easting	311900
Northing	680000
Parish	
Council	City of Edinburgh
Description	<p>Canmore ID: 120209</p> <p>NT18SW 8006 c. 119 800 N56 3 W3 24.8</p> <p>NLO: Beamer Rock [name: NT 119 800].</p> <p>Formerly entered as NT18SW 8150 at cited location NT 1167 8011 [N56 0.3 W3 25].</p>

Possibly on map sheet NT17NW.

The schooner Fri of Christiansand, which ran ashore on the Beaver [Beamer] Rock near the Forth Bridge has been abandoned. The light on the rock was mistaken for the centre light of the bridge, and this, it is supposed, caused the mishap. She was laden with 260 tons of coal, and was on her way from Grangemouth. Efforts to tow the vessel resulted in her keel being wrenched away. The vessel, as it lies, is to be put up for auction at Leith.

Source: Fifeshire Advertiser, 25 August 1906.

(Classified as wooden schooner, with cargo of coal: date of loss cited as 20 August 1906). This vessel stranded on Beamer Rock.

I G Whittaker 1998.

References

Baird, B. (1993) Shipwrecks of the Forth: including wrecks from Berwick on Tweed to Stonehaven. Glasgow. Page(s): 93, no. 119 RCAHMS Shelf Number: E.5.14.BAI
Larn and Larn, R and B. (1998) Shipwreck index of the British Isles: volume 4, Scotland. London. Page(s): DA * 00/08/1906 RCAHMS Shelf Number: E.5.14.LAR
Whittaker, I G. (1998) Off Scotland: a comprehensive record of maritime and aviation losses in Scottish waters. Edinburgh. Page(s): 227 RCAHMS Shelf Number: E.5.14.WHI

Site Number	6
Site Name	Traekfuglen: Beamer Rock, Firth Of Forth
Type of Site	Schooner (19th Century)
NRHE Number	
HER Number	NT18SW 8017
Status	Non-Designated Marine Asset
Importance:	Low
Easting	311900
Northing	680000
Parish	
Council	City of Edinburgh
Description	Canmore ID: 199657

NT18SW 8017 c. 119 800
N56 3 W3 24.8

NLO: Beamer Rock [name: NT 119 800]

Possibly on map sheet NT17NW.

24 October 1895 TRAEKFUGLEN, 52 years, of Norway. Wood schooner. 82 ton. 5 men. Master B.A. Andreasen, owner H.A.H. Paulsen, Christiania [Oslo], Norway. Bo'ness to Christiania [Oslo]. Coal. Wind ESE3. Beamer Rock, Firth of Forth.

Source: PP Abstracts of Shipping Casualties on Coasts, or in Rivers and Harbours of the UK July 1895-96 (1897 [C.8453] LXXVIII.693).

NMRS, MS/829/67 (no. 980).

(Name cited as Traefuglen and classified as wooden schooner, with cargo of coal: date of loss cited as 24 October 1895). This vessel stranded on Beimar [Beamer] Rock.

I G Whittaker 1998.

References

Larn and Larn, R and B. (1998) Shipwreck index of the British Isles: volume 4, Scotland. London. Page(s): DA 24/10/1895 RCAHMS Shelf Number: E.5.14.LAR
Whittaker, I G. (1998) Off Scotland: a comprehensive record of maritime and aviation losses in Scottish waters. Edinburgh. Page(s): 227 RCAHMS Shelf Number: E.5.14.WHI

Site Number	7
Site Name	Johanne: Beamer Rock, Firth Of Forth
Type of Site	Schooner (19th Century)
NRHE Number	
HER Number	NT18SW 8015
Status	Non-Designated Marine Asset
Importance:	Low
Easting	311900
Northing	680000
Parish	
Council	City of Edinburgh
Description	Canmore ID: 198426
	NT18SW 8015 c. 119 800 N56 3 W3 24.8
	NLO: Beamer Rock [name: NT 119 800]
	Possibly on map sheet NT17NW.
	15 October 1877, JOHANNE, 38 yrs old, of Norway, wooden schooner, 67 tons, 5 crew, Master A. Gulbrandsen, Owner C. Nielsen, Drammen, Norway, departed Grangemouth for Drammen, carrying coal, wind W8, stranded, Beamer Rock, Firth of Forth.
	Source: PP Abstracts Returns of Wrecks and Casualties on Coasts of the UK 1877 - 78 (1878-79 [C.2314] LXIV.395).
	NMRS, MS/829/69 (no. 2828).
	North Queensferry, 15th Oct., 3 p.m., schooner, name unknown here, dragged anchor, struck Beamer rock, floated off and sunk in mid-channel: crew landed South Queensferry.
	Source: Shipping Intelligence, LL, No. 19,805, London, Tuesday October 16 1877.
	North Queensferry, 15th Oct., 4.55 p.m., schooner's name is JOHANNA, of Dram, Guilbrasen master, with coal, from Grangemouth to Dram: she is a total loss. [Report received incomplete].
	NMRS, MS/829/70 (no. 4681).
	(Classified as wooden schooner, with cargo of coal: date of loss cited as 15 October 1877). This vessel stranded on Beamer Rock. Capt. Gulbrandsen.

I G Whittaker 1998.

References

Earn and Larn, R and B. (1998) Shipwreck index of the British Isles: volume 4, Scotland. London. Page(s): DA 15/10/1877 RCAHMS Shelf Number: E.5.14.LAR

Whittaker, I G. (1998) Off Scotland: a comprehensive record of maritime and aviation losses in Scottish waters. Edinburgh. Page(s): 227 RCAHMS Shelf Number: E.5.14.WHI

Site Number	8
Site Name	Foveran: Beamer Rock, Firth Of Forth
Type of Site	Craft (19th Century)
NRHE Number	
HER Number	NT18SW 8033
Status	Non-Designated Marine Asset
Importance:	Negligible
Easting	311900
Northing	680000
Parish	
Council	City of Edinburgh
Description	Canmore ID: 273497

NT18SW 8033 c. 119 800
N56 3 W3 24.8

NLO: Beamer Rock [name: NT 119 800]

Possibly on map sheet NT17NW.

Inverkeithing, 20th Oct. The FOREMAN, Anderson, from Newburgh to Sunderland, in running to St. Margaret's Hope for shelter last night, was driven on Bremer [Beamer] Rock, but was got off immediately with the assistance of the Coast Guard, very little damaged, but with loss of anchor and chain.

Source: The Marine List, LL, No. 12,660, London, Monday October 23 1854.

Inverkeithing, 20th Oct. The FOVERAN (and not the FOREMAN), as reported yesterday), Anderson, from Newburgh to Sunderland, in running to St. Margaret's Hope for shelter last night, was driven on Bremer [Beamer] Rock, but was got off immediately with the assistance of the Coast Guard, very little damaged, but with loss of anchor and chain.

Source: The Marine List, LL, No. 12,661, London, Tuesday October 24 1854.

NMRS, MS/829/72 (no. 9049).

The loss of this vessel is not cited by I G Whittaker (1998), presumably on account of her successful recovery.

Information from RCAHMS (RJCM), 2 August 2005.

Site Number	9
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Site Name	Two Brothers: Beamer Rock, Firth Of Forth
Type of Site	Schooner (19th Century)
NRHE Number	
HER Number	NT18SW 8043
Status	Non-Designated Marine Asset
Importance:	Low
Easting	311900
Northing	680000
Parish	
Council	City of Edinburgh
Description	Canmore ID: 285383
	NT18SW 8043 c. 119 800 N56 3 W3 24.8
	NLO: Beamer Rock [name: NT 119 800]
	St Margaret's Hope [name centred NT 109 814].
	Possibly on map sheet NT17NW.
	Inverkeithing, 23rd June [1864]. The TWO BROTHERS (schr.), of Sunderland, Hutchinson, from Bo'ness to Yarmouth, with pig iron, drifted on Bemer [Beamer] Rock in St. Margaret's Hope 7th June, became nearly a total wreck, and is to be sold to-morrow where she lies: the cargo was brought here, and reshipped for its destination. [Record received incomplete].
	NMRS, MS/829/72 (no. 10620).
	(Classified as schooner, with cargo of pig iron: date of loss cited as June 1864). Two Brothers: this vessel stranded on Beamer Rock, off St Margarets Hope. Capt. Hutchinson.
	Registration: Sunderland.
	(Location of loss cited as N56 0.33 W3 24.50).
	I G Whittaker 1998.
	The location assigned to this record is essentially tentative.
	Information from RCAHMS (RJCM), 21 December 2006.
	References Whittaker, I G. (1998) Off Scotland: a comprehensive record of maritime and aviation losses in Scottish waters. Edinburgh. Page(s): 226 RCAHMS Shelf Number: E.5.14.WHI

Site Number	10
Site Name	Venus: Beamer Rock, Firth Of Forth
Type of Site	Schooner (19th Century)
NRHE Number	
HER Number	NT18SW 8016
Status	Non-Designated Marine Asset

Importance:	Low
Easting	311900
Northing	680000
Parish	
Council	City of Edinburgh
Description	Canmore ID: 199133

NT18SW 8016 c. 119 800
N56 3 W3 24.8

NLO: Beamer Rock [name: NT 119 800]

Possibly on map sheet NT17NW.

10 July 1887. VENUS. 29 years of Sweden. Wood schooner. 138 ton. 5 crew. Master E. Svensson. Owner M.U. Pettersson, Bergqvara, Sweden. Kennet Pans to Trelleborg, Sweden. Coal. Wind W4. Beimar [Beamer] Rock, Firth of Forth.

Source; PP Abstracts of Shipping Casualties on Coasts, or in Rivers and Harbours of the UK July 1887-88 (1889 [C.5730] LXIX.597).

NMRS, MS/829/68 (no. 1675).

(Classified as wooden schooner, with cargo of coal: date of loss cited as 10 July 1887). Tis vesel stranded on Beimar [Beamer] Rock, [Firth of] Forth.

I G Whittaker 1998.

References

Larn and Larn, R and B. (1998) Shipwreck index of the British Isles: volume 4, Scotland. London. Page(s): DA 10/07/1887 RCAHMS Shelf Number: E.5.14.LAR
Whittaker, I G. (1998) Off Scotland: a comprehensive record of maritime and aviation losses in Scottish waters. Edinburgh. Page(s): 227 RCAHMS Shelf Number: E.5.14.WHI

Site Number	11
Site Name	Therese Henriette: Beamer Rock, Firth Of Forth
Type of Site	Brig (19th Century)
NRHE Number	
HER Number	NT18SW 8042
Status	Non-Designated Marine Asset
Importance:	Low
Easting	311900
Northing	680000
Parish	
Council	City of Edinburgh
Description	Canmore ID: 284640

NT18SW 8042 c. 119 800

N56 3 W3 24.8

NLO: Beamer Rock [name: NT 119 800]

Possibly on map sheet NT17NW.

Charlestown, 18th July. The THERESE HENRIETTE (brig), Ambjornsen, for Christiania [Oslo], sailed yesterday afternoon, and struck on Buckie [Beamer] Rock, about half a mile to the eastward. She now lies in a very bad position, being almost on her beam ends, and will require to be discharged.

Source: The Marine List, LL, No. 14,445, London, Saturday July 21 1860.

Charlestown, 26th July. The THERESE HENRIETTE, for Christiania, which struck on the Buckie [Beamer] Rock on the 17th July, has been surveyed after being discharged, and has been condemned.

Source: The Marine List, LL, No. 14,453, London, Tuesday July 31 1860.

NMRS, MS/829/72 (no. 9853).

(No classification or cargo specified: date of loss cited as 17 July 1860). Therese Henriette: this vessel stranded on Buckie Rock, and [was] condemned.

(Location of loss cited as N57 41.05 W2 58.00).

I G Whittaker 1998.

The location assigned to this record is essentially tentative. The cited relation of 'Buckie Rock' to Charlestown suggests that it is to be equated with Beamer Rock, in the Inner Forth Estuary.

The inferred suggestion by Whittaker that this vessel was lost near Buckie [name: NJ 415 654] in the Moray Firth remains unverified.

Information from RCAHMS (RJCM), 23 November 2006.

References

Whittaker, I G. (1998) Off Scotland: a comprehensive record of maritime and aviation losses in Scottish waters. Edinburgh. Page(s): 130 RCAHMS Shelf Number: E.5.14.WHI

Site Number	12
Site Name	Tinker: Beamer Rock, Firth Of Forth
Type of Site	Craft (19th Century)
NRHE Number	
HER Number	NT18SW 8029
Status	Non-Designated Marine Asset
Importance:	Negligible
Easting	311900
Northing	680000
Parish	
Council	City of Edinburgh
Description	Canmore ID: 273244

NT18SW 8029 c. 119 800
N56 3 W3 24.8

NLO: Beamer Rock [name: NT 119 800]

Possibly on map sheet NT17NW.

Leith, 5th Sept. 'The TINKER, Ross, from Aberdeen to Charleston [Charlestown], got upon the Beemer [Beamer] Rock, near Queensferry, 2d instant, and remains.'

Source: The Marine List, LL, No. 7193, London, Friday September 9 1836.

NMRS, MS/829/71 (no. 7180).

The loss of this vessel is not cited by I G Whittaker (1998), possibly suggesting her successful recovery.

Information from RCAHMS (RJCM), 19 July 2005.

Site Number	13
Site Name	Unknown
Type of Site	Obstruction
NRHE Number	
HER Number	NT17NW 8046
Status	Non-Designated Marine Asset
Importance:	Low
Easting	312740
Northing	679870
Parish	
Council	City of Edinburgh
Description	Canmore ID: 325070
	Reference (2011) Project Adair - Whittaker data upload. Whittaker ID : 2146 Name : UNKNOWN Latitude : 560023 Longitude : 32405 Type : 10 FT DIAM. BOILER Position : Exact Position Comment : Probably all that's left of 'BENWELL'

Site Number	14
Site Name	Tronda: Forth Railway Bridge, Firth Of Forth
Type of Site	Steamship (19th Century)
NRHE Number	
HER Number	NT17NW 8013
Status	Non-Designated Marine Asset
Importance:	Low

Easting	313000
Northing	679000
Parish	
Council	City of Edinburgh
Description	Canmore ID: 199489
	NT17NW 8013 c. 13 79 N56 00 W3 24
	Possibly on NT18SW.
	Possibly within Maritime - Fife.
	The map sheet and quasi-administrative area cited for this vessel are arbitrary. The loss of this vessel may have occurred within the area of map sheet and/or within the quasi-administrative area designated as Maritime - Fife.
	The Forth Railway Bridge (NT17NW 70) extends from NT 1390 7790 to 1315 8082.
	The loss of this vessel is not cited by I G Whittaker (1998).
	Information from RCAHMS (RJCm), 18 October 2001.
	References Larn and Larn, R and B. (1998) Shipwreck index of the British Isles: volume 4, Scotland. London. Page(s): DA 24/07/1893 RCAHMS Shelf Number: E.5.14.LAR

Site Number	15
Site Name	Abertay: Inch Garvie, Firth Of Forth
Type of Site	Steamship (19th Century)
NRHE Number	
HER Number	NT17NW 8020
Status	Non-Designated Marine Asset
Importance:	Low
Easting	313500
Northing	679500
Parish	
Council	City of Edinburgh
Description	Canmore ID: 120199
	NT17NW 8020 c. 135 795 N56 0 W3 23.2
	NLO: Inch Garvie [name: NT 137 795]
	Forth Bridge [name: NT 135 795].
	Formerly entered as NT18SE 8008 at cited location NT 1564 8114 [N56 0.9 W3 21.2] and also as NT17NE 8009.

10 October 1892. ABERTAY. 4 years of Grangemouth. Lloyds +100A1. Survey 8/92. Steel steamship. 635 ton. 16 men. Master J. Logan. Owner A.T. Mackay, Grangemouth. Grangemouth to Rostock. Coal. Collided HMS IRON DUKE. Wind 2. Near the Forth Bridge.

Source: PP Abstracts of Shipping Casualties on Coasts, or in Rivers and Harbours of the UK July 1892-93 (1894 [C.7324] LXXVI.505).

NMRS, MS/829/68 (no. 1312).

(Classified as steel steamship, with cargo of coal: date of loss cited as 10 October 1892). Abertay: this vessel was in collision and then sank on the West side of Inchgarvie [Inch Garvie] (IRON DUKE). Capt. Logan.

Registration: Grangemouth. Built 1888. 1021 grt. Length: 67m. Beam: 10m.

(Location of loss cited as N56 0.03 W3 23.23).

I G Whittaker 1998.

Inch Garvie island lies E-W, and the collision may have occurred almost immediately under the Forth [Rail] Bridge (NT17NW 70), which opened in 1890. A location around NT 135 795 may be suggested. The location of this loss may lie within the quasi-administrative areas designated as Maritime - West Lothian or Maritime - Fife.

Information from RCAHMS (RJCM), 3 November 2003.

External Reference (20 October 2014)

The Abertay was refloated and sold. It was lost off Cornwall in 1912.

Information from Serena Cant, English Heritage, 20th October 2014

References

Baird, B. (1993) Shipwrecks of the Forth: including wrecks from Berwick on Tweed to Stonehaven. Glasgow. Page(s): 96, no. 125 RCAHMS Shelf Number: E.5.14.BAI

Larn and Larn, R and B. (1998) Shipwreck index of the British Isles: volume 4, Scotland. London. Page(s): DA 10/10/1892 RCAHMS Shelf Number: E.5.14.LAR

Larn and Larn, R and B. (1995) Shipwreck index of the British Isles: volume 1, Isles of Scilly, Cornwall, Devon, Dorset. London. RCAHMS Shelf Number: E.5.14.LAR

Whittaker, I G. (1998) Off Scotland: a comprehensive record of maritime and aviation losses in Scottish waters. Edinburgh. Page(s): 227 RCAHMS Shelf Number: E.5.14.WHI

Site Number	16
Site Name	Unknown: Inch Garvie, Firth Of Forth
Type of Site	Sloop (19th Century)
NRHE Number	
HER Number	NT17NW 8028
Status	Non-Designated Marine Asset
Importance:	Low
Easting	313500
Northing	679500
Parish	
Council	City of Edinburgh
Description	Canmore ID: 273918

NT17NW 8028 c. 135 795
N56 0 W3 23.2

NLO: Inch Garvie [name: NT 137 795].

(Classified as sloop, with cargo of whisky: date of loss cited as 5 November 1822). Unknown: this vessel stranded and bilged at the West end of Inchgarvie [Inch Garvie].

(Location of loss cited as N56 0.5 W3 23.0).

I G Whittaker 1998.

Inch Garvie island lies E-W, and a location around NT 135 795 may be suggested for this loss. The location of this loss may lie within the quasi-administrative areas designated as Maritime - West Lothian or Maritime - Fife.

Information from RCAHMS (RJCM), 10 August 2005.

References

Whittaker, I G. (1998) Off Scotland: a comprehensive record of maritime and aviation losses in Scottish waters. Edinburgh. Page(s): 226 RCAHMS Shelf Number: E.5.14.WHI

Site Number	17
Site Name	John And Nancy: Inch Garvie, Firth Of Forth
Type of Site	Craft (18th Century)
NRHE Number	
HER Number	NT17NW 8027
Status	Non-Designated Marine Asset
Importance:	Low
Easting	313500
Northing	679500
Parish	
Council	City of Edinburgh
Description	Canmore ID: 273916
	NT17NW 8027 c. 135 795 N56 0 W3 23.2
	NLO: Inch Garvie [name: NT 137 795].
	(No classification specified: cargo cited as coal, and date of loss as 13 February 1777). John& Nancy: this vessel hit Inchgarvie [Inch Garvie] and sank to the West. Capt. Welsh. Registration: Dysart.
	(Location of loss cited as N56 0.5 W3 25.0).
	I G Whittaker 1998.
	Inch Garvie island lies E-W, and a location around NT 135 795 may be suggested for this loss. The location of this loss may lie within the quasi-administrative areas designated as Maritime - West Lothian or Maritime - Fife.
	Information from RCAHMS (RJCM), 10 August 2005

References

Whittaker, I G. (1998) Off Scotland: a comprehensive record of maritime and aviation losses in Scottish waters. Edinburgh. Page(s): 226 RCAHMS Shelf Number: E.5.14.WHI

Site Number	18
Site Name	Favorite: Inch Garvie, Firth Of Forth
Type of Site	Sloop (19th Century)
NRHE Number	
HER Number	NT17NW 8037
Status	Non-Designated Marine Asset
Importance:	Low
Easting	313500
Northing	679500
Parish	
Council	City of Edinburgh
Description	Canmore ID: 283193

NT17NW 8037 c. 135 795
N56 0 W3 23.2

NLO: Inch Garvie [name: NT 137 795].

North Queensferry, 24th Mar. The FAVORITE, Tonkin, of and from Grangemouth for Calais, with pig-iron, on coming down the Firth this morning, struck on the rocks [at the] west end of Inch Garvie [Inchgarvie], and lies in a precarious state.

Source: The Marine List, LL, No. 12,791, London, Tuesday March 27 1855.

Grangemouth, 26th Mar. The FAVOURITE, McAlley, of and from this port for Calais, which went ashore at the west end of Inch Garvie, on the 24th Mar., was towed off with the evening's tide, making a great deal of water, and with serious damage.

Source: The Marine List, LL, No. 12,792, London, Wednesday March 28 1855.

NMRS, MS/829/72 (no. 9117).

Inch Garvie island lies E-W, and a location around NT 135 795 may be suggested for this loss. The location of this loss may lie within the quasi-administrative areas designated as Maritime - West Lothian or Maritime - Fife.

The loss of this vessel is not cited by I G Whittaker (1998), presumably on account of her successful recovery.

Information from RCAHMS (RJCM), 3 October 2006.

Site Number	19
Site Name	Thura: Inch Garvie, Firth Of Forth
Type of Site	Schooner (20th Century)
NRHE Number	
HER Number	NT17NW 8031

Status	Non-Designated Marine Asset
Importance:	Low
Easting	313700
Northing	679500
Parish	
Council	City of Edinburgh
Description	Canmore ID: 273937
	<p>NT17NW 8031 c. 137 795 N56 0 W3 23.0</p> <p>NLO: Inch Garvie [name: NT 137 795]</p> <p>Forth Bridge [name: NT 135 795].</p> <p>(Classified as wooden schooner, with cargo of pit props: date of loss cited as 13 November 1901). Thura: this vessel stranded on Inchgarvie. Capt. Lindskog.</p> <p>Registration: Swedish. Built 1890. 164 tons [unspecified].</p> <p>(Location of loss cited as N56 0.1 W3 23.0).</p> <p>I G Whittaker 1998.</p> <p>The location of this incident may lie within the quasi-administrative areas designated as Maritime - West Lothian or Maritime - Fife.</p> <p>Information from RCAHMS (RJCM), 11 August 2005.</p> <p>References Whittaker, I G. (1998) Off Scotland: a comprehensive record of maritime and aviation losses in Scottish waters. Edinburgh. Page(s): 227 RCAHMS Shelf Number: E.5.14.WHI</p>
Site Number	20
Site Name	Almuth Catharina: Inch Garvie, Firth Of Forth
Type of Site	Schooner (19th Century)
NRHE Number	
HER Number	NT17NW 8030
Status	Non-Designated Marine Asset
Importance:	Low
Easting	313700
Northing	679500
Parish	
Council	City of Edinburgh
Description	Canmore ID: 273936
	<p>NT17NW 8030 c. 137 795 N56 0 W3 23.0</p>

NLO: Inch Garvie [name: NT 137 795]

Forth Bridge [name: NT 135 795].

Inverkeithing, 31st May. The ALMUTH CATHARINA (schooner), of Boekzetelerfehn, Reuer, from Bo'ness to Leer, with pig iron and bricks, drifted on to the Inch Garvie [Inchgarvie] rocks 27th May, and is much broken and full of water: stores and part of rigging saved and cargo being taken out: crew saved.

Source: LL, No. 15,958, London, Saturday, June 3 1865.

NMRS, MS/829/72 (no. 10820).

(Classified as schooner, with cargo of pig iron and bricks: date of loss cited as 27 May 1865).
Almuth Catharina: this vessel was wrecked on Inchgarvie. Capt. Reur.

Registration: Boekzetelerfehn?

(Location of loss cited as N56 0.1 W3 23.0).

I G Whittaker 1998.

The location assigned to this record is essentially tentative. The incident may have occurred within the quasi-administrative areas designated as Maritime - West Lothian or Maritime - Fife.

Information from RCAHMS (RJCM), 11 August 2005.

References

Whittaker, I G. (1998) Off Scotland: a comprehensive record of maritime and aviation losses in Scottish waters. Edinburgh. Page(s): 227 RCAHMS Shelf Number: E.5.14.WHI

Site Number	21
Site Name	Contact: Inch Garvie, Firth Of Forth
Type of Site	Steamship (20th Century)
NRHE Number	
HER Number	NT17NW 8029
Status	Non-Designated Marine Asset
Importance:	Low
Easting	313700
Northing	679500
Parish	
Council	City of Edinburgh
Description	Canmore ID: 273935

NT17NW 8029 c. 137 795
N56 0 W3 23.0

NLO: Inch Garvie [name: NT 137 795]

Forth Bridge [name: NT 135 795].

(Classified as steamship: no cargo specified, but date of loss cited as 25 May 1923). Contact: this small cable-layer struck Inchgarvie and sank. Registration: Rosyth.

(Location of loss cited as N56 0.1 W3 24.0).

I G Whittaker 1998.

The location of this incident may lie within the quasi-administrative areas designated as Maritime - West Lothian or Maritime - Fife.

Information from RCAHMS (RJCM), 11 August 2005.

References

Whittaker, I G. (1998) Off Scotland: a comprehensive record of maritime and aviation losses in Scottish waters. Edinburgh. Page(s): 227 RCAHMS Shelf Number: E.5.14.WHI

Site Number	22
Site Name	Louise: Inch Garvie, Firth Of Forth
Type of Site	Schooner (19th Century)
NRHE Number	
HER Number	NT17NW 8022
Status	Non-Designated Marine Asset
Importance:	Low
Easting	313700
Northing	679500
Parish	
Council	City of Edinburgh
Description	Canmore ID: 267285

NT17NW 8022 c. 137 795
N56 0 W3 23.0

NLO: Inch Garvie [name: NT 137 795]

Forth Bridge [name: NT 135 795].

North Queensferry, 31st Aug., 1.55 p.m., LOUISE (Ger. Schr.) ran ashore on Inchgarvie at 9.30 a.m. today: she has just listed over: not known what injuries.

Source: Shipping Intelligence, LL, No. 19,767, London, Saturday September 1 1877.

North Queensferry, 31st Aug., the LOUISE (Ger. Schr.), reported by telegraph today as ashore on Inchgarvy [Inchgarvie], got off at 3.45 p.m., and proceeded: she is bound from Bo'ness to Riga, with coal.

Source: Shipping Intelligence, LL, No. 19,768, London, Tuesday September 4 [1877].

NMRS, MS/829/70 (no. 4667).

The location of this loss may lie within the quasi-administrative areas designated as Maritime - West Lothian or Maritime - Fife.

The Forth Railway Bridge (NT17NW 70) extends from NT 1390 7790 to 1315 8082.

The loss of this vessel is not cited by I G Whittaker (1998), presumably on grounds of her

successful recovery.

Information from RCAHMS (RJCM), 25 October 2004.

Site Number	23
Site Name	Express: Inch Garvie, Firth Of Forth
Type of Site	Schooner (19th Century)
NRHE Number	
HER Number	NT17NW 8024
Status	Non-Designated Marine Asset
Importance:	Low
Easting	313700
Northing	679500
Parish	
Council	City of Edinburgh
Description	Canmore ID: 269955

NT17NW 8024 c. 137 795
N56 0 W3 23.0

NLO: Inch Garvie [name: NT 137 795]

Forth Bridge [name: NT 135 795].

North Queensferry, Oct., 4.50 p.m., EXPRESS schooner, of Wick, from Alloa for Leven (light), is ashore on Inchgarvie Island, filling fast and likely to become a total wreck: crew saved.

Source: Shipping Intelligence, LL, No. 21,051, London, Monday October 17 1881.

North Queensferry, Oct. 22, 11.35 a.m., EXPRESS schooner, reported stranded on the 14th on Inchgarvel [Inch Garvie] Island, is now in St. Margaret's Hope, among shipping, on her beam ends: a wreck anchor holding: dangerous to shipping.

Source: Shipping Intelligence, LL, No. 21,057, London, Monday October 24 [1881].

NMRS, MS/829/70 (no. 5212).

The location of this incident may lie within the quasi-administrative areas designated as Maritime - West Lothian or Maritime - Fife. The available account appears to place the loss on Inchgarvie, within Queensferry Narrows.

The loss of this vessel is not cited by I G Whittaker (1998), presumably on grounds of her successful recovery.

Information from RCAHMS (RJCM), 13 January 2005.

Site Number	24
Site Name	Thistle: Inch Garvie, Firth Of Forth
Type of Site	Schooner (19th Century)
NRHE Number	

HER Number	NT17NW 8021
Status	Non-Designated Marine Asset
Importance:	Low
Easting	313700
Northing	679500
Parish	
Council	City of Edinburgh
Description	Canmore ID: 261863

NT17NW 8021 c. 137 795
N56 0 W3 23.0

NLO: Inch Garvie [name: NT 137 795]

Forth Bridge [name: NT 135 795].

North Queensferry, 3rd July, the THISTLE (schr.), of Aberdeen, from Charlestown, with coal and iron, has gone ashore on Inchgarvie: she will fill this tide, and most likely become a wreck: her cargo may be saved.

Source: Shipping Intelligence, LL, No. 18,161, London, Thursday July 4 1872.

Leith, 8th July, the THISTLE (schr.) (Off. No.15,617), Cameron, from Charlestown, with coal and iron, reported, 3rd July, as ashore on Inchgarvie island, was bound to Aberdeen. Sixteen tons of iron and 30 tons of coal have been landed from her at Queensferry, and it was expected that the rest of her cargo would be got out today, should the weather prove favourable.

Source: Shipping Intelligence, LL, No. 18,166, London, Wednesday July 10 [1872].

NMRS, MS/829/69 (no. 3818).

(Classified as wooden schooner, with cargo of coal and iron: date of loss cited as 3 July 1872).
Thistle: this vessel stranded on Inchgarvie [Inch Garvie]. Capt. Cameron.

Registration: Aberdeen. Built 1827. 64grt. Length: 17m. Beam: 6m.

(Location of loss cited as N56 0.5 W3 23.0).

I G Whittaker 1998.

The location of this loss may lie within the quasi-administrative areas designated as Maritime - West Lothian or Maritime - Fife.

The Forth Railway Bridge (NT17NW 70) extends from NT 1390 7790 to 1315 8082.

Information from RCAHMS (RJCM), 23 July 2004.

References

Whittaker, I G. (1998) Off Scotland: a comprehensive record of maritime and aviation losses in Scottish waters. Edinburgh. Page(s): 226 RCAHMS Shelf Number: E.5.14.WHI

Site Number	25
Site Name	Lively: Inch Garvie, Firth Of Forth
Type of Site	Craft (19th Century)

NRHE Number**HER Number**

NT17NW 8023

Status

Non-Designated Marine Asset

Importance:

Low

Easting

313700

Northing

679500

Parish**Council**

City of Edinburgh

Description

Canmore ID: 268871

NT17NW 8023 c. 137 795
N56 0 W3 23.0

NLO: Inch Garvie [name: NT 137 795]

Forth Bridge [name: NT 135 795].

Greenock, 25th Nov. 'The LIVELY, Spittal, is on shore on an island in the Frith [Firth of Forth], near Queensferry: she is supposed to have sustained very little damage, but lies in a dangerous situation.'

Source: The Marine List, LL, No. 5859, London, Friday November 28 1823.

NMRS, MS/829/71 (no. 6334).

The location of this loss may lie within the quasi-administrative areas designated as Maritime - West Lothian or Maritime - Fife. The available account appears to place the loss on Inchgarvie, within Queensferry Narrows.

The Forth Railway Bridge (NT17NW 70) extends from NT 1390 7790 to 1315 8082.

The loss of this vessel is not cited by I G Whittaker (1998), suggesting that she was successfully recovered.

Information from RCAHMS (RJCM), 29 November 2004.

Site Number

26

Site Name

Tyne: Inch Garvie, Firth Of Forth

Type of Site

Schooner (19th Century)

NRHE Number**HER Number**

NT17NW 8038

Status

Non-Designated Marine Asset

Importance:

Low

Easting

313700

Northing

679500

Parish**Council**

City of Edinburgh

Description

Canmore ID: 285191

NT17NW 8038 c. 137 795
N56 0 W3 23.0

NLO: Inch Garvie [name: NT 137 795]

Forth Bridge [name: NT 135 795].

Montrose, 25th Dec. A telegram received 21st Dec., states that the TYNE, Inglis, from Queensferry to Charlestown, in ballast, had, in rounding the Firth, missed stays and gone ashore on Inchgarvie, where she was expected to become a total wreck. Part of the cargo of this vessel was much damaged when she arrived at S. Queensferry, from this port on the 17th.

Source: LL, No. 15,512, London, Tuesday, December 29 1863.

Dundee, 28th Dec. Accounts received in Montrose of the 26th Dec., state that the TYNE (schr.), had struck on Inchgarvie, but got off on the 23rd Dec., and again grounded on the rocks under Oliver Cromwell's Battery, where, until the 25th, she still lay in a very perilous position.

Source: LL, No. 15,512, London, Tuesday, December 29 1863.

NMRS, MS/829/72 (no. 10516).

The location assigned to this record is essentially tentative.

The loss of this vessel is not cited by I G Whittaker (1998), presumably accepting her successful recovery.

Information from RCAHMS (RJCM), 12 December 2006.

Site Number	27
Site Name	Unknown 1822
Type of Site	Sloop
NRHE Number	
HER Number	NT17NW 8056
Status	Non-Designated Marine Asset
Importance:	Low
Easting	313800
Northing	679900
Parish	
Council	City of Edinburgh
Description	Canmore ID: 329081
	Reference (2011)
	Project Adair - Whittaker data upload.
	Whittaker ID : 16957
	Name : UNKNOWN 1822
	Latitude : 560030
	Longitude : 32300
	Type : SLOOP
	Loss Day : 5
	Loss Month : 11

Loss Year : 1822
 Comment : Stranded and bilged at the west end of Inchgarvie.
 Cargo : WHISKY

Site Number	28
Site Name	A/c Short
Type of Site	Aircraft (20th Century)
NRHE Number	
HER Number	NT17NW 8049
Status	Non-Designated Marine Asset
Importance:	Very High
Easting	313800
Northing	679900
Parish	
Council	City of Edinburgh
Description	Canmore ID: 326309
	Reference (2011)
	Project Adair - Whittaker data upload.
	Whittaker ID : 8555
	Name : A/C SHORT
	Latitude : 560030
	Longitude : 32300
	Registration : BRITISH
	Type : S.45
	Loss Day : 4
	Loss Month : 10
	Loss Year : 1912
	Comment : Capsized at Carlingnose, N end of the Forth Bridge
	Cargo : 5

Site Number	29
Site Name	Vixen: Dalmeny, Firth Of Forth
Type of Site	Lugger (19th Century)
NRHE Number	
HER Number	NT17NW 8016
Status	Non-Designated Marine Asset
Importance:	Low
Easting	314000
Northing	679000
Parish	
Council	City of Edinburgh
Description	Canmore ID: 199985

NT17NW 8016 c. 14 79
N56 00 W3 23

NLO: Dalmeny [name: NT 143 773]

[South] Queensferry [name: NT 128 783].

Possibly on map sheet NT17NE.

(Classified as wooden lugger, in ballast: date of loss cited as 22 March 1900). Vixen: this vessel was in collision and sank a little East of the Forth [railway] bridge.

Registration: British. 3 tons [unspecified].

(Location of loss cited as N56 0.5 W3 22).

I G Whittaker 1998.

The location assigned to this record is tentative. Dalmeny village (NT17NW 176) lies inland, centred at NT 144 774.

The Forth Railway Bridge (NT17NW 70) extends from NT 1390 7790 to 1315 8082.

Information from RCAHMS (RJCM), 3 February 2005.

References

Larn and Larn, R and B. (1998) Shipwreck index of the British Isles: volume 4, Scotland. London. Page(s): DA 22/03/1900 RCAHMS Shelf Number: E.5.14.LAR
Whittaker, I G. (1998) Off Scotland: a comprehensive record of maritime and aviation losses in Scottish waters. Edinburgh. Page(s): 226 RCAHMS Shelf Number: E.5.14.WHI

Site Number	30
Site Name	Unknown: Dalmeny, Firth Of Forth
Type of Site	Steamship (19th Century)
NRHE Number	
HER Number	NT17NW 8025
Status	Non-Designated Marine Asset
Importance:	Low
Easting	314000
Northing	679000
Parish	
Council	City of Edinburgh
Description	Canmore ID: 270310

NT17NW 8025 c. 14 79
N56 0 W3 23

NLO: Dalmeny [name: NT 143 773]

[South] Queensferry [name: NT 128 783].

Miscellaneous. Reported that following wreckage ashore Dalmeny, near [South] Queensferry:- bridge of steamboat with steering wheel, brass pillar on which is name Bav McLachlan & Co.,

Paisley, number 199, 1878, brass engine room teller. Width of bridge 25 feet. Iron stanchions, two rails three feet high, covered in sail cloth painted white. (Leith, March 3, 8.47 p.m.).

Source: Shipping Intelligence, LL, No. 21,170, London, Saturday March 4 [1882].

NMRS, MS/829/70 (no. 5339).

The location and quasi-administrative area assigned to this record are essentially arbitrary, being derived from the reported location of discovery of wreckage. The vessel presumably foundered or was in collision in the estuary, possibly within the areas designated Maritime - Fife or Maritime - West Lothian.

The date cited is also that of report, rather than loss.

The loss of this vessel is not cited by I G Whittaker (1998).

Information from RCAHMS (RJCM), 3 February 2005.

Site Number	31
Site Name	Concordia: Firth Of Forth
Type of Site	Galliot (19th Century)
NRHE Number	
HER Number	NT17NW 8018
Status	Non-Designated Marine Asset
Importance:	Low
Easting	314000
Northing	679000
Parish	
Council	City of Edinburgh
Description	Canmore ID: 248389

NT17NW 8018 c. 14 79
N56 0 W3 23

NLO: Beamer Rock [name: NT 119 800]

Long Craig Pier [name: NT 144 790].

Possibly on map sheet and/or within Maritime - Fife.

6 April 1852, CONCORDIA, of Emden, galliot, 76 ton, 4 men, B'oness to Altona, 110 ton pig iron, wind NW force 1, hazy, 5.30 am, tide 1 ? ebb. Master exam, mate no, vessel age 8, Lloyds A1, value #816, insured #600 with Hanoverian Co., Dusseldorf & Co., cargo #80, insured #240 at Glasgow. Place - Bemmer Rocks. First struck on north ridge of ----. A brig run foul of her, when, from light winds and eddy tide, she was thrown on the ---. Rock marked with a stone built beacon. She lay on the rock about 2 hours, when she heeled over and fell off the rock on her side, and whilst towing by boatmen from S. Queensferry, she sank off island of Long Craig, in two fathoms water. Part of goods have been recovered and lodged at N. Queensferry. H.J. Aden, Emden = Master and owner. Return of Coastguard Officers. Shipping and Mercantile Gazette 7 April 1852. Lloyds List 8 April 1852. Shipping and Mercantile Gazette 10 April 1852.

Source: PP Admiralty Register of Wrecks and other Casualties on Shores of the UK 1852 (1852-53 (983) LXI.1)

Inverkeithing, 6th Apl.. The CONCORDIA, of Emden, Adam, from Bo'ness to Altona, was in collision off St. Margaret's Hope, this morning, with a brig, and drifted on the Bemer Rock, when she fell over and sank; crew saved. [record received incomplete].

NMRS, MS/829/67 (no. 347).

(Classified as galliot with cargo of pig iron: date of loss cited as 6 April 1852). Concordia: his vessel was in collision, stranded on Beamer Rock, [was] refloated, [and] sank off Long Craig. Capt. Eden.

Registration: Emden. Built 1844. 76nrt.

(Location of loss cited as N56 0.75 W3 24.0).

I G Whittaker 1998.

The location assigned to this record is essentially tentative. The loss of this vessel may have occurred within the quasi-administrative area that is designated as Maritime - Fife.

Information from RCAHMS (RJCM), 5 August 2003.

References

Whittaker, I G. (1998) Off Scotland: a comprehensive record of maritime and aviation losses in Scottish waters. Edinburgh. Page(s): 225 RCAHMS Shelf Number: E.5.14.WHI

Site Number	32
Site Name	Eagle: South Pier, South Queensferry, Firth Of Forth
Type of Site	Steam Tug (20th Century)
NRHE Number	
HER Number	NT17NW 8017
Status	Non-Designated Marine Asset
Importance:	Low
Easting	312000
Northing	67800
Parish	
Council	City of Edinburgh
Description	Canmore ID: 200809

NT17NW 8017 c. 12 78
N55 59 W3 25

NLO: South Queensferry [name: NT 129 781].

(Classified as wooden steam tug, in ballast: date of loss cited as 7 March 1909). Eagle: this vessel was driven from moorings and stranded at South Queensferry Pier.

Registration: Coleraine. Built 1877. 2 tons [unspecified].

(Location of loss cited as N55 59.5 W3 23.25).

I G Whittaker 1998.

The location assigned to this record is essentially arbitrary. South Queensferry Pier cannot be identified from the available map evidence, but the term may refer to the Hawes Pier (NT17NW 172.00), at NT 13633 78497.

Information from RCAHMS (RJC), 2 November 2001.

EAGLE

01-12-2019

Leith, 16 March 1909: The tug Eagle, of Coleraine, whilst lying moored at the slipway in South Queensferry Harbour, March 7, touched rocks, causing bilges to give way and bottom planking to break. She afterwards sank and became a total wreck. [Lloyd's List, Friday, 19 March 1909]

Contributed by Jon Miller

References

Larn and Larn, R and B. (1998) Shipwreck index of the British Isles: volume 4, Scotland.

London. Page(s): DA 07/03/1909 RCAHMS Shelf Number: E.5.14.LAR

Whittaker, I G. (1998) Off Scotland: a comprehensive record of maritime and aviation losses in Scottish waters. Edinburgh. Page(s): 231 RCAHMS Shelf Number: E.5.14.WHI

Site Number	33
Site Name	Waterwitch: South Queensferry, Firth Of Forth
Type of Site	Steam Tug (19th Century)
NRHE Number	
HER Number	NT17NW 8036
Status	Non-Designated Marine Asset
Importance:	Low
Easting	312000
Northing	678000
Parish	
Council	City of Edinburgh
Description	Canmore ID: 274221

NT17NW 8036 c. 12 78
N55 59 W3 25

NLO: South Queensferry [name: NT 129 781].

Not to be confused with NT59NW 8006.

Aberdeen, 25th Oct. The WATERWITCH (st. tug), from Leith to Port Edgar, with sleepers, has been totally wrecked near South Queensferry.

Source: LL, No. 16,082, London, Thursday, October 26 1865.

NMRS, MS/829/72 (no. 10862).

(Classified as steam tug: no cargo specified, but date of loss cited as 25 October 1865).
Waterwitch: this vessel was wrecked at North [sic.] Queensferry.

(Location of loss cited as N56 0.5 W3 23.5).

I G Whittaker 1998.

A location of loss at South Queensferry is preferred. That cited by Whittaker appears less probable, being to the N of the direct route from Leith to Port Edgar.

Information from RCAHMS (RJCM), 17 August 2005.

References

Whittaker, I G. (1998) Off Scotland: a comprehensive record of maritime and aviation losses in Scottish waters. Edinburgh. Page(s): 226 RCAHMS Shelf Number: E.5.14.WHI

Site Number	34
Site Name	Jennie: South Queensferry, Firth Of Forth
Type of Site	Barge (19th Century)
NRHE Number	
HER Number	NT17NW 8008
Status	Non-Designated Marine Asset
Importance:	Low
Easting	312000
Northing	678000
Parish	
Council	City of Edinburgh
Description	Canmore ID: 197394

NT17NW 8008 c. 12 78
N55 59.3 W3 24

NLO: South Queensferry [name: NT 129 781].

3rd October 1860, JENNIE, barge, 50 tons, 3 crew, carrying flour and gunpowder, foundered, total loss, 3 lives lost, wind W12, Battery Point, Queensferry.

Source: PP Abstracts Returns of Wrecks and Casualties on Coasts of the UK [Record received incomplete].

NMRS, MS/829/68 (no. 2055).

(Name cited as Jeanie or possibly Jennie; classified as lighter with general cargo, and date of loss cited as 3 October 1860). This vessel was wrecked at Battery Pier, Queensferry.

I G Whittaker 1998.

The map sheet and administrative area cited for this vessel are arbitrary. It may fall within and/or Maritime - Fife.

Information from RCAHMS (RJCM), 1 October 2001.

References

Larn and Larn, R and B. (1998) Shipwreck index of the British Isles: volume 4, Scotland. London. Page(s): DA 03/10/1860 RCAHMS Shelf Number: E.5.14.LAR

Whittaker, I G. (1998) Off Scotland: a comprehensive record of maritime and aviation losses in Scottish waters. Edinburgh. Page(s): 226 RCAHMS Shelf Number: E.5.14.WHI

Site Number	35
Site Name	Electric Arc: Firth Of Forth
Type of Site	Craft (20th Century)
NRHE Number	
HER Number	NT17NW 8034
Status	Non-Designated Marine Asset
Importance:	Low
Easting	312000
Northing	678000
Parish	
Council	City of Edinburgh
Description	Canmore ID: 274033
	NT17NW 8034 c. 12 78 N55 59 W3 25
	NLO: Port Edgar [name: NT 120 788].
	(Classified as 'wooden electric motor vessel': date of loss cited as December 1916). Electric Arc: this vessel burnt out near Port Edgar. Length: 15m. Beam: 4m.
	(Location of loss cited as N55 59.6 W3 24.0).
	I G Whittaker 1998.
	References Whittaker, I G. (1998) Off Scotland: a comprehensive record of maritime and aviation losses in Scottish waters. Edinburgh. Page(s): 231 RCAHMS Shelf Number: E.5.14.WHI

Site Number	36
Site Name	Prince Regent: Battery Quarry, North Queensferry, Firth Of Forth
Type of Site	Sloop (19th Century)
NRHE Number	
HER Number	NT18SW 8049
Status	Non-Designated Marine Asset
Importance:	Low
Easting	313300
Northing	680300
Parish	
Council	City of Edinburgh
Description	Canmore ID: 286281
	NT18SW 8049 c. 133 803 N56 0.5 W3 23.4

NLO: Inverkeithing [name: NT 131 826]

North Queensferry [name: NT 132 804]

Inverkeithing Bay [name centred NT 141 816].

N. Queensferry, 31st Dec. The PRINCE REGENT (sloop), of Alloa, Cram, in ballast, drove on the rocks at Battery Quarry, last night, and has become a total wreck: crew saved.

Source: LL, No. 16,450, London, Wednesday, January 2 1867.

NMRS, MS/829/72 (no. 11161).

(Classified as sloop, in ballast: date of loss cited as 30 December 1866). Prince Regent: this vessel was wrecked at Battery Quarry, North Queensferry. Capt. Cram.

Registration: Alloa. Built 1846. 32 tons burthern. Length: 13m. Beam: 4m.

(Location of loss cited as N56 0.42 W3 23.33).

I G Whittaker 1998.

The location assigned to this record is essentially tentative. Battery Quarry (NT18SW 346) is at NT 1337 8030.

The name Battery Point is not noted as such on the 1998 edition of the OS 1:50,000 map, but apparently applies to the prominent (and eminently defensive) headland around NT 133 807, at the northern end of the Forth Rail Bridge (NT17NW 70).

Information from RCAHMS (RJCM), 9 February 2007.

References

Whittaker, I G. (1998) Off Scotland: a comprehensive record of maritime and aviation losses in Scottish waters. Edinburgh. Page(s): 226 RCAHMS Shelf Number: E.5.14.WHI

Site Number	37
Site Name	Earroller
Type of Site	Yacht
NRHE Number	
HER Number	NT18SW 8053
Status	Non-Designated Marine Asset
Importance:	Negligible
Easting	313248
Northing	680163
Parish	
Council	City of Edinburgh
Description	Canmore ID: 322273
	Reference (19 April 2012)
	Project Adair - UKHO data upload.
	UKHO Identifier : 002864
	Feature Class : Wreck

Wreck Category : Wreck showing any portion of hull or superstructure

State : LIVE

Classification : Unclassified

Position (Lat/long) : 56.00653,-3.39280

Horizontal Datum : ETRS 1989

WGS84 Position (Lat/long) : 56.00653,-3.39280

WGS84 Origin : Original

Previous Position : 56.00653,-3.39280

Position Quality : Precisely known

Depth Quality : Depth unknown

Water Depth : -2

Vertical Datum : Mean Low Water Springs

Name : EARROLLER

Type : YACHT

Flag : BRITISH

Length : 6.7

Date Sunk : 01/10/1995

Bottom Texture : Mud

Contact Description : Entire wreck

Original Sensor : Reported Sinking

Last Sensor : None reported

Original Detection Year : 1995

Last Detection Year : 2002

Original Source : Other

Last Source : Unknown

Circumstances of Loss : **SANK DURING RACE, DUE TO RAPID CHANGE OF WEATHER CONDITIONS. CREW RESCUED. (MRSC FORTH).

Surveying Details : **HH264/450/03 4.10.95 SANK IN 560024N, 032330W [OGB]. (MRSC FORTH, TELEX DTD 1.10.95). INS AS ST AS PLOTS ON INTERTIDAL AREA. BR STD.

POSITIONS BELOW THIS POINT ARE IN DEGREES, MINUTES AND DECIMALS OF A MINUTE

**29.6.02 EUT POSN: 5600.396N, 0323.584W. NE 736.

**13.7.02 NOW CHARTED IN 5600.392N, 0323.568W [EUT]. (AUTHORITY NOT STATED) NC 728.

Chart Symbol : ST

Date Last Amended : 04/10/2008

Date Position Last Amended : 04/10/2008

Site Number	38
Site Name	Unknown: Port Edgar, Firth Of Forth
Type of Site	Obstruction
NRHE Number	
HER Number	NT17NW 8003
Status	Non-Designated Marine Asset
Importance:	Uncertain
Easting	311849
Northing	678674
Parish	
Council	City of Edinburgh
Description	Canmore ID: 102095

NT17NW 8003 1185 7867
N55 59.5783 W3 24.8

Formerly entered as NT17NW 8631.

NLO: Port Edgar [name: NT 120 788].

Horizontal Datum = OGB

Surveying Details

The site's original position was given as bearing 190.5 degrees, 2.8 518 metres from the west breakwater of the lighthouse.

Hydrographic Office 1995.

Reference (19 April 2012)

Project Adair - UKHO data upload.

UKHO Identifier : 004201
Feature Class : Obstrn
State : LIVE
Classification : Unclassified
Position (Lat/long) : 55.99297,-3.41333
Horizontal Datum : ORDNANCE SURVEY OF GREAT BRITAIN (1936)
WGS84 Position (Lat/long) : 55.99290,-3.41473
WGS84 Origin : 3-D Cartesian Shift (BW)
Position Method : Compass Bearing and Radar Range
Position Quality : Precisely known
Depth Quality : Depth unknown
Water Depth : -2
Vertical Datum : Lowest Astronomical Tide
Name : Obstruction
Type : OBSTRUCTION
Bottom Texture : Mud
Contact Description : None reported
Original Sensor : None reported
Original Detection Year : 1956
Original Source : Other

Surveying Details : **6.3.56 OBSTN B & D: 190.5DEGS, 2.8C FROM W BREAKWATER LT HO. (LOCHINVAR SURVEYS). GIVES POSN 555934.7N, 032448W [OGB] ON INTERTIDAL AREA. NE F6845.

POSITIONS BELOW THIS POINT ARE IN DEGREES, MINUTES AND DECIMALS OF A MINUTE

**WGD POSN 5559.574N, 0324.884W. NE 736.

Chart Symbol : OB

Date Last Amended : 29/04/1986

Site Number	39
Site Name	Thura

Type of Site	Schooner
NRHE Number	
HER Number	NT17NW 8047
Status	Non-Designated Marine Asset
Importance:	Low
Easting	313820
Northing	679530
Parish	
Council	City of Edinburgh
Description	Canmore ID: 325451
	Reference (2011)
	Project Adair - Whittaker data upload.
	Whittaker ID : 4673
	Name : THURA
	Latitude : 560006
	Longitude : 32300
	Date Built : 1890
	Registration : SWEDISH
	Type : SCHOONER (WOOD)
	Tonnage : 164
	Loss Day : 13
	Loss Month : 11
	Loss Year : 1901
	Comment : Stranded Inchgarvie. Capt. Lindskog
	Cargo : PIT PROPS

Site Number	40
Site Name	Providence
Type of Site	Craft (Possible)
NRHE Number	
HER Number	NT17NW 8054
Status	Non-Designated Marine Asset
Importance:	Negligible
Easting	313820
Northing	679530
Parish	
Council	City of Edinburgh
Description	Canmore ID: 328957
	Reference (2011)
	Project Adair - Whittaker data upload.
	Whittaker ID : 16717

Name : PROVIDENCE
Latitude : 560006
Longitude : 32300
Position : All Gone
Loss Day : 9
Loss Month : 4
Loss Year : 1786
Comment : Put ashore on Inchgarvie. Capt. Ross
Cargo : GENERAL

Site Number	41
Site Name	Turo: Inch Garvie, Forth Of Firth
Type of Site	Schooner (20th Century)
NRHE Number	
HER Number	NT17NW 8006
Status	Non-Designated Marine Asset
Importance:	Low
Easting	313600
Northing	679500
Parish	
Council	City of Edinburgh
Description	Canmore ID: 120204

NT17NW 8006 c. 136 795
N56 0 W3 23.1

NLO: Inch Garvie [NT 136 795].

Formerly entered as NT17NW 191 at cited location NT 1373 7951 (N56 W3 23).

(Classified as Wooden Schooner, with cargo of pit props: date of loss cited as 13 November 1901). Thura: this vessel stranded on Inchgarvie [Inch Garvie]. Capt. Lindskog.

Registration: Swedish. Built 1890. 164 tons [unspecified].

(Location of loss cited as N56 0.10 W3 23.0).

I G Whittaker 1998.

The location and quasi-administrative area assigned to this record are essentially tentative. The loss may alternatively have occurred within the quasi-administrative areas designated as Maritime - Fife or Maritime - West Lothian.

The form and spelling of the name of this vessel remain unclear.

Information from RCAHMS (RJCM), 14 May 2004.

This vessel is not cited as either a wreck or a casualty in official Danish statistics, which are generally comprehensive and reliable. This may suggest that she was successfully recovered.

Information from Serena Cant (NMRC), 10 January 2008.

References

Baird, B. (1993) Shipwrecks of the Forth: including wrecks from Berwick on Tweed to Stonehaven. Glasgow. Page(s): 93, no. 118 RCAHMS Shelf Number: E.5.14.BAI
Larn and Larn, R and B. (1998) Shipwreck index of the British Isles: volume 4, Scotland. London. Page(s): DA 13/11/1901 RCAHMS Shelf Number: E.5.14.LAR
Whittaker, I G. (1998) Off Scotland: a comprehensive record of maritime and aviation losses in Scottish waters. Edinburgh. Page(s): 227 RCAHMS Shelf Number: E.5.14.WHI

Site Number	42
Site Name	Onny: Craig Spurry, Inch Garvie, Firth Of Forth
Type of Site	Schooner (19th Century)
NRHE Number	
HER Number	NT17NW 8009
Status	Non-Designated Marine Asset
Importance:	Low
Easting	313600
Northing	679500
Parish	
Council	City of Edinburgh
Description	Canmore ID: 198444

NT17NW 8009 c. 136 795
N56 0 W3 23.1

NLO: Inch Garvie [NT 136 795].

17 June 1878, ONNY, 14 yrs old, of Norway, wooden schooner, 89 tons, 5 crew, Master C. Salvesen, Owner S. Aogeun, Sandfjord, Norway, departed Charlestown, Fife, for Aalborg, carrying coal, wind W1, stranded, Craig Spurry, near Inch Garvie [Inchgarvie] Island, Firth of Forth.

Source: PP Abstracts Returns of Wrecks and Casualties on Coasts of the UK 1877 - 78 (1878-79 [C.2314] LXIV.395).

North Queensferry, 17th June, 8 a.m., Norw. schr. ONNY (?ONNI), of Sandefjord, from Charlestown to Aalborg, with coal, is ashore on Inch Garvie [Inchgarvie], with back broken. She is not insured.

Source: Shipping Intelligence, LL, No. 20,013, London, Tuesday June 18 1878.

NMRS, MS/829/69 (no. 2868).

(Classified as wooden schooner, with cargo of coal: date of loss cited as 17 June 1878). Onny: this vessel stranded on Craig Spurry, near Inchgarvie. Capt. Salvesen.

Registration: Norwegian. Built 1864. 89 tons [unspecified].

(Location of loss cited as N56 0.5 W3 23.0).

I G Whittaker 1998.

Craig Spurry is not noted as such on the 1998 editin of the Os 1:50,000 map, but the name presumably applies to one of the rocks that fringe Inchgarvie island.

The location of this loss may lie within the quasi-administrative areas designated as Maritime - West Lothian or Maritime - Fife.

Information from RCAHMS (RJCM), 9 October 2001.

References

Larn and Larn, R and B. (1998) Shipwreck index of the British Isles: volume 4, Scotland. London. Page(s): DA 17/06/1878 RCAHMS Shelf Number: E.5.14.LAR
Whittaker, I G. (1998) Off Scotland: a comprehensive record of maritime and aviation losses in Scottish waters. Edinburgh. Page(s): 226 RCAHMS Shelf Number: E.5.14.WHI

Site Number	43
Site Name	Fremad: Inch Garvie, Firth Of Firth
Type of Site	Schooner (19th Century)
NRHE Number	
HER Number	NT17NW 8012
Status	Non-Designated Marine Asset
Importance:	Low
Easting	313600
Northing	679500
Parish	
Council	City of Edinburgh
Description	Canmore ID: 199017

NT17NW 8012 c. 136 795
N56 0 W3 23.1

NLO: Inch Garvie [NT 136 795].

2nd November 1884, FREMAD, 23 yrs old, registered Norway, wooden schooner, 48 tons, 4 crew. Master and Owner S. E. Salvesen, Grimstad, Norway. Departed Borrowstoneness [Bo'ness] for Grimstad, carrying coal. Wind calm, stranded Inchgarvie, Firth of Forth.

Source: PP Abstracts of Shipping Casualties on Coasts, or in Rivers and Harbours of the UK July 1884-85 (1887 [C.5094] LXXIV.247).

FREMAD. North Queensferry, Nov. 7, 5 15 p.m.. The Norwegian schooner FREMAD, stranded on Inchgarvie Island, Firth of Forth, on the 2d inst.. Cargo (coal) saved. Vessel has become a total wreck.

Source: Maritime Intelligence, Shipping & Mercantile Gazette and LL, No. 14,734, London, Saturday November 8 1884.

NMRS, MS/829/68 (no. 1949).

(Classified as wooden schooner, with cargo of coal: date of loss cited as 2 November 1884). This vessel stranded on Inchgarvie.

I G Whittaker 1998.

The location of this loss may lie within the quasi-administrative areas designated as Maritime - West Lothian or Maritime - Fife.

Information from RCAHMS (RJCM), 15 October 2001.

References

Larn and Larn, R and B. (1998) Shipwreck index of the British Isles: volume 4, Scotland. London.
 Page(s): DA 02/11/1884 RCAHMS Shelf Number: E.5.14.LAR
 Whittaker, I G. (1998) Off Scotland: a comprehensive record of maritime and aviation losses in Scottish waters. Edinburgh. Page(s): 227 RCAHMS Shelf Number: E.5.14.WHI

Site Number	44
Site Name	Unknown 9999
Type of Site	Obstruction
NRHE Number	
HER Number	NT17NW 8045
Status	Non-Designated Marine Asset
Importance:	Low
Easting	312310
Northing	678500
Parish	
Council	City of Edinburgh
Description	Canmore ID: 325069
	Reference (2011)
	Project Adair - Whittaker data upload.
	Whittaker ID : 2145
	Name : UNKNOWN 9999
	Latitude : 555949
	Longitude : 32443
	Type : REMAINS OF JETTY
	Position : Exact Position
	Loss Year : 9999

Site Number	45
Site Name	Aid: Ferry Toll Quarry, Inverkeithing, Firth Of Forth
Type of Site	Sloop (19th Century)
NRHE Number	
HER Number	NT18SW 8025
Status	Non-Designated Marine Asset
Importance:	Low
Easting	312000
Northing	680000
Parish	
Council	City of Edinburgh
Description	Canmore ID: 262540

NT18SW 8025 c. 12 80
N56 0 W3 25

NLO: Inverkeithing [name: NT 132 828]

Feerry Hills [name: NT 127 813]

Inverkeithing Bay [name centred NT 143 816].

Possibly on map sheet NT18SE.

Inverkeithing, 7th Nov., the AID (sloop), of Bo'ness (Off. No. 7,721), Johnston, from Ferry Toll quarry to Fisherrow, with part cargo of stones on board, was wrecked on the beach at the former place during a heavy gale yesterday: the vessel is likely to be sold as she lies, but the cargo will be saved.

Source: Shipping Intelligence, LL, No. 18,271, London, Saturday November 9 [1872].

NMRS, MS/829/69 (no. 3857).

(Classified as sloop, with cargo of stones: date of loss cited as 6 Novmber 1872). This vessel was wrecked on the beach at Ferry Toll quarry. Capt. Johnston. ON: 7,721.

I G Whittaker 1998.

The location assigned to this record is tentative. The local topography in this area has been greatly altered by construction works and coastal reclamation.

Information from RCAHMS (RJCM), 9 August 2004.

References

Whittaker, I G. (1998) Off Scotland: a comprehensive record of maritime and aviation losses in Scottish waters. Edinburgh. Page(s): 225 RCAHMS Shelf Number: E.5.14.WHI

Site Number	46
Site Name	Unknown 1879
Type of Site	Fishing Vessel
NRHE Number	
HER Number	NT17NW 8052
Status	Non-Designated Marine Asset
Importance:	Low
Easting	313510
Northing	679700
Parish	
Council	City of Edinburgh
Description	Canmore ID: 327962
	Reference (2011)
	Project Adair - Whittaker data upload.
	Whittaker ID : 13861

Name : UNKNOWN 1879
 Latitude : 560015
 Longitude : 32330
 Type : FISHING BOAT
 Loss Day : 14
 Loss Month : 5
 Loss Year : 1879
 Comment : Collision and sunk near Queensferry (CELURCA).

Site Number	47
Site Name	A/c Sopwith
Type of Site	Aircraft (20th Century)
NRHE Number	
HER Number	NT17NW 8051
Status	Non-Designated Marine Asset
Importance:	Very High
Easting	313800
Northing	679700
Parish	
Council	City of Edinburgh
Description	Canmore ID: 326340
	Reference (2011)
	Project Adair - Whittaker data upload.
	Whittaker ID : 8607
	Name : A/C SOPWITH
	Latitude : 560020
	Longitude : 32300
	Registration : BRITISH
	Type : 2F.1 SHIP'S CAMEL
	Loss Day : 29
	Loss Month : 5
	Loss Year : 1922
	Comment : Engine failure whilst under the Forth Bridge and crashed into the sea
	Cargo : N7368 203 Sqn

Site Number	48
Site Name	Unknown: Forth Road Bridge, Firth Of Forth
Type of Site	Obstruction
NRHE Number	
HER Number	NT17NW 8004
Status	Non-Designated Marine Asset
Importance:	Uncertain
Easting	312567
Northing	679009

Parish

Council

City of Edinburgh

Description

Canmore ID: 102150

NT17NW 8004 1256 7901
N55 59.7667 W3 24.1167

Formerly entered as NT17NW 8686.

Horizontal Datum = OGB

Surveying Details

7 January 1969. Nothing was shown on HMS VIDAL's survey (although no specific search was made).

Original report by HMS VIDAL, 17 August 1968.

Hydrographic Office, 1995.

The location indicated for this obstruction suggests that it may be the causeway between the S pier of the road bridge and the South Queensferry shore. This was apparently laid during the construction of the bridge to provide access to the pier; it is easily distinguished on the echo sounder of a small diving boat.

Information from RCAHMS (RJCM), 3 September 2001.

Site Number

49

Site Name

Unknown: Port Edgar, Jetty, Firth Of Forth

Type of Site

Jetty (Period Unassigned), Obstruction

NRHE Number

HER Number

NT17NW 8001

Status

Non-Designated Marine Asset

Importance:

Low

Easting

311857

Northing

679024

Parish

Council

City of Edinburgh

Description

Canmore ID: 102093

NT17NW 8001 1185 7902
N55 59.7667 W3 24.8

Formerly entered as NT17NW 8629.

NLO: Port Edgar [name: NT 120 788].

Horizontal Datum = OGB

Hydrographic Office, 1995.

Reference (19 April 2012)

Project Adair - UKHO data upload.

UKHO Identifier : 004205

Feature Class : Obstrn

State : DEAD

Classification : Unclassified

Position (Lat/long) : 55.99611,-3.41333

Horizontal Datum : ORDNANCE SURVEY OF GREAT BRITAIN (1936)

WGS84 Position (Lat/long) : 55.99604,-3.41473

WGS84 Origin : 3-D Cartesian Shift (BW)

Position Quality : Unreliable

Depth Quality : Depth unknown

Water Depth : -1

Vertical Datum : Lowest Astronomical Tide

Name : Obstruction

Type : REMAINS OF JETTY

Contact Description : Notable debris

Original Sensor : None reported

Original Detection Year : 1969

Original Source : Other

Surveying Details : **7.1.69 OBSTNS SHOWN ON INSIDE OF W BREAKWATER ON 116, 119, 114C, 114B. (AUTHORITY NOT KNOWN).

**23.11.71 INS ON NC 736.

Charting Comments : POSN FOR FILING ONLY

Date Last Amended : 22/10/2003

Site Number	50
Site Name	Unknown
Type of Site	Craft (Possible)
NRHE Number	
HER Number	NT17NW 8041
Status	Non-Designated Marine Asset
Importance:	Uncertain
Easting	312260
Northing	678230
Parish	
Council	City of Edinburgh
Description	Canmore ID: 325064
	Reference (2011)
	Project Adair - Whittaker data upload.
	Whittaker ID : 2139

Name : UNKNOWN
 Latitude : 555934
 Longitude : 32448
 Position : Exact Position
 Comment : Wreck (?) reported 190.5 degs 2.8 cables from West Breakwater Light House.

Site Number 51
Site Name Telesilla: Macintosh Rock, Firth Of Forth
Type of Site Steamship (19th Century)
NRHE Number
HER Number NT18SW 8004
Status Non-Designated Marine Asset
Importance: Low
Easting 312557
Northing 680246
Parish
Council City of Edinburgh
Description Canmore ID: 96680

NT18SW 8004 1255 8024
 N56 .4333 W3 24.15

NLO: Beamer Rock [name: NT 119 800].

Formerly entered as Site no. 8149.

14 September 1896 TELESILLA, 19 years, of London. Lloyds +90 A1. Survey 12/95, iron steamship, 725 ton, 16 men. Master A. Harvey. Owner F. Gordon, Newcastle. Grangemouth to Hamburg. Coal. Wind WSW6. Beamer Rock, Firth of Forth.

Source: PP Abstracts of Shipping Casualties on Coasts, or in Rivers and Harbours of the UK July 1896-97 (1898 [C.8917] LXXXVIII.401).

NMRS, MS/829/67 (no. 889).

Operations are at present being prosecuted in connection with the removal of the wrecks of the SS Ruby [NT08SE 8001] and another vessel which was beached about nine years ago in the Forth near Queensferry, and also the masts and funnel of the SS Skulda [NT08SE 8014] which was recently sunk in a collision. As may be supposed, the wrecks are a danger to shipping.

(The other vessel noted is probably the Telesilla [NT18SW 8004], sunk near North Queensferry on 14 September 1896).

Source: Fifeshire Advertiser, 8 November 1906.

Quality of fix = PA

Horizontal Datum = OGB

Circumstances of Loss Details

The vessel struck Beamer Rock, and afterwards grounded close to Mackintosh Rock, en route from Grangemouth to Hamburg.

Source: Lloyds List 14 September 1896.

Surveying Details

2 December 1981. Mackintosh Rock now supports the north pier of the Forth Road Bridge and it is suspected that the wreck has been removed.

Report by I G Whittaker, 18 November 1981.

Hydrographic Office 1995.

Rediscovered and part removed during construction operations around N pier of Forth Road Bridge.

Source: [Edinburgh] Evening News, 27 May 1997.

CENTURY OLD WRECK ROCKS BRIDGE WORK

Work on strengthening the massive supports of Forth Road Bridge is being hampered by the wreck of 100 year of steamship. The TELESILLA hit Macintosh Rock and sank along with its cargo of coal. The rock now forms the base for the north support of the bridge and a ?7 million project to build protective cladding has been delayed because the wreck is proving difficult to shift. Now the contractors are bringing in a Dutch crushing rig with powerful grabs to literally tear the TELESILLA away from the bridge. Books and charts alerted the company, Balfour Beatty, to the presence of the wreck. Although records show that the superstructure was removed in 1906, its hull remains in place.

"It's too close to the bridge to allow us to use dynamite" said a spokesman from the Forth Bridge Joint Board. "We always knew it was there but have to admit it is proving more difficult to shift than we anticipated." Earlier plans included using divers to cut away a section of the 230ft ship and attach airbags to make it easier to move it out of the way. However, the sheer bulk and thickness of the hull thwarted that idea.

The TELESILLA sailed from Grangemouth on 14 September 1896 loaded with coal but hit Beamer Rock and eventually sank at the foot of Macintosh Rock. There are no reports of loss of life. It is to guard against the 1 in 435 risk of a ship hitting the Forth Road Bridge that a series of 14m diameter cofferdams are being built on the inside of each support. The work is scheduled to be completed by November.

Source: Scotsman 31 July 1997

Note: This wreck was demolished between 31 July and 11 August [1997].

Information from Peter Yeoman (Fife Regional Archaeologist) in conversation with contractors [1997].

(Classified as iron steamship, with cargo of coal: date of loss cited as 14 September 1896). Telesilla: this vessel was stranded on Beamer Rock, then Macintosh Road [Macintosh Rock]. Capt. Harvey.

Registration: London. 1174 grt. Length: 70m. Beam: 10m.

(Location of loss cited as N56 0.4 W3 24.08).

I G Whittaker 1998.

Reference (19 April 2012)

Project Adair - UKHO data upload.

UKHO Identifier : 002799

Feature Class : Wreck

State : LIFT

Classification : Unclassified

Position (Lat/long) : 56.00722,-3.40250

Horizontal Datum : ORDNANCE SURVEY OF GREAT BRITAIN (1936)

WGS84 Position (Lat/long) : 56.00715,-3.40390

WGS84 Origin : 3-D Cartesian Shift (BW)

Position Quality : Unreliable

Depth Quality : Depth unknown

Water Depth : -1

Vertical Datum : Mean Low Water Springs

Name : TELESILLA

Type : SS

Flag : BRITISH

Length : 70.1

Beam : 9.8

Draught : 5.2

Tonnage : 1174

Tonnage Type : Gross

Cargo : COAL

Date Sunk : 14/09/1896

Contact Description : Notable debris

Original Sensor : Reported Sinking

Original Detection Year : 1986

Original Source : Other

Circumstances of Loss : **BUILT IN 1877 BY E WITHY & CO, HARTLEPOOL. OWNED AT TIME OF LOSS BY F GORDON, NEWCASTLE-UPON-TYNE. ONE BOILER, COMPOUND EXPANSION ENGINE OF 120NHP, SINGLE SHAFT. PASSAGE GRANGEMOUTH FOR HAMBURG. DROVE ASHORE IN WSW FORCE 6, DRIFTED OFF AND SANK. (LLOYDS REPORT OF CASUALTY 14.9.1896 & SIBI).

Surveying Details : **H1310/81/32 2.12.81 MACKINTOSH RK NOW SUPPORTS N. PIER OF FORTH ROAD BRIDGE. SUSPECT WK REMOVED. (I G WHITTAKER, 18.11.81). NCA.

POSITIONS BELOW THIS POINT ARE IN DEGREES, MINUTES AND DECIMALS OF A MINUTE

**6.10.08 DUPLICATE RECORD. DETAILS TRANSFERRED TO 2865.

Charting Comments : POSN FOR FILING ONLY DUPLICATE RECORD SEE 2865

Date Last Amended : 04/10/2008

Date Position Last Amended : 15/01/1982

Site Number	52
Site Name	Unknown: North Queensferry, Firth Of Forth
Type of Site	Boiler (19th Century), Craft (19th Century)(Possible), Obstruction, Steamship (19th Century)
NRHE Number	
HER Number	NT18SW 8001
Status	Non-Designated Marine Asset
Importance:	Low
Easting	312625

Northing 680167

Parish

Council City of Edinburgh

Description Canmore ID: 96643

NT18SW 80011262 8016

N56 .3917 W 3 24.0833

NLO: North Queensferry [name: NT 132 804].

Formerly entered as NT18SW 8112.

Horizontal Datum = OGB

Surveying Details

24 February 1961. A boiler, 10 feet in diameter, is reported awash at position 56 00 23.5N, 003 24 05W by the Marine Superintendent of Grangemouth.

7 January 1969. The boiler is not visible at low water, however its presence has not been disproved.

Hydrographic Office 1995.

Possibly on map sheet and/or in quasi-administrative area Maritime - West Lothian or Maritime - Fife. Queensferry Narrows are not noted as such on the 1998 edition of the OS 1:50,000 map, but the name applies to the narrows between North and South Queensferry.

Information from RCAHMS (RJCM), 1 October 2003.

Reference (19 April 2012)

Project Adair - UKHO data upload.

UKHO Identifier : 002796

Feature Class : Obstn

State : LIVE

Classification : Unclassified

Position (Lat/long) : 56.00645,-3.40278

Horizontal Datum : ETRS 1989

WGS84 Position (Lat/long) : 56.00645,-3.40278

WGS84 Origin : Block Shift

Previous Position : 56.00645,-3.40278

Position Quality : Precisely known

Depth Quality : Depth unknown

Water Depth : 2

Water Level Effect : Awash

Vertical Datum : Mean Low Water Springs

Name : TELESILLA (REMAINS OF) (PROBABLY)

Type : SS

Flag : BRITISH

Length : 70.1

Beam : 9.6

Draught : 5.2

Tonnage : 1203

Tonnage Type : Gross

Cargo : COAL
 Date Sunk : 14/09/1896
 Bottom Texture : Mud
 Contact Description : Other
 Original Sensor : Video Sensor
 Original Detection Year : 1961
 Original Source : Other

Circumstances of Loss : **BUILT 1877 BY E WITHY & CO, HARTLEPOOL, WITH 2 CYLINDER COMPOUND ENGINE OF OF 120HP, 1 BOILER, SINGLE SHAFT. MACHINERY BY T RICHARDSON & SONS, HARTLEPOOL. OWNED AT TIME OF LOST BY E GORDON, NEWCASTLE. PASSAGE GRANGEMOUTH FOR HAMBURG. RAN ON TO BEAMER ROCK, THEN DRIFTED OFF AND SANK ADJACENT TO MACKINTOSH ROCK, ON WHICH THE N TOWER OF THE FORTH ROAD BRIDGE WAS BUILT. IN 1906 IT WAS REPORTED THAT DISPERSAL OPS WERE BEING CARRIED OUT ON A VESSEL BEACHED NEAR QUEENSFERRY PRESUMABLY THIS WRECK. (LLOYDS REPORT OF CASUALTY 14.9.1896, SIBI, SHIPWRECKS OF THE FORTH, & OFF SCOTLAND)

Surveying Details : **H1023/61 24.2.61 BOILER, [PROBABLY FROM TELESILLA, SEE 2865]. OBSTN (AWASH) IN 560023.5N, 032405W [OGB]. (MARINE SUPT GRANGEMOUTH HN). BR STD.

**H7915/68 7.1.69 NOT VISIBLE AT LW. NOT DISPROVED. (HMS VIDAL, R OF S DTD 17.8.68). NCA.

POSITIONS BELOW THIS POINT ARE IN DEGREES, MINUTES AND DECIMALS OF A MINUTE

**29.6.02 EUT POSN: 5600.387N, 0324.167W. NE 736.

General Comments : DIAMETER 10FT, PROBABLY FROM "TELESILLA" [SEE 2865]

Chart Symbol : OB Awash
 Date Last Amended : 19/07/2010
 Date Position Last Amended : 19/07/2010

Site Number	53
Site Name	Telesilla
Type of Site	Steamship
NRHE Number	
HER Number	NT18SW 8054
Status	Non-Designated Marine Asset
Importance:	Low
Easting	312589
Northing	680107
Parish	
Council	City of Edinburgh
Description	Canmore ID: 322274
	Reference (19 April 2012)
	Project Adair - UKHO data upload.
	UKHO Identifier : 002865
	Feature Class : Wreck
	Wreck Category : Dangerous wreck

State : LIFT
Classification : Unclassified
Position (Lat/long) : 56.00597,-3.40194
Horizontal Datum : ORDNANCE SURVEY OF GREAT BRITAIN (1936)
WGS84 Position (Lat/long) : 56.00590,-3.40334
WGS84 Origin : 3-D Cartesian Shift (BW)
Position Quality : Precisely known
Depth Quality : Depth unknown
Water Depth : 5
Vertical Datum : Mean Low Water Springs
Name : TELESILLA
Type : IRON SS
Flag : BRITISH
Length : 70.1
Beam : 9.6
Draught : 5.3
Tonnage : 1203
Tonnage Type : Gross
Cargo : COAL
Date Sunk : 14/09/1896
Contact Description : Entire wreck
Original Sensor : Other
Last Sensor : None reported
Original Detection Year : 1996
Last Detection Year : 1997
Original Source : Other
Last Source : Other

Circumstances of Loss : **BUILT 1877 BY E WITHY & CO, HARTLEPOOL, WITH 2 CYLINDER COMPOUND ENGINE OF 120HP, 1 BOILER, SINGLE SHAFT. MACHINERY BY T RICHARDSON & SONS, HARTLEPOOL. OWNED AT TIME OF LOST BY E GORDON, NEWCASTLE. ON PASSAGE GRANGEMOUTH FOR HAMBURG. RAN ON TO BEAMER ROCK, THEN DRIFTED OFF AND SANK ADJACENT TO MACKINTOSH ROCK, ON WHICH THE N TOWER OF THE FORTH ROAD BRIDGE WAS BUILT. IN 1906 IT WAS REPORTED THAT DISPERSAL OPS WERE BEING CARRIED OUT ON A VESSEL BEACHED NEAR QUEENSFERRY PRESUMABLY THIS WRECK. (LLOYDS REPORT OF CASUALTY 14.9.1896, SIBI, SHIPWRECKS OF THE FORTH, & OFF SCOTLAND)

Surveying Details : **H4512/25 19.10.25 WK 8FT IN 560022N, 032407W [UND], OR 104DEGS 50FT FROM MACKINTOSH ROCK LT. ORIGINAL AUTHORITY FOR WRECKAGE CANNOT BE TRACED, IT IS NOT SHOWN ON CAPT. COMBE'S SURVEYS [C.7976] OR [C.6632]. BR STD.

**7.10.44 DELETE. (AUTHORITY NOT STATED) NE F086.

**H4322/59 12.10.59 WK 1.25FMS CLOSE SE OF BLACK TOWER REMOVED. (QHM ROSYTH HN 3/59) AMENDED TO DEAD.

**H1310/81/32 2.12.81 MACKINTOSH RK NOW SUPPORTS N. PIER OF FORTH ROAD BRIDGE. SUSPECT WK REMOVED. (I G WHITTAKER, 18.11.81). NCA.

**HH264/450/04 30.5.96 WK LOCATED 15MTRS SE OF THE N PIER OF THE FORTH ROAD BRIDGE. INITIALLY FOUND BY DRILLING. VESSEL IS OF IRON OR STEEL. LENGTH 20MTRS BY 4MTRS DEEP. GEN DEPTH 4-5MTRS. (BABTIE GROUP, LTR DTD 22.5.96 & TELECON). POSN 560021.5N, 032407W [OGB]. FOR FILING ONLY, PLOTS TOO CLOSE TO BRIDGE TO CHART.

**HH264/450/04 11.8.97 WK TO BE REMOVED. SHEERLEGS BARGE 'ROTTERDAM' TO BE MOORED. (FORTH PORT PLC, NM 11/97).

**15.8.97 WK IS THAT OF IRON SS 'TELESILLA', SOME 100 YEARS OLD. (LL, PEOPLE AND PLACES COLUMN, 6.8.97). NCA.

POSITIONS BELOW THIS POINT ARE IN DEGREES, MINUTES AND DECIMALS OF A MINUTE

****20.10.03 IRON WRECKAGE WAS REMOVED DURING THE CONSTRUCTION OF THE FORTH ROAD BRIDGE. (SIBI). NCA, AMENDED TO LIFT.**

General Comments : BOILER OF THIS VESSEL IS PROBABLY [2796]

Charting Comments : EXISTING SCALES TOO SMALL [SEE 2796]

Date Last Amended : 19/07/2010

Site Number	54
Site Name	Unknown 1777
Type of Site	Craft (Possible)
NRHE Number	
HER Number	NT17NW 8059
Status	Non-Designated Marine Asset
Importance:	Uncertain
Easting	312400
Northing	679800
Parish	
Council	City of Edinburgh
Description	Canmore ID: 329603
	Reference (2011)
	Project Adair - Whittaker data upload.
	Whittaker ID : 17931
	Name : UNKNOWN 1777
	Latitude : 560020
	Longitude : 32430
	Registration : DYSART
	Loss Month : 1
	Loss Year : 1777
	Comment : Hit Beamer Rock and sank.
	Cargo : COAL

Site Number	55
Site Name	Edward
Type of Site	Schooner
NRHE Number	
HER Number	NT17NW 8058
Status	Non-Designated Marine Asset
Importance:	Low
Easting	312400
Northing	679800
Parish	
Council	City of Edinburgh

Description	<p>Canmore ID: 329477</p> <p>Reference (2011)</p> <p>Project Adair - Whittaker data upload.</p> <p>Whittaker ID : 17737</p> <p>Name : EDWARD Latitude : 560020 Longitude : 32430 Registration : STRALSUND Type : SCHOONER Loss Day : 21 Loss Month : 1 Loss Year : 1853 Comment : Stranded Beamer Rock. Capt. Gunn. Thought might sink if attempted refloat. Cargo : WHEAT</p>
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Site Number	56
Site Name	Eagle: Battery Point, North Queensferry, Firth Of Forth
Type of Site	Steamship (19th Century)
NRHE Number	
HER Number	NT18SW 8022
Status	Non-Designated Marine Asset
Importance:	Low
Easting	313300
Northing	680700
Parish	
Council	City of Edinburgh
Description	<p>Canmore ID: 251558</p> <p>NT18SW 8022 c. 133 807 N56 0.7 W3 23.4</p> <p>NLO: North Queensferry [name: NT 132 804].</p> <p>14 November 1893, EAGLE, new, of Glasgow. Steel steamship. 39 ton. 4 men. Master D. Raeburn. Owner J. Milne, Montrose. Montrose to Campbeltown. Barley. Wind variable 1. Battery Point, North Queensferry.</p> <p>Source: PP Abstracts of Shipping Casualties on Coasts, or in Rivers and Harbours of the UK July 1893-94 (1895 [C.7858] LXXXVII.327).</p> <p>NMRS, MS/829/68 (no. 1165).</p> <p>(Classified as steel steamship, with cargo of barley: date of loss cited as 14 November 1893). This vessel stranded at Battery Point.</p> <p>I G Whittaker 1998.</p> <p>The location assigned to this record is essentially tentative. Battery Point is not noted as such on the 1998 edition of the OS 1:50,000 map, but the name presumably applies to the</p>

prominent (and eminently defensive) headland around NT 133 807, at the northern end of the Forth Rail Bridge (NT17NW 70).

Information from RCAHMS (RJCM), 22 October 2003.

References

Whittaker, I G. (1998) Off Scotland: a comprehensive record of maritime and aviation losses in Scottish waters. Edinburgh. Page(s): 226 RCAHMS Shelf Number: E.5.14.WHI

Site Number	57
Site Name	Benwell: North Queensferry, Firth Of Forth
Type of Site	Paddle Steamer (19th Century)
NRHE Number	
HER Number	NT18SW 8014
Status	Non-Designated Marine Asset
Importance:	Low
Easting	313100
Northing	680100
Parish	
Council	City of Edinburgh
Description	Canmore ID: 197564

NT18SW 8014 c. 131 801
N56 0.4 W3 23.6

Possibly on map sheet NT17NW.

NLO: North Queensferry [name: NT 132 804].

(Classified as woodem paddle steamship: no cargo specified, but date of loss cited as February 1867). Benwell: this vessel burnt out at North Queensferry.

Registration: Leith. Built 1858. 38 grt. Length: 20m. Beam: 4m.

(Location of loss cited as N56 0.5 W3 23.75).

I G Whittaker 1998.

The location of this loss may fall on map sheet and/or within the quasi-administrative areas designated as Maritime - West Lothian or Maritime - Fife.

Queensferry Narrows are not noted as such on the 1998 edition of the OS 1:50,000 map, but the name applies to the narrows between North and South Queensferry.

Information from RCAHMS (RJCM), 22 October 2001.

References

Larn and Larn, R and B. (1998) Shipwreck index of the British Isles: volume 4, Scotland. London. Page(s): DA * 00/08/1867 RCAHMS Shelf Number: E.5.14.LAR

Whittaker, I G. (1998) Off Scotland: a comprehensive record of maritime and aviation losses in Scottish waters. Edinburgh. Page(s): 226 RCAHMS Shelf Number: E.5.14.WHI

Site Number	58
Site Name	Osprey: North Queensferry, Firth Of Forth
Type of Site	Lugger (19th Century)
NRHE Number	
HER Number	NT18SW 8021
Status	Non-Designated Marine Asset
Importance:	Low
Easting	313100
Northing	680100
Parish	
Council	City of Edinburgh
Description	<p>Canmore ID: 251387</p> <p>NT18SW 8021 c. 131 801 N56 0.4 W3 23.6</p> <p>NLO: North Queensferry [name: NT 132 804].</p> <p>28 December 1894, OSPREY, 15 years, not reg. wood fishing lugger. 6 ton. None on board. Master and owner P. Penny, N. Queensferry. Moored at N. Queensferry. Ballast. Wind WSW9. N. Queensferry.</p> <p>Source: PP Abstracts of Shipping Casualties on Coasts, or in Rivers and Harbours of the UK July 1894-95 (1896 [C.8247] LXXV.489).</p> <p>NMRS, MS/829/68 (no. 1082).</p> <p>(Classified as wooden lugger, in ballast: date of loss cited as 28 December 1894). This vessel was driven from moorings and stranded at North Queensferry.</p> <p>I G Whittaker 1998.</p> <p>References Whittaker, I G. (1998) Off Scotland: a comprehensive record of maritime and aviation losses in Scottish waters. Edinburgh. Page(s): 226 RCAHMS Shelf Number: E.5.14.WHI</p>

Site Number	59
Site Name	Halifax: North Queensferry, Firth Of Forth
Type of Site	Snow (19th Century)
NRHE Number	
HER Number	NT18SW 8027
Status	Non-Designated Marine Asset
Importance:	Low
Easting	313100
Northing	680100
Parish	
Council	City of Edinburgh

Description

Canmore ID: 271969

NT18SW 8027 c. 131 801
N56 0.4 W3 23.6

NLO: North Queensferry [name: NT 132 804]

Beamer Rock [name: NT 119 800].

Possibly on map sheet NT17NW.

See also NJ18SW 8027.

Aberdeen, 7th Jan. 'The HALIFAX packet, Morrison, from Charleston [Charlestown] (Firth of Forth) to this place, ran on shore 13th ult., at North Queensferry, and bilged: and no hopes of saving her. The FISHER, Wood, of and from Dunbar, bound here, is totally wrecked near Boddam: crew and part of the cargo saved.'

Source: The Marine List, LL, No. 6080, London, Tuesday January 10 1826.

NMRS, MS/829/71 (no. 6469).

(Classified as snow: no cargo specified, but date of loss cited as 4 December 1825). Halifax Packet: this vessel struck Beimer [Beamer] Rock, sank close by and has now disappeared.

Registration: Aberdeen. Built 1814. 186 tons burthern. Length: 23m. Beam: 7m.

(Location of loss cited as N56 0.6 W3 24.0).

I G Whittaker 1998.

There is a discrepancy in the location and process of loss between Whittaker and MS/829/71. The earlier account is preferred.

Information from RCAHMS (RJCM), 18 April 2005.

References

Whittaker, I G. (1998) Off Scotland: a comprehensive record of maritime and aviation losses in Scottish waters. Edinburgh. Page(s): 225 RCAHMS Shelf Number: E.5.14.WHI

Site Number

60

Site Name

Commerce: North Queensferry, Firth Of Forth

Type of Site

Craft (19th Century)

NRHE Number

HER Number

NT18SW 8030

Status

Non-Designated Marine Asset

Importance:

Low

Easting

31300

Northing

680000

Parish

Council

City of Edinburgh

Description

Canmore ID: 273269

NT18SW 8030 c. 13 80
N56 0 W3 24

NLO: North Queensferry [name: NT 132 804].

Possibly on map sheet NT18SE.

Inverkeithing, 31st Dec. 'The COMMERCE, Blyth, from the Clyde to Leith, got on shore near North Queen's Ferry [North Queensferry], during a gale last night, and has received much damage, crew saved.'

Source: The Marine List, LL, No. 8991, London, Tuesday January 3 1843.

NMRS, MS/829/71 (no. 7742).

The loss of this vessel is not cited by I G Whittaker (1998), presumably suggesting her successful recovery.

Information from RCAHMS (RJCM), 20 July 2005.

Site Number	61
Site Name	Alexandra: St Margaret's Hope, North Queensferry, Firth Of Forth
Type of Site	Schooner (19th Century)
NRHE Number	
HER Number	NT18SW 8035
Status	Non-Designated Marine Asset
Importance:	Negligible
Easting	312900
Northing	680300
Parish	
Council	City of Edinburgh
Description	Canmore ID: 274300

NT18SW 8035 c. 129 803
N56 0.5 W3 23.8

NLO: North Queensferry [name: NT 132 804]

St Margaret's Hope [name centred NT 109 814].

North Queensferry, 19th Apl. The schooner which sunk in St. Margaret's Hope, last night was the ALEXANDRA, of Middlefahrt (193 tons), with coals: she was running from Burntisland roads for shelter, and struck on the MacIntosh rock, and sunk at her anchors a mile to the Westward of it: crew saved.

Source, LL, No. 17,787, London, Friday, April 21 1871.

Charlestown (Firth), 20th Apl. The ALEXANDRA (schr.), with coals, which sunk in St. Margaret's Hope, during the night of 18th Apl., was bound from Burntisland to Cronstadt, Talderlund (?), master.

Source, LL, No. 17,788, London, Saturday, April 22 1871.

Leith, 26th May. The ALEXANDRA, Timderlund, from Burntisland to Cronstadt, which sunk in St. Margaret's Hope, on the night of 18th Apl., has been raised and was towed into this harbour last night.

Source, LL, No. 17,819, London, Tuesday, May 30 1871.

NMRS, MS/829/72 (no. 11996).

A location at NT c. 129 803 may be assigned to this record. Neither the MacIntosh rock nor St Margaret's Hope is noted on the 1998 edition of the OS 1:50,000 map.

The loss of this vessel is not cited by I G Whittaker (1998), presumably on account of her successful recovery.

Information from RCAHMS (RJCM), 19 August 2005

Site Number	62
Site Name	John Beaumont: St Margaret's Hope, North Queensferry, Firth Of Forth
Type of Site	Steamship (19th Century)
NRHE Number	
HER Number	NT18SW 8026
Status	Non-Designated Marine Asset
Importance:	Negligible
Easting	312900
Northing	680300
Parish	
Council	City of Edinburgh
Description	Canmore ID: 267534

NT18SW 8026 c. 129 803
N56 0.5 W3 23.8

NLO: North Queensferry [name: NT 132 804]

St Margaret's Hope [name centred NT 109 814].

N. Queensferry, 18th Dec., 7.30 p.m., the railway ferry steamer JOHN BEAUMONT has sunk alongside the pier here, through collision with the pier, this evening: no lives lost.

Source: Shipping Intelligence, LL, No. 20,171, London, Thursday December 19 1878.

Granton, 27th Dec., the JOHN BEAUMONT (s) was floated last night, and was afterwards beached at South Queensferry for repairs.

Source: Shipping Intelligence, LL, No. 20,179, London, Monday December 30 [1878].

NMRS, MS/829/70 (no. 4795).

A location at NT c. 129 803 may be assigned to this record. St Margaret's Hope is not noted on the 1998 edition of the OS 1:50,000 map.

The loss of this vessel is not cited by I G Whittaker (1998), presumably on account of her

successful recovery.

Information from RCAHMS (RJCMT), 28 October 2004.

Site Number	63
Site Name	August: St Margaret's Hope, North Queensferry, Firth Of Forth
Type of Site	Craft (19th Century)
NRHE Number	
HER Number	NT18SW 8047
Status	Non-Designated Marine Asset
Importance:	Low
Easting	312900
Northing	680300
Parish	
Council	City of Edinburgh
Description	Canmore ID: 285486

NT18SW 8047 c. 129 803
N56 0.5 W3 23.8

NLO: North Queensferry [name: NT 132 804]

St Margaret's Hope [name centred NT 109 814].

Inverkeithing, 25th Jan. The AUGUST, of Sunderland, Piper, also bound to Charlestown, lies stranded in St. Margaret's Hope, near the Howe cove, much damaged.

Source: LL, No. 16,783, London, Tuesday, January 28 1868.

NMRS, MS/829/72 (no. 11359).

The location of the Howe Cove cannot be established from the available map evidence.

The loss of this vessel is not cited by I G Whittaker (1998), presumably suggesting her successful recovery.

Information from RCAHMS (RJCMT), 28 December 2006.

Site Number	64
Site Name	Wave: St Margaret's Hope, North Queensferry, Firth Of Forth
Type of Site	Craft (19th Century)
NRHE Number	
HER Number	NT18SW 8050
Status	Non-Designated Marine Asset
Importance:	Low
Easting	312900
Northing	680300

Parish

Council

Description

City of Edinburgh

Canmore ID: 286956

NT18SW 8050 c. 129 803
N56 0.5 W3 23.8

NLO: North Queensferry [name: NT 132 804]

St Margaret's Hope [name centred NT 109 814].

See also NS98NW 8022.

Not to be confused with NJ90NE 8093.

Alloa, 25th Oct [1864]. The SOHO, of Portsoy, Collie, from Macduff to Stockton, was driven athwart of while at anchor in St. Margaret's Hope, 22nd Oct., by the WAVE, of Newburgh, and lost jibboom and head-gear, and received other considerable damage. She also had her anchors tripped by the anchor of the WAVE, which then went across another vessel and was abandoned in a sinking state. The SOHO slipped both chains, and cut clear of the other vessel and proceeded up the firth. It was blowing very hard at the time, and it being low water, she grounded above Kincardine the next day, and landed the crew of the WAVE her next morning. [Record received incomplete].

NMRS, MS/829/72 (no. 10691).

The location assigned to this record is essentially tentative.

The loss of this vessel is not cited by I G Whittaker (1998), possibly suggesting her successful recovery.

Information from RCAHMS (RJCM), 5 March 2007.

Site Number

Site Name

Type of Site

NRHE Number

HER Number

Status

Importance:

Easting

Northing

Parish

Council

Description

65

Greata

Steamship

NT18SW 8058

Non-Designated Marine Asset

Negligible

312790

680110

City of Edinburgh

Canmore ID: 324837

Reference (2011)

Project Adair - Whittaker data upload.

Whittaker ID : 1483

Name : GREATA
 Latitude : 560036
 Longitude : 32400
 Registration : BRITISH
 Type : SS (IRON)
 Tonnage : 580
 Tonnage Code : G
 Length : 59
 Beam : 9
 Draught : 5m
 Position : All Gone
 Loss Day : 24
 Loss Month : 1
 Loss Year : 1887
 Comment : Stranded Beamer Rk. Removed 9 Feb

Site Number	66
Site Name	Advance II (LH 186)
Type of Site	Fishing Vessel
NRHE Number	
HER Number	NT18SW 8062
Status	Non-Designated Marine Asset
Importance:	Low
Easting	312700
Northing	680000
Parish	
Council	City of Edinburgh
Description	<p>Canmore ID: 325785</p> <p>Reference (2011)</p> <p>Project Adair - Whittaker data upload.</p> <p>Whittaker ID : 6736</p> <p>Name : ADVANCE II (LH 186) Latitude : 560030 Longitude : 32400 Registration : LEITH Type : FV Loss Day : 12 Loss Month : 3 Loss Year : 1924 Comment : Hit buoy off North Queensferry and sank in shallow water. AG?</p>

Site Number	67
Site Name	Wharrie Glen
Type of Site	Auxiliary Ketch
NRHE Number	
HER Number	NT18SW 8065

Status	Non-Designated Marine Asset
Importance:	Low
Easting	312700
Northing	680000
Parish	
Council	City of Edinburgh
Description	Canmore ID: 327638
	Reference (2011)
	Project Adair - Whittaker data upload.
	Whittaker ID : 12956
	Name : WHARRIE GLEN
	Latitude : 560030
	Longitude : 32400
	Date Built : 1901
	Registration : METHIL
	Type : AUX. KETCH (WOOD)
	Tonnage : 49
	Tonnage Code : G
	Length : 20
	Beam : 6
	Loss Day : 2
	Loss Month : 12
	Loss Year : 1926
	Comment : Sank at North Queensferry Pier.

Site Number	68
Site Name	Telesilla (Probably)
Type of Site	Steamship
NRHE Number	
HER Number	NT18SW 8056
Status	Non-Designated Marine Asset
Importance:	Low
Easting	312677
Northing	680128
Parish	
Council	City of Edinburgh
Description	Canmore ID: 324080
	Reference (19 April 2012)
	Project Adair - UKHO data upload.
	UKHO Identifier : 065470
	Feature Class : Wreck
	Wreck Category : Dangerous wreck
	State : DEAD

Classification : Unclassified
Position (Lat/long) : 56.00611,-3.40194
Horizontal Datum : UNDETERMINED
WGS84 Position (Lat/long) : 56.00611,-3.40194
WGS84 Origin : Undefined
Position Method : Compass Bearing and Radar Range
Position Quality : Precisely known
Depth : 2.4
Depth Quality : Depth known
Water Depth : 3
Water Level Effect : Always under water/submerged
Vertical Datum : Mean Low Water Springs
Name : TELESILLA (PROBABLY)
Type : IRON SS
Flag : BRITISH
Length : 70.1
Beam : 9.6
Draught : 5.2
Tonnage : 1203
Tonnage Type : Gross
Cargo : COAL
Date Sunk : 14/09/1896
Contact Description : None reported
Original Sensor : None reported
Original Detection Year : 1925
Original Source : Unknown

Circumstances of Loss : **BUILT 1877 BY E WITTH & CO, HARTLEPOOL, WITH 2 CYLINDER COMPOUND ENGINE OF 120HP, 1 BOILER, SINGLE SHAFT. MACHINERY BY T RICHARDSON & SONS, HARTLEPOOL. OWNED AT TIME OF LOSS BY E GORDON, NEWCASTLE. ON PASSAGE GRANGEMOUTH FOR HAMBURG. RAN ON TO BEAMER ROCK, THEN DRIFTED OFF AND SANK ADJACENT TO MACKINTOSH ROCK, ON WHICH THE N TOWER OF THE FORTH ROAD BRIDGE WAS BUILT. IN 1906 IT WAS REPORTED THAT DISPERSAL OPS WERE BEING CARRIED OUT ON A VESSEL BEACHED NEAR QUEENSFERRY PRESUMABLY THIS WRECK. (LLOYDS REPORT OF CASUALTY 14.9.1896, SIBI, SHIPWRECKS OF THE FORTH, & OFF SCOTLAND)

Surveying Details : **H4512/25 19.10.25 WK 8FT IN 560022N, 032407W [UND], OR 104DEGS 50FT FROM MACKINTOSH ROCK LT. ORIGINAL AUTHORITY FOR WRECKAGE CANNOT BE TRACED, IT IS NOT SHOWN ON CAPT. COMBE'S SURVEYS [C.7976] OR [C.6632]. BR STD.

**7.10.44 DELETE. (AUTHORITY NOT STATED) NE F086.

**H4322/59 12.10.59 WK 1.25FMS CLOSE SE OF BLACK TOWER REMOVED. (QHM ROSYTH HN 3/59) AMENDED TO DEAD.

POSITIONS BELOW THIS POINT ARE IN DEGREES, MINUTES AND DECIMALS OF A MINUTE

**6.10.08 DATA RE-ASSESSED. THIS IS PROBABLY THE TELESILLA. DETAILS TRANSFERRED TO 2865.

Chart Symbol : WK 2.4

Charting Comments : DUPLICATE RECORD SEE 2865 & 2796
Date Last Amended : 06/10/2008

Site Number	69
Site Name	Aid
Type of Site	Sloop

NRHE Number

HER Number NT18SW 8067
Status Non-Designated Marine Asset

Importance: Low

Easting 313600

Northing 680100

Parish

Council City of Edinburgh

Description Canmore ID: 327735

Reference (2011)

Project Adair - Whittaker data upload.

Whittaker ID : 13255

Name : AID

Latitude : 560040

Longitude : 32320

Registration : BO'NESS

Type : SLOOP

Loss Day : 6

Loss Month : 11

Loss Year : 1872

Comment : Wrecked on beach at Ferry Toll Quarry, Inverkeithing. Capt. Johnston ON:7,721

Cargo : STONES

Site Number 70

Site Name Unknown: Port Edgar, Jetty, Firth Of Forth

Type of Site Jetty (Period Unassigned), Obstruction

NRHE Number

HER Number NT17NW 8002

Status Non-Designated Marine Asset

Importance: Negligible

Easting 311945

Northing 679114

Parish

Council City of Edinburgh

Description Canmore ID: 102094

NT17NW 8002 1194 7911

N 55 59.8167 W 3 24.7167

NLO: Port Edgar [name: NT 120 788].

Formerly entered as NT17NW 8630.

Horizontal Datum = OGB

Hydrographic Office 1995.

Reference (19 April 2012)

Project Adair - UKHO data upload.

UKHO Identifier : 004207

Feature Class : Obstrn

State : DEAD

Classification : Unclassified

Position (Lat/long) : 55.99694,-3.41194

Horizontal Datum : ORDNANCE SURVEY OF GREAT BRITAIN (1936)

WGS84 Position (Lat/long) : 55.99687,-3.41334

WGS84 Origin : 3-D Cartesian Shift (BW)

Position Quality : Unreliable

Depth Quality : Depth unknown

Water Depth : 1

Vertical Datum : Lowest Astronomical Tide

Name : Obstruction

Type : REMAINS OF JETTY

Contact Description : Notable debris

Original Sensor : None reported

Original Detection Year : 1969

Original Source : Other

Surveying Details : **7.1.69 OBSTNS SHOWN ON INSIDE OF W BREAKWATER ON 116, 119, 114C. (AUTHORITY NOT KNOWN).

**23.11.71 INS ON NC 736.

**11.10.84 NOT ON 736.

Charting Comments : POSN FOR FILING ONLY

Date Last Amended : 22/10/2003

Status of DEAD is UKHO terminology stating that the object in question is no longer present at its previously reported location.

Site Number	71
Site Name	Tyr: Firth Of Forth
Type of Site	Schooner (20th Century)
NRHE Number	
HER Number	NT17NW 8033
Status	Non-Designated Marine Asset
Importance:	Low
Easting	312000
Northing	679000
Parish	
Council	City of Edinburgh
Description	Canmore ID: 120212

NT17NW 8033 c. 12 79

N56 0 W3 25

NLO: Beamer Rock [name: NT 119 800].

Formerly entered as NT18SW 8008 and NT18SW 8153 at cited location NT 1366 8016 [N56 0.4 W3 23.08].

Possibly within Maritime - Fife or Maritime - West Lothian.

(Classified as wooden schooner, with cargo of coal: date of loss cited as 22 July 1900). Tyr: this vessel was in collision and sank 0.5 miles W of the Forth [rail] bridge (Achrolite). Capt. Wahlgreen.

Registration: Figeholm. Built 1882. 145 grt. Length: 25m. Beam: 7m.

(Location of loss cited as N56 0.25 W3 24.25).

I G Whittaker 1998.

The location assigned to this record is essentially arbitrary. The vessel may have been lost within the quasi-administrative areas designated as Maritime - Fife or Maritime - West Lothian.

The Forth Railway Bridge (NT17NW 70) extends from NT 1390 7790 to 1315 8082.

Information from RCAHMS (RJCM), 11 August 2005.

References

Baird, B. (1993) Shipwrecks of the Forth: including wrecks from Berwick on Tweed to Stonehaven. Glasgow. Page(s): 95-6, no. 123 RCAHMS Shelf Number: E.5.14.BAI
Larn and Larn, R and B. (1998) Shipwreck index of the British Isles: volume 4, Scotland. London. Page(s): DA 22/07/1900 RCAHMS Shelf Number: E.5.14.LAR
Whittaker, I G. (1998) Off Scotland: a comprehensive record of maritime and aviation losses in Scottish waters. Edinburgh. Page(s): 227 RCAHMS Shelf Number: E.5.14.WHI

Site Number	72
Site Name	Rescue: Queensferry Narrows, Forth Of Firth
Type of Site	Pilot Vessel (19th Century)
NRHE Number	
HER Number	NT17NW 8014
Status	Non-Designated Marine Asset
Importance:	Low
Easting	312000
Northing	679000
Parish	
Council	City of Edinburgh
Description	Canmore ID: 199688

NT17NW 8014 c. 12 79
N56 00 W3 25

NLO: North Queensferry [name: NT 132 804]

South Queensferry [name: NT 129 781].

Possibly on map sheet NT18SW.

Possibly within Maritime - West Lothian or Maritime - Fife.

Formerly entered under classification Lugger.

23 February 1897 RESCUE, age unknown. Not reg., wood pilot lugger. 5 ton, 2 men, Master and owner G. McArthur, S. Queensferry. S. Queensferry seeking. Ballast. 2 dead. Wind WSW8. Supposed off N. Queensferry.

Source: PP Abstracts of Shipping Casualties on Coasts, or in Rivers and Harbours of the UK July 1896-97 (1898 [C.8917] LXXXVIII.401).

NMRS, MS/829/67 (no. 869).

(Classified as wooden lugger, in ballast: date of loss cited as 23 February 1897). Rescue: this vessel is supposed to have foundered off North Queensferry. Capt. McArthur.

Not registered. 5 tons [unspecified].

(Location of loss cited as N56 0.33 W3 23.00).

I G Whittaker 1998.

The location assigned to this record is essentially tentative. The loss of this vessel may have occurred on map sheet and/or within the quasi-administrative areas that are designated as Maritime - West Lothian or Maritime - Fife.

Queensferry Narrows are not noted as such on the 1998 edition of the OS 1:50,000 map, but the name applies to the narrows between North and South Queensferry.

The vessel is classified as a Pilot Vessel, in accordance with the primary account.

Information from RCAHMS (RJCM), 22 October 2001.

References

Larn and Larn, R and B. (1998) Shipwreck index of the British Isles: volume 4, Scotland. London. Page(s): DA 23/02/1897 RCAHMS Shelf Number: E.5.14.LAR
Whittaker, I G. (1998) Off Scotland: a comprehensive record of maritime and aviation losses in Scottish waters. Edinburgh. Page(s): 227 RCAHMS Shelf Number: E.5.14.WHI

Site Number	73
Site Name	Unknown: Queensferry, Firth Of Forth
Type of Site	Craft (19th Century)
NRHE Number	
HER Number	NT17NW 8010
Status	Non-Designated Marine Asset
Importance:	Low
Easting	312000
Northing	679000
Parish	
Council	City of Edinburgh
Description	Canmore ID: 198470

NT17NW 8010 c. 12 79
N56 00 W3 25

NLO: South Queensferry [name: NT 129 781].

Possibly on map sheet NT18SW.

Possibly within Maritime - Fife.

14 May 1879, UNKNOWN, 3 crew, fishing vessel, in ballast, collided into by barque CELURCA, of Montrose, 2 lives lost, wind W1, total loss, near Queensferry, Firth of Forth.

Source: PP Abstracts Returns of Wrecks and Casualties on Coasts of the UK 1878 - 79 (1880 [C.2519] LXVI.47).

Glasgow, May 15, CELURCA, Reid, reported at Alloa while she was being towed up the Firth of Forth yesterday, and when nearing Queensferry, a fishing smack belonging to Newhaven, with three men on board, came alongside, but the mast caught the stern of the CELURCA, and smack sank. Two men were [Record received incomplete].

NMRS, MS/829/69 (no. 2926).

(Classified as Fishing Boat: date of loss cited as 14 May 1879). Unknown: this vessel was in collision and sank near Queensferry (Celurca).

(location of loss cited as N56 0.25 W3 23.50).

I G Whittaker 1998.

The map sheet and quasi-administrative area assigned to this record are essentially arbitrary. The loss of this vessel may have occurred within the area of map sheet and/or within the area designated as Maritime - Fife.

Information from RCAHMS (RJCM), 25 September 2001.

References

Larn and Larn, R and B. (1998) Shipwreck index of the British Isles: volume 4, Scotland. London. Page(s): DA 14/05/1879 RCAHMS Shelf Number: E.5.14.LAR
Whittaker, I G. (1998) Off Scotland: a comprehensive record of maritime and aviation losses in Scottish waters. Edinburgh. Page(s): 227 RCAHMS Shelf Number: E.5.14.WHI

Site Number	74
Site Name	Helens: Queensferry Narrows, Forth Of Firth
Type of Site	Craft (19th Century)
NRHE Number	
HER Number	NT17NW 8007
Status	Non-Designated Marine Asset
Importance:	Low
Easting	312000
Northing	679000
Parish	
Council	City of Edinburgh
Description	Canmore ID: 196672

NT17NW 8007 c. 12 79
N56 00 W3 25

NLO: North Queensferry [name: NT 132 804]

South Queensferry [name: NT 129 781].

The location and administrative area assigned to this record are essentially arbitrary. The loss of this vessel may have occurred within the area of map sheet and/or the quasi-administrative area designated as Maritime - Fife. Queensferry Narrows are not noted as such on the 1998 edition of the OS 1:50,000 map, but the name applies to the narrows between North and South Queensferry.

The loss of this vessel is not cited by I G Whittaker (1998).

Information from RCAHMS (RJCM), 25 September 2001.

References

Larn and Larn, R and B. (1998) Shipwreck index of the British Isles: volume 4, Scotland. London.
Page(s): DA 08/02/1831 RCAHMS Shelf Number: E.5.14.LAR

Site Number	75
Site Name	Gwendoline: Queensferry Narrows, Forth Of Firth
Type of Site	Steamship (19th Century)
NRHE Number	
HER Number	NT17NW 8011
Status	Non-Designated Marine Asset
Importance:	Low
Easting	312000
Northing	679000
Parish	
Council	City of Edinburgh
Description	Canmore ID: 198591

NT17NW 8011 c. 12 79
N56 00 W3 25

NLO: North Queensferry [name: NT 132 804]

South Queensferry [name: NT 129 781].

Possibly on map sheet NT18SW.

Possibly within Maritime - Fife.

The location and administrative area assigned this record are essentially arbitrary. The loss of this vessel may have occurred within the area of map sheet and/or the quasi-administrative area designated as Maritime - Fife.

Queensferry Narrows are not noted as such on the 1998 edition of the OS 1:50,000 map, but the name applies to the narrows between North and South Queensferry.

The loss of this vessel is not cited by I G Whittaker (1998), possibly suggesting her successful recovery.

Information from RCAHMS (RJCM), 10 October 2001.

References

Larn and Larn, R and B. (1998) Shipwreck index of the British Isles: volume 4, Scotland. London.
Page(s): DA 01/02/1881 RCAHMS Shelf Number: E.5.14.LAR

Site Number	76
Site Name	Jeannie: Queensferry Narrows, Forth Of Firth
Type of Site	Craft (19th Century)
NRHE Number	
HER Number	NT17NW 8026
Status	Non-Designated Marine Asset
Importance:	Low
Easting	312000
Northing	679000
Parish	
Council	City of Edinburgh
Description	Canmore ID: 273877

NT17NW 8026 c. 12 79
N56 0 W3 25

NLO: North Queensferry [name: NT 132 804]

South Queensferry [name: NT 129 781].

Possibly on map sheet NT18SW.

Bo'ness, 6th Oct. Twenty-seven barrels of gunpowder and 4 bags of flour have been saved from the JEANNIE, of Glasgow, from Leith to Grangemouth, which was wrecked near Queensferry during the gale of the 3rd Oct.

Source: The Marine List, LL, No. 14,513, London, Tuesday October 9 1860.

NMRS, MS/829/72 (no. 9920).

The quasi-administrative area assigned to this loss is essentially arbitrary; the loss may have occurred within the areas designated as Maritime - West Lothian or Maritime - Fife. It is uncertain whether North or South Queensferry is meant in the original account; the latter is arbitrarily preferred.

Queensferry Narrows are not noted as such on the 1998 edition of the OS 1:50,000 map, but the name applies to the narrows between North and South Queensferry.

The loss of this vessel is not cited by I G Whittaker (1998).

Information from RCAHMS (RJCM), 10 August 2005.

Site Number	77
Site Name	Rutland
Type of Site	Sloop
NRHE Number	
HER Number	NT17NW 8053
Status	Non-Designated Marine Asset
Importance:	Low
Easting	312000
Northing	679000
Parish	
Council	City of Edinburgh
Description	Canmore ID: 328643
	Reference (2011)
	Project Adair - Whittaker data upload.
	Whittaker ID : 15835
	Name : RUTLAND
	Latitude : 560000
	Longitude : 32400
	Date Built : 1783
	Registration : STIRLING
	Type : SLOOP
	Tonnage : 28
	Tonnage Code : B
	Length : 12
	Beam : 4
	Loss Year : 1869
	Comment : Wrecked off Queensferry.

Site Number	78
Site Name	Unknown 1730
Type of Site	Ferry
NRHE Number	
HER Number	NT17NW 8057
Status	Non-Designated Marine Asset
Importance:	Low
Easting	312000
Northing	679000
Parish	
Council	City of Edinburgh
Description	Canmore ID: 329460
	Reference (2011)
	Project Adair - Whittaker data upload.

Whittaker ID : 17692

Name : UNKNOWN 1730

Latitude : 560000

Longitude : 32400

Type : FERRY

Loss Day : 4

Loss Month : 6

Loss Year : 1730

Comment : The Queensferry Passage Boat upset with the loss of 15 lives.

Site Number	79
Site Name	Lca 723: Port Edgar, Firth Of Forth
Type of Site	Landing Craft (20th Century)
NRHE Number	
HER Number	NT17NW 8032
Status	Non-Designated Marine Asset
Importance:	Very High
Easting	312000
Northing	678800
Parish	
Council	City of Edinburgh
Description	Canmore ID: 273938

NT17NW 8032 c. 120 788

N55 59.6 W3 24.7

NLO: Port Edgar [name: NT 120 788].

(Classified as landing craft: date of loss cited as December 1943). LCA 723: this vessel broke away from Hopetoun 2 at Port Edgar.

Registration: British. 14 tons displacement. Length: 12m.

(Location of loss cited as N56 0.0 W3 27.0).

I G Whittaker 1998.

References

Whittaker, I G. (1998) Off Scotland: a comprehensive record of maritime and aviation losses in Scottish waters. Edinburgh. Page(s): 227 RCAHMS Shelf Number: E.5.14.WHI

Site Number	80
Site Name	Unknown: Port Edgar, Firth Of Forth
Type of Site	Craft (Possible)
NRHE Number	
HER Number	NT17NW 8035
Status	Non-Designated Marine Asset

Importance:	Low
Easting	311840
Northing	678650
Parish	
Council	City of Edinburgh
Description	Canmore ID: 274037

NT17NW 8035 1184 7865
N55 59.57 W3 24.8

Unknown: wreck (?) reported 190.5 degs 2.8 cables from West Breakwater Light House.

(Location of loss cited as N55 59.57 W3 24.8).

I G Whittaker 1998.

Port Edgar harbour (NT17NW 181.00) is centred at NT 1229 7863. The 'light house' mentioned is presumably the beacon on the N end of the Western breakwater (NT17NW 181.04): this extends from NT 1196 7919 to NT 1175 7875.

Information from RCAHMS (RJC), 12 August 2005.

References

Whittaker, I G. (1998) Off Scotland: a comprehensive record of maritime and aviation losses in Scottish waters. Edinburgh. Page(s): 231 RCAHMS Shelf Number: E.5.14.WHI

Site Number	81
Site Name	Unknown
Type of Site	Craft (Possible)
NRHE Number	
HER Number	NT17NW 8042
Status	Non-Designated Marine Asset
Importance:	Uncertain
Easting	312690
Northing	678440
Parish	
Council	City of Edinburgh
Description	Canmore ID: 325066

Reference (2011)

Project Adair - Whittaker data upload.

Whittaker ID : 2142
Name : UNKNOWN
Latitude : 555946
Longitude : 32407
Position : Exact Position

Site Number	82
Site Name	Unknown
Type of Site	Craft (Possible)
NRHE Number	
HER Number	NT17NW 8044
Status	Non-Designated Marine Asset
Importance:	Uncertain
Easting	312610
Northing	678460
Parish	
Council	City of Edinburgh
Description	Canmore ID: 325068
	Reference (2011)
	Project Adair - Whittaker data upload.
	Whittaker ID : 2144
	Name : UNKNOWN
	Latitude : 555947
	Longitude : 32414
	Position : Exact Position

Site Number	83
Site Name	Unknown 9999
Type of Site	Obstruction
NRHE Number	
HER Number	NT17NW 8043
Status	Non-Designated Marine Asset
Importance:	Low
Easting	312260
Northing	678450
Parish	
Council	City of Edinburgh
Description	Canmore ID: 325067
	Reference (2011)
	Project Adair - Whittaker data upload.
	Whittaker ID : 2143
	Name : UNKNOWN 9999
	Latitude : 555946
	Longitude : 32448
	Type : REMAINS OF JETTY
	Position : Exact Position

Loss Year : 9999

Site Number	84
Site Name	Unknown: Forth Road Bridge, Firth Of Forth
Type of Site	Obstruction
NRHE Number	
HER Number	NT17NW 8005
Status	Non-Designated Marine Asset
Importance:	Uncertain
Easting	312447
Northing	679043
Parish	
Council	City of Edinburgh
Description	Canmore ID: 102151

NT17NW 8005 1244 7904
N 55 59.7833 W 3 24.2333

Formerly NT17NW 8687

Horizontal Datum = OGB

Surveying Details

7 Janaury 1969. Nothing was shown on HMS VIDAL's survey of area, (although search specific search was made).

Original report by HMS VIDAL 17 August 1968.

Hydrographic Office, 1995.

Reference (19 April 2012)

Project Adair - UKHO data upload.

UKHO Identifier : 004206
Feature Class : Obstn
State : LIVE
Classification : Unclassified
Position (Lat/long) : 55.99639,-3.40389
Horizontal Datum : ORDNANCE SURVEY OF GREAT BRITAIN (1936)
WGS84 Position (Lat/long) : 55.99632,-3.40528
WGS84 Origin : 3-D Cartesian Shift (BW)
Position Quality : Precisely known
Depth Quality : Depth unknown
Water Depth : 1
Vertical Datum : Lowest Astronomical Tide
Name : Obstruction
Type : OBSTRUCTION
Contact Description : None reported
Original Sensor : None reported

Last Sensor : None reported
 Last Detection Year : 1968
 Original Source : Unknown
 Last Source : Survey Vessel

Surveying Details : **OB CHARTED IN 555947N, 032414W [OGB]. (AUTHORITY NOT STATED).

**H7915/68 7.1.69 NOTHING SHOWN ON HMS VIDAL SURVEY [K5492/1], ALTHOUGH NO SEARCH MADE. (HMS VIDAL R OF S 266/10/1318, 17.8.68). NCA, RETAIN AS CHARTED.

POSITIONS BELOW THIS POINT ARE IN DEGREES, MINUTES AND DECIMALS OF A MINUTE

**29.06.02 WGD POSN 5559.779N, 0324.317W. NE 736.

Chart Symbol : OB

Date Last Amended : 29/04/1986

Site Number	85
Site Name	Obstruction
Type of Site	Obstruction
NRHE Number	
HER Number	NT17NW 8040
Status	Non-Designated Marine Asset
Importance:	Negligible
Easting	312008
Northing	679464
Parish	
Council	City of Edinburgh
Description	Canmore ID: 324551
	Reference (19 April 2012)
	Project Adair - UKHO data upload.
	UKHO Identifier : 077178
	Feature Class : Obstn
	State : LIVE
	Classification : Unclassified
	Position (Lat/long) : 56.00002,-3.41245
	Horizontal Datum : ETRS 1989
	WGS84 Position (Lat/long) : 56.00002,-3.41245
	WGS84 Origin : Block Shift
	Previous Position : 56.00035,-3.41202
	Position Quality : Precisely known
	Depth Quality : Depth unknown
	Water Depth : 27
	Vertical Datum : Mean Low Water Springs
	Name : Obstruction
	Type : DIFFUSER
	Contact Description : Other
	Original Sensor : None reported
	Original Detection Year : 2010

Original Source : Other

Surveying Details : **SEP 2010/000100588 3.11.10 PROPOSED DIFFUSER (NEW OUTFALL) SHOWN IN 5600.0208N, 0324.721W [WGD] ON FARRANS CIVIL ENGINEERING, DRAWING 400810-0000-20-DRG-9001 DTD 2.10.09. NOT YET BUILT. FOR FILING ONLY. NCA.

**SEP 2010/000189580 15.11.10 OUTFALL CONFIRMED AS NOW BEING IN USE. (S BRASSEY, SCOTTISH WATER SHARED SERVICES, EMAIL DTD 9.11.10). INS DIFFUSER 27MTRS IN 5600.001N, 0324.747W. - NM 5891/10.

Chart Symbol : OB

Charting Comments : DIFFUSER
Date Last Amended : 18/11/2010
Date Position Last Amended : 18/11/2010

Site Number	86
Site Name	Obstruction
Type of Site	Obstruction
NRHE Number	
HER Number	NT17NW 8039
Status	Non-Designated Marine Asset
Importance:	Negligible
Easting	311857
Northing	679500
Parish	
Council	City of Edinburgh
Description	Canmore ID: 322280
	Reference (19 April 2012)
	Project Adair - UKHO data upload.
	UKHO Identifier : 002871
	Feature Class : Obstn
	State : LIVE
	Classification : Unclassified
	Position (Lat/long) : 56.00032,-3.41488
	Horizontal Datum : ETRS 1989
	WGS84 Position (Lat/long) : 56.00032,-3.41488
	WGS84 Origin : Original
	Previous Position : 56.00055,-3.41362
	Position Method : Differential Global Positioning System
	Position Quality : Surveyed
	Position Accuracy : 3.0
	Depth : 25.0
	Depth Method : Found by multi-beam
	Depth Quality : Least depth known
	Water Depth : 28
	Water Level Effect : Always under water/submerged
	Vertical Datum : Lowest Astronomical Tide
	Name : Obstruction
	Type : DIFFUSER

Bottom Texture : Sand
 Contact Description : Other
 Original Sensor : None reported
 Last Sensor : Acoustic Sensor
 Original Detection Year : 1998
 Last Detection Year : 2006
 Original Source : Other
 Last Source : Survey Vessel

Surveying Details : **HH264/450/04 20.7.98 OBSTN CHARTED IN 560002N, 032449W [OGB],
 CONFIRMED AS A DIFFUSER AT END OF PIPELINE. (FORTH PORTS PLC FAX DTD 9.4.98). NE 736.

POSITIONS BELOW THIS POINT ARE IN DEGREES, MINUTES AND DECIMALS OF A MINUTE

**29.06.02 [WGD] POSN: 5600.029N, 0324.900W. NE 736.

**HH091/176/01 22.5.07 EXAM'D 17.10.06 IN 5600.0192N, 0324.8927W [WGD] USING DGPS.
 LEAST M/B DEPTH 25.2 IN GEN DEPTH 28.5MTRS. DEBRIS (?ASSOCIATED OUTFALL) EXTENDS
 28MTRS TOWARDS 180 DEGS. APPEARS AS 9 INDIVIDUAL SPIKES, THE LARGEST OF WHICH
 STANDS 3MTRS CLEAR OF THE SEABED. (HMSML GLEANER, HI 1176). AMEND OBSTN 25MTRS
 IN REVISED POSN. BR STD.

Chart Symbol : OB 25.0

Date Last Amended : 22/05/2007
 Date Position Last Amended : 22/05/2007

Site Number	87
Site Name	Lark: Firth Of Forth
Type of Site	Craft (19th Century)
NRHE Number	
HER Number	NT17NW 8055
Status	Non-Designated Marine Asset
Importance:	Low
Easting	311000
Northing	679000
Parish	
Council	City of Edinburgh
Description	Canmore ID: 273939

NT17NW 8055 unlocated
 NLO: Bo'ness [name: NT 999 828]

Port of Leith [name: NT 265 775].

(No classification or cargo specified: date of loss cited as January 1869). Lark: this vessel was
 lost between Bo'ness and Leith.

(Location of loss cited as N56 0.0 W3 25.0).

I G Whittaker 1998.

The map sheet and quasi-administrative area assigned to this record are arbitray. The vessel

may have been lost within the areas designated as Maritime - Falkirk, Maritime - Fife or Maritime - City of Edinburgh.

Information from RCAHMS (RJC), 11 August 2005.

References

Whittaker, I G. (1998) Off Scotland: a comprehensive record of maritime and aviation losses in Scottish waters. Edinburgh. Page(s): 227 RCAHMS Shelf Number: E.5.14.WHI

Site Number	88
Site Name	Solid: Queensferry Narrows, Forth Of Firth
Type of Site	Schooner (19th Century)
NRHE Number	
HER Number	NT17NW 8019
Status	Non-Designated Marine Asset
Importance:	Low
Easting	311000
Northing	679000
Parish	
Council	City of Edinburgh
Description	Canmore ID: 252355

NT17NW 8019 c. 11 79
N56 00 W3 26

NLO: North Queensferry [name: NT 132 804]

South Queensferry [name: NT 129 781].

Possibly on map sheet NT18SW, and/or within Maritime - West Lothian or Maritime - Fife.

10 August 1888. SOLID. 31 years of Norway. Wood schooner. 62 ton. 4 men. Master A. Abrahamsen. Owner C. Eg, Christiansand. Bo'ness to Christiansand. Coal. Leaky and condemned. Wind E5. One mile W of Forth [Rail] Bridge.

Source: PP Abstracts of Shipping Casualties on Coasts, or in Rivers and Harbours of the UK July 1888-89 (1890 [C.6115] LXVI.543).

NMRS, MS/829/68 (no. 1653).

(Classified as wooden schooner, with cargo of coal: date of loss cited as 10 August 1888). Solid: leaky and condemned one mile W of the Forth [Rail] Bridge. Capt. Abrahamsen.

Registration: Norwegian. Built 1857. 62 tons [unspecified].

(Location of loss cited as N55 59.6 W3 24.0).

I G Whittaker 1998.

The location and quasi-administrative area assigned to this record are essentially arbitrary. The loss of this vessel may have taken place within the area of map sheet and/or within the quasi-administrative areas that are designated as Maritime - West Lothian and Maritime - Fife.

Queensferry Narrows are not noted as such on the 1998 edition of the OS 1:50,000 map, but the name applies to the narrows between North and South Queensferry. The Forth Railway Bridge (NT17NW 70) extends from NT 1390 7790 to 1315 8082.

Information from RCAHMS (RJCM), 1 December 2003.

References

Whittaker, I G. (1998) Off Scotland: a comprehensive record of maritime and aviation losses in Scottish waters. Edinburgh. Page(s): 231 RCAHMS Shelf Number: E.5.14.WHI

Site Number	89
Site Name	SHORE ROAD, PORT EDGAR, EAST AND WEST BREAKWATERS
Type of Site	Breakwater (20th Century)
NRHE Number	
HER Number	NT17NW 181.04
Status	Listed Building - Category C
Importance:	High
Easting	311953
Northing	679168
Parish	
Council	City of Edinburgh
Description	LB50855 Canmore ID: 136600

Description

Circa 1917, incorporating fabric of circa 1882 (see Notes). East and West Breakwaters extending into River Forth. Both faces of each breakwater protected with rock armour of boulders and concrete blocks. E breakwater has slightly angled tip. Raised roadway to end of W breakwater with battered sandstone or concrete block retaining walls.

Statement of Special Interest

B-Group with Power Station, West Pier and Capstan.

These breakwaters define the seaboard boundaries of Port Edgar, which has considerable historical interest for its former use as a Royal Naval base for the servicing of Torpedo Boat Destroyers in the 1st World War and as a Minesweeping base in the 2nd World War (see below).

Port Edgar has long been used as a crossing point to Rosyth, and a harbour pier was built here in about 1810, roughly in the location of the present E pier and slipway. In the 1860s the South Queensferry Branch of the North British Railway was opened to Port Edgar, and the port was used as the crossing place for railway passengers. In the 1880s both breakwaters were constructed; Cmdr Jenkins notes that the E breakwater was constructed first. The W breakwater was built as the Southern terminus for the railway ferry and originally had a landing stage at the end. Port Edgar was of considerable importance to the building of Forth Bridge, as it handled most of the materials used for the construction of the bridge. The ferry crossing was no longer used after the opening of the Forth Bridge in 1890, but the NBR used the port as a depot for creosoting railway sleepers until 1914.

In 1916 Port Edgar was acquired by the Royal Navy, and was commissioned as HMS Columbine in 1917 for use as a Destroyer Base for the Grand Fleet. Unlike most ships, Destroyers were not self-supporting and required special servicing facilities that were provided at Port Edgar. During the 2nd World War Port Edgar was commissioned as HMS Lochinvar and became the main

minesweeping base in Scotland. It continued in use as the Royal Navy's training base for minesweeping until it closed in 1975.

The Navy carried out a considerable amount of work at Port Edgar in 1916-18. Both the breakwaters were strengthened and the E one was extended slightly. The Railway landing stage at the end of the W. breakwater was demolished, and a new pontoon landing stage was built on the inner side of it for Grand Fleet Drifters and Libertymen. An aerial photograph taken in about 1918 shows that the breakwaters have not been significantly altered since then, with the exception of the removal of the pontoon landing stage on the W breakwater.

References Bibliography

Shown on 1894-5 2-inch OS map. Aerial Photograph of Port Edgar, circa 1918 (Imperial War Museum). Cmdr R B Jenkins, Notes on the History of HMS Lochinvar and Port Edgar (1948) (Manuscript held at the Library of Scottish United Services Museum (NMS), Edinburgh Castle).

Site Number	90
Site Name	South Queensferry, Port Edgar Harbour, East Breakwater
Type of Site	Breakwater (20th Century)
NRHE Number	
HER Number	NT17NW 181.05
Status	Listed Building - Category C
Importance:	High
Easting	312196
Northing	679145
Parish	
Council	City of Edinburgh
Description	Canmore ID: 136601 LB50855

Description

Circa 1917, incorporating fabric of circa 1882 (see Notes). East and West Breakwaters extending into River Forth. Both faces of each breakwater protected with rock armour of boulders and concrete blocks. E breakwater has slightly angled tip. Raised roadway to end of W breakwater with battered sandstone or concrete block retaining walls.

Statement of Special Interest

B-Group with Power Station, West Pier and Capstan.

These breakwaters define the seaboard boundaries of Port Edgar, which has considerable historical interest for its former use as a Royal Naval base for the servicing of Torpedo Boat Destroyers in the 1st World War and as a Minesweeping base in the 2nd World War (see below).

Port Edgar has long been used as a crossing point to Rosyth, and a harbour pier was built here in about 1810, roughly in the location of the present E pier and slipway. In the 1860s the South Queensferry Branch of the North British Railway was opened to Port Edgar, and the port was used as the crossing place for railway passengers. In the 1880s both breakwaters were constructed; Cmdr Jenkins notes that the E breakwater was constructed first. The W breakwater was built as the Southern terminus for the railway ferry and originally had a landing stage at the end. Port Edgar was of considerable importance to the building of Forth

Bridge, as it handled most of the materials used for the construction of the bridge. The ferry crossing was no longer used after the opening of the Forth Bridge in 1890, but the NBR used the port as a depot for creosoting railway sleepers until 1914.

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References

Bibliography

Shown on 1894-5 2-inch OS map. Aerial Photograph of Port Edgar, circa 1918 (Imperial War Museum). Cmdr R B Jenkins, Notes on the History of HMS Lochinvar and Port Edgar (1948) (Manuscript held at the Library of Scottish United Services Museum (NMS), Edinburgh Castle).

Site Number	91
Site Name	SHORE ROAD, PORT EDGAR, WEST PIER
Type of Site	Pier (20th Century)
NRHE Number	
HER Number	NT17NW 181.06
Status	Listed Building - Category C
Importance:	High
Easting	311916
Northing	678773
Parish	
Council	City of Edinburgh
Description	LB50857 Canmore ID: 136602, Canmore NGR 311940, 678860

Circa 1917, substantially repaired 1940. 6-span Royal Navy servicing pier. Girder trusses set between open-framed reinforced concrete piers; timber deck with railway track at centre. Statement of Special Interest

B-Group with East and West Breakwaters, Capstan and Power Station.

The W pier has considerable interest in being the last remaining pier (or 'pen'), built by the Royal Navy at Port Edgar for the servicing of Torpedo Boat Destroyers in 1917. Unlike most ships, Destroyers were not self-supporting and required special servicing facilities that were provided at Port Edgar. The open trussed construction is significant as it allowed for the accommodation of water and steam pipes that were connected to the flotilla. This pier therefore gives evidence of a relatively unique type of naval operation.

Port Edgar was acquired by the Royal Navy in 1916, and was commissioned as HMS Columbine in 1917 for use as a Destroyer Base for the Grand Fleet. It continued in use until 1928 when it was reduced to a 'care and maintenance' rating, and in 1934-5 the other 4 piers were

demolished. The W pier was not demolished because, unlike the others, it was built with concrete piers that could not easily be removed. In the late 1930s, when Port Edgar was recommissioned, the W pier was found to be in poor condition and was substantially repaired in 1940. It is possible that the girder spans between the concrete piers date from this time. The pier is shown in a photograph of 1918, and appears to have metal piles between the concrete piers; a photograph in the Scotsman of 21.4.1966 shows the end section with metal piles, and the rest supported on girders. The end section no longer exists.

Port Edgar was commissioned as HMS Lochinvar during the 2nd world war and became the main minesweeping base in Scotland. It continued in use as the Royal Navy's training base for minesweeping until it closed in 1975. The pier is currently in a poor structural condition (2006), which diminishes its merit.

References

Bibliography

Aerial Photograph of Port Edgar, circa 1918 (Imperial War Museum). Cmdr R B Jenkins, Notes on the History of HMS Lochinvar and Port Edgar (1948) (Manuscript held at the Library of Scottish United Services Museum (NMS), Edinburgh Castle).

Canmore Entry:

NT17NW 181.06 from 1194 7886 to 1188 7863

The W pier is situated about 150m E of the W breakwater and trends in a NNE direction. It is about 200m in length, constructed on six concrete piers with steel girder sections supporting the decking. The decking has metal handrails on each side.

It is the oldest pier in the former base, being built in c.1916.

The pier is at present in a dangerous state of repair and is closed to public access.

Visited by RCAHMS (DE, EL), 12 September 2006

Site Management (8 July 2010)

Buildings at Risk Register BARR

6-span Royal Navy servicing pier. Girder trusses set between open-framed reinforced concrete piers; timber deck with railway track at centre.

The W pier has considerable interest in being the last remaining pier (or 'pen'), built by the Royal Navy at Port Edgar for the servicing of Torpedo Boat Destroyers in 1917. Unlike most ships, Destroyers were not self-supporting and required special servicing facilities that were provided at Port Edgar. The open trussed construction is significant as it allowed for the accommodation of water and steam pipes that were connected to the flotilla. This pier therefore gives evidence of a relatively unique type of naval operation.

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Port Edgar was commissioned as HMS Lochinvar during the 2nd world war and became the

main minesweeping base in Scotland. It continued in use as the Royal Navy's training base for minesweeping until it closed in 1975. (Historic Scotland)

Site Number	92
Site Name	SV Plimsoll (+1898)
Type of Site	Brigantine (2 masts)
NRHE Number	
HER Number	
Status	Non-Designated Marine Asset
Importance:	Low
Easting	313161
Northing	678889
Parish	
Council	City of Edinburgh
Description	<p>nationality: Norwegian purpose: Transport type: Brigantine (2 masts) propulsion: Sailing ship date built: 1871 details dimensions: 11.8 x 8.14 x 3.23 m rigging: 2 masts about the loss cause lost: Ran aground (wrecked) date lost: 19/10/1898 [dd/mm/yyyy] about people last owner: [1] [1] Ruell, Joh. F., Risør SV Plimsoll (+1898) Period 1889 ~ 1898 prev. owners: [2] [2] Pettersen, Hans H., Arendal SV Plimsoll Period 1874 ~ 1889 about the wreck references references: [3] updates entered by: Devano Hervé entered: 02/08/2014 last update: Devano Hervé last update: 02/08/2014</p> <p>Jan Lettens 02/08/2014 latitude: 55°59,704'N longitude: 03°23,537'W chart:[4] reliability: Bad >1km remarks: [5] Indicative only. AIS: Check AIS markAdd position to my marks dist. homeport: [6] 293.6 miles 337.8°338&deg; NNW</p>

Jan Lettens 02/08/2014

On October 19th, 1898, the Norwegian brigantine PLIMSOLL, built in 1871 and owned Juell, Joh. F., on voyage from Hull to Odense with coal, was wrecked on South Queensferry, Firth of Forth.

Site Number	93
Site Name	Port Edgar Dredged Channel
Type of Site	Dredged Channel
NRHE Number	
HER Number	
Status	Non-Designated Marine Asset
Importance:	Negligible
Easting	311924
Northing	678859
Parish	
Council	City of Edinburgh
Description	A Multi-Beam EchoSounder (MBES) bathymetric survey was undertaken of the Site and the western portion of Port Edgar Marina by Aspect Land + Hydrographic Surveys (sic) on the 19th of December 2018. The MBES clearly shows a dredged channel on the western side of the Category C Listed West Pier towards its northern limit. The channel extends for a length of 165m on a southwest to northeast alignment before turning onto a south to north alignment towards the entrance to Port Edgar. It is recorded for a further 85m within the MBES data. The width of the dredged channel is 10m.

Site Number	94
Site Name	Dredging Marks, Port Edgar
Type of Site	Dredging Marks
NRHE Number	
HER Number	
Status	Non-Designated Marine Asset
Importance:	Negligible
Easting	311916
Northing	678828
Parish	
Council	City of Edinburgh
Description	A Multi-Beam EchoSounder (MBES) bathymetric survey was undertaken of the Site and the western portion of Port Edgar Marina by Aspect Land + Hydrographic Surveys (sic) on the 19th of December 2018. There are three indentations at the southern limit of this dredged channel which may be the marks made by a dredging bucket. They measure rough 5m x 1m and are on the same southwest to northeast alignment of the dredging channel (Site 93).

Site Number	95
Site Name	Anomaly, Port Edgar
Type of Site	Jetty (Probable)

NRHE Number

HER Number

Status Non-Designated Marine Asset

Importance: Low

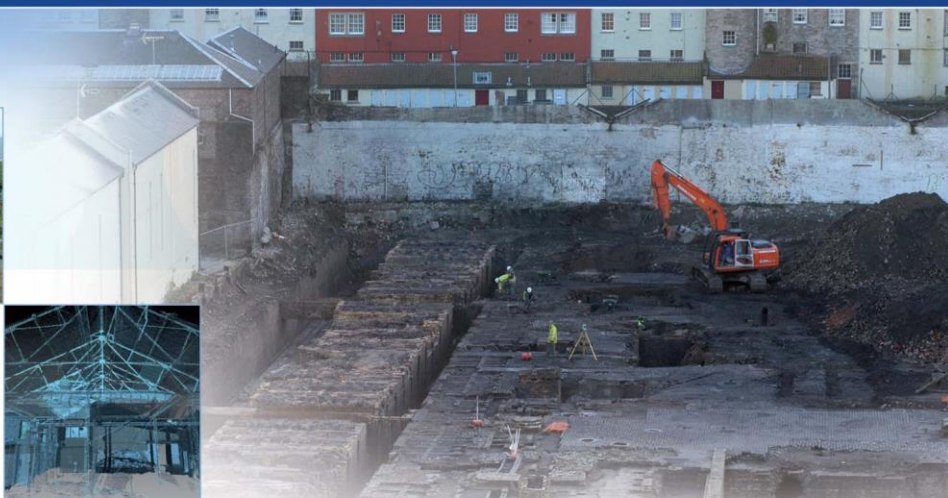
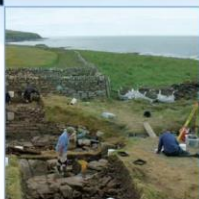
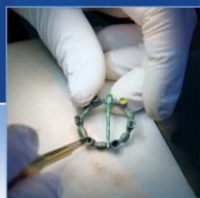
Easting 311873

Northing 679025

Parish

Council City of Edinburgh

Description A Multi-Beam EchoSounder (MBES) bathymetric survey was undertaken of the Site and the western portion of Port Edgar Marina by Aspect Land + Hydrographic Surveys (sic) on the 19th of December 2018. An anomaly is aligned northwest to southeast of the Category C Listed West Breakwater (Site 89). It measures roughly 7m x 1.6m. The MBES data probably marks the remains of the Jetty recorded in the NRHE at Site 49.



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