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6<sup>th</sup> June 2017.

Dear Mr. Pater,

**Marine Aggregate Dredging Application MLA/2016/00227, South Goodwin Sands, Area 521.**

We write supplementarily to our letter to you despatched on 4<sup>th</sup> June 2017.

First, our letter of 4<sup>th</sup> June 2017 was incorrectly dated 27<sup>th</sup> April 2017. We apologise for this error, and enclose a signed copy correctly dated.

Second, we wish to bring to your attention some statistical data relating to the occurrence of shipwrecks and crashed aircraft on the Goodwin Sands. We enumerate this as follows:

a/. The number of shipwrecks recorded between 1600 and the present day by Richard and Bridget Larn, *Shipwrecks of the Goodwin Sands*, published by Meresborough Book, 1995, relating specifically to the Goodwin Sands is c. 700. Accordingly, if we take into account centuries prior to 1600 it is probably reasonable to assume that the number of shipwrecks relating specifically to the Goodwin Sands is not less than 1000.

b/. The number of aircraft which crashed in the immediate area of the Goodwin Sands during the Battle of Britain, WWII (1940), is recorded as 62 by the Kent Battle of Britain Museum. It is likely that there are additional WWII (1939 -1944) aircraft which crashed on the Goodwin Sands, but records of similar precision to those of the Battle of Britain are not presently known.

c/. The area of the North Sand of the Goodwins is 32.6 sq. km. The area of the South Sand is 29.9 sq. km - ref. Richard and Bridget Larn, *op. cit.* page 7. This gives a total area for the Goodwin Sands of 62.5 sq. km.

d/. The proposed Dover Harbour Board dredging area (South Sand) is 3.9 sq. km – ref. DHB Environmental Impact Assessment, 2016. This means that the proposed dredging area constitutes one-sixteenth of the entire Goodwin Sands.

e/. On this basis one can expect, statistically, a one-sixteenth area of the Goodwin Sands to contain 62 shipwrecks (1000 divided by 16), and 4 crashed aircraft (62 divided by 16).

Accordingly when assessing the results of the magnetometer and sonar surveys being undertaken by the Dover Harbour Board it is useful, we believe, to bear these figures of statistical probability in mind.

We advise that a copy of this letter has been made available to the MMO Licensing Manager, Mr. Matthew Kinmond.

Yours sincerely

D. Levy

S. D. Eades

cc. Dr. J. Flatman (HE)