STATUTORY INSTRUMENTS

2016 No. 841

PROTECTION OF WRECKS, ENGLAND

The Protection of Wrecks (Designation) (England) (No. 2) Order 2016

Made - - - -	*10th August 2016*
Laid before Parliament	*16th August 2016*
Coming into force in accordance with article 1	

The Secretary of State makes the following Order in exercise of the powers conferred by section 1(1) and (2) of the Protection of Wrecks Act 1973(**a**).

The Secretary of State is satisfied, in relation to the site identified at article 2(1) of this Order, as to the matters set out in section 1(1) of that Act.

In accordance with section 1(4) of that Act, the Secretary of State has consulted such persons as she considers appropriate having regard to the purposes of this Order.

Citation and commencement

1. This Order may be cited as the Protection of Wrecks (Designation) (England) (No. 2) Order 2016 and comes into force on the day after the day on which it is laid.

Identification of site and designation of restricted area

2.—(1) This Order is made in respect of the site where a vessel lies, or is supposed to lie, at Latitude 50º 32.5′ North, Longitude 02º 03.5′ West(**b**).

(2) The area within 50 metres of the site identified in paragraph (1), excluding any part of that area above high water mark of ordinary spring tides, is designated as a restricted area.

Tracey Crouch
Parliamentary Under Secretary of State for Sport and Tourism
Department for Culture, Media and Sport

10th August 2016

(**a**) 1973 c. 33.
(**b**) The position of the site is defined by co-ordinates of latitude and longitude according to the World Geodetic System 1984 (WGS 84), as revised in 2004.

EXPLANATORY NOTE

(This note is not part of the Order)

The wreck site of the vessel "HMT Arfon" lies nearly four kilometres south of St. Alban's Head, Dorset. This Order designates an area within 50 metres of that site as a restricted area for the purposes of the Protection of Wrecks Act 1973.

The Secretary of State is satisfied that that site ought to be protected from unauthorised interference on account of the historical and archaeological importance of the vessel.

Under section 1(3) of that Act, it is a criminal offence for a person to engage in certain activities in a restricted area otherwise than under the authority of a licence issued by the Secretary of State.

No impact assessment has been produced for this instrument, as no significant impact is foreseen on the private, voluntary or public sectors.

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