

Underwater Archaeological Impact Assessment,
Proposed Dumpsite,
Tralee Bay,
Co. Kerry.



October 17th 2014

Client: Malachy Walsh & Partners,
Reen Point,
Blennerville,
Tralee,
Co. Kerry.

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Introduction

This underwater archaeological impact assessment (UAIA) was undertaken to determine the impact of proposed dumping by Kerry County Council of dredged material excavated from around the Fenit Pier area on the unknown potential archaeological resource of the selected dumpsite in Tralee Bay (Figure 1). The underwater archaeological impact assessment is being undertaken on behalf of Malachy Walsh & Partners, Engineers & Planners acting for Kerry County Council.

The selected dumpsite for the dredged material comprises a 1.0 sq.km area of Tralee Bay NW of Fenit Island, Co Kerry, (Figure 1 and Table 1).

Fenit dump site co-ords.	Latitude	Longitude	Easting (ITM)	Northing (ITM)
A	52.324	-9.905833388	470055.50	620903.38
B		-9.891666734	471020.96	620878.04
C		-9.891666715	470994.79	619877.03
D		-9.905833277	470029.14	619902.37

Table 1

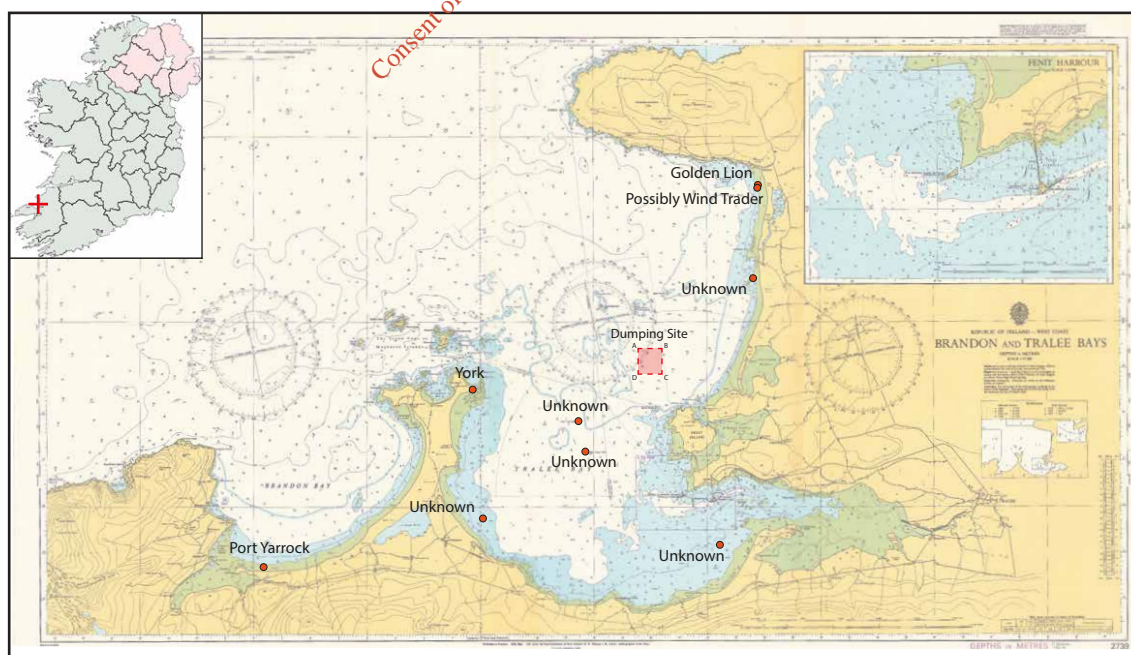


Figure 1: Site location map. Admiralty chart of Brandon and Tralee Bay with proposed dumpsite and locations on known shipwrecks denoted.

Existing Environment

The water depth in this area of Tralee Bay is <20m and the results of recent bathymetry undertaken in November 2013 at the site indicate fairly level seabed topography.

Scope of UAIA

Documentary Research

Several sources were examined including annalistic publications and State papers. Of particular use was *A History of the Port of Tralee* by Liam Kelly. Anthony Marmion's *The Ancient and Modern History of the Maritime Ports of Ireland*. The unpublished *Shipwreck Inventory of Ireland for County Kerry* by the Underwater Archaeology Unit (UAU) of the National Monuments Service (NMS) in Dublin is the essential baseline database for researching archaeological shipwreck records (Appendix 1). A wide number of published and unpublished sources were also examined. Of relevance was a previous unpublished report by the author in 2009. For a full list of documentary sources examined see the References section below.

Cartographic Research

Several historic maps were examined (see references below for a full list).

Geophysical Surveys

Side-scan sonar and magnetometer surveys for archaeological purposes were undertaken in July 2014 under license no: 14R0091 received by the author from the National Monuments Service (NMS) of the Dept. Arts, Heritage & the Gaeltacht (DAHG). The side scan sonar and magnetometer surveys were undertaken by Hydrographic Surveys Ltd, Crosshaven, Co. Cork (Appendix 2) and the report results archaeologically reviewed by the author in association with Brian Smith MSc.

Archaeological context of Tralee Bay

Prehistory

In a maritime archaeological context voyagers have been navigating their way into the waters of Tralee Bay via the Blasket Sound and around Brandon Point for at least 6000 years. For

mariners, through prehistory and all the way through the age of sail to the modern era these were very dangerous waters. Even today with modern GPS navigation and better charts and subsea mapping, mariners still have to be very vigilant due to the many submerged rocks, reefs, shoals and currents that criss-cross the bay

Prior to around 1500 AD this region was the edge of the known world. Virtually nothing was known or mapped beyond this western sunset horizon, an almost blank cultural canvas. One of the earliest documented references of voyaging to our shores comes from an ancient sailing-manual the *Massiliote Periplus* that dates to around 600BC. It was later written down as a poem the *Ora Maritima* by a Roman, Rufus Festus Avienus. In this sailing manual there are references to two large islands *Ierne* and *Albion* (Ireland & Britain) where the local people used skin covered boats.

Contact with the region from Europe did not start in the historic age. In the sandhills along the shore at Ferriter's Cove, the earliest evidence in Kerry of people as well as cattle and sheep was found here dating to the very end of the Mesolithic period between 6300-5400 BP, (Woodman 1999, 219).

Shortly after we find that the first Neolithic stone age settlers well established, farming and fishing in the inner estuarine limits of Tralee Bay on both banks of the Lee River. The earliest Neolithic settlement site, 5036 +/- 40 BP was discovered by the author in Manor West in 2000. While on the south bank of the river at Cloghers excavations revealed the earliest rectangular house found in Kerry, dated to 4900 +/- 40 BP (Dunne 2000).

It is not a massively physical or intellectual journey to envision these stone age settlers in their skin-canoes migrating along Smerwick Harbour, Brandon Bay, Tralee Bay, Kerryhead and into the inner estuarine limits of the mouth of the Lee River while others took turns driving their cattle and sheep along the beaches as they went. Arriving in Tralee Bay these first groups of coastal farmers and fishermen fully recognised the rich bio diverse flora and fauna as well as the variety of raw material to make their tools, houses and pottery.

The tradition of building and use of this type of canoe is still continued today albeit using tar covered canvas instead of skin and metal fastenings instead of withies. Locally they are called *Naomhóg's* or *Currach's*. These traditional canoes are still in use around the Magharees and Kerryhead today. Beside Ballingarry Castle on the north side of the headland they are used for pots and fishing (Plates 1-2). Another small traditional craft developed for use in estuaries and rivers is the flat bottomed *Gandelow* that is still used in the Cashen and in the Shannon today, (Plate 3).



Plate 1: View of Naomhóg's at Balingarry, Kerryhead.

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Plate 2: View of Naomhóg on Illauntannig, Tralee Bay.



Plate 3: View of two types of Gandelow's on the Cashen.

We have other excavated archaeological evidence of these colonists as far as Lixnaw migrating north along the coastal fringe around Kerryhead and then inland via the Cashen River at Ballybunnion. Multiple excavations around the coastal fringe of Tralee showed settlement evidence throughout the entire Bronze Age and into the Iron Age.

It was a different coastline then, further out and heavily forested. The sea level was gradually rising and estimates indicate that it has risen by *circa* 6m since the late Mesolithic period (De-laney & Sinnott 1999, 169). At low spring tides the drowned bogs and ancient tree stumps are visible in the harbours of Ventry, Smerwick, Brandon Bay, Castlegregory, Kilgobban, Ballyheigue and even as far as Beale at the mouth of the Shannon (Plates 4-5).



Plate 4: View of substantial peat exposure on Ballyheigue Strand.



Plate 5: View of ancient tree stumps on Ballyheigue Strand.

Peat from cores taken at Smerwick was dated to 4130 BP. Red deer antlers were found by the author on exposed peat at low tide in Ventry while several others have been found on exposed bogs on the beaches near Castlegregory. In Blennerville one of several antlers found during archaeological monitoring had been cut and shaped to use as an axe handle. The antler was dated at Groningen University to the Iron Age, 1765 +/- 35 BP (Plate 6).



Plate 6: View of prehistoric red deer antlers recovered from the inter-tidal zone at Reen Point, Blennerville.

The coastal territory around Tralee was the *tuath* or territory of the *Altraighe* who controlled most of the northern coastal area of Tralee Bay from Fenit eastwards and around to Annagh. They are possibly the oldest people that we have a name for in the area. St. Brendan was of the Altraighe and tradition holds that he was born six or seven miles west of Tralee somewhere in the Fenit, Tawlaght, Barrow area. He was the son Finnlug of the *Altraighe Cuille* and his mother was Cara of the *Chorca Dhuibhne* from West Kerry.

Not long afterwards the Altraighe had to fight for their land against the newly arrived *Ciarraighe* who established themselves around Tralee. Ogham inscriptions confirm the existence of the *Ciarraighe* as a dynastic name in North Kerry in the 5th century (McCotter 2008, 168). The Altraighe ultimately became a subordinate sept of the *Ciarraighe* who themselves eventually controlled all of North Kerry. The *Ui Fearba* were the ruling family of the regional kingdom of *Ciarraighe Luachra* by the 7th century (*ibid*). The coastal cantred of *Ui Fearba*, (also *Offarbe* and even more corrupted *Varbo*), existed in three separate parts virtually

all of which encompassed Tralee Bay. The largest section extended from Mt. Brandon along the north shore of the Dingle Peninsula to Tralee. The mid section extended north from Tralee to Banna Mountain while the third section extended from Ballyheigue to the Cashen River near Ballybunnion. and entirely reflects the earlier tuath (*ibid* & McCotter 2000, 59). Interestingly the late 16th century Carew map of Kerry denotes this tripartite cantred exactly (Figure 2).

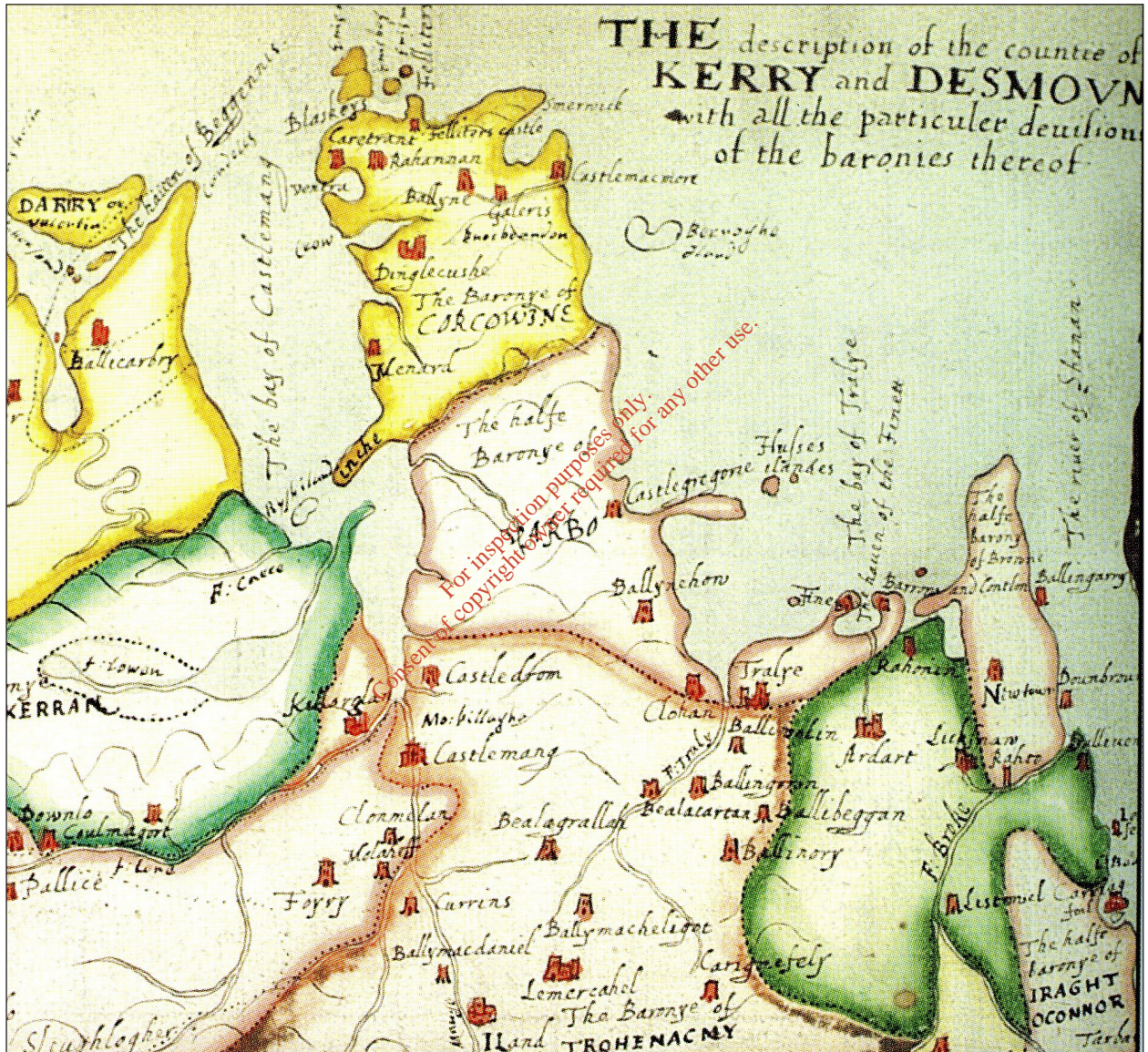


Figure 2: Extract from George Carew's 1598 map of Kerry. Note the tripartite cantred of Varbo (Uí Fearba) encompassing all of the coastal territory around the Tralee Bay.

The townland name of the Kerries overlooking Tralee Bay is a placename memory of this ancient people from whom Kerry gets its name. The massive, *circa* 140m diameter, bi-vallate Hillfort at Knockanacuig at the Kerries may have been a royal or administrative site of the Ciarraighe. Excavations by the writer in 2006 produced radiocarbon determinations of which the earliest lies between 190-20BC (Dunne 2006). Hillforts are extremely rare in south west Ireland and are regarded as the controlling centre of a tribal group-in this case possibly the Altraige or Ciarraighe.

There are a number of significant promontory forts, coastal and mountaintop around the study area encompassing Uí Fearba including eleven coastal and two mountaintop sites. The majority of the coastal promontory forts are found between Kerryhead and the Cashen River in the northern third of Uí Fearba. The coastal promontory forts of Cahercarbery Mór and Cahercarbery Beg at Kerryhead are possibly the most dramatic while others within the Tralee Bay area near Camp and strategically at the entrance to Barrow Harbour (Plate 7).



Plate 7: Oblique aerial image of the round castle within the earlier promontory fort at Barrow.

As the name indicates these monuments comprise linear fortifications constructed with earth and stone across the landward approach to the promontory with steep cliffs providing the remaining natural defences. The fortifications include combinations of earthen banks, fosses (ditches) and stone ramparts that extend across the necks of the promontory. A causeway usually extends across the defences to the entrance. Hut-sites (*clocháns*) are frequently present and in some instances souterrains are also found in the interior.

Morphologically promontory forts share characteristics with hillforts and ringforts. It is possible that some of these monuments have their origins in the later prehistoric times and may possibly continued to have had important local significance during the first millennium AD. The Irish word *dún* is associated with the vast majority of these sites. This is interesting as *dún* translates as fortress, fort, castle or fortified residence of chieftain or dignitary (RIA 1983, 256; Dinneen 1996, 380).

The upland promontory fort on Caherconree is situated on a high mountain eminence with a commanding aspect overlooking the entire study area. This dramatic mountaintop fort is associated with the *Deaghaidh* or *Dagda* the patriarchal deity of the elder faiths while its builder *Cú Ri* is also a warrior god. This fort is also constructed across a distinct V-shaped promontory with steep cliffs on its converging sides and a massive terraced rampart whose curving ends extend across its landward approach. Outside the rampart is an earthen bank and two fosses. The similarity of Caherconree and Caherearbery Mór is striking.

On the summit of Faha ridge on Mount Brandon demarcating the western limits of Uí Fearba is another massive ramparted fort that extends across a narrow eminence. Mount Brandon has been a holy mountain from prehistoric times and is associated with several sun gods including Lugh, Fionn, Bran and Crom Dubh prior to being supplanted or subsumed as a holy mountain associated with St. Brendan. The strategic dominant positions of these lordship it over all below defining sacred numinous space-a great fort of the gods in the clouds. Due to their often dramatic cliff edge locations they are often looked at as bridgeheads for arriving invaders such as the Iron Age *Veneti* who were a seafaring Celtic people from Brittany. Of course the opposite is also possible and it has been suggested that they were the last places of refuge for retreating people.

The reality is that very few promontory forts have been excavated and the meagre results tend to date them to the Early Medieval period between the 6th and 11th centuries AD. The excavation at *Dún Beag* on the Dingle Peninsula produced a radiocarbon date of 580+/-35bc (UB-2216) from a feature below and stratigraphically earlier than the stone rampart. Ultimately this single early Iron Age date is possibly best viewed with caution when considered along with important morphological aspects of the monument, notably the occurrence of a souterrain and two further radiocarbon dates of 900+/-65 ad and 990+/-100 ad that support an Early Medieval dating milieu for Dunbeg.

Souterrains occur in North Kerry at Ballybunnion and Doon West.

In the high medieval period from the 12th century many coastal promontory forts were often re-occupied and re-fortified as host monuments for numerous medieval castles or tower houses i.e. Barrow (Plate 7), Ballingarry Castle at Cloghaneleesh and Browne's Castle at Clashmealcon, Ballybunnion, Doon East & Doon West, (Toal 1995, 73-82).

Whatever, their precise dating period, these sites were occupied by coastal communities operating all around Tralee Bay in the late prehistoric and early medieval period.

Early Medieval Period

In a secular context the early medieval or early historic period is extremely well represented along the coastal fringe of Tralee Bay within the cantred of Uí Fearba. Ringforts are the most common field monument in North Kerry with over 700 sites recorded (Toal 1995, 24) and there are many examples dotted around the coast. Ringforts are subdivided into those of earthen construction (known as a *rath* or *lios*) and consist of circular or sub-circular enclosures with encircling banks and ditches. They also occur as dry-stone built forts (called *caher*, *cathair* or *caiseal*).

Although, they have the element *fort* in their name they do not have a military context and are essentially dispersed small rural farmsteads that achieved their floruit of construction over a 300-year period from the beginning of the 7th until the end of the 9th centuries AD (Stout 1997, 24). One named ringfort, *Lisdenigambearain*, (KE028-004), at Barrow is worthy of mention. This very large tri-vallate monument overlooks Barrow Harbour and was the most important ringfort in the area and may also have been a royal site of the Ciarraighe.

Christianity was introduced into Ireland in the 4th-5th centuries. Monasticism was the principal characteristic of the Irish Church whose origins lay in the Eastern Mediterranean inspired by Saints like Paul and Anthony who had retreated into the deserts of Egypt to live as hermit monks. Through time this monastic concept migrated into Ireland most likely through Gaul where its arrival had a profound impact on the existing spirituality of the Irish and witnessed the development of the 'Celtic Church'- a term that fell out of favour with more modern scholars but appears to be winning back somewhat today. This was a period of enormous turbulent change and movement across Europe associated with the demise of the Roman Empire and the widespread acceptance of Christianity.

Ardfert was always an important monastic complex traditionally associated with St. Brendan and most likely founded by St. Erc in the latter half of the 5th century and had significantly developed by the 10th century (Figure 3 & Plate 8).

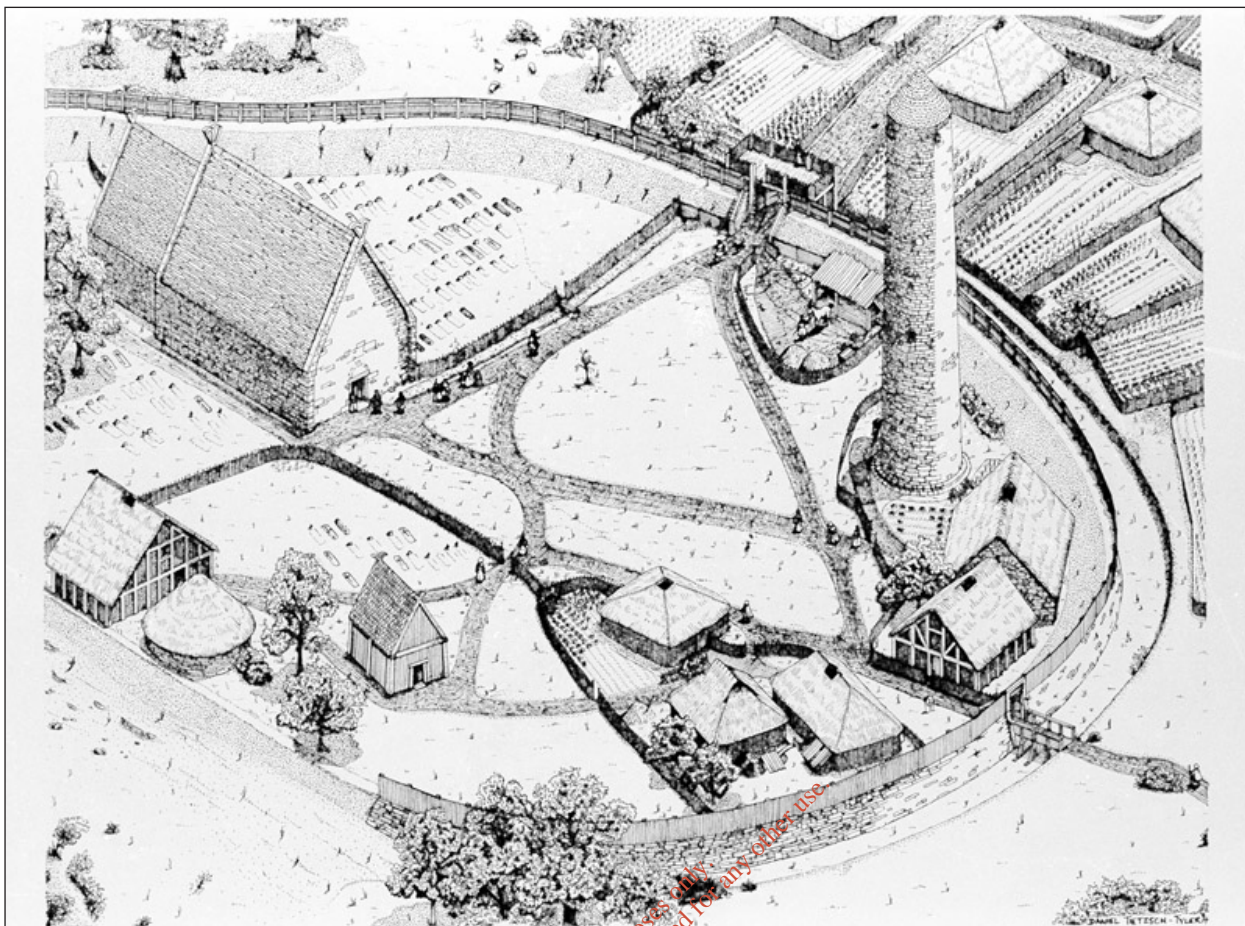


Figure 3: Oblique aerial reconstruction of the medieval ecclesiastic complex at Ardfert in the 10th century, (courtesy of Fionnbarr Moore NMS).



Plate 8: Aerial view of the medieval cathedral and wider ecclesiastic complex at Ardfert .

Later, in 1117 AD Ardfert became the Episcopal See for Kerry (O’Shea 2005, 46). The ecclesiastical complex at Ratass in Tralee had been the Episcopal See for a short period between 1111 and 1117AD before it reverted to Ardfert. A Dominican Friary was founded at Tralee in 1243AD while a Franciscan Friary was further established at Ardfert in 1253AD. Small monasteries were situated on islands including Inishvickillane, Church Island, Illaunloghan and Illauntannig (Plate 9) in Tralee Bay founded by St. Senach.



Plate 9: View from west of interior of the 7th century monastic site of St. Senach on Illauntannig, Tralee Bay.

Other ecclesiastic sites comprised tiny isolated anchoritic hermitages situated along the coastal fringe in remote areas like, Killelton, Kerryhead, the summit of Brandon and the incredibly isolated and exposed site of Fotharach na Manach above the sea on the tip of Brandon. The placename *disert* (desert) appears in several placenames. Several others sites were set up to serve important families and these evolved through many generations.

There are annalistic references to incursions by Viking raiders in Kerry including the sacking of the Skelligs in 824AD The Annals of Innisfallen record that ‘*Scelec was plundered by the heathens and Étgál was carried off into captivity, and he died of hunger on their hands*’ (Mac Airt 1988, 125) while a similar entry in the Annals of Ulster reads, ‘*Étgál of Scelec was carried*

off by the heathens and died shortly afterwards of hunger and thirst (Mac Airt & MacNiocaill 1983, 281). In 873AD the annals also record a Viking fleet led by *Bárid* from Dublin who plundered all of Ciarraige Luachra (North Kerry) underground i.e. the souterrains (Mac Airt 1988, 135). Although there are no definitive annalistic references to the Vikings in Tralee Bay it is certain that they visited the area as a small Viking hoard comprising an arm-ring and a neck-ring was discovered at Fenit in the 19th century. More compelling archaeological evidence of Viking raiding was recently excavated in a cave near Ballymacelligott east of Tralee by Michael Connolly that uncovered several skeletons and numerous artefacts, (Connolly, Coyne and Lynch, 2005). In 2007 the author excavated a skeleton of a robust male on the beach on Illauntannig that was radiocarbon dated to the Viking age (Plate 10).



Plate 10: Close up of skeleton of 10th century Viking Age drowning victim on beach at Illauntannig.

Placename evidence also supports wider Viking contact i.e. the name Smerwick is a combination of two Viking words, *smoer* meaning butter and *vik* meaning harbour. Unusually, there is no account of the Vikings plundering Ardfert especially considering that you could see its Round Tower from miles away and it was always used as a navigation aid for mariners and seamen throughout its existence until it fell in 1771 (Figure 3).

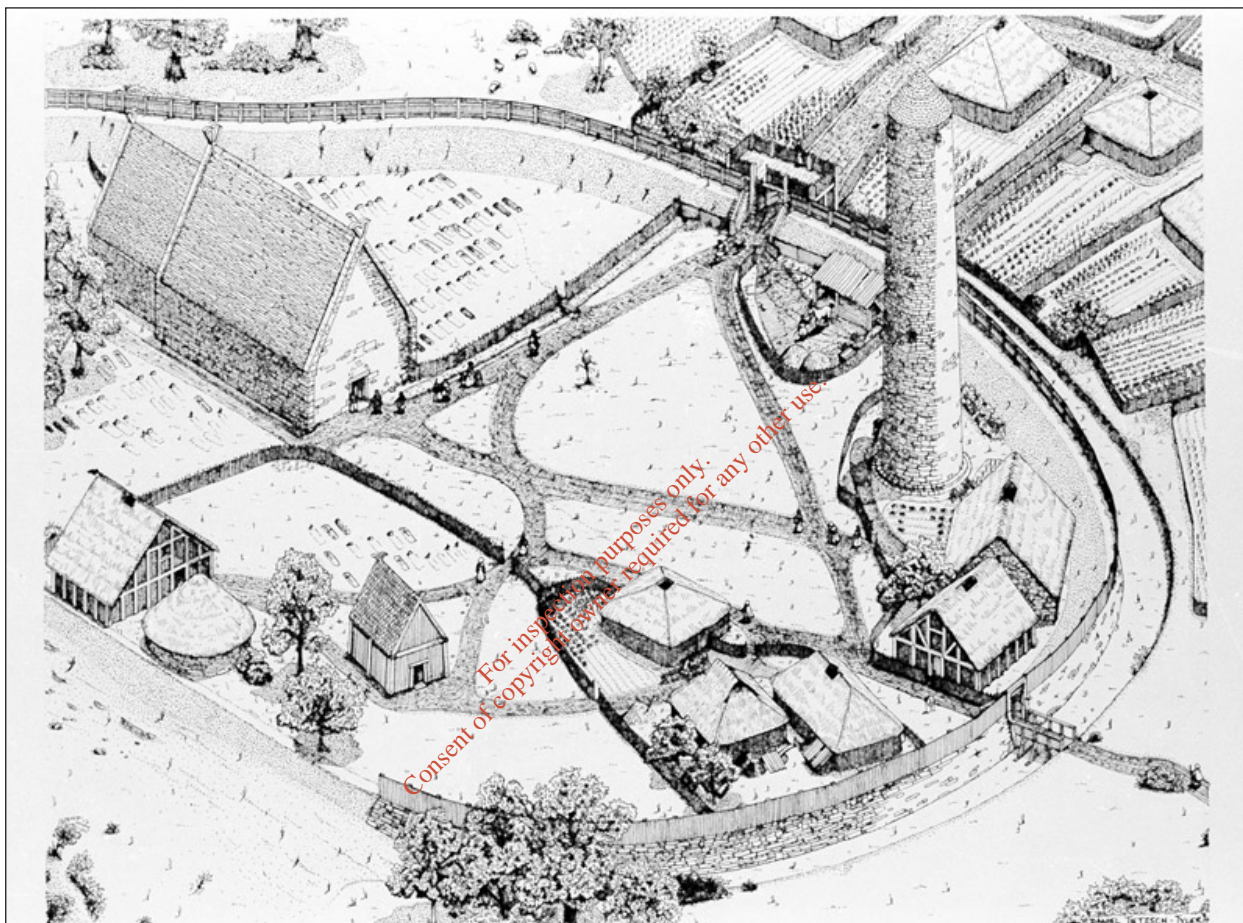


Figure 3: Oblique aerial reconstruction of the medieval ecclesiastic complex at Ardfert in the 10th century, (courtesy of Fionnbarr Moore, NMS).

High Medieval period

Substantial trade goods were imported into the medieval port of Tralee at Barrow Harbour throughout the entire medieval period. Tralee Port also serviced Ardfert which was the ecclesiastical See of Kerry as well as a medieval chartered borough. The importation of wine from France and Spain would have been of the utmost importance in the celebration of the Mass as well as the tables of the nobility. A royal receipt roll from 1293 notes that £8 18s was received in customs on 44 hogsheads (around 2400 gallons) and one pipe (cask of 108 gallons or two hogsheads) of wine at Ardfert (Sweetman 1875-6). The combined total would be about 15,200 bottles of wine today, (Plate 11).



Plate 11: Recent working image of barrel staves of possible wine casks recovered from Ballyheigue shipwreck, possibly the Wind Trader.

There are several custom returns from the mid 13th and early 14th centuries referring to several ports in Kerry with possibly Tralee and Dingle as being the 'Kerry Ports' (Othway-Ruthven, 1968, 123). Certainly, it would appear that goods were dispatched and received at several locations including Ardfert (Kelly 1989, 199). In 1254 John FitzThomas paid one mark duty on wines and whiskey and that Howel de Cantelupe (Cantillon) paid 16c 8d for the same beverages. The customs collectors at the time were Myler Fitz Robert and Philip Thurnsteyn . An account of 1314 records an order from the Exchequer to Reginald Broun, sheriff of Kerry to summon James Henry of Winchelsea to answer the King (Henry III) as to why he carried hides from Smerwick without paying dues. Interestingly, the Kings collector of Customs at the time was a Florentine merchant Thorald del Papa (KAM, 1917, 130). After that the collectors for Ardfert were Thomas Fitz Adam and Andrew FitzThomas in 1323.

In the Inquisition of the Desmond estate of 1587 three years after the demise of the last Earl there is an interesting account of the customs and their value that the Earl used receive: *From the customs or subsidies called the Cocquet (customs on goods passing through a custom house) of Dingle-de-Cuishe of merchandise, as well of English merchants as of foreigners for goods and merchandise imported or exported into and from the ports and creeks of Dingle, Bantry, Smerwick*

and Ardcanny, and other places, and wrecks of ships in storms, from the island in Desmond called Valentia to Beale in the County of Clanmorris; and also the presage of all wines discharged within the aforesaid Ports and Creeks, which the late Earl received in right of inheritance. And further the aforesaid Earl of Desmond used to receive and perceive a custom from every ship or boat, coming there to fish, when, and as often as it would come. All which the premises are valued by the aforesaid Commissioners at £33 6s 8d (Kelly, 1989, 199). From this historic documentary account it would appear that Dingle was indeed the main Kerry Port. The archaeological evidence at present is somewhat at variance with this.

Post Medieval period

Excavations by the author in Tralee and Fenit shows a remarkable number and variety of foreign destinations for trade in ceramics and other produce between 1550 and 1730. The ceramics include large quantities of utilitarian kitchen wares from Devon as well as high quality table wares from several locations in Germany, and the Lowlands, France and indeed from Pisa and Genoa in Italy. Other ceramics were used to transport wine and olives from Spain and Portugal (Dunne 2007). It would also appear that quite an amount of trade into Kerry was via Ardfert whose port was situated at Barrow and it is likely that small vessels travelled up the Barrow River at top tide to Rahoneen Castle that was then the residence of the Bishop of Ardfert. Barrow Harbour was the main port for Ardfert with its narrow entrance channel guarded by Fenit Island castle and the earlier round castle opposite it at Barrow (Plates 7, 12-13).



Plate 12: Oblique aerial view of Fenit Island Castle.



Plate 13: Oblique aerial view from east of proposed dumpsite in Tralee Bay from entrance of Barrow Harbour. Note Mucklaghmore Rock and Illaunbarnagh in distance on upper left and centre and the Crow Rock and Illaunnacusha in foreground. Note sweeping channel from narrow entrance past Fenit Island castle on left. Kerryhead forms the background.

Once within the harbour it is likely that the landing and discharge was undertaken near the third castle in the area at Tawlaght of which nothing now stands. Reference to Tawlaght is again to be found in the Inquisition of 1587 whereby it records: An old castle at called Tawlaght, otherwise Towlaght,...*a certain ffishery in the water or port of ffynett, near the aforesaid Castle of Towlaghte, in which port a vessel of the burthen of 80 tons can cast anchor at low water, worth by the year, as appears to the aforesaid Commissioners, 10s sterling*, (Hickson, 1879, 165). A trading token found in Tawlaght is currently on display in the County Museum Tralee. The 1587 account is therefore the first reference to the Port of Fenit which at the time was closely guarded by three castles, Fenit owned by the FitzMaurices, Barons of Kerry while Tawlaght and Barrow were owned by the Earls of Desmond.

By the start of the seventeenth century the borough of Tralee had developed much more commercially than Ardfert and Fenit. In 1612 there is a reference to a ship being moored “*in the Harbour of Tralee*” and in 1628 a Hamburg ship of 120 tons was captured when it came into Tralee Harbour with a cargo of palstaves, timber and tar (Bradley 1984-5, 102). However, an account from 1628 puts a different light on the status of Tralee viz: “*formally a town of some trade and a resort of shipping but now seldom applied to but in stress of weather*” (O’Sullivan,

1971, 38). It is however, likely that the original port area within the actual town of Tralee, around the Princes Quay Staughton's Row area, had gone into decline due to silting up from neglect and lack of use. The inner port area, around the walls of the Dominican Abbey, were only reachable by small boats or lighters up to 9 tons burden and only at spring tides. The lack of use and maintenance of the port no doubt reflects the previous destruction and repetitive burnings in Tralee in the Elizabethan era up to 1600. This destruction included the Dominican Abbey who would have imported wine in large quantities.

The peace and prosperity of Tralee, now the property of the Elizabethan grantee Sir Edward Denny was only to last one generation as the bitter wars of 1641 closely followed by the Cromwellian wars of 1653 and finally culminating in the Jacobean wars of the last decade of the century, destroyed Tralee to the ground to such an extent that virtually nothing remains today of the medieval town of Tralee above ground. Indeed Tralee was so destroyed that there was much debate as to whether it was viable to rebuild it at all or create a new county town at Castlemaine.

After the Restoration in the 1660's Kerry had its own customs officer appointed who possibly resided in Strand Street, Tralee, near the now recently demolished customs house to facilitate the mini-bout at the junction of High Street and Strand Road. By 1682, the port in Tralee was no longer in use except during periods of bad weather (Bradley 1995, 174). Although we have very few records of ships trading into Tralee in the 1700's we do have several records of ships from that period being wrecked in Tralee Bay (Appendix 1).

Smuggling was prevalent, indeed endemic, on the coasts of Ireland and Britain in the 18th century and it would appear that the Fenit-Barrow area was a smugglers haven. The old fishing village and quay known as the Randy, near the round castle in Barrow, is probably derived from the French word *rendezvous* (Plate 14; Kelly 1989, 203).



Plate 14: View from west of the old quay and fishing village at the 'Randy' Barrow Harbour.

Barrow House was originally built by the Cromwellian family of Collis around 1650. During renovations in the 1970's, historian Edward Roe, discovered a hidden chamber in the gable of the house containing quantities of tobacco (*ibid*). The revenue officials finally caught up with the renowned smuggler Collis and ransacked his house to such an extent that he abandoned his smuggling ways. Barrow House was later modified and enlarged and was subsequently purchased in 1870 by a Tralee merchant Robert McCowen who developed an important oyster fishery there in 1873 (Wilkins 1989, 182-3). The Irish Folklore Commission recorded in 1938 that a bar of gold was found by workmen near Tawlaght and not realising at the time that it was gold they sold it for 7s 6d to a local jeweller (*ibid*).

The Port of Tralee at Blennerville

Between 1825 and 1833 the corn export trade from Blennerville increased by 33.33% and the home trade by 20% (Kelly, 1989, 205). The figures peaked in 1833 with the export figures reaching 18, 354 barrels of wheat, 68,993 barrels of oats and 3,948 barrels of barley. It

is interesting that barley was mainly grown for home consumption but also possibly also reflecting its use in the increasing brewing and distilling industry of Tralee also. A brewery and distillery were located in Ballymullen and the latter had an annual production of 70,000 gallons of whiskey in the early part of the century (O'Dwyer 1991, 15). Siltation at Blennerville continued to be a real problem. In the summer of 1822 Richard Griffith surveyed the estuary and the need for the reclamation and re-establishment of the whole area as a workable port was identified. Better port facilities, other than the small quay at Blennerville, were required to ensure Tralee's commercial viability. A proposal for the development of a canal was put forward by Griffith who wrote that the inhabitants of Tralee are 'desirous of having a canal made from Blennerville up to this town, a distance of one mile, on which vessels of about 80 tons burden could ply' (Kelly 1989, 214).

In 1837 Lewis wrote '*Due to the shallowness of Tralee Bay, vessels exceeding 50 or 60 tons cannot approach nearer than Blennerville and obligates large vessels to lie (about six miles out) at the Samphire Islands off Fenit point. To remedy this a local act was procured...the purpose of constructing a navigable canal adequate to bring up large vessels to the town. The canal which is now in progress commences at Crompane-Rickard, near the west end of the town where there is a basin 400 feet by 150, on the north of which is to be a quay faced with hewn stone. The canal is to be 74 feet wide by 15 deep and estimated to cost £24,000. When finished, vessels of 300 tons will be enabled to discharge at the quay.*'

By 1846 the canal was opened and a tow path on its northern side enabled barges to be hauled up the canal basin where cargoes of coal, maize, timber, slates and bricks were discharged. The creation of the canal also had its problems as vessels had to wait at the Fenit-Samphire Roads, to make the tide to enter it. Consequently it was decided to build a new deepwater pier at Fenit which extended out to the Samphire Island from the mainland and connected by rail from Tralee. The entire project costing around £140,000.00 and was completed in 1887. The canal was eventually closed to navigation in the 1930's. Restoration and refurbishment of the area of the canal and basin was undertaken in the mid 1990's. The works included the emptying of the silt along its entirety and the installation of a new watergate lock at the entrance and a new hydraulic swing gate beside Blennerville Bridge.

Between 1827 to 1833 a total of 51 foreign vessels traded with the Port of Tralee; 273 coasters imported goods and 384 exported goods to Britain while 173 vessels brought cargoes from various ports in Ireland to Blennerville and 109 took goods from Blennerville to various ports around the country (Kelly 1989, 207). The estimated gross value of exported corn meal and flour from Blennerville in Tralee in 1845 was £40,315 and the gross value of imports for the same period was £7,270 of which coal, slates and iron made up £4,295. Due to cheaper American imports and ultimately the Repeal of the Corn Laws in 1848 many mills had closed or got into financial difficulties. However, the windmill at Blennerville continued operating

until the 1880's, exporting flour to England and the continent. One of the most poignant shipwrecks in Tralee Bay was the loss of the sloop *Industry* at, Kilshannig, Magharees on Christmas Eve in 1847 at the height of the famine with a cargo of flour and meal destined for Tralee, (Appendix 1).

At a human social level, Blennerville Quay was the departure point for thousands of emigrants, old and young alike, who left the port for America and Canada. It was during this period that the *Jeanie Johnston* used the port on her numerous journeys between the years 1848 to 1856 to the New World.

The Development of the modern Harbour and Pier at Fenit

In 1846 a proposal was made to establish the Port of Tralee at Fenit was mooted by Knox Maunsell, the County Engineer. The plan involved '*...extending the line (railway) from Tralee to a point on the north-western coast, directly opposite the first Samphire Island and where an excellent harbour may be found-a pier or breakwater being thrown out from the mainland to that Island....and for the erection of which there are most suitable means available in the limestone cliffs and quarries on the spot, and which would be gratuitously tendered by for that purpose by the proprietor. Thus would be formed as safe and capacious a harbour as can anywhere be found. ...The facilities for large tonnage vessels both getting under weigh and coming alongside, at all tides and under different changes of the weather, have been so frequently proved, and the fact of foreign and colonial vessels riding with the greatest safety during the most severe storms in the Samphire roads, is such sufficient testimony of this locality being the proper site for a commodious harbour and anchoring ground as to make any further reference to this part of the subject quite unnecessary*' (Kelly 1989, 272). The plan also proposed that the project would provide much needed employment to the poor of the area and improve the lot of the fishermen as well.

In 1854 a lighthouse commenced operating on the Little Samphire Island which greatly improved navigation in the Bay. A lifeboat and boathouse were built at Fenit in 1879, known as the Tralee Bay station and later changed in 1892 to Fenit. The boathouse site was given by John Hurley of Fenit House and was built at a cost of £393 15s 0d while the 34', 10 oared lifeboat, the *Admiral Butcher*, built by Woolfe and Son of London, cost £363. She was named after an eminent Dublin surgeon, R.G. Butcher. The RNLI continue to operate from Fenit with a Trent-class lifeboat, the *Robert Hywel Jones Williams* and the D-class *Cursor Street*.

Work commenced on the new pier at Fenit in 1876 by the then County Engineer, Mr. Frazer

whose plan differed somewhat from Mr. Maunsell's plan now thirty years old. Frazer estimated that the six miles of railway would cost £30,000 and the pier £70,000, making a total of £100,000. After getting an act of Parliament to construct the pier at Fenit an application for a loan of £95, 000 was made to the Treasury. In advance of this loan the Treasury ordered that an inquiry into the project should be carried out by the Commissioners of the Board of Works which was held in Tralee between the 5th and 8th of April 1881 (*Ibid*, 275). Evidence at the enquiry was given by Charles Green, chief boatman of the coast guard for thirty five years of which eight were spent at Fenit who stated that ...*the Samphire Roads provided excellent holding ground for ships with twenty four feet of water at the inner roads at low water*. His testimony is also very useful as a record of the fishing industry of the area and stated that 280 fishing boats of one and a half tons operated from Tralee, Kilfenora, Spa and Fenit of which eleven were hookers (*ibid* 276). The Commission approved the project and the contract was awarded to Messrs. Falkiner and Tancred to construct the pier for £82,000, the total cost in the end was £95,000. They also built the railway line for the Tralee and Fenit Railway Company. Work commenced on the 3100' (*circa* 940m) pier in August 1882 that included a wooden viaduct of 1000' (*circa* 300m) that was originally intended to be iron. This was changed to creosoted pith pine piles instead whose lifespan was estimated at between 14-18 years. However, due to an error ninety piles (over half) were inserted without creosote that reduced their lifespan considerably. In 1909 the wooden piles of the viaduct were replaced by Messrs Moran & Sons who replaced them with Oregon Pine instead.

The first cargo of corn arrived at the pier on the 11th May 1887 for Robert McCowen & Sons and for passengers on the 5th July. From the outset the project was beset with difficulties and merchants found out that costs were actually dearer than before. However, issues were resolved and business gradually improved annually although trade through the canal continued until 1940 (*ibid* 277).

The herring and mackerel fishing was very productive in the area in the 1880's and with the pier facilities available at Fenit the entire Manx fishing fleet became annual visitors there fishing from March to May. The Manx brought their wives to clean and fillet the fish while their religious services were provided on their own mission ship the *Temple Tate*, (*ibid* 283; Hanifan 1996, 58-59). In 1906 over 150 Manx fishing boats known as *Nobbies* arrived at Fenit. These, two masted double-enders, were between 35 and 40' long (Plate 10).



Plate 15: View of the Manx fishing fleet at Fenit Pier in 1906. Note all the fish boxes ready for use. Further note railway steam cranes discharging coal from steamer.

The Congested District Board had begun purchasing these *Nobbies* from the Isle of Man and indeed *Zulu's* from Scotland for use by Irish fishermen who up until then did not have the boats to fish in deep waters. These boats were later built at Dingle, Baltimore, the Aran Islands and by several other small yards around the coast.

Trade dramatically slumped during the First World War down from 97,000 tons in 1915 to 16,000 in 1918. U-Boat activity accounted for around fifty sinkings during WWI alone off the Kerry coast. In 1922 the 135-ton sailing barge *Georgina* was blown up by the IRA to prevent the British from entering the canal. By 1923 the US embargo on imported fish killed the industry and the Manx fishing fleet departed for the last time. Butter was the biggest export in the 1920's along with bacon and other food produce necessitating the construction of a cold storage facility in 1927 (Hannifin 1996, 65). Steam cranes on rails were used to load and unload cargo. Maintenance dredging was undertaken at Fenit by the *Samphire*, a steam hopper dredger built in Dublin in 1907 and only decommissioned after decades of work in 1975 as she was too expensive to run as a coal burner (Kelly 1989, 257-8).

One of the most dramatic incidents at Fenit Pier occurred at the height of the Civil War in August 1922 when Irish Free State troops landed. The viaduct had been mined by the Republicans in advance of a possible landing. However, in a top secret operation Free State troops boarded the coaster the *Lady Wicklow* and made it undetected to Fenit Pier. The Republicans

tried to detonate the explosives but the wires had been cut by the pier-workers who feared for their livelihood. A skirmish between the forces occurred but the Free State troops, finding two wagons on the pier, pushed them along in front creating good fire cover and forcing the Republicans to retreat along the railway line. Another skirmish took place at Sammy's Rock at Kilfenora where they were again forced to retreat leaving one soldier dead while another was shot at the Spa (Hanafin 1996, 65).

Trade gradually improved again with 1931 being the best recorded year with 116,412 tons going through the port of which only 3,672 tons were exported. However, business during the Second World War was again disastrous and not helped by the poor state of the pier. Plans were undertaken to repair the pier as an engineer's drawing from 1930 attests. An account of the Pier from 1945 records that the principal imports are coal, timber, iron, salt, grain, oils, cement and artificial manures while the exports are given as barley, oats and pitwood. Vessels from 5000 to 6000 tons can be discharged. The depth at Fenit pier is given at 22' (6.6m) and there were 8 steam cranes with a lifting capacity of between 2 and 10 tons. Pilotage was optional in the Tralee Pilot District that extended from the Hog Islands (Magharees) to the Canal Basin with rates varying by the tonnage between £4 to £13 10s for foreign vessels. Rates for coasters and for outward journeys were considerably less. The harbour dues were 1s. 6d. per ton, (Foreign) and 9d. per ton (Coastwise). The Harbour Master at the time was T.F. Barrett (Lawlor 1945, 204-5).

In 1950 the Harbour Commissioners finally got sanction to improve the pier at a cost of £171,614 and the work was awarded to Messrs John Paul & Co of Donnybrook, Dublin who tendered against eight other firms. The wooden and dangerous viaduct was replaced with a concrete one 27' wide (8.18m) while the section of the pier parallel to the pier was widened from 33' (10m) to 58' (17.6m). An extra railway track was also added and all tracks re-laid flush. Old buildings were cleared away to create bigger storage, new offices and sheds while improved lighting was also installed. The works were completed in 1955.

The Limerick Steamship Company was the main user of Fenit Port and operated a fleet of coasters carrying general cargo between Ireland and several destinations on the Continent. Timber and coal was also imported, in particular for Robert McCowen & Sons, Tralee. However, costs at Fenit Pier were often prohibitive. In August 1974 a small 400 ton coaster bringing a cargo of timber to Kerry Timber Products in Tralee took three days to discharge using thirty dockers, who opened all the metal straps around the timber bales. The same cargo would have been discharged in Cork in a single morning with 16 dockers. In the end it proved cheaper to bring the timber down by road from Cork than to discharge in Fenit.

One of the mainstays or anchor tenants on the pier is the crane company Liebherr from Killarney who have installed their own crane to load extremely large and heavy crane sections for export. Oil exploration off the west coast also created a temporary upsurge in business for Fenit in the 1980's.

By 1997 the sole import to Fenit was oil as coal was discontinued. In 1998 Irish Baltic trading was established at Fenit that involved the export of white fish to France and provides berths for French fishing vessels.

In 2003 Fenit Pier had a major upgrade and refurbishment including the addition of a new marina, breakwater and ancillary buildings. Extensive dredging works were also undertaken. Today its 175m deep-sea pier caters for shipping of up to 15,000 tons but only about twelve shipments are exported annually almost totally due to Liebherr's cranes which are shipped to global destinations. Warehousing, open storage and an all terrain 80 ton crane are also provided. The marina has 130 berths capable of dealing with boats up to 25m in length as well. Oil is no longer imported at the port.

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Shipwrecks of Tralee Bay

The proposed dumping site is situated to the NW of Fenit Island (Figure 1). Examination of the files of the unpublished Shipwreck Inventory for Kerry and recent direct contact with Karl Brady of the UAU indicate that there are no recorded shipwrecks within the PDS. However, it should be understood that the precise locations of the majority of shipwreck sites around our coasts is very low as most of the wrecks occurred in the age of sail.

The files in the UAU currently record around *circa* 238 shipwrecks between Brandon Point, Kerryhead and Tralee. In the Tralee Bay area between the Magharee Islands, Kerryhead, Fenit and Tralee canal is 181. (Table 1).

Shipwreck Areas	Number
Tralee Bay-General Area	37
Tralee Canal / Blennerville Area	32
Fenit Pier / Roads Area	34
Barrow Harbour Area	10
Banna Beach Area	5
Ballyheigue Beach Area	26
Kerryhead Area	9
Mucklaghmore Rock Area	4
Magharee Islands Area	24
Tralee Bay Shipwreck Total	181

Table 1

In 2009 the author recorded 102 shipwrecks in the wider study area including Brandon Bay (Dunne 2009). In that context the number of recorded shipwrecks has jumped by *circa* 138% in four years as more research is completed. Essentially the proposed dumpsite is situated within an immensely rich underwater archaeological shipwreck seascape and the densest in Co. Kerry.

Tralee Bay is an extremely dangerous bay to be in a storm especially in the age of sail. The bay is shallow and has many reefs and rocks. The majority of the historic shipwrecks occur in the middle to late 19th century. The worst recorded year for shipwrecks was 1874 when a total of seven ships were lost. Another major contributory factor to the large number of shipwrecks was due to poor navigation as there were virtually no charts completed until the 19th century.

The exact location of the vast majority of these wrecks and wrecking events is not clear from the historical records with general locations often being given i.e. ‘Tralee Bay’, ‘Tralee’ or ‘near Tralee’. The co-ordinates of only nine wrecks are known (Figure 1) and are tabulated hereunder.

Wrecks	Latitude	Longitude	Easting (ITM)	Northing (ITM)
Unknown	52.2525	-9.857217	473197.297	612823.562
Unknown	52.286667	-9.936667	467874.943	616766.19
Unknown	52.297783	-9.941667	467567.027	618011.908
Unknown	52.262367	-9.999033	463545.91	614178.804
Unknown	52.35015	-9.836689	474874.346	623650.322
Golden Lion	52.383991	-9.833639	475177.497	627409.516
Wind Trader (?)	52.383679	-9.834082	475146.504	627375.523
Port Yarrock	52.2627	-9.999517	463513.900	614216.800
York	52.333367	-10.06375	459353.900	622200.400

Table 2-Recorded Shipwreck locations in Tralee Bay.

The majority of the shipwrecks in the Tralee Bay in the age of sail area due weather. Human error also played a part because of poor or no navigation charts. Tralee Bay is very dangerous for shipping with several islands, rocks and dangerous reefs. In 1314 Robert DeClahull then sheriff of Kerry paid to the Exchequer £6 10s in rent ...*for having the wrecks of the sea of Offerbe for many years* (Hickson 1879, 167).

Early cartographers placed the Magharee Islands in the wrong place while often omitting Kerryhead altogether. Fenit is the largest island and is also often wrongly mapped. Consequently many shipwrecks occurred because vessels assumed they were entering the Shannon Estuary for Limerick confusing Loop Head with Kerryhead. The *Venus* was travelling from Oporto to Limerick in 1777 when she was wrecked near Ballyheigue while a similar fate happened to the *Norway* en route from Falmouth to Limerick with a cargo of wheat was wrecked in Tralee Bay in 1850, (Appendix 1).

Navigating around the Magharee Islands today is difficult enough in good weather but in poor weather with incorrect charts the area is extremely dangerous and many wreckings have occurred there.

The earliest description of Tralee Bay was recorded by Charles Smith in 1756 and who also provided a map. Smith writes...*‘The east side is a flat, low land, called Magheriebeg, off which*

are 7 small islands called the Hogs...By giving the Hog Islands a berth, and sailing east by north you come into Tralee Bay, little frequented by ships, being dry at low water; however small vessels lie safe aground in it. The channel is towards the middle of the bay, the entrance is between two small islands, called the Sampier Isles to the north, and the mainland to the south. All the maps of Ireland and sea charts place Fenit Island, which they call Fenor, in the middle of this bay, whereas it lies close to the shore on the north side, between which and the main there is a small creek for ships, which must be entered from the north, but the passage is so narrow and foul, that it cannot be entered without a good pilot (Smith, 1756, 201).

Some fifty years or so later in 1807 a more scientific and measured survey of the Irish Coast was done by Captain William Heather on behalf of the British Admiralty. Heather's chart for Tralee Bay plotted the positions and names of islands, rocks, headlands, anchorage points, sounding depths and the nature of the seabed as well as other topographic features.

The earliest recorded shipwreck is an Armada attendant vessel, possibly the *Nuestra senora del soccora*, a sloop of 75 tons, that was driven into Tralee Bay and anchored at Fenit on the 8th September 1588 (CSPI 1588, 204). The sloop or Barque is reported to have sank later at Muchlagh. However, this is by no means confirmed as another reference records the wreck of an unknown vessel in Sept. 1588 at Barrow / Fenit, Tralee, *This small 3 masted bark was a 'patax' or 'zabra' of the Spanish Armada and weighed between 40 and 50 tons. She surrendered on 17th Sept. and the crew of 24 were executed,* (McCarthy, 1990, 91-108). The crew of 24 were essentially the household servants of Don Alonzo Perez de Guzman, Duke of Medina Sidonia and Commander in chief of the ill fated Armada. According to Thomas Norreys (Norris) vice-President of Munster, who stated in a letter to Walsingham, Secretary of State that three men swam ashore and surrendered to Lady Denny. However, her husband Sir Edward Denny is reputed to have put them and all the rest of the crew to the sword (O'Sullivan 1931, 61-3). Another account maintains that Lady Denny hanged them all from the gibbet.

It is not fully established the ultimate fate of the Spanish vessel but certainly she appears to have been looted by Edward Denny as Sir William Herbert complained on the 24th of May 1589 that 'Her Majesty and not Sir Edward Denny, is entitled to have the Duke of Medina Sidonia's goods, worth £2000, if not more' (CSPI 1589, Hamilton Vol.4, 192). A contemporary note from the English Attorney General Sir John Popham to the High Treasurer Lord Burghley on the 10th September 1588 records...*The advertisements are that on Thursday last an sithence that time, there arrived first a bark which wrecked at the Bay of Tralee another great ship being also now near that place (ibid 1588,31).*

We do not know where the bodies of these twenty-four nameless Spanish sailors were buried.

The Armada ship is reported to have sunk near Muchlagh Rock although other references put the location closer to Barrow / Fenit. No underwater archaeological work has been done to try and locate the Armada ship in Tralee Bay.

There were many shipwrecks in Tralee Bay in the 1700's some very notable. In 1714-15, the *Adventure*, a ketch from Cork was wrecked at Ballyheigue. In the same year The St. Anthony of Padua en route from Le Harve with a cargo of wine was also wrecked in Ballyheigue. Of the 114 hogsheds of wine on board, (27,187 litres or 36,249 bottles today), 99 were saved.

A number of these ships wrecked were East Indiamen that were large three masted and three decked ships. These massive cargo ships operated from the Baltic and Netherlands trading between major ports like Bristol, Liverpool to the East Indies and to the Americas. The most famous of which is the Danish East Indiaman the *Gyldenlove* more commonly known as the *Golden Lion* that stranded on Ballyheigue Beach on the 28th October 1730. The ship was en route from Copenhagen to Tranquebar, India, under Capt. Johan Heitman, with 12 chests of silver bullion worth £16,000 / £50,000, 60 tons of iron and corn. Seen to be in difficulty it was guided in with lights put up by Mr. Crosbie of Ballyheigue Castle and driven into shallow waters and was beached during the storm. The captain, chaplain, officers and 60 crew were rescued. The recovered silver was later stolen and was subject of much conspiracy and legal transactions. Some silver vessels from the ship are still in Ballyheigue Castle. An inquiry into the ship said it was stranded not wrecked. A year earlier the *Wind Trader* operating on the Baltic-Bristol-American trade was wrecked on the shore at Ballyheigue. A five kopek coin was recovered. Occasionally, since at least the 1960's, sections of the *Wind Trader* have become visible in the sand at low spring tides and locals have removed quantities of intact and broken ceramics including Westerwald stoneware from Germany and fine table wares from Bristol as well as several other artefacts (Plates 16-17).



Plate 16: View of Westerwald stoneware tankards, Bristol- Staffordshire teapot and cup and sealed magnum of port recovered by local historian Eddie Roe from the Wind Trader in Ballyheigue in 1975.



Plate 17: View of tricorne felt hat in the Kerry County Museum. One of several recovered by Eddie Roe from the Wind Trader in 1975.

In the very recent past the author assisted the Underwater Archaeology Unit during two low tide opportunities to undertake a survey and minor test excavations to determine the recent impacts by individuals removing artefacts from the wreck. In the course of which almost 250 artefacts were recovered (Plate 18).



Plate 18: View from south of archaeologists undertaking a survey of a section of the *Wind Trader* that was exposed recently during low spring tides.

On the 29th October 1758 the East India ship the *York*, after two weeks of being mercilessly driven off course by gales enroute from Bombay to Helena, drifted into Tralee Bay and was wrecked at Kilshannig (Figure 1). A three week salvage operation ensued that recovered 4,500 bales of cotton and yarns, large quantities of spices, a cask of arrack, 1 box china, and many personal possessions. The lee gun wall fell out on 18th November due to the weight of the guns and the ship disintegrated four days later.

In November 1771 the *Will* was lost somewhere in Tralee Bay en route from St. Kitts in the Caribbean to Liverpool, under Captain Spencer.

In April 1776 the *Polly* was wrecked at the entrance to Barrow Harbour. The ship whose under Master Bragg was enroute from Barbados to Ireland and Liverpool it got wrecked and two of the crew were drowned. The following year in late November 1777 the *Venus* enroute from Oporto to Limerick was wrecked at Ballyheigue.

A large unknown ship from Guinea or Honduras was wrecked in Tralee Bay 1789. Local people kept the revenue officers away for ten days while they pillaged the cargo.

Near the end of the century in January 1798 a full rigged 275-ton armed with fourteen 6-pounder carriage guns enroute from Quebec to Liverpool ship was wrecked somewhere in Tralee Bay. The Shadwell ran aground somewhere in Tralee Bay on the 8th January 1799 en route from Naples to Hambro (Plates 19-20).



Plate 19: View from north-east of stern of unknown 19th century wooden shipwreck exposed on Banna Beach.



Plate 20: View from east-north-east of unknown 19th century wooden shipwreck on Banna Beach. Note Brandon Point, Illaunbarnagh and Mucklaghmore Rock. Further note wave breaking on reef out in bay.

The vast majority of shipwrecks occurred in the 19th century when trade into the Port of Tralee and other western seaboard ports increased significantly (Appendix 1 & Plates 19-20). In 1858 the *Weasel*, one year old steam tug of 54 tons sank at the Samphire Roads when her engine blew up with the loss of one of her crew of five. Apparently, efforts were made to raise her as she was in shallow water but the success of this operation or otherwise is unclear. The worst year for shipwrecks in Tralee Bay was 1874 when seven wrecks were recorded-three of which were located in the Fenit roads as the Pier was not built by then. The *Alessandris* and the *Seaward* were both wrecked on the 12th February 1874 while *Glad Tidings* went down in April the same year. The *Alessandris* wreck location is given at Samphire Island. The *Seaward* was carrying iron for merchants Donovan's of Tralee when she sank in the same gale as the *Alessandris*. Divers caulked her bottom and she was refloated (Appendix 1). The schooner *Glad Tidings* went down one mile west of Fenit Island and some of her cargo was used in building Fenit House. In 1894 the *Giles Lang* put in at Fenit Pier due to bad weather on her way from Galway to Cardiff with a cargo of hay. However, she dragged her anchor and became stranded apparently 1 mile east of the pier. Her crew of five were saved by the *Louisa and Emma* lifeboat. In 1900 the *Heroine*, a 60 ton wooden ketch was stranded in a force 10 gale at Fenit and was a total loss. Three years later a small 7-ton fishing boat, the *Harry*, owned by S. Tansley of Fenit, was wrecked at her moorings at Fenit in a force 10 gale. In 1907 the same fate happened to the *Mischief*. This unregistered 12-ton wooden steam ship, owned by B. Moncas of Fenit, was moored in ballast at Fenit when she foundered in a force 7 gale and became a total loss.

The waters off the Kerry coast was also an intense war zone especially during WW1 as a direct result of intense submarine activity that accounted for around fifty sinkings. Indeed four shipwreck victims of the ill fated *RMS Lusitania* were washed up on Kerry beaches one at Ballyheigue and the other was found at Kilcummin. An empty lifeboat from the *Lusitania* was also washed in to Clogher Strand on the Dingle Peninsula. In a more Nationalist context, in 1922 the IRA blew up the *Georgina*, a 135 ton wooden sailing barge owned by Donovans of Tralee to prevent the British entering the canal (Kelly 1989, 257).

There were three other deliberate sinkings during WWII including the 'Latymer' that was sunk by German aircraft four miles west of the Skelligs in 1940. A hopper barge struck a mine in Dingle Harbour and sank in 1941 350 yards from the Dingle Oil Jetty.

Results of UAIA

Geophysics

A side scan sonar and magnetometer survey were undertaken in tandem on the 22nd July 2014 by Rose Buckley of Hydrographic Surveys Ltd., Crosshaven, Co. Cork. The results of which were included in a subsequent report that included a bathymetric survey undertaken in November 2013. (Appendix 2). The surveys were undertaken with due regard to the unpublished guidelines for undertaking geophysics underwater for archaeological purposes by the Underwater Archaeology Unit of the National Monuments Service, (Appendix 3). The geophysical survey was overseen by marine archaeologist Julianna O'Donoghue on behalf of *Laurence Dunne Archaeology*. The archaeological survey vessel was the *Kerry Colleen* operating out of Fenit, owned and skippered by Brian O'Sullivan. A second magnetometer survey was undertaken on the 5th September 2014 as there were problems with the datasets from the July magnetometer survey. The results of the geophysical data were examined by the author and subsequently reviewed by Brian Smith under instruction by the author, comments from whom are included in this report.

Sidescan image can discriminate between materials of different hardness and when deployed at a low altitude it can be very effective in showing seabed topography and in detecting objects on or above the seabed. The magnetometer is mainly used to detect ferrous wreck and other material on or above the seabed. By measuring the local amplitude of the earth's magnetic field at a high rate (1-10hz depending on fish height) the readings can be compared on a graph to visualise the variations and identify targets.

There were a number of small hard targets identified by the geophysics across the PDS that were identified as possible boulders and therefore non archaeological. There are also some patches of strong return indicating harder material, possibly bedrock as well as some raised sand features spread across the east side of the site of up to 0.5 m in height. The magnetometer survey was also reviewed on the 11th of September and nothing of archaeological potential was noted.

Archaeological Impacts

There will be no archaeological impacts by the proposed dumping in the PDS as the results of the comprehensive research in tandem with the geophysical surveys determined that no archaeological shipwrecks or other archaeological material is present within the proposed dumpsite.

Mitigation

No mitigation necessary

Conclusions

- The results of the comprehensive research determined that there is a high potential of encountering shipwrecks and shipwreck artefacts in Tralee Bay and consequently underwater geophysics was carried out as per the current unpublished guidelines by the UAU.
- The subsequent results of the geophysical surveys were determined to be archaeologically benign and consequently it was deemed by the author unnecessary to undertake licensed archaeological dive truthing within the PDS.
- There are no archaeological conditions to halt or delay the proposed dumping within the designated dumpsite as denoted in Figure 1.

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Photographic Sources

- Plate 8 aerial image of Ardfert courtesy of National Monuments Service, 2007.
- Plate 9 extracted from *Underworld*, (Connolly et al, 2009, 135).
- Plates 7, 13 -14 courtesy Liam Doyle.
- All other photography by Laurence Dunne.

Shipwreck Inventory of Tralee Bay between Brandon Point, Kerryhead and east to Tralee. Extracted from the unpublished Inventory of Shipwrecks for Co. Kerry, April 2014, in the files of the UAU, NMS, Custom House, Dublin

W05541

Admiral

C 1900

Barrow Harbour (Cuailín na Spui?)

Zone 903

00 00 00.000N, 00 00 00.000W.

Oak ship of Swansea carrying a cargo of coal and copper. Came into the harbour in stormy weather but was driven onto the rocks and wrecked. The crew were rescued by the Fenit coastguards. Bulwark was still visible, buried in the sand, in 1938. Schools' Folklore Collection, Imleabhar 440, 51.

W05542

Adventure

1714 - 1715

Ballyheigue, Tralee Bay Zone 903 00 00 00.000N, 00 00 00.000W. Ketch of Cork, wrecked. Bourke, 1998, 122; MacMahon, B., 1994, 83.

W05548

Alessandris

12/02/1874

Tralee Bay, Co Kerry, Samphire Island Zone 903 00 00 00.000N, 00 00 00.000W. 242-ton Russian barque lost in a storm, after it had delivered coal at Tralee. It was commanded by

master Morates.

Bourke, 1994, 166.

W05551

Alpine Craig

06/09/1870

Leary's Is., Tralee Bay? Learys Island is a local name for Illauntannig, one of the Magharee Islands in Tralee Bay also known as the Seven Hogs or even earlier Hussey's Islands or simply Hogges. Two families

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lived on Illauntannig, the Learys and the Goodwins and both families provided pilots for Tralee Bay into Fenit. Monty Leary was the pilot who was on lookout for the Aud in Easter 1916. Both families left Illauntannig in 1953. The island is now owned by Bobby Goodwin.

Zone 903 00 00 00.000N, 00 00 00.000W. Brig ALPINE CRAIG, of North Shields, Master Stacey, from Tralee, in ballast, struck on a rock in this bay and foundered in about four fathoms water, crew saved. Bourke, 1994, 167; Lloyd's List, No. 17,594, Wednesday 7th September 1870 p. 7; Lloyd's List, No. 17,594, Wednesday 7th September 1870 p. 8; Lloyd's List, No. 17,595, Thursday 8th September 1870 p. 7; Lloyd's List, No. 17,596, Friday 9th September 1870 p. 5; Lloyd's List, No. 17,596, Friday 9th September 1870 p. 10; Lloyd's List, No. 17,877, Thursday 5th August 1871 p. 5

W05552

Alpine Crag Virtually same shipwreck as previous entry and must be same wreck. Rinn na bhFear Dearg is a tiny island beside and connected to Illauntannig so that you can walk dryshod at low tide

29/07/1878 Tralee Bay, Co Kerry Zone 903 00 00 00.000N, 00 00 00.000W.

Vessel struck Rinn na bhFear Dearg, one of the Maharees, before drifting into Tralee Bay and sinking. Schools' Folklore Collection, Imleabhar 430, 68.

W05553

Ann

02/02/1833

Tralee Bay, Co Kerry Zone 903 00 00 00.000N, 00 00 00.000W. Vessel wrecked en route from Liverpool to Limerick.

Bourke, 1994, 169; Lloyd's List, No. 6820, Tue. Feb. 12, 1833; PP 1836 XVII Appendix 7, 299.

W05555

Ann/Annie

15/05/1881

Brandon Bay, Fermoye Strand/Stradbally Strand (one strand runs into the other-same place)

Zone 903

00 00 00.000N, 00 00 00.000W.

23-year-old vessel built in Findhorn, measured L.21.71 x 5.96 x 2.94. En route from Ipswich to Limerick with a crew of 4, captain McClean, cargo variously given as bone manure and phosphate or guano, was stranded in Brandon Bay on Stradbally Strand on 15-16 May 1881 and likely to become a total wreck. The School's Folklore Collection, referred to the 'Gun of Inverness' (class unknown) laden with manure, lost between Stradbally and Brandon on 22 May 1881; presumably the same vessel.

LL No. 20,920, 17th May 1881, 13; Larn & Larn 2002 uses BOT Wk Rtn 1881 Appx Pts I-IV p133(400); LR 1878-9 No 864(A); PP 1882 LXIII, 133; Schools' Folklore Collection, Imleabhar 430, 68.

W05556

Ann / Anne

15/05/1881

Fermoyle Strand, Brandon Bay Zone 903 00 00 00.000N, 00 00 00.000W. 77-ton 26-year old wooden schooner of Inverness. Owned by Morrison & Lawrence of Inverness and the

master was W. McClean. En route from Ipswich to Liverpool with a cargo of bone manure and phosphate. Ran ashore in a WNW force 10 gale and was totally wrecked. The crew of 4 survived.

LL No. 20,920, 17th May 1881, 13; Bourke, 1994, 167, PP 1882, Vol. LXIII, 'Strandings', 133.

W05559

Anne

Ballyheigue Zone 903 00 00 00.000N, 00 00 00.000W. Vessel of Whitehaven lost carrying a cargo of salt. 6 of the crew were lost. Bourke, 1998, 122; MacMahon, B., 1994, 84.

W05560

Anne Marie

23/04/1917

Unknown, offshore Zone 903 00 00 00.000N, 00 00 00.000W. 441-ton Schooner owned by Act. SK. Anne Marie, Norway. Built in 1903 by Thorsen, H. Postgrund.

Measured L.43.89 x B.11.12 x D.4.47. En route from Fray Bentos to Siloth under captain H.C. Halvorsen and a cargo of Guano. Captured by a German submarine, crew forced to abandon ship, vessel sunk by gunfire.

Larn & Larn 2002 uses LR 1916-17 No 432(A); SIC Vol 1 p221.

W05561

Archdeacon

21/12/1908

Brandon / Cloghane, 1 mile NE, offshore Zone 903 00 00 00.000N, 00 00 00.000W. 32-ton 21-year-old wooden Ketch of Dublin built in 1887. Broke from her moorings at Brandon Bay in a

gale whilst the crew were ashore and sank PP 1910, LXXXI, 101; Larn & Larn 2002; NLR; Schools' Folklore Collection, Imleabhar 429, 688.

W05572

Boxer

Unknown

Cam Trá (Brandon?) Zone 903 00 00 00.000N, 00 00 00.000W. Lost Schools' Folklore Collection, Imleabhar 429, 688.

W05594

Catherine Richards

31/12/1891

Ballyheigue Bay, just a little to the W of the village

Zone 903

00 00 00.000N, 00 00 00.000W.

167-ton two-masted schooner of Caernarfon, owned by Hughes, J. & co, Portmadog. Built in 1874 by Williams, Portmadog. Measured L.29.08 x B.6.85 x D.3.86. En route from Denmark to the U.S. / from South Africa to Guinness's / from Carnarvon to Fenit / Saffi, Morocco, to Limerick with a cargo of 600 tons of malt and barley (175 sacks). Tried to shelter from a storm in Brandon Bay but anchor pulled and was wrecked. The captain and six crew took to the boat, but it was beaten against the ship and they were drowned. They were buried at Killiney. It proved impossible to re-float her - an attempt was made using empty barrels and a tug but the cable broke and she went on the rocks. Driven ashore at Ballyheigue where she was unloaded and dismantled in January under the instructions of Lloyd's agents. A local boy was killed by a falling pulley when the rigging was being taken down. The grain was sold to McCowens

of Tralee and the timber was used locally. The ship's cat was found alive. ...December 31. 3.25p.m. 'From Saffi, with grain, ashore on rocks, will become a total wreck; very prompt means must be taken to save cargo; fear crew of five lost.' Tralee 2 Jan. 'Thirty tons of cargo saved yesterday, and 50 today, in fair conditions, but it is expected that the rest of the cargo will be found considerably damaged by salt water.' Bourke, 1994, 164; Larn & Larn 2002; Lloyd's Report of Total loss & Casualty etc 07.01.1892;

MacMahon, B., 1994, 84-85; Schools' Folklore Collection, Imleabhar 416, 153; Ibid 417, 1, 393-94, 417, 421, 434; Ibid 429, 690-92; Ibid 430, 69; Ibid 461, 346; PP 1893, LXXX, 130; Lloyd's List, No. 16,955 Thur. 31st Dec. 1891 p.5 c.14; Lloyd's List, No. 16,955 Fri. 1st Jan 1892 p.5, c.15; Lloyd's List, No. 16,956 Sat. 2nd Jan 1892 p.7, c.15; Lloyd's List, No. 16,957 Mon. 4th Jan. 1892 p.5, C.21; Lloyd's List, No. 16,960 Thur. 7th Jan. 1892 p.2

W05598

Co Kerry February 1832

Kerry Zone 903 00 00 00.000N, 00 00 00.000W. Vessel driven out to sea and the pilot and all on board perished. Freemans Journal, 1832, Dublin Fri. 3 Feb. 1832.

W05601

Concezzione / Concessione

04/07/1851 Bua bank, off Tralee, Zone 903 00 00 00.000N, 00 00 00.000W. Vessel lost en route from Constantinople to Tralee. Bourke, 1994, 164; PP 1852-3, Vol. XCVIII, 5.

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W05603

Co-Operator (SS)

13/11/1930

Frogmore, Tralee Zone 903 00 00 00.000N, 00 00 00.000W. Steamship en route from Fenit with a cargo of corn. The boilers exploded during a storm and the vessel was beached at Frogmore. 3 crew survived and the damaged cargo was salvaged later. Kelly, 1989, 301.

W05612

Daggere

Brandon Bay, Co Kerry Zone 903 00 00 00.000N, 00 00 00.000W. Lost Bourke, 1994, 168.

W05616

Darling

12/11/1839

Fenit, the point of Zone 903 00 00 00.000N, 00 00 00.000W. Vessel had sailed from Wexford to Fenit loaded with corn worth £1,200 for Cork. Left Fenit with her master, Mr. Atkinson, and was skippered by Charles Mac Mahon of Blenerville. Wrecked on a rock and the wreck was sold by auction. Bourke, 1994, 166.

W05620

Debbie

Lough Debbie, Tiduff Cove, near Kerry Head Zone 903 00 00 00.000N, 00 00 00.000W. Vessel en route from America to England with a cargo, which included golden ornaments. Wrecked on Kerry Head in heavy fog but was guided into the cove and a rescue was attempted. Only 3 people survived. Bourke, 1994, 164. MacMahon, B., 1994, 84.

W05626

Dolphin

Tralee Bay, Co Kerry Zone 903 00 00 00.000N, 00 00 00.000W. 46-ton vessel of Limerick was lost. Bourke, 1998, 123; Lloyd's List, No. 6715, Fri. Feb. 10, 1832; PP 1836 XVII Appendix 7, 322, Appendix 8, 376.

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W05633*E. L. Lydiard*

08/01/1867

Banna, Tralee bay Zone 903 00 00 00.000N, 00 00 00.000W. The E. L. Lydiard, 487-ton Brigantine of and from Prince Edward Island for Liverpool with a cargo of

oats. Built in 1866, the vessel was owned by M'Kay, measured L.28.47 x B.7.36 x D.3.17. En route to Liverpool with a cargo of black oats, she grew waterlogged and anchored in Ballyheigue Bay. The crew was taken off by the coastguard and the ship was driven on Banna Strand on 8 January 1886. She became totally wrecked with her cargo strewn along the beach. The captain was P. Grisley / Grawler/ LL No. 16,457, Thursday, 10th January 1867; LL No. 16,458, Friday, 11th January 1867; ; Bourke, 1998, 122; Larn & Larn 2002; LR 1866 No 45(E)(Supp); MacMahon, B., 1994, 84.

W05637*Effort*

23/02/1847

Tralee, Co Kerry Zone 903 00 00 00.000N, 00 00 00.000W. 74-ton sailing vessel on the shore. PP 1851, Vol. LII, 10.

W05642*Eliza*

Fermoyle, Brandon Zone 903 00 00 00.000N, 00 00 00.000W. Lost Schools' Folklore Collection, Imleabhar 430, 69.

W05644*Eliza*

14/03/1871

Brandon Bay, Co Kerry Zone 903 00 00 00.000N, 00 00 00.000W. 27-ton 27-year old sloop of Skibbereen, en route from Kilrush to Castletown with a cargo of potatoes when stranded and totally lost. The 3 crew were lost.

Bourke, 1994, 167; PP 1872, Vol. LIII, 43, 57; Lloyd's List, No. 17,758, Friday 17th March 1871 p. 5; Lloyd's List, No. 17,762, Wednesday 22nd March 1871 p. 5; Lloyd's List, No. 17,767, Tuesday 28th March 1871 p. 9; Lloyd's List, No. 17,769, Thursday 30th March 1871 p. 7; Lloyd's List, No. 17,774, Wednesday 5th April 1871 p. 6; Lloyd's List, No. 17,775, Thursday 6th April 1871 p. 5

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W05645*Elizabeth*

10/03/1848

Tralee Bay, Co Kerry Zone 903 00 00 00.000N, 00 00 00.000W. 21-/34-ton 10-year-old single-masted sloop of Limerick, measured L.35 x B.12.7ft. Built in 1838 by Morgan King at Blennerville. Owned by Richard and Robert Hickson of Blennerville and the master was Cornelius Crowley. Kelly, 1989, 210.

W05647*Elizabeth*

02/01/1798

Tralee, Co Kerry Zone 903 00 00 00.000N, 00 00 00.000W. 275-ton 20-year-old Full-rigged ship of Liverpool armed with fourteen 6-pounder carriage guns. Owned by J. Jackson. Built in 1788 in Wales, classed A1 by Lloyd's. Lost en route from Quebec to Liverpool, under captain Gillespie.

Larn & Larn 2002; Lloyd's List, No. 2978 Tues. Jan. 2nd 1798; LR 1797 No 180(E).

W05650*Ellen*

22/05/1907

Brandon, 5 miles E by N of coastguard station, Zone 903 00 00 00.000N, 00 00 00.000W. 1-ton unregistered wooden sailing boat. The owner and master was M. Deady of Magharee, Ireland. The vessel was working out of Brandon, fishing, in ballast, when capsized in a E by N variable wind. The two people aboard were lost but the vessel was recovered later. PP 1908, XCVI, 155.

W05657*Emerald*

03/02/1915

Brandon Bay, Co Kerry Zone 903 00 00 00.000N, 00 00 00.000W. 8-ton 9-year-old Tralee fishing nobby at moorings at Brandon Bay. Broke from moorings, drove ashore and became a total loss Larn & Larn 2002 uses BOT WW.1 Wk Rtn 1915 Pt 11 p16; NLR.

W05659*Erin (SS)*

22/12/1888

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Fenit Harbour, off/Tralee Bay, S. side/Great Samphire Island, 1/2 a mile from

Zone 903

00 00 00.000N, 00 00 00.000W.

53-ton 27-year-old iron fore-and-aft schooner rigged screw steamer of Waterford. Various descriptions as a steam trawler and a steam lighter. Owned by The Waterford S.S. Co Ltd. Built in 1861 and powered by 2-cylinder simple single boiler screw engine. En route from Tralee to Dingle and Cahirciveen with a general cargo under captain Denis Murphy, got as far as Tralee Bay when she put back. Moored alongside Fenit Pier when the waves threw her against the pier staving in the port side. She was hauled clear of the pier and drifted to the S. Side of the bay and sank, half a mile from the Great Samphire Island. Crew of 5 saved. Captain believed she might yet be raised.

LL No. 16,015, Saturday 22nd December 1888; LL No. 16,016, Monday 24th December 1888; LL No. 16,021, Monday 31st December 1888; Bourke, 1994, 169; PP 1890, LXVI, 127; BOT Wk Rtn 1888 Appx C Table 1 p127(695); Larn & Larn 2002.

W05660

Erricheta

20/11/1850

Seven Hogs, Co Kerry, Tralee Bay, S point of entrance to Kilshanig / near Kilshanig / off Dingle

Zone 903

00 00 00.000N, 00 00 00.000W.

263-ton brig of Naples was en route from Barletta or Falmouth to Limerick under Messimino Ruggiero. Carrying a cargo of wheat and there were twelve men aboard. There were two good charts of the area aboard and the water depth had been checked at noon but she became stranded in a WNW force 12 wind. She was disabled and half-filled with water. The sails split and she became total wreck. 2 of the 12 aboard were lost or else 1 life was lost and the body was buried at Kilshanig. The cargo was insured.

Dingle 20.11. '—A schooner is said to have been lost with all hands under Bull Head, and a vessel is also reported lost on the Large Blasquet. Part of the side of a schooner is ashore at Cumshole, near Dunquin.' Also recorded as being called Errichettor / Ernichetten / Errichetta / Erricheta

Bourke, 1994, 167; Larn & Larn 2002; PP 1852, Vol. LXIX, 68, 69; PP 1852-3, Vol. XCVIII, 4; PP 1861, Vol. LXIII, 38; Schools' Folklore Collection, Imleabhar 430, 68; Lloyd's List, No. 11443, Sat. Nov. 23, 1850

W05671

Fitzhenry

22/11/1852

Tralee Bay, Co Kerry / Samphires Zone 903 00 00 00.000N, 00 00 00.000W. Vessel went ashore in a gale en route from Tralee to Limerick .

Bourke, 1994, 165; Lloyd's List, No. 12069, Sat. 27th Nov. 1852 c.9

W05675

Fowler

22/01/1852

Tralee, Co Kerry

Zone 903

00 00 00.000N, 00 00 00.000W.

Brig en route from Tralee to Bristol, went on the Banks. Not damaged but had to discharge in order to get off.

PP 1852-53, Vol. LXI, (983), 24-25; Lloyd's List, No. 11808, Tue. 27th Jan. 1852 c.7

W05677

Francis

01/12/1747

Kerry coast Zone 903 00 00 00.000N, 00 00 00.000W. Vessel of Philadelphia lost en route from Newfoundland to Cork, under captain Walters.

Lloyd's List, No. 1254; Tues. 1st Dec. 1747

W05685

Georgina

Tralee, Co Kerry, canal, entrance to Zone 903 00 00 00.000N, 00 00 00.000W. Wooden sailing barge owned by Donovans of Tralee. The vessel may originally have been a 135-ton brig, built in Aberdeen in 1838. Had been owned by Sutton & Co. and registered in Waterford. The barge was blown up by the IRA to prevent British entering the canal. Kelly, 1989, 257.

W05689

Giles Lang

24/04/1894

Fenit pier, 1 mile E of Zone 903 00 00 00.000N, 00 00 00.000W. Vessel of St. Ives en route from Galway to Cardiff with a cargo of hay. Put in at Fenit due to bad weather but anchor dragged and became stranded. All 5 aboard were saved. Kelly, 1989, 298.

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W05691*Glad Tidings*

13/04/1874

Cuan Earnis(?), W of Fenit Is. Zone 903 00 00 00.000N, 00 00 00.000W. 113-ton 13-year old, three-masted schooner of Liverpool owned by H. Gowan and the master was T. McMeekin. En route from Clarecastle to Cardiff with a cargo of pitwood. Became stranded in a northerly force 11 gale and was totally wrecked. 4 of the 5 crew were lost. Some of the timber cargo from the wreck was claimed by a local landlord and used in building Fenit House.

Bourke, 1994, 169; PP 1875, Vol. LXX, 44, 62; Schools' Folklore Collection, Imleabhar 438, 269;

Lloyd's List, No. 18,714, Wednesday 15th April 1874 p. 4; Lloyd's List, No. 18,738, Wednesday 13th May 1874 p. 4

W05692*Gleanore*

19th Century ?

Ballyheigue / Tralee Bay Zone 903 00 00 00.000N, 00 00 00.000W. The name of this wreck was listed in Records of the Kerry Field Club. MacMahon, B., 1994, 84.

W05694*Golden Lion / Gyldenlove*

28/10/1730

Ballyheigue Bay, N side of

Zone 903

52 23 02.369N, 09 50 01.102W.

Danish East India frigate was en route from Copenhagen to Tranquebar, under Capt. Johan Heitman, with 12 chests of silver bullion worth £16,000 / £50,000, 60 tons of iron and corn. Seen to be in difficulty and was guided in with lights put up by Mr. Crosbie of Ballyheigue Castle. Driven into shallow waters and was beached during the storm. The captain, chaplain, officers and 60 crew were rescued. The recovered silver was later stolen and was subject of much conspiracy and legal transactions. Some silver vessels from the ship are still in Ballyheigue Castle. An inquiry into the ship said it was stranded not wrecked.

Bourke, 1994, 163-64; Mac Mahon, B., 1991, 113-149; MacMahon, B., 1994, 75-81; Schools' Folklore Collection, Imleabhar 414, 75; Imleabhar 417, 364-66; Imleabhar 438, 331.

W05695*Green Jacket*

12/11/1915

Tralee, Co Kerry, Brandon Bay Zone 903 00 00 00.000N, 00 00 00.000W. 12-ton 15-year-old wooden

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fishing Nobby of Tralee, at moorings in Brandon Bay in ballast. Broke from her moorings whilst the crew were ashore, in heavy weather, drove on the beach and became a total loss. Larn & Arn 2002 uses BOT WW.1 Wk Rtn 1915 Pt 11 p19; NLR; PP 1920, XL, 19.

W05699

Ann/Annie

16/05/1881

Stradbally Strand

Zone 903

00 00 00.000N, 00 00 00.000W.

The schooner Ann or Annie, of Inverness, en route from Ipswich to Limerick with a cargo of guano went ashore on Stradbally Strand on 16 May 1881 and was likely to become a total wreck. Crew saved. The original entry, based only on the School's Folklore Collection, referred to the 'Gun of Inverness' (class unknown) laden with manure, lost between Stradbally and Brandon on 22 May 1881; presumably the same vessel.

LL No. 20,920, 17th May 1881, 13; Schools' Folklore Collection, Imleabhar 430, 68.

W05700

Hannah Maria

Spring 1860

Maharee Point Zone 903 00 00 00.000N, 00 00 00.000W. Greek vessel wrecked when struck a rock. The crew survived. Bourke, 1994, 164.

W05703

Harmony

16/02/1826 Tralee Bay, Co Kerry, N side Zone 903 N, W.

En route from Glasgow, captain was Drysdale. '—ran on shore yesterday at the north side of the bay, but was got off again without much damage, and with loss of an anchor and cable. She is now riding with a single anchor, and it is much to be feared if the wind should continue to blow as it now does, she will be much damaged, if not lost.'

LL 6,092 21 February 1826

W05705

Harry

15/01/1903

Fenit, Co Kerry Zone 903 00 00 00.000N, 00 00 00.000W. 7-ton unregistered wooden fishing dandy. The owner and master was S. Tansley of Fenit. Moored at Fenit, in ballast, with no one aboard, became stranded in a westerly force 10 wind and was a total loss. PP 1904, LXXXVI, 132.

W05706

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Hebe

25/10/1846(r)

Tralee, Co Kerry, Leary's Island, Poll Hebe Zone 903 00 00 00.000N, 00 00 00.000W. The Hebe, Captain Nutkins, was wrecked en route to Limerick with general cargo. The crew got ashore on a rope, except for a boy (LL reports that only Master and one of crew saved). Bourke, 1994, 167; Schools' Folklore Collection, Imleabhar 430, 68; LL 10,177, Tuesday, 27th October 1846; LL 10,182, Monday, 2nd November 1846.

W05708

Henry

23/02/1806

Ballyheigue Bay Zone 903 00 00 00.000N, 00 00 00.000W. Vessel lost en route from London to Limerick. Some of the cargo was saved. Bourke, 1998, 123. LL 4,302, 4th March 1806.

W05710

Herald

15/04/1851

Blennerville Harbour, between the piers

Zone 903

00 00 00.000N, 00 00 00.000W.

Vessel ran aground en route from Bayonne. As the tide ebbed, heeled over and was strained to the extent that sustained some damage. After continuous pumping and concerted effort, the vessel was righted. It was feared that the cargo was seriously damaged. PP 1852, Vol. XLIX, 152-153.

W05713

Heroine

03/10/1900

Fenit, Tralee, Rocks at Zone 903 00 00 00.000N, 00 00 00.000W. Heroine, 60-ton 56-year-old wooden ketch of Milford. The owner was F. E. Aitken & Co., of Barry Dock, Glamorganshire, and the master was F. Clare. En route from Tralee to Waterford, in ballast, with 4 crew aboard. Became stranded in a SSE force 10 wind and was a total loss. PP 1902, XCII, 123; LL 19,678, Thursday, 4th October 1900; LL 19,679, Friday, 5th October 1900; LL 19,686, Saturday, 13th October 1900.

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W05714*Heroine*

03/10/1889

Fenit Zone 903 00 00 00.000N, 00 00 00.000W. 60-ton vessel was wrecked. Bourke, 1994, 168.

W05716*Highland Maid*

Maharees Strand / Gowlane, SE of Brandon Bay / beneath Stradbally, Brandon Zone 903 00 00 00.000N, 00 00 00.000W. 85-ton 15-year old, two-masted wooden schooner of Middlesborough classed by the Bureau Veritas as '3/3, G.1.1' for three years from February 1872. Owned by M. Baker and the master was Barber. En route from Hamburg to Vardol, with 5 crew, and a cargo of oil. Driven ashore in a WNW force 7 gale and all those aboard were lost. One Swedish sailor was washed ashore and buried at Killiney.

Bourke, 1994, 164; Schools' Folklore Collection, Imleabhar 430, 69; Lloyd's List, No. 18,916, Monday 7th December 1874 p. 8; Lloyd's List, No. 18,916, Monday 7th December 1874 p. 13; Lloyd's List, No. 18,917, Tuesday 8th December 1874 p. 8; Lloyd's List, No. 18,918, Wednesday 9th December 1874 p.

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W05722*Hornet*

08/05/1852

Tralee Bay, Co Kerry Zone 903 00 00 00.000N, 00 00 00.000W. 186-ton vessel of Liverpool, in ballast, lost.

Bourke, 1994, 165; PP 1852-3, Vol. XCVIII, 6; Lloyd's List, No. 11897, Tue. 11th May 1852 c.12

W05724*Indefatigable*

09/08/1816

Tralee, Co Kerry, near Zone 903 00 00 00.000N, 00 00 00.000W. 238-ton Snow owned by Beaston & Co, built in Newcastle-upon-tyne. En route from Bangor to Tralee, under Captain Thomas, went ashore.

Bourke, 1998, 123; Larn & Larn 2002; LR 1816 No 110(I)(supp).

W05727*Industry*

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24/12/1847

Scarth, Kilshanig, Tralee Bay Zone 903 00 00 00.000N, 00 00 00.000W. Sloop en route to Tralee, under Donal O'Sullivan, with flour and meal, wrecked. The wreck occurred at the height of the famine.

Bourke, 1994, 165; Schools' Folklore Collection, Imleabhar 430, 68.

W05728

Industry

23/12/1848

Tralee, Co Kerry, near Zone 903 00 00 00.000N, 00 00 00.000W. 31-ton vessel of Tralee en route from Limerick to Tralee, lost. PP 1852-3, Vol. XCVIII, 2.

W05731

Integrity

13/03/1837

Brandon Head Zone 903 00 00 00.000N, 00 00 00.000W. En route from Tarbert to the Clyde. Foundered off Brandon Head, captain Fallon and the crew was saved.

Bourke, 2000, 95; Lloyd's List, No. 7248, Tue. Mar. 21, 1837

W05734

Isabella

19/10/1810

Tralee, Co Kerry Zone 903 00 00 00.000N, 00 00 00.000W.

Spanish schooner lost en route from Tenerife to London. It was expected to save the cargo of 140 'pipes' of wine.

Lloyd's List, No. 4479; 27th Jul. 1810

W05739

Jane McCaul

12/02/1874

Tralee Bay, Co Kerry Zone 903 00 00 00.000N, 00 00 00.000W. Vessel grounded in a gale but was re-floated. Bourke, 1994, 165.

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W05741

Jennie Prosper

1850

Fuithir a' Phócaín, Brandon Zone 903 00 00 00.000N, 00 00 00.000W.

Vessel lost with all on board.

Schools' Folklore Collection, Imleabhar 429, 688.

W05744

Jessie McLeod

19/02/1879

Kerry Head, picked up 2 miles off Zone 903 00 00 00.000N, 00 00 00.000W.

148-/160-ton 2-year old wooden brigantine of Prince Edward Island. Built in 1876 by M'Donald, Prince Edward Island, measured L.27.78 x B.7.36 x D.3.17. Owned by A. McLeod of Orwell, P.E.I. and the master was D. McIver. Classed by Lloyd's as '7 A1, 1.78'. En route from Charlottetown, P.E.I. to Queenstown with 8 crew and a cargo of oats, picked up as a derelict. 'Abandoned by her crew in heavy weather after losing all her masts...'

PP 1880, Vol. LXVI, (C.2519), 122; BOT Wk Rtn 1879 Appx Pts I-III; LR 1878-9 No 330(J); Larn & Larn 2002.

W05753

Jubilee

13/12/1894

Tralee, Co Kerry, lock gates in 12ft of water, lay-by Zone 903 00 00 00.000N, 00 00 00.000W. Iron sailing barge owned by the Limerick Steamship Co. Laden with over 100 tons flour, sheathing gave way when landed on a rock and sank. The remains are outside Lynchs, on the middle bank.

Kelly, 1989, 257; Lloyd's List, No. 17,874 Fri. 14th Dec. 1894 p.5, c.15

W05755

Kerry Lass

12/11/1915

Cam Tragha, Brandon Zone 903 00 00 00.000N, 00 00 00.000W. 7-ton 6-year-old wooden Nobby of

Tralee, built in 1909. At moorings in Brandon Bay. Driven on the rocks and broke up. Nobody was on board. Broke from her moorings in gale force wind conditions whilst the crew were ashore, drove on the beach along with the ST ATTRACTA and GREEN JACKET to become a total loss.

PP 1920, XL, 19; NLR; Larn & Larn 2002; Schools' Folklore Collection, Imleabhar 429, 690, 692.

W05764

Lark

Unknown

Ballyheigue Strand Zone 903 00 00 00.000N, 00 00 00.000W. Ship driven ashore. Some pottery was later retrieved from the wreck. Bourke, 1998, 122.

W05766

Laura

March 1874

Brandon Bay, Co Kerry, Pointe na Cathrach, Cuan Trá, Baile Uí Dhuibhne (Suggest Caher Point, Ballyquin, Brandon ITM: E453472,N614445) Zone 903 00 00 00.000N, 00 00 00.000W. Vessel en route from Russia to Galway with a cargo of maize when driven on rocks in a northerly gale. The 20 crew were saved by means of a line and barrels.

Schools' Folklore Collection, Imleabhar 429, 687-88, 690, 708, 778-79; Lloyd's List, No. 18,714,

Wednesday 15th April 1874 p. 4

W05767

Laura

Unknown

Seven Hogs, Co Kerry Zone 903 00 00 00.000N, 00 00 00.000W. Lost Bourke, 1994, 166.

W05770

Lexington

Killiney, Brandon Strand Zone 903 00 00 00.000N, 00 00 00.000W. 841-ton 8-year old barque of America. The master was Capt. Dickman. Carrying a cargo of oak staves and cotton when wrecked on the beach. Being towed off the beach but the towline parted, sank. 2 of 24 or 3 of 22 aboard were lost. A labourer / two men unloading the vessel was killed by a falling bale of cotton. The hull was sold to a Liverpool merchant.

Bourke, 1994, 167; PP 1861, Vol. LXIII, 38; Schools' Folklore Collection, Imleabhar 429, 688-90; Imleabhar 430, 68; Imleabhar 461, 339; Lloyd's List, No. 13542, Wed. 26th Aug. 1857 p.4 c.14; Lloyd's List, No. 13546, Mon. 31st Aug. 1857 p.5 c.18-19; Lloyd's List, No. 13581, Mon. 12th Oct. 1857 p.4 c.16

W05772

Lillie

26/10/1909

Ballyquin Strand, Brandon Bay, 1/2 mile of SW of the coast guard Zone 903 00 00 00.000N, 00 00 00.000W. 9-ton 15-year old wooden fishing ketch. At anchor in Brandon Bay, with 4 crew aboard, when lost. PP 1911, LXXII, 110.

W05775

Lizzie

24/12/1912

Tralee Bay, Co Kerry, Leary's Island

Zone 903 00 00 00.000N, 00 00 00.000W. 10-ton 23-year old wooden Lugger of Tralee, moored at Brandon in ballast with a crew of 5. Stranded/total wreck or loss

Larn & Larn 2002 uses BOT Wk Rtn 1912 Appx C Table 1 p96(438); NLR; PP 1914, LXX, 96.

W05783

Maggie

28/11/1907

Brandon Bay, Co Kerry Zone 903 00 00 00.000N, 00 00 00.000W.

1-ton 13-year-old unregistered canoe, built of wood and 'cloth'. The master was M. O' Neill and the owner was P. O' Neill of Cloghane, Kerry. In ballast, working out of Brandon, fishing when capsized. All three aboard were lost but the boat was recovered later.

PP 1909, Vol. LXXVIII, 145, 351.

W05788

Margaret McCaul

12/02/1874

Tralee Bay, Co Kerry Zone 903 00 00 00.000N, 00 00 00.000W. Vessel was grounded in a gale but was later re-floated. Bourke, 1994, 165.

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W05791*Maria*

23/03/1873

Mucklochbeg, is in Tralee Bay-one of the Magharee Islands and not Brandon Bay Zone 903 00 00 00.000N, 00 00 00.000W. Greek vessel carrying Indian corn, grounded and became a wreck.

Bourke, 1994, 164, 168; Schools' Folklore Collection, Imleabhar 430, 69; Lloyd's List, No. 18,387, Wednesday 26th March 1873 p. 4; Lloyd's List, No. 18,388, Thursday 27th March 1873 p. 4

W05797*Martha*

02/02/1870

Carrigalougha, Brandon Bay Zone 903 00 00 00.000N, 00 00 00.000W. New Brunswick ship carrying fish oil, under master Jas. Downey, wrecked.

Bourke 1994, 167; Schools' Folklore Collection, Imleabhar 430, 68; Lloyd's List, No. 17,411; Friday 4th February 1870 p. 5; Lloyd's List, No. 17,413, Monday 7th February 1870 p. 4

W05800*Mary*

Ballyheigue ? Zone 903 00 00 00.000N, 00 00 00.000W. The salvage rights of this wreck were disputed by the Crosbie family. Bourke, 1998, 122; MacMahon, B., 1994, 83.

W05809*Mary Ann*

08/09/1866

Tralee Harbour, Co Kerry, Ballyheige, 4 miles W of Zone 903 00 00 00.000N, 00 00 00.000W.

The Mary Ann, 487-ton barque, of London, master Mitchell, en route from Quebec to Exmouth with a cargo of timber and a crew of 14. Stranded and totally wrecked in Ballyheige Bay ['Bally Leigh' Bay]

Two lives lost. LL No. 16,355, Wednesday, 12th Sept. 1866; Larn & Larn 2002 uses BOT Wk Rtn 1866 pt II Table 22 p40(418) & Table 21 p32(410); NLR.

W05810*Mary Anne*

Ballyheigue / Tralee Bay Zone 903 00 00 00.000N, 00 00 00.000W. Limerick trader went on the rocks and was wrecked en route from Queenstown to America. This may be the name of the wreck referred to in the Crosbie Papers at Trinity College. Bourke, 1994, 164; MacMahon, B, 1994, 83.

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W05812

Mary Fell

07/12/1819

Kerry, coast of Zone 903 00 00 00.000N, 00 00 00.000W.

153-ton 16-year-old Brig of Workington. Built in 1803 in Workington. Classed A1 by Lloyd's. Lost en route to Limerick under captain Parkins, along with the crew.

Bourke, 1998, 123. Larn & Larn 2002; Lloyd's List, No. 5445, Tue. 7th Dec. 1819; LR 1816 No 788(M).

W05814

Mary Joseph

Brandon Bay, Co Kerry Zone 903 00 00 00.000N, 00 00 00.000W. Fairly large fishing vessel at anchor in Brandon Bay when a northerly gale drove her on the rocks, wrecked. There was no loss of life. Schools' Folklore Collection, Imleabhar 429, 690-91.

W05815

Mary Lily

06/05/1909

Brandon Quay, Brandon Bay, 500 yards N of Zone 903 00 00 00.000N, 00 00 00.000W.

6-ton unregistered wooden fishing lugger of Tralee. Moored in Brandon Bay, in ballast, with no one on board. Became stranded and was a total loss.

PP 1910, Vol. LXXXI, 117.

W05821

Mentor

01/02/1811

Tralee, Co Kerry Zone 903 00 00 00.000N, 00 00 00.000W. Vessel became stranded en route from Newfoundland to Liverpool, under captain Wise. LL no. 4533, 1 February 1811.

W05822

Mischief (SS)

27/12/1907

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Fenit Zone 903 00 00 00.000N, 00 00 00.000W. 12-ton 20-year-old unregistered wooden steamship. The master and owner was B. Moncas of Fenit. Moored at Fenit, in ballast, with no one on board, foundered in a SE force 7 wind and was a total loss. PP 1909, LXXVIII, 109.

W05823

Mohawk

22/04/1822

Tralee, Co Kerry, near Zone 903 00 00 00.000N, 00 00 00.000W. Vessel wrecked en route from New York to Newry, under captain Johnstone. The crew and some of the cargo were saved. LL no. 5694, 30 April 1822.

W05825

Mona

28/10/1911

Brandon Bay, Co Kerry, Ballyquin Zone 903 00 00 00.000N, 00 00 00.000W. 11-ton wooden fishing Nobby of Tralee moored at Brandon Bay in Ballast. Broke from moorings in strong wind conditions, drove ashore and became a total loss. Larn & Larn 2002 uses BOT Wk Rtn 1911 Appx C Table 1 p93 (391); NLR; PP 1912-13, LXXVI, 93.

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W05827

Mountaineer

09/01/1864

Ardfert and Ballyheigue, between Zone 903 00 00 00.000N, 00 00 00.000W.

Brigantine driven ashore carrying coal.

Bourke, 1994, 169; LL No. 15,554, Tuesday 16th February 1864.

W05832

Nellie

March 1874 Carraig na Cille (Suggest Carrignakilla is beside Caher Point in Brandon Bay, ITM: E453089,N614516), and not Ballydavid / Brandon Zone 903 00 00 00.000N, 00 00 00.000W. Vessel wrecked when burned. All 30 on board were saved. Schools' Folklore Collection, Imleabhar 429, 687-88.

W05833

Nellie

Unknown Seven Hogs (Magharee Islands), Co Kerry Zone 903 00 00 00.000N, 00 00 00.000W. Lost Bourke, 1994, 166.

W05838

Nolia

C 1870 Ballyheigue Bay Zone 903 00 00 00.000N, 00 00 00.000W. Vessel driven into the bay in bad weather carrying a cargo of timber. One of the crew made it ashore and alerted the coastguards. The crew was rescued before the vessel broke from anchor and went on the rocks. Schools' Folklore Collection, Imleabhar 438, 156.

W05841

Norway

10/11/1850

Tralee Bay, Co Kerry, entrance to, S point of Zone 903 00 00 00.000N, 00 00 00.000W. Brig wrecked en route from Falmouth to Limerick with a cargo of wheat. Bourke, 1994, 169.

W05842

Nuestra Senora del Soccora

Muclagh, rock of Zone 903 00 00 00.000N, 00 00 00.000W. (Suggest Mucklaghmore , Tralee Bay) Spanish Armada vessel lost. The name is not definite. Bourke, 1998, 121.

W05844

Omega

08/12/1872

Haggs, (suggest Hogges-Magharee Islands) Tralee Bay, off the Zone 903 00 00 00.000N, 00 00 00.000W. 66-ton 3-year old Teignmouth ketch. The owner was A. Owen and the master was Attrill. En route from Tralee, foundered in a NW force 11gale. All 4 aboard were lost.

PP 1873, Vol. LX, 42, 60; Lloyd's List, No. 18,300, Friday 13th December 1872 p. 6; Lloyd's List, No. 18,306, Friday 20th December 1872 p. 5

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W05845*Onward*

14/01/1877

Barrow Harbour entrance, E side of Zone 903 00 00 00.000N, 00 00 00.000W. 99-ton 17-year old wooden schooner of Swansea. Owned by H. Hoskin & Son, Swansea, and the master was D. Griffiths. En route from Swansea to Tralee with 5 crew and a cargo of coal. Stranded in a SW force 7 gale and was totally wrecked. There was no loss of life.

PP 1877, Vol. LXXV, 'Strandings', 106; Lloyd's List, No. 19,572, Tuesday 16th January 1877 p. 14

W05855*Phoebe*

19/02/1823 Tralee, Co Kerry, near Zone 903 00 00 00.000N, 00 00 00.000W.

Liverpool vessel en route from St John, NB to Liverpool, captain was Fullerton. ' –was totally lost 19th instant, near Tralee. Crew saved.'

LL No 5,781: 28.02.1823(Fri)(R). #

W05856*Polly*

05/04/1776(r) Tralee, Co Kerry, Barrow Head Harbour, 6 miles NW of Zone 903 52 18 10.000N, 09 52 00.000W.

' – master Bragg, from Barbados to Ireland and Liverpool, is lost near Barrow Head, and two of the crew drowned' 52.18.10N 09.52W

Larn & Larn 2002 uses LL No734: 05.04.1756(Fri)(R); NLR.

W05857*Polmira / Palmira*

Unknown Cappagh, Brandon Zone 903 00 00 00.000N, 00 00 00.000W. Vessel sank carrying a cargo of oats, potatoes and household goods. Schools' Folklore Collection, Imleabhar 429, 688.

W05858*Port Charlotte*

Unknown Seven Hogs, Co Kerry Zone 903 00 00 00.000N, 00 00 00.000W. Lost Bourke, 1994, 166.

W05859*Port Stanley*

Unknown Kerry Head, near Zone 903 00 00 00.000N, 00 00 00.000W. Vessel ran aground, only a dog and a cat were on board. Bourke, 1994, 164.

W05860

Port Yarrock

28/01/1894

Kilcummin Strand, Stradbally, Brandon Bay / Trá Díomhaoín.

Zone 903

52 15 45.600N, 09 59 58.200W.

1,318-/1379-/ 2,175-ton iron clad barque of Glasgow, owned by R. Crewford and R. J. Rowat of Glasgow. Built in 1886 by Russell & Company, Port Glasgow. Measured L.70.30 x B.11.02 x D.6.57 (1 x deck; 1 x bh; p.deck 24ft; f.castle 28ft). Classed 100 A1 by Lloyd's. En route from Santa Rosalia, South California, to Queenstown for orders, laden with 2,200 tons of copper ore and Gold, coin/plate/specie, Silver, coin/specie/plate. The Captain was Thomas Forbes/ R Peattie and there were 25 crew aboard. Storm-damaged in the Atlantic and some sails were lost. Piloted to Brandon Bay and while waiting for a tug dragged her anchors. Went ashore 0.5 mile below high water mark. Masts were broken and swept away in a storm and the hull broke. All of the crew was lost. The captain, 1st mate and 1 crewman were buried at Stradbally and a memorial was erected at Castlegregory churchyard. Ore from the wreck was salvaged by Thomas Ensor from Aug. 1910-1914. Part of the wreck could be seen at low tide at Kilcummin in 1938 and an anchor from it lay on the strand near the secondary school, until it was removed in c. 1974. A ballad was written about the wreck. Tralee, Jan 26 1.40pm. '—still at Brandon; Liverpool tug also there. Heavy gale NW; very heavy sea running. Consider not safe to leave. Cannot communicate with shore.' Jan 28. 7.40pm. 'Special messenger just arrived reports vessel dragged from Brandon to a place about six miles to SE; now in extremely dangerous position; two lifeboats came ashore broken, also oars and lifebelts. Fear she will go ashore.' Jan 29. 9.02am. 'Dragged ashore at Keelcummin, Brandon Bay, sandy shore; is surrounded by heavy surf; seas washing over her at high water and she does not dry at the ebb. Crew still on board. No boat could get alongside. Am writing for rocket apparatus from Dingle. Several pieces of timber, and one boat, all broken washed ashore. Learn six of crew and captain ill on board'

Bourke, 1994, 165-66; Kelly, 1989, 298-99; PP 1895, LXXVII, 139; Schools' Folklore Collection, Imleabhar 420, 272; Ibid 429, 687-91, 708, 760-62; Ibid 430, 64-5, 69, 70; Ibid 432, 129; Ibid 461, 346;

Ibid 476, 55-56 (ballad); Larn & Larn 2002;LR 1891-2 No 699(P); Lloyd's Report of Total loss

&Casualty etc 09.02.1894; Hocking, C., Dictionary of Disasters at Sea during the Age of Steam (1989), 560.

Lloyd's List, No. 17,595 Mon. 22nd Jan. 1894 p.7, c.18; Lloyd's List, No. 17,597 Wed. 24th Jan. 1894 p.5, c.14; Lloyd's List, No. 17,598 Thur. 25th Jan. 1894 p.7, c.16; Lloyd's List, No. 17,600 Sat. 27th Jan. 1894 p.7, c.18; Lloyd's List, No. 17,601 Mon. 29th Jan. 1894 p.7, c.19; Lloyd's List, No. 17,602 Tue. 30th Jan. 1894 p.7, c.18; Lloyd's List, No. 17,603 Wed. 31st Jan. 1894 p.5, c.14; Lloyd's List, No. 17,604 Thur. 1st Feb. 1894 p.7, c.14; Lloyd's List, No. 17,604 Thur. 1st Feb. 1894 p.14; Lloyd's List, No. 17,605 Fri. 2nd Feb. 1894 p.5, c.17; Lloyd's List, No. 17,609 Wed. 7th Feb. 1894 p.5, c.15; Lloyd's List, No. 17,629 Fri. 2nd Mar. 1894 p.3; Lloyd's List, No. 17,629 Fri. 2nd Mar. 1894 p.8; Lloyd's List, No. 17,646 Thur. 22nd Mar. 1894 p.3; Lloyd's List, No. 17,647 Sat. 24th Mar. 1894 p.12; Lloyd's List, No. 17,650 Wed. 28th Mar.

1894 p.8; Lloyd's List, No. 17,651 Thur. 29th Mar. 1894 p.3; Lloyd's List, No. 17,651 Thur. 29th Mar. 1894 p.7; Lloyd's List, No. 17,651 Thur. 29th Mar. 1894 p.8; Lloyd's List, No. 17,652 Fri. 30th Mar. 1894 p.10; Lloyd's List, No. 17,653 Sat. 31st Mar. 1894 p.5; Lloyd's List, No. 17,655 Tue. 3rd Apr. 1894 p.5; Lloyd's List, No. 17,655 Tue. 3rd Apr. 1894 p.10; Lloyd's List, No.

W05869

Quickstep

20/03/1896

Ballyheigue, Tralee Bay / 4 miles NE of Hog's Island Zone 903 00 00 00.000N, 00 00 00.000W. 15-ton wooden fishing lugger. Master was J Coakhill, owner W Teare, Peel, Isle of Man. En route from Peel to Tralee, in ballast, crew of 7. Loss of boat, hatches etc. 4 lives lost. 4 miles NE of Hog's Island, Ballyheige, Bay, Co Kerry. MacMahon, B., 1994, 84; PP 1897, LXXXVIII, 159.

W05871

Rainbow

08/12/1903

Brandon Bay, Co Kerry, 5 miles from shore Zone 903 00 00 00.000N, 00 00 00.000W. 12-ton 6-year-old wooden fishing lugger of Tralee. The master and owner was J. Corkery of Brandon Quay, Co. Kerry. The vessel was moored off Brandon Quay, in ballast, with no one on board, foundered in a NW force 9 wind and was a total loss. L 20,669, Saturday, 12th December 1903; PP 1905, LXXI, 112.

W05879

Rival

20/01/1850

Donoughmore Is., Tralee Bay Zone 903 00 00 00.000N, 00 00 00.000W. Vessel en route from Limerick to Liverpool with a cargo of oats, wrecked in a gale.

Bourke, 1994, 164; Lloyd's List, No. 11444, Mon. Nov. 25, 1850

W05880

Rival

19/11/1850

Derrymore, Tralee (ashore)

Zone 903

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00 00 00.000N, 00 00 00.000W.

Vessel en route from Limerick to Liverpool or Liverpool to Glasgow, went ashore and was badly damaged. PP 1852, Vol. XLIX, 68-69. PP 1852-3, Vol. XCVIII, 5.

W05893

Salamander (SS)

19/04/1900

Brandon Bay, Co Kerry, Garrywilliam, Ruper Rocks Zone 903 00 00 00.000N, 00 00 00.000W. 16-ton 14-year old wooden steam fisher of Gt. Yarmouth. The master was G. Harris and the owner was H. Fenner, Lim, GT Yarmouth. Fishing at Fenit with 9 crew, went ashore in Brandon Bay and became totally wrecked 19 April 1900. One man lost

Bourke, 1994, 164; PP 1901, LXVIII, 147; LL 19,534, Thursday, 19th April 1900; LL 19,535, Friday, 20th April 1900; LL 19,539, Wednesday, 25th April 1900; LL 19,546, Thursday, 3rd May 1900.

W05896

Salus

21/01/1843

Kerry Coast Zone 903 00 00 00.000N, 00 00 00.000W. Lost en route to the West Indies with all hands. Bourke, 2000, 96.

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W05899

Sarah

19/12/1767

Kerry, W coast of Zone 903 00 00 00.000N, 00 00 00.000W. Wrecked en route to Newfoundland, captain was Thompson. Twenty five passengers and crew perished.

Bourke, 2000, 94; Freeman's Journal, Dec 19 – 22, 1767, p. 162 (a)

W05903

Seaward

12/02/1874

Tralee Bay, Co Kerry, Samphire Island Zone 903 00 00 00.000N, 00 00 00.000W. 74-ton Glasgow barque carrying iron for Donovans, under master Archibold McAllen. Grounded in a gale but divers caulked her bottom and was re-floated. Bourke, 1994, 166.

W05905

Shadwell

08/01/1799

Tralee, Co Kerry Zone 903 00 00 00.000N, 00 00 00.000W. Vessel went ashore en route from Naples to Hambro, under captain Brown. The cargo was expected to be saved.

Bourke, 1998, 121; Lloyd's List, No. 3049, Tues. Jan. 8th 1799

W05906

Siddarthur

30/10/1880

Tralee Bay, Co Kerry Zone 903 00 00 00.000N, 00 00 00.000W. 459-ton British barque went ashore causing her cargo of timber to be widely scattered. Captain Moore and the crew survived.

Bourke, 1994, 168.

W05909

St. Attracta

12/11/1915

Tralee, Co Kerry, Brandon Bay Zone 903 00 00 00.000N, 00 00 00.000W. 12-ton 15-year-old wooden Nobby of Tralee, at moorings in Brandon Bay. Broke from her moorings

whilst the crew were ashore, in heavy weather, drove on the beach and was wrecked

Larn & Larn 2002 uses BOT WW.1 Wk Rtn 1915 Pt 11 p19; NLR; PP 1920, XL, 19.

W05910

St. Helen

25/11/1912

Tralee, Co Kerry, Spa Zone 903 00 00 00.000N, 00 00 00.000W. 22-ton 38-year-old wooden schooner of Tralee laid up at Tralee Bay. Stranded/total wreck or loss

Larn & Larn 2002 uses BOT Wk Rtn 1912 Appx C Table 1 p95 (437); NLR; PP 1914, LXX, 95.

W05911

St. Lawrence

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07/02/1840

Ballyheigue bay Zone 903 00 00 00.000N, 00 00 00.000W. The St. Lawrence, Captain Chambers, en route from Dalhousie to Caernarfon, was driven ashore six miles from Tralee. Bourke, 2000, 94; LL 8,088, Saturday 8th February 1840.

W05912

St. Patrick

03/10/1900

Tralee Bay, Co Kerry, Fenit Zone 903 00 00 00.000N, 00 00 00.000W. 56-year-old Ketch of Milford Haven owned by Aitken, F.E & Co, Barry Dk, Glam. En route from Tralee to Waterford, crew of 4 under captain F Clare. Stranded and lost in wind conditions SSE force 10

Larn & Larn 2002 uses BOT Wk Rtn 1900 Appx C Table 1 p123(771).

W05914

St. Anthony of Padua

1714 - 1715

Ballyheigue Zone 903 00 00 00.000N, 00 00 00.000W. Vessel wrecked en route from Le Harve with a cargo of wine. 99 of the 114 hogsheads of wine were saved.

Bourke, 1998, 121.

W05916

St. Michael

06/12/1906

Brandon Bay, Co Kerry Zone 903 00 00 00.000N, 00 00 00.000W. 8-ton 7-year-old unregistered, wooden fishing cutter. The master and owner was J. Fitzgerald of Brandon, Co. Kerry. Moored in Brandon Bay, in ballast, with no crew aboard, foundered in a N by E force 9 and was a total loss.

LL 21,596, Friday 7th December 1906; PP 1908, XCVI, 110.

W05938

Tartar

22/11/1850

Tralee Bay, Co Kerry Zone 903 00 00 00.000N, 00 00 00.000W.

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Vessel sank en route to Liverpool. Tralee, 23.11. 'master Flynn, for Liverpool, with oats, sank in the bay on the 22nd November.'

Bourke, 1994, 165; Larn & Larn 2002; Lloyd's List, No. 11444, Mon. Nov. 25, 1850; Lloyd's List, No. 11444, Mon. Nov. 25, 1850; PP 1852-3, Vol. XCVIII, 5; PP 1852 XLIX (247), 72-3.

W05941

The Maid of Bandon (Suggest *Maid of Brandon*-local naomhóg)

07/12/1909

Brandon Creek, Co Kerry Zone 903 00 00 00.000N, 00 00 00.000W. 1-ton fishing canoe made of wood and canvas. They were at Bandon fishing grounds when the vessel and the 3 crew were lost. PP 1911, Vol. LXXII, 99.

W05944

Thetis

Kerry Zone 903 00 00 00.000N, 00 00 00.000W. UKHO Wreck No. 010100040. Tobacco smuggling vessel seized by the customs in the 1830s, allowed to ground and break up.

Admiralty data 1996; Bourke, 1998, 165.

W05946

Three Brothers

21/04/1822

Tralee, Co Kerry, near Zone 903 00 00 00.000N, 00 00 00.000W.

Sailing Boat of Tonsberg en route from Dram, captain was Sheerverly. '—was driven off the rocks...on 21st ulto. and it was feared would not be got off.'

Larn & Larn 2002 uses LL No 5,695: 03.05.1822(Fri)(R).

W05956

Ulysses

15/04/1823(r)

Tralee, Co Kerry, in the W part of Zone 903 00 00 00.000N, 00 00 00.000W.

Vessel with a cargo of wood. Tralee, 7th inst. (April). '—of Bristol, with timber, has been driven on shore on the western part of this country, with her stern-post hanging to her side, and no person on

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board. She has since gone to pieces, and her cargo was floating about in all directions.'

Larn & Larn 2002 uses LL No 5,794: 15.04.1823(Tue)(R).

W05961

Unknown

11/02/1904

Brandon Bay, Co Kerry (Suggest most likely NOT Brandon Bay!!) / River Shannon, Tarbert Roads

Zone 903 00 00 00.000N, 00 00 00.000W.

Second-class boat / wooden sailing barge was lying at anchor, sank during a gale. 'The lighter was at moorings in Tarbert Roads loaded with general cargo, when she developed a leak and sank whilst the crew were ashore.' [NB**09/02/1904 different date]

BOT Wk Rtn 1904 Appx C Table 1 p113(617); Larn & Larn 2002; NLR; Report on the Sea and Inland Fisheries of Ireland for 1904, xxii.

W05966

Unknown

Unknown

Fenit Zone 903 00 00 00.000N, 00 00 00.000W. Second-class vessel broke from its moorings and collided with the pier, became a total wreck. Report on the Sea and Inland Fisheries of Ireland for 1903, xix.

W05978

Unknown

08/07/1900

Ballyheigue, 1/2 mile from Zone 903 00 00 00.000N, 00 00 00.000W. Local boat on a pleasure trip, capsized and became a wreck. A sail was being hoisted when a rope became entangled on the mainmast. The owner climbed up to free it but the boat became top-heavy and sank. Four of the six aboard were drowned. Schools' Folklore Collection, Imleabhar 417, 407.

W05982

Unknown

05/07/1897

Brandon Creek, Co Kerry Zone 903 00 00 00.000N, 00 00 00.000W. 1-ton wooden fishing canoe, owned by T. Leahy, Brandon Creek, and the master was J. Connor and. They were at Brandon fishing, with two crew aboard, when they were lost.

W05986

Unknown

Unknown

Tralee Bay, Co Kerry, Mucklaghmore Rock

Zone 903

52 20 35.000N, 09 55 45.000W.

En route from Lisbon to Cadiz. Whilst there is a tradition that a vessel of the Spanish Armada was lost in Tralee Bay, there is apparently no evidence to support a wreck, which had been named variously as NUESTRA SENORA del SOCCORA; MIGUEL de SUSO; La MARIA de AQUIRRE, and the TRINIDAD. On 19.09 Norris of Munster, in a letter to Secretary Walsingham mentioned 24 Spaniards taken at Tralee, which were later executed, but whether or not these were from a wreck or a vessel that surrendered remains uncertain.

The Armada in Ireland, Fallon, N. 1978 p175 & 197; Larn & Larn 2002 uses Full Fathom Five, Martin, C. 1975; From Merciless Invaders, McKee, A. 1987 p222-3 & 227; SIC Vol. 2 p121. (My understanding is that a Spanish vessel did surrender as the CSPI, 1588, 26, records three Spanish sailors that swam ashore and yielded themselves and their ship to Lady Denny. It would also appear that the crew of 24 were essentially the household servants of Don Alonzo Perez de Guzman, Duke of Medina Sidonia and Commander in chief of the ill fated Armada. According to Thomas Norreys (Norris) vice-President of Munster, who stated in a letter to Walsingham, Secretary of State that three men swam ashore and surrendered to Lady Denny. However, her husband Sir Edward Denny is reputed to have put them and all the rest of the crew to the sword (O'Sullivan 1931, 61-3). Another account maintains that Lady Denny hanged them all from the gibbet. It is not fully established the ultimate fate of the vessel herself but certainly she appears to have been looted by Denny as Sir William Herbert complained on the 24th of May 1589 that *'Her Majesty and not Sir Edward Denny, is entitled to have the Duke of Medina Sidonia's goods, worth £2000, if not more'* (CSPI 1589, Hamilton Vol.4, 192). A contemporary note from the English Attorney General, Sir John Popham, to Lord Burghley on the 10th September 1588 records...*The advertisements are that on Thursday last an sithence that time, there arrived first a bark which wrecked at the Bay of Tralee another great ship being also now near that place* (CSPI, 1588, 26 & 28, 31; McCarthy, 1990, 91-108).

W05993

Unknown

07/11/1838

Brandon Bay, Co Kerry Zone 903 00 00 00.000N, 00 00 00.000W. An unnamed ship en route from Newfoundland wrecked at Brandon Bay

Bourke, 2000, 96; Lloyd's List, No. 7701, Sat. Nov. 10, 1838

W06002

Unknown

Unknown

Seven Hogs (Magharee Islands), Co Kerry, Reennafardarrig is a tiny island attached to the NW of Illauntannig, one of the Magharee Islands rocks at Zone 903 00 00 00.000N, 00 00 00.000W. Fishermen are said to have lured this pirate ship onto the rocks at this location. Bourke, 1994, 166.

W06016

Unknown

Unknown

Tralee Bay, Co Kerry ? Zone 903 00 00 00.000N, 00 00 00.000W. Ardfert boat lost in a storm, with the loss of three lives. Schools' Folklore Collection, Imleabhar 424, 28.

W06019

Unknown

06/03/1817

Banna Strand / 6 miles W Zone 903 00 00 00.000N, 00 00 00.000W. Full Rigged American ship en route from New York with a cargo of staves, potash and 660 barrels of flour, wrecked. Cork 6th March. 'The wreck of a large vessel was driven on Banna Strand, about 6 miles

NW of Tralee, on Monday night. It is stated that when first discovered she had about 600 barrels of American flour on board, besides staves and pot-ashes; and from the brand on the few barrels which were not carried off by the inhabitants, it is supposed she was from New York. A great part of the cargo

had been thrown overboard before she went ashore.' [NB***03/03/1817 (different date)] Bourke, 1998, 121; Larn & Larn 2002; Lloyd's List, No. 5158, Tue. Mar. 11, 1817

W06023

Unknown

Unknown

Ballyheigue Bay Zone 903 00 00 00.000N, 00 00 00.000W. A ship was driven ashore and wrecked, with the loss of at least two lives. Schools' Folklore Collection, Imleabhar 416, 162-63.

W06029

Unknown

Unknown

Banna Zone 903 00 00 00.000N, 00 00 00.000W. Vessel carrying a cargo of herrings and wine, wrecked. 17 hogsheads of wine were saved. Bourke, 1998, 122.

W06030

Unknown

Unknown

Kerry Head Zone 903 00 00 00.000N, 00 00 00.000W. Ship cast high on Kerry Head by a freak wave. Some of the crew escaped over the bowsprit but the wreck fell back into the sea and smashed. The remaining crew were lost. Bourke, 1994, 164; Bourke, 1998, 121.

W06032

Unknown

Unknown

Barrow / Fenit, Tralee? Zone 903 00 00 00.000N, 00 00 00.000W.

Small 3 masted barque was a 'patax' or 'zabra' of the Spanish Armada and weighed between 40 and 50 tons. Surrendered on 17th Sept. and the crew of 24 were executed. McCarthy, 1990, 91-108.

W06035

Unknown

07/09/1852

Fenit Point Zone 903 00 00 00.000N, 00 00 00.000W. Schooner en route from Troon to Tralee, under captain Blight, struck the point. Hit heavily for around 3 hours before getting off on the same tide. Sustained little damage but was making some water. PP 1852-3, Vol. LXI, 106-7.

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W06042

Unknown

Unknown Tralee Bay, Co Kerry Zone 903 00 00 00.000N, 00 00 00.000W. Vessel wrecked en route from Fenit to Tralee with flour. Schools' Folklore Collection, Imleabhar 438, 293.

W06046

Unknown (SS)

03/01/1880

Tralee Bay, Co Kerry Zone 903 00 00 00.000N, 00 00 00.000W. Coal steamer en route from Glasgow to Tralee seen entering the bay. Not seen again and thought to have foundered in a storm. The owner may have been Mr. Eager, a local merchant. Bourke, 1994, 168.

W06049

Unknown

Unknown

Kilshanig, Brandon, near Zone 903 00 00 00.000N, 00 00 00.000W. French schooner wrecked in the same place as the Lexington. The wreck was sold to a Tralee man.

Schools' Folklore Collection, Imleabhar 430, 68.

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W06050

Unknown

17/03/1863

Black Point, Castlegregory (No Black Point near Castlegregory-suggest consideration Black Point near Castlemaine-Rossbeigh area)-surely same wreck as the Swiss, W05931!! Zone 903 00 00 00.000N, 00 00 00.000W. 30-ton Swiss sloop, wrecked with a cargo of staves. The crew of 3 were lost. Bourke, 1994, 162; PP 1864 LV, 26, 33.

W06054

Unknown

19/11/1850

Brandon Bay, Co Kerry

Zone 903

00 00 00.000N, 00 00 00.000W.

Large vessel reported to have been lost.

PP 1852, Vol. XLIX, 68-69; PP 1852-3 XCVIII (395), 4; Lloyd's List, No. 11443, Sat. Nov. 23, 1850

W06059

Unknown

14/10/1851

Canoe Cove, Tralee Zone 903 00 00 00.000N, 00 00 00.000W. British-American schooner driven ashore with a cargo of 300 batons. Appeared to have been abandoned for some months and was going to pieces. Bourke, 1994, 158.

W06061

Unknown

Unknown

Brandon Bay, Co Kerry Zone 903 00 00 00.000N, 00 00 00.000W. 23 wrecks occurred in this period. Bourke, 1994, 168.

W06068

Venus

25/11/1777

Ballyheigue bay Zone 903 00 00 00.000N, 00 00 00.000W. 150-ton sailing vessel of Liverpool. Owned by Stanfield, H. Captain, built in Philadelphia. Stranded en route from Oporto to Limerick, under Stanfield. The vessel and cargo were expected to be lost. Larn & Larn 2002; LL no. 905, 25 November 1777; LL No905: 25.11.1773(Tue)(R); LR 1776 No 24(V).; Freemans Journal, Vol. XV, No. 41, Sat. Nov. 22nd – Tues. Nov. 25th, p164 CN; Freemans Journal, Vol. XV, No. 47, Sat. Dec. 6th – Tues. Dec. 9th, p189 D

W06071

Vigilante

22/12/1857

Killiney, Brandon Strand Zone 903 00 00 00.000N, 00 00 00.000W.

French schooner wrecked and later sold to Mr. Lunham, Tralee

Bourke, 1994, 167-68.

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W06074

Weasel (SS)

23/10/1858

Tralee, Co Kerry, pier / Samphire Roads, Tralee Bay Zone 903 00 00 00.000N, 00 00 00.000W. 54-ton 1-year old steam tug. In ballast when the engine blew up and sank. 1 of the 5 aboard was lost.

Efforts were made to raise her as she was in shallow water.

Bourke, 1994, 167; PP 1861 LVIII, 38; Lloyd's List, No. 13904, Tue. 26th Oct. 1858 p.5 c.18

W06076

Will

26/11/1771

Tralee, Co Kerry Zone 903 00 00 00.000N, 00 00 00.000W. Vessel lost en route from St. Kitts to Liverpool, under captain Spencer. LL no. 279, 26 November 1771.

W06077

William

18/03/1806(r) Ballyheigue Zone 903 00 00 00.000N, 00 00 00.000W.

Vessel wrecked en route from Limerick to Lisbon. The captain was Nicholl. Part of cargo saved. Bourke, 1998, 123. LL 4,037, 21st March 1806.

W06081

Wind Trader

C 1729

Ballyheigue Zone 903 00 00 00.000N, 00 00 00.000W. Vessel, engaged in the Baltic-Bristol-American trade, wrecked. A five-kopeck coin dated 1725 or 1727 and some bottles were recovered from the site.

Bourke, 1994, 164.

W06082

York

29/10/1758

Kilshannig, Tralee Bay

Zone 903 00 00 00.000N, 00 00 00.000W.

East India Co. ship en route from Bombay to St. Helena, under captain Lascelles, carrying crew, a convict, 7 slaves bound for St. Helena, an East India Co. deserter and a European being sent home by the East India Co. After two weeks of gales she drifted to a point west of the Blaskets. As the sails were in poor condition it was decided to shelter in the Shannon. The ship struck at Maharees and was stuck fast when the tide receded. The masts were cut and all aboard got ashore. It turned out that the ship, which had agreed to lead them to Shannon, was a cartel ship from La Rochelle, which had been seized by Irish prisoners. A three week salvage operation recovered 4,500 bales of cotton and yarns, shellac, sticklack, 1 leager, a cask of arrack, 1 box china, 6 barrels indigo, 101 chinks, 122 blue gurracks and many personal possessions. The lee gun wall fell out on 18 Nov. due to the weight of the guns and the ship disintegrated 4 days later.

Bourke, 1994, 169.

W11163

Unknown

06/03/1817 Banna Strand, NW of Tralee Zone 903 52 21 00.541N, 09 50 12.080W. Wooden wreck

W11164

Unknown

Unknown Ballyheigue Beach, NW of Tralee Zone 903 52 23 01.244N, 09 50 02.695W. Cannon?

W11937

Rob the Ranter

07/09/1852(r) Fenit Point Zone 903 00 00 00.000N, 00 00 00.000W. Struck on Fenit Point, got off with some damage PP 1852-3 LXI (983) 106-7.

W12469

Emerald of Brandon

03/02/1915

Brandon Bay, Kerry

Zone 903 00 00 00.000N, 00 00 00.000W.

8-ton 9-year-old wooden fishing Nobby of Tralee, anchored at Brandon Bay in ballast. Stranded with no

one on board. PP

1920, XL, 16.

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W12497

Maggio

23/11/1907(r)

Brandon Bay, Co Kerry Zone 903 00 00 00.000N, 00 00 00.000W. 1-ton 13-year-old wood and cloth canoe. Master M O'Neill, owner P O'Neill, Cloghane, Co Kerry. Out fishing from Brandon with a crew of 3. Capsized and sank but later recovered. 3 lives lost. PP 1909 LXXVIII, 145.

W12502

May Lily/May Lilly

06/05/1909

Brandon Quay, 500 yards N of, Co Kerry Zone 903 00 00 00.000N, 00 00 00.000W. The May Lilly, 6-ton wooden fishing lugger of Tralee (Number T. 1211) broke adrift from her moorings and became stranded, full of water, 500 yards N. of Brandon Quay on 6 May 1909. LL 22,346, Friday 7th May 1909; PP 1910 LXXXI, 117.

W12507

The Maid of Brandon

07/12/1909

Brandon Creek, Co Kerry Zone 903 00 00 00.000N, 00 00 00.000W. 1-ton wood and canvas fishing canoe. Fishing out of Brandon with a crew of 3. All lost. PP 1911, LXXII, 99.

W12514

Mary

14/12/1911

Brandon Creek, Co Kerry Zone 903 00 00 00.000N, 00 00 00.000W. 1-ton 20-year-old unregistered wooden fishing canoe of Tralee. Returning from fishing grounds with a crew of 3. Lost in Brandon Creek, 1 life lost.

PP 1912-13, LXXVI, 87.

W12612

No Name

26/04/1899

Entrance to Brandon Creek, Co Kerry

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Zone 903

00 00 00.000N, 00 00 00.000W.

3-ton new fishing canoe. Master and owner was J Moynaham, Moorstown, Co Kerry. Out of Brandon Creek for fishing. In Ballast. Sank. Subsequently raised and repaired. 3 lives lost. Entrance to Brandon Creek, Co Kerry PP 1900, LXXVII, 178.

W12613

Pride

March 1899

Tralee, Co Kerry, Canal Basin Zone 903 00 00 00.000N, 00 00 00.000W. 21-ton 37-year-old wooden dandy of Tralee. Owner was R McCowen, Tralee, Co Kerry. Laid up at

Tralee, in Ballast. Burnt. Canal Basin, Tralee, Co Kerry. PP 1900, LXXVII, 186.

W12647

Queen of the Pier

14/10/1894

Camp, 1 mile E of, Co Kerry

Zone 903 00 00 00.000N, 00 00 00.000W.

2-ton canvas pleasure canoe. Master was T Crowley, jnr. Owner was T Crowley Tawlaught, near Tralee, Co Kerry. En route from Fenit to Camp, in ballast. Capsized but subsequently recovered. 7 lives lost. 1 mile E of Camp. Co Kerry. PP 1896, LXXV, 161.

W12778

UNKNOWN

04/02/1789

Mabery (Magharee?) near Tralee Zone 903 00 00 00.000N, 00 00 00.000W. Large vessel, possibly from Guinea or Honduras, driven on shore at Mabery (Magharee?), near Tralee, dismantled on 4

February 1789. The 'Country people' kept revenue officers off for ten days while they pillaged the cargo.

F.J. Tue, Feb 10 – Thurs, Feb 12, 1789; No. 79, Vol. XXVII

W12779

UNKNOWN

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17/02/1789(r)

Kerry Coast Zone 903 00 00 00.000N, 00 00 00.000W. A sloop from Galway, laden with kelp, wrecked on Kerry coast, three of seven aboard lost. Reported 17

February 1789.

F.J. Tue, Feb 17 – Thurs, Feb 19, 1789; No. 82

W12898

UNKNOWN

27/12/1768(r)

Kerry

Zone 903 00 00 00.000N, 00 00 00.000W.

Unknown ship bound from Oporto for Cork, with cargo of wine, stranded off Kerry coast.

F.J. Dec 27 – 31, 1768, P. 139b.

W13016

St. Andrew

06/01/1769(r)

Kerry

Zone 903 00 00 00.000N, 00 00 00.000W.

The St. Andrew, en route from Oporto to Cork, is ashore in the county of Kerry, and all her cargo landed.

Lloyd's List, No. 3,439, 6th Jan. 1769

W13444

Sarah

28/11/1833

Blenerville Quay

Zone 903 00 00 00.000N, 00 00 00.000W.

140-ton vessel Sarah, lying at anchor near the Quay of Blenerville, was driven from her anchorage during a Gale and left so high on the Strand as to render it difficult to get her off.

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Lloyd's List, No. 6906, Tue. Dec. 10, 1833

W13506

Rose

15/02/1838

Tralee, Co Kerry Zone 903 00 00 00.000N, 00 00 00.000W.

The Rose, Master Graves, bound to London and nearly loaded, was destroyed by fire at Tralee. Crew saved.

Lloyd's List, No. 7477, Tue. Feb. 20, 1838

W13522

Irton

20/02/1833

Tralee Bay, Co Kerry Zone 903 00 00 00.000N, 00 00 00.000W. The Irton, Master Little, en route from Limerick to Liverpool, ran on shore in Tralee Bay this morning, with loss of all her sails, and remains on the strand near the rocks, but is expected to be got off after discharging part of her cargo.

Lloyd's List, No. 6824, Tue. Feb. 26, 1833

W13730

Union

06/12/1828

Tralee Bay Zone 903 00 00 00.000N, 00 00 00.000W.

The schooner Union, Captain Rundle, of and from Tralee for Liverpool, was driven on shore at Tralee Bay during a storm on 6 December 1828. Subsequently condemned.

LL No. 6386, Tue. Dec. 16, 1828; LL No. 6389, Fri. Dec. 26, 1828.

W13848

Industry

09/09/1839

Tralee, Co Kerry Zone 903 00 00 00.000N, 00 00 00.000W.

The Industry, Master Feswick, from Quebec to Tralee, arrived and was driven on shore

Lloyd's List, No. 7961, Thurs. Sept. 12, 1839

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W13958

George 4th

31/10/1837

Tralee Bay, rocks Zone 903 00 00 00.000N, 00 00 00.000W.

The Dagleish (different name to above??), en route from Liverpool, was driven on some rocks in Tralee Bay, a great part of the cargo (coals) has been discharged, and it is expected she will be got off.

Lloyd's List, No. 7390, Thurs. Nov. 9, 1837

W14083

Barbara Ann

11/04/1843(r)

Brandon Head, near Zone 903 00 00 00.000N, 00 00 00.000W.

Part of the stern of a vessel, marked 'Barbara Ann, St. John's N.B.' was washed on shore near Brandon Head on 11 April 1843 in addition to other wreckage, apparently not long in the water.

LL 9079, Monday, 17th April 1843.

W14088

Fair Maid

13/05/1843(r)

Blennerville, Tralee Zone 903 00 00 00.000N, 00 00 00.000W.

The Fair Maid, of Perth, Captain Henderson, en route to London, while at the key at Blennerville ['Blumirville'] on 13 May 1843 was driven against a rock, strained and discharged her cargo.

LL 9105, Wednesday, 17th May 1843.

W14338

Florina

04/10/1938

Scaggane Bay, Magharees Zone 903 00 00 00.000N, 00 00 00.000W. French fishing vessel Florina stranded in Scaggane Bay at Magharees, total wreck

Lloyd's List, No. 38,668, Thursday 6th Oct. 1938 p.8 c.21; Lloyd's List, No. 38,670, Sat. 10th Oct. 1938

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p.6 c.21

W14348

UNKNOWN

22/10/1846

Mucklagh/Mucklaghmore Rock , Ballyheige Bay

Zone 903 00 00 00.000N, 00 00 00.000W.

A foreign vessel, from the Baltic, struck against the 'Muckalech' Rock on 22 October 1846 and went down with all hands. Possible the Mucklaghmore Rock in Ballyheige Bay, NW of Tralee.
LL 10,176, Monday, 26th October 1846.

W14429

Newcastle

20/10/1910

Tralee Bay, Co Kerry Zone 903 00 00 00.000N, 00 00 00.000W.

Newcastle (s), from San Nicolas, when entering Tralee Bay on Oct. 20, grounded and came to anchor. Reported making little water. Forspeak now discharging.

Lloyd's List, No. 22,801, Mon. 24th Oct. 1910 p.8 c.22

W14477

Olive (SS)

22/03/1913

Tralee, Co Kerry Zone 903 00 00 00.000N, 00 00 00.000W.

Steamer Olive, from Buenos Aires, arrived Tralee, touched ground when coming to pier and is making water

Lloyd's List, No. 23,550, Mon. 24th Mar. 1913 p.8, c.23

W14478

Irish Co-operator

03/03/1913

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Fenit Zone 903 00 00 00.000N, 00 00 00.000W.

Lloyd's List, No. 23,552, Wed. 26th Mar. 1913 p.10; Lloyd's List, No. 23536, Thurs. Mar 6th, 1913, P11.

W14497

Argyle

01/03/1847

Tralee, 'The Roads' Zone 903 00 00 00.000N, 00 00 00.000W.

The Argyle, lying in 'The Roads' Kerry, lay on her anchor and filled, receiving much damage and was forced to discharge.

LL 10,287, Friday 5th March 1847.

W14670

UNKNOWN

12/11/1915(r)

Brandon Bay, Kerry Zone 903 00 00 00.000N - 00 00 00.000W. During gale four fishing nobbys broke adrift from moorings in Brandon Bay, Kerry, and stranded. Total wrecks. Crews on shore. One of four

Lloyd's List, No. 31,642, Sat. 13th Nov. 1915 p.7 c.19

W14671

UNKNOWN

12/11/1915

Brandon Bay, Kerry

Zone 903 00 00 00.000N, 00 00 00.000W.

During gale four fishing nobbys broke adrift from moorings in Brandon Bay, Kerry, and stranded. Total wrecks. Crews on shore. Two of four

Lloyd's List, No. 31,642, Sat. 13th Nov. 1915 p.7 c.19

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W14672*UNKNOWN*

12/11/1915

Brandon Bay, Kerry Zone 903 00 00 00.000N, 00 00 00.000W.

During gale four fishing nobbys broke adrift from moorings in Brandon Bay, Kerry, and stranded. Total wrecks. Crews on shore. Three of four

Lloyd's List, No. 31,642, Sat. 13th Nov. 1915 p.7 c.19

W14673*UNKNOWN*

12/11/1915

Brandon Bay, Kerry Zone 903 00 00 00.000N, 00 00 00.000W.

During gale four fishing nobbys broke adrift from moorings in Brandon Bay, Kerry, and stranded. Total wrecks. Crews on shore. Four of four

Lloyd's List, No. 31,642, Sat. 13th Nov. 1915 p.7 c.19

W14695*UNKNOWN*

21/10/1911

Tralee, Co Kerry

Zone 903 00 00 00.000N, 00 00 00.000W.

Lloyd's List, No. 23,110, Mon. 23rd Oct. 1911 p.9 c.25

W14749*Eyr*

24/11/1890

Seven Hoggs (Magharee Islands, Tralee Bay) Zone 903 00 00 00.000N, 00 00 00.000W.

398-ton Eyr, master Bugge, timber laden, en route from St. John, was driven upon one of the Seven Hoggs

Lloyd's List, No. 16,613 Tue. 25th Nov. 1890 p.8 c.22

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W14842*Harmony*

19/04/1893

Tralee, entrance to Canal, Zone 903 00 00 00.000N, 00 00 00.000W.

Lighter Harmony was in collision and sunk at the entrance to Tralee Canal, stopping traffic.

Lloyd's List, No. 17,358 Wed. 19th Apr. 1893 p.5, c.15; Lloyd's List, No. 17,359 Thur. 20th Apr. 1893 p.10; Lloyd's List, No. 17,360 Fri. 21st Apr. 1893 p.5, c.17; Lloyd's List, No. 17,361 Sat. 22nd Apr.

1893 p.7, c.20

W14852*Svan*

24/10/1893

Tralee Bay, Co Kerry Zone 903 00 00 00.000N, 00 00 00.000W.

Svan, from Fredrikstad, (Norway), when coming from outer roads went aground Tralee Bay.

Lloyd's List, No. 17,520 Wed. 25th Oct. 1893 p.5, c.18

W14913*Belle O'Brien*

18/11/1895

Kerry Head, 130M NNW of Zone 903 00 00 00.000N, 00 00 00.000W.

American ship abandoned.

Lloyd's List, No. 18,168 Mon. 25th Nov. 1895 p.5 c.17-18; Lloyd's List, No. 18,168 Mon. 25th Nov. 1895 p.8 c.21; Lloyd's List, No. 18,169 Tue. 26th Nov. 1895 p.10 c.21; Lloyd's List, No. 18,169 Tue. 26th Nov. 1895 p.10 c.24; Lloyd's List, No. 18,170 Wed. 27th Nov. 1895 p.2; Lloyd's List, No. 18,170 Wed. 27th Nov. 1895 p.5 c.17; Lloyd's List, No. 18,174 Mon. 2nd Dec. 1895 p.10; Lloyd's List, No. 18,177 Thur. 5th Dec. 1895 p.10; Lloyd's List, No. 18,187 Tue. 17th Dec. 1895 p.7 c.19

W15109*UNKNOWN*

11/01/1893

Tralee, Co Kerry Zone 903 00 00 00.000N, 00 00 00.000W. Lighter with cargo from steamship Trevelley, aground.

Lloyd's List, No. 17,276 Thur. 12th Jan. 1893 p.7, c.16

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W15233*UNKNOWN*

26/04/1898

Brandon Creek, entrance to Zone 903 00 00 00.000N, 00 00 00.000W.

Fishing canoe, no name, unregistered, foundered at entrance of Brandon Creek, and two men drowned

Lloyd's List, No. 19,230 Thur. 27th Apr. 1899 p.10 c.21

W15268*Francis*

04/03/1850 Tralee Canal Zone 903 00 00 00.000N, 00 00 00.000W.

The Francis, master Lynch, in trying to leave the canal took the ground.

Lloyd's List, No. 11223, Mon. Mar. 11, 1850

W15276*Josephine*

12/05/1850 Tralee, Co Kerry Zone 903 00 00 00.000N, 00 00 00.000W.

The Josephine, in leaving, grounded on the bank

Lloyd's List, No. 11279, Thurs. May 16, 1850

W15306*Argyle*

01/02/1852

Tralee, Barrow Strand Zone 903 00 00 00.000N, 00 00 00.000W.

A small boat, nearly stove to pieces, marked on her stern Argyle, of Liverpool. Also some spars of a vessel, with a piece of square timber, drove on Barrow Strand a few days since

Lloyd's List, No. 11815, Wed. 4th Feb. 1852 c.5

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W15323

Bridget

28/10/1852

Tralee, Co Kerry

Zone 903 00 00 00.000N, 00 00 00.000W.

Tralee Lighter sunk with cargo of corn.

Lloyd's List, No. 12050, Thur. 4th Nov. 1852 c.10; Lloyd's List, No. 12050, Thur. 4th Nov. 1852 c.14

W15329

Royal George

16/12/1852

Kilfenura (Kilfenora east of Fenit) Zone 903 00 00 00.000N, 00 00 00.000W.

Smack Royal George, Master Sullivan, had to slip from both anchors during the gale and was run far on the Beach at Kilfenura (Kilfenora).

Lloyd's List, No. 12089, Tue. 21st Dec. 1852 c.11 c.11

W15336

UNKNOWN

23/07/1920(r)

Tralee Bay Zone 903 00 00 00.000N, 00 00 00.000W.

Unknown obstruction reported in Tralee Bay 23 July 1920 by Steamer Sofia of London. Possible wreck. LL 33,081, Saturday 24th July 1920.

W15381

Ocean

16/01/1854

Tralee Banks Zone 903 00 00 00.000N, 00 00 00.000W.

Ocean, Master Neill, ashore on Tralee banks

Lloyd's List, No. 12598, Aug. 11th 1854; Lloyd's List, No. 12427, Sat. 21st Jan. 1854 p.2 c.4

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W15462*Ellen*

16/01/1854

Tralee, banks Zone 903 00 00 00.000N, 00 00 00.000W.

The Ellen, master Davis, during a heavy gale from SW, drove on the banks and thumped hard

Lloyd's List, No. 12427, Sat. 21st Jan. 1854 p.2 c.4

W15464*Alabama*

16/01/1854

Tralee, Banks Zone 903 00 00 00.000N, 00 00 00.000W.

The Alabama, Master Riordan, during a heavy gale from SW, drove on the banks and thumped hard

Lloyd's List, No. 12427, Sat. 21st Jan. 1854 p.2 c.4

W15541*Perserverance*

12/03/1855

Ballitrigue (Ballyheigue) Bay Zone 903 00 00 00.000N, 00 00 00.000W. Perserverance, Master Clay, en route from Cork, drove ashore at Ballitrigue Bay, become a total wreck.

Lloyd's List, No. 12783, Fri. 16th Mar. 1855 p.3 c.7

TRALEE, 13th Mar. The PERSERVERANCE, of Aberystwith, Clay, from Cork to this port, with wheat, drove ashore yesterday at Ballihigue Bay: part of the cargo is washing ashore, and the vessel is expected to become a total wreck; crew saved.

Lloyd's List, No. 12788, Fri. 23rd Mar. 1855 p.4 c.13

TRALEE, 20th Mar. The PERSERVERANCE, Clay, from Cork, which drove ashore at Ballitrigue Bay, 12th Mar. has become a total wreck; part of cargo saved.

W15547*Hannah*

06/05/1855

Muckilogh Rock (Mucklaghmore, Tralee Bay) Zone 903 00 00 00.000N, 00 00 00.000W. Hannah, Master Kelly, of and for Limerick with barley, which left the Samphier Roads, sprung a leak near the Muckilogh

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Rock and sank; crew saved.

Lloyd's List, No. 12827, Wed. 9th May 1855 p.5 c.17

W15554

Pelham Clinton

Kilgobbin Zone 903 00 00 00.000N, 00 00 00.000W.

Pelham Clinton sailed from Tralee for Liverpool, and has not since been heard of. Wreckage recovered.

Lloyd's List, No. 12884, Sat. 14th Jul. 1855 p.4 c.14; Lloyd's List, No. 12885, Mon. 16th Jul. 1855 p.5 c.17

W15669

Stephen huntley

Tralee / Maharee Islands Zone 903 00 00 00.000N, 00 00 00.000W. Wreckage washed ashore

Lloyd's List, No. 13350, Tue. 13th Jan. 1857 p.5 c.17

W15777

UNKNOWN

06/05/1926

Scraggans Point, (Scraggane Point, Scraggane Bay, Fahamore,) Castlegregory, near

Zone 903 00 00 00.000N, 00 00 00.000W.

A clinker built boat was picked up by fisherman off Scraggans Point, Castlegregory on 6 May 1926, possibly from a wreck. LL 34,862, Saturday 15th May 1926.

W15829

Vigilant

26/12/1857

Brandon Bay Zone 903 00 00 00.000N, 00 00 00.000W.

French Brig VIGILANT, Master Gelas, from Bayonne, with Indian corn, is stranded in Brandon Bay, and not likely to get off without discharging.

Lloyd's List, No. 13645, Sat. 26th Dec. 1857 p.4 c.15

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W15945*UNKNOWN*

20/11/1850

Tralee Bay, Co Kerry Zone 903 00 00 00.000N, 00 00 00.000W.

A large barque was discovered in the bay this morning, at anchor, and on the ground, in about 10 feet water.

Lloyd's List, No. 11443, Sat. Nov. 23, 1850

W15947*UNKNOWN*

19/11/1850

Tralee Bay, Co Kerry

Zone 903 00 00 00.000N, 00 00 00.000W.

It is reported that two vessels were lost at Dingle last evening, with all hands, and that another had been wrecked in Brandon Bay, and one man drowned. (Two of two)

Lloyd's List, No. 11443, Sat. Nov. 23, 1850

W16344*UNKNOWN*

26/11/1772(r)

Kerry Coast Zone 903 00 00 00.000N, 00 00 00.000W.

A vessel, supposed from Newfoundland with a great number of people on board, was lost some days ago on the Kerry coast, and every soul perished.

Freeman's Journal, Thus Dec 3rd - Sat Dec 5th 1772, p. 171:

W16404*UNKNOWN*

23/11/1792

Kerry Coast

Zone 903 00 00 00.000N, 00 00 00.000W.

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A hooker was lost on the coast of Kerry, and 5 men perished.

Freeman's Journal, Thurs, Nov 22 – Sat, Nov 24, 1792 No. 48, Vol. XXXI

W16430

UNKNOWN

01/09/1808

Tralee, near Zone 903 00 00 00.000N, 00 00 00.000W.

A boat laden with turf with five men on board foundered and instantly went to the bottom. Three brothers of the name of O'Sullivan and one Killihar (Kelliher) were drowned, a fifth man, with much difficulty escaped

Freeman's Journal, Sept. 1st 1808 Vol. XLIX

W16436

UNKNOWN

23/08/1810

Brandon Bay

Zone 903 00 00 00.000N, 00 00 00.000W.

A large three masted vessel suddenly went down to the bottom.

Freeman's Journal, Aug. 23rd 1810 Vol. LI

W16444

UNKNOWN

11/03/1817

Tralee, Banna Strand, near Zone 903 00 00 00.000N, 00 00 00.000W.

American wreck driven on Banna Strand near Tralee, has since gone to pieces. 1,600 – 1,800 barrels of flour on board.

Freeman's Journal, Vol. LVIII, Tuesday, 11th March 1817, 3

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W16446*UNKNOWN*

05/03/1817

Blennerville bridge Zone 903 00 00 00.000N, 00 00 00.000W.

A sloop, having on board 40 tons of oats, was during the gale on Sunday, driven against Blennerville bridge, and speedily broken to pieces – The corn had been shipped for Limerick, by Reidy and Stack, of Tralee.

Freeman's Journal, Vol. LVIII, Saturday, 8th March 1817, 4

W16457*UNKNOWN*

08/02/1832(r)

Blennerville, near, Goleen Bridge Zone 903 00 00 00.000N, 00 00 00.000W.

Sloop burnt near Blennerville, co. Kerry

Freeman's Journal, Dublin, Weds, Feb. 8, 1832, Vol. LXVII, p2, c3

W16472*UNKNOWN*

08/02/1833(r)

Kerry Head

Zone 903 00 00 00.000N, 00 00 00.000W.

A large Brig with salt, was dashed to pieces on Kerry Head, all on board perished.

Freeman's Journal, Dublin, Friday, February, 8th 1833 Vol. LXVIII p. 3

W16559*Dauntless*

12/05/1870

Fenit island Zone 903 00 00 00.000N, 00 00 00.000W.

Schooner DAUNTLESS, Master Gillen, of and from Sligo, for Cardiff with oats, is ashore on Fenit island. Lloyd's List, No. 17,494, Friday 13th May 1870 p. 7

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W16602

Harmony

31/12/1870

Tralee Ship Canal, Lock Gates Zone 903 00 00 00.000N, 00 00 00.000W.

Lighter HARMONY, Master Real, with barley for the Eleanor & Jane, at Samphire Roads, had her bows cut by the ice whilst proceeding through the Ship Canal, and sank at the Lock Gates : cargo all damaged.

Lloyd's List, No. 17,699, Saturday 7th January 1871 p. 4; Lloyd's List, No. 17,701, Tuesday 10th January 1871 p. 7 6

W16704

Doris

17/02/1873

Tralee Bay, Co Kerry Zone 903 00 00 00.000N, 00 00 00.000W.

Schooner DORIS, in proceeding up the bay, in charge of a pilot, ran on a bank, and is hogged from the fore-rigging to the main hatch, decks sprung amindships, mainmast disturbed, and vessel making water.

Lloyd's List, No. 18,357, Wednesday 19th February 1873 p. 4

W16745

Alexandre

10/02/1874

Samphire roads, Co Kerry

Zone 903 00 00 00.000N, 00 00 00.000W.

Greek Brig ALEXANDRE, Master Maritas, stranded in Samphire roads, has lost part of her keel, the rock is through her, and fills with the tide.

Lloyd's List, No. 18,662, Thursday 12th February 1874 p. 9

W16768

Leander

27/03/1874

Tralee, Co Kerry

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Zone 903 00 00 00.000N, 00 00 00.000W.

Schooner LEANDER, Master Jones from Port Dinorwic, went ashore at Tralee

Lloyd's List, No. 18,702, Tuesday 31st March 1874 p. 8

Tralee, 28th Mar. The LEANDER (schr.), Jones, from Port Dinorwic, (North Wales), went ashore here, yesterday evening, but is expected off without damage the day after to-morrow.

W16769

Magnolia

30/03/1874

Ballyheige Bay, Blackrock Zone 903 00 00 00.000N, 00 00 00.000W.

Barque MAGNOLIA of Christiania (Denmark), Master B. L. Johannesen, from Minatitlan to Queenstown with

mahogany, ashore on the Black rock, Ballyheige bay, will become a total wreck.

Lloyd's List, No. 18,702, Tuesday 31st March 1874 p. 8

Tralee, 30th Mar. 9 44 a.m. A round-sterned barque of about 600 tons, supposed to be bound from America to the Shannon, has

driven ashore at Banna, Ballyhugne bay, Lloyd's agent is starting to ascertain all particulars. It is blowing a strong NW gale.

30th Mar. 5 32 p.m. The MAGNOLIA (barq.) Johannesen, from Minatitlan, with mahogany, is riding at anchor in Ballyheige bay, with masts cut away, crew safe.

Lloyd's List, No. 18,705, Wednesday 1st April 1874 p. 8

Tralee, 31st Mar. 4 5 p.m. Strong gale from the West. The MAGNOLIA (Nor. Barq.), ashore on the Black rock, Ballyheige bay, will become a total wreck.

Lloyd's List, No. 18,708, Wednesday 8th April 1874 p. 9

Tralee, 1st Apl. MAGNOLIA (barq.), of Christiania, from Minatitlan to Queenstown : deposition of B. L. Johannesen, master.

W16774

Nelly

13/04/1874(r)

Brandon Village, near Zone 903 00 00 00.000N, 00 00 00.000W.

Schooner NELLY with oats, has stranded near Brannndon village, and is going to pieces

Lloyd's List, No. 18,713, Tuesday 14th April `874 p. 4

W16792

Lanrae

09/12/1874

Samphire roads, Co Kerry Zone 903 00 00 00.000N, 00 00 00.000W.

Norwegian Barque LANRAE, Master Aalholm, with Indian corn, is aground on bank of Channel at Samphires

Lloyd's List, No. 18,919, Thursday 10th December 1874 p. 9

W16806

Moravia

01/02/1875

Tralee Bay, Co Kerry Zone 903 00 00 00.000N, 00 00 00.000W.

Moravia, of Bath, USA, en route from Cardiff to Mollendo (Peru) Master Morse, abandoned then washed into Tralee Bay, went to pieces, wreckage washed ashore.

Lloyd's List, No. 18,965, Wednesday 3rd February 1875 p. 9; Lloyd's List, No. 18,966, Thursday 4th February 1875 p. 8; Lloyd's List, No. 18,975, Monday 15th February 1875 p. 8; Lloyd's List, No. 18,976, Tuesday 16th February 1875 p. 9; Lloyd's List, No. 18,978, Thursday 18th February 1875 p. 7; Lloyd's List, No. 18,977, Wednesday 17th February 1875 p. 9

W16821

Rio Bento (SS)

18/12/1875

Tralee Canal, outside the piers Zone 903 00 00 00.000N, 00 00 00.000W.

Steamship RIO BENTO, Tralee to Dublin with barley, after leaving the Tralee canal went upon a gravel bank outside the piers, and cannot be got off until next springs.

Lloyd's List, No. 19,241, Thursday 23rd December 1875 p. 6;

W16822

Rio Bento (SS)

15/02/1876

Tralee Canal, outside the piers Zone 903 00 00 00.000N, 00 00 00.000W.

Steamship RIO BENTO, Master McCarthy, bound to Dublin, with barley, after leaving Tralee canal, took

the ground outside the piers.

Lloyd's List, No. 19,291, Monday 21st February 1876 p. 7

W16854

Greyhound

18/09/1876

Tralee, Co Kerry

Zone 903 00 00 00.000N, 00 00 00.000W.

GREYHOUND lies on the ground full of water.

Lloyd's List, No. 19,471, Tuesday 19th September 1876 p. 8

W16906

John & Henry

09/10/1877

Tralee, outside pier heads, E bank Zone 903 00 00 00.000N, 00 00 00.000W.

Schooner JOHN & HENRY, Master Eddy, Tralee to Kinsale with barley, after leaving the pier heads driven on the E bank.

Lloyd's List, No. 19,809, Saturday 20th October 1877 p. 11

W17001

Eugene

22/08/1903

Tralee Roads Zone 903 00 00 00.000N, 00 00 00.000W.

The Eugene, from Grindstone, New Brunswick, at anchor in Tralee Roads, went aground on 22 August 1903, but appeared undamaged.

LL 20,573, Saturday, 22nd August 1903.

W17039

Glasgow

20/02/1905

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Southwest Coast of Ireland Zone 903 00 00 00.000N, 00 00 00.000W.

A portion of a ship's boat marked 'Glasgow' was picked up on Barrow Strand, Ballyheigue Bay, Kerry on 20 February 1905. Possibly from a wreck.
LL 21,035, Tuesday 21st February 1905.

W17069

UNKNOWN

15/10/1870

Tralee harbour, Fenit, near Zone 903 00 00 00.000N, 00 00 00.000W.

The side of what appeared to be a large vessel floated into Tralee harbour, near Fenit, on the 15th Oct, from the size of the portion floating, the burthen of the vessel to which it belonged was supposed to be of from 800 to 1,000 tons.

Lloyd's List, No. 17,630, Wednesday 19th October 1870 p. 8

W17132

UNKNOWN

18/09/1874

Tralee Harbour Zone 903 00 00 00.000N, 00 00 00.000W.

A large barque, keel upwards, is reported as drifting about the entrance of the harbour. It is presumed she must have been some vessel lost in the last storm in the Atlantic. Vessels that have passed her report that she is a great impediment to traffic. The boatmen are trying to tow her to land.

Lloyd's List, No. 18,852, Wednesday 23rd September 1874 p. 10;

W17133

UNKNOWN

29/09/1874

Kerry Head, 3M W of

Zone 903 00 00 00.000N, 00 00 00.000W.

A ship, bottom upwards, has been lying for the last four days about three miles W of Kerry head, held apparently by her chains.

Lloyd's List, No. 18,858, Wednesday 30th September 1874 p. 10

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W17143*Johanna*

10/01/1879

Fenit, coastguard station, near Zone 903 00 00 00.000N, 00 00 00.000W.

The JOHANNA, Swedish barquentine, Master Schroder, from Londonderry to Tralee with oats, dragged anchors and is now ashore near coastguard station at Fenit.

Lloyd's List, No. 20,186, 7th January 1879, 12

W17217*Harold (SS)*

02/12/1906(r)

Tralee Canal, Mud Bank Outside Zone 903 00 00 00.000N, 00 00 00.000W.

The steamer Harold grounded on the mud bank outside Tralee Canal on 2 December 1906, but was undamaged and expected to get off.

LL 21,595, Thursday 6th December 1906.

W17219*Lillie*

06/12/1906(r)

Brandon Bay Zone 903 00 00 00.000N, 00 00 00.000W.

The fishing boat Lillie was stranded in Brandon Bay on 6 December 1903.

LL 21,596, Friday 7th December 1906.

W17298*Lily*

26/10/1909

Brandon Bay Zone 903 00 00 00.000N, 00 00 00.000W.

The fishing vessel Lily, of Tralee, was stranded and totally wrecked in Brandon Bay on 26 October 1909. No lives lost.

LL 22,494, Wednesday 27th October 1909.

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W17430*Faith*

12/05/1883

Tralee Bay Zone 903 00 00 00.000N, 00 00 00.000W.

The fishing smack Faith, of Peel (I.M.) capsized in Tralee Bay on 12 May 1883. Two of her crew were lost.

LL No. 21,540, Tuesday 15th May 1883.

W17451*Secret*

11/12/1883

Tralee, off pier heads Zone 903 00 00 00.000N, 00 00 00.000W.

The ketch Secret, of Cowes, master Martell, took fire off the pier heads, Tralee and burnt to the water's edge on 11 December 1883.

LL No. 21,722, Thursday 13th December 1883.

W17478*Hedessa*

27/11/1881

Tralee Bay, Kilfinurgah (Kilfenora) Zone 903 00 00 00.000N, 00 00 00.000W.

The schooner Hedessa, 92 tons, of Aberystwyth, master Thomas, en route from Tralee to Penarth Roads with a cargo of oats, snapped her chains in Samphire Roads Anchorage on 27 November 1881 and went ashore at 'Kilfinurgah' (Kilfenora) Tralee Bay. Expected to be got off.

LL No. 21,088, 29th November 1881, 13.

W17593*Rose (SS)*

09/03/1886

Fenit, rocks at Zone 903 00 00 00.000N, 00 00 00.000W.

The steam tug Rose, of London, towing mud barges at Fenit, was driven on the rocks there and scuttled to prevent further damage on 9 March 1886. It was hoped she would get off without

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damage.

LL No. 15,149, Thursday 11th March 1886; LL No. 15,150, Friday 12th March 1886.

W17811

St. Michael

12/09/1861

Tralee Harbour, Ship Canal

Zone 903 00 00 00.000N, 00 00 00.000W.

The smack St. Michael, master McKern, coming into Tralee port from Liscannor on 12 September 1861, took the ground at the Ship Canal.

LL No. 14,804, Monday 16th September 1861.

W17848

Western

11/01/1862

Derrymore Island Zone 903 00 00 00.000N, 00 00 00.000W.

The lighter Western, of Tralee, laden with Maize from the Lady Mulgrave, went aground on or near Derrymore Island during a gale on 11 January 1862 and it was feared she would be totally lost.

LL No. 14,907, Wednesday, 15th January 1862.

W18044

Alma

18/03/1865

Tralee, rocks near Zone 903 00 00 00.000N, 00 00 00.000W.

The coasting schooner Alma arrived at Tralee from Valentia on 18 March 1865 with a cargo of slate, and drove on shore on the rocks becoming badly damaged.

LL No. 15,895, Tuesday 21st March 1865.

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W18045*Sporter*

18/03/1865

Tralee Harbour, the rocks Zone 903 00 00 00.000N, 00 00 00.000W.

The lighter Sporter, laden with Indian corn from the Miro (see previous entry) drove ashore on the rocks at Tralee Harbour on 18 March 1865. LL No. 15,895, Tuesday 21st March 1865.

W18053*Margaret*

01/05/1865

Tralee Canal, entrance to, North shore Zone 903 00 00 00.000N, 00 00 00.000W.

The Margaret, master Pugh, proceeding up channel from the Saphire roads to the Tralee Canal with a cargo of coal, on 1 May 1865 went aground half way up and was later driven ashore on the rocks on the north shore, where she remained on 6 May 1865, her cargo being discharged.

LL No. 15,935, Monday 8th May 1865.

W18107*British Monarch*

18/01/1866(r)

Ballyheigue Bay ['Ballyhige Bay'] Zone 903 00 00 00.000N, 00 00 00.000W.

The stern of a ship's boat marked 'British Monarch' and eight 18 feet deal battens were washed ashored at Ballyheigue Bay ['Ballyhige Bay']. Reported 18 January 1866. Possibly from a recent wreck.

LL No. 16,155, Saturday, 20th January 1866.

W18158*UNKNOWN*

10/11/1866(r)

Kerry Head, 2 miles E. of west point of / in Ballyheigue Bay Zone 903 00 00 00.000N, 00 00 00.000W.

A large piece of wreck, 50 feet long and 12 feet wide, apparently from a large schooner or barque washed ashore two miles E. Of the West Point of Kerry Head in Ballyheige Bay. Some deals were also washing ashore near the same place. Reported 10 November 1866. LL No. 16,408, Tuesday, 13th

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November 1866.

W18211

Venture

20/02/1867(r)

Tralee Bay Zone 903 00 00 00.000N, 00 00 00.000W.

The Venture, of Dublin, master Brennan, coming into Tralee from Clare in ballast, took the ground in Tralee Bay, got foul of her anchor and sank. She was expected to be got off on the next tide. Reported 20 February 1867. LL No. 16,494, Friday, 22nd February 1867.

W18216

Hippolyte Marie ?

28/03/1867(r)

Ballingarry, near Kerry Head

Zone 903 00 00 00.000N, 00 00 00.000W.

A ship's lifebuoy marked 'Hippolyte Marie, St. Servan' (Saint Servan, Brittany?) together with fragments of boats, hundreds of staves and portions of wreck, including cookhouse, rails etc were picked up at Ballingarry, near Kerry Head on 28 March 1867. Presumably from a recent wreck. LL No. 16,528, Wednesday, 3rd April 1867.

W18227

Diosma

09/04/1867(r)

Brandon Point

Zone 903 00 00 00.000N, 00 00 00.000W.

The French vessel Diosma, of Nantes, en route from Belize to Le Havre with a cargo of logwood and sugar, was abandoned at coordinates (52 North, 17 West) c. 325 miles WNW of Cape Clear. The crew were saved by the steamer Fire Queen. The derelict vessel was boarded by the Alice Jane on 25 March 1867 at coordinates (53 North, 16 West) c. 300 miles NW of Cape Clear. The Diosma was lying on the rocks one mile off Brandon Point on 9 April 1867. Portions of the wreck washed ashore along the adjacent coastline over the following week, including masts, timber, spars, rigging, life buoys and part of a boat's stern marked 'Diosma'. No cargo was saved.

LL No. 16,521, Tuesday, 26th March 1867; LL No. 16,528, Wednesday, 3rd April 1867; LL No. 16,534, Wednesday, 10th April 1867; LL No. 16,535, Thursday, 11th April 1867; LL No. 16,545, Wednesday, 24th April 1867.

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W18250*UNKNOWN*

09/04/1867(r)

Ballyheigue and Castlegregory, off coast between Zone 903 00 00 00.000N, 00 00 00.000W.

A cask of wine, barrel of flour, spars, staves etc came ashore at Castlegregory Beach. During the same period six pieces of bal and a large quantity of staves came ahosre in Ballyheigue Bay. Reported 9 April 1867. All possibly from a single recent wreck.

LL No. 16,535, Thursday, 11th April 1867.

W18360*Bessie Bent*

22/08/1868

Brandon Bay, W. of Zone 903 00 00 00.000N, 00 00 00.000W.

The schooner Bessie Bent, master Donovan, en route from Tralee to Cahirciveen and Valentia with a cargo of bricks, staves, etc, was driven ashore west of Brandon Bay during the gale of 22 August 1868. The crew were saved. It was hoped the vessel could be got off after discharging.

LL No. 16,963, Wednesday 26th August 1868.

W18418*UNKNOWN*

01/03/1869(r)

Fenit Strand ['Fenil Strand'] Zone 903 00 00 00.000N, 00 00 00.000W. Part of a ship's bottom was cast ashore at Fenit ['Fenil'] Strand in Tralee Bay. Reported 1 March 1869. LL No. 17,124, Wednesday 3rd March 1869.

W18447*James*

23/11/1869

Tralee, outside the canal lock gates Zone 903 00 00 00.000N, 00 00 00.000W.

The (lighter?) James, of Ardrossan, master Hendry, laden with 120 tons of Indian corn from the Osiris, took the ground outside the lock gates of the canal at Tralee on 23 November 1869 and filled next tide. The vessel was discharging on 25 November 1869.

LL No. 17,354, Saturday 27th November 1869.

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W18484

Rainbow

10/12/1903

Brandon Bay, five miles from shore Zone 903 00 00 00.000N, 00 00 00.000W.

The hobby (Suggest nobby?) Rainbow, of Brandon dragged from her anchors and sank five miles from shore in Brandon Bay on the night of 10-11 December 1908. No one was on board.

LL No. 20,669, Saturday, 12th December 1903.

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**FENIT DUMP SITE
COMBINED
SIDE-SCAN SONAR & MAGNETOMETER
SURVEY
REPORT
PH 14008C
July/Sept 2014**

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Client: Kerry County Council,

(Fenit Harbour)

Consulting Engineer:

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REPORT CONTROL SHEET

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Client Representative	Malachy Walsh & Partners					
Project Name	FENIT DUMP SITE COMBINED SIDE-SCAN SONAR & MAGNETOMETER SURVEY					
Report Name	FENIT DUMP SITE COMBINED SIDE-SCAN SONAR & MAGNETOMETER SURVEY REPORT					
Project Number	PH 14008C					
This Report Comprises of	TOC	Text	No. of Volume	No. of Appendices	Drawings	Electronic data
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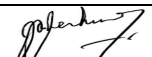
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APPENDICES

APPENDIX 1 Equipment List and Specifications

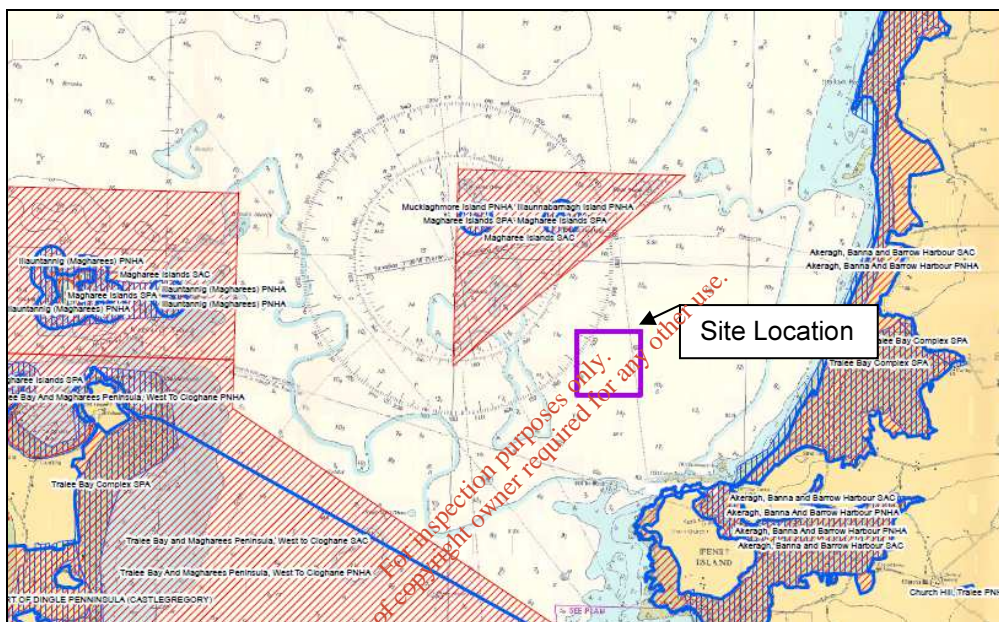
DRAWINGS

HS 102-1/14 Magnetometer & Side Scan Sonar Survey Track plot	Scale 1:2000
HS 102-2/14 Bathymetric Survey (15th Nov 2013)	Scale 1:2000
HS 102-3/14 Magnetometer Survey Results	Scale 1:2000
HS 102-4/14 Magnetometer Survey Profiles	Scale 1:5000
HS 102-5/12 Side Scan Sonar Survey Results	Scale 1:2000

1 INTRODUCTION

1.1 SITE LOCATION & DESCRIPTION

Hydrographic Surveys Ltd. was instructed by Malachy Walsh & Partners on behalf of Kerry County Council (Fenit harbour) to undertake a combined side-scan sonar and magnetometer survey approximately 5.5km north of Fenit Harbour at the location of the proposed dredge material dump site. The survey area is approximately 1km by 1km in size.



Location Map of proposed Fenit Dump site.

The proposed Fenit Dump site survey boundary co-ordinates are provided in table 1:

Point	Irish National Grid (ING)	
	Easting	Northing
"E"	70076.9	120851.5
"F"	71042.57	120826.1
"G"	71016.4	119824.9
"H"	70050.54	119850.2

Table 1: Survey boundary co-ordinates for proposed Fenit Dump site Location

The side scan sonar and magnetometer fieldwork was undertaken on July 22nd 2014 and September 5th respectively, while HSL carried out the bathymetric survey of the area on 15th November 2013.

The survey was undertaken in optimum sea conditions to achieve the best coverage/data quality possible.

1.2 SITE GEOLOGY

1.2.1 Bedrock – Solid Geology

The Geological Survey of Ireland, 1:500,000 and 1:100,000 mapping indicates the geology of the survey area to be characterised by Waulsortian mudbank & marine shelf facies, pale grey massive Limestones and calcareous Shale.

1.3 SURVEY OBJECTIVE

The main objectives of the survey were as follows:

Bathymetry, Side-Scan Sonar & Magnetometer Survey

- Establish seabed depth and profile in the area of the proposed dump site.
- Undertake a Side-Scan Sonar and magnetometer survey to aid in the identification and location of potential archaeological/geological anomalies/obstructions in the vicinity of the proposed Dump site.

2 METHODOLOGY

2.1 HORIZONTAL CONTROL

Bathymetric, side scan sonar & Magnetometer

Horizontal control for the survey was provided by a Trimble DGPS receiver with broadcast differential signal corrections from monitoring stations. The navigation system was interfaced to Hypack 2014 survey software for logging and for online guidance. The unit has a sub-metre horizontal positioning accuracy. All recording and plotting of data was to Irish National Grid (ING).

2.2 VERTICAL DATUM

The bathymetric data was adjusted for tide. All levels were reduced to metres below Chart datum. Tidal variations were recorded at Fenit Pier using a Valeport 740 model vented tide gauge. Tidal height was recorded every 5 minutes for the duration of the survey. Tidal heights were recorded at an established TBM and levels reduced to Datum.

2.3 BATHYMETRIC SURVEY

The Odom Hydrotrac echo sounder was used, to record seabed levels in both digital and analogue format. The echo sounder has a resolution of 0.01m and was calibrated on site by the bar-check method. A bar check was undertaken prior to and on completion of the survey. The sounder was interfaced with the dGPS via Hypack 2014 survey software thereby providing a digital record with related position fixes.

Survey line interval was specified by the client. Survey lines were recorded at a 50m line interval.

2.4 SIDE SCAN SONAR SURVEY

The side scan sonar survey was undertaken to aid in the identification of potential archaeological artefacts & obstructions on the sea-bed surface. Side scan sonar imaging

was obtained by the C-Max digital, dual frequency, sonar. Data was logged utilizing a Rugged CM2 Sonar transceiver connected to a PC running Maxview acquisition software. The DGPS signal was interfaced in Maxview and Hypack survey software.

Survey lines were orientated north-south and undertaken at a 40m line interval. To obtain over 100% data overlap and achieve maximum data resolution, a 50m channel width was utilized. Processing was undertaken utilizing C Max View processing software and mosaics produced in AutoCAD charts using HyPack 2014 survey software.

The side scan sonar and magnetometer survey track plot lines are displayed in drawing HS102_1/14.

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2.5 MAGNETOMETER SURVEY

A Geometrics G-882 Marine magnetometer was used to undertake the survey. This magnetometer is ideally suited to shallow marine surveys. The Overhauser sensors have a high absolute accuracy of 0.2nT. The magnetometer was interfaced with the dGPS.

Towfish layback was also accounted for in the survey trackplots and magnetic intensity results presents in drawings HS 102-3/14 and HS 102-4/14.

The magnetometer was towed off the stern of the boat to minimise any influence of magnetic materials on the boat. Survey lines were undertaken at a 40m line separation in conjunction with the side scan sonar survey. Refer to drawing HS 102-3/14 for Magnetometer Survey data results.

Magnetometry is a passive, non-intrusive survey method used to measure the strength of the local magnetic field of an area and has been adapted for use in marine and terrestrial surveys. Changes within the magnetic field can result from underlying geology and/or cultural material (Fletcher-Temonius and Forrest, 2000). It must be noted that iron and steel are the only metals to cause changes in the Earth's magnetic field, metals such as bronze or copper do not alter the magnetic field and therefore are not detected using the magnetometer.

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3 RESULTS

The bathymetric, magnetometer and side scan sonar survey results and interpretations are discussed below in Sections 3.1. to 3.3

3.1 BATHYMETRIC SURVEY RESULTS

The bathymetric survey results were plotted to metres below Chart Datum, on drawing HS 102-2/14.

Levels vary from 12.8m below C.D. in the northwest of the site to 17.6m below C.D in the north and northeast.

3.2 MAGNETOMETER RESULTS

The data collected by the magnetometer was interfaced with Hypack. The results of the survey were corrected for layback and plotted on CAD drawings with the measured units quoted to nano-teslas (nT), and relate to the total magnetic field intensity.

Interpreted magnetic anomalies were plotted on the final AutoCAD Charts. Refer to drawing HS 102-3/14 and HS 102-4/14 for the Magnetometer Results and Profile results.

Interpreted spikes were removed from the magnetic data during the editing process. The total magnetic field strength range of 48864nT to 48893nT was recorded during the survey.

All magnetic line data was reviewed in profile to identify potential magnetic anomalies. A broad zone of slightly elevated magnetic intensity (48869-48885nT) was noted on Cross-sections 21 to 25 and its location (Mag01) was noted on HS 102-3/14 and their magnetic intensity on the relevant profiles on drawing HS 102-4/14. This zone ranged in width from 70m to 135m and doesn't correspond to any anomalous area in the bathymetry where depths ranged from 15.0-15.7m C.D. From the side scan records targets SS271A, SS27_1B and SS27_1C are located within the zone but don't appear to be centred in the zone. Given

the broad gradual change in magnetic intensity in this area (<20nT), and it being located where dark shading on the side scan records was interpreted as variability in the seabed surface, it may be caused by a natural environmental occurrence.

Name	Position		Comments
	Easting (ING)	Northing (ING)	
Mag01 XS20	70818	120302	Range from 48872-48867nT.
	70819	120390	Not associated with any interpreted side scan anomaly
Mag01 XS21	70858	120314	Range from 48875-48869nT.
	70859	120388	Not associated with any interpreted side scan anomaly
Mag01 XS22	70897	120250	Range from 48879-48874nT.
	70899	120384	Not associated with any interpreted side scan anomaly
Mag01 XS23	70938	120260	Range from 48882-48864nT.
	70939	120381	Not associated with any interpreted side scan anomaly
Mag01 XS24	70977	120200	Range from 48878-48881nT.
	70979	120371	Possibly associated with nearby side scan anomalies SS27_1A, SS27_1B & SS27_1C.
Mag01 XS25	71017	120181	48885nT.
	71019	120381	Possibly associated with nearby side scan anomalies SS27_1A, SS27_1B & SS27_1C.

Table 3.2: Interpreted Magnetometer Targets

3.3 SIDE SCAN SONAR SURVEY RESULTS

The Side Scan Sonar results and mosaic were plotted on drawing HS 102-5/14. The side scan records were dominated by a pale background in the west, indicating a dominantly fine grained smooth (sandy) surface.

This area displayed very little evidence of ripple-like features/sand-waves on the surface.

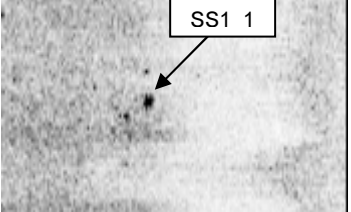
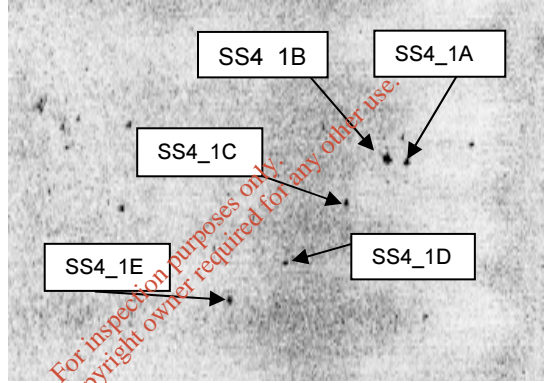
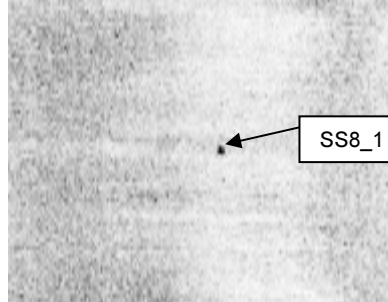
The eastern half of the survey area displayed zones of dark shading, with boundaries that could be traced across multiple side scan sonar lines. From the bathymetric data, these occurred in areas deeper than 15m C.D. The darker shading may indicate a change in sea bed surface composition such as increased silt content.

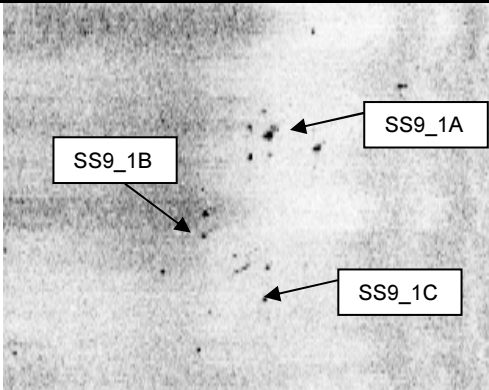
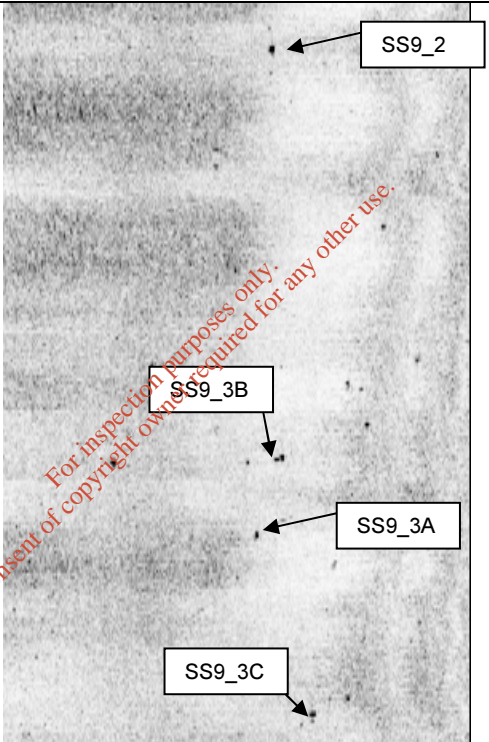
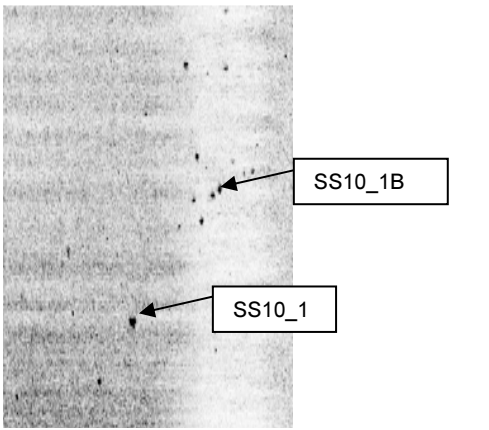
A number of the features/targets on the sea-bed surface have been identified and marked on HS 102-5/14 and are discussed in table 3.3 below.

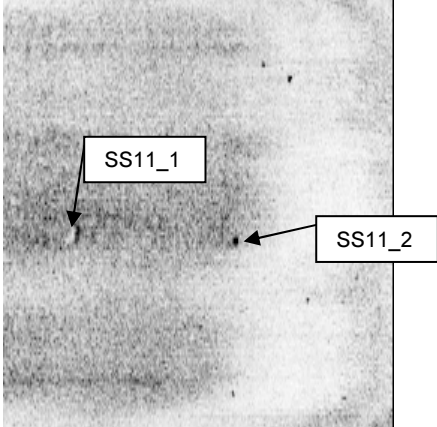
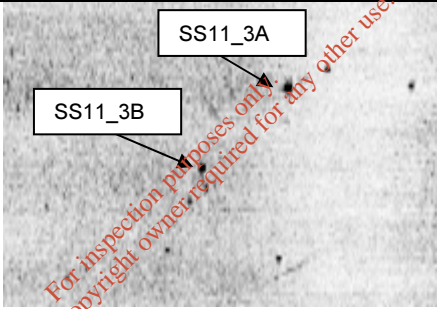
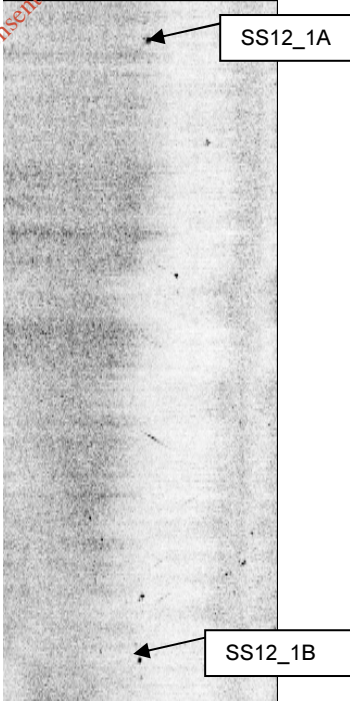
The numerous side-scan profile lines were processed and a selected number were used to create the final mosaic. Both the mosaic and identified targets were corrected for layback. Due to warping of the mosaic image when plotting, the identified target positions should be used for locating targets and positions not taken directly from the mosaic image.

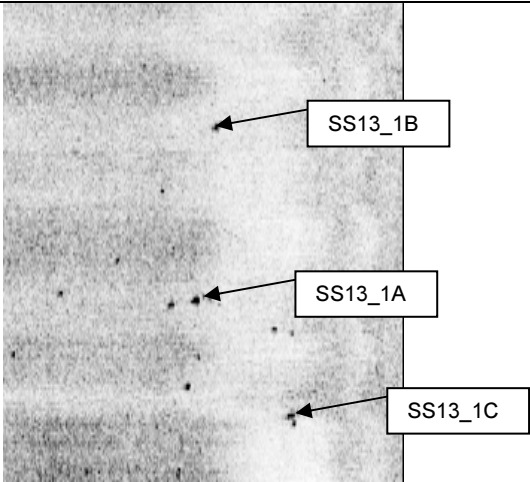
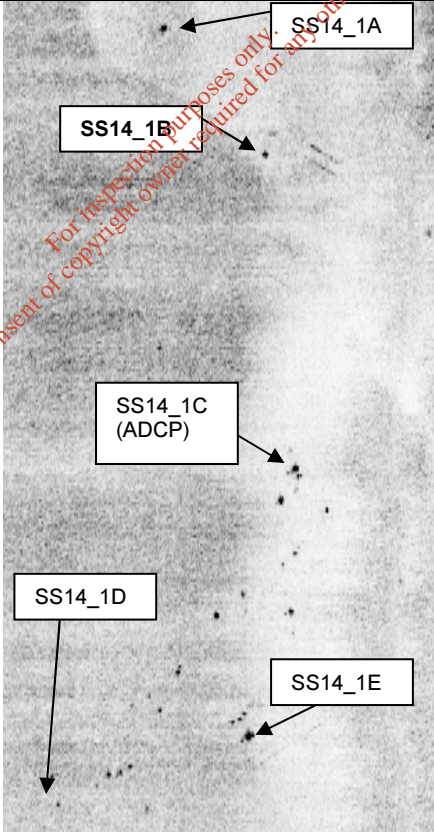
The positions of the identified features on the side scan and survey were plotted in Table 3.3 below:

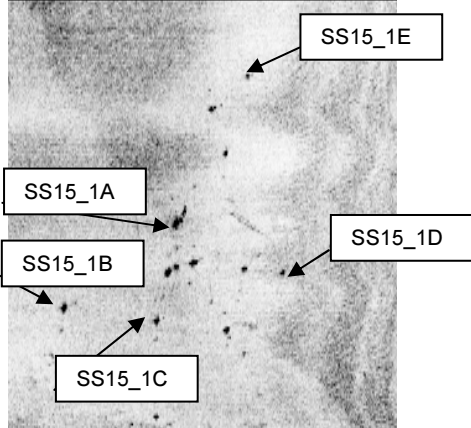
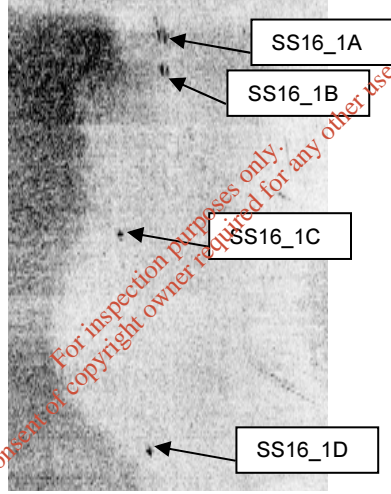
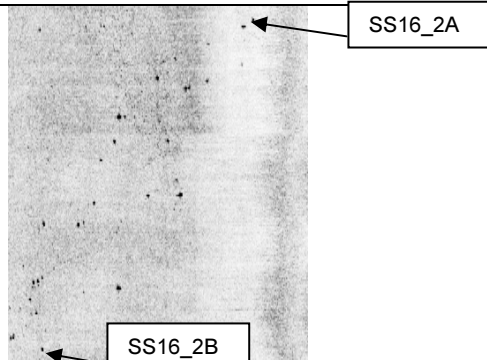
Table 3.3: List of Identified targets from magnetometer and side scan survey

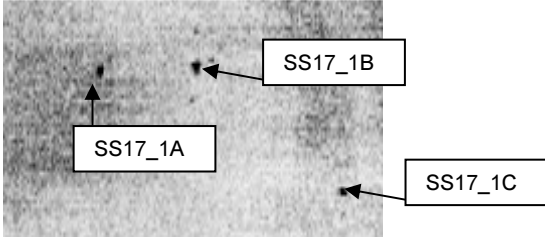
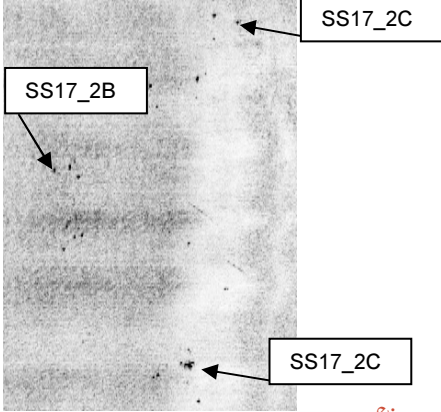
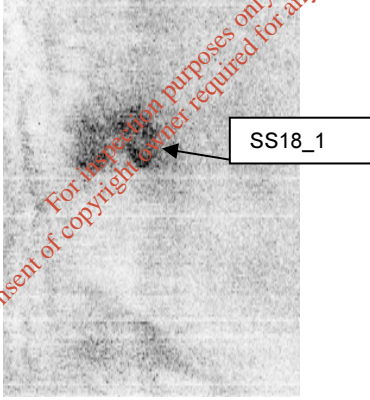
Side Scan Sonar target	Easting (ING)	Northing (ING)	Comment	Importance
SS1_1	70039.66	120816	 <p>Small dark circular target surrounded by light sandy seabed. No corresponding magnetic target. Less than 1m in diameter. Possible boulder.</p>	Low
SS4_1A SS4_1B SS4_1C SS4_1D SS4_1E	70120.5 70119.16 70117.66 70113.23 70110.93	120651.9 120652.7 120647.5 120643.5 120638.2	 <p>Cluster of small (<1m) dark features on sea bed surrounded by light sandy seabed. No corresponding Magnetic anomaly. Possible boulders or line of fishing pots. No shadow cast by targets indicating they don't have significant height above sea bed.</p>	Low
SS8_1	70278.16	120027	 <p>Small dark isolated circular feature. No shadow (i.e. no significant height above sea bed). Possible boulder.</p>	Low

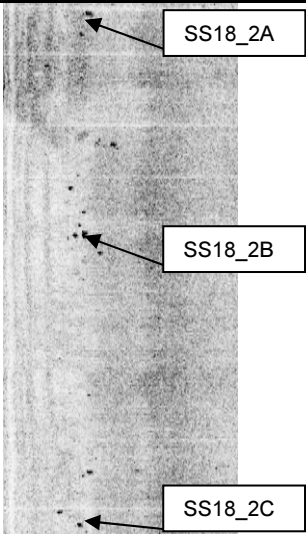
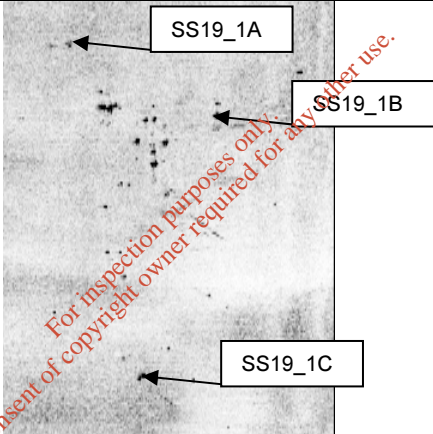
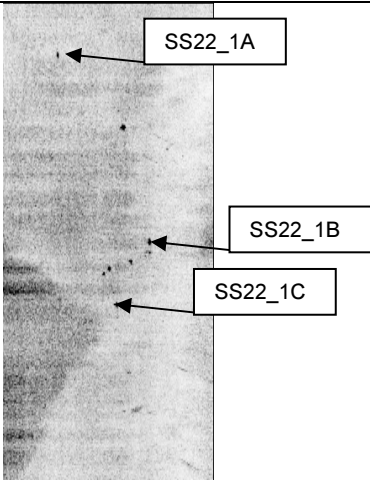
<p>SS9_1A SS9_1B SS9_1C</p>	<p>70276.86 70270.91 70272.77</p>	<p>120544 120534.2 120527.1</p>	 <p>Cluster (>15) of discrete dark features on light texture sea bed. May be series of boulders, debris or row of fishing pots. No associated magnetic anomaly.</p>	<p>Low</p>
<p>SS9_2 SS9_3A SS9_3B SS9_3C</p>	<p>70286.61 70274.41 70278.55 70275.38</p>	<p>120815.5 120766.8 120777.1 120743</p>	 <p>Cluster of circular dark features. No associated magnetic anomaly. Possible boulders.</p>	<p>Low</p>
<p>SS10_1A SS10_1B</p>	<p>70359.69 70355.27</p>	<p>120502.9 120486.1</p>		<p>Low</p>

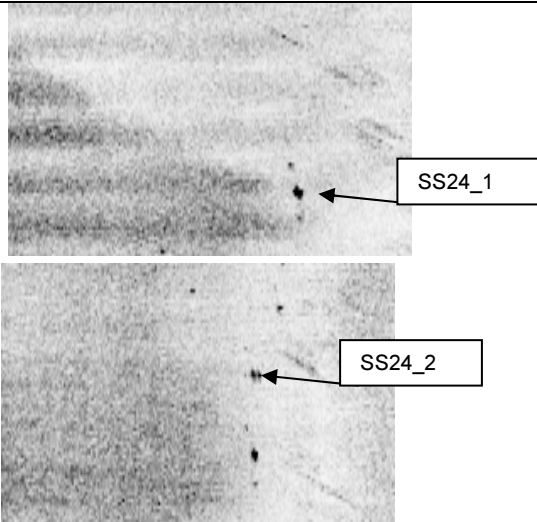
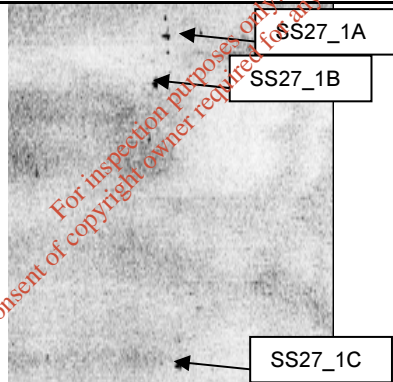
			Cluster of circular dark features (>15). No associated magnetic anomaly. Possible boulders. Same cluster as identified in additional side scan sonar line. (SS11_3A and SS11_3B)	
SS11_1 SS11_2	70345.47 70354.36	120727.4 120724	 <p>Cluster of circular dark features (>10). SS11_1 has an approximate height of 0.2m. Possible boulders/debris.</p>	Low to medium
SS11_3A SS11_3B	70344.61 70342.3	120487.3 120477	 <p>Same cluster noted in SS10_1A and SS10_1B</p>	
SS12_1A SS12_1B	70445.4 70451.06	120346.1 120440.2	 <p>Cluster of small circular dark features. No</p>	

			associated magnetic anomaly. Possible boulders/debris/fishing pots. Same cluster as shown on SS13_1A-C.	
SS13_1A SS13_1B SS13_1C	70433.09 70432.54 70441.19	120440.1 120458.3 120428	 <p>Cluster of small circular dark features (>15). No associated magnetic anomaly. Possible boulders/debris/fishing pots. Same cluster as shown on SS12_1B.</p>	Low
SS14_1A SS14_1B SS14_1C SS14_1D SS14_1E	70529.33 70522.54 70521.13 70538.79 70526.51	120281.5 120295.4 120332.8 120373.1 120364.7	 <p>Cluster of small circular dark features (>15). No associated magnetic anomaly. Possible boulders/debris/fishing pots. SS14_1C is likely to be ADCP. No associated magnetic anomaly as ADCP had been retrieved prior to magnetometer survey. Cluster linked to</p>	Low to medium

			cluster SS15_1A-SS15_1E.	
SS15_1A SS15_1B SS15_1C SS15_1D SS15_1E	70515.23 70504.96 70511.04 70521.36 70522.5	120389.7 120379.8 120377.2 120380.4 120402.3	 <p>Cluster of small dark features on sea bed extending northwest of cluster noted S14_1A-SS14_1E. Possible extension of fishing pots or boulders.</p>	Low to medium
SS16_1A SS16_1B SS16_1C SS16_1D	70605.91 70604.45 70603.89 70603.03	120088.2 120093.2 120106.4 120130.2	 <p>Four discrete dark features on sea bed. May be discrete objects or linked. Sub-metre in size and no associated shadow or height above bed. Possible boulders fishing pots or debris.</p>	Low to medium
SS16_2A SS16_2B	70601.42 70625.36	120255.3 120322.6	 <p>Over 30 discrete dark features on otherwise light seabed. Possible boulders, row of pots or debris.</p>	Low to medium

SS17_1A SS17_1B SS17_1C	70591.22 70595.79 70601.55	120542.7 120543.3 120533.3	 <p>3 small dark features, no associated magnetic anomaly. Possibly boulders</p>	Low
SS17_2A SS17_2B SS17_2C	70595.42 70584.59 70597.11	120356.1 120328.9 120303.3	 <p>Cluster located west of cluster noted in SS16_2A and SS16_2B. Possibly boulders</p>	Low
SS18_1	70630.47	119879.9	 <p>Dark speckled feature approximately 6m in length with no shadow. Not evident on any other side scan lines. May be patch of coarser material on sea bed or artificial feature due to turning effect.</p>	Low

<p>SS18_2A SS18_2B SS18_2C</p>	<p>70654.35 70647.97 70640.34</p>	<p>120200.9 120239.3 120291</p>	 <p>Cluster of small dark features on sea bed extending west of cluster noted S19_1A-SS19_1D. Possible extension of fishing pots or boulders.</p>	<p>Low to medium</p>
<p>SS19_1A SS19_1B SS19_1C SS19_1D</p>	<p>70661.77 70671.24 70663.55 70674.22</p>	<p>120305.9 120294.3 120252.4 120199.6</p>	 <p>Cluster of small dark features on sea bed extending east of cluster noted S18_2A-SS18_2C. Possible debris, extension of fishing pots or boulders.</p>	<p>Low to medium</p>
<p>SS22_1A SS22_1B SS22_1C</p>	<p>70854.71 70844.6 70849.63</p>	<p>120435.2 120461.6 120471.5</p>	 <p>Cluster discrete dark features on otherwise</p>	<p>Low</p>

			light seabed. No associated magnetic anomalies. Possible boulders, row of pots or debris.	
SS24_1 SS24_2	70925.58 70934	120097.1 120493	 <p>SS24_1 discrete dark feature on sandy seabed, sub-metre in length. Possibly boulder. SS24_2 small sub-metre sized dark feature in small cluster. Likely to be boulder</p>	Low
SS27_1A SS27_1B SS27_1C	70986.16 70986.5 70996.01	120352.5 120343.8 120312	 <p>3 small dark features. Targets lie within area of slightly raised magnetic intensity Mag01. Likely to be series of boulders.</p>	Low

4 SUMMARY AND CONCLUSIONS

- The side scan records were dominated by a pale background in the west with very few ripple features on surface indicating a sandy sea bed with little movement. In the eastern part of the survey area dark shaded patches are evident roughly correlating with the deeper bathymetric contours. The darker shading may indicate a transition to finer material such as silt at the sea bed surface.
- A zone of slightly raised magnetic intensity was noted on Cross-sections 20-25. Its location and magnetic intensity range were listed in Table 3.2. Side Scan targets SS27_1A, SS27_1B and SS27_1C lie within this zone but given the relatively small increase in magnetic intensity (<20nT) over a large area, it is likely to be a natural occurrence.
- A number of Interpreted features/potential anomalies were identified on the side scan survey data and have been listed in tables 3.3. The majority of the anomalies appeared as clusters of small dark features sub-metre in size. These have been interpreted as boulders or debris, some of the more linear clusters may represent lines of fishing pots.

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APPENDIX 1

Equipment List and Specifications

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Equipment List and Specifications

Navigation: Trimble AgDGPS 132 Receiver

This navigation unit provides sub-metre differential position accuracy in differential mode.

Tidal Height: Valeport Model 740 Tide gauge

Vented gauge. Data logged to 1mm resolution with an accuracy equal to +/- 0.1% of the full scale.

Bathymetry: Odom Hydrotrac Echo sounder

Specifically designed to work on small boats. This echo sounder has a resolution of 0.01m. It has an "all-in-one" recorder/digitizer providing data in both analogue and digital format.

Magnetometer: Geometrics G-882 Marine Magnetometer.

Magnetometer data processed through the Hypack 2014 Edit programme. The magnetometer was towed 25m astern. Layback was accounted for in the presentation of data. All charts were produced in AutoCAD Format.

Side Scan Sonar: CMax CM2

The CMax CM2 dual frequency side scan sonar has a full complement of display, recording, editing, marking, annotation, measurement, remote data entry and instant access replay facilities.

It has automatic, microprocessor control of the gain profile. All data is recorded digitally and can be processed through the CM2 Maxview programme and Hypack Hyscan Software. The range setting for this project was set at 50m per channel.

The towfish was deployed port side of the boat. Layback was accounted for in the presentation of data.

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DRAWINGS

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Specifications for geophysical survey undertaken for underwater archaeological purposes

Recommendations issued by the UAU of the NMS

Side-scan sonar:

For archaeological purposes the side-scan sonar should have an operational frequency of 410/500 khz.

Side-scan should be set at 50m survey line spacing

If this is narrower then it should be corrected

This should not be slant-range corrected

There should be 100% coverage of sites and therefore overlap of areas may be required.

Magnetometer:

A magnetometer survey should be used in tandem with the side-scan sonar

Proton or caesium magnetometer should be used with 50m side spacing

This should be used with DGPS

Sub-bottom profiler (optional):

If using a sub-bottom profiler then the Chirp system is the preferred one as this gives the best resolution

This should be used in conjunction with DGPS

General:

Co-ordinates should preferably be given in National Grid references but supported by latitude and longitude

Track plots should also be recorded and included in the archaeological assessment report

Track plots should be superimposed onto a location chart

All geophysical survey should be carried out by suitably competent personnel. Preferably they should have underwater archaeological experience or demonstrable experience in the field of archaeo-geophysical survey. This may include a BSc, MSc or PhD in hydrographic survey, marine high-resolution geophysics, in archaeology with a demonstrable component of marine geophysics

or industrial experience in offshore high-resolution marine geophysical data acquisition and interpretation including a minimum of 2 years interpretation experience of high-resolution marine geophysics (with 2 year industrial experience equivalent to a one-year MSc).

Details of the person interpreting the raw data, including details of their qualifications, should be included with the method statement accompanying the Detection Device licence application.

A copy of the original Raw data/traces as well as the interpreted results of the geophysics should be sent to the Underwater Archaeology Unit of Department of the Environment, Heritage and Local Government or should be included with the Underwater Archaeological Assessment Report. Further archaeological mitigation may be required once the data has been reviewed.

Section 2(2) of the 1987 (Amend.) National Monuments Act states that it is prohibited to use without the consent of the Minister for Department of the Environment, Heritage and Local Government any detection devices in any place *for the purpose of searching for archaeological objects*'. It is therefore necessary for any geophysical survey undertaken for archaeological purposes to be licensed by the National Monuments Service of the Department of Arts, Heritage and Gaeltacht.

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