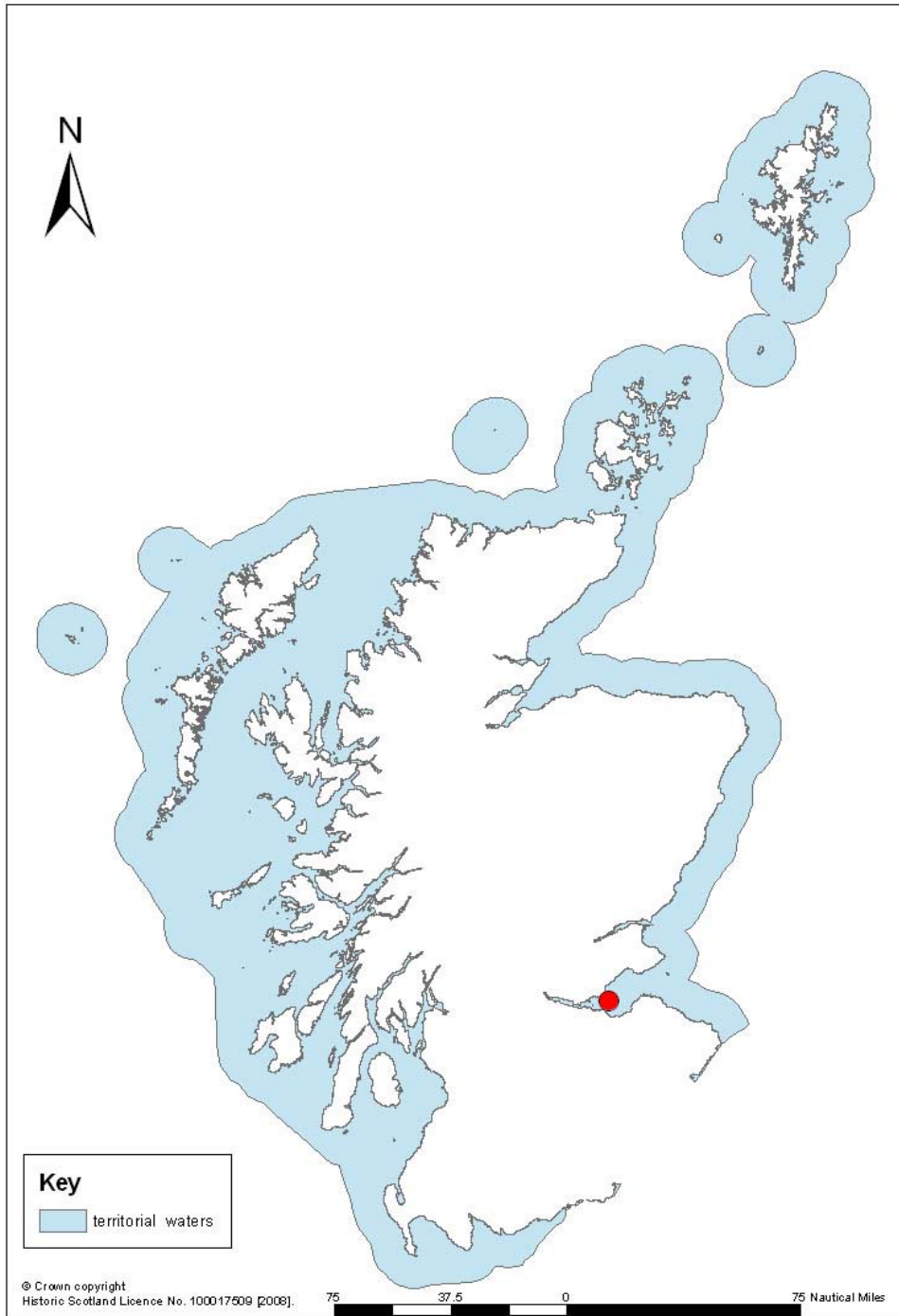


Scotland's designated wreck sites (Protection of Wrecks Act 1973)

HMS Campania, off Burntisland, Firth of Forth, Fife



8 May 2008

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1. Introduction

1.1. This document provides information relating to an historic wreck that has been afforded statutory protection under Section 1 of the Protection of Wrecks Act 1973.

1.2. This wreck has been designated under the 1973 Act on the basis that it is or may prove to be the site of a vessel lying wrecked on or in the sea bed; and (b) on account of the historical, archaeological or artistic importance of the vessel, or of any objects contained or formerly contained in it which may be lying on the sea bed in or near the wreck, the site ought to be protected from unauthorised interference.

1.3. The 'Statutory Instrument' in Annex A identifies the location of this designated wreck site and the extent of the restricted area used to protect the site (see also section 4).

1.4. The 1973 Act controls activities by a licensing regime, so that these important historic wrecks are not put at risk from undisciplined activities or investigation. It is a criminal offence to do any of the following in a designated area without a licence issued by Scottish Ministers:

- tamper with, damage or remove any part of a vessel lying wrecked on or in the seabed or any object formerly contained in such a vessel;
- carry out diving or salvage operations directed to the exploration of any wreck or to removing objects from it or from the seabed, or use of equipment constructed or adapted for any purpose of diving or salvage operations. This includes deployment of remotely operated vehicles;
- deposit anything including anchors and fishing gear which, if it were to fall on the site, would obliterate, obstruct access to, or damage any part of the site; and
- to cause or permit any of the above activities to be carried out by others, without a licence, in a restricted area.

1.5. Where a person is authorised by a licence, it is an offence for any other person to obstruct them, or cause or permit them to be obstructed, in doing anything which is authorised by the licence.

1.6. Bathing, angling and navigation are permitted within a restricted area provided there is no likelihood of, or intention to, damage the wreck or obstruct work on it. Anchoring on the site is only permitted for licensed activities or in cases of maritime distress.

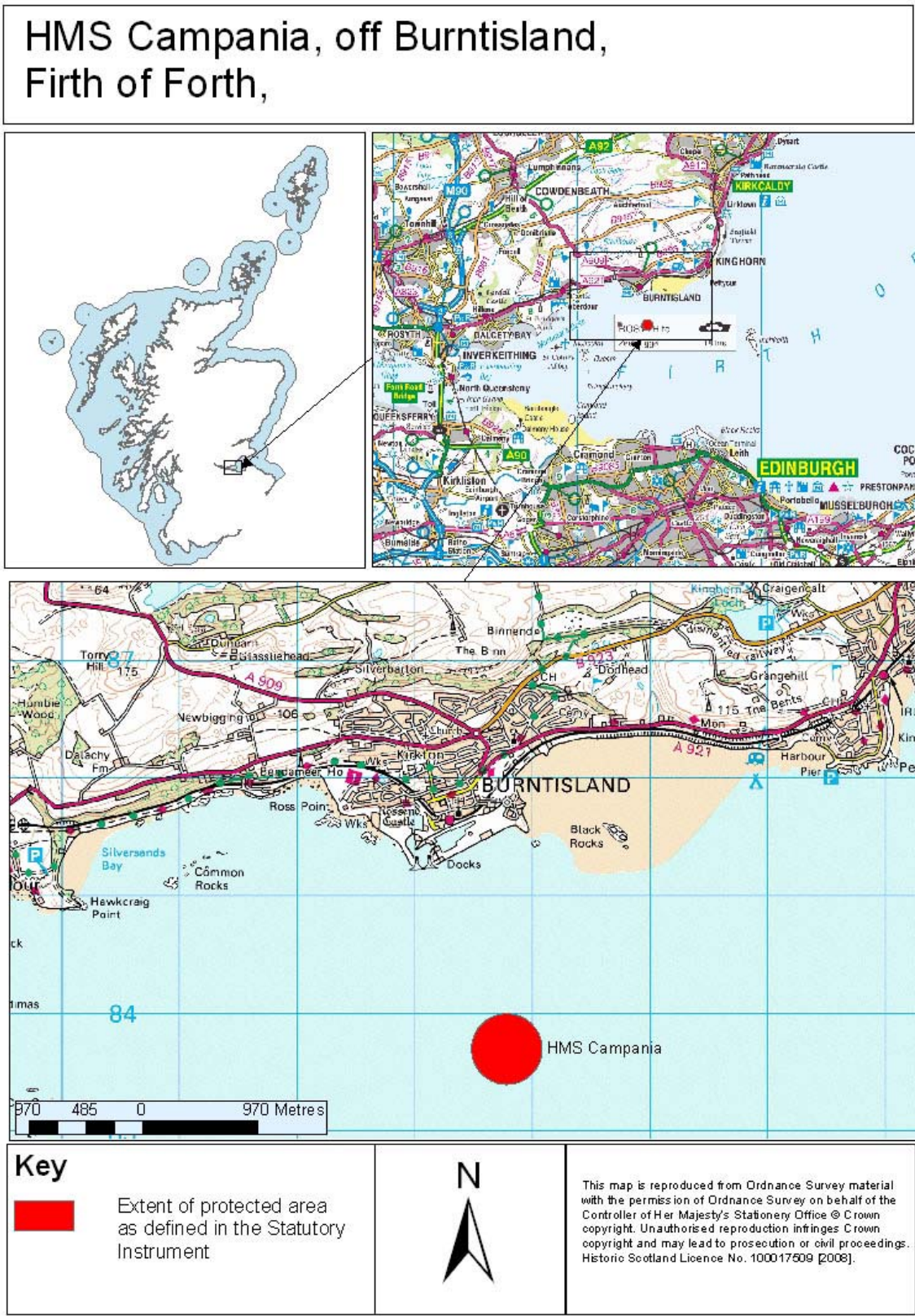
2. Further guidance

2.1. Licence application forms and guidance for divers and archaeologists in relation to the Protection of Wrecks Act 1973 are available online at <http://www.historic-scotland.gov.uk/index/heritage/wrecksites.htm>

3. Summary

Site name		<i>HMS Campania</i>	
RCAHMS reference number		NT28SW 8001	
General information			
<i>Location</i>	<i>Year of discovery</i>	<i>Discovered by</i>	<i>Date of sinking</i>
Off Burntisland harbour, Firth of Forth, Fife			5 November 1918
Description of wreck site			
<p>The wreck of the <i>Campania</i>. Originally built as a Cunard liner (launched in the Clyde in 1892), <i>Campania's</i> primary significance lies in her conversion in 1915 as a Fleet Air Arm carrier. The first flight from an aircraft carrier with a permanent flight deck took place on 5 May 1915 from her deck. Although the subject of extensive demolition and salvage operations, the wreck structure remains a substantial seabed feature 200m long, 20m wide and standing 12m above the seabed.</p>			
Description of site environment			
<p>The wreck lies one nautical mile south of the entrance to Burntisland harbour and is situated in a relatively benign environment with low hydrodynamic activity on the seabed. Underwater conditions are generally poor in the area, and the level of sedimentation around the wreck is high.</p>			
Designation summary (see annex for Statutory Instrument)			
<i>Designation order</i>	<i>Latitude (OSGB 36 datum)</i>	<i>Longitude (OSGB datum)</i>	<i>36</i>
Protection of Wrecks (Designation) (No.2) (Scotland) Order 2001	56 02.408N	03 13.412W	
<i>Site marker(s)</i>	<i>Date designated</i>	<i>Exclusion zone radius (m)</i>	
None	01.12.01	150	
Further information			
<p>Admiralty, 1918, ADM156/90; ADM156/173: Board of Enquiry reports into collision of <i>HMS Campania</i> with HM ships <i>Royal Oak</i> and <i>Glorious</i> after dragging anchor. Documents archived with the National Archives, Kew</p> <p>Layman, R D 1989, <i>Before the Aircraft Carrier the Development of Aviation Vessels, 1849-1922</i>, London.</p> <p>Oxley, I 2003, 'Focal study: archaeological work in advance of the Fife Council shoreline management plan'. In Dawson, T 2003, <i>Coastal Archaeology and Erosion in Scotland</i>, Edinburgh: Historic Scotland, 177.</p> <p>Warren, M D 1993, <i>The Cunard Royal Mail Twin-screw Steamers Campania and Lucania</i>, Sparkford: Patrick Stephens.</p>			

4. Location and extent of protected area



5. Statement of significance

Period

Originally built as a passenger liner for Cunard's Liverpool-New York service in 1893, *RMS Campania* held the Blue Riband award for the fastest transatlantic crossing by ship from 1893 to 1894, losing it to her sister ship *Lucania*. In 1914, the Royal Navy purchased *Campania* from the ship breakers and converted her into an aircraft carrier. Between 1914 and 1918, as *HMS Campania*, she played an integral part in the evolution of Royal Naval ship-borne air operations.

Rarity

The wreck of the *Campania* provides a significant example of the hull remains of a 'Blue Riband' winning Atlantic liner of the late 19th century. She is also the only aircraft carrier from World War One not to have been totally destroyed and so is the only British survivor of the early development of aircraft carriers. *Campania's* development bridges the gap between *Pegasus*, the Royal Navy's initial seaplane carrier, and *Argus*, the first vessel fitted with a full length flight deck and aircraft lift. *Campania* was the first ship to be modified to have a permanent flight deck and the first to have an aircraft take off from such a deck. Although aircraft had previously been launched from temporary flight decks on other vessels these were structures fitted retrospectively to enable warships to launch one or two aircraft for spotting purposes.

Documentation

The Campania's place in the histories of the transatlantic liners is well represented in a wide range of documentary and photographic sources. Some accounts are also available of her conversion to and service as an aircraft carrier, although this aspect of the ship has arguably not, to date, been given the same level of attention. Admiralty Board of Enquiry papers record the circumstances of her loss.

Group value

The wrecking of *HMS Campania* occurred as an accidental loss on the morning of 5 November 1918 when she dragged her anchor in a sudden squall before colliding with the battleship *Royal Oak* and battle cruiser *Glorious*. No other losses occurred during this incident and therefore this site exists in isolation, although there are associations with the naval role of the Firth of Forth during World War One.

Survival/condition

The wreck of *Campania* was cleared by explosives around 1923 because she represented a navigation hazard. However, she remains a substantial seabed feature 200m long, 20m wide and standing 12m above the seabed. High resolution geophysical surveys undertaken in 2008 confirm that the structure appears to remain in one section, although the deck superstructure has been cleared. One side of the vessel appears mostly intact and visible above the seabed. The other side, the bow and stern appear to be mostly embedded in sediment.

Fragility/vulnerability

It is unlikely that any substantial interference will further disturb the wreck but is vulnerable to souvenir hunters.

Diversity

This wreck is of particular significance as the first of the transatlantic liners to rely on steam power alone, dispensing with auxiliary sail and having twin screws. The *Campania*'s design set the pattern for the traditional image of the luxury liners epitomised by the White Star Line and Cunard fleets into the second half of the 20th century.

Potential

Notwithstanding the extensive damage caused by clearance operations, the wreck of *Campania* retains significant potential to provide important information about the modifications into a true aircraft carrier, something that is not well recorded in contemporary documentation. Undoubtedly a lot of physical evidence will also survive that will add to our knowledge of this important phase in passenger ship design and construction.

Summary and conclusions

The wreck of *HMS Campania* is worthy of protection under the Protection of Wrecks Act 1973 because it is of very significant historical and archaeological importance. It is the first of the steam-driven, steel-constructed transatlantic liners not to rely on auxiliary sail, and it is also the first vessel modified to carry aircraft and have a permanent flight deck. The ship's superstructure appears to have been substantially destroyed by clearance operations, but her hull structure remains intact and she remains a large, dramatic and imposing wreck of very considerable importance.

Annex – Statutory instrument

SCOTTISH STATUTORY INSTRUMENTS

2001 No. 384

PROTECTION OF WRECKS

The Protection of Wrecks (Designation) (No. 2) (Scotland) Order 2001

<i>Made</i>	<i>7th November 2001</i>
<i>Laid before the Scottish Parliament</i>	<i>9th November 2001</i>
<i>Coming into force</i>	<i>1st December 2001</i>

The Scottish Ministers, being satisfied that the site identified in article 2 of this Order is, or may prove to be, the site of a vessel lying wrecked on or in the sea bed and that on account of the historical and archaeological importance of the vessel and objects contained or formerly contained within it which may be lying on the sea bed in or near the wreck, the site ought to be protected from unauthorised interference and having consulted with such persons as they consider appropriate in accordance with section 1(4) of the Protection of Wrecks Act 1973(a), in exercise of the powers conferred by section 1(1) and (2) of that Act and of all other powers enabling them in that behalf, hereby make the following Order:

Citation, commencement and extent

1.—(1) This Order may be cited as the Protection of Wrecks (Designation) (No. 2) (Scotland) Order 2001 and shall come into force on 1st December 2001.

(2) This Order extends to Scotland only.

Identification of Site and Designation of Restricted Area

2.—(1) The site where a vessel lies, or is supposed to lie, wrecked on or in the sea bed is in position Latitude 56° 02.408' North, Longitude 03° 13.412' West.

(2) The area within a distance of 150 metres of the site identified in paragraph (1) above (but excluding any area above high water mark of ordinary spring tides) is designated as a restricted area.

ALLAN WILSON

Authorised to sign by the Scottish Ministers

St Andrew's House,
Edinburgh
7th November 2001

(a) 1973 c.33. The functions of the Secretary of State were transferred to the Scottish Ministers by virtue of section 53 of the Scotland Act 1998 (c.46).

EXPLANATORY NOTE

(This note is not part of the Order)

This Order identifies the site in the Firth of Forth of what is thought to be a wreck of a vessel and on account of the historical and archaeological importance of the vessel and its cargo the Order designates an area 150 metres around the site as a restricted area so as to protect the site from unauthorised interference.

The position given by the co-ordinates in article 2(1) of the Order is the position for use on Admiralty Charts 733, 734, 735, 736 and 1407 based on datum OSGB 36. The restricted area does not include any part of the designated area which is above the high water mark of ordinary spring tides.