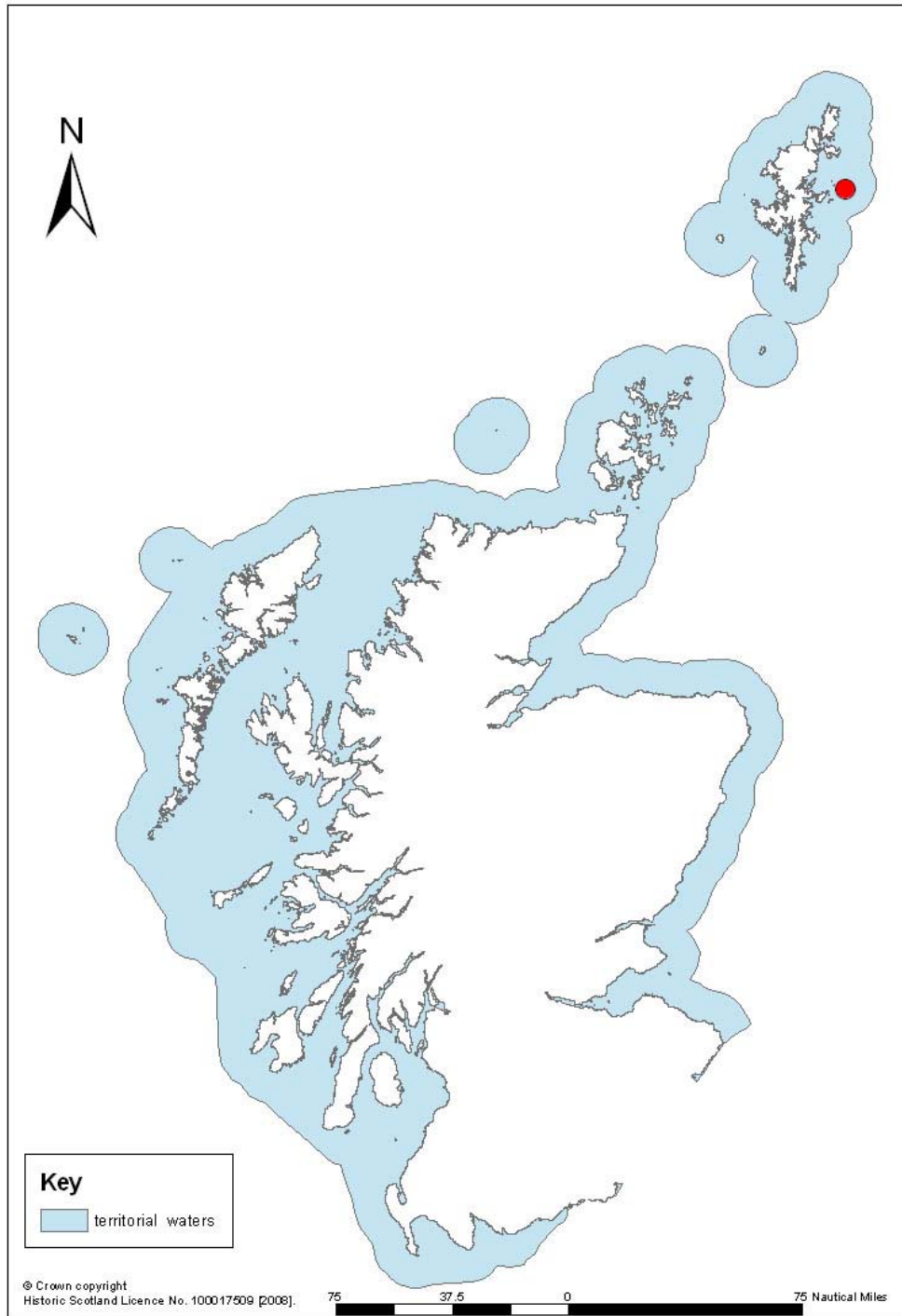


Scotland's designated wreck sites (Protection of Wrecks Act 1973)

Wrangels Palais, Bound Skerry, Out Skerries, Shetland Islands



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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>Wrangels Palais</i>	
RCAHMS Reference number		HU77SW 8001	
General information			
<i>Location</i>	<i>Year of discovery</i>	<i>Discovered by</i>	<i>Date of sinking</i>
Bound Skerry, Out Skerries, Shetland Islands	1990	Tim Sharpe	1687
<p>Description of wreck site The <i>Wrangels Palais</i> was originally a Swedish ship and was called the <i>Wrangels Pallats</i>. She was built as a merchantman and bought for the Swedish Navy in 1669, then captured by the Danes in 1677. <i>Wrangels Palais</i> ran aground in dense fog on 23 July 1687, while protecting merchant vessels on route to Iceland from Turkish privateers operating in the North Sea. Archaeological investigations of the site took place between 1993-6.</p> <p>Description of site environment The wreck of <i>Wrangels Palais</i> is situated at a depth of 25-28m, at the base of a steep cliff on the south side of the easternmost point of the islet of Bound Skerry. This is an exposed and dynamic environment with most of the finds contained within a bed-rock basin, interspersed with boulders and rubble.</p> <p>Designation summary (see annex for statutory Instrument)</p>			
<i>Designation order</i>	<i>Latitude (OSGB 36 datum)</i>	<i>Longitude (OSGB 36 datum)</i>	
The Protection of Wrecks (Designation No.3) Order 1990	60 25.5N	00 43.27W	
<i>Site marker(s)</i>	<i>Date designated</i>	<i>Exclusion zone radius (m)</i>	
Currently none	18.08.90 (redesignated 10.01.91)	100	
Further information			
<i>Published references</i>			
Bound, M and Sharpe, T 1995, The wreck of the Danish man-of-war <i>Wrangels Palais</i> (1687) off Bound Skerry in the Out Skerries (Shetland Islands). In Bound, M (ed), <i>The Archaeology of Ships of War</i> , Oswestry, 45-51.			
Bound, M and Sharpe, T 1996, 'The wreck of the Danish man-of-war <i>Wrangels Palais</i> (1687) off Bound Skerry in the Out Skerries (Shetland Islands) – a report on the pre-disturbance survey, 1993/1994' <i>Scottish Diver</i> 35 :2, 29-35.			

5. Statement of significance

Period

During the 17th and 18th centuries when the activities of the East India companies were at their peak, the maritime nations of northern Europe were frequently at war with one another and the threat from privateers was a real one. This wreck is an example of a Swedish-built Danish warship from the late 17th century, operating in the North Sea to protect merchant vessels from Turkish privateers.

Rarity

At the time of her loss, *Wrangels Palais* is documented as having around 46 guns. Warships from this period are not common and most known examples in UK waters have been designated under the 1973 Act. *Wrangels Palais* is one of few Danish wrecks in UK waters from this period and the only one so far located not to have been salvaged in recent years.

Documentation

Shetland Museum hold facsimiles of a number of contemporary Danish documents relating to this ship, including detailed records of the Court of Enquiry following the wrecking incident. These documents comprise part of the 'Bruce Papers' compiled by Robert Stewart Bruce of Symbister. Documents relating to the archaeological investigations that took place during the 1990s are also archived in Shetland Museum (see site summary).

Group value

This site forms a part of a coherent group of 16th-, 17th-, and 18th- century wrecks in Shetland waters of vessels of Dutch, Swedish, Danish and Russian origin. To avoid the dangerous waters off the French coast and English Channel, many northern European and Scandinavian ship owners and masters preferred their vessels to travel north around Britain, often passing by the Shetland Islands.

Survival/condition

Two bronze guns have been recovered from the site and the visible wreck material that remains, consists principally of a scatter of 18 heavily corroded iron guns and shot. In 1996, a limited trial excavation of two trenches identified wooden fragments as well as several ferrous and non-ferrous metal artefacts.

Fragility/vulnerability

Monitoring work since excavations were completed suggests that the site appears to be relatively stable with the possible exception of some evidence for ongoing corrosion of the iron guns. However, the site might become vulnerable to interference if statutory protection is not continued.

Diversity

This is the only representative of a Danish warship from the 17th century to have been afforded protection in UK waters. Its early Swedish origins add further interest. However, the range of artefacts so far identified is relatively narrow, limited as it is to armaments and anomalous small metal artefacts and timber fragments.

Potential

Discrepancies between the numbers of guns identified on the seabed and the documentary record suggest that contemporary salvage may well have been carried out; perhaps too that investigations to date have only identified part of the remains of the *Wrangels Palais*. Further survival of some organic remains may be expected to where burial within sedimentary deposits has occurred. It is also possible that some of the remains of the wreck may have fallen into deeper water offshore; or that there may be a section of the wreck in the area of Lamda Stack (some 750m away), where documentary records suggest that the vessel originally struck.

Summary and conclusions

The wreck of *Wrangels Palais* is worthy of protection under the Protection of Wrecks Act 1973 because it is of very significant historical and archaeological importance, not only within a Scottish and British context, but also within an international context. The site retains the potential to add knowledge to our understanding of the operations of the Danish Navy around the North Sea in response to piracy threats during the 17th century. The wreck of the *Wrangels Palais* also provides important evidence to enhance our understanding of the trans-national patterns of maritime activity that existed around the Shetland Islands, given their geographical position, in such a way as to significantly enrich appreciation of the histories of this island group.

Annex – Statutory instrument

STATUTORY INSTRUMENTS

1990 No. 2573

PROTECTION OF WRECKS

The Protection of Wrecks (Designation No. 3) Order 1990

<i>Made - - - -</i>	<i>18th December 1990</i>
<i>Laid before Parliament</i>	<i>20th December 1990</i>
<i>Coming into force</i>	<i>10th January 1991</i>

The Secretary of State for Transport, 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 the sea bed and that, on account of the historical and archaeological importance of the vessel, the site ought to be protected from unauthorised interference, after consulting with the persons referred to in section 1(4) of the Protection of Wrecks Act 1973(a), in exercise of the powers conferred upon him by section 1(1), (2) and (4) of that Act and of all other powers enabling him in that behalf, hereby orders as follows:—

1. This Order may be cited as the Protection of Wrecks (Designation No. 3) Order 1990 and shall come into force on 10th January 1991.

2.—(1) The site where a vessel lies, or is supposed to lie wrecked on the sea bed and in respect of which this Order is made, is in position Latitude 60° 25.5' North, Longitude 0° 43.27' West.

(2) The area within a distance of 100 metres of the said position, but excluding any part of that area which lies above the high-water mark of ordinary spring tides, shall be a restricted area for the purposes of the Protection of Wrecks Act 1973.

3. The Protection of Wrecks (Designation No. 2) Order 1990(b) is hereby revoked.

Signed by authority of the
Secretary of State for Transport

18th December 1990

Patrick McLoughlin
Parliamentary Under Secretary of State,
Department of Transport

EXPLANATORY NOTE

(This note is not part of the Order)

This Order designates as a restricted area for the purposes of the Protection of Wrecks Act 1973 an area near the Shetland Islands round the site of what is thought to be the wreck of a vessel which is of historical and archaeological importance. No part of the site is above the high water mark of ordinary spring tides.

This Order corrects an error in the position of the centre of the site of an historic wreck to which the Protection of Wrecks (Designation No. 2) Order 1990 was intended to relate; that Order is accordingly revoked.