

**Underwater Archaeological Assessment,  
River Lee Estuary, Monkstown, Co Cork**

**Inter-tidal Foreshore Survey,  
Owenduff River, Carrigaline, Co. Cork**

**Cork Harbour Lower Drainage Scheme**

**07D0030, 07R0135**

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**THE ARCHAEOLOGICAL DIVING COMPANY LTD.**

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## **SUMMARY**

The Archaeological Diving Company Ltd. was appointed by Aegis Archaeology Ltd, on behalf of Mott Macdonald Pettit (consulting engineers for Cork County Council), to undertake an underwater and intertidal archaeological survey of two pipeline impact corridors as part of the Environmental Impact Assessment for the proposed Cork Harbour Lower Drainage Scheme: the underwater assessment was undertaken along the works corridor identified for the proposed marine pipeline, crossing between Monkstown and Cobh (River Lee Estuary), and the inter-tidal survey was carried out across the route of the proposed foreshore pipeline at Carrigaline (north side of Owenduff River).

Systematic visual inspection of the sub-tidal seabed and intertidal/ foreshore areas surrounding the proposed impacts did not reveal any material or features of archaeological significance. The work was carried out under licence from the DoEHLG, 07D0030 and 07R0135, on 24<sup>th</sup> and 25<sup>th</sup> September 2007. It is recommended that archaeological monitoring of riverbed/ seabed disturbances during construction be undertaken, with the proviso to resolve fully any archaeological material observed at that point. Archaeological Monitoring of the proposed foreshore pipeline is not deemed necessary.

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## 1.0 INTRODUCTION

The Archaeological Diving Company Ltd (ADCO) was appointed by Aegis archaeology Ltd., on behalf of Mott MacDonald Pettit (consulting engineers for Cork County Council) to undertake a non-disturbance archaeological assessment of two proposed pipeline impact areas as part of the Cork Harbour Lower Drainage Scheme (Figure 1). The assessment was commissioned as part of the Environmental Impact Assessment to be undertaken prior to the drainage scheme commencing. ADCO carried out an underwater dive assessment, including metal-detection survey, across the River Lee at Monkstown (c.390m wide crossing-point) and field-walking of the intertidal section of the proposed pipeline route (c.2.4km long corridor, Owenduff River near Carrigaline).

The archaeological surveys sought to identify and record the location, nature and dimensions of any archaeological features, fabric or artefacts that may be impacted by the proposed development. Assessment was concentrated within the immediate impact areas, although a sizeable buffer zone was incorporated into each assessment; significantly extending the survey area either side of the proposed seabed/ foreshore impacts.

The assessment was carried out on 24<sup>th</sup> and 25<sup>th</sup> September 2007 by a team of three maritime archaeologists, under licence from DoEHLG, licences: 07D0030, 07R0135.

The following report addresses the known and potential archaeological environment; assesses the actual and proposed impacts on that environment from the works programme; and makes recommendations to resolve any further archaeological requirements during/ following the works programme.

## 2.0 PROPOSED DEVELOPMENT<sup>1</sup>

It is proposed to construct a new Waste Water Treatment Plant and Sludge Treatment Centre on a greenfield site, located east of Carrigaline, and to expand/ upgrade the existing waste-water drainage network. The proposed development will facilitate storm water run-off and sewage collection from the population centres of

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<sup>1</sup> The following relates to project information provided by Mott MacDonald Pettit Ltd. and does not relate to specific engineering details; only an indicative project design has been provided for the purposes of assessing the potential impacts arising from the project.

Carrigaline, Ringaskiddy, Shanbally, Coolmore, Cobh, Monkstown/ Passage West, and Crosshaven.

Archaeological assessment has been undertaken by Aegis Archaeology Ltd. for the site of the proposed treatment plant and all on-shore pipeline corridors. ADCO Ltd. has been contracted to carry out archaeological survey of the works corridor for a 390m long marine pipeline crossing and a c.2.4km long foreshore pipeline (Figure 2).

The marine pipeline will allow sewage to be pumped from Cobh, across the River Lee Estuary, to Monkstown and onto the proposed treatment plant. The pipeline will cross between NGR: 177565EE, 675250N and NGR: 177166E, 673999N, immediately south of the existing route of the Passage West Car Ferry. The foreshore pipeline will run along the northern limit of the upper foreshore of the Owenduff River, between NGR: 175153E, 628423N and NGR: 173395E, 624741N, east of Carrigaline Town.

### **3.0 THE RECEIVING ENVIRONMENT**

For a comprehensive outline of the archaeological and historical background of townlands impacted by the Cork Lower Drainage Scheme the reader is directed to the desktop survey undertaken by Aegis Archaeology Ltd as part of the EIS<sup>2</sup>.

There are no archaeological sites listed in the Record of Monuments and Places for the immediate vicinity of the Marine Pipeline Crossing, the nearest sites lying 900m to the southeast of the proposed impact area; CO087:008: Possible Ringfort, and CO087:009: Graveyard (Figure 3). However, the history of maritime activity within this area is well established; an activity that is further attested to by the number of vessels listed in the Shipwreck Inventory for this stretch of coastline (Appendix 1)<sup>3</sup>.

The proposed crossing lies within an extremely active stretch of waterway, approximately 800m from the mouth of the River Lee and the greater expanse of Cork Harbour (Plate 1). The east side of the river is occupied by the site of a disused boatyard, currently under development, and a series of boat-moorings are located immediately upstream of the pipeline crossing (Plate 2). The Cobh to Monkstown Car Ferry operates in close proximity to the pipeline crossing; leaving from a slipway

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<sup>2</sup> EIS compiled by Mott McDonald Pettit Ltd. 2007

<sup>3</sup> List compiled from the Shipwreck Inventory prepared by the Underwater Archaeological Unit DEHLG. The Inventory provides a listing of inshore wreckings as noted from the middle of the eighteenth century, when systematic recording of such incidents in Irish waters began.



190m upstream of the eastern limit of the pipeline, and arriving at a slipway 60m upstream on the western limit of the pipeline.

The R610 roadway runs along the western side of the river, behind which, a series detached houses are located. A steep, wooded hill is located behind these residences (Plate 3). The remains of the Royal Victoria Baths are located upon the waterfront, to the east of the roadway. The site is impacted by the pipeline corridor along its northern (upstream) side. The baths consisted of two wings, with an interlinking corridor, and provided separate bathing areas for both male and female patrons. A plunge pool and 150ft swimming area was located on the eastern side of this interlinking corridor, at the river's edge. The southern wing was one storey, while the northern wing was three stories high. The baths were extended in 1858 to include an entertainment area and Turkish bath. The northern wing was destroyed by a fire in 1859 and the baths were extensively refurbished. The baths underwent a decline in popularity during the latter part of the nineteenth-century and by 1929 they were left in a derelict state. Shortly after the upstanding elements of the structure were demolished, the rubble being used to in-fill the swimming area. The foundations of both the north and south wings are still visible today and rise c.2.5m from the waters edge at Low Water (Plates 4-5).

The Owenaboy River rises in near Adamstown and runs eastwards, passing through Carrigaline to exit at Crosshaven. To the east of Carrigaline town, the river becomes tidal in nature and extensive mudflats flank the river at Low water. The remains of fish-traps, fish-weirs, wooden jetties/ causeways, trackways, and submerged seasonal habitation sites are included among the more frequent archaeological sites/ structures encountered within the intertidal zone. In addition, the possibility remains that mudflat sediments will retain isolated archaeological features, such as log boats (dug-out canoes) or other river/sea craft.

There are no known sites of archaeological or architectural interest located within the immediate vicinity of pipeline route. However, it is important to remember the high recovery potential for portable archaeological artefacts from riverine environments. The National Museum of Ireland's (NMI) topographic files attest to the large amount of archaeological material recovered from Ireland's waterways. No artefacts are listed in the National Museum of Ireland's Topographical Files for Owenaboy River.

The Record of Monuments and Places lists six sites for the townlands surrounding the proposed foreshore pipeline corridor and these are tabulated below (Figure 4):

RMP Number:	National Grid Reference:	Townland:	Site Type:	Distance from Pipeline:
CO087:036-01	17414E, 06259N	Carrigaline Middle	Graveyard	300m north
CO087:036-02	17414E, 06259N	Carrigaline Middle	Church	300m north
CO087:036-03	17414E, 06259N	Carrigaline Middle	Church of Ireland	300m north
CO087:037	17446E, 06275N	Carrigaline East	Castle	200m north
CO099:001	17543E, 06147N	Kilnaglery	Fulacht Fiadh	500m south
CO099:001-02	17542E, 06149N	Kilnaglery	Fulacht Fiadh	500m south

#### 4.0 SURVEY METHODOLOGY

Visual inspection and magnetometry survey by hand-held metal-detection was employed to assess the archaeological potential of the seabed over an area that extended 12m upstream and 50m downstream of the proposed marine pipeline (Figure 5); the upstream survey area was restricted due to the presence of an active ferry service between Cobh and Passage West. Detailed descriptions were made of the seabed topography and bottom composition. Where possible, metal-detected anomalies were inspected and logged. A finds retrieval strategy dealing with conservation issues, cataloguing, and locational recording was in place to deal with any artefacts recovered during the survey. Maximum seabed coverage was obtained using a diver-towed survey methodology.

A very strong current of five-knots+ was noted during both the filing and the ebb-tides. As such, the dive survey was undertaken during the tide-change, at which time the current fell to around two-knots; the interaction between river and sea meant no 'slack-water' period was evident at this site. Due to the diving conditions present it was not possible to undertake a metal-detection survey across the central channel or the eastern side of the river. However, a band of reduced current was noted along the western limit of the survey and a metal-detection survey was undertaken across this area. A maximum water depth of 16.68m was recorded for the central channel. Visibility ranged between 1m-2m, depending on location within the river. Diving operations were carried out to HSA/HSE standard using surface supplied equipment, supported with suitable boat cover and VHF communications to the relevant authorities.

The proposed intertidal/ foreshore locations were field-walked to assess their archaeological potential and a photographic record was made (Figure 6). This was undertaken at Low Water to maximise survey coverage. A metal-detection survey

was undertaken along a 50m stretch of foreshore to provide a sample target-ratio that would be representative of the rest of the foreshore survey area. A hand-held GPS unit was used to log any items of interest encountered as part of the survey.

## 5.0 ARCHAEOLOGICAL ASSESSMENT

### *Seabed Topography & Underwater Assessment*

The riverbed/ seabed topography at this location is characterized by gently sloping sides that lead to an abrupt 2m+ drop into the central-channel (50° angle). The eastern side of the waterway is composed of silt and mud deposits, measuring between 0.05-0.10m in depth, interspersed with frequent sub-angular stones (size range: 0.05m x 0.10m - 0.20m x 0.30m). A moderately compact silty-clay (approximately 30%/ 70% mix) forms the natural riverbed/ seabed beneath the silt and mud deposits at this location. Frequent modern debris was observed and included miscellaneous metallic objects/ fragments, bottles, cans, etc. This debris scatter most likely represents jetsam from the nearby, upstream, boat moorings and adjacent dockyard.

The central-channel is composed of small sub-rounded stones (average size 0.04 x 0.05m) and a 0.02m deep gravel deposit, overlying a very compact silty-clay bottom (approximately 10%/ 90% mix). This area of riverbed/ seabed is flat, featureless, and free from any debris scatter. It is likely that the strong currents present within this area have shifted any dumped or mobile deposits further downstream to less active seabed areas. The only noticeable feature was a large starfish colony that has taken hold along the western margin of the central-channel area, measuring approximately 40m in width by 80m in length.

The western side of the waterway is defined by a large debris scatter of rough-curt masonry, concrete blocks, iron pipe fragments, and broken roof slates. It is clear that much of this material is associated with the nineteenth-century Royal Victoria Baths, the remains of which are located adjacent to the survey area (Plates 4-5, Figure 5). This debris scatter is interspersed with large sub-angular stones (average size 0.20m x 0.30m) and heavy gravel deposits overlying a silty-clay bottom (approximately 40%/ 60% mix). The current is reduced in this area and a degree of *back-welling* was noted, providing conditions favourable for the deposition of material. In addition, seaweed has begun to take hold, anchored to larger rocks and masonry.

### *Foreshore Visual Survey and Assessment*

A total of 2.4km of upper foreshore and inter-tidal mudflats were inspected as part of the survey, undertaken along the northern side of the Owenduff River. The survey commenced at NGR: 175277E, 628969N, 138m east of the pipeline start-point and terminated at NGR: 1773358E, 624860N, 40m west of the pipeline terminus. Also, the survey extended a minimum of 5m either side of the pipeline corridor (Figures 6-7).

The first 250m stretch of foreshore is characterized by a 3m+ high artificial bank running east-west, parallel to the upper foreshore and the R613 roadway. The upper foreshore is composed of large angular boulders and shale rocks, varying in size from 0.30m x 0.40m – 0.05 x 0.10m. Below this, along the High Water Mark (HWM), a band of seaweed is present (3-4m width), overlying smaller stones and river gravels (Plate 6). A 50m area of gently undulating mudflats, composed of a silty-clay (40%/60% mix), occupies the inter-tidal zone between the HWM and the Low Water Mean (Plate 7).

Approximately 400m along the survey area the upper foreshore changes topography and a 0.20m high lip delineates the High Water Mark. Rough grasses and low-lying vegetation are located behind the HWM and stretch northwards for a distance of c.10m before reaching a recently constructed gabion wall (Plate 8). This wall is associated with a recent housing development and has been placed to minimise the effects of winter flooding on adjacent houses. The foreshore gently slopes towards the inter-tidal zone, the upper reaches (c. 20m width) of which are composed of small angular stones and large gravels with sporadic patches of seaweed (Plates 9-10). The rest of the inter-tidal zone is composed a silty-clay (40%/60% mix) that stretches 30m southwards to the Low Water Mean (LWM). This foreshore topography remains consistent for the next 400m, although the inter-tidal zone increases in width (60m+), and a mixture of rock-armour and a steep sided (earthen) flood-embankments replace the gabion wall along the limits of the upper foreshore (Plates 11-13).

Approximately 800m along the survey area, the banding of small stones, river gravels, and patches of seaweed located along the upper reaches of the inter-tidal zone increase in width to c. 40m (Plates 14-16). A large amount of fibre glass and high density plastic fragments litter this zone, probably associated with an active boatyard located nearby. Three softwood vertical timbers (0.10m x 0.10m) protrude from the mudflats at NGR: 1774476E, 626237N and were most likely represent temporary mooring posts (Plate 15).

The foreshore topography remains largely unchanged for the remainder of the survey area, although the inter-tidal zone between 1000m and 1600m decreases in width to c.20m as the estuary narrows and the central river-channel meanders to the north (Plates 19-27). At NGR: 174329E, 623438N (c.1120m along the survey area) a linear deposit of rocks stretches across the waterway, this appears to be rock-armour protection for a pipeline crossing the river (Plate 21). In addition, a series of concrete pipe-divisions are located along the HWM, running for a distance of approximately 800m, between NGR: 174304E, 623933N and NGR: 173706E, 623612N (Plate 22).

A modern iron anchor is located 16m from the HWM, within the inter-tidal zone at NGR: 174163E, 626237N; approximately 1300m along the survey area (Plate 24). In addition, a partially buried iron-trackway and associated boat-trolley are located nearby at NGR: 174153E, 623661N (centre-point) and NGR: 174154E 623514N respectively (Plates 25-26). The trackway is visible for a length of 12m. A second iron-trackway is located 1520m along the survey area at NGR: 1739171E, 623537N (centre-point). This trackway is fully exposed and runs between the HWM and LWM for a distance of 19m (Plates 28-29). Both these structures are believed to be of late-nineteenth or early twentieth century origin. The remains of a partially constructed, modern, boat jetty are located 20m west of this second trackway. The jetty is constructed of iron tubes resting on a 10m long wall of dry-stone construction. The jetty is located at NGR: 173896E, 623589N (Plate 30).

Residential units line the river between NGR: 173319E, 623493N and NGR: 173659E, 623662N; 1550m - 1750m (Plates 31-34). Large angular rocks (0.05m x 0.10m – 0.30 x 0.40m) run along the upper foreshore providing rock armour protection along this area. A 17m wide deposit of small stones and coarse gravels, with intermittent patches of seaweed, runs along the HWM. The inter-tidal mudflats run southwards for a distance of 70m before reaching the LWM. A small park and river walk delineates the northern side of the river along the final stretch of the survey area (NGR: 173659E, 623662N to NGR: 173319E, 625060N; 1750m- 2400m along the survey area, Plates 35-37).

#### *Underwater Magnetometer Survey*

The underwater magnetometer survey, by hand held metal-detection, was limited to the western side of the River Lee, as it was not possible, due to the strong currents, to undertake the survey elsewhere within the river. The metal-detection survey was undertaken across a 60m (north-south) by 40m (east-west) area adjacent to the western bank. An extremely high target-ratio of 1-2 targets every 1m<sup>2</sup> was observed. The majority of these targets represented surface (ferrous-metal) hits associated with

the mass of building material located adjacent to the Royal Victoria Baths (Figure 5). All of the metal-detection hits identified constituted modern metallic debris such as iron piping, gutter fragments, metal-drum fragments, iron-railing fragments, and miscellaneous concreted iron fragments.

#### *Foreshore Magnetometer Survey*

A metal-detection survey was undertaken along a 50m stretch of foreshore to provide a sample target-ratio that would be representative of the rest of the foreshore survey area (Plate 38). The survey was undertaken between NGR: 174410E, 624499N and NGR: 174374E, 624184N. A high target ratio of 1 hit every 1m<sup>2</sup> was encountered. The majority of these hits were sub-surface. Surface hits included drinks cans, iron nails, a fishing hook, an iron rowlock, and a metal bucket fragment.

#### *Conclusion*

The underwater and intertidal assessments were comprehensive and extended beyond the site boundaries as indicated (Figures 5-7).

The compact nature of the riverbed/ seabed, coupled with high water velocities across of the central-channel and the eastern side of the river, provides an extremely poor holding content for archaeological material. A moderate to poor holding content can be ascribed to the western side of the river, where current is reduced and some sediment deposition is taking place. No archaeologically significant materials/ structures were observed during the in-water assessment of the pipeline route. While the presence of masonry and other building material located along the western limit of the underwater survey area is of interest, most likely associated with the nineteenth-century Royal Victoria Baths, it retains an historic rather than archaeological significance. However, whilst no surface archaeological material has been encountered, there always remains the possibility of buried, *in-situ*, archaeology remains.

Likewise, a poor archaeological potential has been observed for the pipeline corridor at Owenduff River. It is evident that extensive modern alteration has taken place with the construction of flood protection measures and the presence of an existing pipeline running along the upper foreshore. This pipeline runs along approximately 70% of the survey area. In contrast, a good archaeological holding content can be ascribed to the inter-tidal mudflats, where the deep build up of silt and clay sediments provide ideal conditions for the preservation of archaeological material. No archaeologically significant material/ structures were observed during the inter-tidal assessment of the pipeline route. Only two structures of note were encountered as part of the survey.

These included the remains of two iron-trackways with associated boat-trolleys. However, while these structures provide a useful insight into the river-use in the early 1900s, they hold no inherent archaeological value.

## 6.0 PROPOSED IMPACTS<sup>4</sup>

The insertion of the Marine Pipeline between Cobh and Monkstown will result in a direct and significant impact to the existing riverbed/ seabed environment. While no archaeologically significant material/structures/deposits were encountered during the survey, the potential of impacting buried, *in-situ*, archaeological material still remains. In addition, the pipeline will impact the foundations of the northern wing of the Royal Victoria Baths. It is recommended that direct impacts to this structure be avoided, preserving the *in-situ* masonry foundations of the northern wing. It is recommended that the pipeline either be placed outside the site of the Royal Baths, or inserted between the north and south wings; originally the swimming pool area. No *in-situ* remains are believed to remain within this intersection between the north and south wings.

In contrast, the insertion of the pipeline along the upper foreshore of the Owenduff River does not represent a significant impact to the existing foreshore environment. The upper foreshore has already undergone extensive and successive modern alteration with the placement of flood protection measures and a concrete encased pipeline. Should the impact area remain limited to the pipeline corridor identified on the Project Drawings, it is extremely unlikely that any archaeological material/structures/deposits will be impacted during the construction process.

## 7.0 RECOMMENDATIONS

### *Pre-construction Measures*

No further ameliorative measures are recommended in advance of construction commencing.

### *Construction Phase Measures*

ARCHAEOLOGICAL MONITORING. Archaeological monitoring licensed to the Department of the Environment, Heritage and Local Government is recommended during all riverbed/seabed disturbances associated with insertion of the Marine Pipeline between Cobh and Monkstown, with the proviso for full excavation of any

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<sup>4</sup> No specific engineering details are currently available, only an indicative project design has been provided for the purposes of assessing the potential impacts arising from the project.

archaeologically significant material uncovered at this time. In addition, it is recommended that direct impacts to the site of the Royal Victoria Baths be avoided, preserving the *in-situ* masonry foundations.

No construction phase measures are recommended for the insertion of the upper foreshore pipeline along the northern side of Owenduff River. However, Archaeological Monitoring Archaeological monitoring licensed to the Department of the Environment, Heritage and Local Government is recommended, should any significant impacts to take place along the inter-tidal mudflats.

**RETAINING AN ARCHAEOLOGIST/S.** An archaeologist should be retained for the duration of the relevant works.

**THE TIME SCALE** for the construction phase should be made available to the archaeologist, with information on where and when ground disturbances and dredging will take place.

**SUFFICIENT NOTICE.** It is essential for the developer to give sufficient notice to the archaeologist/s in advance of the construction works commencing. This will allow for prompt arrival on site to monitor the ground disturbances. As often happens, intervals may occur during the construction phase. In this case, it is also necessary to inform the archaeologist/s as to when ground disturbance works will recommence.

**DISCOVERY OF ARCHAEOLOGICAL MATERIAL.** In the event of archaeological features or material being uncovered during the construction phase, it is crucial that any machine work cease in the immediate area to allow the archaeologist/s to inspect any such material.

**ARCHAEOLOGICAL MATERIAL.** Once the presence of archaeologically significant material is established, full archaeological recording of such material is recommended. If it is not possible for the construction works to avoid the material, full excavation would be recommended. The extent and duration of excavation would be a matter for discussion between the client and the licensing authorities.

**ARCHAEOLOGICAL TEAM.** It is recommended that the core of a suitable archaeological team be on standby to deal with any such rescue excavation. This would be complimented in the event of a full excavation.



SECURE SITE OFFICES and facilities should be provided on or near those sites where excavation is required.

FENCING of any such areas would be necessary once discovered and during excavation.

ADEQUATE FUNDS to cover excavation, post-excavation analysis, and any testing or conservation work required should be made available.

MACHINERY TRAFFIC during construction must be restricted as to avoid any of the selected sites and their environs.

SPOIL should not be dumped on any of the selected sites or their environs.

**PLEASE NOTE: All of the above recommendations are based on the information supplied for the Cork Harbour Lower Drainage Scheme, Monks town and Carrigaline, Co. Cork. Should any alteration occur, further assessment maybe required.**

**PLEASE NOTE: Recommendations are subject to the approval of The Department of the Environment, Heritage and Local Government, and of the National Museum of Ireland at the Department of Arts, Tourism, and Sport.**

## **8.0 AKNOWLEDGEMENTS**

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**Appendix 1: Abstract from Inventory of the East Cork Coast detailing shipwrecks within Cork Harbour and surrounding coastline:**

<b>Site Name</b>	<i>Admiral Pakenham</i>
<b>Date of Loss</b>	29 Jan. 1802
<b>Place of Loss</b>	at Cork
This vessel was en route from St. Croix, under Capt. Ross, when she became stranded. Bourke, 1998, 104	
<b>Site Name</b>	<i>Advocate</i>
<b>Date of Loss</b>	14 April 1852
<b>Place of Loss</b>	Robert's Head, near Queenstown
Bourke 1994, 113	
<b>Site Name</b>	<i>Agapemori Adelfo / Agapinori Adelfo</i>
<b>Date of Loss</b>	12 Dec. 1849
<b>Place of Loss</b>	near the lighthouse at Queenstown
This vessel was en route from Falmouth when she was lost. Bourke, 1994, 113; CSP, 1852-3, Vol. XCVIII, 3	
<b>Site Name</b>	<i>Aileen</i>
<b>Date of Loss</b>	8 June 1906
<b>Place of Loss</b>	The Chamber, Queenstown
This wooden schooner of Cork was a Pilot boat. She was 11 years old and weighed 46 tons. She belonged to the Harbour Commissioners, Cork. She was lying in Chamber at Queenstown, in ballast, with 8 crew aboard when she fell over and bilged in calm conditions. The vessel was condemned. CSP, 1907, Vol. LXXV. Shipping Casualties, 154 (1294)	
<b>Site Name</b>	<i>Alice &amp; Elanor</i>
<b>Date of Loss</b>	22 March 1906
<b>Place of Loss</b>	deepwater quay, Queenstown
Michael Aherne owned this ketch of Youghal. She was carrying 60 tons of gravel when she sank suddenly whilst moored. Bourke, 1994, 101	
<b>Site Name</b>	<i>Allison</i>
<b>Date of Loss</b>	22 Nov. 1928
<b>Place of Loss</b>	north of Haulbowline
This Iron steamer sank after colliding with the <i>SS Lissa</i> . Bourke, 1994, 114	
<b>Site Name</b>	<i>America</i>
<b>Date of Loss</b>	29 Nov. 1893
<b>Place of Loss</b>	Queenstown
This mail and passenger tender was stationed at Queenstown. The vessel was at her moorings when she caught fire, for some unexplainable reason. Most of her upper timber-work was destroyed and considerable damage was caused to the machinery. She was repaired at Passage. The Annual Register for 1893, 79; O'Mahony, C., 94-5	
<b>Site Name</b>	<i>Anna</i>
<b>Date of Loss</b>	6 Oct. 1852
<b>Place of Loss</b>	Queenstown
This vessel was en route from Galatz to Ballina, under High. She had set out on the 2nd but she put back in a leaky state. She was towed to the wharf to discharge her cargo. CSP, 1852-3, Vol. LXI, 146-7	
<b>Site Name</b>	<i>Anne</i>
<b>Date of Loss</b>	9 Nov. 1750
<b>Place of Loss</b>	Cork Sand
This vessel was en route from Stockholm, under Tucker, when she was lost. The 13 crew were picked up by the Amazon Man of war. L. L. no. 1560, 9 November 1750	
<b>Site Name</b>	<i>Annie</i>
<b>Date of Loss</b>	16 Aug. 1889
<b>Place of Loss</b>	near Rushbrook Dock, Queenstown Harbour
This 30-year old wooden schooner of Penzance weighed 36 tons. The owner and master was D. Sliney of Youghal. She was en route from Rushbrook to Passage with a cargo of gravel when she was lost in a SW force 6 wind. CSP, 1890-91, Vol. LXXVI, Appendix C, 116	

<b>Site Name</b>	<i>Annie McJannet</i>
<b>Date of Loss</b>	8 March 1875
<b>Place of Loss</b>	Haggs Bay, Queenstown
<p>This 3-year old wooden brigantine or three-masted schooner of Irvine weighed 219 tons. Her official number was 65,323. She was built in Ardrossan in 1871 and was classed by Lloyd's as 'A1 for 10 years from February 1875'. The owner was W. D. McJannet and the master was G. Menzie. She was en route from Bristol to Troon, in ballast, with 10 crew. She had put in to Queenstown for shelter but sailed out again in thick, foggy weather. Poor Head was sighted and a vessel was observed at anchor there. The <i>Annie McJannet</i> hove to and asked the master if one of his men could take the vessel in as the weather was thick and the flood tide was setting in. One man stated that he was not a qualified pilot but that he would take her in and he was given charge. The pilot ordered the aftersails to be taken in and then began following a brigantine into the harbour. No cast of the lead was taken. The chequered buoy in the channel was passed on the port side. Then the brigantine, which was being followed, struck. Before <i>Annie McJannet</i> anchors could be let go she took the ground at Neave's Point, where she swung broadside onto the shore and broke up in a short time. The crew saved themselves by means of a rope from the jib-boom onto the rocks. There was no loss of life. At the Inquiry it was found that the vessel was lost through the negligent conduct of the master in not using the lead and in using an unqualified pilot. His cert. was suspended for 6 months. Bourke, 1994, 113; CSP, 1875, Vol. LXX, 'Strandings', 64; 'Inquiries into Wrecks &amp;c.' 180, 328</p>	
<b>Site Name</b>	<i>Ann Powell</i>
<b>Date of Loss</b>	2 Feb. 1847
<b>Place of Loss</b>	Cork
<p>This sailing vessel was 'in contact'. CSP, 1851, Vol. LII, 7</p>	
<b>Site Name</b>	<i>Apollo of London</i>
<b>Date of Loss</b>	15 Dec. 1814
<b>Place of Loss</b>	Cork
<p>This vessel was en route to New Providence, under Aikin, when she went onto the rocks in a gale. She bilged and the cargo of dry goods was saved. Bourke, 1998, 106; L. L. 23 December 1814</p>	
<b>Site Name</b>	<i>Arbuckle / Ardbuckle</i>
<b>Date of Loss</b>	11 / 19 March 1805
<b>Place of Loss</b>	Rocky Cove, near Cork
<p>This vessel was en route from Whitehaven to Cork and the West Indies, under Wilson, when she was lost near Cork Harbour. Bourke 1994, 111; Bourke, 1998, 107; L. L. no. 4200, 19 March 1805</p>	
<b>Site Name</b>	<i>Archiduca Frederica</i>
<b>Date of Loss</b>	January 1848
<b>Place of Loss</b>	near Cork
<p>This vessel was en route from Lisbon to Liverpool when she was lost. Bourke, 1994, 113 CSP 1852-3, Vol. XCVIII, 1</p>	
<b>Site Name</b>	<i>Ayrshire Lass</i>
<b>Date of Loss</b>	8 Jan. 1856
<b>Place of Loss</b>	Cork
<p>This 157-ton brig, carrying wheat, was dismasted and partially wrecked in a SW to NW force 12 wind. 1 of the 8 aboard was lost. CSP, 1861, Vol. LXIII, 37/E4</p>	
<b>Site Name</b>	<i>Bredah / Breda</i>
<b>Date of Loss</b>	12 Oct. 1690
<b>Place of Loss</b>	off Spike Is.
<b>Location</b>	51 49 32N 08 16 48W
<p>This 72-gun, 3rd rate gunship, was built by Betts in 1679 at Harwich. She was anchored at Spike Is. with a full compliment of 400 aboard, including troops and 160 Jacobite prisoners, when a gunpowder explosion occurred. She took fire and blew up. Capt. Barret, who escaped, was considered to have caused the explosion maliciously. There were 9 other survivors. Bourke, 1994, 103; Bourke, 1998, 165; Brunicardi, 1982, 38; de Courcy Ireland, J., 1983; Colledge, J. J., 1987; O'Sullivan, 1984, 10-11; O'Mahony, C. &amp; Cadogan, T., 1988, 20</p>	
<b>Site Name</b>	<i>Britannia</i>
<b>Date of Loss</b>	31 May 1791
<b>Place of Loss</b>	Cork harbour
<p>This yacht was en route from Bristol when she went ashore. Bourke, 1998, 106 L. L. no. 2303, 31 May 1791</p>	

<b>Site Name</b>	<i>Britannia</i>
<b>Date of Loss</b>	11 / 18 Feb. 1806
<b>Place of Loss</b>	Cobh
<p>This 600-ton Liverpool vessel was en route from Liverpool to Jamaica, under Leavy, with passengers and a general cargo. She blew up in an accident, said to have been caused by the careless use of a candle in the magazine. The whole aft part of the ship was blown away. 12 lives were lost but 2 of the crew and the ship's papers were saved. Another report claims that a woman and 4 others were lost. The wreck was moved by the government to Bar Rock, as it lay in man of war route. In 1889 the wreck was moved onto bar by Ensor for entire removal and was visible at low tide. The remains were 60 feet long and 8 feet high. Some ship's guns, machinery, hemp cable, timbers and ballast were recovered. Bourke, 1994, 111; Coleman, 1890, 309-311; Cork Examiner, 14.9.1889; L. L. no. 4298, 18 February 1806; O'Mahony, &amp; Cadogan, 1988, 20</p>	
<b>Site Name</b>	<i>Cardiff Lass</i>
<b>Date of Loss</b>	4 Oct. 1852
<b>Place of Loss</b>	Queenstown
<p>This 131-ton vessel was en route from Ibrail to Donegal, under Davis, with seven men aboard. She had been out for eight days with damage and was towed to Queenstown to discharge her cargo. The estimated loss on the vessel was £10. CSP, 1852-3, Vol. LXI, 142-3</p>	
<b>Site Name</b>	<i>Cardross</i>
<b>Date of Loss</b>	10 Feb. 1874
<b>Place of Loss</b>	off Queenstown
<p>This barque was en route to Liverpool when she encountered a severe SE gale. At 10 a.m. the ship was hit by a squall and she was thrown on her beam-ends. The decks were swept and she was dismasted. The captain, his wife, their child and 5 seamen were washed overboard. The remaining eight crew took to the rigging but one by one they fell into the water from exhaustion. The coastguard crew at Skibbereen rescued the mate and one of the men. The Annual Register for 1874, 1875, 15</p>	
<b>Site Name</b>	<i>Caroline Pemberton</i>
<b>Date of Loss</b>	26 Feb. 1856
<b>Place of Loss</b>	Queenstown
<p>This 3-year old barque weighed 309 tons. She carrying a cargo of rice when she became leaky and was partially wrecked. 1 of the 14 aboard was lost. CSP, 1861, Vol. LXIII, 37/E4</p>	
<b>Site Name</b>	<i>Carrie</i>
<b>Date of Loss</b>	15 Oct. 1897
<b>Place of Loss</b>	Camden Fort Point, at the entrance to Queenstown Harbour
<p>This wooden ketch of Hull weighed 74 tons. The master was H. Beer and the owner was W. Wolfe of Milford Haven. She was en route from Cardiff to Ballinacurra, Co Cork, with 4 crew and a cargo of coal. All those aboard survived. Bourke, 1994, 113; CSP, 1899, Vol. LXXXVII, 123</p>	
<b>Site Name</b>	<i>Carron</i>
<b>Date of Loss</b>	6 Jan. 1847
<b>Place of Loss</b>	at Cork
<p>This 239-ton sailing vessel was leaky. CSP, 1851, Vol. LII, 2</p>	
<b>Site Name</b>	<i>Charlotte</i>
<b>Date of Loss</b>	28 Dec. 1798
<b>Place of Loss</b>	off Cork Harbour
<p>This vessel was en route from London to Chester, under Williams, when she was lost. One boy survived. L. L. no. 3048, 28 December 1798</p>	
<b>Site Name</b>	<i>Charming Sally</i>
<b>Date of Loss</b>	3 Oct. 1775
<b>Place of Loss</b>	Cork Harbour
<p>This vessel of London was under the command of Jones when she overturned and was feared lost. Bourke, 1998, 106 N. L. L. no. 681, 3 October 1775</p>	
<b>Site Name</b>	<i>City of Cork</i>
<b>Date of Loss</b>	28 Dec. 1821 / 4 Jan. 1822 / 29 July 1832
<b>Place of Loss</b>	Cork Harbour
<p>This was the first steamship built in Ireland, at Passage West in 1815. She was en route to Bristol, under Wheeler, when she became stranded during a SE gale. She eventually sank with the lost of the trumpeter, who was the only person on board. The vessel was raised but on 29.7.1832 she sank again</p>	

at Cobh. Bourke, 1994, 109; Bourke, 1998, 106; O'Mahony, C., 18; L. L. no. 5661, 4 Jan. 1822	
<b>Site Name</b>	<i>Cobden</i>
<b>Date of Loss</b>	18 Jan. 1851
<b>Place of Loss</b>	Queenstown
This Austrian brig was en route from Odessa to Limerick. She was fouled by the <i>St. Lawrence</i> in a WSW variable to S wind with heavy gales. Her masts, bowsprit and almost everything else above the deck were swept off. She was abandoned by the crew but they returned to her after daylight. CSP, 1852, Vol. XLIX, 88-89	
<b>Site Name</b>	<i>Copelin</i>
<b>Date of Loss</b>	20 Dec. 1803
<b>Place of Loss</b>	near Cork
This vessel was en route from Newport, under Callaghan, with coal when she became stranded. L. L. no. 4416, 3 January 1804	
<b>Site Name</b>	<i>Crompton</i>
<b>Date of Loss</b>	c. 1900
<b>Place of Loss</b>	off Spike
This four-masted barque was anchored too close to Spike for the spring tides. At low water she went aground and was holed by a rock. She filled with water but was patched up temporarily and towed away. Cork City Archive, P. O'Keefe Collection, Box 17, File 10	
<b>Site Name</b>	<i>D'Auvergne</i>
<b>Date of Loss</b>	25 Sept. 1851
<b>Place of Loss</b>	off Fort Carlisle, Cork Harbour
This ship was driven ashore under the fort but floated off with the flood and proceeded for Woolwich. CSP, 1852, Vol. XLIX, 204-205	
<b>Site Name</b>	<i>Defiance</i>
<b>Date of Loss</b>	7 Oct. 1806
<b>Place of Loss</b>	at Cork
This vessel was en route from Bristol to Jamaica when she went ashore and could not be repaired. The captain was Williams. Bourke, 1998, 107	
<b>Site Name</b>	<i>Derrymore</i>
<b>Date of Loss</b>	May 1917?
<b>Place of Loss</b>	just outside Cork Harbour
This three-masted steel cargo screwsteamer weighed 482.28 ton. She was built by the Ailsa Shipbuilding Co., Troon, in 1905 for McCowens of Tralee. She had 3 bulkheads, 4 water ballast tanks, one compound set of direct-acting engines with vertical cylinders. She had a steel boiler made by Muir & Houston Ltd., Glasgow. She was 170 feet long, single decked and rigged fore and aft. The master was John Mahony. She was torpedoed by a German submarine and the crew were given 5 minutes to save lives. Kelly, 1989, 285	
<b>Site Name</b>	<i>Doris</i>
<b>Date of Loss</b>	19 March 1903
<b>Place of Loss</b>	Queenstown
This second class cruiser sustained damage to her starboard screw after touching moorings while leaving Queenstown. She spent 12 days in the dockyard receiving repairs. There was no inquiry into the incident. CSP, 1905, Vol. LXXI, Casualties to Ships, 1-11 (433-43), 2-3 (434-5)	
<b>Site Name</b>	<i>Druid</i>
<b>Date of Loss</b>	6 Jan. 1819
<b>Place of Loss</b>	outside Cork harbour
This vessel of Carnarvon was en route from Cork to Southampton, under Jones, when she was driven onto the rocks. She was feared lost. L. L. no. 5352, 15 January 1819	
<b>Site Name</b>	<i>Earl St. Vincent's</i>
<b>Date of Loss</b>	11 Jan. 1803
<b>Place of Loss</b>	Cork
This vessel of and from Plymouth was lost. Bourke, 1998, 107 L. L. no. 4315, 11 January 1803	
<b>Site Name</b>	<i>Elfin</i>
<b>Date of Loss</b>	8 Oct. 1896
<b>Place of Loss</b>	Corkbeg Island
This 9-year old wooden yacht weighed 1 ton. The master and owner was R. Craik, from Cork. She was	

moored at Crosshaven, with no one aboard, when she was lost. CSP, 1898, Vol. LXXXIII, 124-5 (562-3)	
<b>Site Name</b>	<i>Eliza</i>
<b>Date of Loss</b>	16 Nov. 1798
<b>Place of Loss</b>	Cobh
This vessel was en route from Liverpool to Martinico, under Grason, when she was driven ashore. L. L. no. 3043, 16 November 1798	
<b>Site Name</b>	<i>Emerald</i>
<b>Date of Loss</b>	6 Oct. 1854
<b>Place of Loss</b>	west side of entrance to Cork Harbour, east point of Church Bay
This 44-ton smack was en route from Cork to Aberyswith with 4 crew and a cargo of limestone. She encountered a NNE force 7 wind with clear conditions. She became stranded "by missing stays." The estimated loss on the cargo was £180. CSP, 1854-55, Vol. XXXIV, Copy "of the Admiralty Register of Wrecks", 70-1	
<b>Site Name</b>	<i>Erin</i>
<b>Date of Loss</b>	24 Feb. 1807
<b>Place of Loss</b>	Cork
This vessel was en route from Cork to Weymouth, under Fowler, when she went ashore. L. L. no. 4129, 24 February 1807	
<b>Site Name</b>	<i>Examination boat No. 1</i>
<b>Date of Loss</b>	1942
<b>Place of Loss</b>	Fort Camden, Cork Harbour
This Naval Port Control Service launch was formerly an RNLI lifeboat. The engines failed to work during the heavy seas and she was wrecked. No lives were lost. Bourke, 1998, 106	
<b>Site Name</b>	<i>Examination Boat No. 3</i>
<b>Date of Loss</b>	12 Dec. 1942
<b>Place of Loss</b>	Cork Harbour
This twin screw motor cruiser replaced Exam. Boat No. 1. She also sank in the harbour with the loss of 4 lives. Bourke, 1998, 106	
<b>Site Name</b>	<i>Fanny</i>
<b>Date of Loss</b>	3 Jan. 1880
<b>Place of Loss</b>	c.11 miles SSE of Queenstown
This 43-year old wooden schooner of Chepstow weighed 86 tons. The owner was A. D. Payne of Cardiff and the master was T. Codd. She was classed by Lloyd's as 'AE1' and had last been surveyed in July 1878. She was en route from Cardiff to Cork with 4 crew and a cargo of coal when she was involved in a collision with the steam ship <i>Bavarian</i> of Liverpool. She was totally wrecked and 3 lives were lost. CSP, 1881, Vol. LXXXII, 'Collisions', 124	
<b>Site Name</b>	<i>Fenella</i>
<b>Date of Loss</b>	21 April 1852
<b>Place of Loss</b>	Queenstown
This vessel was en route from Liverpool to Alexandria under Le Conteur. She encountered a SE wind with stormy and showery weather. She was making a lot of water and put in. CSP, 1852-53, Vol. LXI, 66-67	
<b>Site Name</b>	<i>Fleswick</i>
<b>Date of Loss</b>	17 Oct. 1908
<b>Place of Loss</b>	between White Point and Black Point, Cork Harbour / north side of channel in Monkstown Bay
This steel steam ship of Whitehaven weighed 195 or 647 tons. She was 8 years old and her official number was 102,470. She was en route from Garston to Cork with 12 crew and a 700-ton cargo of coal. She was struck on the port side by the steam ship <i>Killarney</i> of Cork and sank in 2 minutes. One life was lost. She was a total loss but was later raised from the channel by Ensors. Bourke, 1994, 103 & photo; CSP, 1910, Vol. LXXXI, Shipping Casualties, 119	
<b>Site Name</b>	<i>Flower of Yarrow</i>
<b>Date of Loss</b>	1 March 1847
<b>Place of Loss</b>	Cork
This sailing vessel had 'been in contact'.	
<b>Site Name</b>	<i>Forbes</i>
<b>Date of Loss</b>	10 March 1801
<b>Place of Loss</b>	Cork
This vessel was en route from Dublin to Jamaica when she went ashore and was damaged. L. L. no. 4132, 10 March 1801	
<b>Date of Loss</b>	5 Dec. 1877

<b>Place of Loss</b>	White Bay, Cork Harbour
<p>This 8-year old wooden ketch of Gloucester weighed 84 tons. The owner was F. C. Hepwood of Montpelier Spa, Gloucestershire and the master was J. Bushin. She was en route from Newport to Kinsale with a cargo of coal and 4 crew when she was stranded and totally wrecked in a SSE force 10 gale. There was no loss of life. CSP, 1878-79, Vol. LXIV, 'Strandings', 95</p>	
<b>Site Name</b>	<i>Friendship</i>
<b>Date of Loss</b>	26 Dec. 1788
<b>Place of Loss</b>	near Cork
<p>This vessel was en route from Cork to the Straits, under Thompson, when she became stranded. Bourke, 1998, 107 N. L. L. no. 2050, 26 December 1788</p>	
<b>Site Name</b>	<i>Friendship</i>
<b>Date of Loss</b>	8 Oct. 1790
<b>Place of Loss</b>	Cork
<p>This vessel was en route from New York to Cork when she became leaky. The crew abandoned ship and were taken to Cork. Bourke, 1998, 106</p>	
<b>Site Name</b>	<i>Georges</i>
<b>Date of Loss</b>	12 Feb. 1882
<b>Place of Loss</b>	Weaver's Point, entrance to Queenstown Harbour
<p>This 35-year old wooden schooner of Padstow weighed 86 tons. The owner was H. A. Hawkey of Newquay, Cornwall, and the master was J. Chappell. She was en route from Cork to Newport, Mon. with 4 crew and a cargo of stone. She became stranded and totally wrecked in a westerly force 5 wind but there was no loss of life. CSP, 1883, Vol. LXIII, 'Strandings', 123</p>	
<b>Site Name</b>	<i>Georges</i>
<b>Date of Loss</b>	12 Feb. 1882
<b>Place of Loss</b>	Weaver's Point, entrance to Queenstown Harbour
<p>This 35-year old wooden schooner of Padstow weighed 86 tons. The owner was H. A. Hawkey of Newquay, Cornwall, and the master was J. Chappell. She was en route from Cork to Newport, Mon. with 4 crew and a cargo of stone. She became stranded and totally wrecked in a westerly force 5 wind but there was no loss of life. CSP, 1883, Vol. LXIII, 'Strandings', 123</p>	
<b>Site Name</b>	<i>Guardian</i>
<b>Date of Loss</b>	8 April 1805
<b>Place of Loss</b>	near Cork
<p>This vessel was en route from New York to Dublin, under Duplex, when she was totally lost. Bourke, 1998, 107 L. L. no. 4206, 8 April 1805</p>	
<b>Site Name</b>	<i>Hannah</i>
<b>Date of Loss</b>	22 Jan. 1811
<b>Place of Loss</b>	near Cork
<p>This transporter was under the command of Smith when she was lost. Bourke, 1998, 107</p>	
<b>Site Name</b>	<i>Hannah</i>
<b>Date of Loss</b>	27 Oct. 1852
<b>Place of Loss</b>	Entrance of Cork Harbour
<p>This 223-ton brig of Shields was 2 years old. She was en route from Queenstown to Newry, under Bruce, with 9 crew and a cargo of Indian corn. She encountered a NW force 5 wind with squally conditions and went ashore while leaving the harbour. This is thought to have been caused by the pilot being intoxicated. The master was also blamed for allowing such a person to take charge of his vessel. The estimated loss on the vessel was £1,500. CSP, 1852-3, Vol. LXI, 160-1</p>	
<b>Site Name</b>	<i>Harlequin</i>
<b>Date of Loss</b>	9 April 1850
<b>Place of Loss</b>	Queenstown
<p>This vessel of Belfast was en route from Barbados to Belfast. She went ashore at Carlisle Point but was got off. CSP, 1852, Vol. XLIX, 40-41</p>	
<b>Site Name</b>	<i>Harreman</i>
<b>Date of Loss</b>	7 Dec. 1852
<b>Place of Loss</b>	Queenstown
<p>This 641-ton ship of Rockland, US, was one year old. She was en route from Marseilles to New York,</p>	

<p>under Arey, with 20 crew and a general cargo. She encountered a force 10 wind with heavy squalls and put into Queenstown in a leaky state. She had to discharge. CSP, 1852-3, Vol. LXI, 200-1</p>	
<b>Site Name</b>	<i>Hector</i>
<b>Date of Loss</b>	9 Oct. 1789
<b>Place of Loss</b>	Cobh
<p>This vessel was en route from Cork to Antigua, under Capt. Robinet, when she was wrecked. Bourke, 1998, 103</p>	
<b>Site Name</b>	<i>Henrietta</i>
<b>Date of Loss</b>	14 – 17 Sept. 1776
<b>Place of Loss</b>	Cobh
<p>This vessel was en route to Cove with passengers and merchants goods, under Capt. Bastable. She sank due to a leak in her bottom caused by a rat hole. Freemans Journal, Reel: 2 Jan. 1776 – 30 Dec. 1777</p>	
<b>Site Name</b>	<i>Henry &amp; Anne</i>
<b>Date of Loss</b>	19 Nov. 1850
<b>Place of Loss</b>	under Fort Camden, Cork Harbour
<p>This Newcastle vessel was en route from Constantinople to Cork for orders, with a cargo of wheat. While leaving the harbour she was caught in a gale and went aground and broke up. The master, Thomas, and the crew were saved. Bourke, 1994, 103</p>	
<b>Site Name</b>	<i>Hoop van Cappelle</i>
<b>Date of Loss</b>	12 Sept. 1853
<b>Place of Loss</b>	Queenstown
<p>This barque of Holland was en route from or to Akyab. She became leaky at sea and put into Queenstown to discharge. CSP, 1854, Vol. XLII, Copy "of the Admiralty Register of Wrecks", 48-9</p>	
<b>Site Name</b>	<i>Horatio</i>
<b>Date of Loss</b>	2 Feb. 1847
<b>Place of Loss</b>	Cork
<p>This 166-ton sailing vessel was 'in contact'. CSP, 1851, Vol. LII, 7</p>	
<b>Site Name</b>	<i>Hyder Alley</i>
<b>Date of Loss</b>	around 4 Jan. 1822
<b>Place of Loss</b>	Cork
<p>This hulk was driven ashore during a storm. Bourke, 1998, 106</p>	
<b>Site Name</b>	<i>Inisfail</i>
<b>Date of Loss</b>	1834 & 1835
<b>Place of Loss</b>	Cork harbour
<p>This 202-ton paddle steamer was built in Liverpool in 1826 by Mottershead &amp; Hayes for the St. George Co. She was a two-masted, square rigged schooner with 130hp engines. She was 129 feet long, had a beam of 25 feet and a draught of 15 feet. She was docked at Penrose Quay on 21.9.1834 when her cargo of silk goods went on fire, causing £5,000 worth of damage. She was repaired. In around 1835 she was coming up the Lee from Dublin when she struck on an anchor. She sank diagonally across the channel with her bow nearly touching the New Wall. Her cargo was discharged but the vessel remained submerged for months before she was successfully re-floated and repaired. Barry, W. J., 19-20; O'Mahony, C., 20</p>	
<b>Site Name</b>	<i>Intrepid</i>
<b>Date of Loss</b>	14 Nov. 1852
<b>Place of Loss</b>	Queenstown
<p>This barque of Belfast was en route from Liverpool to New York, under Phillips. She was in a leaky state and had to throw some of her cargo overboard. She put into Queenstown. CSP, 1852-3, Vol. LXI, 186-7</p>	
<b>Site Name</b>	<i>Jessie</i>
<b>Date of Loss</b>	9 August 1854
<b>Place of Loss</b>	Cork
<p>This 293-ton barque of Shields was en route from Cork to North America when she went missing. She set sail from Cork the previous April from Cork but was not heard of. CSP, 1854-55, Vol. XXXIV, Copy "of the Admiralty Register of Wrecks", 64-5</p>	
<b>Site Name</b>	<i>Johanna Henrietta</i>
<b>Date of Loss</b>	20 Jan. 1856
<b>Place of Loss</b>	Queenstown
<p>This 2½-year old brig weighed 200 tons. She was carrying a cargo of dyewood when she became leaky</p>	



and was partially wrecked. 3 of the 7 aboard were lost. CSP, 1861, Vol. LXIII, 37/4	
<b>Site Name</b>	<i>John and Mary</i>
<b>Date of Loss</b>	4 Nov. 1811
<b>Place of Loss</b>	near Cork
This vessel was en route from Cork to London, under Matthews, when she was totally lost. Bourke, 1998, 107 L. L. no. 4614, 12 November 1811	
<b>Site Name</b>	<i>John Clarke</i>
<b>Date of Loss</b>	1835
<b>Place of Loss</b>	at Cork
This 22-ton vessel of Greenock was lost. Bourke, 1998, 107	
<b>Site Name</b>	<i>Josephine</i>
<b>Date of Loss</b>	16 Jan. 1856
<b>Place of Loss</b>	Cork
This 7-year old ship weighed 456 tons. She was carrying a cargo of salt when she became leaky and was partially wrecked. 1 of the 13 crew was lost. CSP, 1861, Vol. LXIII, 37/E4	
<b>Site Name</b>	<i>Julia</i>
<b>Date of Loss</b>	22 Jan. 1904
<b>Place of Loss</b>	off Queenstown
This vessel was a Coast Guard Cruiser. The dead plate in the port furnace burnt and the firebars collapsed. An inquiry found that this occurred due to 'the peculiar nature of the coal burnt'. Repairs were made to her at Kingstown by a private contract. CSP, 1905, Vol. LXXI, Casualties to Ships 2-3 (446-7)	
<b>Site Name</b>	<i>Kate</i>
<b>Date of Loss</b>	15 / 16 Jan. 1845
<b>Place of Loss</b>	Cork
This schooner collided with the bark <i>Idea</i> during the night in a SE heavy gale. The <i>Kate</i> sustained some damage. CSP, 1846, Volume XLV, "List of all Collisions of Vessels at Sea", 2	
<b>Site Name</b>	<i>Lee</i>
<b>Date of Loss</b>	1870
<b>Place of Loss</b>	Cuskinny, Cork Harbour
This coaster went aground but was raised and docked on 3. 10.1870. She was easily repaired. Bourke, 1994, 109	
<b>Site Name</b>	<i>Lovely Mary</i>
<b>Date of Loss</b>	11 Feb. 1847
<b>Place of Loss</b>	Cork
This sailing vessel was de-masted. CSP, 1851, Vol. LII, 8	
<b>Site Name</b>	<i>Lucy</i>
<b>Date of Loss</b>	3 Oct. 1800
<b>Place of Loss</b>	Cork
This vessel was en route from Charleston when she was driven ashore and bilged. Bourke, 1998, 105 L. L. no. 4091, 3 October 1800	
<b>Site Name</b>	<i>Lydia</i>
<b>Date of Loss</b>	4 March 1846
<b>Place of Loss</b>	Cork Harbour
This vessel from Moulmein was under the command of Brunton when she "drove foul of a vessel in Cork Harbour" on the 4th. She received some damage. CSP, 1846, Vol. XLV, Collisions of Shipping, 22	
<b>Site Name</b>	<i>Lynx</i>
<b>Date of Loss</b>	9 June 1906
<b>Place of Loss</b>	Queenstown Harbour
This 275-ton Torpedo Ground Destroyer became grounded while entering the harbour. An Inquiry found that the Lieutenant in command had practised careless navigation and was told to be more careful in future.	

CSP, 1907, Vol. L Casualties to Ships, 5 (829); CSP, 1908, Vol. LXV, Navy Casualties, 4 (758)	
<b>Site Name</b>	<i>Maid of Cove</i>
<b>Date of Loss</b>	15 Aug. 1887
<b>Place of Loss</b>	Queenstown Harbour
This 1-year old unregistered wooden yawl weighed 28 tons. The master was E. Murphy and the owner was Rev. J.J. Barry of Queenstown. She was engaged in a pleasure cruise, in ballast, with 5 crew and 9 passengers. She was involved in a collision with the SS <i>Captain Parry</i> of Dublin in a SE force 3 wind and was partially wrecked. One of the crew was lost. CSP, 1889, Vol. LXIX, 'Collisions', 148	
<b>Site Name</b>	<i>Mary</i>
<b>Date of Loss</b>	21 Dec. 1794
<b>Place of Loss</b>	off Cork
This vessel was en route from Cork to London with a cargo of butter when she was lost. Capt. Mahony and the crew were lost. Bourke, 1998, 107	
<b>Site Name</b>	<i>Mary</i>
<b>Date of Loss</b>	18 Feb. 1806
<b>Place of Loss</b>	near Cork
This vessel was en route from London to Kinsale, under Dyer, with stores when she became stranded. L. L. no. 4298, 18 February 1806	
<b>Site Name</b>	<i>Mary</i>
<b>Date of Loss</b>	29 March 1850
<b>Place of Loss</b>	Queenstown
This schooner was en route from Queenstown to Llanelli in ballast. She encountered a SE force 11 gale and was driven ashore. She was seriously damaged and had to discharge. CSP, 1852, Vol. XLIX, 30-31	
<b>Site Name</b>	<i>Mary Alice</i>
<b>Date of Loss</b>	2 Oct. 1847
<b>Place of Loss</b>	Cork
This sailing vessel had 'been in contact' and was on the shore. CSP, 1851, Vol. LII, 31	
<b>Site Name</b>	<i>Mary Ann</i>
<b>Date of Loss</b>	28 Dec. 1821
<b>Place of Loss</b>	New Quay, Cork
This vessel of Limerick was driven ashore and damaged. L. L. no. 5661, 4 Jan 1822	
<b>Site Name</b>	<i>Mary Ann Henderson</i>
<b>Date of Loss</b>	(Lloyd's date-10) 7 February 1846
<b>Place of Loss</b>	Cork Harbour
This vessel was en route from Malaspina to Peterhead, under Ewan. While leaving Cork Harbour she collided with the <i>Sovereign</i> . Both were damaged and had to put back but later continued on their journeys. CSP, 1846, Vol. XLV, Collisions of Shipping, 21	
<b>Site Name</b>	<i>Merchant</i>
<b>Date of Loss</b>	8 Dec. 1859
<b>Place of Loss</b>	Cork
This Cork brigantine parted her cable in a violent gale, ran ashore and became a total wreck. Locals rescued the crew. CSP, 1861, Vol. LXIII, 49/637	
<b>Site Name</b>	<i>Mercur</i>
<b>Date of Loss</b>	15 April 1877
<b>Place of Loss</b>	Camden Fort, Queenstown Harbour
This 9-year old wooden barque of Austria weighed 458 tons. The owner was F. Manasteriotte of Fiume, Austria, and the master was F. Foich. She was en route from New York to Queenstown with a cargo of wheat when she was stranded and totally wrecked in a SSE force 7 gale. All 13 aboard survived. CSP, 1877, Vol. LXXV, 'Strandings', 112	
<b>Site Name</b>	<i>Minerva</i>
<b>Date of Loss</b>	2 Oct. 1847
<b>Place of Loss</b>	Cork
This steamer had been in contact. CSP, 1851, Vol. LII, 31	
<b>Site Name</b>	<i>Munster Lass</i>
<b>Date of Loss</b>	22 Nov. 1854
<b>Place of Loss</b>	off Queenstown

<p>This sloop of Poole was en route from Queenstown to Youghal with a cargo of Indian corn. She struck a rock and sank in a NW force 5 wind. CSP, 1854-55, Vol. XXXIV, Copy "of the Admiralty Register of Wrecks", 92-3</p>	
<p><b>Site Name</b> <i>Nautilus</i> <b>Date of Loss</b> 17 May 1893 <b>Place of Loss</b> Queenstown Harbour</p>	<p>This wooden yacht or cutter of Cork weighed 26 tons and was 32 years old. The owner was W. Hawes of Queenstown. She was lying at anchor in Queenstown Harbour, in ballast, with no one aboard, when she jammed between the pier and the breakwater. The vessel broke up, even though there were calm conditions. CSP, 1894, Vol. LXXVI, Shipping Casualties, 143</p>
<p><b>Site Name</b> <i>Nostra Senora de la Conception (alias Mary of Waterford)</i> <b>Date of Loss</b> 14 Nov. 1758 <b>Place of Loss</b> near / in Cork Harbour</p>	<p>This vessel was en route from Dublin to Cadiz when she was lost with the master and 1 crew. Bourke, 1994, 108 L. L. no. 2384, 14 November 1758</p>
<p><b>Site Name</b> <i>Otus</i> <b>Date of loss</b> 1 April 1880 <b>Place of loss</b> near Spit Lighthouse, Queenstown Harbour</p>	<p>This 5-year old Norwegian wooden barque weighed 496 tons. The owner was C. Zoe of Arendal and the master was M. Falck. She was classed by the Bureau Veritas as '3/3, L.1.1. for ten years from September 1875' and her last survey was in July 1877. She was en route from Baltimore to Cork with 12 crew and a cargo of maize when she capsized. One life was lost. CSP, 1881, Vol. LXXXII, 'Casualties from other causes', 139</p>
<p><b>Site Name</b> <i>Perthshire</i> <b>Date of Loss</b> 12 April 1815 <b>Place of Loss</b> near Cork Harbour / between Ballycotton Is. and Cork</p>	<p>This Jamaican vessel was en route from Jamaica to Greenock, under Wright, when she was reported on shore with 11 feet of water in her hold. 450 or 465 bags of pimento were saved and landed at Youghal. Bourke, 1998, 103; Lancaster Evening News, Ship News Col. 5, 22.4.1815; L. L. no. 4964, 21 April 1815</p>
<p><b>Site Name</b> <i>Phoenix</i> <b>Date of Loss</b> 5 Feb. 1848 <b>Place of Loss</b> Cork Harbour</p>	<p>This vessel was en route from Bahia to Clyde when she sank. Bourke, 1994, 113 CSP, 1852-3, Vol. XCVIII, 1</p>
<p><b>Site Name</b> <i>Phoenix</i> <b>Date of Loss</b> 27 Aug. 1875 <b>Place of Loss</b> Bar Rock Buoy, Queenstown</p>	<p>This 15-year old iron steamship of Liverpool weighed 164 tons. The owner was T. Tate of Liverpool and the master was R. Osborne. She was en route from Cork to Neath, in ballast, with 9 crew when she collided with the steam ship <i>Pelican</i> of Cork and was totally wrecked. CSP, 1876, Vol. LXVII, 'Collisions', 52</p>
<p><b>Site Name</b> <i>Pioneer</i> <b>Date of Loss</b> 1892 <b>Place of Loss</b> Spit Bank</p>	<p>This steam ship was in a derelict state when she was noted by the Lightkeeper at Spit Bank. She had struck the rocks but got off and continued on her journey. CSP, 1894, Vol. LXXVI, Floating Derelicts, 86</p>
<p><b>Site Name</b> <i>Primose</i> <b>Date of Loss</b> 28 Jan. 1941 <b>Place of Loss</b> entrance to Cork Harbour</p>	<p>This Liverpool steamer, en route from Dublin to Cork, developed a list and was wrecked. The crew of 8 survived. Bourke, 1994, 97, 112</p>
<p><b>Site Name</b> <i>Prince Albert</i> <b>Date of Loss</b> 11 Jan. 1854 <b>Place of Loss</b> Queenstown</p>	<p>This ship of North America was en route from New York to London. She was in a sinking state and so was abandoned by the crew and passengers in Lat. 48, Long. 15. They were picked up by the <i>Norfolk</i> and brought to Queenstown. CSP, 1854-55, Vol. XXXIV, "Admiralty Register of Wrecks", 22-3</p>
<p><b>Site Name</b> <i>Prince Regent</i></p>	

<b>Date of Loss</b>	11 Nov. 1822
<b>Place of Loss</b>	Poor Head, near Cork
This vessel was en route from Liverpool to Cork, under Evans, with coal when she was totally wrecked, along with the crew. Bourke, 1998, 107 L. L. no. 5754, 26 November 1822	
<b>Site Name</b>	<i>Prince Regent</i>
<b>Date of Loss</b>	11 Nov. 1822
<b>Place of Loss</b>	Poor Head, near Cork
This vessel was en route from Liverpool to Cork, under Evans, with coal when she was totally wrecked, along with the crew. Bourke, 1998, 107 L. L. no. 5754, 26 November 1822	
<b>Site Name</b>	<i>Princess Royal</i>
<b>Date of Loss</b>	24 Dec. 1878
<b>Place of Loss</b>	off Camden Fort
This 37-year old wooden brig of Hull weighed 121 tons. The owner was H. J. Harrison of Hull and the master was H. J. Stamford. She was classed by Lloyd's as 'A1 Red, S.S. 8 years, 72, 5.77'. She was en route from Rochester to Cork with a cargo of cement and 5 crew when she was stranded and totally wrecked. 5 lives were lost. Bourke, 1994, 113 CSP, 1880, Vol. LXVI, 'Strandings', 102	
<b>Site Name</b>	<i>Prince William</i>
<b>Date of Loss</b>	26 Nov. 1784
<b>Place of Loss</b>	Cork Harbour
This vessel was en route from London, under Capt. Gabegan, when she sank. Bourke, 1998, 106	
<b>Site Name</b>	<i>Prins Hendrick</i>
<b>Date of Loss</b>	17 Oct. 1852
<b>Place of Loss</b>	Queenstown
This Dutch ship was en route from Liverpool to Port Philip. She lost her cutwater, jibboom, sails, etc. and put into Queenstown in a leaky state. She also landed the crew of the <i>Hilda</i> , a Russian barque. This vessel had sunk on the 12th after being in contact the previous night. It is not clear in the entry in the CSP if the <i>Hilda</i> collided with the <i>Prins Hendrick</i> . CSP, 1852-3, Vol. LXI, 152-3	
<b>Site Name</b>	<i>Racehorse</i>
<b>Date of Loss</b>	1 March 1847
<b>Place of Loss</b>	Cork
This sailing vessel 'had been in contact'. CSP, 1851, Vol. LII, 11	
<b>Site Name</b>	<i>Rasper</i>
<b>Date of Loss</b>	4 June 1802
<b>Place of Loss</b>	near Cork
This vessel was en route from Cork to Falmouth when she was totally lost. L. L. no. 4261, 4 June 1802	
<b>Site Name</b>	<i>Rietta</i>
<b>Date of Loss</b>	8 March 1875
<b>Place of Loss</b>	Church Bay, Queenstown
This 6-month old wooden brigantine of Londonderry weighed 370 tons. The master was W. McUrquhart and the owner was A. Fraser. She was en route from Baltimore (U.S.?) to Queenstown with 9 crew and a cargo of maize when she became stranded. Bourke, 1994, 113 CSP, 1875, Vol. LXX, 'Strandings', 64	
<b>Site Name</b>	<i>Rose</i>
<b>Date of Loss</b>	15 Dec. 1848
<b>Place of Loss</b>	Cork Harbour
This Pilot cutter sank. CSP, 1852-3, Vol. XCVIII, 2	
<b>Site Name</b>	<i>St. Lawrence</i>
<b>Date of Loss</b>	16 Jan. 1851
<b>Place of Loss</b>	Queenstown
This barque was en route from New Orleans when she encountered a WSW to S wind with heavy gales. She drove foul of the <i>Cobden</i> and her stern stove in and she lost her stanchions and bulwarks. She was subsequently in contact with <i>Undine</i> .	

CSP, 1852, Vol. XLIX, 88-89	
<b>Site Name</b>	<i>Sally</i>
<b>Date of Loss</b>	19 Jan. 1780
<b>Place of Loss</b>	at Cork
This vessel was en route from Liverpool to the West Indies, under Capt. Runnier, when she went ashore. Bourke, 1998, 106	
<b>Site Name</b>	<i>Samaria</i>
<b>Date of Loss</b>	1887
<b>Place of Loss</b>	Queenstown
This Cunard steamer was en route from Queenstown to Boston. She sustained some damage in a gale and had to put back to Queenstown for repaired. <i>The Annual Register for 1887</i> . Rivingtons, Waterloo Place, London, 1888, 42	
<b>Site Name</b>	<i>Septimus</i>
<b>Date of Loss</b>	12 March 1884
<b>Place of Loss</b>	Ram Point, Queenstown Harbour
This 15-year old wooden brigantine or brig of Belfast weighed 150 tons. The owner was R. McCalmont of Belfast and the master was W. Wisnom. She was classed by Lloyd's as 'A1 restd. '80, 6 years' and had last been surveyed in October 1882. She was en route from Cork to Swansea with 6 crew and a cargo of manure when she was stranded and totally wrecked in a SW force 6 wind. No lives were lost. Bourke, 1994, 113 CSP, 1884-85, Vol. LXX, 'Strandings', 122	
<b>Site Name</b>	<i>Shamrock</i>
<b>Date of Loss</b>	13 Dec. 1854
<b>Place of Loss</b>	off Queenstown
This hooker of Kinsale was trying to get alongside the ship <i>Sir Allan M'Nab</i> when she was lost in a westerly force 8 wind. The crew took to the other ship and survived. CSP, 1854-55, Vol. XXXIV, 'Admiralty Register of Wrecks', 100-1	
<b>Site Name</b>	<i>Shannon Lass</i>
<b>Date of Loss</b>	1 Feb. 1935
<b>Place of Loss</b>	Haulbowline wharf
This motor fishing vessel sank at the wharf after colliding with the <i>SS Lisa</i> at the piles. Bourke, 1994, 114	
<b>Site Name</b>	<i>Sovereign</i>
<b>Date of Loss</b>	7 Jan. 1846
<b>Place of Loss</b>	Cork Harbour
This vessel of Valparaiso was en route to Lisbon under the command of Paton. While "beating out of Cork Harbour" on the 7th she collided with the <i>Mary Ann Henderson</i> . Both were damaged and had to put back but later continued on their journeys. CSP, 1846, Vol. XLV, 'Collisions of Shipping', 21	
<b>Site Name</b>	<i>Stag</i>
<b>Date of Loss</b>	22 March 1847
<b>Place of Loss</b>	Queenstown
This 96-ton sailing vessel was on the shore. CSP, 1851, Vol. LII, 13	
<b>Site Name</b>	<i>Styrmand</i>
<b>Date of Loss</b>	7 Dec. 1852
<b>Place of Loss</b>	Queenstown
This 228-ton barque of Stralsund was en route from Falmouth to Limerick, under Parows, with 9 crew and wheat. While at sea she struck a wreck or a balk of timber in a force 9 wind with strong squalls. She became leaky and put into Queenstown for repairs. CSP, 1852-3, Vol. LXI, 200-1	
<b>Site Name</b>	<i>HMS La Suffisante</i>
<b>Date of Loss</b>	25 / 27 Dec. 1803
<b>Place of Loss</b>	between the Spit and Spike Is. (poss. wreck marked on charts on Curlane Bank, south of the island)
This 14 or 16 gun naval sloop was captured at Texel on 31/8/1795 and transferred to the Royal Navy. In 1803 she sailed from Cove under Capt. Heathcoate, carrying a number of volunteer seamen and soldiers for England. She dragged anchors in what was described as a hurricane, struck on Spike Is. and went over on her beam end. 7 of the crew drowned and 3 were killed by a falling mast. The vessel went to pieces. In 1980 dredging work on the Bar and channel around the Spit raised a considerable amount of naval debris, some of which was deposited in Cobh museum. Annual Register, 1803, 467-68; Bourke, 1994, 103; Brunicardi, 1982, 42; Colledge, J.J., 1987; Evening Echo, 16.1.1996; Exshaw, J., c. 1800; J.C.H.A.S., 1893, 129; O'Mahony, C. & Cadogan, T., 1988, 23	

<b>Site Name</b>	<i>Sumatra</i>
<b>Date of Loss</b>	26 Jan. 1846
<b>Place of Loss</b>	Cork Harbour
This vessel was en route from Marseilles to London under the command of Harvey. She collided with the <i>Dauntless</i> , from Leghorn on the 26 <sup>th</sup> and lost her bowsprit. CSP, 1846, Vol. XLV, 'Collisions of Shipping', 20	
<b>Site Name</b>	<i>Theodebert</i>
<b>Date of Loss</b>	23 March 1852
<b>Place of Loss</b>	Ringabella Bay, Queenstown
This brig was en route to Belfast but as she was leaving Queenstown she hit the shore and put back in a leaky state. CSP, 1852-53, Vol. LXI, 54-55	
<b>Site Name</b>	<i>Thomas</i>
<b>Date of Loss</b>	22 Aug. 1766
<b>Place of Loss</b>	Rocky Bay, 2 miles west of Cork Harbour
This vessel of Dublin was en route from Barbados when she became stranded and went to pieces. Two lives were lost and only some of the cargo was saved. Bourke, 1998, 105 L. L. no. 3196, 5 September 1766	
<b>Site Name</b>	<i>Three Brothers</i>
<b>Date of Loss</b>	16 Feb. 1749
<b>Place of Loss</b>	Cove of Cork
This vessel was en route from Dublin to Madeira and Carolina, under Athey, when she became stranded. She was expected to be got off. L. L. no. 1484, 16 February 1749	
<b>Site Name</b>	<i>Tredigar</i>
<b>Date of Loss</b>	14 Dec. 1813
<b>Place of Loss</b>	near Cork
This vessel was en route from Liverpool to Cork, under Jones, when she went ashore. Bourke, 1998, 107 L. L. no. 4829, 14 December 1813	
<b>Site Name</b>	<i>Tiger</i>
<b>Date of Loss</b>	9 Aug. 1904
<b>Place of Loss</b>	off St. Anne's Head, Queenstown
This Torpedo Boat Destroyer collided with the <i>Contest</i> , also a Torpedo Boat Destroyer. It occurred due to the glare of searchlights in a night attack. The <i>Tiger's</i> stem crumpled and was 'leaking for about 2 feet.' She spent 21 days in the dockyard for repairs. An inquiry was held but no blame was attributed. CSP, 1905, Vol. LXXI, 'Casualties to Ships', 1-17 (44-61), 12-3 (456-7); CSP, 1908, Vol. LXV, Navy Casualties, 4 (758)	
<b>Site Name</b>	<i>Trident</i>
<b>Date of Loss</b>	1 March 1853
<b>Place of Loss</b>	Queenstown
This vessel was en route from Liverpool to Adelaide when she put into Queenstown in a leaky state. She had to discharge. CSP, 1854, Vol. XLII, 'Admiralty Register of Wrecks', 21-1	
<b>Site Name</b>	<i>True Love</i>
<b>Date of Loss</b>	8 Nov. 1770
<b>Place of Loss</b>	Cork Harbour
This vessel was en route from Cork to Milford, under Lowry, laden with rum and cotton, when she was driven on a rock at the harbour mouth. The mate was drowned but the rest of the crew was saved. Freemans Journal, Tues. 13- Thurs. 14 Nov. 126	
<b>Site Name</b>	<i>Undaunted</i>
<b>Date of Loss</b>	24 Feb. 1898
<b>Place of Loss</b>	Queenstown Harbour
This 59-year old wooden schooner of Plymouth weighed 85 tons. The master was J. Jones and the owner was W. Jones from Amlwch, Anglesey. The vessel was en route from Bangor to Galway with a cargo of slates and 4 crew. CSP, 1899, Vol. LXXXVII, 137	
<b>Site Name</b>	<i>Undine</i>
<b>Date of Loss</b>	16 Jan. 1851
<b>Place of Loss</b>	Queenstown
This schooner of Wexford was en route to Constantinople when she encountered a WSW variable to S wind with heavy gales. She was fouled by the <i>St. Lawrence</i> and lost her bulwarks and stanchions. CSP, 1852, Vol. XLIX, 88-89	

<b>Site Name</b>	<i>Union</i>
<b>Date of Loss</b>	10 Jan. 1764
<b>Place of Loss</b>	Cork
This vessel was en route from Bristol to Limerick and Galway, under Harvey, when she was lost. Bourke, 1998, 105	
L. L. no. 2921, 10 January 1764	
<b>Site Name</b>	<i>Union</i>
<b>Date of Loss</b>	1 Jan. 1805
<b>Place of Loss</b>	Cork
This brig was en route from Bangor to London, under Williams, when she was driven out of Scilly and wrecked while going into Cork. Bourke, 1998, 104	
L. L. no. 4179, 1 January 1805	
<b>Site Name</b>	<i>Velox</i>
<b>Date of Loss</b>	1 Feb. 1893
<b>Place of Loss</b>	Queenstown
This derelict Norwegian barque was towed to Queenstown. CSP, 1894, Vol. LXXVI, Floating Derelicts, 130	
<b>Site Name</b>	<i>Venus</i>
<b>Date of Loss</b>	14 Aug. 1887
<b>Place of Loss</b>	Ballinacurra River, Queenstown Harbour
This 2443-ton wooden brigantine of Norway was 35 years old. The master was M. H. Henriksen and the owner was B. Henricksen & Co., Osterrissör, Norway. She was en route from Mirimichi, N.B., to Ballinacurra, Co. Cork, with 7 crew and a cargo of deals. She became stranded during a westerly force 2 wind. CSP, 1890-91, Vol. LXXVI, Appendix C, 159	
<b>Site Name</b>	<i>Ville de Marans</i>
<b>Date of Loss</b>	24 May 1850
<b>Place of Loss</b>	Cork
This schooner became leaky while en route from Newcastle to Marseilles and put into Cork harbour. CSP, 1852, Vol. XLIX, 42-43	
<b>Site Name</b>	<i>Voran</i>
<b>Date of Loss</b>	4 / 5 Jan. 1851
<b>Place of Loss</b>	Ringabella Bay
This Austrian barque was en route from Odessa to Queenstown, under Viscovich, when she got on the shore. She was high on the beach and part of her cargo was thrown overboard. Two steamers went to her assistance and she was expected to be got off. CSP, 1852, Vol. XLIX, 88-89	
CSP, 1852-3, Vol. XCVIII, 5	
<b>Site Name</b>	<i>Wilding</i>
<b>Date of Loss</b>	April 1773
<b>Place of Loss</b>	Cobh
This vessel was en route from Cork to Guinea, under Capt. Barlow, with wool and a general cargo valued at £7,000. She ran aground off Cove and the cargo was damaged but the vessel was expected to go to pieces. Bourke, 1994, 110; O'Mahony & Cadogan, 1988, 27	
<b>Site Name</b>	unknown
<b>Date of Loss</b>	12 Jan. 1757
<b>Place of Loss</b>	near Cove
This coaster, en route from Youghal to Cork with a cargo of butter, was lost with all on board. O'Mahony & Cadogan, 1988, 28	
<b>Site Name</b>	unknown
<b>Date of Loss</b>	2 April 1762
<b>Place of Loss</b>	near Cork
A ship from North America, one from Guadalupe and 3 from Lisbon were lost. L. L. no. 2736, 2 April 1762.	
<b>Site Name</b>	unknown
<b>Date of Loss</b>	22 Dec. 1768
<b>Place of Loss</b>	Cork
This Cobh boat was going down the river when she was driven foul of another vessel opposite the custom house, such was the severity of the flood. She capsized and 10 people were lost but 3 survived. Freemans Journal, Tues. 27 <sup>th</sup> - Sat 31 <sup>st</sup> Dec. 1768	
<b>Site Name</b>	unknown
<b>Date of Loss</b>	25 Jan. 1776
<b>Place of Loss</b>	Cork Harbour

<p>This boat, coming from one of the transports, was upset by a gale. 3 soldiers and some of the boatmen were drowned. Coleman, 1890, 306</p>	
<p><b>Site Name</b> unknown <b>Date of Loss</b> Nov. 1794 <b>Place of Loss</b> near Cork Harbour</p>	<p>The pilot boat reported that 4 vessels were seen bottom up near the harbour. O'Mahony &amp; Cadogan, 1988, 29</p>
<p><b>Site Name</b> unknown <b>Date of Loss</b> 23 Nov. 1804 <b>Place of Loss</b> under Camden Fort, Cork Harbour</p>	<p>This brig from Wales, laden with slates, was lost. O'Mahony &amp; Cadogan, 1988, 29</p>
<p><b>Site Name</b> unknown <b>Date of Loss</b> 8 Jan. 1819 <b>Place of Loss</b> off Cork</p>	<p>Two brigs and a sloop foundered. L. L. no. 26 January 1819</p>
<p><b>Site Name</b> unknown <b>Date of Loss</b> June 1832 <b>Place of Loss</b> Co. Cork</p>	<p>A Severn steamer, coming up to the river, came into contact with a small boat, causing the loss of 3 men. Freemans Journal 1832, Dublin Wed. June 13, Column Fatal Accident</p>
<p><b>Site Name</b> unknown <b>Date of Loss</b> c. 1838 <b>Place of Loss</b> Clais na mBan, a high hill ½mile east of Cork Harbour, near Guileen</p>	<p>A fleet of fishing boats was fishing near the coast when a storm arose and all the vessels were wrecked, with the loss of 60 lives. Locals were unable to render assistance due to the bad weather. Schools' Folklore Collection, Imleabhar 393, 3, 254</p>
<p><b>Site Name</b> unknown <b>Date of Loss</b> 22 Sept. 1851 <b>Place of Loss</b> Queenstown</p>	<p>Several boats sank on this date. CSP, 1852, Vol. XLIX, 222-23</p>
<p><b>Site Name</b> unknown <b>Date of Loss</b> 8 March 1875 <b>Place of Loss</b> off Crosshaven</p>	<p>Two vessels are reported as being ashore. CSP, 1875, Vol. LXX, 'Salvage of life', 425</p>
<p><b>Site Name</b> unknown <b>Date of Loss</b> 15 Jan. 1877 <b>Place of Loss</b> off Queenstown Harbour</p>	<p>This trader's boat left Queenstown at dawn, with seven men, to meet ships coming into the harbour and seek orders. They went out in this open boat and travelled several miles to the south of Roches Point Light, so as to be the first to reach any approaching vessels. At 9 a.m. they met the British barque <i>G.J. Jones</i> which was under the command of Captain Evans. The water clerk, Mc Carthy, and an assistant, went aboard the barque. The boat was tied onto the ship and was towed behind it for a quarter of an hour. The worsening sea conditions forced them to cast off the boat and they had to use their oars. When the ship was a mile away they saw the men in the boat standing up on the thwarts. The captain, with the aid of his glasses, saw that the boat was full of water. The pilot said that it would be too dangerous to 'heave to so near the land'. Therefore, no assistance was given to the boat and after a few minutes she went over. The five men left aboard were drowned. The Annual Register for 1877, 8</p>
<p><b>Date of Loss</b> 20 Oct. 1898 <b>Place of Loss</b> off Haulbowline</p>	<p>This wooden rowing boat of H.M.S. weighed around 2 tons and was owned by the Lords Commissioners of the Admiralty, London. She was en route from Haulbowline to Ringaskiddy with 16 workmen aboard. She collided with the military steam launch <i>Cambridge</i> and became a total loss. Five workmen were lost. CSP, 1900, Vol. LXXVII, Shipping Casualties, 153</p>
<p><b>Site Name</b> unknown <b>Date of Loss</b> c. 1900 <b>Place of Loss</b> near Spike</p>	



<p>A coasting steamer sank in the fairway near Spike after being in a collision with the Cork steamer <i>Killarney</i>. Her masts showed above water and she was later re-floated. Cork City Archive, P. O'Keefe Collection, Box 17, File 10</p>	
<b>Site Name</b>	unknown
<b>Date of Loss</b>	September 1903
<b>Place of Loss</b>	Crosshaven
<p>This second class boat was washed up on the beach and went to pieces. Report on the Sea and Inland Fisheries of Ireland for 1903, xvii</p>	
<b>Site Name</b>	unknown
<b>Date of Loss</b>	September 1903
<b>Place of Loss</b>	Crosshaven
<p>This second-class boat was washed ashore and went to pieces on the beach. Report on the Sea and Inland Fisheries of Ireland for 1903, xviii</p>	
<b>Site Name</b>	unknown
<b>Date of Loss</b>	unknown
<b>Place of Loss</b>	east Cork
<b>Location</b>	51 38 30N 7 53 30W
<b>Wreck No.</b>	011600329
<p>This wreckage was located with a sonar. The contact was 240 feet long and 20 feet high and gave off bilge oil. Admiralty Wreck Data 1996</p>	
<b>Site Name</b>	unknown
<b>Date of Loss</b>	unknown
<b>Place of Loss</b>	E. Cork
<b>Location</b>	51 38 30N 7 53 30W
<b>Wreck No.</b>	011500451
<p>This unknown wreck gave off grain and oil. Admiralty Wreck Data 1996</p>	
<b>Site Name</b>	unknown
<b>Date of Loss</b>	unknown
<b>Place of Loss</b>	east Cork
<b>Location</b>	51 38 40N 7 55 05W
<b>Wreck No.</b>	011600330
<p>This location gave a good sonar contact measuring 200 x 20 x 30 feet. Admiralty Wreck Data 1996</p>	
<b>Site Name</b>	unknown
<b>Date of Loss</b>	unknown
<b>Place of Loss</b>	east Cork
<b>Location</b>	51 43 12N 7 55 30W
<b>Wreck No.</b>	011600421
<p>This location gave a sonar contact 300 feet long by 24 feet high. Admiralty Wreck Data 1996</p>	
<b>Site Name</b>	unknown
<b>Date of Loss</b>	unknown
<b>Place of Loss</b>	east Cork
<b>Location</b>	51 44 15N 8 10 00W
<b>Wreck No.</b>	011500530
<p>Admiralty Wreck Data 1996</p>	



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**Notes**

 ADCO Survey Areas

Job/Exc No.  
07D0030,  
07R0135

Date  
15.10.07

Compiled by  
R. Bangert

Scale  
nts

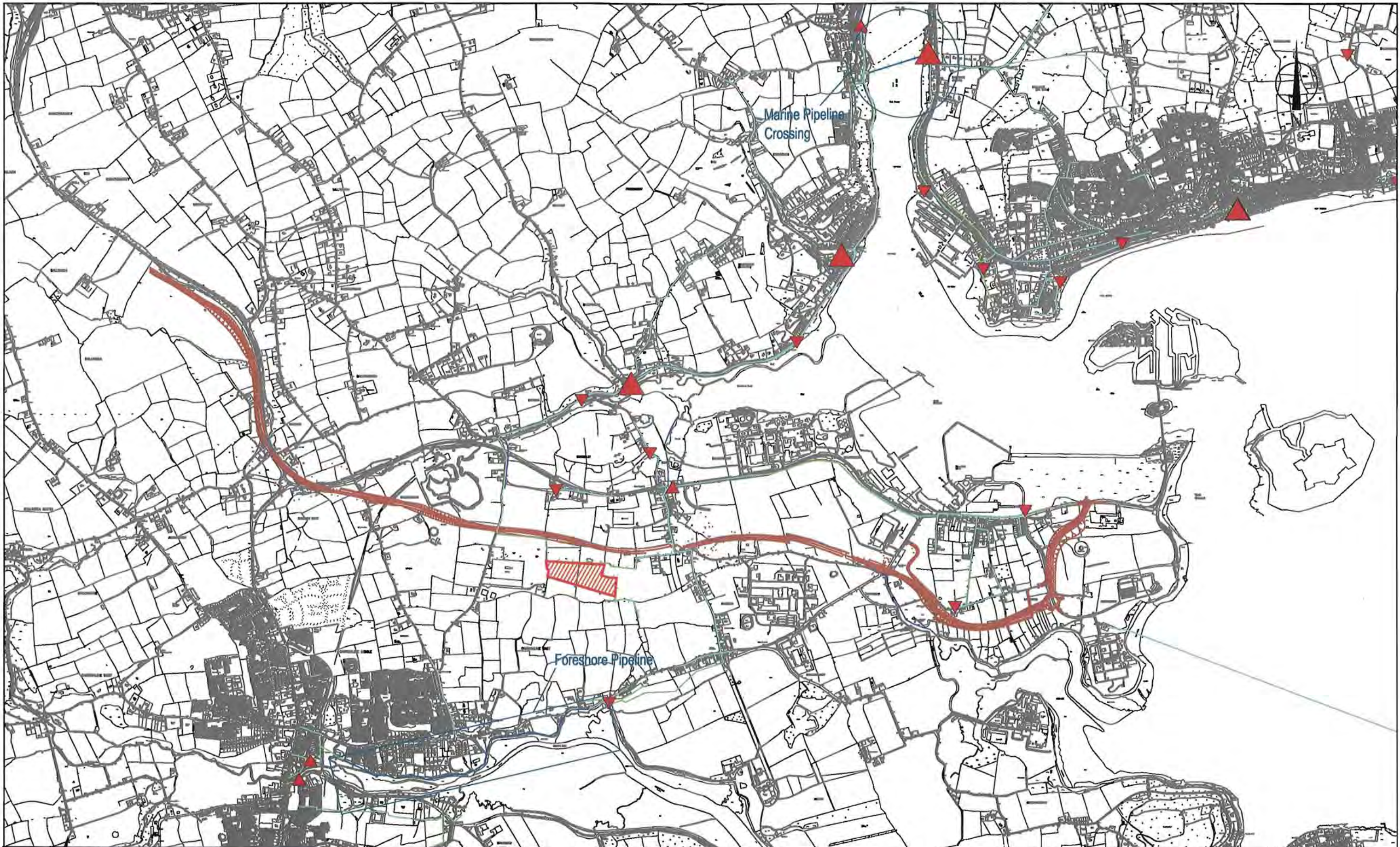
CAD reference  
CorkHarbourLower

Drawing No.  
Figure 1

Client  
Aegis Archaeology Ltd / Mott MacDonald Pettit  
Consultant Engineers

Project  
Cork Harbour Lower Drainage Scheme

Title  
Figure 1- Extract from OS Discovery Series  
mapping showing location of ADCO Survey Areas.



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**Notes**

- Proposed Major Pump Station
- Proposed Minor Pump Station
- Proposed Foreshore Pipes
- Proposed Pipes along Roads
- Proposed Pipes along Fields

Job/Exc No.  
07D0030, 07R0135

Date  
15.10.07

Compiled by  
R.Bangerter

Scale  
1: 25,000

CAD reference  
CorkHarbourLower

Drawing No.  
Figure 2


Client  
Aegis Archaeology Ltd./ Mott MacDonald Pettit Consultant  
Engineers

Project  
Cork Harbour Lower Drainage Scheme

Title  
Figure 2- Extract of Project Drawing showing location of  
ADCO Survey Areas (Figure adapted from Project Drawing  
DRG NR: A5670-NK44).



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Notes  
 ADCO Survey Area at proposed pipeline crossing point

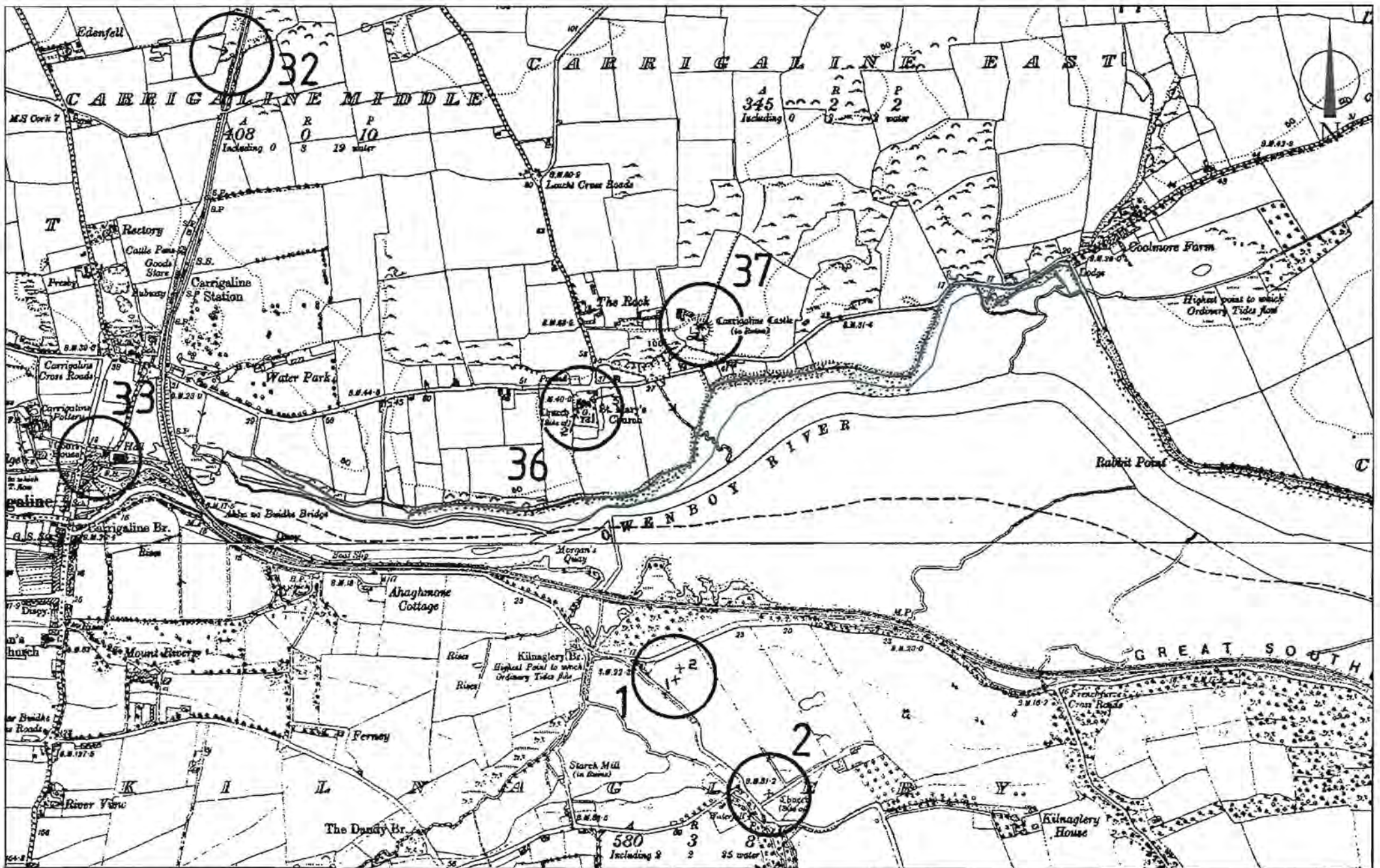
Job/Exc No.  
 07D0030,  
 07R0135  
 Date  
 15.10.07

Compiled by  
 R. Bangerter  
 Scale  
 nts

CAD reference  
 CorkHarbour\_Lower  
 Drawing No.  
 Figure 3

Client  
 Aegis archaeology Ltd / Mott MacDonald Pettit  
 Consultant Engineers  
 Project  
 Cork Harbour Lower Drainage Scheme

Title  
 Figure 3- OS 6" mapping (RMP Sheet CO: 087)  
 showing location of listed RMP sites within the  
 vicinity of the proposed marine pipeline crossing  
 site.



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Notes  
 ADCO Survey Area along foreshore of Owenboy River

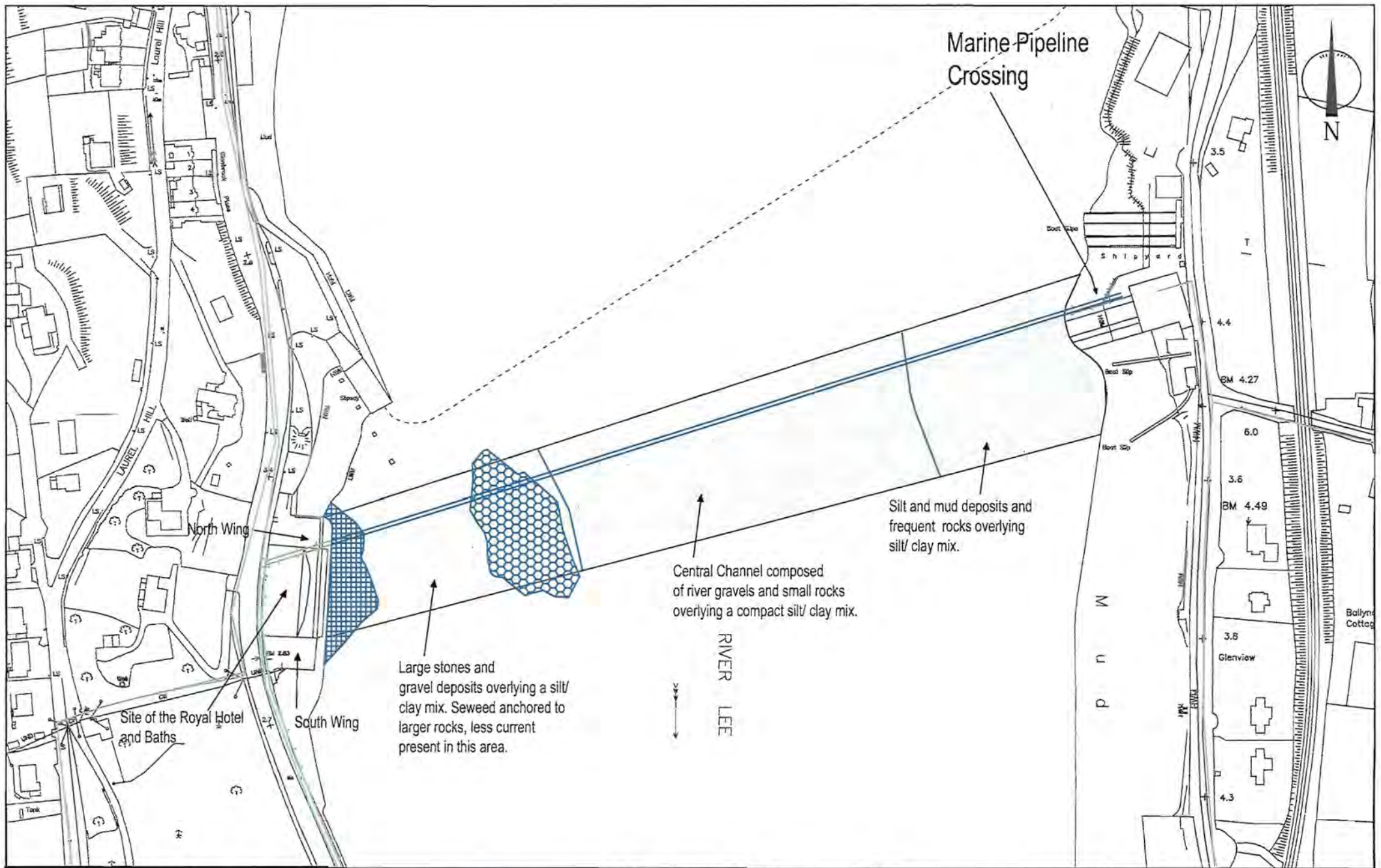
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 07D0030  
 07R0135  
 Date  
 15.10.07

Compiled by  
 R. Bangarter  
 Scale  
 nts

CAD reference  
 CorkHarbourLower  
 Drawing No.  
 Figure 4

Client  
 Aegis archaeology Ltd./ Molt MacDonald Pettit  
 Consultant Engineers  
 Project  
 Cork Harbour Lower Drainage Scheme

Title  
 Figure 4- OS 6" mapping (RMP Sheets CO: 087 & 089) showing location of listed RMP sites within the vicinity of the proposed foreshore pipeline route.



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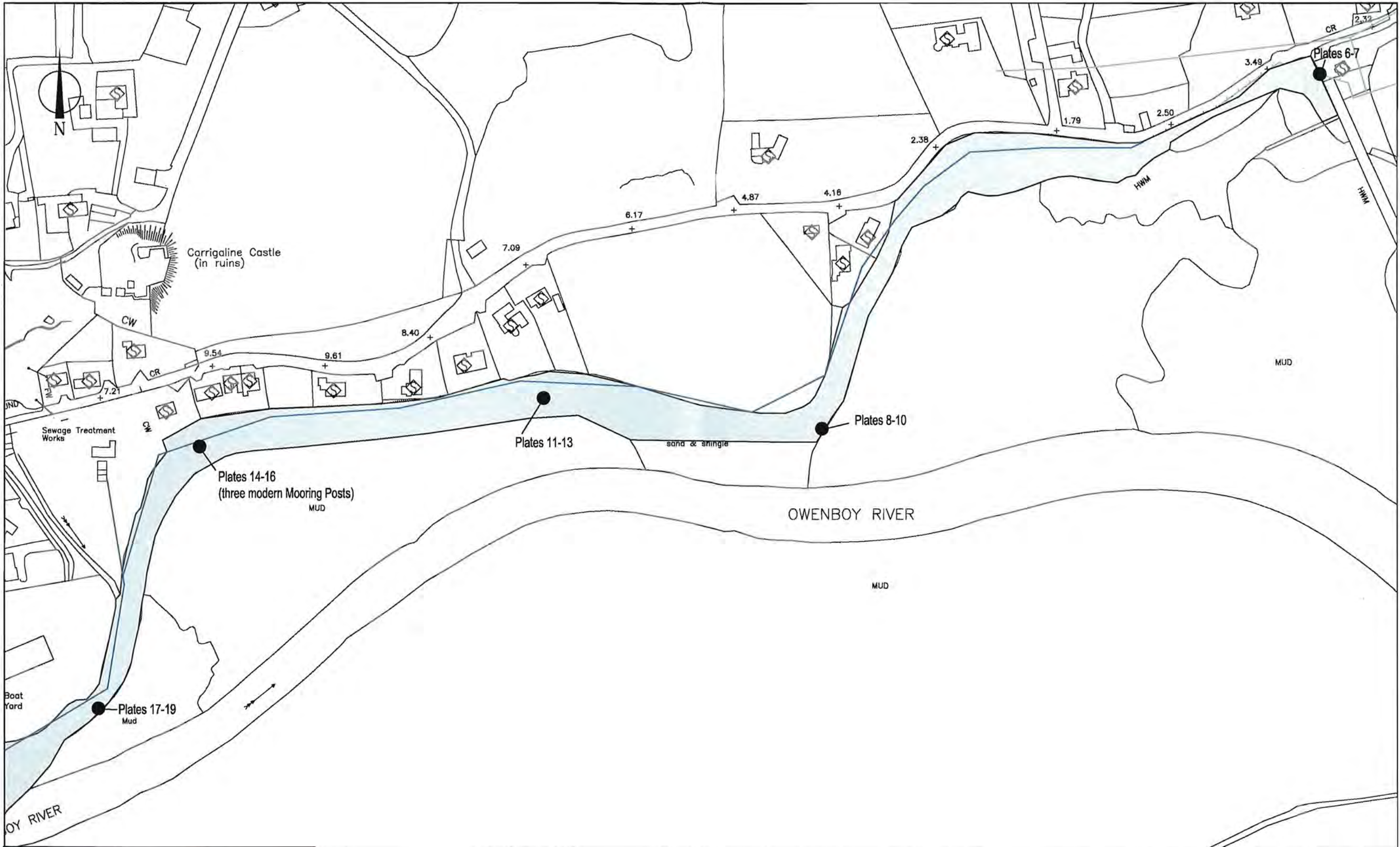
Notes		
	ADCO Survey Area	
		Approx. area of starfish colony.
	Approx. area of debris comprising cut stone, concrete slabs, slate fragments, and miscellaneous metallic objects.	

Job/Exc No. 07D0030/ 07R0135	Compiled by R. Bangerter
Date 15.10.07	Scale 1:2,500

CAD reference CorkHarbourLower	Drawing No. Figure 5
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Client Aegis Archaeology Ltd/ Mott MacDonald Pettit Consultant Engineers	Project Cork Harbour Lower Drainage Scheme
-----------------------------------------------------------------------------	-----------------------------------------------

Title  
Figure 5- Extract of Project Drawing Showing ADCO Survey Area & seabed observations at site of proposed pipeline crossing between Cobh & Monkstown.



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**Notes**

- Proposed Foreshore Pipes
- Proposed Pipes along Roads
- Proposed Pipes along Fields
- ADCO Survey Area

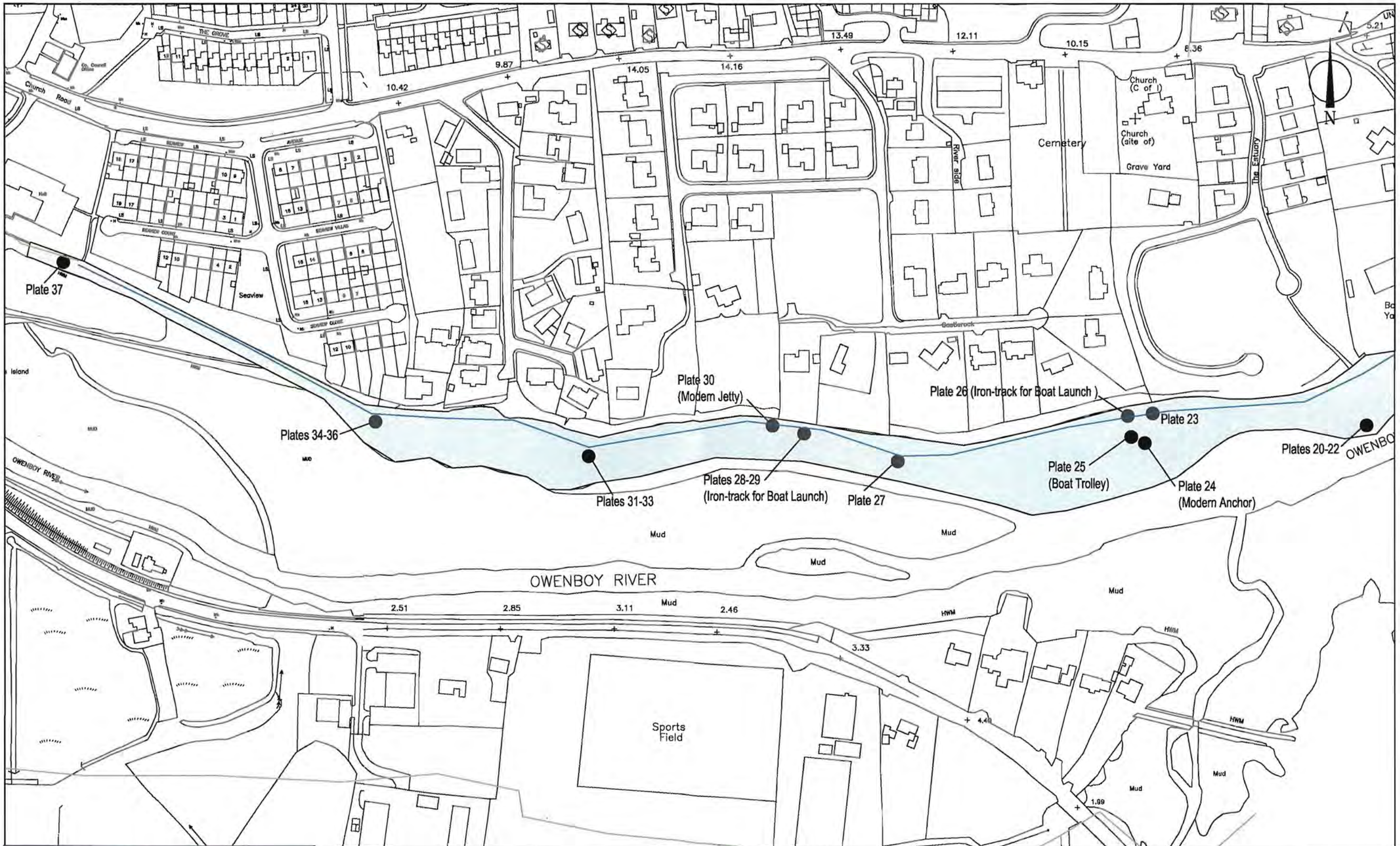
Job/Exc No.  
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Date  
15.10.07

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R. Bangert  
Scale  
1: 2,500

CAD reference  
CorkHarbourLower  
Drawing No.  
Figure 6

Client  
Aegis Archaeology Ltd./ Molt MacDonald Pettit  
Consulting Engineers  
Project  
Cork Harbour Lower Drainage Scheme

Title  
Figure 6- Extract of Project Drawing showing location of  
ADCO Survey Area along the foreshore of Owenboy River.



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**Notes**

- Proposed Foreshore Pipes
- Proposed Pipes along Roads
- Proposed Pipes along Fields
- ADCO Survey Area

Job/Exc No.  
07D0030, 07R0135

Compiled by  
R.Bangerter

CAD reference  
CorkHarbourLower

Client  
Aegis Archaeology Ltd./ Mott MacDonald Pettit Consultant  
Engineers

Title  
Figure 7- Extract of Project Drawing showing location of  
ADCO Survey Area along the foreshore of Owenboy River.

Date  
15.10.07

Scale  
1: 2,500

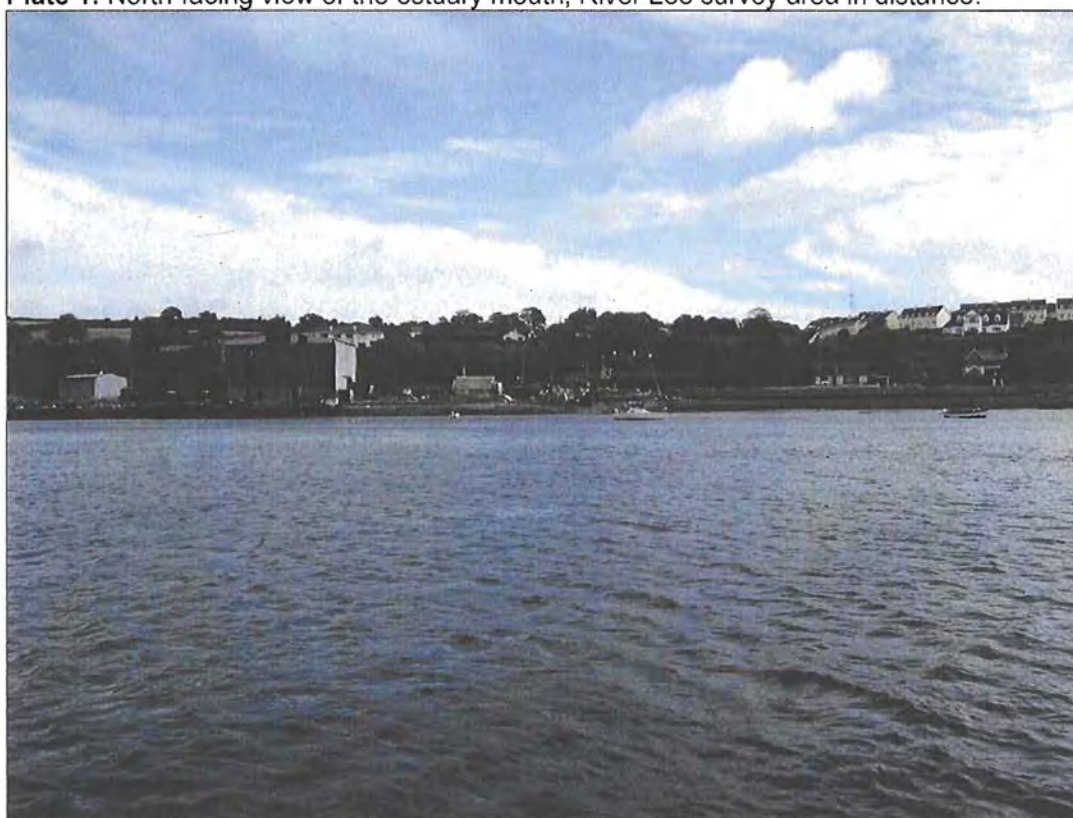
Drawing No.  
Figure 7

Project  
Cork Harbour Lower Drainage Scheme





**Plate 1:** North-facing view of the estuary mouth, River Lee survey area in distance.



**Plate 2:** East-facing view across Marine Pipeline Survey Area, River Lee Estuary.



**Plate 3:** West-facing view across Marine Pipeline Survey Area, River Lee Estuary.



**Plate 4:** West-facing view of downstream (southern wing) masonry façade from the remains of the Royal Victoria Baths located on the west side of the River Lee.



**Plate 5:** Northwest-facing view of western side of survey area, adjacent to the remains of the Swimming area of Royal Victoria Baths; diver in middle distance.



**Plate 6:** West-facing view of start of pipeline route along upper foreshore; shot taken from survey start-point (see Figure 6 for location).



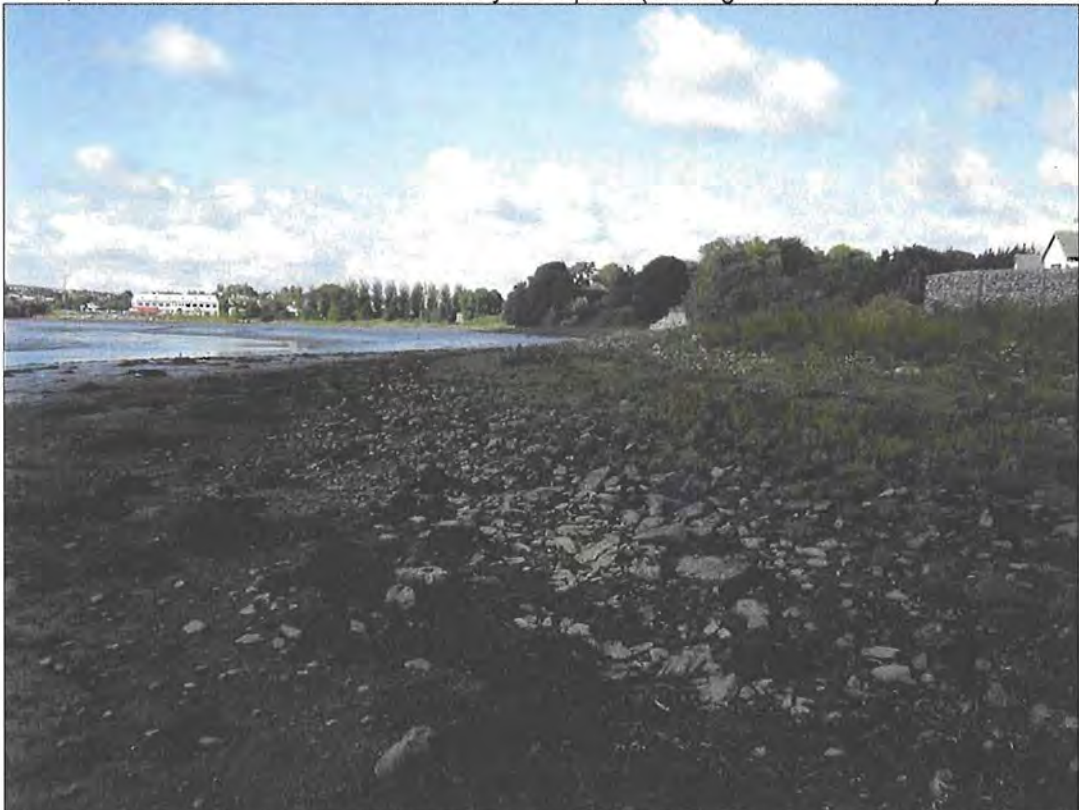
**Plate 7:** South-Facing view of inter-tidal mud flats along the northern side of the Owenduff River, shot taken from survey start point (see Figure 6 for location).



**Plate 8:** North-facing view of upper foreshore c.350m along pipeline route (see Figure 6 for location); 1m scale.



**Plate 9:** South-facing view of inter-tidal mud flats along the northern side of the Owenduff River, shot taken from c.400m from survey start-point (see Figure 6 for location).



**Plate 10:** West-facing view of pipeline route along upper foreshore; shot taken c.350 along proposed pipeline route (see Figure 6 for location).



**Plate 11:** North-facing view of upper foreshore c.550m along pipeline route (see Figure 6 for location); 1m scale.



**Plate 12:** South-facing view of inter-tidal mud flats along the northern side of the Owenduff River, shot taken from c.600m from survey start-point (see Figure 6 for location); 1m scale.



**Plate 13:** West-facing view of pipeline route along upper foreshore; shot taken c.550 along proposed pipeline route (see Figure 6 for location).



**Plate 14:** North-facing view of upper foreshore c.800m along pipeline route (see Figure 6 for location); 1m scale.



**Plate 15:** South-facing view of inter-tidal mud flats along the northern side of the Owenduff River, shot taken from c.850m from survey start-point (see Figure 6 for location); three modern mooring posts in foreground (1m scale).



**Plate 16:** West-facing view of pipeline route along upper foreshore; shot taken c.800 along proposed pipeline route (see Figure 6 for location).





**Plate 17:** North-facing view of upper foreshore c.100m along pipeline route (see Figure 6 for location); 1m scale.



**Plate 18:** South-facing view of inter-tidal mud flats along the northern side of the Owenduff River, shot taken from c.1050m from survey start-point (see Figure 6 for location); 1m scale.



**Plate 19:** West-facing view of pipeline route along upper foreshore; shot taken c.1000m along proposed pipeline route (see Figure 6 for location).



**Plate 20:** North-facing view of upper foreshore c.1120m along pipeline route (see Figure 7 for location).



**Plate 21:** South-facing view of central channel of the Owenduff River at Low Water. Note: rapids caused by rock armour protection for a previous pipeline across the river; shot taken 1120m along proposed pipeline route (see Figure 7 for location); 1m scale.



**Plate 22:** West-facing view of pipeline route along upper foreshore; shot taken c.1120m along proposed pipeline route (see Figure 7 for location).



**Plate 23:** North-facing view of small sand and gravel cliff face delineating the northern limit of the upper foreshore c.1280m along proposed pipeline route (see Figure 7 for location).



**Plate 24:** South-facing view of inter-tidal mudflats c.1280m along proposed pipeline route  
Note: modern anchor in foreground (see Figure 7 for location); 1m scale.



**Plate 25:** West-facing view of inter-tidal mudflats c. 1280m along proposed pipeline route  
Note: modern fragmentary remains of iron boat-trolley in foreground (see Figure 7 for location); 1m scale.



**Plate 26:** North-facing view of upper foreshore c. c. 1280m along proposed pipeline route  
Note: partially buried iron-trackway for boat-trolley/ launch (see Figure 7 for location).



**Plate 27:** West-facing view of inter-tidal mudflats c.1450m along proposed pipeline route  
Note: Iron-trackway for boat-trolley/ launch in distance (see Figure 7 for location).



**Plate 28:** North-facing view of iron-trackway for boat-trolley/ launch located c. c.1520m along proposed pipeline route (see Figure 7 for location); 1m scale.



**Plate 29:** South-facing view of iron-trackway for boat-trolley/ launch located c. c.1520m along proposed pipeline route (see Figure 7 for location), 1m scale.



**Plate 30:** North-facing view of the remains of a modern boat Jetty c.1555m along proposed pipeline route (see Figure 7 for location); 1m scale.



**Plate 31:** North-facing view of the upper foreshore c.1700m along proposed pipeline route (see Figure 7 for location); 1m scale.



**Plate 32:** South-facing view of foreshore c.1700m along proposed pipeline route (see Figure 7 for location); mooring post middle distance (1m scale).





**Plate 33:** West-facing view of foreshore c.1700m along proposed pipeline route (see Figure 7 for location).



**Plate 34:** North-facing view of the upper foreshore c.1860m along proposed pipeline route (see Figure 7 for location); 1m scale.



**Plate 35:** South-facing view of foreshore c.1860m along proposed pipeline route (see Figure 7 for location); 1m scale.



**Plate 36:** West-facing view of foreshore c.1860m along proposed pipeline route (see Figure 7 for location).



**Plate 37:** East-facing view from survey end-point, c.70m west from end of proposed pipeline route (see Figure 7 for location).



**Plate 38:** Working-shot of metal-detector use along survey area.

# A D C O

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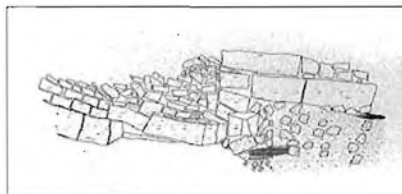
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Archaeological Consultancy

Recording prehistoric logboat at  
Gormanston, Co. Louth  
GAS 2025 Irish Sea  
Interconnector



Underwater elevation of bridge pier collapsed in  
1763. River Nore Flood Alleviation Scheme



Iron cannon on site of 17<sup>th</sup>-century  
timber wreck discovered during  
dredging programme, Waterford  
Harbour

