

PROJECT

Tuskar Subsea Fibre Optic Cable

SCOPE

Underwater Archaeological Impact Assessment (UAIA)

CLIENT

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1 Introduction

1.1 General

This report relays the results of an Underwater Archaeological Impact Assessment (UAIA) of a proposed subsea telecoms cable system, TUSKAR, linking Ireland to the United Kingdom. The cable will connect from a landfall at Kilmore Quay, Co. Wexford to a landfall at Newgale on the South West coast of Wales. The UAIA covers the section of cable within Irish territorial waters and the landfall at Kilmore Quay.

1.2 Conventions, Legislations, and Guidelines

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

- 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
- Local Government (Planning and Development) Act, 2000
- 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 survey corridor for the TUSKAR Subsea Fibre Optic Cable is located off the southern coast of Co. Wexford in the Celtic Sea near St. George's Channel. This corridor has a length of c. 154km running roughly southeast between landfall at Kilmore Quay, Co. Wexford and the Irish Exclusive Economic Zone (EEZ). Two route options are proposed and both will be surveyed (Figure 1).

The route of the survey area runs west from Ballyteige Burrow/Crossfarnoge Beach at Kilmore Quay before turning south to swing around the Saltee Islands before heading east towards Wales. Here there are two course options. The southern route option runs directly south-southeast to the Irish 12nm limit before shifting southeast c. 18km west of the EEZ. Here, the route sharply turns northeast before reaching the EEZ (Table 6). The northern route option instead continues on a meandering east-southeast trajectory from the south of the Saltee Islands to the EEZ (Table 5).

2.2 Geology, Hydrology, and Soils

At the location of proposed landfall, Kilmore Quay is split between limestone glacial till and alluvium bedrock geology. The former creates an area of soil composed of 80% minimal grey brown podzolics, 10% gleys, 5% brown earths, and 5% basin peat. The latter creates an area composed of 60% gleys and 20% each of brown earths and peaty gleys.

To either side of Kilmore Quay are long stretches of sandy beach with Ballyteige Bay on the west. This bay has a maintained depth of up to 50ft and as low as 3ft near the shoreline. 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.

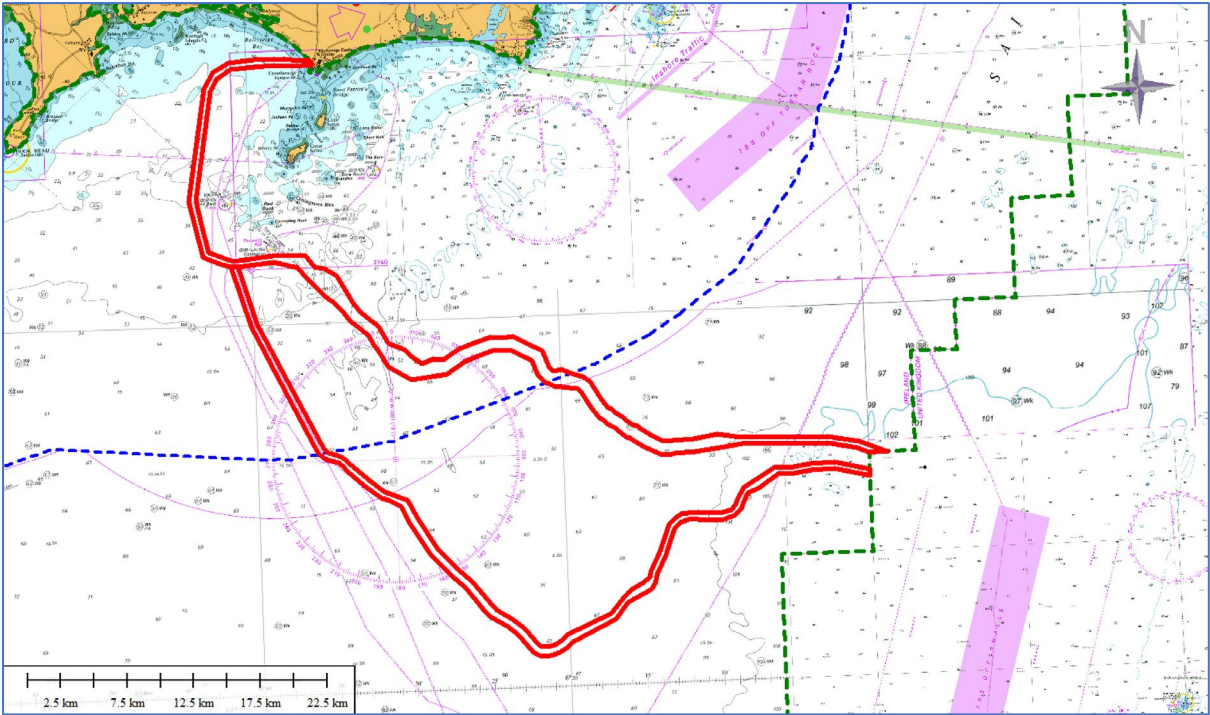


Figure 1: Indicative cable route from landfall at Kilmore Quay to the EEZ with two route options.

3 Scope of Works

It is planned to construct a subsea telecoms cable system, TUSKAR, linking Ireland to the United Kingdom. The TUSKAR has a planned landfall at Kilmore Quay, Co. Wexford on the south coast of Ireland. The planned cable route also has a landfall planned in Wales across the Celtic Sea. The UAIA is focused on the extent of the cable route within Irish territorial waters. This includes a survey corridor measuring c. 154km in length. A width of c. 400–1500m will be surveyed around the suggested cable route. Along with the UAIA, remote sensing seabed mapping (geophysical survey) and selective sampling of the upper layers of the seabed (geotechnical survey) are planned. These three assessments will inform the final Route Position List (RPL). The investigation will look at the proposed landfall site at Kilmore Quay, the proposed routes within the Irish inshore, and the proposed routes offshore.

3.1 Landfall

A potential landfall is planned on the western facing shoreline at Kilmore Quay adjacent to the modern car park at Ballyteige Burrow/Crossbarnoge Beach. Any required beach access will be gained through use of existing tracks and paths from the car park. A non-intrusive topographic survey and intertidal

and beach walkover surveys will take place at the site to low water mark. The topographical survey will include the use of GPS Rover, Total Station or UAV Aerial Drone using photogrammetry or LiDAR techniques, Ground Penetrating Radar or Electrical Resistivity Tomography, and magnetometer or handheld marine metal detector.

Bar probes and trial pits may also be utilised. It is estimated that 8–10 probes at 10m spacing would cover the intertidal zone and another 8–10 probes at 30m spacing would cover the area between the low water line and 3m depth contour. The probes will reach a maximum depth of 2m. Three trial pits along the beach are proposed targeting a depth of 2.5m.

3.2 Inshore Cable Route

The area extending seaward from the low water mark at the landfall at Kilmore Quay and inshore of the safe working draft limits of the primary vessel utilised during this project will be surveyed for the purpose of planning the RPL using a smaller craft or an Unmanned Survey Vessel (USV). The survey will include the use of Multibeam Echosounder (MBES), sidescan sonar, marine magnetometer, and sub-bottom profile equipment. This survey would aid in identifying shallow goehazards as well as man-made hazards such as wrecks and other archaeological remains. They will also allow identification of magnetic anomalies within the upper 3m of seabed, which may give further insights into any buried archaeological remains. A minimum of nine survey lines will be required for the area. The depth range of the surveys is 3–15m. Further data reconnaissance outside of the planned survey lines and tie-lines of the survey corridor may be required in order to better understand the seabed.

3.3 Offshore Cable Route

The area extending from the outer limits of the inshore survey to the EEZ limit line will be surveyed by the primary vessel using Multibeam Echosounder (MBES), sidescan sonar, marine magnetometer, and sub-bottom profiler equipment. This will allow the creation of a continuous bathymetric overview of the area along with side scan sonar imagery and sub-bottom traces. The preliminary route and all wing lines will be covered using a minimum of seven survey lines. The depth range of these surveys is >15m. An underwater video camera survey may also be utilised which would be later georeferenced in GIS. This would allow further inspection of obstructions, benthic habitats, and marine archaeology.

Seabed sampling will also take place within the EEZ limit. These will include up to 26 CPTs, up to 19 gravity cores/vibrocores, and up to 17 grab samples. These samples will focus on the upper 3m of sediment to allow better understanding of the physical properties of the superficial seabed sediments

along the proposed cable route. The final locations of these samples will be determined after the geophysical survey and archaeological features identified in this UAIA will be avoided along with any sensitive habitats.

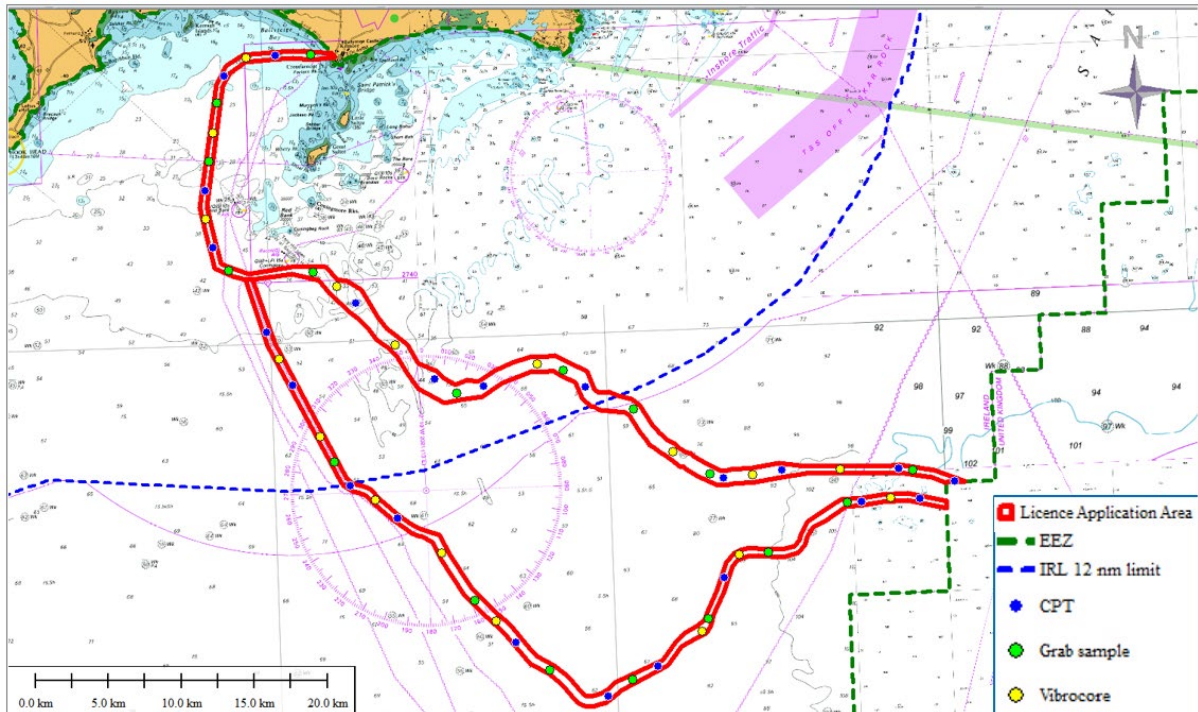


Figure 2: CPT, Grab samples and Vibrocore Locations.

4 Methodology

A detailed desktop study was undertaken to ensure all available literature and background information was considered to inform the underwater archaeological potential of the cable route within Ireland's territorial waters, up to and including the high-water mark/foreshore. Where applicable, wreck data beyond the 12nm limit was also considered and included to inform the cable route survey and potential later installation. 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.
- The Inventory of Piers and Harbours is an unpublished draft document by the DHLGH which has drawn primarily from information contained in the Office of Public Works' (OPW) own documents reporting on works to piers and harbours from the 18th–mid 20th century. It draws on a select few other historical sources that deal with historical piers and harbour development in Ireland.
- 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 Maritime Heritage Overview

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. There is no known evidence of human activity from the Mesolithic or earlier in south Wexford around Kilmore, though some evidence has been identified at Creadan Head in Waterford Harbour (16E0536), c. 25km west along the coast.

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; Tunc 2020, 3 and 7; Breen and Forsythe 2004, 33; Lanting 1997, 628). Neolithic evidence is still scarce around Kilmore Quay, though a hearth and pits containing Neolithic pottery were identified during excavations in Courtlands East, c. 10km northeast (00E0630) and a megalithic structure (WX053-037) was previously recorded at Carnsore Point, c. 16km east along the coast.

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. Ptolemy proceeded to create the earliest known map of Ireland in c. 150 BC (Figure 2). In this map, Ptolemy recorded several tribes, rivers, settlements, and islands. Many attempts to project these landmarks have been made. Recent studies suggest that Ptolemy's Manapia is modern day Wexford town, c. 20km north-northeast of Kilmore Quay, and Birgus is modern day Waterford Harbour, c. 20km west-northwest of Kilmore Quay (Darcy and Flynn 2008, 56–62). Kilmore Quay, almost halfway between these known trading centres of the time, may have also seen maritime activity. Bronze and Iron Age activity is evident near Kilmore Quay primarily in the large number, 15, of ring-ditches within 10km of the site. Though this particular monument type may date to any period, they are likely related to barrows, an earthwork funerary monument, which usually date to the relevant periods.



Figure 3: Ptolemy's map of Ireland as depicted on the Prima Europe Tabula (Reger 1486 from National Library of Wales).

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. Confined mostly to the east, their urban centres became successful ports with important links across to England (Breen and Forsythe 2004, 71). Three Anglo-Norman motte castles are located within 6km of Kilmore Quay (WX046-042002, WX046-035001, WX047-024), one of which (WX047-024) was held by one of the knights who originally landed at Bannow, Sr William de Brun. Many of the later castles in the area were held by the same Brown family (WX047-011, WX047-026, WX047-031). Another Anglo-Norman family, the Whittys held a tower house (WX052-018001) at Ballyteige, only 1.3km north-northeast of the proposed landfall site, by at least 1247.

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).

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 English also sought to put an end to the smuggling activity, which arose along the Irish coast after the Napoleonic War (Breen and Forsythe 2004, 125). At this time, a signal tower was built in the area around Kilmore Quay, though its exact location is unknown (WX051-011). Such sites were built between 1804 and 1806 to establish communications between Royal Navy ships and other coastal signal stations (National Monuments Service).

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 Recorded Monuments and Protected Structures

The Sites and Monuments Record (SMR)/ Record of Monuments and Places (RMP) and the National Inventory of Architectural Heritage (NIAH)/ Record of Protected Structures (RPS) for Co. Wexford were reviewed for the area immediate to the coastal and offshore areas within the track of the proposed cable route. Two archaeological sites are listed within 1km of the proposed landfall, a burial (WX051-010) and a signal tower (WX051-011) (Table 1; Figure 3; Appendix 9.2). There are no sites listed on the NIAH or RPS on the same coastline as the landfall, though there are 10 RPSs and an additional NIAH site within 1km on the opposite coastline of Crossfarnoge/Forlorn Point (Table 2; Figure 4).

Table 1: Sites and Monuments Record (SMR) recorded sites within 1km of proposed works.

SMR	Townland	Type	ITM	Distance
WX051-010	Burrow	Burial	696064E, 603023N	c. 480m
WX051-011	Crossfarnogue	Signal tower	696402E, 603416N	c. 240m

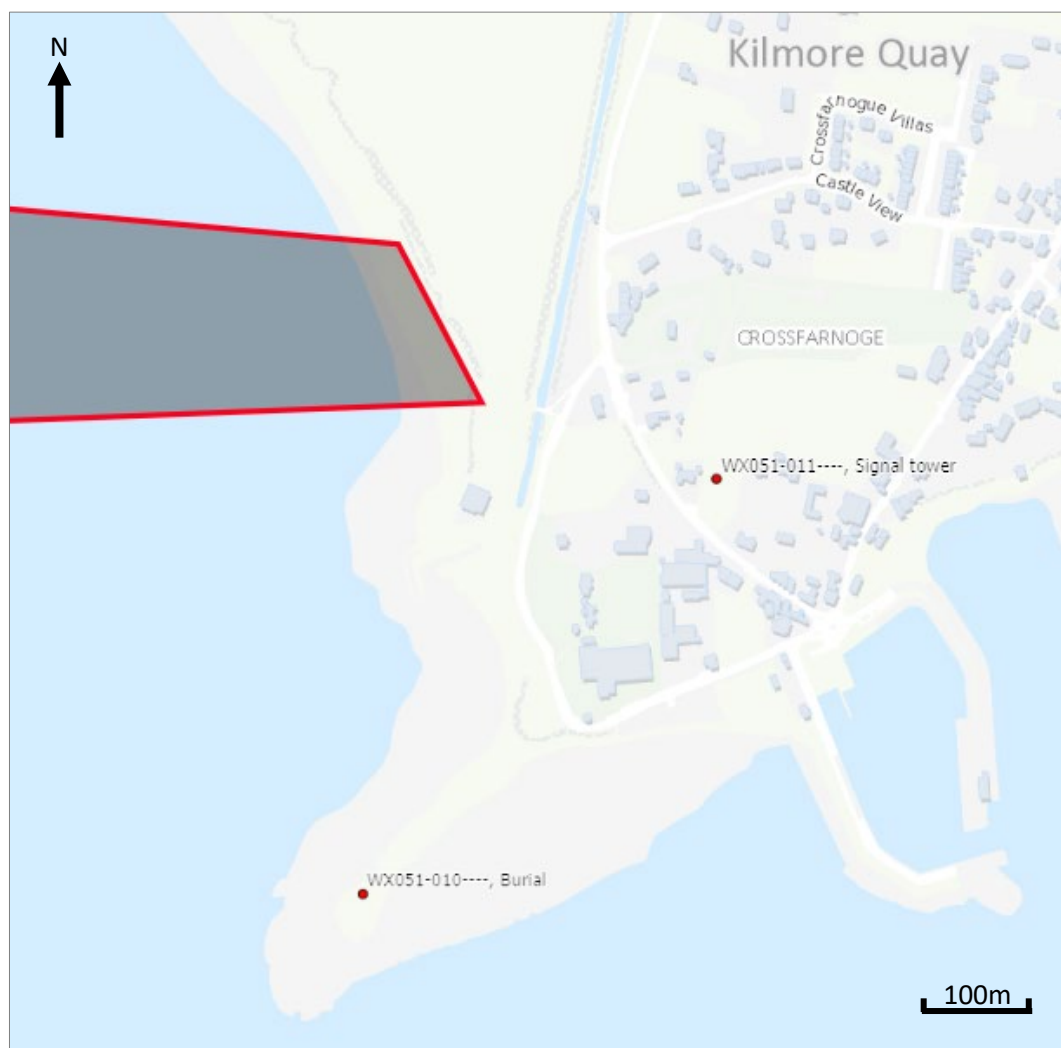


Figure 4: Sites and Monuments Record (SMR) recorded sites within 1km of proposed works.

Table 2: National Inventory of Architectural Heritage (NIAH) and Record of Protected Structures (RPS) for Co. Wexford sites within 1km of proposed works.

RPS	NIAH	Name	Townland	Date	ITM	Distance
-	15621009	Kilmore Quay Garda Síochána Station	Beak	1935–1940	696860E, 603931N	c. 820m
0007	15621013	Bluebell Cottage	Nemestown	1700–1840	696700E, 603591N	c. 535m
0006	15621014	The Snug	Nemestown	1700–1840	696696E, 603583N	c. 530m
0003	15621015	Cois Cladagh	Crossfarnogue	1700–1840	696653E, 603524N	c. 480m
0017	15621017	Olinda	Nemestown	1880–1885	696696E, 603486N	c. 520m
0001	15621018	Saint Peter's Catholic Church	Crossfarnogue	1870–1880	696611E, 603526N	c. 435m
0004	15621020	An Teach Bán	Crossfarnogue	1700–1840	696654E, 603553N	c. 480m
0005	15621021	Detached five-bay single-storey lobby entry thatched house	Crossfarnogue	1700–1840	696673E, 603586N	c. 500m
0009	15621024	Detached three-bay single-storey lobby entry thatched house	Crossfarnogue	1700–1840	696730E, 603673N	c. 630m
0011	15621025	An Teach Oileán	Crossfarnogue	1700–1840	696770E, 603754N	c. 680m
0012	15621026	Saltees Cottage	Crossfarnogue	1700–1840	696774E, 603773N	c. 690m

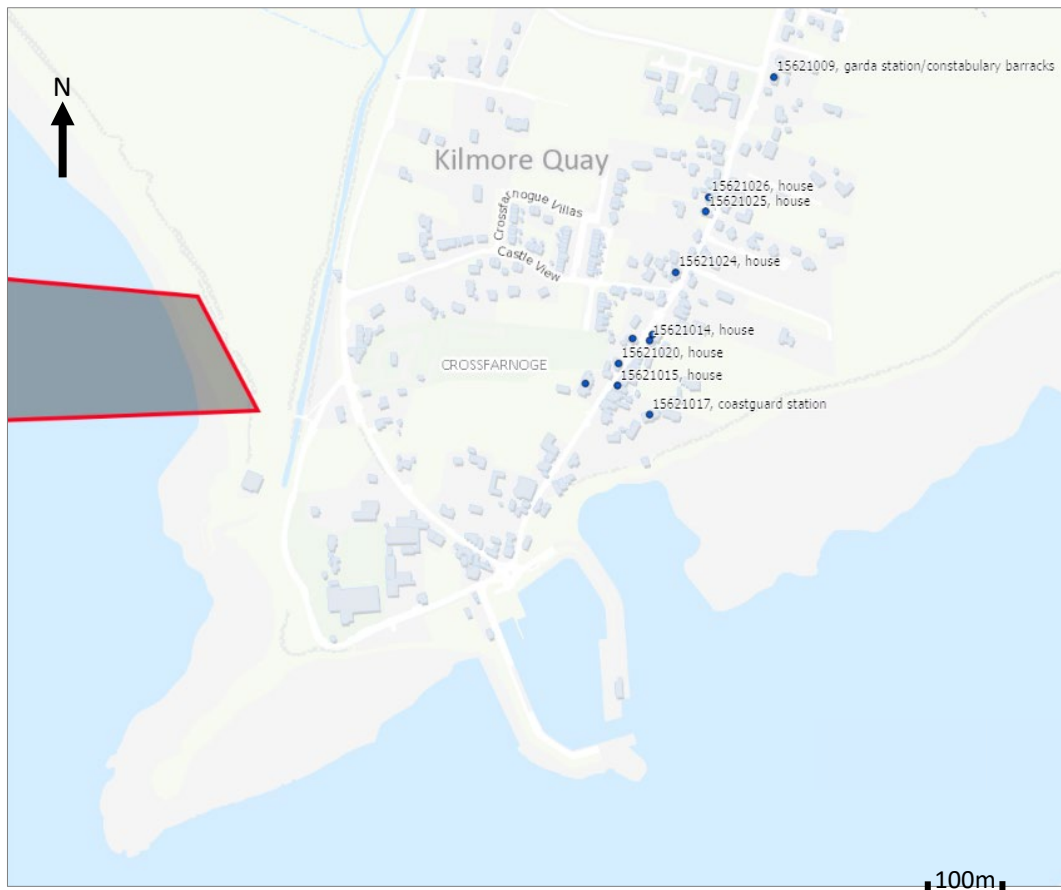


Figure 5: National Inventory of Architectural Heritage (NIAH) and Record of Protected Structures (RPS) for Co. Wexford sites within 1km of proposed works.

5.3 Placenames and Townlands

Ireland is known for its defining place names cities and towns to villages, roads, fields, bays, inlets, streams, and even rocks. Townlands in particular may hold important historical information. These areas are the smallest unit of official land division in Ireland and are thought to preserve some pre-Anglo Norman Conquest territorial boundaries and names. The Irish roots of these names may refer to natural or cultural features of the landscape. The layout and nomenclature of the townlands were recorded and standardised by the Ordnance Survey in the 19th century. *Logainm* holds an online database of Irish placenames, their meaning, and related historical references. Other sources may also be used to track place names such as oral traditions, historic sources (e.g. 19th century or earlier charts), and documentary sources (e.g. the School's Folklore Collections).

Table 3 below provides a list of townlands within the desktop study area. The cable route is offshore with a single shore landing at the townland of Ballyteige Burrow, closely bordering the townland of Crossfarnoge. These townlands are in the parish of Kilmore in the barony of Bargo. The area is known as Kilmore Quay at Crossfarnoge or Forlorn Point and the cable route runs through Ballyteige Bay. The

cable route surrounds the island townlands of Saltee Island Great and Saltee Island Little. Two sand spits run towards one another from Crossfarnoge at the north and Saltee Island Little at the south, both are known together as St Patrick’s Bridge.

Table 3: Placenames within the study area in English and Irish with translations and additional notes.

English	Irish	Translation	Additional Notes
Ballyteige Bay	<i>Cuan Bhaile Taidhg</i>	‘Bay of Tadhg’s town’	
Ballyteige Burrow	<i>Coinicéar Bhaile Thaidhg</i>	‘Tadhg’s rabbit warren town’	
Bargy	<i>Uí Bhairrche</i>	-	Tribal group in south Leinster
Crossfarnoge	<i>Crois Fhearnóg</i>	‘Alder cross’	
Forlorn Point	<i>Rinn Crois Fhearnóg</i>	‘Alder cross headland’	Forlorn, corruption of <i>furloan</i> a Yola (obsolete south Wexford dialect) word meaning ‘foreland’ (Hurley)
Kilmore Quay	<i>Cé na Cille Móire</i>	‘Quay of the big church’	
Saltee Island Great	<i>An Sailte Mór</i>	‘The big Saltee’	Saltee, from Old Norse <i>salt-øyr</i> meaning ‘salt island’ (Sheehan 2001, 115)
Saltee Island Little	<i>An Sailte Beag</i>	‘The small Saltee’	See above
St Patrick’s Bridge	-	-	St Patrick is said to have built the spit of stones either to chase the devil to the Saltees or to visit monks on the island (Hurley 2008).

The possible Norse influence in the name of the Saltees points to Viking activity within the islands. It has been suggested that the obsolete Irish name for the Great Saltee may have been *Eninis* which was reportedly raided in AD 922 (Sheehan 2001, 115). The reference to a big church in the name of Kilmore Quay and the parish of Kilmore may refer to one of many churches known in the area, though the parish church is located in Grange (WX052-002002), c. 3km northeast of the landfall site. The ‘alder cross’ referred to in Crossfarnoge may be a wooden cross or a crossroad surrounded by alders in the landscape. The other placenames refer to the people of the area.

5.4 Topographical Files of the NMI

The Topographical Files of the National Museum of Ireland (NMI), which holds details of any artefactual material recovered from the 18th century to the present were consulted. The files up to 2010 contained no reference to the survey area.

5.5 Cartographic Information

The site of landfall is shown on the Ordnance Survey First Edition 6-inch map (1841) as Sand Hills bordering the rock-lined coast of Crossfarnoge or Forlorn Point (Figure 5). The opposite coastline is illustrated with one major road lined with structures including a Coast Guard Station. A quay is also

shown on this coast outside the Coast Guard Station at the location of the modern harbour infrastructure. The shoreline here is shown as a mix of sand and shingle.

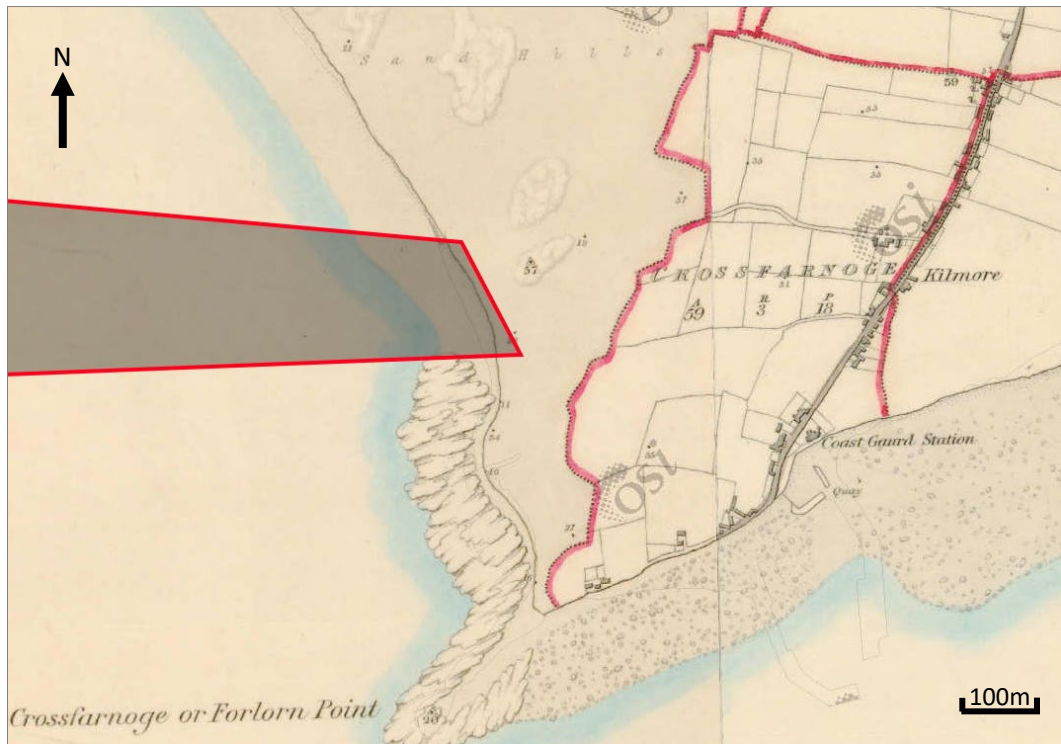


Figure 6: Ordnance Survey First Edition 6-inch map (1841) of the proposed landfall site.

The area of sandhills is shown to now be rough pasture on the Ordnance Survey Second Edition 25-inch map (1904) (Figure 6). There is also now a quay shown on the rock-lined coast here along with a channel cut near the townland boundary of Crossfarnoge. The opposite shore now has an additional major road leading to the quay which has been further developed with two boat slips added on the west and a purely sand beach. The Coastguard Station has moved further east along the sand and shingle beach and a Lifeboat Station is now located near the old coastguard. A new Roman Catholic church is also depicted here.



Figure 7: Ordnance Survey Second Edition 25-inch map (1904) of the proposed landfall area.

5.6 Wreck Inventory and Wreck Records

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.

All wrecks in Ireland’s territorial waters and Contiguous Zone (up to 24nm limit offshore) are protected under the 100-year rule under the National Monuments Amendment Act 1987–2014.

Within the survey boundaries of the proposed works, there are three known shipwrecks; Copeland (SS) and two unknown shipwrecks (W10924 and W18564).

Copeland is an iron steamship Wexford, which sank 15 miles SSW of / SW of Tusker Rock in 1917. No detailed information is available for W10924 which was identified by the UK hydrographic office. Identified by the INFOMAR, lying in 54m of water 10km SSE of Great Saltee, W18564 wreck measures 98m in length and 12m in width.

There are another three known shipwrecks within an additional c. 100km buffer of the survey area (Table 4; Figure 7). An additional 358 shipwrecks have been recorded lost near local landmarks without

exact locational coordinates (Appendix 9.3). These include 10 reported lost near Ballyteige, 81 more near Kilmore Quay, 126 near Saltee, and 143 near Tusker Rock.

Table 4: Shipwrecks known within the proposed survey boundaries and within c. 100m buffer beyond survey area.

Wrecks Within Works Boundary				
No.	Name	Classification	Date of Loss	Place of Loss
W03358	<i>Copeland (SS)</i>	Iron Steamship	02/12/1917	51.92361, -6.25917 Wexford, Tusker Rock, 15 miles SSW of/ SW of
W10924	Unknown	Unknown	Unknown	51.90945, -6.58612
W18564	Unknown	Unknown	Unknown	52.02293, -6.47933 Great Saltee, 10km SSE
Wrecks Within c. 100m of Works Boundary				
No.	Name	Classification	Date of Loss	Place of Loss
W10913	Unknown	Unknown	Unknown	51.89167, -6.51945
W10922	Unknown	Unknown	Unknown	51.99667, -6.64862
W11479	Unknown	Unknown	Unknown	51.91235, -6.03795



Figure 8: Proposed survey routes with surrounding shipwrecks with known locations in the IIID. Wrecks within the corridor and within c. 100km of the corridor are highlighted in yellow.

5.7 Previous Archaeological Investigations

The *Excavations Bulletin* online database, known as the Database of Irish Excavation Reports (www.excavations.ie) is published and updated annually. It provides summary accounts of archaeological excavations in Ireland from the years 1969 to present. It can also contain summaries of surveys (both terrestrial and underwater) and of archaeological monitoring work. Five archaeological investigation projects have taken place near the site of proposed landfall at Kilmore Quay (Appendix 9.4). Three of these investigations found archaeological remains. This included burnt stone deposits with flint debitage (19E0047), a fire spot with prehistoric pottery (19E0047 ext.), and burials revealed by Storm Ophelia on the shoreline (17E0574). An underwater impact assessment (09D0038; 09R0117) at Kilmore Quay found no archaeological material during survey, though it was suggested that works in the area had potential for uncovering unrecorded archaeological remains particularly due to navigational hazards. The fifth investigation in the area has no available report (00E0260).

6 Impacts

The archaeological data for proposed wreck sites in the area of Kilmore Quay and the historical accounts of maritime activity between Wexford to the north and Waterford to the west suggests there is high potential for archaeological remains in the general area of the proposed cable installation and the associated survey corridor.

The landfall site sits on sandbanks along a coast which has previously revealed archaeological remains including burials which were revealed during storms. Any required beach access will be gained through use of existing tracks and paths from the existing car park. Ten bar probes with a diameter of 50mm shall be driven into the seabed in the intertidal zone and another ten from low water to the 3m contour. Three trial pits shall be excavated on the foreshore. Given, the recent discovery of burials and the recorded shipwrecks in Kilmore Quay, the likelihood of encountering previously unrecorded sites, features and artefacts at the landfall site is likely to be significant.

Previously recorded shipwrecks held by the National Monuments Service are numerous for around Ballyteige Bay and near St. George's Channel; there are 364 potential wrecks in the area. Three of these wrecks (W03358, W10924, W18564) are located within the survey corridor and three (W10913, W10922, W11479) are found within c. 100m of the proposed corridor boundaries. Given that the remaining 358 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.

No invasive SI works are proposed over the wrecks within the survey corridor (W03358, W10924, W18564), though one test is within 100m from a shipwreck (W18564). Wreck W03358 is located c. 789m northeast of a proposed vibrocore sample (46) and c. 2.2km northwest of a proposed grab sample (64). Wreck W10924 is located c. 443m southeast of a proposed cone penetration test (CPT 20) and c. 1.5km northwest of a proposed vibrocore sample (32). Wreck W18564 is located c. 83m southeast of a proposed cone penetration test (CPT 9) and c. 3.8km northwest of a proposed vibrocore sample (43).

The cone penetration tests involve pushing a steel rod with a diameter of 35.7 mm through the seabed at up to twenty-six locations along the corridor. The gravity corers and Vibrocorers, of which nineteen are proposed, which recover sediment samples have a maximum diameter of 120mm. The grab samplers will retrieve sediment at seventeen locations from the seabed surface to a depth of 0.1 to 0.5m.

The non-invasive geophysical survey shall have a positive impact on the underwater cultural heritage of Kilmore Quay and the Celtic Sea as it shall provide further information on potential cultural heritage sites.

The S.I. works shall have no impact on known wreck sites, SMR'S, RMP's, RPS or structures listed in the NIAH. Although the S.I. works have the potential to impact unknown buried archaeological sites such as wrecks, as well as wreck-related materials and artefact the surface area involved is very small.

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 site investigations works proposed for TUSKAR subsea telecoms cable system. The S.I. works will to help identify any archaeological areas, features or objects which will inform further mitigation measures for works associated with the installation of the cable.

- The proposed cone penetration test (CPT 9) currently placed within c. 83m northwest of the shipwreck W18564 should be moved to a location at least 100m away from this known shipwreck.
- As three known historic shipwreck sites are located within the cable route corridor the geophysical survey should be carried out under licence from the National Monuments Service. The geophysical survey data sets shall be assessed by an underwater archaeologist with experience in interpreting geophysical surveys in advance of the geotechnical works taking place. The assessment of the geophysical data may lead to further mitigation measures in the event that potential archaeological features are noted in the geophysical data.
- A walkover survey comprising a visual and metal detection survey shall be undertaken on the inter-tidal and upper foreshore within the cable route corridor at Crossfarnoge Beach. The survey shall be carried out by underwater archaeologists under licence from the National Monuments Service.
- No geotechnical works shall be undertaken in advance of agreement with the National Monuments Service regarding the assessment of the geophysical data and site inspection.
- Following the completion of the geotechnical works the data logs relating to the core and grab samples shall be assessed by an underwater archaeologist.
- At the completion of the geophysical and geotechnical works the AIA report shall be updated to consider potential impacts associated with the main installation works. The report shall assess the results of the geophysical and geotechnical works shall include proposals for mitigation of potential impacts on archaeology, such as avoidance, dive surveys, monitoring or test excavations.

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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National Inventory of Architectural Heritage (NIAH): www.buildingsofireland.ie/niah/

Ordnance Survey of Ireland: www.osi.ie

Place names database of Ireland: www.logainm.ie

9 Appendices

9.1 Co-ordinates of Proposed Cable Route

Table 5: Co-ordinates of proposed cable route option 1 (northern route).

Pos. No.	Latitude	Longitude	Pos. No.	Latitude	Longitude
1	52° 02' 23.3446" N	6° 40' 57.8793" W	68	51° 55' 02.9843" N	6° 14' 16.7287" W
2	52° 02' 32.8829" N	6° 38' 35.6753" W	69	51° 55' 18.6315" N	6° 14' 56.4193" W
3	52° 02' 17.1398" N	6° 37' 00.7264" W	70	51° 55' 25.2915" N	6° 15' 06.0126" W
4	52° 01' 49.5663" N	6° 36' 25.1314" W	71	51° 55' 29.0134" N	6° 15' 26.4163" W
5	52° 01' 04.1131" N	6° 35' 11.3274" W	72	51° 55' 38.0212" N	6° 15' 45.3501" W
6	52° 00' 53.1912" N	6° 34' 50.1960" W	73	51° 55' 50.1538" N	6° 16' 07.2699" W
7	52° 00' 30.6172" N	6° 34' 13.9019" W	74	51° 55' 57.4789" N	6° 16' 28.7641" W
8	52° 00' 02.9839" N	6° 33' 41.5270" W	75	51° 56' 10.0534" N	6° 16' 50.0833" W
9	51° 59' 45.1542" N	6° 33' 05.1372" W	76	51° 56' 13.3364" N	6° 16' 59.5222" W
10	51° 59' 26.7036" N	6° 32' 31.8770" W	77	51° 56' 17.2511" N	6° 17' 03.7590" W
11	51° 59' 05.5327" N	6° 32' 13.6099" W	78	51° 56' 34.5614" N	6° 17' 24.3873" W
12	51° 58' 49.0776" N	6° 31' 57.0497" W	79	51° 57' 18.5634" N	6° 18' 05.9815" W
13	51° 58' 10.9375" N	6° 31' 17.8851" W	80	51° 57' 31.2462" N	6° 18' 35.7828" W
14	51° 57' 37.7383" N	6° 29' 46.6925" W	81	51° 57' 37.2614" N	6° 19' 07.7753" W
15	51° 57' 42.7364" N	6° 28' 47.8886" W	82	51° 57' 38.8675" N	6° 19' 19.1471" W
16	51° 57' 48.5467" N	6° 27' 29.7327" W	83	51° 57' 49.7688" N	6° 19' 56.6267" W
17	51° 58' 16.8343" N	6° 26' 16.1776" W	84	51° 57' 47.1873" N	6° 20' 29.9312" W
18	51° 58' 29.9473" N	6° 25' 19.1314" W	85	51° 57' 55.1307" N	6° 20' 44.9762" W
19	51° 58' 40.2175" N	6° 24' 26.2516" W	86	51° 58' 35.6542" N	6° 21' 10.1483" W
20	51° 58' 38.6061" N	6° 23' 43.3432" W	87	51° 58' 56.4762" N	6° 22' 14.3191" W
21	51° 58' 40.6220" N	6° 23' 14.8845" W	88	51° 59' 13.9760" N	6° 23' 03.7575" W
22	51° 58' 28.1103" N	6° 22' 39.5392" W	89	51° 59' 11.0735" N	6° 23' 44.7487" W
23	51° 58' 12.6828" N	6° 21' 51.9863" W	90	51° 59' 12.8748" N	6° 24' 32.7352" W
24	51° 57' 35.8701" N	6° 21' 29.1111" W	91	51° 59' 00.5607" N	6° 25' 36.1412" W
25	51° 57' 18.0120" N	6° 20' 58.0344" W	92	51° 58' 46.0204" N	6° 26' 39.3935" W
26	51° 57' 16.0585" N	6° 20' 45.7902" W	93	51° 58' 22.3917" N	6° 27' 40.8375" W
27	51° 57' 14.1587" N	6° 20' 41.4375" W	94	51° 58' 26.2128" N	6° 28' 19.9131" W
28	51° 57' 09.2239" N	6° 20' 27.2006" W	95	51° 58' 16.0810" N	6° 29' 04.6255" W
29	51° 57' 01.7540" N	6° 18' 58.7972" W	96	51° 58' 31.0430" N	6° 29' 41.3541" W
30	51° 56' 56.0106" N	6° 18' 45.3006" W	97	51° 58' 48.6985" N	6° 30' 08.0418" W
31	51° 56' 16.7561" N	6° 18' 08.1852" W	98	51° 59' 06.2787" N	6° 31' 12.6693" W
32	51° 55' 58.6513" N	6° 17' 46.6051" W	99	51° 59' 21.6927" N	6° 31' 28.1774" W
33	51° 55' 48.9250" N	6° 17' 36.0767" W	100	51° 59' 46.9511" N	6° 31' 49.9651" W
34	51° 55' 43.8438" N	6° 17' 21.4653" W	101	52° 00' 09.8793" N	6° 32' 31.2906" W
35	51° 55' 31.1703" N	6° 16' 59.9768" W	102	52° 00' 25.5525" N	6° 33' 03.2748" W
36	51° 55' 23.5941" N	6° 16' 37.7429" W	103	52° 00' 51.6142" N	6° 33' 33.8029" W
37	51° 55' 13.1119" N	6° 16' 18.8033" W	104	52° 01' 54.3087" N	6° 34' 30.0739" W
38	51° 54' 59.6885" N	6° 15' 50.5865" W	105	52° 02' 13.6137" N	6° 35' 18.2440" W
39	51° 54' 56.8728" N	6° 15' 35.1475" W	106	52° 02' 18.6973" N	6° 35' 55.6791" W
40	51° 54' 53.7596" N	6° 15' 30.6628" W	107	52° 02' 47.5993" N	6° 36' 32.9877" W
41	51° 54' 35.1228" N	6° 14' 43.3844" W	108	52° 02' 48.9378" N	6° 38' 38.8948" W
42	51° 54' 15.0215" N	6° 13' 44.0368" W	109	52° 02' 37.1365" N	6° 41' 13.3002" W
43	51° 54' 12.4897" N	6° 13' 06.7906" W	110	52° 02' 44.1627" N	6° 41' 42.9624" W
44	51° 54' 15.3307" N	6° 12' 42.8291" W	111	52° 02' 56.5277" N	6° 42' 31.0937" W
45	51° 54' 17.4672" N	6° 11' 23.2457" W	112	52° 03' 02.1040" N	6° 42' 50.8457" W
46	51° 54' 25.9228" N	6° 09' 46.9736" W	113	52° 04' 10.3813" N	6° 43' 15.4195" W
47	51° 54' 32.2832" N	6° 08' 20.3505" W	114	52° 05' 07.4447" N	6° 43' 35.3533" W
48	51° 54' 27.3403" N	6° 04' 51.2287" W	115	52° 09' 32.0507" N	6° 42' 23.3707" W
49	51° 54' 26.7803" N	6° 04' 24.0261" W	116	52° 10' 01.4739" N	6° 41' 56.5749" W

50	51° 54' 25.6371" N	6° 03' 38.1885" W	117	52° 10' 24.8532" N	6° 40' 59.9568" W
51	51° 54' 26.7474" N	6° 02' 44.5335" W	118	52° 10' 28.9533" N	6° 39' 29.7306" W
52	51° 54' 12.8490" N	6° 00' 48.2875" W	119	52° 10' 30.7484" N	6° 38' 09.2758" W
53	51° 53' 58.7080" N	5° 59' 59.9999" W	120	52° 10' 26.6462" N	6° 37' 01.2518" W
54	51° 54' 00.0000" N	5° 59' 59.9999" W	121	52° 10' 29.7494" N	6° 35' 38.2031" W
55	51° 54' 00.0048" N	5° 59' 33.7673" W	122	52° 10' 33.0429" N	6° 35' 40.5498" W
56	51° 54' 00.0091" N	5° 58' 49.6394" W	123	52° 10' 38.6148" N	6° 35' 46.5405" W
57	51° 54' 28.3451" N	6° 00' 40.0876" W	124	52° 10' 42.7960" N	6° 36' 59.5164" W
58	51° 54' 42.9766" N	6° 02' 42.4644" W	125	52° 10' 46.9537" N	6° 38' 08.4646" W
59	51° 54' 41.8255" N	6° 03' 38.0990" W	126	52° 10' 45.1084" N	6° 39' 31.1779" W
60	51° 54' 42.9470" N	6° 04' 23.0645" W	127	52° 10' 40.6911" N	6° 41' 08.3686" W
61	51° 54' 43.5074" N	6° 04' 50.2897" W	128	52° 10' 18.1722" N	6° 42' 11.5188" W
62	51° 54' 48.4521" N	6° 08' 19.4876" W	129	52° 09' 37.4989" N	6° 42' 48.5561" W
63	51° 54' 57.9573" N	6° 09' 54.3197" W	130	52° 05' 07.0628" N	6° 44' 02.0810" W
64	51° 54' 49.7234" N	6° 11' 28.0699" W	131	52° 04' 06.9265" N	6° 43' 41.0637" W
65	51° 54' 47.5522" N	6° 12' 48.9229" W	132	52° 02' 50.7445" N	6° 43' 13.6342" W
66	51° 54' 45.1834" N	6° 13' 08.9037" W	133	52° 02' 32.8980" N	6° 42' 08.5716" W
67	51° 54' 46.4821" N	6° 13' 28.0074" W	134	52° 02' 24.1218" N	6° 41' 25.7202" W

Table 6: Co-ordinates of proposed cable route option 2 (southern route).

Pos. No.	Latitude	Longitude	Pos. No.	Latitude	Longitude
1	52° 02' 24.1218" N	6° 41' 25.7202" W	60	51° 53' 19.3666" N	5° 59' 59.9989" W
2	51° 59' 56.9991" N	6° 40' 12.1957" W	61	51° 53' 40.5826" N	6° 02' 18.3155" W
3	51° 54' 49.8688" N	6° 36' 06.2746" W	62	51° 53' 38.5335" N	6° 03' 52.6022" W
4	51° 54' 42.9589" N	6° 35' 56.6458" W	63	51° 53' 32.7331" N	6° 05' 00.8150" W
5	51° 54' 40.7952" N	6° 35' 53.6052" W	64	51° 53' 31.2621" N	6° 06' 16.1896" W
6	51° 54' 33.8268" N	6° 35' 37.8633" W	65	51° 53' 21.4063" N	6° 06' 46.2596" W
7	51° 54' 28.5409" N	6° 35' 20.9124" W	66	51° 52' 46.2080" N	6° 08' 20.7885" W
8	51° 54' 24.8505" N	6° 34' 58.4741" W	67	51° 52' 18.2039" N	6° 08' 46.7545" W
9	51° 54' 21.5447" N	6° 34' 45.3233" W	68	51° 52' 06.3974" N	6° 08' 52.7038" W
10	51° 54' 17.1743" N	6° 34' 33.7429" W	69	51° 51' 53.3181" N	6° 09' 10.7172" W
11	51° 54' 12.0528" N	6° 34' 25.6317" W	70	51° 51' 46.4519" N	6° 09' 55.4660" W
12	51° 54' 04.6157" N	6° 34' 18.5426" W	71	51° 51' 50.7441" N	6° 11' 22.4241" W
13	51° 53' 22.8932" N	6° 33' 02.0452" W	72	51° 51' 50.8895" N	6° 12' 01.0802" W
14	51° 53' 02.3461" N	6° 32' 19.8370" W	73	51° 51' 48.3757" N	6° 12' 25.6075" W
15	51° 52' 52.1750" N	6° 31' 58.2450" W	74	51° 51' 42.3840" N	6° 12' 47.0439" W
16	51° 52' 46.4913" N	6° 31' 36.3291" W	75	51° 51' 22.5660" N	6° 13' 18.5118" W
17	51° 52' 43.5726" N	6° 31' 21.4643" W	76	51° 50' 20.5314" N	6° 13' 55.7528" W
18	51° 52' 30.5905" N	6° 30' 45.6709" W	77	51° 49' 34.1034" N	6° 14' 33.3896" W
19	51° 51' 51.4260" N	6° 30' 15.3993" W	78	51° 49' 17.6377" N	6° 14' 41.7055" W
20	51° 50' 34.2636" N	6° 29' 00.4505" W	79	51° 49' 03.6720" N	6° 15' 09.2278" W
21	51° 49' 39.8765" N	6° 27' 40.3549" W	80	51° 48' 50.9943" N	6° 15' 49.5941" W
22	51° 49' 07.4827" N	6° 26' 44.8038" W	81	51° 48' 42.7322" N	6° 16' 07.4524" W
23	51° 48' 17.1623" N	6° 25' 40.4491" W	82	51° 48' 27.4182" N	6° 16' 31.5146" W
24	51° 47' 54.9053" N	6° 25' 08.8330" W	83	51° 47' 52.9261" N	6° 17' 16.4257" W
25	51° 47' 31.4479" N	6° 24' 07.2856" W	84	51° 47' 07.0055" N	6° 20' 07.5497" W
26	51° 47' 08.8799" N	6° 23' 23.8852" W	85	51° 46' 50.0270" N	6° 20' 40.6509" W
27	51° 46' 26.9225" N	6° 22' 29.9130" W	86	51° 46' 43.4841" N	6° 20' 59.9572" W
28	51° 46' 20.5673" N	6° 22' 14.4117" W	87	51° 46' 39.9773" N	6° 21' 18.0698" W
29	51° 46' 16.1467" N	6° 21' 55.5449" W	88	51° 46' 37.3238" N	6° 21' 36.9437" W
30	51° 46' 15.1360" N	6° 21' 34.3271" W	89	51° 46' 37.8320" N	6° 21' 47.7436" W
31	51° 46' 18.7142" N	6° 21' 08.8681" W	90	51° 46' 40.2813" N	6° 21' 58.1647" W
32	51° 46' 23.1163" N	6° 20' 46.0589" W	91	51° 46' 43.3741" N	6° 22' 05.6832" W
33	51° 46' 31.7200" N	6° 20' 20.6643" W	92	51° 47' 24.3295" N	6° 22' 58.3976" W

34	51° 46' 48.3972" N	6° 19' 48.1403" W	93	51° 47' 49.3615" N	6° 23' 46.4943" W
35	51° 47' 39.9953" N	6° 16' 59.7287" W	94	51° 48' 11.9208" N	6° 24' 45.7225" W
36	51° 48' 16.6697" N	6° 16' 11.9729" W	95	51° 48' 31.2687" N	6° 25' 13.2054" W
37	51° 48' 21.7457" N	6° 16' 03.9973" W	96	51° 49' 22.4130" N	6° 26' 18.5759" W
38	51° 48' 37.6989" N	6° 15' 11.7672" W	97	51° 49' 55.2545" N	6° 27' 14.9097" W
39	51° 48' 47.7614" N	6° 14' 37.7216" W			
40	51° 49' 01.9780" N	6° 14' 21.7401" W	107	51° 50' 47.4368" N	6° 28' 31.7774" W
41	51° 49' 11.3787" N	6° 14' 17.5127" W	108	51° 52' 01.8728" N	6° 29' 44.0789" W
42	51° 49' 28.0241" N	6° 14' 09.1037" W	109	51° 52' 46.1669" N	6° 30' 18.3059" W
43	51° 50' 11.5829" N	6° 13' 33.8675" W	110	51° 52' 58.4453" N	6° 31' 10.7718" W
44	51° 50' 14.8938" N	6° 13' 31.2745" W	111	51° 53' 01.6921" N	6° 31' 27.3066" W
45	51° 51' 12.8411" N	6° 12' 56.4795" W	112	51° 53' 06.2977" N	6° 31' 45.0652" W
46	51° 51' 28.4106" N	6° 12' 33.4783" W	113	51° 53' 15.1401" N	6° 32' 03.8359" W
47	51° 51' 34.6405" N	6° 12' 00.3037" W	114	51° 53' 35.3272" N	6° 32' 45.3027" W
48	51° 51' 34.4528" N	6° 11' 21.1545" W	115	51° 54' 15.0497" N	6° 33' 58.1278" W
49	51° 51' 30.0317" N	6° 09' 51.6052" W	116	51° 54' 21.9661" N	6° 34' 04.7198" W
50	51° 51' 39.2065" N	6° 08' 57.4074" W	117	51° 54' 29.9343" N	6° 34' 17.3387" W
51	51° 51' 55.5461" N	6° 08' 32.0898" W	118	51° 54' 36.0376" N	6° 34' 33.5101" W
52	51° 52' 12.2321" N	6° 08' 22.3574" W	119	51° 54' 40.2221" N	6° 34' 50.1556" W
53	51° 52' 32.6269" N	6° 08' 03.6885" W	120	51° 54' 43.7431" N	6° 35' 11.5635" W
54	51° 52' 45.7012" N	6° 07' 17.1342" W	121	51° 54' 45.9283" N	6° 35' 24.3351" W
55	51° 53' 15.3890" N	6° 06' 01.9427" W	122	51° 54' 54.4209" N	6° 35' 36.3610" W
56	51° 53' 16.7010" N	6° 04' 57.3153" W	123	51° 54' 59.5153" N	6° 35' 44.8030" W
57	51° 53' 22.3949" N	6° 03' 50.3577" W	124	52° 00' 03.0094" N	6° 39' 47.7708" W
58	51° 53' 24.3358" N	6° 02' 21.0594" W	125	52° 02' 23.3446" N	6° 40' 57.8793" W
59	51° 53' 02.5665" N	5° 59' 59.9986" W			

9.2 SMR Additional Information

WX051-010 - burial

'Located on a small island (dims c. 28m NE-SW; c. 5-15m NW-SE) of rock outcrop with a grass covering that is now attached to the mainland by a causeway. It is known as Forlorn or Crossfarnoge Point. 'Forlorn' is a Yola word meaning 'foreland' while Crosfarnoge is derived from Gaelic and means the 'Cross of alder' (O Crualaoich & Mac Giolla Chomhghaill 2016, 797). A storm in October 2017 revealed an inhumation (1) that created a lot of local interest (Anon. 2017-18). The remains were recovered by Maeve Sikora of the National Museum of Ireland, but another burial was noted. An area (dims 4m x 4m) was excavated (17E0574) by Catherine McLoughlin in November 2017 when the other skeleton (2) was recovered. No other burials were noted but others could still be present. Both skeletons were roughly aligned N-S with the skulls at S, and both had been truncated by pits and sea erosion. Skeleton 1 was male, more than 45 years old at the time of death and produced a C14 date of AD 1526-1802, with a strong possibility that it lies in the 1632-1681 range. The second inhumation was more fragmentary but represented a young adult aged c. 13-25, whose sex could not be determined, and it has a C14 date range of AD 1653-1932, with a strong probability that it lies between 1735 and 1806. Two discrete inhumations of shipwreck victims are probably represented, one most likely occurring in the seventeenth century and the other probably in the eighteenth century. A broken metal point and one impacted lead bullet were recovered in excavation, but two pieces of flint, and nine other impacted lead bullets were also recovered. (McLoughlin 2018, McLoughlin and Breen 2019)' (archaeology.ie)

WX051-011 - signal tower

'The approximate site of this signal station was located in an area of low level terrain that rises gradually to the NE, c. 520m to the NNE of the tip of Crossfarnoge or Forlorn Point and c. 300m WSW of the centre of the small coastal village of Kilmore Quay (OD c. 11m). It was possibly located c. 265m to the E of the coastline at Ballytiege Bay and c. 200m NW of the harbour at Kilmore Quay. The surrounding area is now contained within modern urban sprawl\development associated with the adjacent village with a sandy beach and area of dunes located c. 300m to the NW, and with arable and pastureland, defined by linear field boundaries, located outside the village to the N, NW and NE after c. 800m. The adjacent stations in the signal station chain were found at Baginbun (WX050-027001-), located c. 16.275kms to the W, where the signal crew were accommodated at the Martello tower (WX050-027----; NIAH Reg. No. 15705009), and at Hilltown (WX048-23005-), located c. 14.65kms to the NE\ENE, now demolished. The probable site of this signal station is located c. 1.1kms to the S of Ballyteige Castle (WX052-018001-) with an associated bawn (WX052-018002-), and c. 1.8kms SSW of a windmill (WX052-019----) at Chapel. The signal station at Crossfarnoge\Crossfarnogue has been demolished (pre 1839-40, see

below). Few details about the signal station, not even its exact position or original form, are known. Kerrigan established that a signal station had been constructed at the site by 1804 and that the signal mast had been erected by 1805 (Kerrigan 1995, 276). The most likely site is to the centre of the peninsula, a short distance NNE of the tip of Crossfarnoge Point. However, Rathbone (2020) suggested that the signal station may have been a precursor to the coastguard station that is shown on the Ordnance Survey map first ed. six-inch map, surveyed 1839-40, next to the quay at Kilmore Quay. This coastguard station was later replaced by a new station a short distance to the E (NIAH Reg. No. 15621017). It is notable that this signal station was demolished at an early date, pre the compilation of the Ordnance Survey first ed. six-inch map of 1839-40. Many of the signal towers (5 out of 6) in neighbouring Waterford were also demolished at an early date. There were concerns expressed (in writing) in 1811 by a Mr. Pope, Waterford Agent of the London Assurance Company, that the disused signal station towers along the Waterford coastline were causing confusion for seafarers who were mistaking these for lighthouses (particularly Hook Head, Wexford) in poor weather, which led to a number of shipwrecks along the Waterford coastline (around Tramore in particular) in c. 1810. These concerns were apparently acted upon with the demolition of a signal station somewhere close to Tramore (probably at Brownstown Head; WA026-098----) by the end of 1811, and possibly the others along the Waterford coastline. Perhaps this signal station at Crossfarnoge\Crossfarnogue was demolished around this time for the same reasons. The signal tower was part of a system of over 80 signal stations constructed by the British Board of Ordnance in the first decade of the nineteenth century to warn of the approach of a French invasion fleet. Signalling between sites was accomplished using a naval signal post. The system formed a continuous chain from Malin Head in Donegal to Dublin Bay. It was abandoned by the mid-1810s when the threat of a French invasion diminished (Kerrigan 1995, 157-66)' (archaeology.ie)

9.3 List of Unlocated Shipwrecks Near Proposed Works

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
Near Kilmore Quay (10)				
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>Cygnets (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 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
Near Tusker (143)				
No.	Name	Classification	Date of Loss	Place of Loss
W03006	<i>Sophia</i>	Schooner	25/12/1868	Irish Sea, Tusker Rock, Co Wexford to Dublin, between
W03125	<i>Albert Gallatin</i>	Ship	07/06/1851	Tusker Rock, Co Wexford, on the shoal N of
W03136	<i>Alu Mendi</i>	Vessel	28/04/1917	Tusker Rock, Co Wexford, 12 miles SE
W03155	<i>Anna Str</i>	Vessel	23/01/1848	Tusker Rock, Co Wexford, near
W03168	<i>Annie</i>	Schooner	10/02/1871	Tusker Rock, Co Wexford, off
W03174	<i>Aram (SS)</i>	Steamship	23/01/1848	Tusker Rock, Co Wexford, near
W03175	<i>Aranci</i>	Dredger	07/09/1932	Tusker Rock, Co Wexford, offshore, 22 miles S by W of

W03176	<i>Ararat (SS)</i>	Iron Steamship	15/03/1905	Tusker Rock, Co Wexford, lighthouse, 30 miles SW of
W03211	<i>Baron Ailsa</i>	Collier	09/05/1918	Tusker Rock, Co Wexford, S of / Smalls, 18 miles WNW
W03260	<i>Bristol Jane</i>	Unknown	1837	Tusker Rock, Co Wexford, near
W03272	<i>Brothers</i>	Schooner	Pre 1852	Tusker Rock, Co Wexford
W03277	<i>Bubona</i>	Unknown	21/12/1870	Tusker Rock, Co Wexford
W03293	<i>Cassivelauness</i>	Unknown	06/12/1856	Tusker Rock, Co Wexford, E of
W03314	<i>Chieftain</i>	Brig	03/03/1848	Tusker Rock, Co Wexford, off
W03322	<i>City of Dundee (SS)</i>	Steamship	04/10/1908	Tusker Rock, Co Wexford, Around 16 miles NE of
W03323	<i>City of Exeter</i>	Unknown	13/01/1850	Tusker Rock, Co Wexford
W03327	<i>Claire</i>	Unknown	13/08/1915	Tusker Rock, Co Wexford, 34 miles SSW from
W03335	<i>Clarence</i>	Ship	26/02/1905	Tusker Rock, Co Wexford, near
W03336	<i>Cleddy</i>	Sloop	15/03/1850	Tusker Rock, Co Wexford
W03350	<i>Concord</i>	Sailing Boat	21/04/1822	Tusker Rock, Co Wexford, near
W03355	<i>Consbrook</i>	Unknown	04/02/1853	Tusker Rock, Co Wexford, off / Cape clear, 300M W of
W03362	<i>Cormorant (SS)</i>	Steamship	11/05/1884	Tusker Rock, Co Wexford, near
W03365	<i>Covenanter</i>	Schooner	08/03/1878	Tusker Rock, Co Wexford, S of
W03378	<i>Cyril</i>	Schooner	01/11/1894	Tusker Rock, Co Wexford, lighthouse, c.14 miles SE of
W03379	<i>Dante (SS)</i>	Iron Steamship	30/12/1875	Tusker Rock, Co Wexford c.20 miles S of / Smalls, between
W03384	<i>Dawn</i>	Lugger	08/11/1878	Tusker Rock, Co Wexford, off / Carnsore Point, 2 miles S of
W03398	<i>DIU (SS)</i>	Steel Steamship	13/10/1917	Tusker Rock, Co Wexford, 4 miles S of
W03449	<i>Elizabeth</i>	Unknown	14/06/1824	Tusker Rock, Co Wexford, near
W03457	<i>Elizabeth Martin</i>	Barque	02/12/1856	Tusker Rock, Co Wexford, near
W03458	<i>Ellen</i>	Unknown	15/12/1890	Tusker Rock, Co Wexford
W03489	<i>Euphemia</i>	Barque	13/12/1872	Tusker Rock, Co Wexford
W03491	<i>Eurocydon / Eurclydon</i>	Ship	17/11/1864	Tusker Rock, Co Wexford / Greenore Point
W03509	<i>Fairy</i>	Schooner	11/06/1862	Tusker Rock, Co Wexford, offshore
W03520	<i>Fanny</i>	Cutter	31/10/1878	Tusker Rock, Co Wexford, 3 miles NE of the / 3 miles SW by S
W03524	<i>Fanny</i>	Unknown	03/11/1907	Tusker Rock, Co Wexford, 10 miles NE by E of
W03536	<i>Finn Mac Coull / Fionn M'Coull (SS)</i>	Paddler Steamer	29/06/1848	Tusker Rock, Co Wexford, near
W03548	<i>Forest Deer</i>	Unknown	1932	Tusker Rock, Co Wexford, near
W03562	<i>Francis</i>	Vessel	05/01/1809	Tusker Rock, Co Wexford, near
W03583	<i>Garrydock</i>	Unknown	1889	Tusker Rock, Co Wexford, off
W03607	<i>George Bewley</i>	Barque	11/05/1884	Tusker Rock, Co Wexford, off
W03613	<i>Gertie (SS)</i>	Steamship	08/12/1941	Tusker Rock, Co Wexford, near
W03626	<i>Grace Evans</i>	Unknown	09/02/1861	Tusker Rock, Co Wexford / Baillies
W03631	<i>Greenock (SS)</i>	Iron Steamship	17/07/1905	Tusker Rock, Co Wexford, off
W03632	<i>Grenadier</i>	Unknown	30/07/1892	Tusker Rock, Co Wexford
W03633	<i>Greyhound</i>	Sailing Boat	February 1756	Tusker Rock, Co Wexford
W03635	<i>Grezzie</i>	Unknown	06/11/1804	Tusker Rock, Co Wexford
W03637	<i>Guiding Star</i>	Steam Tug	July 1875	Tusker Rock, Co Wexford

W03638	<i>Guild Mayor</i>	Schooner	12/05/1917	Tusker Rock, Co Wexford, 5-6 miles E of
W03641	<i>Halcyon (SS)</i>	Packet boat	24/05/1873	Tusker Rock, Co Wexford
W03642	<i>Hammond</i>	Collier	09/05/1810	Tusker Rock, Co Wexford
W03643	<i>Hannah</i>	Unknown	26/01/1901	Tusker Rock, Co Wexford, off
W03655	<i>Havna (SS)</i>	Steamship	02/03/1918	Tusker Rock, Co Wexford, off
W03669	<i>Helvetia (SS)</i>	Steamship	31/10/1878	Tusker Rock, Co Wexford, off
W03674	<i>Hera</i>	Brig	09/02/1891	Tusker Rock, Co Wexford, lighthouse, c.8 miles E by S of
W03695	<i>Hope</i>	Unknown	12/05/1822	Tusker Rock, Co Wexford, offshore
W03696	<i>Hope</i>	Unknown	02/04/1830	Tusker Rock, Co Wexford, offshore, 21 miles ESE of
W03733	<i>Irsun (Ydun?)</i>	Unknown	1915	Tusker Rock, Co Wexford, off
W03735	<i>Isabel Monks (SS)</i>	Steel Steamship	24/10/1915	Tusker Rock, Co Wexford, c.17 miles NE of
W03741	<i>Isabella</i>	Sailing Boat	17/03/1807	Tusker Rock, Co Wexford
W03742	<i>Isabella</i>	Schooner	11/01/1850	Tusker Rock, Co Wexford, 15 miles S0.5E of
W03763	<i>Jane</i>	Unknown	Early 1837	Tusker Rock, Co Wexford, near
W03768	<i>Jane Grey</i>	Unknown	23/03/1918	Tusker Rock, Co Wexford, S of
W03817	<i>Kangaroo (SV)</i>	Vessel	18/06/1917	Tusker Rock, Co Wexford, offshore, 20 miles S of
W03820	<i>Karolos (SS)</i>	Steamship	16/01/1910	Tusker Rock, Co Wexford, c.70 miles S by W of
W03827	<i>Kincora (SS)</i>	Steel Steamship	08/08/1901	Tusker Rock, Co Wexford, Barrels Rocks, between
W03835	<i>Kitty</i>	Unknown	12/05/1812	Tusker Rock, Co Wexford
W03851	<i>Langton</i>	Unknown	07/04/1824	Tusker Rock, Co Wexford, S of
W03857	<i>Lauretta</i>	Brigantine	27/02/1878	Tusker Rock, Co Wexford, 25 miles E by N of
W03868	<i>Liberty</i>	Brig	26/04/1791	Tusker Rock, Co Wexford (then onto the Wexford coast)
W03887	<i>Logic (SS)</i>	Steamship	WWI	Tusker Rock, Co Wexford
W03889	<i>Loop Head (SS)</i>	Steamship	27/10/1927	Tusker Rock, Co Wexford, off
W03895	<i>Lovely</i>	Unknown	27/07/1852	Tusker Rock, Co Wexford
W03903	<i>M'Dowall</i>	Unknown	13/04/1764	Tusker Rock, Co Wexford
W03917	<i>Malleny</i>	Full-rigged ship	15/10/1886	Tusker Rock, Co Wexford
W03922	<i>Mandara</i>	Barquentine	26/01/1888	Tusker Rock, Co Wexford, c.15 miles SW of
W03940	<i>Margaret and Mary</i>	Unknown	22/08/1907	Tusker Rock, Co Wexford, near
W03947	<i>Marguerite</i>	Brig	February 1879	Tusker Rock, Co Wexford, 50 miles SW of
W03953	<i>Marmion</i>	Ship	25/11/1871	Tusker Rock, Co Wexford, 30 miles SW of
W03965	<i>Mary</i>	Sloop	Pre 1852	Tusker Rock, Co Wexford
W03968	<i>Mary</i>	Sailing Boat	10/06/1820	Tusker Rock, Co Wexford, offshore, 10 miles SE of
W03991	<i>Mellery / Mellary</i>	Ship	15/10/1886	Tusker Rock, Co Wexford, on
W04001	<i>Mermeriss (SS)</i>	Yacht	24/06/1895	Tusker Rock, Co Wexford
W04004	<i>Mesaba (SS)</i>	Steamship	01/09/1918	Wexford, Tusker Rock, 21 miles E¼N of / offshore, towards West.
W04007	<i>Mexico</i>	Unknown	Early 1837	Tusker Rock, Co Wexford, near

W04010	<i>Millbay</i>	Schooner	02/09/1882	Tusker Rock, Co Wexford, 5 miles WSW of
W04024	<i>Monsaldale (SS)</i>	Steel Steamship	12/05/1917	Tusker Rock, Co Wexford, lighthouse, 8 miles E by N½N of / 8 miles E of
W04027	<i>Monte Videan</i>	Unknown	December 1892	Tusker Rock, Co Wexford
W04038	<i>Muircha</i>	Unknown	1878	Tusker Rock, Co Wexford, off
W04069	<i>Nicolaos (SS)</i>	Iron Steamship	12/05/1917	Tusker Rock, Co Wexford, 5 - 6 miles E of
W04074	<i>Nonpareil</i>	Schooner	25/05/1867	Tusker Rock, Co Wexford, off
W04084	<i>Ocean Child</i>	Schooner	19/03/1849	Tusker Rock, Co Wexford, near
W04087	<i>Oceola</i>	Barque	25/11/1871	Tusker Rock, Co Wexford, 30 miles SW of
W04091	<i>Orcadian (SS)</i>	Iron Steamship	23/03/1867	Tusker Rock, Co Wexford
W04109	<i>Paulita</i>	Brigantine	11/10/1865	Tusker Rock, Co Wexford, 34 miles NE of
W04110	<i>Pausillippo</i>	Unknown	15/12/1890	Tusker Rock, Co Wexford
W04147	<i>Preussischer Adler (SS)</i>	Iron Steamship	27/11/1881	Tusker Rock, Co Wexford, 7 miles SW of
W04192	<i>Raylton Dixon (SS)</i>	Iron Steamship	27/10/1916	Tusker Rock, Co Wexford, 15 miles SW of
W04207	<i>Ripple</i>	Brig	16/01/1870	Tusker Rock, Co Wexford
W04208	<i>Rival</i>	Brig	15/09/1854	Tusker Rock, Co Wexford, off
W04209	<i>River Krishna</i>	Ship	04/01/1874	Tusker Rock, Co Wexford, S Rock
W04225	<i>Rose</i>	Sailing Boat	10/02/1818	Tusker Rock, Co Wexford
W04232	<i>Royal Firth</i>	Unknown	Sep-31	Tusker Rock, Co Wexford, on
W04254	<i>Samuel</i>	Schooner	17/01/1850	Tusker Rock, Co Wexford
W04269	<i>Sarah Palmer</i>	Barque	28/04/1863	Tusker Rock, Co Wexford, near / off / 1 mile SSW of
W04284	<i>Sheariness / Sheerness (SS)</i>	Steamship	03/02/1927	Tusker Rock Lighthouse, off, 9 miles SE of Rosslare Pier
W04285	<i>Sheil</i>	Unknown	18/06/1875	Tusker Rock, Co Wexford
W04300	<i>Sir R.A. Ferguson</i>	Unknown	11/02/1845	Tusker Rock, Co Wexford, off
W04310	<i>Sne Spurven</i>	Barque	02/04/1917	Tusker Rock, Co Wexford, 25 miles SSW
W04325	<i>Speranza</i>	Unknown	16/08/1850	Tusker Rock, Co Wexford, off
W04330	<i>St. Barbara</i>	Sailing Boat	29/01/1784	Tusker Rock, Co Wexford, the Hook, between
W04347	<i>Star of Hope</i>	Unknown	20/11/1856	Tusker Rock, Co Wexford / Sutton Beach
W04351	<i>Stirlingshire</i>	Barque	30/01/1865	Tusker Rock, Co Wexford, lighthouse, 1 mile S of
W04377	<i>Tagus</i>	Schooner	16/05/1835	Tusker Rock, Co Wexford, off
W04400	<i>Thereas / Theresa / Therese</i>	Brig	04/10/1852	Tusker Rock, Co Wexford, near
W04425	<i>Titania</i>	Unknown	14/02/1845	Tusker Rock, Co Wexford / put into Waterford, off
W04428	<i>Topaz</i>	Schooner	Between 3/8/1907 and 4/8/1907	Tusker Rock, Co Wexford, off
W04429	<i>Topic (SS)</i>	Iron Steamship	18/06/1913	Tusker Rock, Co Wexford, 4 miles WSW / Gipsy Shoal, off
W04433	<i>Trewarth</i>	Unknown	15/02/1845	Tusker Rock, Co Wexford, off

W04456	<i>Unity</i>	Unknown	10/05/1822	Tusker Rock, Co Wexford, 24 miles SE of
W04490	Unknown	Ship	Unknown	Tusker Rock, Co Wexford, off
W04500	Unknown	Schooner	Unknown	Tusker Rock, Co Wexford, off
W04519	Unknown	Barque	05/09/1872	Tusker Rock, Co Wexford
W04524	Unknown	Brig	09/01/1818	Tusker Rock, Co Wexford, near
W04525	Unknown	Barque	05/09/1872	Tusker Rock, Co Wexford
W04551	Unknown	Barque	30/10/1851	Tusker Rock, Co Wexford, inside
W04568	Unknown	Boat	29/07/1907	Tusker Rock and Greenore Point, between
W04573	Unknown	Unknown	31/08/1918	Tusker Rock, Co Wexford, off
W04584	Unknown	Ship	03/07/1848	Tusker Rock, Co Wexford, near
W04603	Unknown	Ship	Unknown	Tusker Rock, Co Wexford
W04634	<i>Val de Saire</i>	Barque	02/12/1914	Tusker Rock, Co Wexford, 2 miles N by W of
W04637	<i>Valetta</i>	Barque	23/03/1887	Tusker Rock, Co Wexford, off
W04645	<i>Venus</i>	Schooner	17/07/1858	Tusker Rock, Co Wexford, near
W04675	<i>Wakefield</i>	Brig	02/06/1852	Tusker Rock, Co Wexford
W04681	<i>Watkins</i>	Unknown	05/04/1848	Tusker Rock, Co Wexford, off
W04682	<i>Wave</i>	Ketch	04/07/1901	Tusker Rock, Co Wexford, 12 miles ENE of
W04696	<i>White Star</i>	Ship	24/12/1883	Tusker Rock, Co Wexford/Mahoon close to Tuskar Light
W04711	<i>William Lindsay</i>	Ship	17/10/1874	Tusker Rock, Co Wexford, abandoned 7-10 miles SW of / came to rest in the ship lanes running for S Wexford Bay
W04714	<i>Willie</i>	Brigantine	06/05/1896	Tusker Rock, Co Wexford, lighthouse, offshore, 12 miles E by S
W04715	<i>Witch (SS)</i>	Screw Steamer	Between 12/7/1851 and 13/7/1851	Tusker Rock, Co Wexford
W04743	<i>Albion ?</i>	Unknown	30/10/1851	Tusker Rock, Co Wexford, inside / Tuskar Rock and Carnsore Point, between
W05131	<i>Progress</i>	Unknown	21/05/1852	Irish Sea, The Smalls, 15 miles from / Tusker, NW by N 12M
W12088	<i>Oreadian</i>	Ship	23/02/1867	Tusker Rock, Co Wexford
W12179	<i>Newcastle</i>	Barque	05/09/1872	Tusker Rock, Co Wexford

9.4 Previous Archaeological Investigations (excavations.ie)

00E0260 - Kilmore Quay, Wexford

696683E, 603598N

Report not received.

09D0038; 09R0117 - Nemestown, Kilmore Quay, Wexford

697409E, 603906N

'Moore Marine Services Ltd was commissioned by Dominic Delany & Associates on behalf of Wexford County Council to carry out an underwater impact assessment of a proposed sewage outfall at Nemestown, Kilmore Quay, Co. Wexford. The assessment took place in July 2009 and coincided with a spring tide, so the maximum foreshore area was exposed at low water.

The survey recorded that, although there was a large quantity of flotsam and jetsam noted on the backshore section, there were no archaeological deposits or features noted on the proposed outfall route. Notwithstanding this, the recovery of a number of cutlasses from the adjoining area and its obvious navigation hazard means that there is potential for development works in this area to uncover previously unrecorded archaeological materials and deposits.'

17E0574 - Ballyteige Burrow, Wexford

696063E, 603005N

'Archaeological excavation of burials was undertaken following the discovery of skeletal remains following Storm Ophelia.'

19E0047 - Beak & Nemestown, Wexford

697365E, 604107N

'Test trenching was undertaken in the townlands of Beak and Nemestown, Co. Wexford. No features and/or finds of archaeological significance were encountered in the majority of the trenches (Trenches 1-7 & 9-10), however two areas of archaeological significance were revealed in Trench 8 (697456, 603963). Area 1 is defined by a deposit of burnt stone and clay measuring 4.8m in length and appears to extend beyond the width of the trench (1.8m). Flint debitage was revealed while cleaning back this feature. Area 2 is defined by a layer of stones with mid-brown clay containing charcoal, measuring 3m in length and appears to extend beyond the width of the trench (1.8m).'

‘An area of burning has already been investigated in the corner of the site for a new Waste Water Treatment Plant (WWTP) in the Kilmore Quay area of Co. Wexford (Rooney 2022, 19E0047). Topsoil stripping on the greenfield length of pipeline route approaching the WWTP, and on the rest of the WWTP site, exposed a few scattered features of archaeological interest, including a small group around a firespot. Two in the group produced likely prehistoric pottery.

All of the features were investigated prior to further groundworks, and a number of charcoal samples have been collected for dating.

Groundworks at the quayside exposed the 19th-century harbour wall and seafront wall, both damaged by service trenching.’