

PROJECT

Beaufort Cable System

SCOPE

Underwater Archaeological Impact Assessment (UAIA) - 12nm to EEZ

CLIENT

McMahon Design & Management Ltd.

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1 Introduction

1.1 General

This report relays the results of a pre-development Underwater Archaeological Impact Assessment (UAIA) of the licenced Beaufort Cable System (Foreshore Licence: FS007361). The cable will connect from a pre-existing landfall at Kilmore Quay, Co. Wexford to landfalls in South Wales and Cornwall. A previous impact assessment was conducted covering the landfall at Kilmore Quay and the section of the cable between this landfall and the Irish 12nm limit. The following UAIA focuses on cultural heritage evidence from the 12nm to the EEZ.

1.2 Conventions, Legislations, and Guidelines

The assessment was undertaken with due regard to the following national and international protective conventions, guidelines, and legislation:

- Historic and Archaeological Heritage and Miscellaneous Provisions Act, 2023
 - National Monument Act, 1930, amended 1954, 1987, 1994, and 2004
- Heritage Act, 1995
- National Cultural Institutions Act, 1997
- The Architectural Heritage (National Inventory) and Historic Monuments (Miscellaneous) Provisions Act, 1999
- *Frameworks and Principles for the Protection of the Archaeological Heritage*, 1999, Department of Arts, Heritage, Gaeltacht and the Islands
- Planning and Development Act, 2023
 - Local Government (Planning and Development) Act, 2000
- UNESCO Convention on the Protection of Underwater Cultural Heritage ratified by Ireland in 2025
- European Convention on the Protection of the Archaeological Heritage (the ‘Valletta Convention’) ratified by Ireland in 1997
- Council of Europe Convention on the Protection of Architectural Heritage of Europe (the ‘Grenada Convention’) ratified by Ireland in 1997
- International Council on Monuments and Sites (ICOMOS), advisory body to UNESCO concerning protection of sites and recommendation of World Heritage sites ratified by Ireland in 1992

2 Receiving Environment

2.1 Location

The Beaufort Cable System is located off the southern coast of Co. Wexford in the Celtic Sea near St. George's Channel. Between the landfall and the Irish EEZ, the route has a total length of c. 76km. The route between the 12nm limit and the EEZ has a length of c. 38km running roughly southeast (Appendix 9.1). This stretch of the cable corridor is 400m wide and has a total area of c. 15.38km².

The cable route runs from Crossfarnoge Beach in the townland of Ballyteige Burrow near Kilmore Quay town. After the Irish 12nm limit, the cable turns southeast to the EEZ before finally turning east-northeast towards landfall sites in Newgale, Wales.

There are four significant turning points between the 12nm limit and the EEZ: the Irish 12 Mile Limit (KP - 39.3); Greenlink Interconnector Crossing (KP - 58.8); Turning Point (KP - 60); and EEZ Boundary (KP - 78.1). At KP - 39.3, the route curves east from its southeast trending route from the 12nm limit to approximately, returning back to its trending route after approximately 3km. At KP - 58.8, the cable will cross the Greenlink Interconnector submarine power cable, after which, at KP - 60, Beaufort will turn to the east-southeast. The cable route then crosses the EEZ at KP - 78.1, where it trends east (Figure 1).

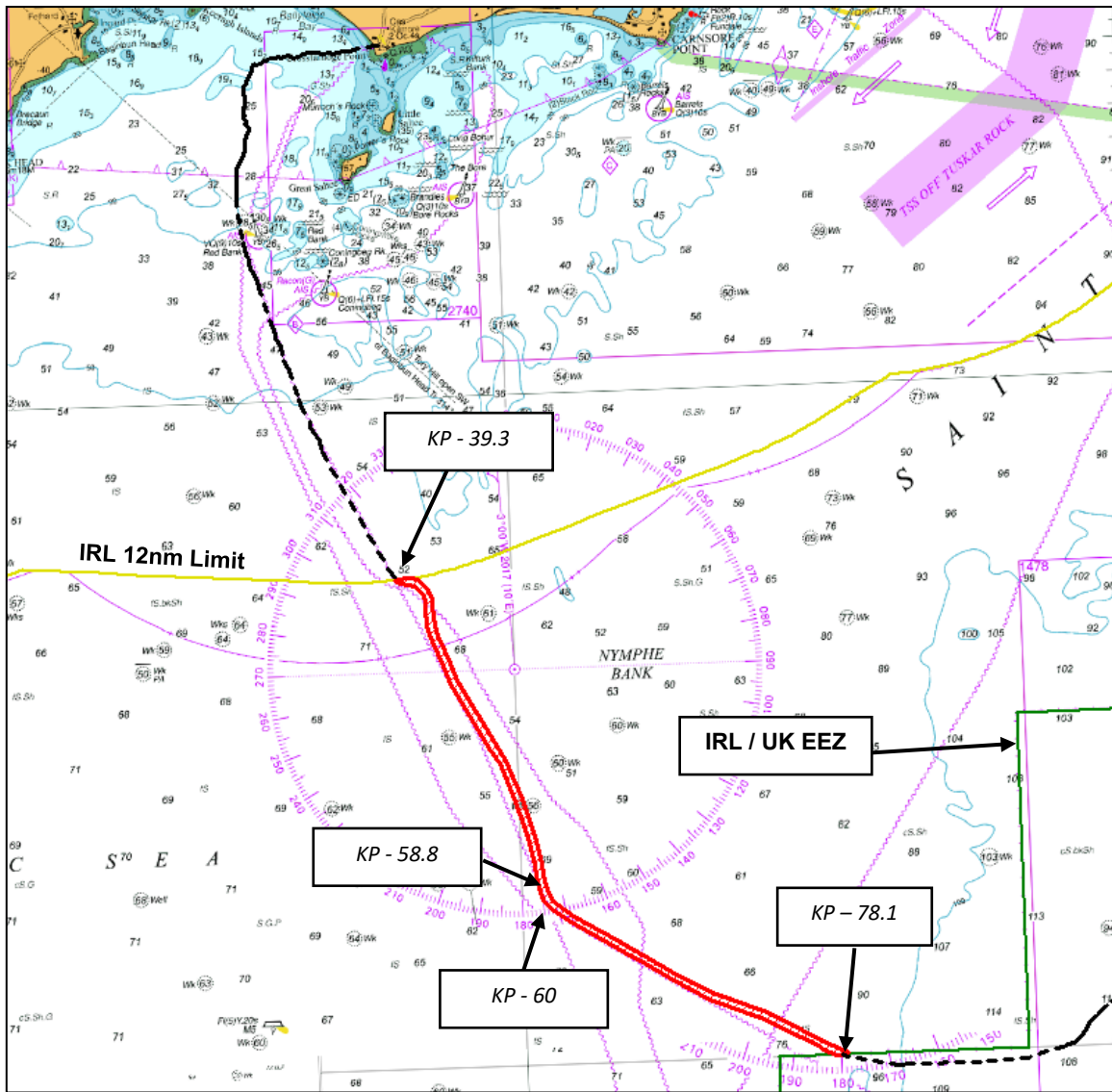


Figure 1: Planned route of the Beaufort Cable System from Irish 12nm limit to the EEZ (provided by MDM 2026).

2.2 Geology, Hydrology, and Soils

The cable crosses seabed sediments primarily of sand with some areas of slightly gravelly sand and pockets of sandy gravel (MDM 2022). St George’s Channel has some of the strongest surface tidal currents on the east of Ireland reaching more than 4 knots at the Irish coast.

3 Scope of Works

3.1 Cable Installation from 12nm to EEZ

A Pre-Lay Grapnel Run (PLGR) may be undertaken prior to commencement of Main-Lay. This activity is to ensure that the planned line of the cable is clear of seabed debris which may include chains, steel cables, anchors, nets etc. The grapnels will generally penetrate the seabed to a maximum depth of 0.5m and the swathe of the grapnel is less than 1 metre wide with minimal disturbance of the seabed during the debris clearance operation. All debris recovered from the seabed will be hauled on board the PLGR vessel and subsequently disposed of onshore in a licenced waste management facility. The PLGR vessel will use a Differential GPS positioning system. The route followed by the PLGR will be as close as practicable to the selected Route Position List and always within the swathe of the route survey. PLGR will not be carried out in the immediate vicinity of in-service cables. Alternatively, and depending on the final installation methodology undertaken, the PLGR may be undertaken in conjunction with the main lay activities with debris cleared by Work Class ROV (WROV).

The Main Lay vessel will pick up the end of the cable from the Inshore Section at the 15 metre water depth and this will then be jointed to the main cable on board the Main Lay Vessel. The jointing process takes approximately 18-24 hours to complete, including tests of the cable system. The Main Lay Vessel will then proceed to deploy and bury the cable in the seabed. The burial tool is operated from and powered by the Main Lay Vessel and is designed to bury the cable at a depth such that the cable will be secure from fishing activities. The target burial depth of 1.5m is subject to reasonable endeavours and where the seabed geology allows.

Typical subsea cable burial tools used to simultaneously install and bury fibre optic cables in the seabed include cable plough (passive and jet assisted) or jetting trenchers (sled or self-propelled). The Nexans CAPJET jetting trencher will be deployed for the installation of the Beaufort cable system.

In the context of this project the CAPJET will be used to simultaneously lay and bury the Beaufort cable by forming a narrow trench (approx. 150mm) of fluidised seabed using a bespoke jetting sword into which the cable is installed to the target depth through the cable depressor. The seabed sediment is displaced temporarily to form the trench during the burial operation and then allowed to re-form naturally and 'backfill' the trench after the passage of the jetting tool. The CAPJET will be powered and controlled from the cable installation vessel via electrical umbilical.

3.2 Post-Lay Operations

Post-lay inspection and burial may be necessary following the main-lay operations to inspect the proper laying and burial of the cable. These operations may be performed in order to supplement the burial operations in the following instances:

- Planned recovery of the burial tool
- Initial and final splice positions within the buried sections — Post-lay inspection and burial is planned for the initial splice location between the pre-lay shore end and main-lay section of the cable to 1.5m target burial depth
- Unplanned recoveries due to burial tool breakdown, weather delay, etc
- Surface-laid sections due to burial tool malfunction where the burial tool is not brought back on board

In the limited areas requiring post-lay burial, the CAPJET system will be utilized. This uses a jetting burial tool.

4 Methodology

4.1 Desktop Study

A detailed desktop study was undertaken to ensure all available literature and background information was considered to inform the underwater archaeological potential of the area under investigation. A review of previously undertaken geophysical surveys and geotechnical samples were also undertaken to inform this study.

The following sources were consulted as part of the desktop survey:

- The Record of Monuments and Places (RMP) compiled by the Archaeological Survey of Ireland comprises lists, classifications of monuments and maps of all recorded monuments with known locations and zones of archaeological significance. The monument records are accessible online from the National Monuments Service (NMS) of the Department of Housing, Local Government and Heritage at www.archaeology.ie. These were used to establish the wider archaeological context of the site.
- Ordnance Survey of Ireland (OSI) historic and contemporary maps were examined to measure the changing landscape.
- The Register of Protected Structures (RPS) is a list of all protected buildings in a given area, as designated by the Local Authority. This may be due to a structure's architectural, historical, archaeological, artistic, cultural, social, scientific, technical, or industrial importance.

- The Excavations Bulletin online database, known as the Database of Irish Excavation Reports (www.excavation.ie) was consulted to review archaeological investigations done previously in the area.
- The Wreck Inventory of Ireland Database (WIID) and the Wreck Viewer include a broad range of cartographic, archaeological, and documentary sources concerning wreck data. Each entry in the inventory gives information on the ship's name, type of vessel, port of origin, owner's name, cargo, date of loss, and other relevant information where available. While the WIID contains information on approximately 18,000 shipwreck records (both those with known and unknown locations), the Wreck Viewer contains the same information for those wrecks but only those with known locations.
- National Museum of Ireland Topographical Files hold details of any artefactual material recovered in Ireland from the 18th century to the present. These are categorised according to County and Townland.
- Cartography: Several historic maps and charts were examined (see references below for a full list). These maps provide insight into the changes to the coastline over time along with changes in structure locations and navigational routes that may inform ship traffic and ship losses.
- Aerial Photography: A variety of low and high-altitude aerial photography was examined (see references below for a full list).
- Documentary sources: Several historical and archaeological sources were examined (see references below for a full list).

5 Results

5.1 Archaeological and Cultural Background

5.1.1 Potential for Submerged Landscapes

Brooks *et al.* (2011), as modelled by EMODnet, estimates that the shoreline to the west of Kilmore Quay was c. 3km further out 8000 years ago than it is today and c. 13km further out 13,000. In fact, much of the cable route from Kilmore Quay to the EEZ boundary would have been dryland around 16,000–18,000 years ago. Therefore, there is potential for prehistoric archaeological remains more typical of nearshore and coastal areas. Submerged forests and peats have been recorded around the Irish coast both in intertidal coastlines and subtidal zones (Westley and Woodman 2020, 234). Submerged peats have been dated to 13,500–5,000 cal BP (Brooks and Edwards 2006).

While most of these landscapes have only produced palaeoecological or palaeontological remains, there is potential for archaeological remains. Later Mesolithic wooden fish traps, for instance, were identified below sea level beneath reclaimed land at Spencer Dock, North Wall Quay, Dublin (Westley and Woodman 2020, 236). A Late Mesolithic wooden plank has also been recorded in the Shannon Estuary and a Neolithic logboat was identified in the intertidal zone of Strangford Lough (O’Sullivan 2001; Forsythe *et al.* 2007). Another Neolithic logboat was identified 1km offshore of Gormanston, Co. Meath (see *Early Prehistory* below). Lithic discoveries within the intertidal and subtidal zones around Ireland further support the archaeological potential of submerged landscapes. For instance, two worked flints were recovered offshore of Arklow, Co. Wicklow in 2023 (ADCO 2023). Approximately 60km east of the Irish EEZ, a palaeolandscape made up of a funnel shaped floodplain extends west out of the Bristol Channel (RCAHMW: NPRN 518446). Periodically exposed submerged forest and peat deposits have been identified at the site of the Welsh landfall on Newgale Beach dating from the Mesolithic to the Bronze Age (RCAHMW: NPRN 524759; NPRN 544148)

5.1.2 Early Prehistory

Until quite recently, the earliest archaeological evidence of human habitation in Ireland dated to the Mesolithic with the earliest site of Mount Sandel, Co. Derry dating to c. 8000 BC (Woodman *et al.* 1999, 131–51). A recent study by Dowd and Carden, however, have identified evidence of man-made cut marks on a bear patella from Gwendoline Cave, Co. Clare which has been dated to c. 10,500 BC during the Palaeolithic period and may push back the date of Irish colonisation some c. 2500 years (Dowd and Carden 2016). Ireland has been separate from Britain and the rest of Europe since the retreat of the last ice sheets c. 16,000 bp. Early colonists, whether Palaeolithic or Mesolithic, would have needed to travel over water routes to reach Ireland. As the channel between what is now Wales and the southwest coast of Ireland was only c. 40km wide between 18,000–16,000 years ago (EMODnet), the area around the cable corridor may have been an early crossing point.

There is no direct evidence for the use of long-range seaworthy vessels in early prehistoric Ireland until the Neolithic period. The introduction of cattle and sheep to Ireland during the Neolithic (c. 4000–2500 BC) would have again necessitated the use of watercraft and there is evidence of a trade route between Britain and Ireland in the form of artefacts such as stone axes. Many logboats have been identified in Ireland from the Neolithic, though these are generally found in sheltered waters. One such logboat, however, was identified 1km offshore of Gormanston, Co. Meath during pipeline construction indicating that these vessels were not limited to the shallow, inland waterways (Brady, N. 2021, 509–10; Tüne 2020, 3 and 7; Breen and Forsythe 2004, 33; Lanting 1997, 628).

5.1.3 Late Prehistory

The Bronze Age (c. 2500–700 BC) saw an increase in trade links from Ireland to Britain and the Continent. Tin, needed for the creation of Bronze and not found in Ireland, was imported from Cornwall or Iberia and the finished products were exported in return. Logboats, similar to those mentioned above, continued to be used in both marine and freshwater contexts. The Iron Age (c. 700 BC–AD 400) saw the continuation and expansion of trade. Documentary evidence suggests the use of skin-covered boats in Ireland and England during this time. Tacitus commented on trade with Ireland in the early 2nd century AD, stating that ‘the interior parts [of Ireland] are little known, but through commercial intercourse and the merchants there is better knowledge of the harbour and approaches’ (from Breen and Forsythe 2004, 39). Prior to Tacitus, accounts and charts from mariners returning from Ireland were collected by Ptolemy in Alexandria, further proof of continued contact between Ireland and the rest of Europe through the seas. Ptolemy proceeded to create the earliest known map of Ireland in c. 150 BC (Figure 2).



Figure 2: Ptolemy's map of Ireland as depicted on the *Prima Europe Tabula* (Reger 1486 from National Library of Wales).

5.1.4 Medieval Period

In the Early Medieval Period (c. AD 400–1169), the Lives of Saints texts make several references to maritime activities. Archaeological remains, such as those found at Church Island and Illaunloughlan, Co. Kerry, suggest that deep sea fishing took place as deep-water species such as cod and wrasse were identified at these sites (Breen and Forsythe 2004, 47). The Vikings began raiding Ireland as early as

AD 795, and were establishing permanent bases in Ireland by the mid-9th century. Some of these bases – such as Dublin, Waterford, Wexford, Cork, and Limerick – developed into trading towns by the early 10th century, with the Vikings integrating with the local communities. A Viking campaign in 825 saw a fleet of ships based near Ballyteige Bay (Stout 2017, 133). One of the sites likely raided from this point was the 6th century church at Taghmon (WX041-008003) founded by St. Munna, c. 17km north-northwest of Kilmore Quay. A church site (WX046042001) founded by a contemporary of St. Munna, St. Cuán, is located only c. 6km north of Kilmore Quay.

The Late Medieval Period (c. AD 1169–1550) began in Ireland with the arrival of the Anglo-Normans. Diarmait Mac Murchada (Dermot Macmurrough) and his group of Anglo-Norman mercenaries landed at Bannow Bay, c. 14km west-northwest of Kilmore Quay. At this time, merchants from France, Iberia, and Italy traded wine, salt, and luxury goods for hides, wool, fish, flax, and furs in Irish ports (Breen and Forsythe 2004, 71). Trade networks expanded in the 12th century, leading to the formation of trading confederations in the 13th century, which in turn further increased merchant shipping in northern Europe. During this period, English shipping around Ireland was continually under attack. The King responded to this threat in 1222 by commanding the ports of Ireland to build galleys for the defence of the King's realm in Ireland (*ibid.* 77).

The end of the Late Medieval Period (c. AD 1400–1550) was a time of varied fortune for Irish ports. There was an intensification of Irish contributions to the fishing industry during this time. The arrival of huge herring shoals off the south-west and west coasts was a hugely important economic event for coastal communities (Breen and Forsythe 2004, 35–7). The ports on the east coast of Ireland also generally seemed to remain stable, though ports elsewhere along the Irish coast declined in their importance (*ibid.*, 82).

5.1.5 Post Medieval and Early Modern

The Irish economy was largely controlled by England during the Post Medieval Period (c. AD 1550–1750). The prominent exports became cattle, butter, and wool. Intensification of the fishing industry along with transatlantic travelling and a growth in local and international trade saw an increase in maritime activity in Irish waters until the 17th century (Kelleher *et al.* 2012, 21). Unfortunately, acts were put in place after the rebellions from 1641–53 which restricted Irish trade including the Cattle Act of 1666, which prohibited the export of cattle from Ireland to England, and the Navigation Act of 1671, which prohibited direct trade between Ireland and English colonies (Breen and Forsythe 2004, 112).

Large trading companies, such as the Dutch East India Trading Company (VOC), developed in order to facilitate international trade. A number of ships belonging to such companies were wrecked on the Irish coast. Around this time, a number of slave ships, belonging to companies such as the Royal African Company or the South Sea Company, utilised the Channel and Irish ports (Brady *et al.* 2012, 22). However, less than 2% of the wrecks listed on the Shipwreck Inventory of Ireland date to this period, reflecting more on the paucity of records than the actual number of wrecking events (*ibid.* 21).

Modern Ireland (post c. AD 1750) saw the first systematic recording of ship losses along the Irish coast in 1750. This was beneficial as attacks by numerous privateers from France, Spain, the Netherlands, America, and England in Irish waters took place in the late 18th century. These attacks and the Napoleonic Wars of the early 19th century emphasized the importance of Ireland as a strategic base of operations for English authorities (Kelleher *et al.* 2012, 21).

The 19th century also saw developments in steam-powered navigation, which was closely linked with the large-scale emigration sparked by the Great Famine (1845–52) (Pearsall 1990, 845). The increase in maritime activity along the Irish coast also saw an increase in wrecks during the 19th century. An estimated 60% of all wrecks in Irish waters date to this century with an average of one wreck reported every three days from the mid-19th century until the outbreak of World War I (Kelleher *et al.* 2012, 23).

5.2 Place Names

The area between the 12nm limit and the EEZ boundary has been known as part of the Irish Sea, the British Sea ('Muir Bhreatain' in Irish), the Welsh Sea ('Môr Cymru' in Welsh), and, more specifically, St. George's Channel ('Sianel San Siôr' in Welsh). The geographical names all refer to the countries accessible from the sea. St. George's Channel has been used to refer to the entire sea between Ireland and Wales, though is typically now used to refer to an area connecting the Irish Sea and the Celtic Sea. One of the earliest recordings of the name the area being referred to as St. George's Channel comes from the record of Martin Frobisher's second voyage in 1578 (Taylor 1898, 243). It is suggested that the name comes from the legend that St. George sailed to Britain through this channel (Room 2006, 326).

5.3 Cartographic Information

Few historic maps show features within St. George's Channel or the Irish Sea in this area. A chart entitled 'St. George's Channel and the Coasts of Ireland, &c' was published in 1816 by James Whittle

and Richard Holmes Laurie from surveys by Joseph Huddart (Figure 3). This map gives details of the coastlines around both the Irish and Welsh landfalls as well as water depths between the two and descriptions of the seafloor. This shows the area between the modern 12nm and EEZ ranging from approximately 30–74ft deep with areas of sand and shell, gray sand, and sand. Overall, the area shows no features which may have been of significance to navigating between the landfalls.



Figure 3: Excerpt of the 'Chart of St. George's Channel and the Coasts of Ireland, &c' (Huddart 1816).

Wreck Inventory

The National Monuments Service (NMS) has compiled a database of shipwrecks from around the coast of Ireland – the Wreck Inventory of Ireland Database (WIID). The inventory lists c. 18,000 wrecks comprising both known and unknown losses, and with both known and uncharted locations, from within Ireland's territorial waters and to the edge of Ireland's Continental Shelf. Wrecks with known locations, numbering nearly 4000, are mapped and can be viewed on the NMS's online Wreck Viewer.

As of December 2024, all wrecks in Ireland's Exclusive Economic Zone are protected under the 100-year rule under the Historic and Archaeological Heritage and Miscellaneous Provisions Act 2023.

was undertaken in two stages: a small boat survey from 1.5m Lat to 15m Lat and a large boat survey from 15m Lat.

The large boat survey covered a 320m wide corridor running parallel to the shore (east to west) before turning south-south-east and continuing to the EEZ. An MBES survey of the seafloor bathymetry and backscatter intensity was undertaken with lines placed to obtain 50% overlap and ensure 100% coverage of the survey area. The Sub Bottom Profile lines were placed to ensure a representative subsurface geological regime was identified for the entire survey area. The survey area was divided into four blocks measuring c. 10km in length with cross lines run at defined intervals.

The small boat survey included an MBES survey of seafloor bathymetry, backscatter intensity, and side scan sonar across the survey area. Lines were again run to obtain 50% overlap and ensure 100% coverage of the survey area. The Sub Bottom Profile lines were placed to ensure a representative subsurface geological regime was identified for the entire survey area.

Results of the survey from shallow waters to the 12nm were previously presented in the 2025 UAIA with analysis undertaken by GeoMara (2022). Results from the between the 12nm and the EEZ are presented by Mizen for this 2026 addendum to the UAIA.

Two possible wreck sites with associated debris fields were identified on side-scan sonar, MBES bathymetry, and magnetometer surveys (Table 2). One of these is located outside of the Irish EEZ at KP 94.651 (Figure 6). The other, however, is located between the 12nm limit and the Irish EEZ at KP 50.137 (Figure 5). This anomaly measured 17.7m (L) x 4.0m (W) x 1.9m (H) at a water depth of c. 110m.

One recorded wreck (W10924), listed in the Wreck Viewer database with coordinates derived from UK Hydrographic Office (UKHO) sources, lies within the survey corridor. No geophysical anomaly corresponding to this recorded position was positively identified during the marine geophysical survey (Figure 7). The absence of a detectable feature may reflect positional uncertainty associated with historic wreck records or the possible burial or degradation of remains within mobile seabed sediments.

Table 2: Wrecks identified during survey between 12nm and the EEZ.

KP	Dimensions (m)	Distance from cable route (m)	Mag Anomaly Value (nT)	Latitude	Longitude.
50.137	17.7x4.0x1.9	275	498	51° 35.8408' N	006° 00.3311' W
94.651	8.7x15.3x0.7	320	789	51° 48.7384' N	006° 30.8675' W

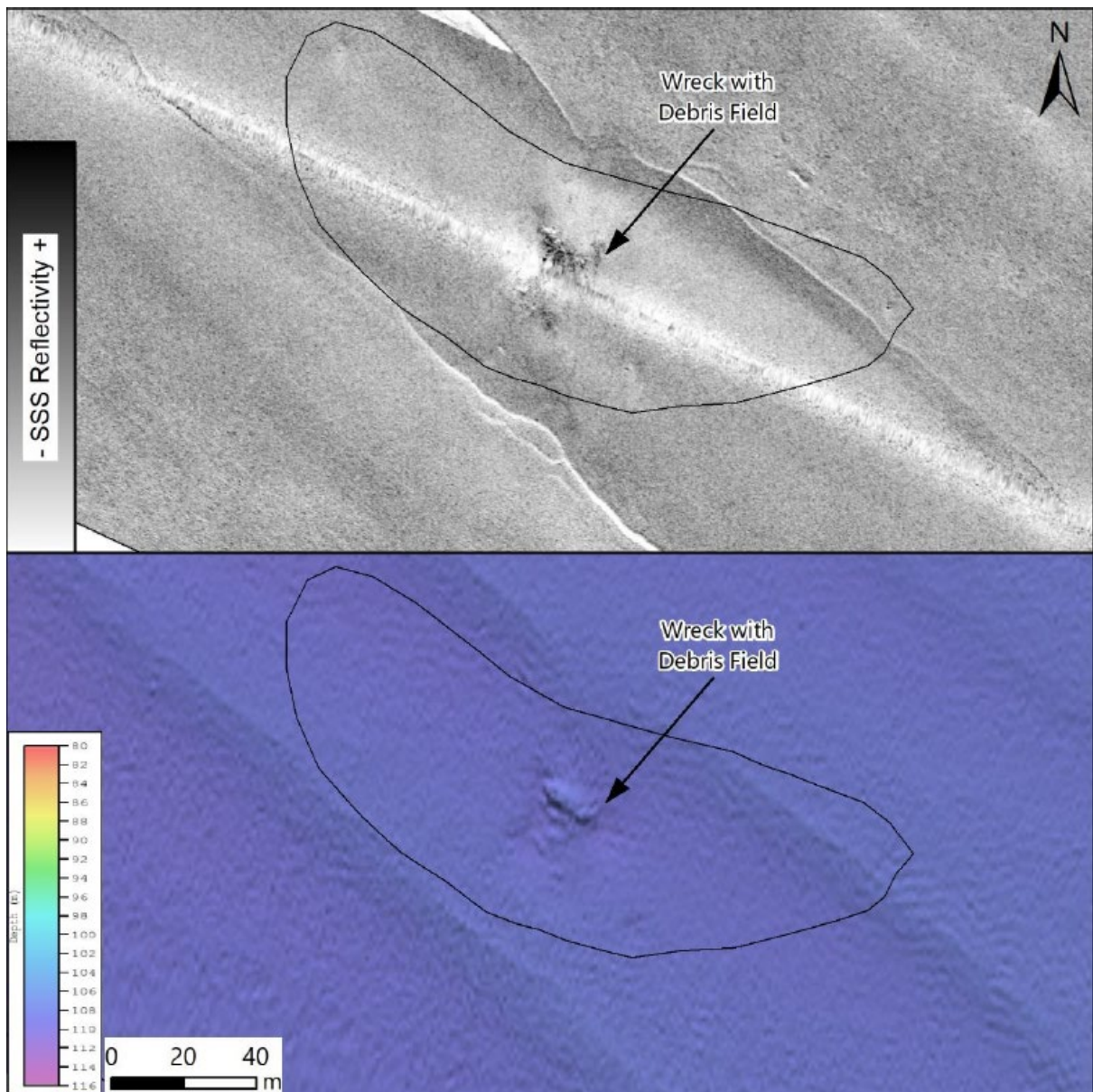


Figure 5: SSS mosaic (top) and MBES bathymetry (bottom) illustrating a potential wreck site with debris field at KP 50.143 (Fugro 2022).

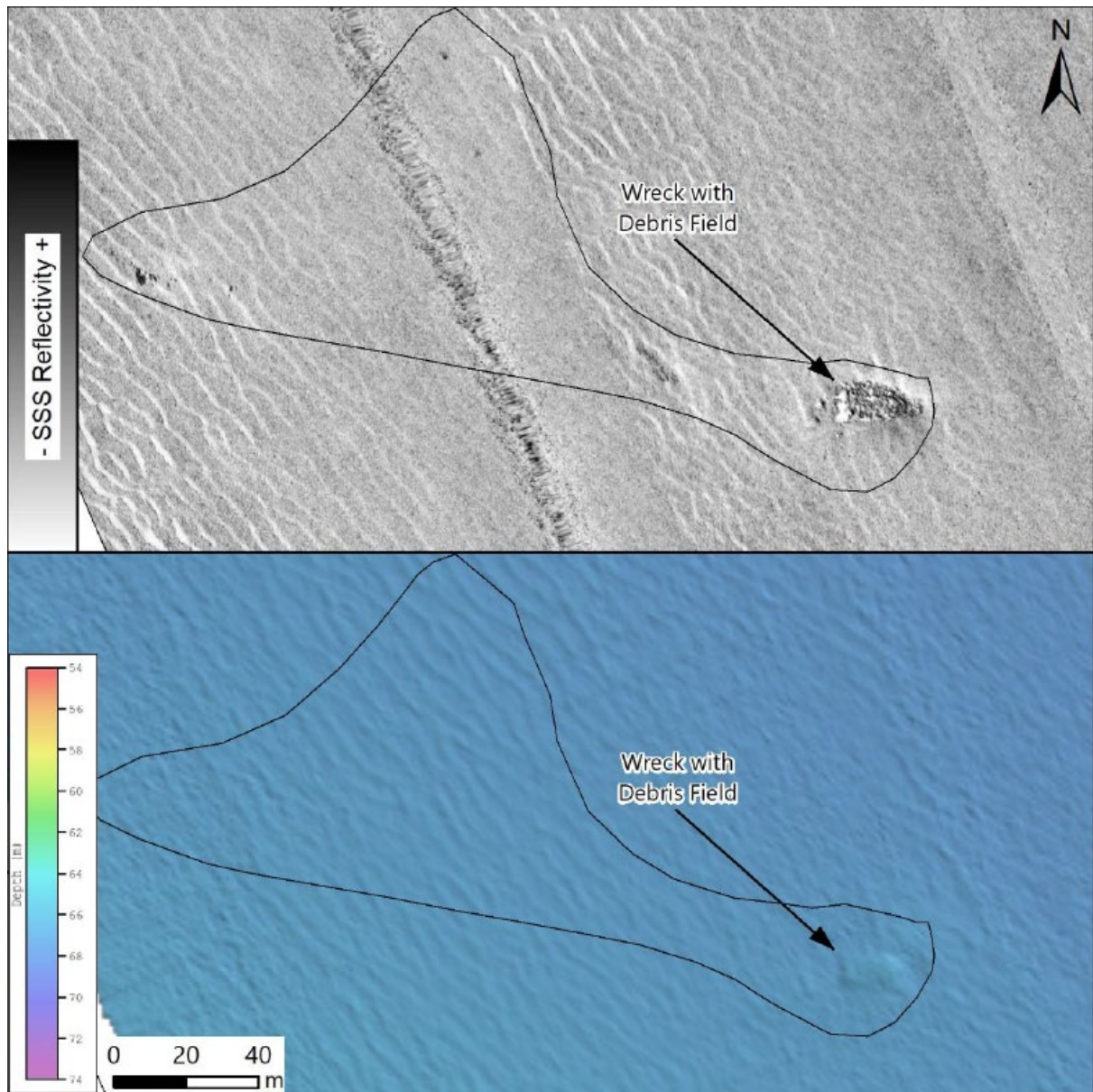


Figure 6: SSS mosaic (top) and MBES bathymetry (bottom) illustrating a potential wreck site with debris field at KP 94.661 (Fugro 2022).

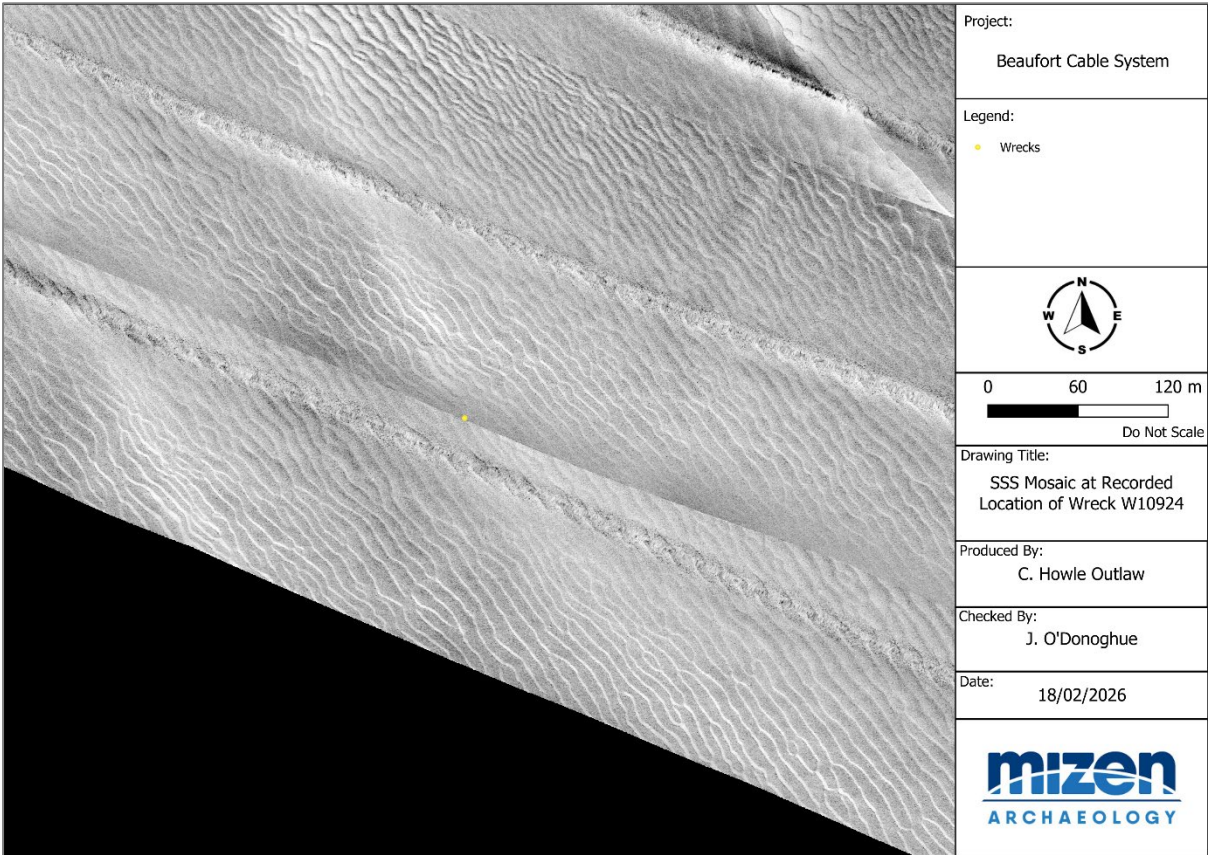
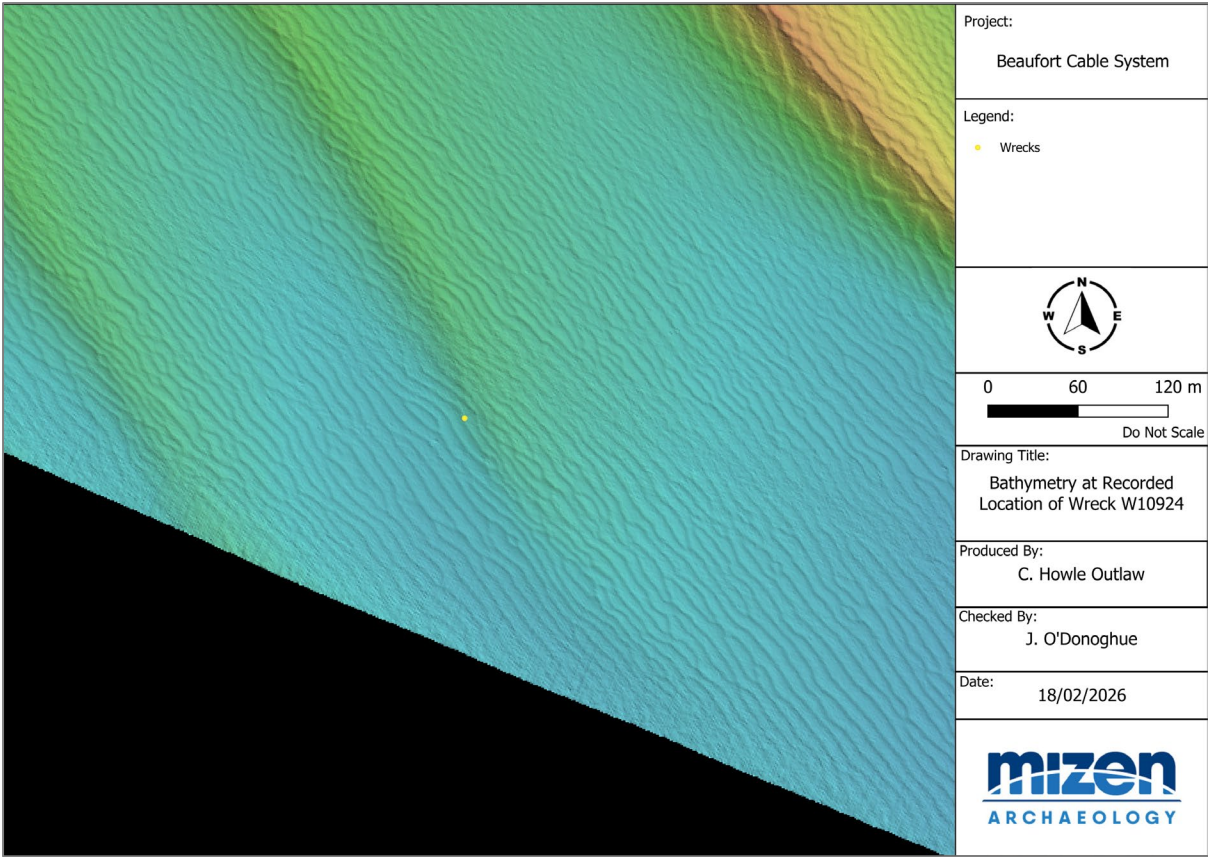


Figure 7: Bathymetry (top) and SSS Mosaic (bottom) of the recorded location of wreck W10924.

5.5 Geotechnical Sampling

Five locations were sampled using gravity cores/ grab samples (Figure 8) and twelve using cone penetration tests (CPTs) (Figure 9) were carried out from the 12nm limit to the EEZ. None of the gravity cores were successful. The grab samples which took place after the failed gravity cores all recovered sand or clayey sand with various shell content. Likewise, cone penetration tests were estimated to all sample through layers of sand with the location closest to the EEZ (sampled twice) estimated to include a layer of shelly sand (CP12) and silty sand (CP12A). The deepest CPT was recorded closest to the 12nm limit at 2.10m (CP01). The only other sample to penetrate deeper than 1m was taken at the location closest to the EEZ which reached 1.33m (CP12). Nothing of archaeological potential is suggested by these samples.

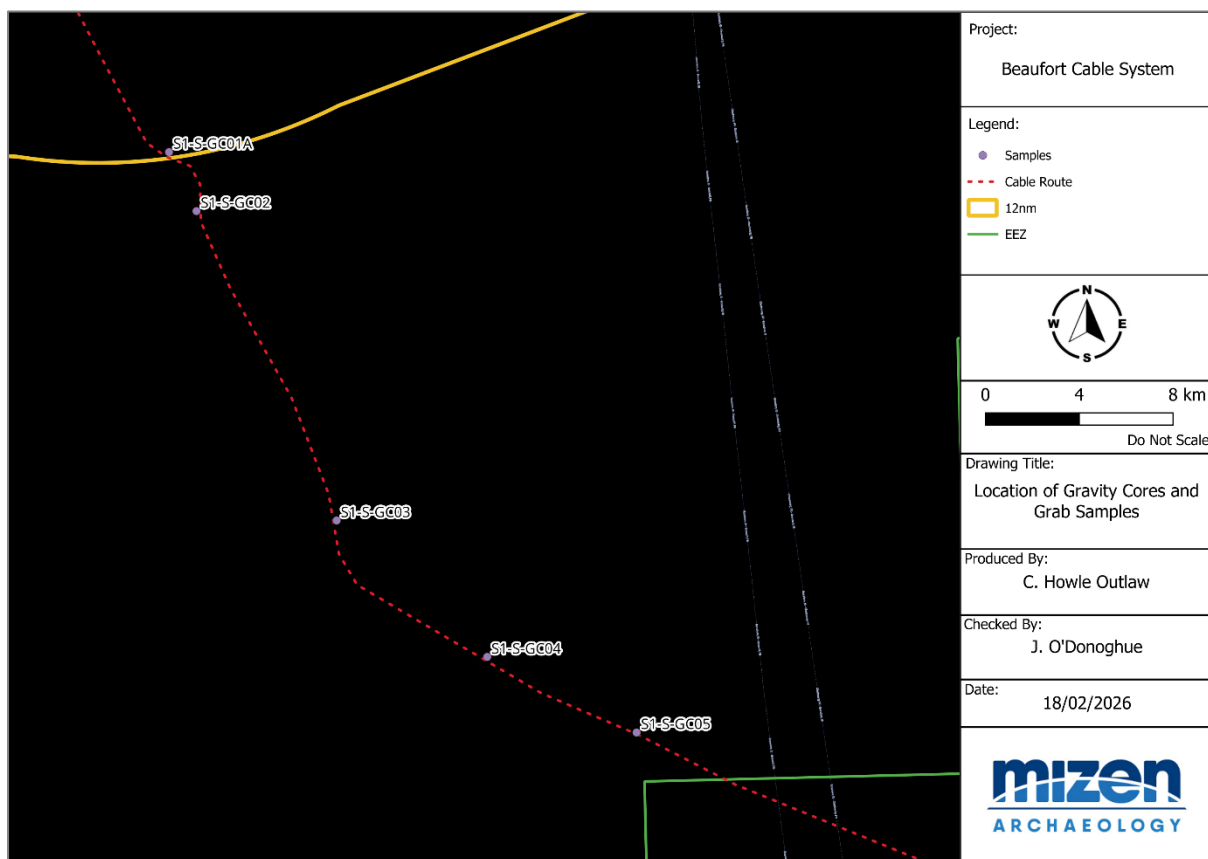


Figure 8: Location of gravity cores and grab samples.

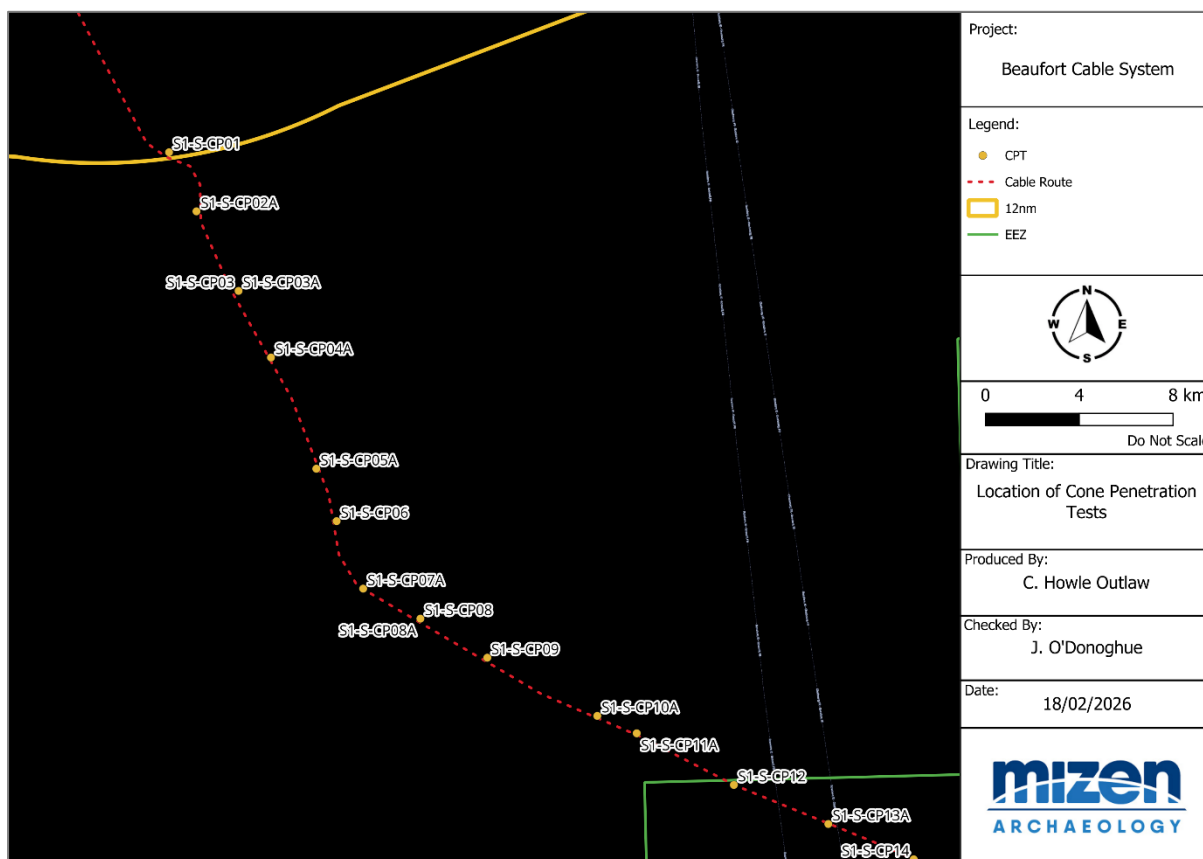


Figure 9: Location of Cone Penetration Tests.

6 Discussion and Potential Impacts

The mapped locations of paleocoastlines off of the southeast of Ireland and the coast of Wales suggests the potential for submerged landscapes in the area between the Irish 12nm limit and the EEZ. The number of possible and recorded wreck sites in the area of St. George’s Channel also indicates a high potential for unrecorded wreck remains in the area. One recorded wreck (W10924) is listed within the survey corridor; however, no corresponding geophysical anomaly was identified during survey. Given that 325 potential wrecks in the area have no known locational coordinates, there is a high possibility that more are closer to the route than currently known. Some of these unknown wrecks may be buried by marine sediments and may not be revealed unless further investigations take place. Two previously unrecorded wrecks were identified over the course of geophysical surveys, one of which was located between the Irish 12nm limit and the EEZ, while the other is located outside of the EEZ.

No works are proposed within 100m from the wrecks.

Given the recognised archaeological potential of the wider marine environment, including the possibility of buried wreck remains, wreck-related debris, or submerged landscape deposits, a residual potential remains for impacts on previously unidentified archaeological material. Material recovered during grapnel operations is hauled on board for disposal onshore and may comprise modern seabed debris; however, archaeological material could also be present where such remains occur within the working area.

The cable installation works, including trenching and burial operations, shall likewise have no impact on known archaeological sites. Similar to PLGR activities, installation works have the potential to affect unknown buried archaeological remains, including wreck material and submerged landscape deposits. The extensive bathymetric and geophysical survey coverage undertaken for the project substantially reduces the likelihood of such impacts, although the presence of deeply buried or currently unresolvable archaeological material cannot be entirely excluded.

7 Mitigation Measures

The objective of mitigation is to minimise and avoid any impacts, while the preferred mitigation approach is avoidance. When dealing with previously unrecorded sites, it is not possible to put in place exclusion zones in advance, so other mitigation measures are required, such as archaeological monitoring to ensure that should archaeology be revealed during the course of work, it can be dealt with by the archaeologist on site.

The following is offered as recommendations for mitigation specific to the cable installation and decommissioning related to the Beaufort cable system. These mitigation measures are based on those presented in the licence application report ‘Marine Archaeological Assessment of the Proposed Beaufort Cable System 20D0073 and 20R0246’ (Geomara 2022) and supplemented by summarised requirements presented by the Underwater Archaeology Unit (UAU) in response to the licence application (2023). All mitigation measures presented here are those which may be relevant to the area between the Irish 12nm limit and the EEZ. Further mitigation measures for the area between the 12nm limit and the foreshore were presented in the previously submitted UAIA (Howle Outlaw, 2025).

7.1 Pre-Installation Archaeological Review

- Final cable routing information, including the Route Position List (RPL), installation methodology, and engineering tolerances has been reviewed by the Project Archaeologist. Any

amendments to the approved cable alignment or installation methodology shall be subject to archaeological review prior to implementation.

- It is recommended that procedures should be put in place to ensure that any previously unrecorded cultural heritage assets encountered during the project should be assessed by a suitably qualified archaeologist and avoided by any future works.

7.2 Archaeological Exclusion Zones

A minimum exclusion zone of 100m shall be maintained around recorded wreck sites,

- geophysical anomalies interpreted as potential wrecks or archaeological material, and any additional archaeological features identified prior to or during installation works. No known wrecks are within 100m of the final Beaufort cable route, therefore it will not enter any known archaeological exclusion zones.

No seabed-disturbing activities, including grapnel operations, trenching, jetting, ploughing,

- anchoring, or post-lay burial works, shall occur within established exclusion zones unless otherwise agreed with the National Monuments Service.

7.3 Licensed Archaeological Monitoring

- PLGR operations should be undertaken under archaeological monitoring by a suitably qualified and licenced underwater archaeologist. Monitoring should include review of PLGR operations and positional data, inspection, where practicable, of material recovered during grapnel operations, and assessment of recovered debris for archaeological material. Where material of potential archaeological origin is identified, works in the vicinity should cease pending assessment and consultation with the National Monuments Service.
- All seabed-disturbing installation activities, including cable ploughing, jet trenching, mechanical burial, and post-lay inspection and burial operations should be the subject of licenced archaeological monitoring.
- Should archaeological remains be identified during the course of archaeological monitoring, all works should cease in the area of archaeological interest pending a decision, in consultation with the National Monuments Service, regarding appropriate mitigation.
- Given the potential for submerged prehistoric landscapes within the wider study area, any organic deposits, peat horizons, or paleoenvironmental material encountered during installation works may represent material of archaeological or paleoenvironmental interest pending archaeological assessment. Samples of such material should be retained for archaeological analysis.

7.4 Post-Installation Reporting

- On completion of the cable installation a report will be produced summarising all archaeological aspects of the project and shall be submitted to the DHLGH and the National Museum of Ireland.

It should be noted that all mitigation measures are recommendations only. The ultimate decision rests with the National Monument Service of the Department of Housing, Local Government and Heritage in collaboration with the National Museum of Ireland.

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9 Appendices

9.1 Coordinates of Cable Route between 12nm and EEZ

Pos. No.	Latitude	Longitude	Comment
1	51° 54' 35.3826" N	6° 35' 37.2180" W	IRL 12NM Limit
2	51° 54' 36.2943" N	6° 35' 21.7787" W	IRL 12NM Limit
3	51° 54' 37.7038" N	6° 35' 01.6170" W	IRL 12NM Limit
4	51° 54' 38.6017" N	6° 34' 50.6195" W	IRL 12NM Limit
5	51° 54' 34.5993" N	6° 34' 34.7132" W	
6	51° 54' 28.6861" N	6° 34' 19.0584" W	
7	51° 54' 20.9485" N	6° 34' 06.7819" W	
8	51° 54' 11.1139" N	6° 33' 57.6221" W	
9	51° 53' 59.5495" N	6° 33' 52.4391" W	
10	51° 53' 45.6884" N	6° 33' 51.0768" W	
	51° 53' 45.5170" N	6° 34' 01.9208" W	IRL – UK Crossing 1
11	51° 53' 14.1252" N	6° 33' 47.9203" W	
12	51° 52' 53.7233" N	6° 33' 40.7627" W	
13	51° 52' 37.1581" N	6° 33' 29.3758" W	
14	51° 52' 10.7185" N	6° 33' 11.4243" W	
15	51° 51' 33.3104" N	6° 32' 49.4773" W	
16	51° 49' 36.5792" N	6° 31' 03.5939" W	
17	51° 49' 05.5611" N	6° 30' 35.0001" W	
18	51° 48' 02.9995" N	6° 29' 57.0942" W	
19	51° 47' 06.0227" N	6° 29' 27.1952" W	
20	51° 46' 41.1144" N	6° 29' 16.3548" W	
21	51° 46' 00.1548" N	6° 29' 03.4950" W	
22	51° 45' 40.7520" N	6° 28' 59.8563" W	
23	51° 45' 21.0376" N	6° 28' 52.2292" W	
	51° 45' 20.6984" N	6° 29' 02.1085" W	Greenlink Interconnector
24	51° 45' 19.8445" N	6° 28' 51.7652" W	
25	51° 45' 02.1295" N	6° 28' 41.4627" W	
26	51° 44' 52.8960" N	6° 28' 31.8361" W	
27	51° 44' 44.7599" N	6° 28' 17.6373" W	
28	51° 44' 24.8686" N	6° 27' 34.0552" W	
29	51° 43' 39.8560" N	6° 25' 33.8987" W	
30	51° 43' 21.6075" N	6° 24' 47.6985" W	
31	51° 43' 10.3905" N	6° 24' 18.7566" W	
	51° 43' 04.2921" N	6° 24' 24.1696" W	IRL – UK Crossing 1
32	51° 42' 34.0198" N	6° 22' 44.9476" W	
33	51° 41' 59.0889" N	6° 21' 05.5635" W	
34	51° 41' 20.2014" N	6° 18' 29.8712" W	
35	51° 41' 04.2676" N	6° 17' 43.2754" W	
	51° 40' 59.1939" N	6° 17' 47.6817" W	Hibernia Atlantic Crossing
36	51° 40' 25.3143" N	6° 15' 49.1535" W	
37	51° 40' 22.5346" N	6° 15' 41.4168" W	

38	51° 40' 02.7628" N	6° 14' 41.4159" W	
39	51° 40' 00.1217" N	6° 14' 43.6674" W	IRL EEZ
40	51° 40' 00.1071" N	6° 15' 17.8010" W	IRL EEZ
41	51° 40' 11.2094" N	6° 15' 51.4998" W	
42	51° 40' 14.0380" N	6° 15' 59.3727" W	
43	51° 40' 52.9247" N	6° 17' 53.3022" W	
44	51° 41' 08.4850" N	6° 18' 38.8063" W	
45	51° 41' 47.4001" N	6° 21' 14.6130" W	
46	51° 42' 22.8923" N	6° 22' 55.5957" W	
47	51° 42' 59.4103" N	6° 24' 29.7868" W	
48	51° 43' 10.6569" N	6° 24' 58.8060" W	
49	51° 43' 28.8536" N	6° 25' 44.8762" W	
50	51° 44' 14.0909" N	6° 27' 45.6363" W	
51	51° 44' 34.7597" N	6° 28' 30.9234" W	
52	51° 44' 44.4933" N	6° 28' 47.9111" W	
53	51° 44' 56.3414" N	6° 29' 00.2648" W	
54	51° 45' 16.1174" N	6° 29' 11.7682" W	
55	51° 45' 18.0082" N	6° 29' 12.5038" W	
56	51° 45' 38.4847" N	6° 29' 20.4284" W	
57	51° 45' 58.1664" N	6° 29' 24.1218" W	
58	51° 46' 38.1865" N	6° 29' 36.6917" W	
59	51° 47' 02.3312" N	6° 29' 47.2027" W	
60	51° 47' 58.7194" N	6° 30' 16.7997" W	
61	51° 49' 00.0404" N	6° 30' 53.9611" W	
62	51° 49' 30.2000" N	6° 31' 21.7671" W	
63	51° 51' 27.8940" N	6° 33' 08.5376" W	
64	51° 52' 05.9988" N	6° 33' 30.8978" W	
65	51° 52' 32.1171" N	6° 33' 48.6343" W	
66	51° 52' 49.7817" N	6° 34' 00.7791" W	
67	51° 53' 12.3418" N	6° 34' 08.6967" W	
68	51° 53' 44.8955" N	6° 34' 11.9564" W	
69	51° 53' 57.4039" N	6° 34' 13.1874" W	
70	51° 54' 06.0746" N	6° 34' 17.0746" W	
71	51° 54' 13.0597" N	6° 34' 23.5810" W	
72	51° 54' 18.4766" N	6° 34' 32.1761" W	
73	51° 54' 23.0070" N	6° 34' 44.1703" W	
74	51° 54' 26.3966" N	6° 34' 57.6414" W	
75	51° 54' 29.8986" N	6° 35' 18.9298" W	
76	51° 54' 30.3472" N	6° 35' 20.8519" W	
77	51° 54' 35.3826" N	6° 35' 37.2180" W	
78	51° 54' 35.3826" N	6° 35' 37.2180" W	

9.2 List of Unlocated Shipwrecks Near Cable Route

Near Ballyteige (10)				
No.	Name	Classification	Date of Loss	Place of Loss
W03217	<i>Belina</i>	Brig	29/11/1839	Kilmore Quay, Co Wexford, off / Ballyteige Bay
W03223	<i>Betsey</i>	Unknown	07/02/1837	Ballyteige Bay, Co Wexford
W03691	<i>Hooyland</i>	Barque	15/12/1868	Ballyteige Burrow, near Kilmore
W03845	<i>Lady Warren</i>	Unknown	18/03/1822	Ballyteige, Burrow
W03890	<i>Lord Ebrington</i>	Unknown	29/11/1838	Ballyteige Bay, Co Wexford, offshore / Burrow of Ballyteig
W04026	<i>Montague</i>	Brig	18/04/1779	Ballyteige Bay, Co Wexford
W04349	<i>Star of the Sea</i>	Schooner	13/11/1869	Ballyteige Bay, Co Wexford / Keeragh Islands, 1 miles SW of
W04449	<i>Union (SS)</i>	Steamship	21/01/1921	Ballyteige Bay, 2.5 miles E. of Saltee Island
W04622	Unknown	Schooner	26/12/1823	Ballyteige Bay, Co Wexford
W12089	Unknown	Ship	19/03/1867	Ballyteige Bay, Co Wexford, near Kilmore
In St. George's Channel (14)				
No.	Name	Classification	Date of Loss	Place of Loss
W03309	<i>Charlemont Packet</i>	Sailing Boat	22/12/1790	St. George's Channel, offshore
W04122	<i>Penshurst (SS)</i>	Steamship	25/12/1917	St. George's Channel, offshore / off the Bristol Channel
W10323	Unknown	Unknown	Unknown	St George's Channel
W11683	<i>Walpas ?</i>	Barquentine	27/04/1918	St George's Channel
W11936	<i>Zeemeeuw</i>	Ship	05/09/1852	St. George's Channel (contact)
W12019	<i>Georgiana</i>	Unknown	26/01/1858	St. George's Channel
W12039	<i>William</i>	Brig	19/11/1858	St. George's Channel
W12041	<i>William Campbell</i>	Barque	01/05/1858	St. George's Channel
W12111	<i>Arbutus</i>	Sloop	16/12/1917	St. George's Channel
W12191	<i>Brien Boru</i>	Schooner	January 1873	St. George's Channel
W12192	<i>Lord Muncaster</i>	Schooner	February 1873	St. George's Channel
W12193	<i>Thompson</i>	Brig	February 1873	St. George's Channel
W12194	<i>Trial</i>	Schooner	February 1873	St. George's Channel (supposed)
W18464	<i>Queen (SS)</i>	Paddler Steamer	10/11/1847	Irish Sea / St. George's Channel
Near Kilmore Quay (81)				
No.	Name	Classification	Date of Loss	Place of Loss
W03100	<i>Açor</i>	Brigantine	02/04/1853	Kilmore Quay, Co Wexford, near
W03122	<i>Aimwell</i>	Brig	Pre 1852	Kilmore Quay, Co Wexford
W03134	<i>Alice Latham</i>	Unknown	27/10/1911	Kilmore Quay, Co Wexford
W03202	<i>Auley</i>	Unknown	24/11/1835	Kilmore Quay, Co Wexford, near
W03266	<i>Brittanic</i>	Steam Liner	04/07/1881	Kilmore Quay, Co Wexford
W03275	<i>Brunette / Brunet</i>	Schooner	24/11/1835	Kilmore Quay, Co Wexford, Rostoonstown
W03295	<i>Catch her if you can</i>	Cutter	08/10/1896	Kilmore Quay, Co Wexford
W03330	<i>Clara</i>	Unknown	15/02/1912	Kilmore Quay, Co Wexford
W03331	<i>Clara (MV)</i>	Schooner	29/10/1927	Kilmore Quay, Co Wexford
W03342	<i>Cluny (SS)</i>	Steam Drifter	27/04/1927	St. Patrick's Bridge, near Kilmore Quay
W03375	<i>Cygnat (SS)</i>	Steamship	01/11/1887	Kilmore Quay, Co Wexford, Co Wexford

W03386	<i>Debonnair / Debonair</i>	Schooner	30/12/1878	Kilmore Quay, Co Wexford / Ballyhealy
W03408	<i>Dove</i>	Cutter	08/10/1896	Kilmore Quay, Co Wexford
W03454	<i>Elizabeth Huddleston</i>	Schooner	28/03/1857	Kilmore Quay, Co Wexford, pier, E of
W03496	<i>Exile</i>	Unknown	1856	Kilmore Quay, Co Wexford
W03531	<i>Favourite</i>	Sloop	Pre 1852	Kilmore Quay, Co Wexford, Rostoonstown
W03534	<i>Figaro</i>	Barque	13/10/1870	Kilmore Quay, Co Wexford, St. Patrick's Bridge, near the Saltees
W03545	<i>Fly</i>	Brig	Pre 1852	Kilmore Quay, Co Wexford, St. Patrick's Bridge / Bridge of Saltee
W03558	<i>Frances</i>	Unknown	September 1835	Kilmore Quay, Co Wexford, off
W03579	<i>Gannet</i>	Cutter	08/10/1896	Kilmore Quay, Co Wexford
W03597	<i>General Striker / General Stricker</i>	Barque	10/12/1861	Kilmore Quay, near Tacumshane / Tacumshane Beach
W03598	<i>Generous Planter</i>	Unknown	14/09/1824	Kilmore Quay, Co Wexford
W03617	<i>Glide</i>	Unknown	20/02/1874	Kilmore Quay, Co Wexford, Near
W03618	<i>Goacuetta</i>	Barquentine	28/11/1908	Kilmore Quay, Co Wexford, St. Patrick's Bridge
W03624	<i>Grace / The Grace</i>	Schooner	16/01/1851	Kilmore Quay, Co Wexford, St. Patrick's Bridge, Saltees
W03647	<i>Harmony</i>	Brig	01/04/1813	Kilmore Quay, Co Wexford, Rostoonstown
W03700	<i>Horatio</i>	Unknown	31/01/1850	Kilmore Quay, Co Wexford, near Forlorn Point
W03788	<i>John</i>	Cutter	08/10/1896	Kilmore Quay, Co Wexford
W03811	<i>Josephina / Josephine / Josefina</i>	Barque	07/07/1869	Kilmore Quay, Co Wexford, off
W03844	<i>Lady Rebow</i>	Schooner	30/12/1859	Kilmore Quay, Co Wexford, St. Patrick's Bridge, by
W03853	<i>Lark</i>	Cutter	08/10/1896	Kilmore Quay, Co Wexford
W03862	<i>Leipa Zaritza</i>	Ship	1846-1850	Kilmore Quay, Co Wexford
W03870	<i>Lief Zaritza</i>	Brig	03/05/1851	Kilmore Quay, Co Wexford, St. Patrick's Bridge
W03881	<i>Little Neptune</i>	Unknown	20/01/1791	Kilmore Quay, Co Wexford, Near the harbour of
W03905	<i>Macao</i>	Ship	19/12/1846	Kilmore Quay, Co Wexford, near
W03907	<i>Macedonia</i>	Ship	02/12/1825	Kilmore Quay, Co Wexford, Rostoonstown / Tachumshane, near
W03949	<i>Maria</i>	Unknown	Pre 1852	Kilmore Quay, Co Wexford
W03955	<i>Martha Jane</i>	Brigantine	February 1873	Kilmore Quay, Co Wexford, off
W03959	<i>Mary</i>	Schooner	25/10/1811	Kilmore Quay, Co Wexford
W03960	<i>Mary</i>	Sloop	06/02/1837	Kilmore Quay, Co Wexford
W03966	<i>Mary</i>	Schooner	22/12/1870	Kilmore Quay, Co Wexford, St. Patrick's Bridge / Rosslare
W03974	<i>Mary and Betsey</i>	Unknown	06/02/1837	Kilmore Quay, Co Wexford
W04030	<i>Morca</i>	Unknown	1846-1850	Kilmore Quay, Co Wexford
W04031	<i>Morning Light</i>	Brigantine	03/03/1881	Kilmore Quay, Co Wexford, Tacumshane
W04054	<i>Nemisis</i>	Unknown	13/03/1859	Kilmore Quay, Co Wexford, pier, off

W04057	<i>Neptune</i>	Ship	01/05/1860	Kilmore Quay, Ballyteigue Bay, near
W04101	<i>Palmer</i>	Schooner	19/12/1823	Kilmore Quay, Co Wexford, St. Patrick's Bridge
W04115	<i>Pearl</i>	Unknown	October 1927	Kilmore Quay, Co Wexford
W04141	<i>Pontiac</i>	Unknown	Between 24/5/1876 and 24/5/1886	Kilmore Quay, Co Wexford, St. Patrick's Bridge
W04156	<i>Prince of Wales</i>	Brig	Pre 1852	Kilmore Quay, Co Wexford
W04174	<i>Purtendiada</i>	Schooner	03/11/1857	Kilmore Quay, Co Wexford
W04224	<i>Rose</i>	Cutter	08/10/1896	Kilmore Quay, Co Wexford
W04251	<i>Sam</i>	Unknown	02/12/1825	Kilmore Quay, Co Wexford, Rostoonstown / Tachumshane, near
W04252	<i>Sam</i>	Sloop	Pre 1852	Kilmore Quay, Co Wexford, Rostoonstown
W04260	<i>Sappho</i>	Barque	04/06/1869	Kilmore Quay, Co Wexford, St. Patrick's Bridge
W04297	<i>Sibyl / Sibil</i>	Schooner	27/04/1877	Kilmore Quay, Co Wexford, Rostoonstown / 3 miles W of Carnsore Point
W04331	<i>St. James</i>	Unknown	1846-1850	Kilmore Quay, Co Wexford
W04336	<i>St. Patrick</i>	Sloop	14/06/1834	Kilmore Quay, Co Wexford, Rostoonstown
W04341	<i>St. James</i>	Unknown	20/11/1848	Kilmore Quay, Co Wexford
W04386	<i>Templeman</i>	Ship	09/10/1846	Kilmore Quay, Co Wexford
W04404	<i>Thistle</i>	Unknown	29/11/1838	Kilmore Quay, Co Wexford
W04427	<i>Toonochos</i>	Polacca	25/06/1851	Kilmore Quay, Co Wexford, St. Patrick's Bridge
W04467	Unknown	Unknown	07/01/1860	Kilmore Quay, Co Wexford
W04493	Unknown	Brigantine	Unknown	Kilmore Quay, Co Wexford
W04506	Unknown	Fishing boat	08/10/1896	Kilmore Quay, Co Wexford
W04532	Unknown	Ship	Unknown	Kilmore Quay, Co Wexford, St. Patrick's Bridge, near
W04541	Unknown	Ship	20/10/1941	Kilmore Quay, Co Wexford, off
W04580	Unknown	Schooner	Unknown	Kilmore Quay, Co Wexford, off
W04581	Unknown	Sloop	18/02/1840	Kilmore Quay, Co Wexford, off
W04614	Unknown	Unknown	Unknown	Kilmore Quay, Co Wexford, to Hook, between
W04619	Unknown	Brig	Unknown	Kilmore Quay, Co Wexford, off
W04621	Unknown	Unknown	24/12/1823	Kilmore Quay, Co Wexford
W04655	<i>Victory (SS)</i>	Paddler Steamer	30/09/1853	Kilmore Quay, Co Wexford, St. Patrick's Bridge, near
W04678	<i>Water Witch (SS)</i>	Steamship	Between 19/12/1833 and 21/12/1833	Kilmore Quay, Co Wexford, St. Patrick's Bridge, rock E of
W04684	<i>Wave Crest</i>	Cutter	08/10/1896	Kilmore Quay, Co Wexford
W04685	<i>Wayfarer</i>	Sailing Ship	1871	Kilmore Quay, Co Wexford, The Haven
W04728	<i>Ziepa Zaritza</i>	Brig	Between 8/3/1851 and 3/5/1851	Kilmore Quay, Co Wexford, St. Patrick's Bridge, W side of / Kilmore, near the pier
W05550	<i>Alfred</i>	Brig	24/12/1842	Kilmore Quay, Co Wexford, off
W05554	<i>Ann</i>	Ship	02/12/1825	Kilmore Quay, Co Wexford, Rostoonstown
W12625	<i>Saltees</i>	Cutter	08/10/1896	Kilmore Quay, Co Wexford
W18520	<i>County of Pebbles</i>	Unknown	03/12/1889	South Coast of Ireland, near Kilmore Quay

Near the Irish Sea (93)				
No.	Name	Classification	Date of Loss	Place of Loss
W00667	<i>Water Lily</i>	Unknown	03/12/1857	Irish Sea, Skerries or Balbriggan, between
W02036	<i>Lady Charlotte (SS)</i>	Steam Tug	29/04/1854	Irish Sea, Whitehaven to Dublin, between
W02051	<i>Mary</i>	Unknown	02/02/1833	Irish Sea, circa. 20 miles E of Lambay
W02102	<i>Wavelite</i>	Unknown	04/03/1908	Dublin, Irish Sea
W02176	Unknown	Collier	06/02/1850	Irish Sea, off Dublin
W02824	<i>Embleton</i>	Barque	21/07/1900	Irish Sea, near Wicklow / 27 miles NE of the Tuskar, St Georges Channel
W02893	<i>Agnes</i>	Brig	09/02/1861	Irish Sea, Whitehaven to Dublin, between
W02895	<i>Alhambra</i>	Barque	31/10/1883	Irish Sea, Dublin to Holyhead
W02901	<i>Annie</i>	Schooner	05/02/1871	Irish Sea, Holyhead to Wicklow, between
W02908	<i>Betsey</i>	Brig	31/01/1792	Irish Sea, Whitehaven to Dublin, between
W02914	<i>Brier Rose (SS)</i>	Steamship	26/03/1941	Irish Sea
W02916	<i>Cecelia</i>	Unknown	23/02/1770	Irish Sea, Yarmouth to Dublin, between
W02917	<i>Champagne</i>	Cruiser	15/10/1917	Irish Sea
W02918	<i>Chartlaos</i>	Unknown	13/07/1917	Irish Sea
W02919	<i>Cherub</i>	Unknown	1834	Irish Sea, Whitehaven to Dublin, between
W02925	<i>Damao</i>	Unknown	28/04/1918	Irish Sea
W02932	<i>Emma</i>	Dandy	31/01/1873	Irish Sea
W02933	<i>Erica</i>	Schooner	1916	Irish Sea
W02939	<i>Formby (SS)</i>	Steamship	16/12/1917	Irish Sea
W02942	<i>Glad Tidings</i>	Collier	1908	Irish Sea
W02945	<i>Graystock</i>	Unknown	22/06/1777	Irish Sea, Workington to Dublin, between
W02948	<i>Helena</i>	Brig	09/02/1861	Irish Sea, Whitehaven to Dublin, between
W02955	<i>Holyhead (SS)</i>	Steamship	31/10/1883	Irish Sea
W02959	<i>Irish</i>	Unknown	29/11/1852	Irish Sea
W02967	<i>Lakemoor (SS)</i>	Steamship	11/04/1918	Irish Sea
W02968	<i>Lancashire Lass</i>	Schooner	October 1864	Irish Sea
W02973	<i>Logan</i>	Unknown	18/08/1868	Irish Sea
W02978	<i>Maggie Brocklebank</i>	Schooner	21/12/1909	Irish Sea, Swansea to Dublin, between
W02982	<i>Marion (SS)</i>	Steamship	October 1870	Irish Sea, Runcorn to Dublin, between
W02987	<i>Olivine (SS)</i>	Steamship	28/03/1941	Irish Sea / Bristol Channel
W02989	<i>Orior</i>	Unknown	04/03/1908	Irish Sea
W02993	<i>Petrel</i>	Vessel	03/05/1891	Irish Sea (?)
W02998	<i>Richard</i>	Unknown	01/07/1777	Irish Sea, Whitehaven to Dublin, between
W03001	<i>Robert & Ann</i>	Unknown	04/11/1835	Irish Sea, Holyhead to Dublin, between
W03003	<i>Sarah</i>	Brig	25/01/1868	Irish Sea, Whitehaven to Dublin, between
W03004	<i>Seabird</i>	Unknown	26/04/1873	Irish Sea, W Coast of England to Dublin
W03005	<i>Snowdrop (SS)</i>	Steamship	04/12/1886	Irish Sea, Tyne to Dun Laoghaire, between
W03006	<i>Sophia</i>	Schooner	25/12/1868	Irish Sea, Tusker Rock, Co Wexford to Dublin, between

W03008	<i>Stephen Furness (HMS)</i>	Steamship	13/12/1917	Irish Sea
W03011	<i>Thetis</i>	Unknown	28/03/1857	Irish Sea, mid-channel
W03016	<i>Triumph</i>	Brig	November 1870	Irish Sea, Troon to Dublin, between
W03022	<i>Westwind (MV)</i>	Yacht	23/06/1937	Irish Sea, Rosneath to Dun Laoghaire, between
W03026	<i>Wyre</i>	Schooner	04/09/1918	Irish Sea, Whitehaven to Annagassan, between
W03074	Unknown	Unknown	19/09/1752	Irish Sea, Holyhead to Dublin, between
W03083	Unknown	Unknown	16/01/1804	Irish Sea, Wexford to Dublin, between
W03084	Unknown	Unknown	16/01/1804	Irish Sea, Wexford to Dublin, between
W03085	Unknown	Unknown	16/01/1804	Irish Sea, Wexford to Dublin, between
W03086	Unknown (SS)	Steamship	C 1820	Irish Sea, Waterford to Dublin, between
W03088	Unknown (SS)	Screw Steamer	20/12/1853	Irish Sea, between Liverpool and Dublin
W03089	Unknown	Unknown	14/01/1854	Irish Sea, Skerries to Strangford, between
W03113	<i>Ageneria</i>	Ship	February 1851	Irish Sea
W03160	<i>Anne</i>	Unknown	15/01/1816	Irish Sea, Ravenglass (Raven Point?)
W04028	<i>Montezuma</i>	Barque	31/03/1916	Irish Sea, The Smalls Light, 2 miles NNE of the
W04314	<i>Solar</i>	Unknown	27/01/1945	Irish Sea, Wexford, off
W04348	<i>Star of Hope</i>	Ship	1904	Irish Sea
W05131	<i>Progress</i>	Unknown	21/05/1852	Irish Sea, The Smalls, 15 miles from / Tusker, NW by N 12M
W07990	<i>Betsey</i>	Sloop	27/08/1923	Irish Sea, The Smalls Light, off
W11727	<i>Christopher</i>	Unknown	08/03/1817	Irish Sea, Dublin and Newry, between, abandoned
W11735	<i>Argo</i>	Unknown	10/09/1816	Irish Sea, Waterford to Bristol, between
W11754	<i>Sarah and Francis</i>	Unknown	1834	Irish Sea, Wexford and Liverpool, between
W11942	<i>Venus</i>	Smack	November 1852	Irish Sea, St. Tudwal's and Dublin, between
W12148	<i>Rotula</i>	Motor-ship	01/03/1941	Irish Sea
W12155	<i>Stanleigh</i>	Steamship	14/03/1941	Irish Sea
W12204	<i>Providence</i>	Cutter	13/04/1874	Irish Sea (supposed)
W12314	<i>Languithowe</i>	Schooner	01/11/1881	Smalls, Irish Sea, 40 miles N.N.W. of
W12444	<i>Ringwall (SS)</i>	Steamship	27/01/1941	Irish Sea, S of Isle of Man
W12447	<i>Kyle Rona (SS)</i>	Steamship	17/02/1941	Irish Sea
W12460	<i>Bianca</i>	Steam Trawler	20/03/1941	Irish Sea
W12684	<i>Wanderer</i>	Barque	19/10/1891	Codling Bank, Irish Sea, 25 miles SW of
W12685	<i>buttercup</i>	Ketch	02/12/1891	Rockabill, Co Dublin, lighthouse, 8 miles off, Irish Sea
W12686	<i>Shamrock</i>	Smack	02/03/1892	Rockabill, Co Dublin, Lighthouse, 8 miles S of, Irish Sea
W12716	<i>Eugenie</i>	Schooner	30/08/1888	Lucifer and Blackwater lightships, Irish Sea., between
W12729	<i>Carolina Falanga</i>	Barque	20/05/1887	Skerries, Co Dublin, Irish Sea, off
W12788	Unknown	Brig	05/12/1789	Irish Sea
W12851	<i>Hopewell Packet</i>	Packet boat	16/10/1787	Irish Sea
W12870	Unknown	Ferry	19/11/1785	Irish sea
W12916	Unknown	Unknown	11/03/1783	Irish sea

W14232	<i>Children's Friend</i>	Ketch	18/12/1930	Irish Sea
W14316	<i>G-AEXB</i>	Airplane	08/07/1937	Irish Sea
W14355	<i>Falcon</i>	Yacht	16/09/1939	Irish Sea
W15034	<i>Dragon</i>	Lifeboat	21/11/1894	Irish Sea, Boyne, near
W15292	<i>Sluasad</i>	Dredger	10/07/1920	Irish Sea
W15424	<i>Dispatch</i>	Schooner	03/04/1922	Irish Sea, 65 SW of the Smalls
W15481	<i>Ayo</i>	Schooner	01/08/1922	St. Georges Channel/Irish Sea
W15499	<i>Charles Horsfall</i>	Unknown	26/05/1855	Wicklow Head, 15M from / Drogheda / Irish Sea
W15629	<i>Hyacinth (SS)</i>	Steam Trawler	28/03/1924	Irish Sea
W15769	Unknown	Unknown	12/01/1926	Irish Sea
W16226	<i>Hope</i>	Unknown	26/11/1799	Irish Sea
W16228	<i>Belfast</i>	Unknown	26/11/1799	Irish Sea
W16250	<i>Dreadnought</i>	Sloop	10/03/1794	Irish Sea
W16327	Unknown	Wherry	31/01/1767	Irish Sea
W16739	<i>Margaret</i>	Schooner	09/11/1873	Irish Sea
W16802	<i>Mary Ann</i>	Schooner	14/08/1874	Irish Sea
W16825	<i>Gertrude</i>	Brig	26/02/1875	Irish Sea / Drogheda, off
Near Saltee (126)				
No.	Name	Classification	Date of Loss	Place of Loss
W03140	<i>America</i>	Ship	Pre 1852	Saltee Islands, Co Wexford
W03141	<i>America</i>	Unknown	08/01/1808	Saltee Islands, Co Wexford
W03172	<i>Antelope</i>	Ship	C 1885	Saltee Islands, Co Wexford
W03203	<i>Aurora</i>	Unknown	09/12/1794	Saltee Islands, Co Wexford, near
W03239	<i>Bon Accord</i>	Unknown	19/12/1855	Saltee Islands, Co Wexford
W03269	<i>Brother Jonathan (SS)</i>	Iron steam tug	30/12/1879	Saltee Islands, Co Wexford, small Saltee, S. of
W03315	<i>Chita</i>	Unknown	September 1883	Saltee Islands, Co Wexford
W03320	<i>Citizen</i>	Brigantine	22/12/1895	Crossfarnoge Point, Little Saltee Island / N Saltee Island, Co Wexford.
W03321	<i>Citizen of Youghal</i>	Brigantine	Between 24/12/1895 and 25/12/1895	Little Saltee, at the tip of
W03351	<i>Concordia</i>	Brig	09/10/1807	Great Saltees, Off the
W03402	<i>Doris (SS)</i>	Steam Trawler	05/01/1903	Saltee Islands, Co Wexford, lightship, 8 miles SW of
W03403	<i>Doris of Milford</i>	Unknown	10/01/1903	Saltee Islands, Co Wexford, off
W03447	<i>Elizabeth</i>	Sailing Boat	27/03/1764	Saltee Islands, Co Wexford, near
W03495	<i>Exile</i>	Schooner	22/10/1853	Saltee Islands, Co Wexford, St. Patrick's Bridge / off Kilmore
W03502	<i>Faerie Queen</i>	Schooner	21/12/1867	Little Saltee Island, E. Side
W03505	<i>Fairfield</i>	Unknown	17/04/1828	Saltee Islands, Co Wexford
W03534	<i>Figaro</i>	Barque	13/10/1870	Kilmore Quay, Co Wexford, St. Patrick's Bridge, near the Saltees
W03545	<i>Fly</i>	Brig	Pre 1852	Kilmore Quay, Co Wexford, St. Patrick's Bridge / Bridge of Saltee
W03556	<i>Frances</i>	Brig	09/01/1818	Saltee Islands, Co Wexford
W03557	<i>Frances</i>	Unknown	28/11/1838	Little Saltee island
W03594	<i>General Burgoyne</i>	Ship	21/10/1813	Saltee Islands, Co Wexford, off
W03606	<i>George & Mary</i>	Sailing Boat	March 1756	Saltee Islands, Co Wexford, 24 miles offshore

W03624	<i>Grace / The Grace</i>	Schooner	16/01/1851	Kilmore Quay, Co Wexford, St. Patrick's Bridge, Saltees
W03678	<i>Hero</i>	Sloop	08/05/1891	Saltee Islands, Co Wexford, lightship, 20 miles ESE of
W03694	<i>Hope</i>	Ship	25/03/1812	Saltee Islands, Co Wexford, off
W03697	<i>Hopewell</i>	Sailing Ship	23/07/1643	Saltee Islands, Co Wexford, on
W03705	<i>Hunter</i>	Sloop	30/10/1767	Saltee Islands, Co Wexford and Tuskar, between
W03731	<i>Irlam</i>	West Indiaman	10/05/1812	Saltee Islands, Co Wexford / Tuskar, Near / Saltee Islands, not known
W03740	<i>Isabella</i>	Schooner	18/12/1855	Lavender Rock, Saltees, St. Patrick's Bridge / Kilmore
W03830	<i>King George</i>	Unknown	15/12/1818	Saltee Islands, Co Wexford
W03834	<i>Kitty</i>	Sailing Boat	21/09/1798	Saltee Islands, Co Wexford, near
W03847	<i>Lanahrone</i>	Unknown	21/06/1942	Great Saltee
W03854	<i>Larne (SS)</i>	Screw Steamer	13/06/1884	Great Saltee / Redcliff, Saltees
W03856	<i>Laurel (SS)</i>	Steam Trawler	30/03/1896	Saltee Islands, Co Wexford, offshore
W03883	<i>Lively Kate</i>	Schooner	21/04/1824	Saltee Islands, Co Wexford, off
W03893	<i>Louisa</i>	Unknown	26/05/1900	Saltee Islands, Co Wexford
W03916	<i>Malabar</i>	Ship	17/06/1852	Saltee Islands, Co Wexford
W03944	<i>Margaretta</i>	Vessel	18/02/1840	Saltee Islands, Co Wexford, inside
W03946	<i>Marguerite (SS)</i>	Iron Steamship	22/06/1895	Saltee Islands, Co Wexford, off
W03969	<i>Mary</i>	Sailing Boat	26/02/1784	Saltee Islands, Co Wexford
W03972	<i>Mary / Third Mary</i>	Unknown	Between 3/2/1813 and 9/2/1813	Saltee Islands, Co Wexford, off, then near Wexford
W04013	<i>Minerva</i>	Unknown	19/05/1808	Great Saltee Island
W04023	<i>Monmouth (SS)</i>	Steam Trawler	22/11/1895	Great Saltee
W04033	<i>Mosea</i>	Unknown	03/12/1848	St. Patrick's Bridge, near the Saltees
W04045	<i>Nancy</i>	Sailing Boat	25/07/1769	Saltee Islands, Co Wexford, Black Rock
W04046	<i>Nancy</i>	Sailing Boat	20/07/1767	Saltee Islands, Co Wexford, off
W04047	<i>Nancy</i>	Unknown	20/07/1769	Saltee Islands, Co Wexford, off
W04055	<i>Neptune</i>	Ship	Pre 1852	Cannoy, Saltees
W04082	<i>Nymph</i>	Unknown	01/04/1803	Saltee Islands, Co Wexford, near
W04102	<i>Pandora</i>	Ketch	10/10/1902	Saltee Islands, Co Wexford, 16 miles off the
W04105	<i>Paquette Felix</i>	Sailing Boat	17/01/1811	Saltee Islands, Co Wexford
W04113	<i>Peace and Plenty</i>	Unknown	07/03/1799	Saltee Islands, Co Wexford, off
W04119	<i>Peggy & Jenny</i>	Unknown	12/06/1821	Saltee Islands, Co Wexford
W04121	<i>Pembroke</i>	Unknown	February 1899	Little Saltee
W04154	<i>Prince de Soubise</i>	Privateer	10/01/1758	Little Saltee Island
W04161	<i>Progress</i>	Unknown	29/08/1826	Saltee Islands, Co Wexford
W04162	<i>Progress</i>	Brig	29/08/1826	Saltee Islands, Co Wexford
W04169	<i>Providence</i>	Unknown	17/06/1852	Saltee Islands, Co Wexford, on
W04195	<i>Rebecca</i>	Ship	Pre 1852	Saltee Islands, Co Wexford, near
W04202	<i>Reliance</i>	Sailing Boat	20/09/1813	Saltee Islands, Co Wexford
W04233	<i>Royal George</i>	Cutter	Pre 1852	Saltee Islands, Co Wexford
W04239	<i>Rutland</i>	Barque	15/10/1886	Saltee Islands, Co Wexford, 17 miles S by W of
W04261	<i>Sarah</i>	Schooner	21/02/1844	Little Saltee Island

W04332	<i>St. Justina</i>	Unknown	Winter 1619	Saltee Islands, Co Wexford / Waterford, near
W04355	<i>Stromo (SS)</i>	Trawler	24/04/1932	Saltee Islands, Co Wexford, lightship, 3 miles W of
W04367	<i>Swan</i>	Unknown	14/11/1804	Saltee Islands, Co Wexford, off
W04380	<i>Tántallon Castle</i>	Trawler	11/01/1908	Saltee Islands, Co Wexford, 12 miles S of
W04426	<i>Toe America</i>	Sailing Boat	19/01/1808	Saltee Islands, Co Wexford
W04449	<i>Union (SS)</i>	Steamship	21/01/1921	Ballyteige Bay, 2.5 miles E. of Saltee Island
W04464	Unknown	Barque	09/02/1861	Saltee Islands, Co Wexford
W04466	Unknown	Unknown	Unknown	Great Saltee
W04484	Unknown	Sloop	Unknown	Saltee Islands, Co Wexford
W04487	Unknown	Schooner	17/10/1852	Saltee Islands, Co Wexford and the Hook Tower, between
W04492	Unknown	Sailing Boat	10/04/1812	Saltee Islands, Co Wexford, offshore
W04537	Unknown	Unknown	02/12/1825	Saltee Islands, Co Wexford
W04591	Unknown	Brig	Unknown	Saltee Islands, Co Wexford, St. Patrick's Bridge / Bar
W04594	Unknown	Sloop	Unknown	Saltee Islands, Co Wexford
W04595	Unknown	Brig	Unknown	Saltee Islands, Co Wexford, St. Patrick's Bridge
W04597	Unknown	Ship	Unknown	Saltee Islands, Co Wexford
W04610	Unknown	West Indiaman	Unknown	Saltee Islands, Co Wexford, off
W04612	Unknown	Unknown	05/11/1787	Saltee Islands, Co Wexford
W04620	Unknown	Unknown	04/06/1811	Saltee Islands, Co Wexford
W04631	<i>Urania</i>	Unknown	31/01/1842	Saltee Islands, Co Wexford
W04632	<i>Urania</i>	Unknown	26/01/1843	Great Saltee
W04722	<i>Zebrig (Zebra ?)</i>	Barque	19th Century	Carrig Rocks, Saltees
W11764	<i>Mary</i>	Unknown	1835	Saltee Islands, Co Wexford
W11842	<i>Marys</i>	Sloop	04/10/1841	The Saltees, off
W11863	<i>Hawarden Castle</i>	Sailing Ship	17/02/1847	Saltee Islands, Co Wexford
W12102	<i>Isabella</i>	Brigantine	03/01/1869	Saltee Islands, Co Wexford, 2 miles S of / Hook Tower, off
W12735	<i>Commodore</i>	Smack	18/02/1885	Saltees Lightvessel bearing NE. ½ E by steering compass, about 8 miles distant.
W12764	Unknown	Coaster	02/07/1791	Saltees, County Wexford
W12850	Unknown	Merchant Vessel	05/09/1787	Saltees
W13380	<i>Sarah</i>	Unknown	Unknown	Saltees, a rock near
W13409	Unknown	Unknown	04/06/1811	Saltees, on
W13538	<i>Eliza & Margaret</i>	Unknown	24/10/1826	Great Saltee Island
W13847	<i>Felix Pensamente</i>	Unknown	04/09/1839	Saltees, inside
W14123	<i>John</i>	Unknown	16/03/1844	Great Saltee Island, inside
W14257	<i>Eliza</i>	Unknown	02/05/1845	Saltee Islands, off
W14288	<i>Sarah</i>	Unknown	21/12/1845	Saltee, Little
W14412	Unknown	Unknown	06/01/1847	Saltee Island, 12 miles WSW of/Hooke Point 12 Miles S. of
W14560	Unknown	Unknown	07/10/1847	Saltee Islands and Hook Tower, between

W14564	Unknown	Unknown	21/11/1847	Saltee Islands, off
W14614	Unknown	Bark	20/12/1847	Saltee Islands, two miles off
W15352	<i>Duke of Cornwall</i>	Unknown	12/11/1853	Saltees, off
W15456	Unknown	Unknown	21/06/1922	Saltee Great, 60 miles S. of
W15642	<i>Siren</i>	Yacht	01/07/1924	Saltees, 15 miles SE of
W15891	<i>Sophia</i>	Unknown	15/08/1858	Saltees, off
W15968	Unknown	Galliot	29/12/1852	Saltees, near
W16056	Unknown	Unknown	02/07/1857	Saltees and Tuskar, between
W16061	Unknown	Boat	03/12/1857	Saltees / Ballyteigne Bay
W16123	Unknown	Boat	04/07/1771	Saltees, off ?
W16562	<i>America</i>	Barque	21/05/1870	Saltees, off
W16616	<i>Northern Star</i>	Schooner	01/03/1871	Saltees
W16942	Unknown	Unknown	14/06/1878	Saltees, 12M S of
W16971	<i>Lizzie</i>	Lugger	23/04/1879	Saltees, off
W17088	Unknown	Unknown	24/01/1872	Saltees, 11M from
W17180	Unknown	Unknown	14/09/1878	Saltees, between
W17311	<i>Alexis</i>	Unknown	07/02/1880	Saltee Islands, off
W17366	<i>Myrtle</i>	Schooner	13/04/1882	Saltee Islands, off
W17896	<i>Britannia</i>	Brig	25/08/1862	Saltees, E. of
W17985	Unknown	Unknown	23/07/1864	Saltees, off
W18119	<i>Cuba</i>	Unknown	11/03/1866	Saltee Islands
W18178	Unknown	Ship	08/01/1867	Great Saltee Island, 1/2 a mile NW of
W18196	<i>Jean Frederic</i>	Unknown	05/01/1867	Little Saltee Island
W18282	<i>Wellington</i>	Schooner	19/10/1867	Saltee Islands, off
W18354	Unknown	Unknown	18/07/1868	Baginbun and the Saltee Islands, between