SCOTTISH MINISTERIAL ORDER

ENVIRONMENTAL PROTECTION

MARINE MANAGEMENT

The Iona I (Historic Marine Protected Area) Order 2016

Made - - - - 26th October 2016
Coming into force - - 9th November 2016

The Scottish Ministers make the following Order in exercise of the powers conferred by sections 67(1)(c) and 73 of the Marine (Scotland) Act 2010.

In accordance with section 73(1) of that Act the Scottish Ministers consider it desirable to make this Order for the purpose of preserving a marine historic asset of national importance which is located in the area designated.

Citation and commencement

1. This Order may be cited as the Iona I (Historic Marine Protected Area) Order 2016 and comes into force on 9th November 2016.

Designation of Historic Marine Protected Area

2.—(1) The area of the Scottish marine protection area described in paragraph (2) is designated as a historic marine protected area, to be known as “the Iona I Historic Marine Protected Area”.

(2) The area is the area of sea within a distance of 90 metres of co-ordinate latitude 55° 58’.076 north, longitude 04° 47’.194 west.

(3) In paragraph (2), “co-ordinate” means a co-ordinate on the World Geodetic System 1984 Datum and co-ordinate reference system.

Marine historic asset

3. The marine historic asset located within the Iona I Historic Marine Protected Area is the remains of a vessel, the Iona I, lying wrecked on or in the seabed, objects formerly contained in the vessel and deposits or artefacts which evidence previous human activity on board the vessel.

Preservation objectives

4. The preservation objectives for the Iona I Historic Marine Protected Area and the marine historic asset are-

(a) to minimise loss of the marine historic asset within the Iona I Historic Marine Protected Area;

a 2010 asp 5.
b Definitions of World Geodetic System 1984 Datum and coordinate reference system are available via EPSG Geodetic Parameter Registry as EPSG:6326 (http://epsg.io/6326-datum) and EPSG:4326 (http://epsg.io/4326) respectively.
(b) to minimise deterioration of site condition of the marine historic asset;
(c) to prevent the removal, wholly or partly, of the marine historic asset from its location within the Iona I Historic Marine Protected Area, except where the Scottish Ministers are satisfied that this is desirable for the purpose of making a significant contribution to the protection of the marine historic asset or knowledge about marine cultural heritage; and
(d) to prevent the commercial exploitation of the marine historic asset for trade, speculation or its irrevocable dispersal, other than provision of professional archaeological or public access consistent with the preservation objectives set out in (a) (b) and (c).

ROSEANNA CUNNINGHAM
Cabinet Secretary for Environment, Climate Change and Land Reform

St Andrew’s House,
Edinburgh
26th October 2016
EXPLANATORY NOTE

(This note is not part of the Order)

The Scottish Ministers are satisfied that designation of the Iona I Historic Marine Protected Area is desirable for the purpose of preserving a marine historic asset of national importance which is located within the area. The wrecked vessel is believed to be that of the Clydebuilt paddle steamer Iona I, which sank after collision off Port Matilda, near Gourock, the Upper Clyde Estuary in October 1862. The remains lie at a depth of approximately 27m below chart datum around 100m southeast of the Whiteforeland Buoy, within the Firth of Clyde shipping navigation channel off Gourock.

The wreck of the Iona I is of national importance as the well-preserved wreck of a Clydebuilt 19th-century passenger paddle steamer purchased by Confederate agents to run the blockade of Southern ports during the American Civil War. Although deteriorating in condition, the wreck is relatively undisturbed and retains its form to a significant degree. The extent of structural survival and potential for buried archaeological deposits mean that this wreck can enhance our understanding of 19th-century Clydebuilt paddle steamers and Scotland’s role in the American Civil War. Around this time, the Clyde shipping industry came to dominate worldwide ship production, making a major contribution to the prosperity and international influence of Scotland and Great Britain during the industrial period. Clyde paddle steamers played a key role in transforming travel and commerce on the West Coast of Scotland and more widely. Famed for their speed, some 300 Clyde-built ships were purchased by Confederate agents to run the blockade of Southern ports. As one of very few surviving paddle steamer wrecks and the only example of a blockade runner to survive within the confines of the Clyde where the vessel was built and operated initially as a passenger steamer for a period of 7 years, the Iona I makes a significant contribution to the cultural landscape of the Clyde basin. Our understanding of Clyde paddle steamers and Scotland’s role in the American Civil War would also be much diminished if this site was to be lost or damaged.

As this marine historic asset is located close to a major shipping channel it is expected that designation will help to promote the national importance of the site, foster its understanding, and encourage responsible management by sea-users and authorities with statutory undertakings.