Proposal to designate an area of Scottish territorial waters as the Queen of Sweden Historic Marine Protected Area, under the Marine (Scotland) Act 2010
Table of contents

Background and purpose ........................................................................................................... 3

Proposal to designate a Historic Marine Protected Area under the Marine (Scotland) Act 2010 ............................................................................................................. 4

Summary .................................................................................................................................. 5

Description ................................................................................................................................. 5

Statement of National Importance ............................................................................................ 5

References ................................................................................................................................. 7

Map .......................................................................................................................................... 10

Preservation objectives ............................................................................................................. 11

Management .............................................................................................................................. 15
Background and purpose

The Scottish Government is committed to a clean, productive, healthy and biologically diverse marine and coastal environment that meets the long term needs of people and nature. This vision includes protecting and, where appropriate, enhancing our most important marine heritage sites in such a way that they can be valued and understood (Scottish Government 2010).

To help deliver this vision, Historic Scotland is working with Marine Scotland, Scottish Natural Heritage, the Scottish Environment Protection Agency (SEPA) and the Joint Nature Conservation Committee to develop a network of Marine Protected Areas, and to make recommendations to Scottish Ministers on the selection, designation and management of three types of Marine Protected Area through powers available under Part 5 of the Marine (Scotland) Act 2010:

- **Nature Conservation MPAs** – to help deliver national priorities on biodiversity and geodiversity, including Scotland’s contribution to European and international commitments on biodiversity;

- **Demonstration and Research MPAs** – to demonstrate, or develop research into, sustainable and ideally novel marine management approaches. They will be established within Scottish territorial waters only.

- **Historic MPAs** – to protect marine historic assets of national importance within the Scottish territorial waters (out to 12 miles). Historic Environment Scotland advises the Scottish Government on designation of Historic MPAs.

This consultation invites views on a proposal to designate an area of seabed amounting to 2 hectares within Scotland’s territorial waters as the Queen of Sweden Historic MPA, as set out in this document. This proposal has been prepared with reference to *Guidelines for the selection, designation and management of Historic MPAs* (Historic Environment Scotland Scotland 2015).
Proposal to designate an Historic Marine Protected Area under the Marine (Scotland) Act 2010

Boundaries of proposed Historic Marine Protected Area
The area of sea within a distance of 80m of coordinate latitude 60° 08.803' north, longitude 001° 07.980' west.a

Marine historic asset(s)
The marine historic asset located within the proposed Queen of Sweden Historic MPA is the remains of a vessel, the *Queen of Sweden*, 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
The preservation objectives for the proposed Queen of Sweden Historic MPA and the marine historic asset are:
a) to maintain the extent of survival of the marine historic asset within the area;
b) to maintain site condition of the marine historic asset;
c) to prevent the removal, wholly or partly, of the marine historic asset from within the Queen of Sweden Historic MPA, 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 to knowledge about marine cultural heritage;
d) to prevent the commercial exploitation of the marine historic asset for trade, speculation or its irretrievable dispersal other than provision of professional archaeological or public access which is consistent with preservation objectives a, b, c.

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a In this paragraph, ‘co-ordinate’ means a co-ordinate on the World Geodetic System 1984 datum and co-ordinate reference system

<table>
<thead>
<tr>
<th>Name</th>
<th>Queen of Sweden Historic MPA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date of designation</td>
<td>N/A</td>
</tr>
<tr>
<td>Date last amended</td>
<td>N/A</td>
</tr>
<tr>
<td>Marine Conservation Orders</td>
<td>None proposed</td>
</tr>
</tbody>
</table>
Summary

The Scottish Ministers are satisfied that designation of the Queen of Sweden Historic MPA is desirable for the purpose of preserving a marine historic asset of national importance which is located within the area.

Description

The wrecked vessel is believed to be the *Drottningen af Swerige*, or ‘The Queen of Sweden’, a Swedish East Indiaman (an armed merchant sailing vessel of the Swedish East India Company) which hit a rock off the rocky headland of the Knab, while seeking shelter in Bressay Sound, Shetland on 12 January 1745. The remains lie at a depth of approximately 14-25m below chart datum close to Twageos Point, at the southern entrance to Lerwick Harbour.

Statement of National Importance

The wreck of the *Queen of Sweden* is of national importance as arguably the best preserved remains of a Swedish East Indiaman located in waters around Scotland. Although the wreck has been subject to historic salvage activity, key features are visible on the seabed and there is significant potential for further remains to be buried within the seabed sediments. Combined with study of documentation in company archives, records of the ship’s loss and salvage, and an extensive collection of artefacts held by Shetland Museums, the remains of the wreck can significantly enhance our knowledge and understanding of vessels of the Swedish East India Company and its trading activity around Scotland’s coasts during the 18th century. Around this time, the Swedish East India Company played an important role in growing northern European trade with China in tea and silk. The vessel's loss in Bressay Sound bears testament to Shetland’s strategically significant location on sea-routes linking northern Europe with the rest of the world. The loss of the *Queen of Sweden* was a significant event to local communities on Shetland at the time.

As this marine historic asset is located within an area that is popular for recreation and tourism (in particular recreational diving), it is expected that designation will also help to promote the heritage value of the site, foster its understanding and enjoyment, and encourage responsible behaviour by divers and others.

*Intrinsic characteristics*

*Queen of Sweden* was built in Stockholm in 1741 for the Chinese trade. Measuring around 45m in length, armed with up to 32 cannons and a cargo capacity of 947 metric tons (Joffre, 1981; Campbell, 1996), the *Queen of Sweden* was the largest ship built for the Swedish East India Company at that time (Wessex Archaeology 2011, 82).

Despite the significant salvage activity that has taken place on this wreck, important features survive which provide a rich source of archaeological
information for the Queen of Sweden. Furthermore, the assessment in 2017 observed high potential for other, as yet undiscovered, archaeological material to be buried within seabed sediments. As such the site retains significant potential to enhance our knowledge of the design and construction of Swedish East Indiamen, and the operation of the Swedish East India Company during the 18th century. These vessels were three masted and were generally heavily armed for protection against piracy.

Following the wrecking of the Queen of Sweden in January 1745, some mixed cargo was recovered and auctioned while cases of spirit were consumed locally. The ship’s bell was presented to the Kirk Session. The presence of lead ballast led to further salvage operations in 1745-6 by William Elliot, Robert Hunter and Co, the (French) Eschauzier Brothers and George Innes and Co.

In 1979, Belgian diver Jean-Claude Joffre rediscovered the wreck and his investigations over the following three years excavated a small area, reportedly around 5% of the site (Joffre, 1981; 1982). Joffre recovered around 350 finds including glass bottles, pieces of China porcelain, lead weights, clay pipes, wooden tableware, musket shot, cannonballs, and a variety of coins. Archaeological investigations to map the wreck took place in 1987 (Dobbs and Adams 1987), and in 1990 (Liscoe 1990). In 2001 and 2015 reports of further recoveries of lead ingots (part of the lead ballast cargo) confirming the continued archaeological potential of the wreck site. An assessment in August 2017 verified the presence of ballast mounds, cannons, loose ceramic fragments, small fragments of partially buried ships timber, possibly ceiling planking (internal hull planking), and one visible ingot (Wessex Archaeology 2018).

**Contextual characteristics**

Prior to the 16th century, exotic goods from Asia reached Sweden and other parts of the Europe via the Silk Road. During the 16th century an increase in maritime transport sidelined the older overland route. Britain, the Netherlands, and Portugal were the first countries to start trading with the East Indies and became the predominant merchant trading powers in the 18th century. The role East Indiamen, operating under charter or license to the various East Indies trading companies, was central in the growth of this activity.

The Swedish East India Company was founded in June 1731 and quickly began to compete with the established nations, in particular focusing on trade with China and in tea and silk. Between 1732 and 1806, 37 ships executed 132 voyages, creating prosperity for their owners, merchants and Sweden. Until its closure in 1813, the Swedish East India Company was the largest trading company in Sweden. Its importance to the city of Gothenburg is still recognised today where the former company headquarters now houses the Museum of Gothenburg.

After completing one successful voyage to China, Queen of Sweden left Gothenburg for Canton on 9 January 1745 with 130 crew, in company with another company vessel, the Stockholm. Both ships were only partly loaded
as they were to call into Cadiz to take on a cargo of silver (Henderson 1985: 208). The ‘north about’ route via Shetland avoided the shorter but potentially hazardous waters of the English Channel where pirates or privateers might operate and outward bound vessels often had to sail against the prevailing winds, particularly during winter. Encountering stormy weather east of Shetland, Queen of Sweden hit a rock after seeking shelter in Bressay Sound. The Stockholm had already been wrecked the same day, at Braefield, Dunrossness. There was no loss of life in either incident.

The National Record of the Historic Environment indicates that around 28 East Indiamen were lost in waters around Scotland (mostly of the Dutch East India Company). Many of these losses occurred around the coasts of Orkney, Fair Isle and Shetland. The Queen of Sweden appears to be the best preserved of four wrecked Swedish East Indiaman. Of the other three, records indicate minimal surviving remains of the Stockholm (Canmore id 206784) and Svecia wrecked on North Ronaldsay, Orkney 1740 (Canmore id 102233); a reported loss at Hamar Voe Shetland has not been located (Canmore id 290570). There is potential to compare information about the Queen of Sweden against other excavated examples worldwide such as the Gotheborg, lost 1745 just outside the city of Gothenburg, Sweden (see Legacy of the Gotheborg 1743-45).

**Associative characteristics**
This history of the Swedish East India Company is well documented and there are strong links with Scotland, not least in that one of the three founders was the Scot Colin Campbell who went on to become Sweden’s first envoy to the Emperor of China under King Fredrik I. The story of the wrecking and the salvage history of this site is also well documented (see for example Shetland Archives GD144/139/30) and this demonstrates that the loss of Queen of Sweden was a significant event to local communities on Shetland in 1745-6, for whom opportunities to salvage the structure and cargo of a wreck ashore represented a ‘godsend’ (Smith 1984). A large number of the artefacts recovered from the wreck remain in the collection of the Shetland Museum and were the focus in 2015 of a public exhibition about the wreck, showing that the story of the Queen of Sweden continues to resonate as an important chapter in the rich maritime history of Shetland.

**References**
Canmore id - [206700](http://canmore.org.uk/id/206700)

GD144/139/30 An inventory of general lots carried at the roup of the wreck of the ship Queen of Sweden. For the accounts of Mr. John Gifford of Busta and partners for one third, Mr Robert Scottay partners for another third, and Mr. William Farquhar and partners for another third. Referring to the partar inventory in proufs of the Vice-Admiral Court. Shetland Museums and Archives.

Archaeological Diving Unit 1990 *Queen of Sweden, Bressay Sound, Shetland, Scotland Report Number 073*. Copy archived with HES MS 5456.
Archaeological Diving Unit 2002 Queen of Sweden, Bressay Sound, Shetland, Scotland Report Number 02/26 University of St. Andrews

Campbell, C 1996, A passage to China: Colin Campbell's diary of the first Swedish East India Company expedition to Canton, 1732-33. Royal Society of Arts and Sciences in Göteborg


Liscoe, S 1990, Drottningen af Swerige 1745 ‘Queen of Sweden’ site plan based on diving operations and survey made by St. Andrews A.D.U. and Shetland SCOT SAC August 1990. Copy archived with HES MS/829/9

Smith, HD 1984, Shetland Life and Trade 1550-1914, John Donald Publishers Ltd.


Wessex Archaeology 2012, Wrecks off the coast of the Shetlands, marine geophysical surveys and interpretation. Unpublished report for Historic Scotland. Ref 79170.01
Online resources


Historic Environment Scotland 2016 – Historic Marine Protected Areas leaflet – copy available at <https://www.historicenvironment.scot/archives-and-research/publications/publication/?publicationId=fe248e27-0c19-4e4e-8d65-a62d00a2ce6a>


Map

proposed Historic Marine Protected Area: Queen of Sweden

Legend
- Proposed boundary of Historic MPA
- Core of the recorded remains

Boundary of the proposed Queen of Sweden Historic MPA: the area of sea within a distance of 50m of position coordinate latitude 60° 08.803’ north, longitude 001° 07.980’ west. Map projected in WGS84 (UTM Zone 30N). Basemap Copyright British Crown and Oceanwise. All rights reserved. License number EK001-20140401. "NOT TO BE USED FOR NAVIGATION"
Preservation objectives

Preservation objectives for the Queen of Sweden Historic MPA are intended to guide the management of important marine historic assets within the area according to what is considered practicable in this case. In formulating these objectives, Historic Environment Scotland has drawn on survey reports (see bibliography). The preservation objectives are:

a) to maintain the extent of survival of the marine historic asset within the area;
b) to maintain site condition of the marine historic asset;
c) to prevent the removal, wholly or partly, of the marine historic asset from within the Queen of Sweden Historic MPA, 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 to knowledge about marine cultural heritage;
d) to prevent the commercial exploitation of the marine historic asset for trade, speculation or its irretrievable dispersal other than provision of professional archaeological or public access which is consistent with preservation objectives a, b, c.

Vulnerability of marine historic assets

The survival of marine historic assets can be affected by a complex interplay of processes originating from sources that may be naturally occurring (e.g. chemical, biological or physical factors) or man-made (Historic Scotland 2012a, 8). The marine historic assets within the proposed Queen of Sweden Historic MPA may be potentially vulnerable to the following impacts from man-made operations, if these were to occur:

- **Direct impacts** – physical damage/loss/alteration arising from: a) collision/abrasion by construction/extraction activities; commercial fishing operations which impact on the seabed (particularly demersal trawling – e.g. scallop dredging); anchoring/mooring of vessels within the protected area; and b) the selective removal of artefacts and/or excavation of sediments by diving/archaeological operations within the protected area.

- **Indirect impacts** – alteration/loss of marine historic assets arising from any construction/extraction/dumping at sea/commercial installation operations in the vicinity which might exacerbate erosion of sediments or result in significant changes to seabed biology/water chemistry within the proposed protected area.

Table 1 indicates key pressures that are known currently. Table 2 explains what is known about the current baseline position in relation to the preservation objectives.
<table>
<thead>
<tr>
<th>Hazard</th>
<th>Pathways</th>
<th>Sources observed</th>
<th>Severity (where 3 is the highest severity, and 1 the lowest)</th>
<th>Probability / frequency (where 3 is the highest probability/ frequency and 1 the lowest)</th>
<th>Risk (hi/med/low)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Potential impacts</td>
<td>Collision/abrasion</td>
<td>Man-made operations</td>
<td>2</td>
<td>1</td>
<td>Low</td>
</tr>
<tr>
<td>Damage/loss/alteration of marine historic assets</td>
<td>Anchoring/mooring</td>
<td>Commercial fisheries: Static gear may be in occasional use for shellfish at this site. <strong>No use of mobile gear takes place at this location.</strong></td>
<td>1</td>
<td>1</td>
<td>Low</td>
</tr>
<tr>
<td></td>
<td>Selective removal</td>
<td>Sport diving (area is popular with sport divers. Potential impacts include recovery of artefacts without recording, reporting and conservation, and excavation of sediments potentially preserving wreck structure)</td>
<td>2</td>
<td>2</td>
<td>Low</td>
</tr>
<tr>
<td></td>
<td>Excavation of sediments;</td>
<td>Natural processes</td>
<td>1</td>
<td>3</td>
<td>Low</td>
</tr>
<tr>
<td></td>
<td>Degradation</td>
<td>Tidal currents and in particular effects of storm activity resulting in changes in sedimentation</td>
<td>1</td>
<td>1</td>
<td>Low</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Additional biological/chemical changes may occur following exposure of organic remains</td>
<td>1</td>
<td>1</td>
<td>Low</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Corrosion of large iron artefacts</td>
<td>1</td>
<td>3</td>
<td>Low</td>
</tr>
</tbody>
</table>

Table 1 – Risk profile for the Queen of Sweden Historic MPA on the basis of observations from archaeological investigation and site monitoring.
Figure 1: A cannon on the site of the *Queen of Sweden* (Copyright Historic Environment Scotland, courtesy Wessex Archaeology).
To maintain the extent of survival of marine historic assets in situ

**Survival Unknown** - i.e. at the current time (2018) we cannot estimate % extent of survival by comparing the quality and integrity of *in situ* remains with what evidence exists relating to the marine historic asset in its original form.

Visible features on the seabed surface include at least 12 cast iron guns, 1 lead ingot, a distinctive stone ballast mound and at least one piece of hull timber, possibly ceiling planking. Although there is potential that further hull structure will survive within the sediments, it is not possible to estimate the extent of survival at the current time with any degree of reliability. As regards the vessel’s cargo, documents indicate that there have been at least three historic instances of salvage, all occurring in 1746 following the wreck of the vessel. These are in addition to salvage carried out by the crew at the time of the wreck. It is recorded that the crew recovered sails, ropes, masts, yards, weapons and some of the cargo, while the salvage later that year was mainly lead ingots. The excavations in 1979-82 by J-C Joffre covered an estimated 5% of the area of the wreck, and recovered around 350 artefacts including; a large number of glass bottles and flagons, pieces of Chinese porcelain, lead weights, clay pipes, wooden tableware, cannonballs and various coins. However, these investigations were not published to archaeological standards. Further recovery of ingots occurred in 2001 (13) and 2015 (15). Following survey in 1987 it was concluded that the most productive and exposed areas had been excavated by Joffre but that there was high potential to contain further material in the sandy areas not previously disturbed. The assessment (Wessex Archaeology 2018) agreed with this conclusion, identifying an area of c.7500 sq.mtrs of archaeological interest.

To maintain site condition of marine historic assets

**Generally satisfactory with minor localised problems** - i.e. There may be some localised erosion or deterioration, affecting up to 15% of an asset. It does not constitute serious damage and is an acceptable feature of the asset.

The wreck site lies at a depth of 14-25m immediately offshore of the shallow rocky cliff at Twageos Point. The seabed comprises bedrock outcrops, with gullies filled with sands and gravels interspersed with larger stones and occasional boulders. From the base of this cliff, the seabed slopes gently until well beyond the known site, where there is a pronounced drop-off. The site is relatively sheltered during prevailing south-westerly and westerly winds but exposed during southerly and easterly winds. At the time of the assessment (2017), some areas of exposed sediment containing remains of hull structure were observed either indicating erosion of sediments or small-scale excavation by visitors. Otherwise the site appeared stable with thick kelp growth covering the seabed. A current was encountered running north to south across the site at varying strengths dependant on the state of the tide (Wessex Archaeology 2018). However, reports by a third party in 2007 indicated that the large ballast mound had completely broken up and that this might possibly be due to wave action (Wessex Archaeology 2011; 83-84).

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**Table 2 – Draft preservation objectives for the proposed Queen of Sweden Historic MPA in relation to site condition/survival, together with baseline status of indicators. Historic Environment Scotland undertakes monitoring activity and maintains a register of survival and site condition.**
Management

This section sets out how the proposed Queen of Sweden Historic MPA will be managed, and explains what the implications of designation will be for developments/activities within the MPA and nearby.

Responsibilities of public authorities

Designation of the Queen of Sweden Historic MPA will place a duty on public authorities with functions capable of adversely affecting marine historic assets to carry out those functions in a way that best furthers or, where this is not possible, least hinders the stated preservation objectives. This duty will cover public authorities including:

<table>
<thead>
<tr>
<th>Who?</th>
<th>Examples of what these duties would cover</th>
</tr>
</thead>
<tbody>
<tr>
<td>Marine Scotland</td>
<td>Developing marine plans; issuing marine licenses; undertaking enforcement.</td>
</tr>
<tr>
<td>Shetland Islands Council</td>
<td>Development and marine planning; issuing planning permission and work licenses.</td>
</tr>
<tr>
<td>Lerwick Harbour Authority</td>
<td>The Statutory Harbour Authority: managing the harbour area.</td>
</tr>
<tr>
<td>Crown Estate Scotland</td>
<td>Management of the seabed including issuing seabed leases.</td>
</tr>
<tr>
<td>Historic Environment Scotland</td>
<td>Advising on the management of the MPA and commissioning conservation work; a statutory consultee on planning and marine licensing applications</td>
</tr>
<tr>
<td>SEPA; SNH</td>
<td>Various regulatory and advisory responsibilities for the environment and natural heritage.</td>
</tr>
<tr>
<td>Ministry of Defence</td>
<td>Various defence responsibilities;</td>
</tr>
<tr>
<td>Maritime Coastguard Agency</td>
<td>Functions include the Receiver of Wreck.</td>
</tr>
</tbody>
</table>

Public authorities will have to consider and if necessary, implement changes in the way they carry out their functions to deliver benefits for/ minimise adverse effects on the Queen of Sweden Historic MPA. Decisions must consider impacts on the preservation objectives for the proposed Historic MPA and be taken in accordance with marine plans and policies.

Where functions or acts may significantly hinder the achievement of the preservation objectives, public authorities must notify Scottish Ministers through Historic Environment Scotland. Historic Environment Scotland has 28 days to respond and public authorities must have regard to advice or guidance given by HES.

Marine Conservation Orders and fisheries management measures

No marine conservation orders/fisheries management measures are envisaged as being necessary at the current time.

Given the relatively robust nature of such features, and the protection afforded through designation of this site as an Historic MPA, it is considered that
responsible diver access to this site on a ‘look, but don’t touch’, basis should be encouraged without further restriction through use of an MCO. This analysis will be kept under review.

As regards commercial fisheries, the location of the wreck – close to a rocky shoreline – means that the proposed protected area is not widely fished at present. It is therefore considered that recognition by fishermen and Inshore Fisheries Groups (IFGs) of the significance of this area, combined with adherence to the advice in Table 3, should be sufficient. It is not considered necessary to bring forward fisheries management measures at the current time. Historic Environment Scotland will, however, keep the need for such measures under review in discussion with the industry and Marine Scotland.

Operational advice for the proposed Queen of Sweden Historic MPA
Table 3 sets out best practice for activities in the vicinity of the wreck of Queen of Sweden. By following this advice, public authorities and sea-users will be helping to support the area’s preservation objectives.

Historic Environment Scotland’s Casework team will provide detailed operational advice on a case by case basis. Early engagement is encouraged.
<table>
<thead>
<tr>
<th>Operations</th>
<th>What does it mean for me?</th>
<th>How do I go about it</th>
</tr>
</thead>
</table>
| Construction/ extraction/dumping within the MPA | • Avoid direct impacts to marine historic assets within the MPA.  
• Carefully managed emplacement of sand-bags/other forms of geotextile membrane may be desirable within the protected area or scientific monitoring equipment to support the preservation objectives. | • Planning permission/Works licensing (Shetland Islands Council)  
• Marine Licensing (Marine Scotland)  
• Seabed leases (Crown Estate Scotland)                                                                                                                                                                               |
| Construction/ extraction/dumping/operation of installations outside the MPA boundary | • Existing practices can continue.  
• Proposals for such activities in the vicinity, particularly around Twageos Point, should consider potential transboundary effects on marine historic assets within the MPA, resulting from activities that alter hydrodynamic processes (e.g. erosion of sediments) and/or alter factors that may increase metal corrosion rates (e.g. by increasing oxygenation). | • Planning permission/Works licensing (Shetland Islands Council)  
• Marine Licensing (Marine Scotland)  
• Seabed leases (Crown Estate Scotland)                                                                                                                                                                               |
| Marine traffic, navigation and other transport within the MPA | • No changes required to surface navigation within the MPA;  
• Avoid use of anchors except in instances of maritime distress.  
• Avoid laying of moorings. However, there may be instances where laying of temporary seabed moorings is desirable to support sustainable access to the site. Where this is the case, care should be taken to place moorings away from the known extent of archaeological remains. | • Seek advice on navigation matters from Lerwick Harbour Authority.  
• Seabed leases for moorings (Crown Estate Scotland).                                                                                                                                                                      |
| Commercial fisheries                            | • Scallop diving practices can continue.  
• Fishermen should avoid using static and mobile fishing gear within the MPA to avoid risk of damage to and disturbance of marine historic assets. | • Contact Historic Environment Scotland to obtain copies of marine archaeological data to assist with avoidance protocols.                                                                                                                                                     |
| Sea angling                                      | • Existing practices can continue                                                                                                                                                                                             | • N/A                                                                                                                                                                                                               |
| Recreational diving                             | • Enjoy diving within the MPA to appreciate the history and marine life, but avoid the temptation to take souvenirs.  
If you want to take something, try photographs, video or measurements.  
Getting involved in projects and sharing your information is a great way to assist with recording and monitoring the MPA.  
• If you identify a potentially vulnerable artefact, leave the object where you found it and seek advice from Historic Environment Scotland (HES). Artefacts should not be recovered without permission. | • Contact Lerwick Harbour Authority about diving operations.  
• Share information with Historic Environment Scotland (HES) through our My Canmore service (https://canmore.org.uk/mycanmore/).  
• If you identify a potentially vulnerable artefact or want to undertake scientific/archaeological work within the MPA, contact HES in the first instance, who will advise you what to do.  
• Recovery of objects is likely to require a marine licence (through Marine Scotland).                                                                                                                                 |
| Scientific/Archaeological Investigations.       | • Non-intrusive scientific/archaeological survey work and sharing of information is encouraged.  
• If you wish to undertake excavation, sediment sampling, or to recover artefacts, seek advice from Historic Environment Scotland. Projects will be expected to follow archaeological standards of best practice. |                                                                                                                                                                                                                     |

Table 3 – Operational advice in relation to the proposed Queen of Sweden Historic MPA.
General offences
The designation of the Queen of Sweden Historic MPA brings into force, general offences under section 96 of the Marine (Scotland) Act 2010.

It becomes a criminal offence to intentionally or recklessly remove, alter or disturb marine historic assets, or carry out activities which could damage or interfere with a marine historic asset or significantly hinder a protected area’s preservation objectives.

Exceptions to offences are if the act has been carried out in accordance with a) the duty on public authorities or b) a consent/authorisation from a public authority (e.g. marine licensing/planning permission/ or other written authorisation from Historic Environment Scotland); c) it was necessary for national security, crime prevention/detection, or securing public health.

There are also defences if the prohibited act was carried out in emergency and for sea fisheries, where the effect on the marine historic asset could not have reasonably been avoided.

Further guidance
Historic Environment Scotland’s guidelines on the selection, designation and management of Historic MPAs set out further information on the management process for Historic MPAs (Historic Environment Scotland 2012a).

Historic Environment Scotland (2012b) has also produced a guidance booklet about Historic MPAs for visitors, investigators and managers.