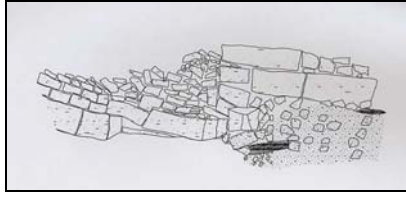


Appendix F – Underwater Archaeological Assessment Report

- **ADCO – Underwater Archaeological Assessment Report
(October 2008)**



**Underwater Archaeological Assessment
Beach Re-nourishment Area
South Bay, Rosslare
Co. Wexford**

08D064, 08R197

**Underwater Archaeological Assessment
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08D064, 08R197

3rd October 2008

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THE ARCHAEOLOGICAL DIVING COMPANY LTD.

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SUMMARY

The Archaeological Diving Company Ltd. was appointed by RPS Group, consulting engineers on behalf of Wexford County Council, to undertake an underwater archaeological assessment of a 550m x 380m area of seabed, prior to a proposed beach re-nourishment programme within South Bay, Rosslare, Co. Wexford. The re-nourishment material will be dredged from a large sandbar located outside the breakwater at Rosslare Europort. This material will be spread across a designated, near-shore, dump zone within South Bay, located between National Grid Reference numbers: 311181.2370E/ 113420.0219N - 311589.3054E/ 113768.7028N, and 311828.3556E/ 113465.7805N - 311414.6653E/ 113123.6322N. The material will provide beach re-nourishment sediment for Rosslare Strand and help to mitigate against the impact Rosslare Europort has had on the sediment transport regime in the area.

Systematic visual inspection of the designated dump zone area was undertaken. In addition, a metal-detection survey was undertaken across a 400m x 40m seabed area to provide a sample of the frequency of hits to be expected from this area of seabed; due to the size of the survey area it was not possible to undertake a metal-detection survey of the area in its entirety. No archaeologically significant material, deposits, or structures were revealed within the survey area. The work was carried out under licence from the Department of the Environment, Heritage, and Local Government (DoEHLG), on the 25th and 26th August 2008; licence numbers: 08D064, 08R197.

This report recommends that further archaeological assessment in advance of construction works is not required. In addition, as seabed impacts are restricted to the placement of dredged material and no sediment removal will take place within the survey area, no archaeological mitigation measures are required for the operational phase of the proposed development.

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1.0 INTRODUCTION

The Archaeological Diving Company Ltd (ADCO) was appointed by RPS Group, consulting engineers on behalf of Wexford County Council, to undertake a non-disturbance archaeological assessment of a 550m x 380m section of seabed located within South Bay, Rosslare, Co. Wexford (Figure 1, Plates 1-2). The assessment was undertaken prior the proposed dumping of dredged seabed-material within the designated survey area; this material being used to re-nourish Rosslare Strand and help mitigate against the impact Rosslare Europort has had on the sediment transport regime in the area.

A seabed dredging programme will be undertaken along a large sandbar that has built up against the main breakwater at the Rosslare Europort Terminal. The sand bar will not be dredged to beneath its original, pre-formation, beach-level. No archaeological assessment of the dredge site was required by the Department of the Environment, Heritage, and Local Government (DoEHLG).¹

The archaeological assessment was focused on the immediate impact area and sought to identify and record the location, nature and dimensions of any archaeological features, fabric or artefacts that may be impacted by the proposed development. In addition, a buffer-zone was incorporated into the archaeological survey, extending the survey by 20m+ around the seabed dump zone.

The underwater assessment was carried out on 25th-26th August 2008 by a team of three maritime archaeologists and a certified dive supervisor.

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

¹ Communication from DoEHLG to RPS.

2.0 PROPOSED DEVELOPMENT²

It is proposed to remove the seabed deposits that have built-up against the main breakwater at Rosslare Europort. This material will be removed by suction dredger, down to original beach level, and be re-deposited within a designated seabed area within South Bay (Figure 2). The designated seabed dump zone is located 300m east of the High Water Mark, within the near-shore zone. It will be located between the following National Grid coordinates: a). 311181.2370E/ 113420.0219N, b). 311589.3054E/ 113768.7028N, c). 311828.3556E/ 113465.7805N, d). 311414.6653E/ 113123.6322N.

3.0 THE RECEIVING ENVIRONMENT

The earliest exploitation of the Wexford coastline is likely to date to the Mesolithic Period (c.5000BC -3000BC) and is confirmed by the recovery of flint tools of 'Larnian type' from the east and south east coast. Further prehistoric activity is evidenced with the presence of coastal midden sites, of possible Neolithic date, at Clare Island and the River Slaney Estuary. It is likely that any prehistoric settlement within Co. Wexford was focused around the River Slaney Estuary; a valuable landscape resource providing transport links, coastal exploitation, and fertile floodplains for the earliest settlers. This resource was further developed within the Bronze Age which saw the Wexford coast act as an arrival-point for influences, artefacts, and individuals from Britain and the Continent.

The arrival of Celtic speaking peoples from the continent (C.500BC) saw increased coastal exploitation, the beginning of maritime trade, and construction of sophisticated seagoing vessels. This maritime culture was additionally developed by the introduction of Scandinavian seafaring peoples in the tenth-century, establishing complex commercial operations based around the exploitation of Ireland's east coast, most notably in Wexford, Waterford, and Dublin.

This maritime economy was accelerated with the Anglo-Norman incursion into Ireland, 1169-70, and the subsequent settlement of Wexford Town. The medieval period saw a blossoming of maritime activity, both in shipbuilding, mercantile seafaring, and fishing within the estuarine settlements at Waterford, New Ross, and Wexford town.

² This is an overview of the available information, forwarded by RPS Group and does not relate to specific engineering details.

By the sixteenth-century a vibrant trade had been created in which large quantities of coal being imported from Wales and fish, hides, timber, and raw produce being exported from Wexford and New Ross. In addition, the fishing industry was of great importance to local communities and by the seventeenth-century fish became the areas major export commodity.

Rosslare Harbour was developed in the mid-nineteenth century to provide safe anchorage on the south easternmost tip of the Wexford coastline, c. 15km from Wexford town. The port developed due to its geographic location (c.50m miles from the Welsh coast) as a port for cross channel shipping. By 1906 the Fishguard to Rosslare Harbour Ferry Service was established and today the harbour functions largely as a ferry port and roll-on roll-off terminal.

*Record of Monuments and Places*³

The Record of Monuments & Places (RMP) is a list of archaeological sites known to the National Monuments Service with accompanying RMP Maps, based on OS 6" Sheets, which indicate the location of each recorded site. The RMP list is based on The Sites and Monuments Record files housed in the National Monuments Services offices. The Sites and Monuments Records (SMR) are lists with accompanying maps and files of all known or possible archaeological sites and monuments, predominately pre-1700AD in date, for all counties.

There are no sites listed in the RMP for the stretch of coastline adjacent to the proposed re-deposition area. Only three sites are listed for the wider area and are included below in Table 1 (Figure 3):

SMR number:	Townland:	NGR:	Site type/Description:	Distance from Survey Area:
WX48-06	Churchtown	31006E, 11281N	Church/Graveyard: situated in an area of flat rolling countryside – large extended fields to the south, east, and north of church enclosure. Site consists of an irregular straight-sided enclosure with entrance arch feature. Interior features include a church in ruins and large assortment of 18 th -20 th century grave markers. The enclosure is a 5-sided construction (46mE-W and 39.5mN-S) of earthen bank field with stone walling in parts probably post-medieval in date. The surviving church remains consist of a	c.5km

³ The RMP is maintained by the National Monument Section, Department of Environment, Heritage and Local Government.

			rectangular choir with the western nave wall – the nave side walls are entirely gone to foundation level, truncating this parish church. There are several box tombs in the nave area – one burial around 1811 indicates a late date for destruction of nave walls.	
WX48-17	Ballygeary	31252E, 11193N	Castle (site of): the site is occupied by a derelict farmhouse. A few low wall features are located in the middle of dense thicket of briars to east of cottage. Immediately west of castle site is a white plastered two storey mud house with decaying thatch roof. Informant spoke of at least four more mud houses located to south of this extant example but they had been cleared for land reclamation.	c.6.1km
WX48-18	Ballygeary	31278E, 11223N	Windmill: site marked on 1840 OS mapping, located within a rectangular field. No surface evidence apart from eastern field boundary having double banking though which a leat feature may have run. Dunes located to the north, beyond the railway line.	c.7.5km

Table 1: RMP Sites listed for the townlands surrounding the South Bay area.

Shipwreck Inventory

Given Wexford's long history of maritime activity it is of no surprise that the foundering of vessels has been a constant feature along this stretch of coastline. Indeed, efforts to increase maritime safety within this area were initiated in 1811 by the Ballast Board with the proposals for the construction of a Light House at Tusker Rock; a dangerous, low-lying, rock located six nautical miles off Carnsore Point.

The Shipwreck Inventory in the DoEHLG archive attests to the large number of shipwrecks located along the Wexford Coast. This archive comprises a list of recorded instances of wrecking since 1750. The details provided in the inventory include: the type of vessel, the journey it foundered on, and information on the ultimate plight of the vessel and its crew, where possible. In describing the wrecking event, the records will locate the incident in relation to the nearest headland or other topographic marker where known. This is not however a record of where the wreckage lies, since the historic records generally only deal with the vessel before it sunk. Such finer details emerge from other sources, such as fishermen's records of snag points and diver records of sites located underwater. These are included in the Inventory wherever possible but it is true to say that most entries lack this final level of data. Finally, it should be pointed out that while the Inventory provides a record of wrecking incidents since 1750, it does not claim to be a comprehensive record for

earlier events, and therefore the medieval and prehistoric periods are not represented in this archive.

A total of 103 shipwrecks are listed in the inventory for the south Wexford Coast, dating from the 1840s to the 1920s. A total of 28 entries are listed for 'South Bay' and are highlighted within the Appendix 1. Other Topographic references from the list include: Rosslare, Rosslare Point, Rosslare Harbour, Ballgeary Point, South Wexford Coast, and off Wexford Coast. Shipwrecks listed for these areas are also included in the appendix.

National Museum Topographic files

The National Museum of Ireland Topographical Files is the national archive of all known antiquities recorded by the National Museum. These files relate primarily to artefacts but also include references to monuments and also contain a unique archive of records of previous archaeological excavations. The Museum's files present an accurate catalogue of objects reported to that institution from 1928. There is a computerised database of finds from the 1980s onwards. The find-spots of artefacts can also be an important indication of the archaeological potential of the related or surrounding area.

No finds are listed for the National Museum's topographic files, for the area under survey, however, the potential for sub-surface and in-water archaeological material remains.

Excavations Bulletin

The *excavations bulletin* provides a published (yearly) summary of accounts of archaeological excavations undertaken throughout Ireland.⁴ Summaries are also submitted for inter-tidal survey, underwater assessments, and the archaeological monitoring of marine dredging works. The majority of the entries relate to development-led archaeological work. There are no entries relating to the development area and only one entry for the wider area:⁵

Bulletin Entry:	Licence Number:	Site type/Description:	Distance from Survey Area:
1999:887	99E0429	Assessment took place along the proposed route of the upgraded sewer network. A total of 61 trial-pits, 30 slit-trenches and 10 boreholes were dug by the contracting geotechnical engineers at	11km

⁴ Isabel Bennett (ed.) Excavations Bulletin: summary Accounts of archaeological excavations in Ireland, Wordwell Ltd.

⁵ Stuart Elder, 99E0429, Rosslare Harbour Interim Drainage Scheme, Archaeological Monitoring and Testing, Excavations Bulletin Entry: 1999:887.

		<p>various points along the proposed route.</p> <p>Nothing of archaeological significance was found in any of these areas, and subsequent archaeological test-trenching was undertaken, both at the site of the proposed treatment works and at a low mound in the same field that had already produced waste flint/chert in the initial walk-over assessment. Four test-trenches were opened in all, with one at the treatment works site producing a single struck flint flake, and the one on the mound producing a single sherd of medieval green-glazed pottery. During reinstatement a damaged stone axe was recovered from the topsoil adjacent to the trench on the mound. Further investigation and/or excavation was therefore recommended</p>	
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Conclusion

There are no known coastal archaeological sites located adjacent to the seabed survey area and no finds listed in the National Museum Topographic Files. In addition, there are no entries in the excavations bulletin relating to the previous archaeological work within South Bay. In contrast, there a large number of shipwrecks lilted in the Shipwreck Inventory for the waters surrounding the proposed re-deposition area and on that basis a high archaeological potential should be ascribed to he seabed within South Bay.

4.0 SURVEY METHODOLOGY

Visual inspection was employed to assess the archaeological potential of the seabed within the designated re-deposition area. The survey was undertaken in a systematic fashion, the archaeological diver being towed N-S within a series of c.20m wide search corridors. Surface marker buoys were used to mark the four corners of the survey area. In addition, a 400m base line was lain NNW to SSE east across the survey area to provide a reference point for the diver. This baseline was laid across the survey area at 40m intervals. A differential GPS receiver was used to position-fix any dive observations and insure accurate poisoning of the surface marker buoys (Plate 3). A buffer zone was incorporated into the survey, extending the survey 20m to the north, east, south and west of the re-deposition area (Figure 4).

A detailed description of the seabed topography and bottom composition was made. Magnetometer survey by hand-held metal-detector (Fisher Aquanaut 1280X) was employed across a 400m x 40m section of the survey area to provide a sample record of metal detection hits encountered; due to the size of the survey area it was not possible to undertake a metal-detection survey of the area in its entirety (Figure

4). In addition, an area of inter-tidal foreshore located adjacent to the proposed re-deposition zone was field-walked by three archaeologists at Low Water. A finds retrieval strategy dealing with conservation issues, cataloguing, and locational recording was in place to deal with any artefacts recovered during the survey.

A water depth of approximately 6m (maximum) was noted for the eastern limit of the survey area. Visibility was very good and ranged between 6m-10m. A strong south-westerly wind was present on both survey days. Diving operations were carried out to HSA/HSE standard using surface supplied equipment, supported with suitable boat cover and VHF communications to the relevant authorities.

5.0 ARCHAEOLOGICAL ASSESSMENT

Seabed Topography

The western half of the survey area is composed of fine sand with a light dusting of overlying silt. The seabed is gently rippled, the ripples running in a north-northeast to south-southeast direction (Plates 4-6). Occasional small stones and shell inclusions were encountered across this section of seabed. A series of low-lying seabed mounds, upstanding c.0.20m-0.30m from the seabed, were encountered approximately 100m east of the survey start point. These mounds are irregular in shape and measure 3m-5m in width and up to 30m in length. They are composed of a deposit of sub-angular stones (average size: 0.05m x 0.10m) and are covered by a fine, close-growing, seaweed (Plates 7-9). These stony deposits are located between 50m-100m apart; although in several places they form an almost continuous, low-level, stony outcrop. Several areas comprising of large rocks and boulders (<0.1m x 0.15m in size) were encountered across the eastern limit of the survey area. Some of these larger rocks were covered in dead man's fingers. Noted marine-life included: edible crab, velvet crab, hermit crabs, sea snails, razor shellfish, clams, and small flat-fish, including dab and plaice.

Visual Survey and Assessment

A systematic visual survey of the seabed was conducted across the re-deposition area (Figure 4). The seabed was largely sterile of any man-made material and no archaeological material/ deposits or structures were encountered as part of the survey. In addition, the seabed was largely free from marine vegetation.

A survey of the adjacent foreshore was also undertaken to visually assess the archaeological potential of the inter-tidal zone along South Bay. A 200m (north-south)

x 30m (east-west) area of foreshore was inspected at Low Water (Figure 4). No archaeological material, deposits, or structures were encountered as part of the inspection.

Magnetometer Survey

A metal-detection survey was undertaken across a 400m x 40m area of seabed (Figure 4). This was conducted to provide a sample record of the number of hits that could be expected across the survey area as a whole. Relatively few metal-detection hits were encountered and no surface targets were visible when compared to areas of seabed located closer to a port or harbour area. A total of twenty-five targets were logged within the metal-detection survey area. It is likely that these hits represent modern jetsam from local fishing vessels that have bedded into the sandy seabed.

Conclusion

The assessment was comprehensive and extended beyond the site boundaries as indicated. No archaeologically significant materials, deposits, or structures were observed during the assessment. The seabed is remarkably clean, being free from any of visible surface modern debris. In addition, the metal-detection survey revealed a relatively small amount of targets; adding weight to the relative sterility of the seabed from modern metallic debris.

The mound material and boulders encountered as part of the survey are not believed to be part of the natural composition of the seabed within South Bay. It is most likely that these deposits represent the re-deposition of material from previous dredging activities within the area; wave-action having removed the finer sediments to leave the larger non-mobile stone and rock deposits.

A relatively good archaeological holding content is present within the survey area and the possibility of buried, *in-situ*, archaeological material still remains. However, no impact to any potential archaeological material is likely to take place with the deposition of the dredged sediment across the survey area.

6.0 PROPOSED IMPACTS

No impact to any archaeological materials, deposits, or structures will arise from the proposed re-deposition of seabed material. Likewise no impact to archaeological materials, deposits, or structures is anticipated during the associated dredging works;

seabed dredging will not pass beneath the original beach level and the dredge material will all come from a recently deposited sandbar.

7.0 RECOMMENDATIONS

Pre-deposition Phase Measures

No further ameliorative measures are recommended in advance of the beach re-nourishment programme commencing.

Deposition Phase Measures

Seabed impacts are restricted to the placement of dredged material and no sediment removal will take place within the survey area, and no archaeological measures are recommended during the re-deposition phase.

PLEASE NOTE: All of the above recommendations are based on the information supplied for the South Bay Beach Re-nourishment Project, Rosslare, Co. Wexford. Should any alteration occur, further assessment maybe required.

PLEASE NOTE: The above recommendations are subject to the approval of the Department of the Environment, Heritage, and Local Government.

8.0 ACKNOWLEDGEMENTS

Thanks are extended to, Sophie Gilloway, Senior Environmental Scientist, RPS Group. The survey team included Rex Bangerter (Project/Maritime Archaeologist), Dr. Jimmy Lenehan (Maritime Archaeologist), Dr. Edward Pollard (Maritime Archaeologist) and Brian MacAllister (Dive supervisor). The report was written by Rex Bangerter and edited by Dr. Niall Brady (Project Manager).

Appendix 1: Shipwrecks listed in the Shipwreck Inventory for the South Coast of County Wexford.

Location	Name	Date	Ship Type	Cargo	Information
Off the east coast of Wexford	<i>Active</i>	01/1922	-----	Wheat	En route from Liverpool to Wexford. All on board survived.
Off Wexford	<i>Adventure</i>	12/11/1812	-----	-----	En route from Limerick to Liverpool. Captured and sunk by French schooner Brestois a privateer
Off Rosslare Fort	<i>Angharad</i>	1891	Schooner	-----	Wexford vessel became a total wreck
Rosse lake (perhaps Rosslare)	<i>Ann</i>	26/11/1820	-----	-----	En route from Liverpool to Cork
Rosse Lake, near Wexford	<i>Ann</i>	26/11/1820	-----	-----	En route from Liverpool to Cork when she went ashore. The cargo was expected to be saved.
Ballygeary	<i>L'Aventeen</i>	Pre 1852	-----	General cargo	-----
Off wexford coast	<i>Ayrshire Lass</i>	9/05/1867	-----	-----	Four people survived
Wexford coast	<i>Betsey/Betsy</i>	24/09-10/1805	Sloop	Ballast	Sloop of Dartmouth
South Bay	<i>Betsey and Mary Ann/Betsey & Mary</i>	1/01/1822	-----	-----	En route from Cork to Glasgow driven ashore in a heavy gale
South Bay	<i>Blue Bone</i>	Unknown	-----	-----	This may still be a hazard to fishing
Off Rosslare	<i>Bonafide</i>	08?/1905	-----	Copper	En route from Fiji to Liverpool. All aboard survived.
Rosslare	<i>Bonita</i>	6/8/1900	11 year old Yawl (yacht)	Ballast	Weighed 12 tons, of Cork en route from Kingstown to Cork stranded in NNW force 8 wind. She was a total loss.
Ballygeary	<i>Boston packet</i>	14/11/1880	53-ton 38-year old Wexford schooner	Coal	En route from Cardiff to Ballygeary became stranded in a NNE force 9 gale and was totally wrecked.
South bay	<i>Brittania</i>	Pre 1852	UK schooner	Coal	Sailing coastwise when became lost
Off the Wexford coast	<i>Britton Haliburton</i>	09/1839	-----	-----	Valued at £4500.00
South Bay	<i>Brothers</i>	Pre 1852	UK sloop	Grain	Coastal journey when she became a partial loss.
South Bay	<i>Brothers</i>	Between 1846 and 1851	-----	-----	-----
Off Rosslare	<i>Civil Servant</i>	03/1868	UK brig	Coal	14 people survived
South of Rosslare, around 3 miles north of Rosslare coastguard station	<i>Clara and Jessie</i>	10/12/1890	46 year old wooden schooner weighing 67 tons	-----	All those on board survived. She sailed from Wexford bound for Milford when she was wrecked.
South bay	<i>Clonmel</i>	Pre 1852	UK	General	Sailing coastwise when ran

			steamer	cargo	aground but got off later.
South Bay	<i>Commerce</i>	26/01/1843	Schooner		Lost two cables while lying at anchor
Coast of Wexford	<i>Coquette</i>	15-16/12/1820	-----	-----	The ship was en route from Liverpool to Africa. She was totally wrecked and only two of the crew were saved.
Beach at Rosslare Harbour	<i>Crest</i>	9/3/1936	Three masted auxillary schooner	Salt	Formerly called the Vigilant en route from Wexford to Dublin. The crew survived and at low tide the wreck was accessible.
Rosslare	<i>Cymric</i>	01/1924	-----	Bricks	-----
Ballygeary	<i>Denbighshire Lass</i>	6/3/1908	-----	-----	-----
Off the Wexford coast	<i>Demara</i>	1816	-----	-----	-----
Near Rosslare 52 14 21N 006 17 42W Wreck no 010400606	<i>Earl</i>	1930	-----	-----	35m depth of water
Rosslare harbour	<i>Edward</i>	11/1915	-----	Oats	-----
Near Rosslare	<i>Eiderslic/Ele rslie</i>	1859	-----	-----	-----
Hill of Sea	<i>Elerslie</i>	21/01/1858	Emigrants	-----	En route from Liverpool to Barbados
Coast of Wexford	<i>Elizabeth</i>	23/12/1816	-----	-----	Dartmouth based ship en route from London to Cork when driven ashore and feared lost
Rosslare	<i>Ellen Kerr</i>	1/9/1883	-----	-----	From Wexford. All on board survived.
Wexford coast?	<i>Fairie</i>	After 11/12/1883	48-year old schooner	Beans	From Whitehaven weighed 59 tons. En route from Wexford to Glasgow when went missing with all four aboard in gale.
Off the Wexford coast	<i>Felix Pensamient o</i>	09/1839	Brig	-----	On passage from St. Ubes to Sligo
South bay	<i>Frenchman</i>	Early 1900s	-----	-----	This vessel is still a hazard to fishing.
Rosslare Harbour	<i>Friendship</i>	11/1915	-----	-----	This vessel was refloated later
Near Rosslare	<i>Gannet</i>	23/1/1906	-----	-----	Four people survived
Near Rosslare	<i>Goelta</i>	1/12/1929	2473-ton vessel	-----	From Swansea, caught in fog and ran ashore. Was refloated and brought to Dublin for repairs.
Hill O'Sea	<i>Harvest Home</i>	4/10/1909	-----	-----	The vessel was later refloated
South Bay	<i>Harvest Home</i>	C1922	-----	-----	The vessel was later refloated
Rosslare Harbour	<i>Harvest King</i>	11/1915	-----	-----	This vessel was later refloated
Near Rosslare	<i>Helen</i>	01/1879	-----	-----	En route from Liverpool. 13 people survived.
Rosslare	<i>Isabella Davidson</i>	19/01/1861	-----	Ballast	Inverness based ship en route from Falmouth to Troon when driven ashore.
Off Wexford coast	<i>Jager</i>	01/1845	-----	-----	Valued at £30000 was en passage from Liverpool to

					Calcutta
Wexford coast	<i>Jay</i>	4/12/1798	-----	-----	American ship en route to Liverpool when stranded. Part of cargo is expected to be saved.
Rosslare	<i>John Bull</i>	11/1915	-----	Coal	-----
South Bay	<i>John and Esther</i>	Between 1846 and 1851	UK brig	Malt	Total loss
South Bay	<i>John and Samuel</i>	Between 1846 and 1851	Sloop	Potatoes	A partial loss
South Bay	<i>John P. Esther</i>	Pre 1852	Valued at £6000	Malt	Sailing coastwise when lost
South Bay	<i>John P. Samuel</i>	Pre 1852	-----	Potatoes	Sailing coastwise when lost
Off Rosslare Fort	<i>Keepsake</i>	20/10/1894	10-year old wooden yacht/yawl	-----	Broke moorings at Rosslare in gale. Drifted out to sea. No one aboard.
On the Wexford coast	<i>Kingston</i>	02/1838	Brig	-----	On passage from Plymouth to Liverpool
South bay	<i>Levantine</i>	27/02/1848	190-ton vessel	-----	En route from Liverpool to Gibraltar when she went ashore
Rosslare	<i>Loddon</i>	27/01/1941	Steam trawler	-----	Of Lowestoft, struck a rock near the Saltees. The crew drove her ashore at Rosslare. It is hoped to repair the vessel
Near Rosslare lighthouse	<i>Love Lane</i>	14/02/1903	9-year old unregistered wooden lugger weighed 10 tons.	Ballast	Of Wexford, she was working out of Wexford, fishing, with six crewmen when stranded and was a total loss in a WNW force 2 wind.
Hill o'Sea	<i>Lucinda Jane</i>	20/02/1888	-----	Malt	En route to Dublin
South Bay	<i>Magnolia</i>	12/11/1852	-----	-----	-----
South Bay	<i>Maria</i>	Pre 1852	UK schooner	Coal	Coastal journey when became partial loss
South Bay	<i>Mary</i>	Between 1846 and 1851	UK cutter	Grain	Total loss
Rosslare	<i>Mary Bangor</i>	1869	-----	-----	-----
Rosslare Fort	<i>Marys</i>	16/01/1892	-----	Timber	En route from Totnes to Runcorn when she became a total loss. Three people survived.
Off the Fort	<i>Mayflower</i>	1784?	-----	Coal	Of 4 crew one life was saved
South Bay	<i>Miss Williams</i>	C1922	-----	Coal	En route from Wales she was later re-floated
Near Rosslare Fort	<i>Muckaloo</i>	Unknown	-----	-----	The wreckage still causes a hazard and are known as 'the Muckaloo Stones.
Wexford coast	<i>Murichu?</i>	1878	-----	-----	Ex-fishery patrol boat involved in the 1916 rising sank on its way to be broken up.
Wexford coast	<i>Nancy of Newry</i>	26/02/1768	-----	-----	Of Newry en route from Galway to Bristol when lost
South Bay	<i>Newfriendsh</i>	Pre 1852	UK sloop	Grain	Sailing coastwise became total

	<i>ip/ New friendship</i>				loss
South Bay, Rosslare	<i>Orinoco</i>	11-12/11/1876	-----	-----	En route from St John's Brunswick to Liverpool with a cargo of timber. 34 people survived but three were lost.
South Bay	<i>Orangeman</i>	Early 1900's	-----	-----	Became a total wreck and remains a hazard to fishing
Wexford coast	<i>Orissa</i>	2/1838	Schooner	-----	On passage from Glasgow to Bristol
Near Rosslare Point	<i>Pilot</i>	31/01/1888	67-ton wooden schooner	Coal	53 years old, of Wexford, en route from porthcawl to wexford. Totally wrecked in a NW force 6 gale. No loss of life.
South Bay	<i>Ponsonby</i>	Pre 1852	UK Schooner	Cattle	Partial loss
Near Rosslare	<i>Puffin</i>	8/3/1906	-----	-----	6 people survived. Edward Wickham, cox of the Rosslare lifeboat was awarded a silver medal.
Kilrane/South Bay	<i>Seaview</i>	1/11/1915	86-ton schooner	Oats	Built in 1861
South Bay	<i>Shubenacadie/Subernacadie</i>	25/11/1835	UK brig	Timber	En route from Canada. The crew survived.
South Bay	<i>Star</i>	Pre 1852	UK schooner	Coal	Sailing coastwise when became a partial loss.
Near Rosslare	<i>Stella</i>	7/1/1859	-----	Marble	En route from Leghorn to Dublin when lost
Rosslare	<i>Statendrick</i>	02/1884	-----	Coal, iron	Enroute from Liverpool to Rio Grande. All on board survived
South Bay	<i>Swallow</i>	Pre 1852	UK sloop	Grain	On coastal journey when became a partial loss.
Rosslare	<i>Tempest</i>	7/12/1908	Unregistered fishing ketch	ballast	Of Wexford, built of wood, 41 years old and 6 tons. Fishing out of Wexford with 2 crew she became stranded and was a total loss.
-----	<i>Theodore</i>	15/7/1875	208-ton wooden brig	Timber	33 years old stranded in ENE force 10 gale becoming a total loss.
Off the Wexford coast	<i>Theseus</i>	10/1840	-----	-----	Valued at £8000 en passage from St John's to the Clyde when lost
South Bay	<i>Thistle</i>	31/1/1839	British schooner	Ballast	Total loss
Near Rosslare	<i>Thomas Farrel</i>	1829	199-ton vessel	-----	Of Wexford
South Bay	<i>Thomas Farrel/Thomas Farell</i>	Pre 1852	-----	Timber	Partial loss
Fort of Rosslare	<i>Torrance</i>	1/2/1855	-----	Coal	Sheltered in bay but anchor cables broke. She went ashore and was wrecked.
Rosslare/South Bay, under Hill of Sea, Ballygeary	<i>Versailles</i>	18-19/01/1861	620-ton vessel	General cargo	en route from Liverpool to Shanghai, driven ashore. She was towed off and cargo unloaded. The tug Erin placed a valuable steam pump belonging to the Liverpool towing company but it was lost.
Ballygeary Pier	<i>Victoria</i>	11/02/1906	-----	-----	This vessel was at anchor when she hit the pillars of a

					viaduct and sank.
South Bay	<i>Wave</i>	8/11/1906	-----	-----	The vessel was later salvaged.
Rosslare	<i>William and Mary</i>	18/01/1803	Smack	Slates	En route from Port Gain when wrecked
Off Wexford Coast	<i>William of Weymouth</i>	1818	-----	-----	Some of the bodies are buried at St. Vogue's graveyard, Carne
Rosslare	<i>Yarra Yarra</i>	7/03/1904	-----	Coal	En route from Newport to Wexford. Five people survived and the vessel was later saved.
South Bay	<i>Young Hudson</i>	8/11/1906	-----	-----	Lost
Hill O'Sea	<i>Zion Hill</i>	4/10/1909	-----	-----	-----
Off Wexford coast	Unknown	10/01/1549	-----	Wine	On passage from Spain to Limerick. The ship was plundered by the inhabitants.
Off east coast	unknown	19?/11/1807	Two transport ships	-----	Lost in severe blizzards
South Bay	unknown	Between 1846 and 1851	Portuguese brig	In ballast	Became a total loss
Rosslare	unknown	18/12/1855	Ship	-----	Came ashore near pilot station
Rosslare	unknown	18/12/1855	Ship	-----	Came ashore near pilot station
Near Rosslare	unknown	27/01/1906	Ketch	-----	-----
Near Rosslare	unknown	27/01/1906	Ketch	-----	-----
Near Rosslare	unknown	27/01/1906	Schooner	-----	-----
South Bay, Rosslare		26/07/1906	1-ton 6-year old unregistered wooden fishing lugger	In ballast	En route from Ballygeary to Rosslare capsized in a SSE wind but was recovered later.



Title
Figure 1- Extract from Discovery 1:50,000 map showing location of ADCO Survey Area.

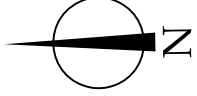
Client RPS Group Ltd.	Project Rosslare Beach Re-nourishment Project
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CAD reference Rosslare	Drawing No. Figure 1
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Job/Exc No. 08D064	Date 01.10.08
Compiled by R.Bangenter	Scale N.T.S.

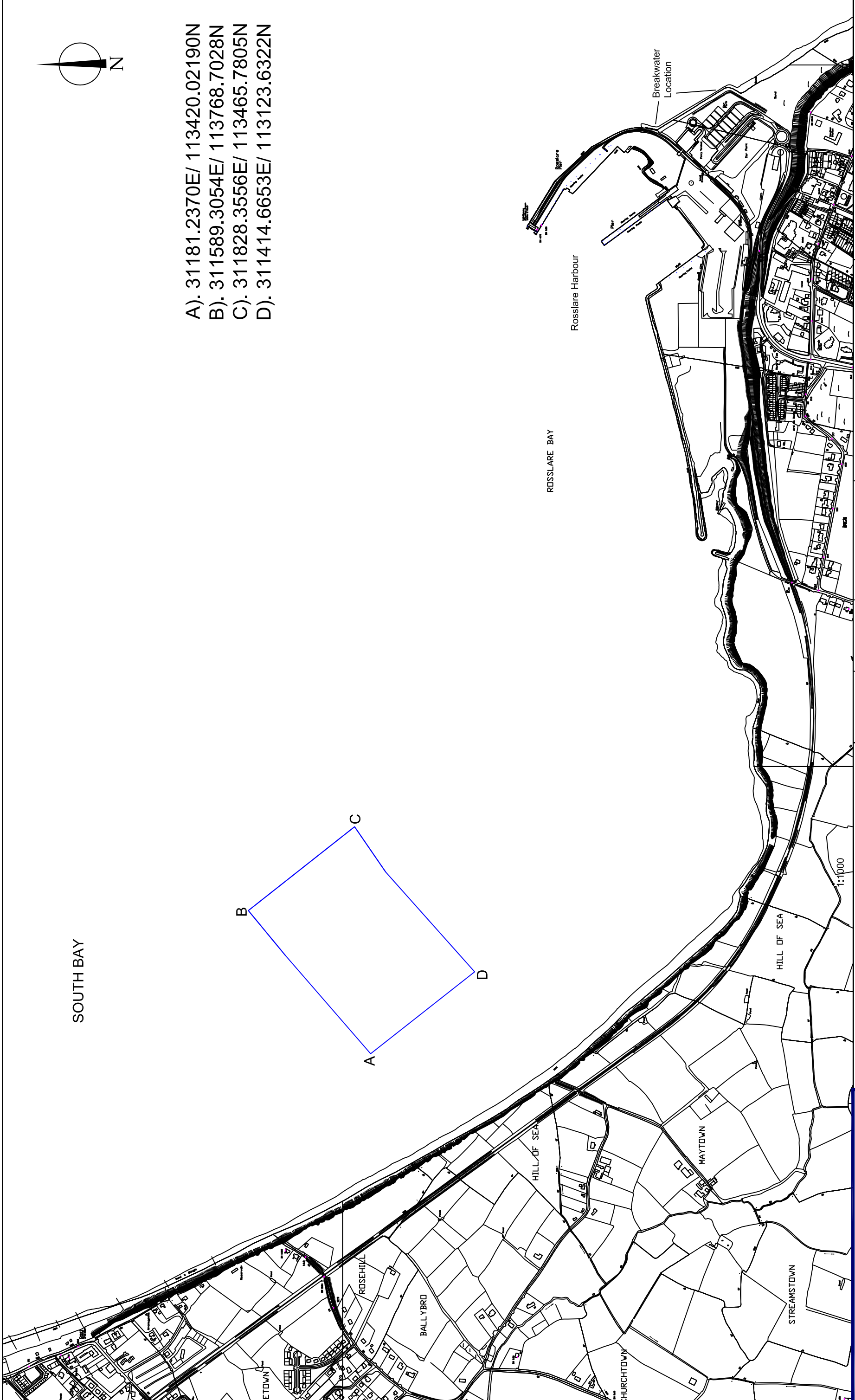
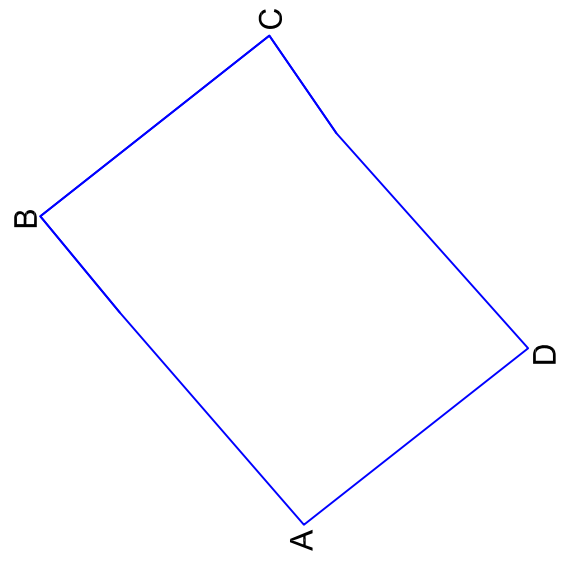
Notes Source: OSI

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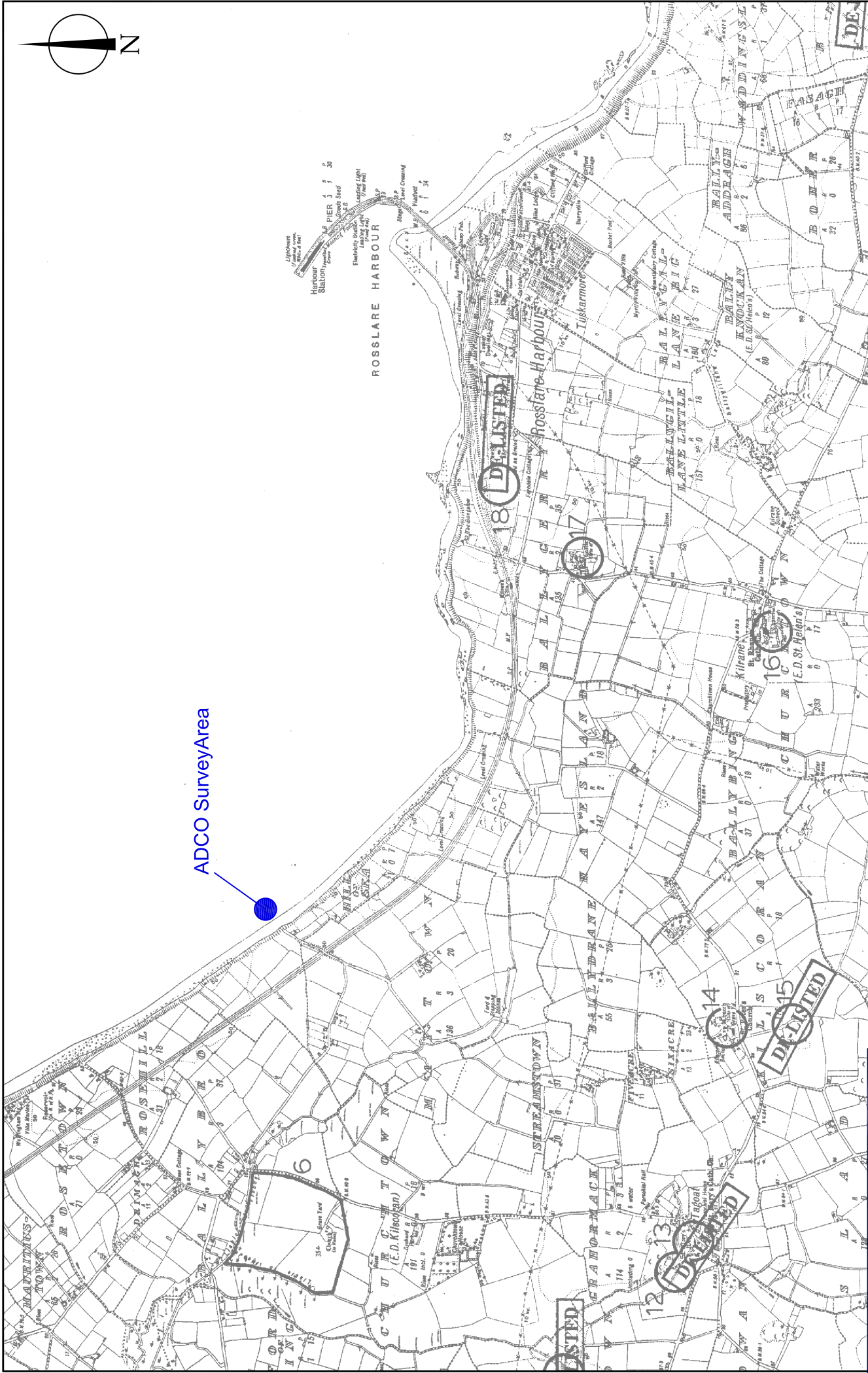
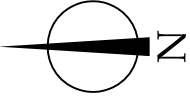
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- B). 311589.3054E/ 113768.7028N
- C). 311828.3556E/ 113465.7805N
- D). 311414.6653E/ 113123.6322N

SOUTH BAY



Notes Figure produced from preliminary Project Drawing supplied by RPS Ltd. Proposed Re-deposition Area		Job/Exc No. 08D064	Compiled by R.Bangenter	CAD reference Rosslare	Client RPS Group Ltd.	Title Figure 2- Extract from Project Drawing showing location and extent of proposed re-deposition area associated with the beach re-nourishment programme.
		Date 01.10.08	Scale 1:10,000	Drawing No. Figure 2	Project Rosslare Beach Re-nourishment Project	

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ADCO Survey Area

Notes

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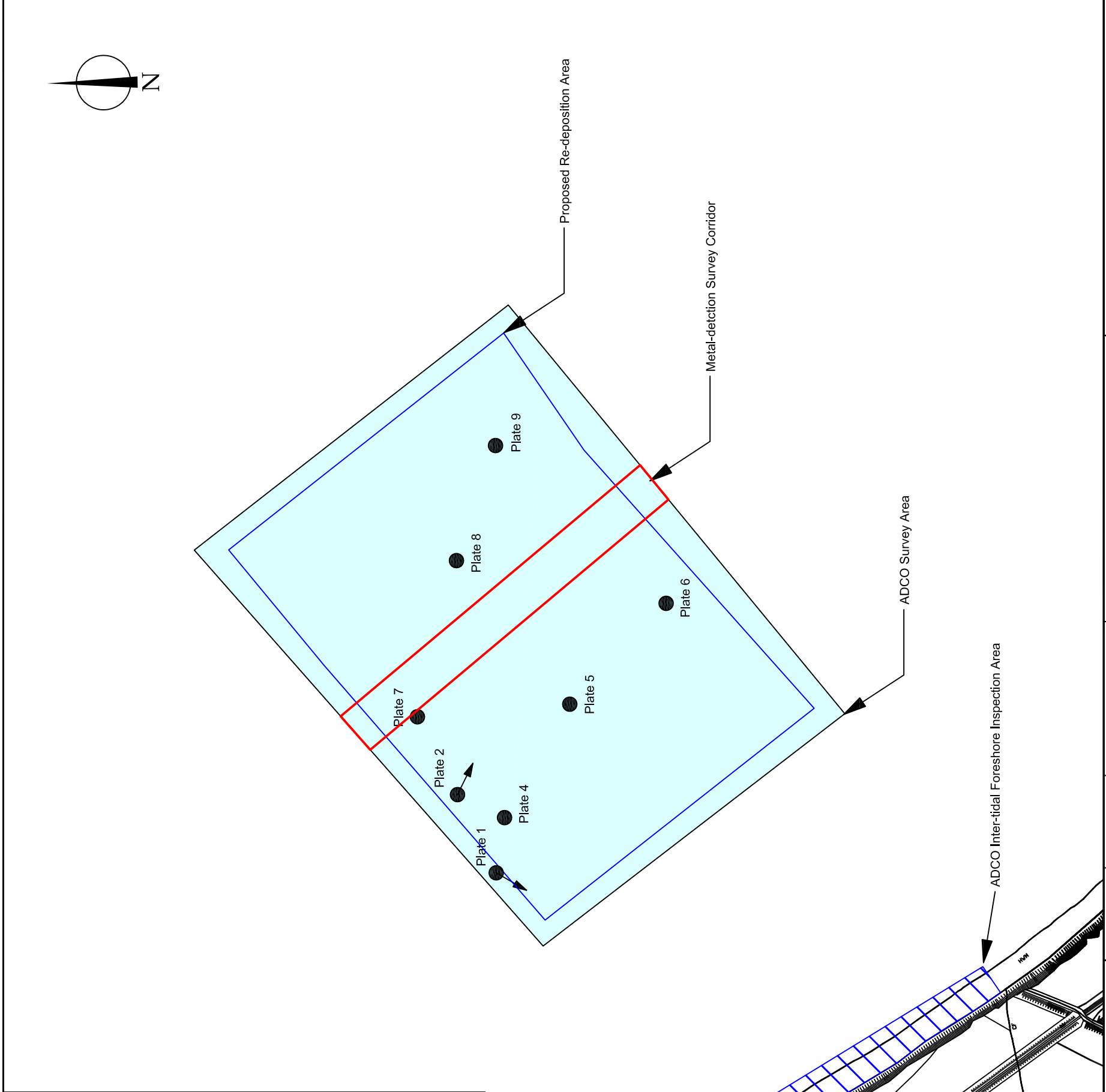
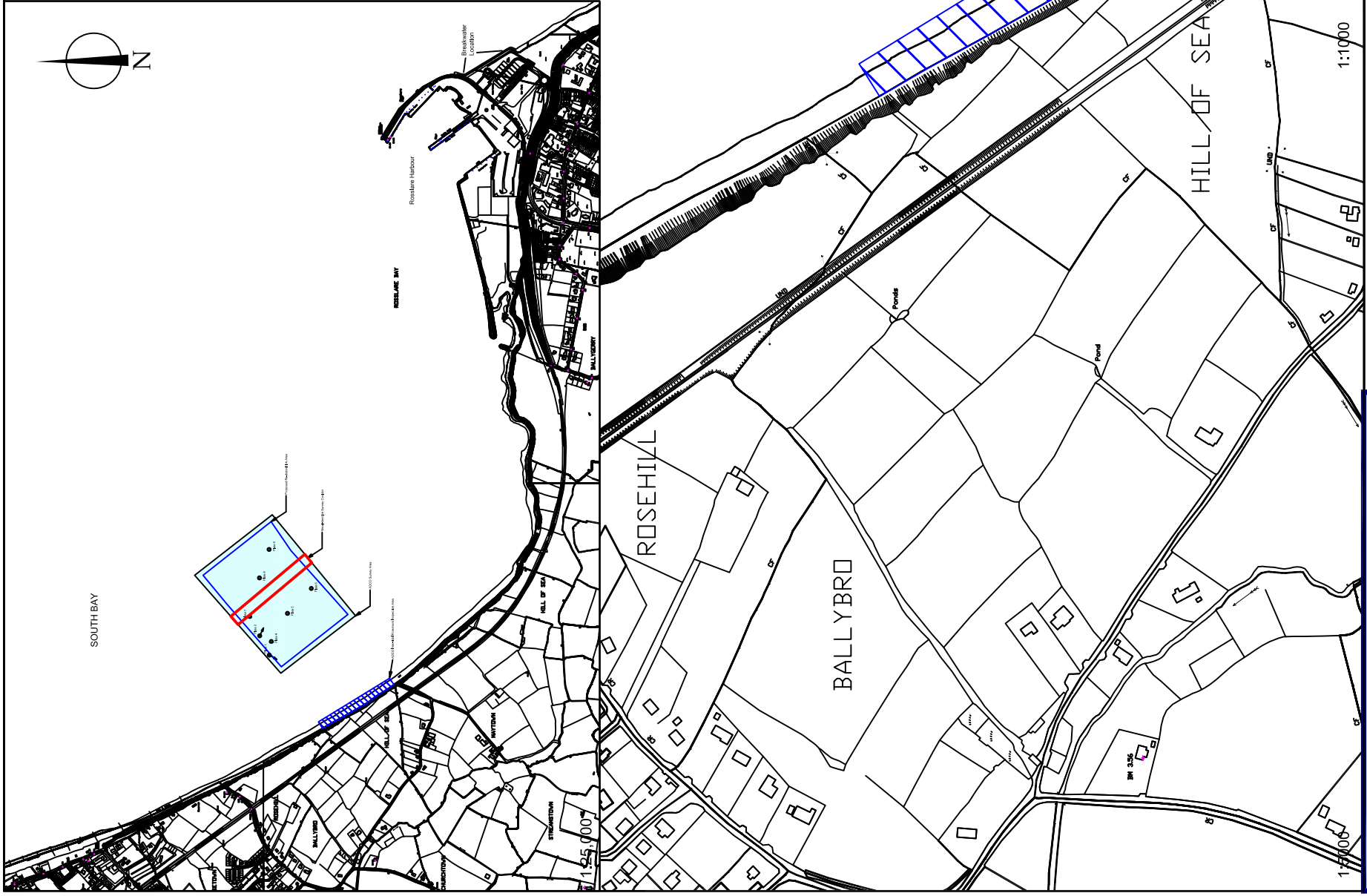
CAD reference
Rosslare

Drawing No.
Figure 3

Client
RPS Group Ltd.

Project
Rosslare Beach Re-nourishment Project

Title
Figure 3- Extract from RMP OS 6" mapping
(Wexford Sheet 048) showing location of
ADCO Survey Area, Rosslare Harbour, and
South Bay Area.



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Notes
 Figure produced from preliminary Project Drawing supplied by RPS Ltd.
 [Blue hatched box] Re-deposition Area
 [Light blue box] ADCO Survey Area
 [Red hatched box] Metal-detection Corridor
 [Blue hatched box] Foreshore Inspection Area.

Job/Exc No.
08D064
Date
01.10.08

Compiled by
R.Bangenter
Scale
1:5,000

CAD reference
Rosslare
Drawing No.
Figure 4

Client
RPS Group Ltd.
Project
Rosslare Beach Re-nourishment Project

Title
 Figure 4- Extract from Project Drawing showing location and extent of ADCO Survey Area, Metal-detection corridor, foreshore Inspection Area, and Plate locations.

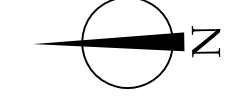
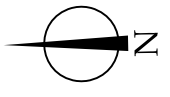




Plate 1: West-facing view of the strand from north-west corner of the Survey Area (NW corner buoyed).



Plate 2: South-southeast view of survey area from northwest corner of the designated re-deposition zone.



Plate 3: Working shot of diver establishing coordinates for the dropping of surface marker buoys at the four corners of the survey area.



Plate 4: Shot of sandy seabed at NGR: 311294E, 113464N.

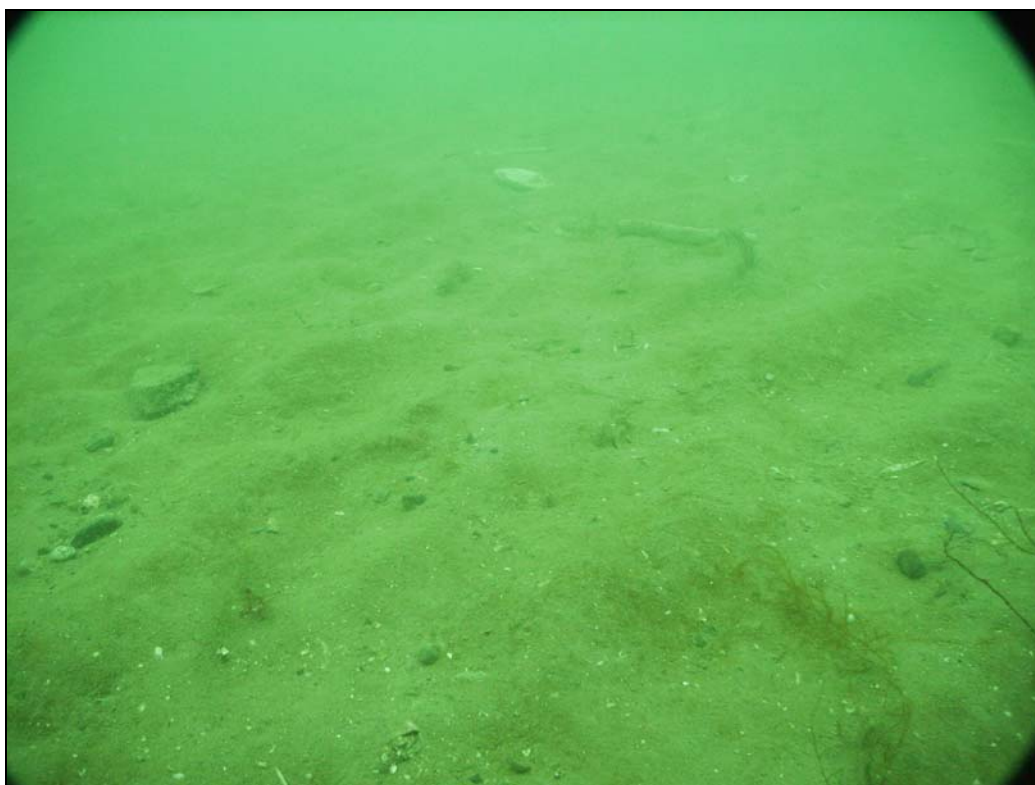


Plate 5: Shot of sandy seabed at NGR: 311419E, 113392N.



Plate 6: Shot of sandy seabed at NGR: 311530E, 113286N.



Plate 7: Shot of part of seabed mound at NGR: 311405E, 113560N.



Plate 8: Shot of part of seabed mound at NGR: 311577E, 113517N.



Plate 9: Shot of part of seabed mound at NGR: 311704E, 113474N.

A D C O

THE ARCHAEOLOGICAL DIVING COMPANY LTD

- Environmental Impact Assessment
- Riverine, Intertidal, Underwater Assessment
- Underwater Investigation and Excavation
- Monitoring of Dredging and Marine Construction projects
- Maritime Heritage Consultancy
- Accords to HSAHSE Diving at Work Regulations

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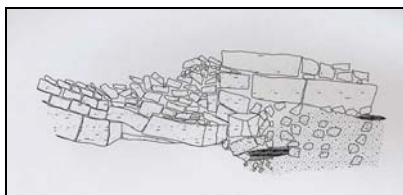
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Recording prehistoric logboat at
Gormanston, Co. Meath
GAS 2025 Irish Sea
Interconnector



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



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

