

APPENDIX E

UKHO & RCAHMW Marine data

UKHO Data

Latitude = 53 20'.032 N **Longitude** = 004 37'.652 W [EUT] **Square Number** = 92
State = LIVE

Wreck Number 7261 **Classification** = Unclassified
Symbol WK USC 14.0 **Largest Scale Chart** = 2011
Charting Comments

Old Number 009201300
Category Dangerous wreck

WGS84 Position **Latitude** = 53 20'.032 N **Longitude** = 004 37'.652 W
WGS84 Origin Block Shift
Horizontal Datum EUT ETRS 1989

Position Method DECCA navigator
Position Quality Precisely known
Position Accuracy
Area at Largest Scale No

Depth 14.0 metres
Drying Height
Height
General Depth 16 metres
Vertical Datum Approximate lowest astronomical tide
Depth Method Found by diver
Depth Quality Least depth unknown, safe clearance at value shown
Depth Accuracy
Conspic Visual NO **Conspic Radar** NO
Historic NO **Military** NO **Existence Doubtful** NO
Non Sub Contact NO

Last Amended 06/08/2005
Position Last Amended 06/08/2005
Position Last **Latitude** = 53 20'.017 N **Longitude** = 004 37'.583 W

Name ORIA
Type SS
Flag SPANISH
Dimensions **Length** = **Beam** = **Draught** =
Tonnage 629 Gross
Cargo GENERAL
Date Sunk 08/01/1905

Sonar Dimensions **Length** = **Width** = **Shadow Height** =
Orientation

Magnetic Anomaly
Debris Field
Scour **Depth** = **Length** = **Orientation** =

Markers
General Comments HULL INTACT, BOILER IS THE HIGHEST PART

Circumstances of Loss

**BUILT 1862 OF IRON. ONE BOILER, TRIPLE EXPANSION ENGINE, SINGLE SHAFT. PASSAGE LIVERPOOL FOR BILBAO. IN COLLISION WITH BRITISH SS STELLA MARIS 2M W OF THE SKERRIES. ORIA WAS BADLY HOLED & TRIED TO REACH HOLYHEAD BUT FOUNDERED ABOUT 500YDS FROM THE BREAKWATER. CREW RESCUED. (SIBI, WRECK & RESCUE ON THE COAST OF WALES VOL.1, & SHIPWRECKS OF N WALES).

Surveying Details

**H1280/77/24 11.10.77 LOCATED IN 532000N, 043740.9W, WITH 55FT OVER THE BOILER, AT LW, IN GEN DEPTH 65FT. INTACT FROM STEM TO STERN EXCEPT ALL SUPERSTRUCTURE HAS BEEN REMOVED. (M. SMITH, DTD 13.1.77). NCA.

**H1310/81/35 11.12.81 FAIRLY INTACT, BUT WITH SUPERSTRUCTURE BLASTED OFF. ALMOST THREEQUARTERS SUNK INTO SEABED. STANDING APPROX 10FT HIGH IN GEN DEPTH 65FT AT LW. (N ISHERWOOD). INS AS WK PA 16.5MTRS IN 532000N, 043704W. BR STD.

**HH100/351/01 5.5.89 WELL BROKEN UP. BOILER IS HIGHEST PART. (K. HURLEY, DTD 10.4.89).

**HH100/351/01 8.9.89 WK BELIEVED TO BE 'ORIA'. STANDS 5-6MTRS HIGH. (R S BUFTON, DTD 21.8.89). AMEND TO WK USC 14MTRS. - NM BLOCK 3454/89.

POSITIONS BELOW THIS POINT ARE IN DEGREES, MINUTES AND DECIMALS OF A MINUTE

**25.8.05 EUT POSN: 5320.032N, 0437.652W. NE 2011.

Latitude = 53 19'.750 N Longitude = 004 37'.200 W [OGB] Square Number = 92
State = LIVE

Wreck Number 7253 **Classification** = Unclassified
Symbol **Largest Scale Chart** = 2011
Charting Comments POSN FOR FILING ONLY

Old Number 009201221
Category Undefined

WGS84 Position **Latitude = 53 19'.765 N Longitude = 004 37'.269 W**
WGS84 Origin 3-D Cartesian Shift (BW)
Horizontal Datum OGB ORDNANCE SURVEY OF GREAT BRITAIN (1936)

Position Method
Position Quality Unreliable
Position Accuracy
Area at Largest Scale No

Depth
Drying Height
Height
General Depth 8 metres
Vertical Datum Approximate lowest astronomical tide
Depth Method
Depth Quality Depth unknown
Depth Accuracy
Conspic Visual NO **Conspic Radar** NO
Historic NO **Military** NO **Existence Doubtful** NO
Non Sub Contact NO

Last Amended 02/07/2005
Position Last Amended 05/05/1989
Position Last **Latitude = 53 19'.667 N Longitude = 004 37'.500 W**

Name KIRKMICHAEL
Type STEEL SV
Flag BRITISH
Dimensions **Length = 61.6 metres Beam = 10.1 metres Draught = 6.1 metres**
Tonnage 933 Gross
Cargo GENERAL
Date Sunk 22/12/1894

Sonar Dimensions **Length =** **Width =** **Shadow Height =**
Orientation

Magnetic Anomaly
Debris Field
Scour **Depth =** **Length =** **Orientation =**

Markers
General Comments WRECKAGE LIES FLAT ON SEABED

Circumstances of Loss

**STEEL BARQUE, BUILT 1882 BY W DOXFORD & SONS, SUNDERLAND. OWNED AT TIME OF LOSS BY A J STEEL & SON, LIVERPOOL. ON PASSAGE LIVERPOOL TO MELBOURNE, AUS. DRIVEN AGAINST OUTER WALL OF HOLYHEAD BREAKWATER WHEN SEEKING SHELTER IN A GALE. 7 OF 18 CREW LOST. (SIBI & SHIPWRECKS OF N WALES [PHOTO])

Surveying Details

**H1282/76/50 1.9.76 WKGE, TIMBER, REPD IN 531940N, 043730W. (A. NEWTON). NCA.

**HH100/351/01 5.5.89 SV 'KIRKMICHAEL' IS ONE OF TWO WKS LYING IN 531945N, 043712W [OGB], APPROX 300MTRS FROM B'WATER LTHO, ON SEAWARD SIDE. WKGE OF BOTH LIE FLAT ON SEABED AND IT IS IMPOSSIBLE TO DISTINGUISH ONE FROM THE OTHER. [SEE WK NO. 7453]. (K. HURLEY, DTD 10.4.89). NCA, POSN FOR FILING ONLY.

Latitude = 53 19'.750 N **Longitude** = 004 37'.200 W [OGB] **Square Number** = 92
State = LIVE

Wreck Number 7453 **Classification** = Unclassified
Symbol **Largest Scale Chart** = 2011
Charting Comments POSN FOR FILING ONLY

Old Number 009203448
Category Undefined

WGS84 Position **Latitude** = 53 19'.765 N **Longitude** = 004 37'.269 W
WGS84 Origin 3-D Cartesian Shift (BW)
Horizontal Datum OGB ORDNANCE SURVEY OF GREAT BRITAIN (1936)

Position Method
Position Quality Unreliable
Position Accuracy
Area at Largest Scale No

Depth
Drying Height
Height
General Depth 8 metres
Vertical Datum Approximate lowest astronomical tide
Depth Method
Depth Quality Depth unknown
Depth Accuracy
Conspic Visual NO **Conspic Radar** NO
Historic NO **Military** NO **Existence Doubtful** NO
Non Sub Contact NO

Last Amended 02/07/2005
Position Last Amended
Position Last **Latitude** = **Longitude** =

Name OSSEO
Type IRON BARQUE
Flag BRITISH
Dimensions **Length** = 74.7 metres **Beam** = 11.3 metres **Draught** = 6.7 metres
Tonnage 1463 Gross
Cargo NITRATES
Date Sunk 30/12/1894

Sonar Dimensions **Length** = **Width** = **Shadow Height** =
Orientation

Magnetic Anomaly
Debris Field
Scour **Depth** = **Length** = **Orientation** =

Markers
General Comments LIES FLAT ON THE SEABED

Circumstances of Loss
**VESSEL, BUILT 1889 BY C. J. BIGGER, LONDONDERRY. OWNED AT TIME OF LOSS BY B. H. MC'CORKELL, LONDONDERRY. PASSAGE TALTAL, CHILE FOR ARDROSSAN STRANDED & LOST AGAINST HOLYHEAD BREAKWATER IN FORCE 9 WINDS. ALL 26 CREW LOST. (K. HURLEY, DODS & SIBI).
Surveying Details

**HH100/351/01 5.5.89 ONE OF TWO WKS LOCATED IN APPROX 531945N, 043712W [OGB], 300MTRS FROM B'WATER LTHO ON SEAWARD SIDE. THEY LIE FLAT ON THE SEABED AND IT IS IMPOSSIBLE TO DISTINGUISH ONE FROM THE OTHER. [SEE WK NO.7253]. (K. HURLEY, DTD 10.4.89). NCA, POSN FOR FILING ONLY.

Latitude = 53 19'.533 N Longitude = 004 38'.600 W [OGB] Square Number = 92
State = LIVE

Wreck Number 7250 **Classification** = Unclassified
Symbol **Largest Scale Chart** = 2011
Charting Comments POSN FOR FILING ONLY

Old Number 009201178
Category Undefined

WGS84 Position **Latitude = 53 19'.548 N Longitude = 004 38'.669 W**
WGS84 Origin 3-D Cartesian Shift (BW)
Horizontal Datum OGB ORDNANCE SURVEY OF GREAT BRITAIN (1936)

Position Method
Position Quality Unreliable
Position Accuracy
Area at Largest Scale No

Depth
Drying Height
Height
General Depth 8 metres
Vertical Datum Approximate lowest astronomical tide
Depth Method
Depth Quality Depth unknown
Depth Accuracy
Conspic Visual NO **Conspic Radar** NO
Historic NO **Military** NO **Existence Doubtful** NO
Non Sub Contact NO

Last Amended 02/07/2005
Position Last Amended
Position Last **Latitude =** **Longitude =**

Name
Type
Flag
Dimensions **Length =** **Beam =** **Draught =**
Tonnage
Cargo
Date Sunk

Sonar Dimensions **Length =** **Width =** **Shadow Height =**
Orientation

Magnetic Anomaly
Debris Field
Scour **Depth =** **Length =** **Orientation =**

Markers
General Comments

Circumstances of Loss

Surveying Details
**H1282/76/50 1.9.76 WK REPD IN 531932N, 043836W [OGB]. (A. NEWTON, SUB AQUA DIVER LETTER). NCA, POSN FOR FILING ONLY.

Latitude = 53 19'.167 N Longitude = 004 38'.650 W [OGB] Square Number = 92
State = LIVE

Wreck Number 7240 **Classification** = Unclassified
Symbol **Largest Scale Chart** = 2011
Charting Comments POSN FOR FILING ONLY

Old Number 009201075
Category Undefined

WGS84 Position **Latitude = 53 19'.182 N Longitude = 004 38'.719 W**
WGS84 Origin 3-D Cartesian Shift (BW)
Horizontal Datum OGB ORDNANCE SURVEY OF GREAT BRITAIN (1936)

Position Method
Position Quality Unreliable
Position Accuracy
Area at Largest Scale No

Depth
Drying Height
Height
General Depth 2 metres
Vertical Datum Approximate lowest astronomical tide
Depth Method
Depth Quality Depth unknown
Depth Accuracy
Conspic Visual NO **Conspic Radar** NO
Historic NO **Military** NO **Existence Doubtful** NO
Non Sub Contact NO

Last Amended 06/08/2005
Position Last Amended
Position Last **Latitude =** **Longitude =**

Name
Type
Flag
Dimensions **Length =** **Beam =** **Draught =**
Tonnage
Cargo
Date Sunk

Sonar Dimensions **Length =** **Width =** **Shadow Height =**
Orientation

Magnetic Anomaly
Debris Field
Scour **Depth =** **Length =** **Orientation =**

Markers
General Comments

Circumstances of Loss

Surveying Details

**H1282/76/50 1.9.76 WK REPD IN 531910N, 043839W [OGB]. (A. NEWTON, SUB AQUA DIVER, LETTER). NCA, POSN FOR FILING ONLY.

Latitude = 53 19'.117 N Longitude = 004 38'.400 W [OGB] Square Number = 92
State = LIVE

Wreck Number 7238 **Classification** = Unclassified
Symbol **Largest Scale Chart** = 2011
Charting Comments POSN FOR FILING ONLY

Old Number 009201051
Category Undefined

WGS84 Position **Latitude = 53 19'.132 N Longitude = 004 38'.469 W**
WGS84 Origin 3-D Cartesian Shift (BW)
Horizontal Datum OGB ORDNANCE SURVEY OF GREAT BRITAIN (1936)

Position Method
Position Quality Unreliable
Position Accuracy
Area at Largest Scale No

Depth
Drying Height
Height
General Depth 1 metres
Vertical Datum Approximate lowest astronomical tide
Depth Method
Depth Quality Depth unknown
Depth Accuracy
Conspic Visual NO **Conspic Radar** NO
Historic NO **Military** NO **Existence Doubtful** NO
Non Sub Contact NO

Last Amended 06/08/2005
Position Last Amended
Position Last **Latitude =** **Longitude =**

Name
Type
Flag
Dimensions **Length =** **Beam =** **Draught =**
Tonnage
Cargo
Date Sunk

Sonar Dimensions **Length =** **Width =** **Shadow Height =**
Orientation

Magnetic Anomaly
Debris Field
Scour **Depth =** **Length =** **Orientation =**

Markers
General Comments

Circumstances of Loss

Surveying Details
**H1282/76/50 1.9.76 WK REPD IN 531907N, 043824W [OGB]. (A. NEWTON, SUB AQUA DIVER, LETTER). NCA, POSN FOR FILING ONLY.

Latitude = 53 19'.067 N Longitude = 004 38'.167 W [OGB] Square Number = 92
State = LIVE

Wreck Number 7236 **Classification** = Unclassified
Symbol **Largest Scale Chart = 2011**
Charting Comments POSN FOR FILING ONLY

Old Number 009201026
Category Undefined

WGS84 Position **Latitude = 53 19'.082 N Longitude = 004 38'.235 W**
WGS84 Origin 3-D Cartesian Shift (BW)
Horizontal Datum OGB ORDNANCE SURVEY OF GREAT BRITAIN (1936)

Position Method
Position Quality Unreliable
Position Accuracy
Area at Largest Scale No

Depth
Drying Height
Height
General Depth 4 metres
Vertical Datum Approximate lowest astronomical tide
Depth Method
Depth Quality Depth unknown
Depth Accuracy
Conspic Visual NO **Conspic Radar** NO
Historic NO **Military** NO **Existence Doubtful** NO
Non Sub Contact NO

Last Amended 06/08/2005
Position Last Amended
Position Last **Latitude =** **Longitude =**

Name
Type
Flag
Dimensions **Length =** **Beam =** **Draught =**
Tonnage
Cargo
Date Sunk

Sonar Dimensions **Length =** **Width =** **Shadow Height =**
Orientation

Magnetic Anomaly
Debris Field
Scour **Depth =** **Length =** **Orientation =**

Markers
General Comments

Circumstances of Loss

Surveying Details
**H1282/76/50 1.9.76 WK REPD IN 531904N, 043810W [OGB]. (A. NEWTON, SUB AQUA CLUB, LETTER). NCA, POSN FOR FILING ONLY.

Latitude = 53 19'.067 N Longitude = 004 37'.517 W [OGB] Square Number = 92
State = LIVE

Wreck Number 7235 **Classification** = Unclassified
Symbol **Largest Scale Chart** = 2011
Charting Comments POSN FOR FILING ONLY

Old Number 009201014
Category Undefined

WGS84 Position **Latitude = 53 19'.082 N Longitude = 004 37'.585 W**
WGS84 Origin 3-D Cartesian Shift (BW)
Horizontal Datum OGB ORDNANCE SURVEY OF GREAT BRITAIN (1936)

Position Method
Position Quality Unreliable
Position Accuracy
Area at Largest Scale No

Depth
Drying Height
Height
General Depth 4 metres
Vertical Datum Approximate lowest astronomical tide

Depth Method
Depth Quality Depth unknown
Depth Accuracy
Conspic Visual NO **Conspic Radar** NO
Historic NO **Military** NO **Existence Doubtful** NO
Non Sub Contact NO

Last Amended 06/08/2005
Position Last Amended
Position Last **Latitude =** **Longitude =**

Name
Type
Flag
Dimensions **Length =** **Beam =** **Draught =**
Tonnage
Cargo
Date Sunk

Sonar Dimensions **Length =** **Width =** **Shadow Height =**
Orientation

Magnetic Anomaly
Debris Field
Scour **Depth =** **Length =** **Orientation =**

Markers
General Comments

Circumstances of Loss

Surveying Details
H1282/76/50 24.8.76 WK REPD IN 531904N, 043731W [OGB]. (A. NEWTON, SUB AQUA DIVER, LETTER). NCA, POSN FOR FILING ONLY.

Latitude = 53 19'.000 N Longitude = 004 37'.750 W [OGB] Square Number = 92
State = LIVE

Wreck Number 7230 **Classification** = Unclassified
Symbol **Largest Scale Chart** = 2011
Charting Comments POSN FOR FILING ONLY

Old Number 009200952
Category Undefined

WGS84 Position **Latitude = 53 19'.015 N Longitude = 004 37'.819 W**
WGS84 Origin 3-D Cartesian Shift (BW)
Horizontal Datum OGB ORDNANCE SURVEY OF GREAT BRITAIN (1936)

Position Method
Position Quality Unreliable
Position Accuracy
Area at Largest Scale No

Depth
Drying Height
Height
General Depth 1 metres
Vertical Datum Approximate lowest astronomical tide
Depth Method
Depth Quality Depth unknown
Depth Accuracy
Conspic Visual NO **Conspic Radar** NO
Historic NO **Military** NO **Existence Doubtful** NO
Non Sub Contact NO

Last Amended 06/08/2005
Position Last Amended
Position Last **Latitude =** **Longitude =**

Name
Type
Flag
Dimensions **Length =** **Beam =** **Draught =**
Tonnage
Cargo
Date Sunk

Sonar Dimensions **Length =** **Width =** **Shadow Height =**
Orientation

Magnetic Anomaly
Debris Field
Scour **Depth =** **Length =** **Orientation =**

Markers
General Comments

Circumstances of Loss

Surveying Details

**H1282/76/50 24.8.76 WK REPD IN 531900N, 043745W [OGB]. (A. NEWTON, SUB AQUA DIVER LETTER). NCA, POSN FOR FILING ONLY.

Latitude = 53 19'.833 N Longitude = 004 37'.083 W [OGB] Square Number = 92
State = LIFT

Wreck Number 7256 **Classification** = Unclassified
Symbol DW **Largest Scale Chart** = 2011
Charting Comments

Old Number 009201257
Category Dangerous wreck

WGS84 Position **Latitude = 53 19'.848 N Longitude = 004 37'.152 W**
WGS84 Origin 3-D Cartesian Shift (BW)
Horizontal Datum OGB ORDNANCE SURVEY OF GREAT BRITAIN (1936)

Position Method
Position Quality Unreliable
Position Accuracy
Area at Largest Scale No

Depth
Drying Height
Height
General Depth 0 metres
Vertical Datum Approximate lowest astronomical tide
Depth Method
Depth Quality Depth unknown
Depth Accuracy
Conspic Visual NO **Conspic Radar** NO
Historic NO **Military** NO **Existence Doubtful** NO
Non Sub Contact NO

Last Amended 10/09/2007
Position Last Amended
Position Last **Latitude =** **Longitude =**

Name BIDSIE AND BELL
Type SV (SCHOONER)
Flag BRITISH
Dimensions **Length = 42.0 metres Beam = 8.7 metres Draught = 4.6 metres**
Tonnage 371 Gross
Cargo COAL
Date Sunk 14/01/1925

Sonar Dimensions **Length =** **Width =** **Shadow Height =**
Orientation

Magnetic Anomaly
Debris Field
Scour **Depth =** **Length =** **Orientation =**

Markers
General Comments

Circumstances of Loss

**BUILT IN 1873 BY GOWEN, BERWICK-UPON-TWEED. OWNED AT TIME OF LOSS BY J FISHER & SONS. PASSAGE GARSTON FOR BIDEFORD. STRANDED, TOTAL LOSS. (SIBI).

Surveying Details

**H1499/25 3.3.25 DW (1925) IN 531950N, 043005W, MARKED BY G CONL BUOY. (HOLYHEAD TELECON, 3.3.25). INS AS DW. - NM 389/25.

**H6270/25 21.9.25 WK & BUOY REMOVED. (MINISTRY OF TRANSPORT, 8.9.25).
DELETED. - NM 1518/25.
**9.9.98 DATA RE-ASSESSED. AMENDED TO LIFT. NFA.

Latitude = 53 19'.367 N Longitude = 004 38'.550 W [OGB] Square Number = 92
State = DEAD

Wreck Number 7247 **Classification** = Unclassified
Symbol **Largest Scale Chart** = 2011
Charting Comments POSN FOR FILING ONLY

Old Number 009201142
Category Undefined

WGS84 Position **Latitude = 53 19'.382 N Longitude = 004 38'.619 W**
WGS84 Origin 3-D Cartesian Shift (BW)
Horizontal Datum OGB ORDNANCE SURVEY OF GREAT BRITAIN (1936)

Position Method
Position Quality Unreliable
Position Accuracy
Area at Largest Scale No

Depth
Drying Height
Height
General Depth 6 metres
Vertical Datum Approximate lowest astronomical tide
Depth Method

Depth Quality Depth unknown
Depth Accuracy
Conspic Visual NO **Conspic Radar** NO
Historic NO **Military** NO **Existence Doubtful** NO
Non Sub Contact NO

Last Amended 10/09/2007
Position Last Amended
Position Last **Latitude =** **Longitude =**

Name
Type
Flag
Dimensions **Length =** **Beam =** **Draught =**
Tonnage
Cargo
Date Sunk

Sonar Dimensions **Length =** **Width =** **Shadow Height =**
Orientation

Magnetic Anomaly
Debris Field
Scour **Depth =** **Length =** **Orientation =**

Markers
General Comments

Circumstances of Loss

Surveying Details

**H1282/76/50 1.9.76 WK REPD IN 531922N, 043833W [OGB]. (A. NEWTON, SUB AQUA DIVER LETTER). NCA, POSN FOR FILING ONLY.

POSITIONS BELOW THIS POINT ARE IN DEGREES, MINUTES AND DECIMALS OF A MINUTE

**10.9.07 DATA RE-ASSESSED. SOURCE DATA DIAGRAM ON BA 2011 STATES AREA SURVEYED 1999-2005. AMENDED TO DEAD. NCA.

Latitude = 53 19'.300 N Longitude = 004 38'.683 W [OGB] Square Number = 92
State = DEAD

Wreck Number 7476 **Classification** = Unclassified
Symbol STP **Largest Scale Chart** = 2011
Charting Comments LENGTH 36MTRS

Old Number 009203710
Category Wreck showing any portion of hull/superstructure

WGS84 Position **Latitude = 53 19'.315 N Longitude = 004 38'.752 W**
WGS84 Origin 3-D Cartesian Shift (BW)
Horizontal Datum OGB ORDNANCE SURVEY OF GREAT BRITAIN (1936)

Position Method
Position Quality Precisely known
Position Accuracy
Area at Largest Scale YES

Depth
Drying Height
Height
General Depth -1 metres
Vertical Datum Lowest astronomical tide
Depth Method
Depth Quality Depth unknown
Depth Accuracy
Conspic Visual NO **Conspic Radar** NO
Historic NO **Military** NO **Existence Doubtful** NO
Non Sub Contact NO

Last Amended 18/01/2002
Position Last Amended
Position Last **Latitude =** **Longitude =**

Name
Type CONCRETE TANK BARGE
Flag
Dimensions **Length =** **Beam =** **Draught =**
Tonnage
Cargo
Date Sunk

Sonar Dimensions **Length = 36.0 metres** **Width =** **Shadow Height =**
Orientation 030/210

Magnetic Anomaly
Debris Field
Scour **Depth =** **Length =** **Orientation =**

Markers
General Comments

Circumstances of Loss

Surveying Details

**HH212/420/01 29.8.95 DAMAGED CONCRETE TANK BARGE WHICH COVERS AT HIGH WATER LIES 70MTRS FROM NE END OF SOLDIERS POINT WHARF IN 531918N, 043841W. (AUTHORITY NOT STATED). CHART AS STP, 36MTRS LONG, LYING 030/210 DEGS. BR STD.

POSITIONS BELOW THIS POINT ARE IN DEGREES, MINUTES AND DECIMALS OF A
MINUTE

**HH212/420/08 18.1.02 DELETED. (HOLYHEAD LOCAL NM 2/02). BR STD.

Latitude = 53 19'.217 N Longitude = 004 37'.400 W [OGB] Square Number = 92
State = DEAD

Wreck Number 7241 **Classification** = Unclassified
Symbol **Largest Scale Chart** = 2011
Charting Comments POSN FOR FILING ONLY

Old Number 009201087
Category Undefined

WGS84 Position **Latitude = 53 19'.232 N Longitude = 004 37'.469 W**
WGS84 Origin 3-D Cartesian Shift (BW)
Horizontal Datum OGB ORDNANCE SURVEY OF GREAT BRITAIN (1936)

Position Method
Position Quality Unreliable
Position Accuracy
Area at Largest Scale No

Depth
Drying Height
Height
General Depth 5 metres
Vertical Datum Approximate lowest astronomical tide
Depth Method
Depth Quality Depth unknown
Depth Accuracy
Conspic Visual NO **Conspic Radar** NO
Historic NO **Military** NO **Existence Doubtful** NO
Non Sub Contact NO

Last Amended 11/09/2007
Position Last Amended
Position Last **Latitude =** **Longitude =**

Name
Type
Flag
Dimensions **Length =** **Beam =** **Draught =**
Tonnage

Cargo
Date Sunk

Sonar Dimensions **Length =** **Width =** **Shadow Height =**
Orientation

Magnetic Anomaly
Debris Field
Scour **Depth =** **Length =** **Orientation =**

Markers
General Comments

Circumstances of Loss

Surveying Details

**H1282/76/50 24.8.76 WK REPD IN 531918N, 043724W [OGB]. (A. NEWTON, SUB AQUA DIVER LETTER). NCA, POSN FOR FILING ONLY.

POSITIONS BELOW THIS POINT ARE IN DEGREES, MINUTES AND DECIMALS OF A
MINUTE

**10.9.07 DATA RE-ASSESSED. SOURCE DATA DIAGRAM ON BA 2011 STATES AREA
SURVEYED 1999-2005. AMENDED TO DEAD. NCA.

Latitude = 53 19'.150 N Longitude = 004 37'.150 W [OGB] Square Number = 92
State = DEAD

Wreck Number 7239 **Classification** = Unclassified
Symbol **Largest Scale Chart** = 2011
Charting Comments POSN FOR FILING ONLY, PLOTS IN DREDGED AREA

Old Number 009201063
Category Undefined

WGS84 Position **Latitude = 53 19'.165 N Longitude = 004 37'.219 W**
WGS84 Origin 3-D Cartesian Shift (BW)
Horizontal Datum OGB ORDNANCE SURVEY OF GREAT BRITAIN (1936)

Position Method
Position Quality Unreliable
Position Accuracy
Area at Largest Scale No

Depth
Drying Height
Height
General Depth 7 metres
Vertical Datum Approximate lowest astronomical tide
Depth Method
Depth Quality Depth unknown
Depth Accuracy
Conspic Visual NO **Conspic Radar** NO
Historic NO **Military** NO **Existence Doubtful** NO
Non Sub Contact NO

Last Amended 10/09/2007
Position Last Amended
Position Last **Latitude =** **Longitude =**

Name
Type
Flag
Dimensions **Length =** **Beam =** **Draught =**
Tonnage
Cargo
Date Sunk

Sonar Dimensions **Length =** **Width =** **Shadow Height =**
Orientation

Magnetic Anomaly
Debris Field
Scour **Depth =** **Length =** **Orientation =**

Markers
General Comments

Circumstances of Loss

Surveying Details
**H1282/76/50 24.8.76 WK REPD IN 531909N, 043709W [OGB]. (A. NEWTON, SUB AQUA DIVER LETTER). NCA, POSN FOR FILING ONLY.

POSITIONS BELOW THIS POINT ARE IN DEGREES, MINUTES AND DECIMALS OF A
MINUTE
**10.9.07 DATA RE-ASSESSED. PLOTS IN DREDGED AREA (2003), SOURCE DATA
DIAGRAM ON BA 2011 STATES AREA SURVEYED 1999-2005. AMENDED TO DEAD. NCA.

Latitude = 53 19'.117 N **Longitude** = 004 37'.700 W [UND] **Square Number** = 92
State = DEAD

Wreck Number 7237 **Classification** = Unclassified
Symbol WK 7.9 **Largest Scale Chart** = 2011
Charting Comments

Old Number 009201038
Category Dangerous wreck

WGS84 Position **Latitude** = 53 19'.117 N **Longitude** = 004 37'.700 W
WGS84 Origin Undefined
Horizontal Datum UND UNDETERMINED

Position Method
Position Quality Unreliable
Position Accuracy
Area at Largest Scale No

Depth 7.9 metres
Drying Height
Height
General Depth 8 metres
Vertical Datum Approximate lowest astronomical tide
Depth Method
Depth Quality Depth known
Depth Accuracy
Conspic Visual NO **Conspic Radar** NO
Historic NO **Military** NO **Existence Doubtful** NO
Non Sub Contact NO

Last Amended 10/09/2007
Position Last Amended
Position Last **Latitude** = **Longitude** =

Name
Type COAL HULK
Flag BRITISH
Dimensions **Length** = **Beam** = **Draught** =
Tonnage
Cargo
Date Sunk
Sonar Dimensions **Length** = **Width** = **Shadow Height** =
Orientation

Magnetic Anomaly
Debris Field
Scour **Depth** = **Length** = **Orientation** =

Markers
General Comments

Circumstances of Loss
**SANK AT MOORINGS. (HOLYHEAD HARBOUR MASTER).

Surveying Details
**H8405/22 & H263/22 12.1.22 COAL HULK SUNK 052DEGS, 2C FROM R LT ON END OF MACKENZIE PIER. (HOLYHEAD HARBOUR MASTER & MINISTRY OF TRANSPORT). GIVES POSN 531907N, 043742W. - TNM 9/22 ISSUED.

**H8405/22 22.12.22 DISPERSAL OF WK OF COAL HULK IN NEW HARBOUR, HOLYHEAD COMPLETED, AND WK BUOY REMOVED 14.12.22. LEAST DEPTH OVER WK 26FT [7.9MTRS]. (AUTHORITY NOT STATED) TNM 9/22 CANCELLED. - NM 95/23.
**H1581/57 24.6.57 NOT FOUND BELIEVED SUNK IN MUD. (HMS COOK 1956). AMENDED TO DEAD. DELETE. NE 2011.

Latitude = 53 19'.050 N Longitude = 004 37'.200 W [OGB] Square Number = 92
State = DEAD

Wreck Number 7233 **Classification** = Unclassified
Symbol **Largest Scale Chart** = 2011
Charting Comments POSN FOR FILING ONLY, PLOTS ON FERRY TERM. WALL

Old Number 009200988
Category Undefined

WGS84 Position **Latitude = 53 19'.065 N Longitude = 004 37'.269 W**
WGS84 Origin 3-D Cartesian Shift (BW)
Horizontal Datum OGB ORDNANCE SURVEY OF GREAT BRITAIN (1936)

Position Method
Position Quality Unreliable
Position Accuracy
Area at Largest Scale No

Depth
Drying Height
Height
General Depth 2 metres
Vertical Datum Approximate lowest astronomical tide
Depth Method
Depth Quality Depth unknown
Depth Accuracy
Conspic Visual NO **Conspic Radar** NO
Historic NO **Military** NO **Existence Doubtful** NO
Non Sub Contact NO

Last Amended 10/09/2007
Position Last Amended
Position Last **Latitude =** **Longitude =**

Name
Type
Flag
Dimensions **Length =** **Beam =** **Draught =**
Tonnage
Cargo
Date Sunk

Sonar Dimensions **Length =** **Width =** **Shadow Height =**
Orientation

Magnetic Anomaly
Debris Field
Scour **Depth =** **Length =** **Orientation =**

Markers
General Comments

Circumstances of Loss

Surveying Details
**H1282/76/50 24.8.76 WK REPD IN 531903N, 043712W [OGB]. (A. NEWTON, SUB AQUA DIVER, LETTER). NCA, POSN FOR FILING ONLY.

POSITIONS BELOW THIS POINT ARE IN DEGREES, MINUTES AND DECIMALS OF A
MINUTE

**10.9.07 DATA RE-ASSESSED. PLOTS ON FERRY TERMINAL WALL. SOURCE DATA
DIAGRAM ON BA 2011 STATES AREA SURVEYED 1999-2005. AMENDED TO DEAD. NCA.

Latitude = 53 18'.950 N Longitude = 004 37'.200 W [OGB] Square Number = 92
State = DEAD

Wreck Number 7227 **Classification** = Unclassified
Symbol **Largest Scale Chart** = 2011
Charting Comments POSN FOR FILING ONLY

Old Number 009200927
Category Undefined

WGS84 Position **Latitude = 53 18'.965 N Longitude = 004 37'.269 W**
WGS84 Origin 3-D Cartesian Shift (BW)
Horizontal Datum OGB ORDNANCE SURVEY OF GREAT BRITAIN (1936)

Position Method
Position Quality Unreliable
Position Accuracy
Area at Largest Scale No

Depth
Drying Height
Height
General Depth 1 metres
Vertical Datum Approximate lowest astronomical tide
Depth Method
Depth Quality Depth unknown
Depth Accuracy
Conspic Visual NO **Conspic Radar** NO
Historic NO **Military** NO **Existence Doubtful** NO
Non Sub Contact NO

Last Amended 10/09/2007
Position Last Amended
Position Last **Latitude =** **Longitude =**

Name
Type
Flag
Dimensions **Length =** **Beam =** **Draught =**
Tonnage
Cargo
Date Sunk

Sonar Dimensions **Length =** **Width =** **Shadow Height =**
Orientation

Magnetic Anomaly
Debris Field
Scour **Depth =** **Length =** **Orientation =**

Markers
General Comments

Circumstances of Loss

Surveying Details
**H1282/76/50 24.8.76 WK REPD IN 531857N, 043712W [OGB]. (A. NEWTON, SUB AQUA DIVER LETTER). NCA, POSN FOR FILING ONLY.

POSITIONS BELOW THIS POINT ARE IN DEGREES, MINUTES AND DECIMALS OF A MINUTE
**10.9.07 DATA RE-ASSESSED. SOURCE DATA DIAGRAM ON BA 2011 STATES AREA SURVEYED 2001. AMENDED TO DEAD. NCA.

Holyhead Maritime RCAHMW Wreck Data

NPRN 1006
NAME SICCARDI
TYPE WRECK
NGR_DESC Grid reference taken from the centre of a maritime named location
CHECK_LAT 53.3211
CHECK_LONG -4.6305

Site Description The remains of this vessel are not confirmed as present at this location, rather this record has been assigned to the general maritime Named Location HOLYHEAD NEW HARBOUR pending more information becoming available.

Event and Historical Information:
The SICCARDI was run down by the FINGAL, a 460ton schooner-rigged steamship, on 14 October 1861. The FINGAL had just been purchased by James Bulloch, a former US Navy Officer, who had arrived at Liverpool in June to buy ships and armaments for the Confederate Army. The FINGAL had on board 15000 rifles, 500 revolvers, 3000 sabres, two 4.5in guns, two 2.5in guns and million of rounds of ammunition. The ship came into Holyhead around midnight on the 13-14 October and rammed the SICCARDI. The SICCARDI sank with all hands. The FINGAL collected James Bulloch and a Texan doctor for shore and steamed out of Holyhead at daybreak not waiting for the enquiry into incident.

Sources include:
Wynne-Jones, I, 2001, Shipwrecks of North Wales, 4ed, pg62
Maritime Officer, June 2008.

NPRN 23137
NAME HARBOUR OFFICE, OLD HARBOUR
TYPE OFFICE
NGR_DESC Grid reference taken at centre of site
CHECK_LAT 53.31453
CHECK_LONG -4.62494

Site Description Built in 1821 to design by John Rennie. 2-storey building of local Mona marble with hipped slate roof, in similar style to the Customs House (NPRN 23135). 3-bay front with prominent pilasters. Square clock tower to central bay, with octagonal belfry. Horned sash windows; central entrance.
(Source: Site File AN/Domestic/SH28)
J Hill 07.11.2003

NPRN 41258
NAME HOLYHEAD BREAKWATER
TYPE BANK
NGR_DESC Grid reference taken at point along linear site
CHECK_LAT 53.32539
CHECK_LONG -4.64411

Site Description Begun in 1848 and completed in 1873. Starts with an extended and consolidated rocky headland of rubble fill with massive squared blocks to outer revetments. Masonry landing stage. Narrower pier running NW.
(Source: Cadw listing description)
J Hill 19/02/2004

NPRN 41259
NAME HOLYHEAD BREAKWATER LIGHTHOUSE
TYPE LIGHTHOUSE
NGR_DESC Grid reference taken at centre of site
CHECK_LAT 53.33091
CHECK_LONG -4.61928

Site Description The lighthouse stands 19.2m (63ft) high with a roll-moulded string-course projecting above first floor level, and is unusual in being (6.78m - 22ft 3in) square in plan. A moulded cornice supports a walkway around the circular lantern and the domed apex is surmounted by a weathervane and finial. This three-storeyed lighthouse is painted black and white with chamfered angles and a stepped plinth set on an oval platform on the breakwater.

Event and Historical Information:

This lighthouse is important for being part of the ambitious engineering works of the harbour of refuge. It was erected at the end of the long breakwater protecting the harbour of refuge. The lighthouse was built between 1845 and 1873 and probably designed by John Hawkshaw, the superintendent engineer of the harbour works from 1857 to 1873. Like most other lights in Gwynedd, this is now operated from the Holyhead Control Centre of Trinity House.

Sources include:

Cadw Listing Documentation
Hague, D, 1994, Lighthouses of Wales: Their Architecture and Archaeology, pg55

Maritime Officer, December 2008.

NPRN 41260
NAME HOLYHEAD HARBOUR
TYPE HARBOUR
NGR_DESC Grid reference taken at a central point within extensive site or complex
CHECK_LAT 53.31332
CHECK_LONG -4.62084
Site Description Early 19th century harbour installations including lighthouse. RCAHMMW AP955161/69-70

NPRN 41265
NAME HOLYHEAD HARBOUR MARINE WORKSHOPS
TYPE WORKSHOP
NGR_DESC Grid reference taken at centre of site
CHECK_LAT 53.31232
CHECK_LONG -4.62975
Site Description

NPRN 41269
NAME HOLYHEAD HARBOUR MARINE WORKSHOPS: ERECTING SHOP
TYPE WORKSHOP
NGR_DESC Grid reference taken at centre of site
CHECK_LAT 53.31251
CHECK_LONG -4.63001
Site Description

NPRN 41270
NAME HOLYHEAD HARBOUR MARINE WORKSHOPS: FITTING SHOP
TYPE WORKSHOP
NGR_DESC Grid reference taken at centre of site
CHECK_LAT 53.31244
CHECK_LONG -4.62989
Site Description

NPRN 41273
NAME HOLYHEAD HARBOUR MARINE WORKSHOPS: JOINERS
AND CARPENTERS SHOPS
TYPE WORKSHOP
NGR_DESC Grid reference taken at centre of site
CHECK_LAT 53.31323
CHECK_LONG -4.6291
Site Description (Joiners and Carpenters shops).

NPRN 41283
NAME ADMIRALTY PIER AND LIGHTHOUSE, HOLYHEAD HARBOUR
TYPE PIER
NGR_DESC Grid reference taken at centre of site
CHECK_LAT 53.31422
CHECK_LONG -4.61991
Site Description 1. 1822, by Rennie. Illustrated Regency principles applied to a
commercial scheme. Crown property.
2. Rennie's scheme to create a harbour enclosing six acres with
the Admiralty Pier to the north and a smaller pier to the south was
completed in 1824.
B.A.Malaws, 03 November 1998.

NPRN 41286
NAME SALT ISLAND LIGHTHOUSE, HOLYHEAD
TYPE LIGHTHOUSE
NGR_DESC Grid reference taken at centre of site
CHECK_LAT 53.31433
CHECK_LONG -4.62

Site Description The ashlar tower is 14.6m (48ft) high and was designed by the civil engineer John Rennie in 1821. The tower has survived intact, preserving its lantern, probably the second oldest in Wales. It is surrounded by beautiful curved gallery railings.

Event and Historical Information:
It replaced an earlier tower illustrated by Daniel, the successor of a thatched structure of which unfortunately no more is known. Rennie also designed a matching tower at Howth in Ireland for the other terminal for the Irish packet. It was no longer used after the pier was extended. The end of the lengthened pier is marked by a light on a pole.

Sources include:
Hague, D, 1994, Lighthouses of Wales: Their Architecture and Archaeology, pg524

Maritime Officer, December 2008.

NPRN 240121
NAME UNKNOWN GALLIOT
TYPE Wreck
NGR_DESC Grid reference taken from the centre of a maritime named location
CHECK_LAT 53.313
CHECK_LONG -4.618

Site Description This record consists of a documentary reference to a shipping casualty which has been assigned to the maritime named location HOLYHEAD HARBOUR pending more information which may allow a more precise location for the loss to be assigned.

Event and Historical Information:
A report printed in Lloyds List on 26 January 1802 noted that a Prussian galliot carrying a cargo of gin had been wrecked near Holyhead.

Sources include:
Larn and Larn Shipwreck Database 2002
Lloyds List, 26 January 1802, issue number 4224

Maritime Officer, June 2009.

NPRN 240180

NAME UNKNOWN

TYPE Findspot

NGR_DESC Grid reference converted from a latitude and longitude coordinate

CHECK_LAT 53.3109

CHECK_LONG -4.6177

Site Description Findspot for brass stern tube; brass propellor measuring 18in x 16in pitch marked 1331235; and a anchor with 20 fathoms (36m) of 1/4in chain cable.

Event and Historical Information:
The items were recovered in July 1948 and presumed to belong to the Admiralty. They were sold on 11 December 1848.

Sources include:
Receiver of Wreck Driot Book ref 402/1948-9, Anglesey Archives Service Wm2025/2

Maritime Officer, November 2009

NPRN 240277

NAME UNKNOWN

TYPE Wreck

NGR_DESC Grid reference taken from the centre of a maritime named location

CHECK_LAT 53.313

CHECK_LONG -4.618

Site Description This record consists of a documentary reference to a shipping casualty which has been assigned to the maritime named location HOLYHEAD HARBOUR pending more information which may allow a more precise location for the loss to be assigned.

Event and Historical Information:
The Calendar of Close Rolls notes the receiving of a petition from the wife of Simon de Faversham of Dublin, Juliana, with regard to a ship belonging to her husband which 'took a great treasure of the fifteenth of Ireland pertaining to the King'. The ship was wrecked at a place called St Helen's Bay (Ynys Halen/Salt Island?) in Anglesey on the 1 November 1295 (All Saint's Day in the 23rd year of his reign). Simon de Faversham and his three sons were lost in the wrecking incident. On 15 July 1298, John Havering, Justice of North Wales, was ordered to make an inquisition as to what happened to the treasure, the goods, chattels and the remains of vessel so that that goods might be returned to the King and to Juliana de Faversham.

Sources include:
Calendar of Close Rolls, 1296-1302, pp117-8

Maritime Officer, March 2008.

NPRN 240415
NAME CLERMONT
TYPE Wreck
NGR_DESC Grid reference converted from a latitude and longitude coordinate
CHECK_LAT 53.3191
CHECK_LONG -4.6232

Site Description

NPRN 240417
NAME UNKNOWN FULL-RIGGED SHIP
TYPE Wreck
NGR_DESC Grid reference converted from a latitude and longitude coordinate
CHECK_LAT 53.31169
CHECK_LONG -4.61556

Site Description

NPRN 240418
NAME UNKNOWN BRIG
TYPE Wreck
NGR_DESC Grid reference converted from a latitude and longitude coordinate
CHECK_LAT 53.31167
CHECK_LONG -4.61556

Site Description

NPRN 240419
NAME UNKNOWN BRIG
TYPE Wreck
NGR_DESC Grid reference converted from a latitude and longitude coordinate
CHECK_LAT 53.31168
CHECK_LONG -4.61556

Site Description

NPRN 240425
NAME HARLEQUIN
TYPE Wreck
NGR_DESC Grid reference taken from the centre of a maritime named location
CHECK_LAT 53.313
CHECK_LONG -4.618

Site Description This record consists of a documentary reference to a shipping casualty which has been assigned to the maritime named location HOLYHEAD HARBOUR pending more information which may allow a more precise location for the loss to be assigned.

Event and Historical Information:
The HARLEQUIN was a wooden sailing vessel whose crew was rescued by the Holyhead Lifeboat and shore-based lifesaving apparatus on 28 April 1829.

Sources include:
Wynne-Jones, I, 2001, Shipwrecks of North Wales, pg61

Maritime Officer, October 2009.

NPRN 240426
NAME HOLYHEAD HARBOUR Maritime Named Location
TYPE SEASCAPE
NGR_DESC Grid reference taken from the centre of a maritime named location
CHECK_LAT 53.313
CHECK_LONG -4.618

Site Description The function of this record is solely for information retrieval purposes only. It has been generated to represent the centre of a diffuse geographical area which has the potential to include a great many wrecks and downed aircraft as suggested by repeated references to the area within documentary sources.

Introducing Maritime Named Locations:

This inclusion of documentary references to shipping and aircraft losses enhances the usefulness of the National Monuments Record of Wales by providing an indication of the archaeological potential of any area. It also provides opportunities to seek matches between sites whose existence is proven on the seabed or in intertidal areas, but for which there is as yet no confirmed identity. Unfortunately, the location information provided for individual losses in documentary sources is often very poor. The bringing together of references to a loss from a variety of sources sometimes enables more precise locations to be established. However, in the interim, a recorded loss will be assigned to a spatial coordinate defined to represent the centre of the generalised area or topographic feature mentioned in the source as the loss location. Over time, it is likely that other casualties will mentioned in association with the same area or topographic feature. These too will be given the same spatial coordinate. This coordinate is known as a Maritime Named Location. It may appear that many losses have occurred at this particular place at sea when NMRW records are displayed in Coflein mapping, but these casualties have only been temporarily assigned here pending additional information becoming available. This is the ongoing research being undertaken by RCAHMW staff working with government stakeholders, sea users, local communities and individual researchers. Additional information about individual losses is always welcomed from users of the NMRW.

Maritime Officer, June 2008.

NPRN 240427
NAME FAME
TYPE Wreck
NGR_DESC Grid reference taken from the centre of a maritime named location
CHECK_LAT 53.313
CHECK_LONG -4.618

Site Description This record consists of a documentary reference to a shipping casualty which has been assigned to the maritime named location HOLYHEAD HARBOUR pending more information which may allow a more precise location for the loss to be assigned.

Event and Historical Information:
The FAME was a wooden sailing vessel whose crew was rescued by the Holyhead Lifeboat and shore-based lifesaving apparatus on 28 April 1829.

Sources include:
Wynne-Jones, I, 2001, Shipwrecks of North Wales, pg61

Maritime Officer, October 2009.

NPRN 240428
NAME PLUTARCH
TYPE Wreck
NGR_DESC Grid reference converted from a latitude and longitude coordinate
CHECK_LAT 53.3199
CHECK_LONG -4.6393

Site Description

NPRN 240432
NAME HOLYHEAD NEW HARBOUR Maritime Named Location
TYPE SEASCAPE
NGR_DESC Grid reference taken from the centre of a maritime named location
CHECK_LAT 53.3211
CHECK_LONG -4.6305

Site Description The function of this record is solely for information retrieval purposes only. It has been generated to represent the centre of a diffuse geographical area which has the potential to include a great many wrecks and downed aircraft as suggested by repeated references to the area within documentary sources.

Introducing Maritime Named Locations:
This inclusion of documentary references to shipping and aircraft losses enhances the usefulness of the National Monuments Record of Wales by providing an indication of the archaeological potential of any area. It also provides opportunities to seek matches between sites whose existence is proven on the seabed or in intertidal areas, but for which there is as yet no confirmed identity. Unfortunately, the location information provided for individual losses in documentary sources is often very poor. The bringing together of references to a loss from a variety of sources sometimes enables more precise locations to be established. However, in the interim, a recorded loss will be assigned to a spatial coordinate defined to represent the centre of the generalised area or topographic feature mentioned in the source as the loss location. Over time, it is likely that other casualties will mentioned in association with the same area or topographic feature. These too will be given the same spatial coordinate. This coordinate is known as a Maritime Named Location. It may appear that many losses have occurred at this particular place at sea when NMRW records are displayed in Coflein mapping, but these casualties have only been temporarily assigned here pending additional information becoming available. This is the ongoing research being undertaken by RCAHMW staff working with government stakeholders, sea users, local communities and individual researchers. Additional information about individual losses is always welcomed from users of the NMRW.

Maritime Officer, June 2008.

NPRN 240434
NAME EDITH
TYPE Wreck
NGR_DESC Grid reference taken from the centre of a maritime named location
CHECK_LAT 53.3211
CHECK_LONG -4.6305

Site Description

NPRN 240437
NAME HORATIO
TYPE Wreck
NGR_DESC Grid reference taken from the centre of a maritime named location
CHECK_LAT 53.313
CHECK_LONG -4.618

Site Description

NPRN 240438
NAME WOODBINE
TYPE Wreck
NGR_DESC Grid reference taken from the centre of a maritime named location
CHECK_LAT 53.3211
CHECK_LONG -4.6305

Site Description

NPRN 240439
NAME GRIGAN
TYPE Wreck
NGR_DESC Grid reference converted from a latitude and longitude coordinate
CHECK_LAT 53.3104
CHECK_LONG -4.61856

Site Description

NPRN 240713
NAME ADELAIDE
TYPE Wreck
NGR_DESC Grid reference taken from the centre of a maritime named location
CHECK_LAT 53.3234
CHECK_LONG -4.6533

Site Description

NPRN 240963
NAME UNKNOWN
TYPE Wreck
NGR_DESC Grid reference converted from a latitude and longitude coordinate
CHECK_LAT 53.31609
CHECK_LONG -4.62115

Site Description Wreckage was reported at this location in 1976. The full character and extent of any archaeological remains is presently unknown.

Sources include:
UK Hydrographic Office Wrecks and Obstructions Database. © Crown Copyright and database rights. Reproduced by permission of the Controller of Her Majesty's Stationery Office and the UK Hydrographic Office (www.ukho.gov.uk).

Maritime Officer, June 2009.

NPRN 240964
NAME UNKNOWN
TYPE Wreck
NGR_DESC Grid reference converted from a latitude and longitude coordinate
CHECK_LAT 53.318
CHECK_LONG -4.621

Site Description Wreckage was reported at this location in 1976. The full character and extent of any archaeological remains is presently unknown.

Sources include:
UK Hydrographic Office Wrecks and Obstructions Database. © Crown Copyright and database rights. Reproduced by permission of the Controller of Her Majesty's Stationery Office and the UK Hydrographic Office (www.ukho.gov.uk).

Maritime Officer, June 2009.

NPRN 240965
NAME UNKNOWN
TYPE Wreck
NGR_DESC Grid reference converted from a latitude and longitude coordinate
CHECK_LAT 53.31942
CHECK_LONG -4.62031

Site Description Wreckage was reported at this location in 1976. The full character and extent of any archaeological remains is presently unknown.

Sources include:
UK Hydrographic Office Wrecks and Obstructions Database. © Crown Copyright and database rights. Reproduced by permission of the Controller of Her Majesty's Stationery Office and the UK Hydrographic Office (www.ukho.gov.uk).

Maritime Officer, June 2009.

NPRN 240966
NAME UNKNOWN
TYPE Wreck
NGR_DESC Grid reference converted from a latitude and longitude coordinate
CHECK_LAT 53.32053
CHECK_LONG -4.62448

Site Description Wreckage was reported at this location in 1976. The full character and extent of any archaeological remains is presently unknown.

Sources include:
UK Hydrographic Office Wrecks and Obstructions Database. © Crown Copyright and database rights. Reproduced by permission of the Controller of Her Majesty's Stationery Office and the UK Hydrographic Office (www.ukho.gov.uk).

Maritime Officer, June 2009.

NPRN 240967
NAME UNKNOWN
TYPE Wreck
NGR_DESC Grid reference converted from a latitude and longitude coordinate
CHECK_LAT 53.31803
CHECK_LONG -4.62642

Site Description Wreckage was reported at this location in 1976. The full character and extent of any archaeological remains is presently unknown.

Sources include:
UK Hydrographic Office Wrecks and Obstructions Database. © Crown Copyright and database rights. Reproduced by permission of the Controller of Her Majesty's Stationery Office and the UK Hydrographic Office (www.ukho.gov.uk).

Maritime Officer, June 2009.

NPRN 240968
NAME UNKNOWN COAL HULK
TYPE Wreck
NGR_DESC Grid reference converted from a latitude and longitude coordinate
CHECK_LAT 53.31861
CHECK_LONG -4.62833

Site Description Archaeological remains associated with the loss of this vessel are not confirmed as present at this location, but may be in the vicinity.

Event and Historical Information:
A coal hulk was reported to have sunk at this location on 12 January 1922. Dispersal operations had been completed by 22 December 1922, when the wreck's warning buoy was removed (Notice to Mariners 9/22 and 95/23). In June 1957, HMS COOK reported no trace could be found and suggested that it was likely that any surviving remains had sunk into the mud.

Sources include:
UK Hydrographic Office Wrecks and Obstructions Database. © Crown Copyright and database rights. Reproduced by permission of the Controller of Her Majesty's Stationery Office and the UK Hydrographic Office (www.ukho.gov.uk).

Maritime Officer, June 2009.

NPRN 240970
NAME UNKNOWN
TYPE Wreck
NGR_DESC Grid reference converted from a latitude and longitude coordinate
CHECK_LAT 53.31803
CHECK_LONG -4.63726

Site Description Wreckage was reported at this location in 1976. The full character and extent of any archaeological remains is presently unknown.

Sources include:
UK Hydrographic Office Wrecks and Obstructions Database. © Crown Copyright and database rights. Reproduced by permission of the Controller of Her Majesty's Stationery Office and the UK Hydrographic Office (www.ukho.gov.uk).

Maritime Officer, June 2009.

NPRN 271479
NAME MARY
TYPE WRECK
NGR_DESC Grid reference taken from the centre of a maritime named location
CHECK_LAT 53.313
CHECK_LONG -4.618

Site Description This record consists of a documentary reference to a shipping casualty which has been assigned to the maritime named location HOLYHEAD HARBOUR pending more information which may allow a more precise location for the loss to be assigned.

Event and Historical Information:
The MARY was a wooden sailing vessel enroute from Milford Haven to Preston. The report printed in Lloyds List on 10 March 1780 noted the master's name as Richards and that the vessel had been wrecked at Holyhead on 25 February 1780. The master was the only survivor of all the ship's crewmembers.

Sources include:
Larn and Larn Shipwreck Database 2002
Lloyds List, 10 March 1780, issue number 1144

Maritime Officer, June 2009.

NPRN 271482
NAME ELLEN
TYPE WRECK
NGR_DESC Grid reference taken from the centre of a maritime named location
CHECK_LAT 53.313
CHECK_LONG -4.618

Site Description This record consists of a documentary reference to a shipping casualty which has been assigned to the maritime named location HOLYHEAD HARBOUR pending more information which may allow a more precise location for the loss to be assigned.

Event and Historical Information:
The ELLEN was a wooden sailing vessel enroute from Limerick to London which stranded near Holyhead. The report printed in Lloyds List on 19 February 1796 notes the master's name as Kavanugh and that the cargo was being unloaded.

Sources include:
Larn and Larn Shipwreck Database 2002
Lloyds List, 19 February 1796, issue number 2795

Maritime Officer, June 2009

NPRN 271782
NAME NANCY
TYPE WRECK
NGR_DESC Grid reference taken from the centre of a maritime named location
CHECK_LAT 53.313
CHECK_LONG -4.618

Site Description This record consists of a documentary reference to a shipping casualty which has been assigned to the maritime named location HOLYHEAD HARBOUR pending more information which may allow a more precise location for the loss to be assigned.

Event and Historical Information:
The NANCY was a wooden sailing vessel enroute from Wicklow to Liverpool when it was lost near Holyhead on 2 November 1833.

Sources include:
Board of Trade Scs 1836 Appendix 7 pg305
Larn and Larn Shipwreck Database 2002

Maritime Officer, June 2009.

NPRN 271786
NAME MARY-ANN
TYPE WRECK
NGR_DESC Grid reference taken from the centre of a maritime named location
CHECK_LAT 53.313
CHECK_LONG -4.618

Site Description This record consists of a documentary reference to a shipping casualty which has been assigned to the maritime named location HOLYHEAD HARBOUR pending more information which may allow a more precise location for the loss to be assigned.

Event and Historical Information:
The MARY-ANN was a wooden sailing vessel enroute from the West Indies to Dublin. The report printed in Lloyds List on 6 December 1763 noted that the master's name was Johnston and that the vessel was ashore at Holyhead.

Sources include:
Larn and Larn Shipwreck Database 2002
Lloyds List, 6 December 1763, issue number 2912

Maritime Officer, June 2009.

NPRN 271790
NAME NEPTUNE
TYPE WRECK
NGR_DESC Grid reference taken from the centre of a maritime named location
CHECK_LAT 53.313
CHECK_LONG -4.618

Site Description This record consists of a documentary reference to a shipping casualty which has been assigned to the maritime named location HOLYHEAD HARBOUR pending more information which may allow a more precise location for the loss to be assigned.

Event and Historical Information:
The NEPTUNE was a wooden sailing vessel enrote from New England to Liverpool in early october 1789. The reported printed in Lloyds List on 13 October 1789 notes that the master's name was Daniel and that the vessel was ashore at Holyhead.

Sources include:
Larn and Larn Shipwreck Database 2002
Lloyds List, 13 October 1789, issue number 2133

Maritime Officer, June 2009.

NPRN 271792
NAME FAME
TYPE WRECK
NGR_DESC Grid reference taken from the centre of a maritime named location
CHECK_LAT 53.313
CHECK_LONG -4.618

Site Description This record consists of a documentary reference to a shipping casualty which has been assigned to the maritime named location HOLYHEAD HARBOUR pending more information which may allow a more precise location for the loss to be assigned.

Event and Historical Information:
The FAME was a wooden sailing vessel which was enroute from Barcelona to Liverpool. The report printed in Lloyds List on 22 December 1789 noted the master's name as Johnson and that the vessel was onshore near Holyhead.

Sources include:
Lloyds List, 12 January 1789, issue number 2153
Larn and Larn Shipwreck Database 2002

Maritime Officer, June 2009.

NPRN 271812
NAME BOSCAWEN
TYPE WRECK
NGR_DESC Grid reference taken from the centre of a maritime named location
CHECK_LAT 53.313
CHECK_LONG -4.618

Site Description This record consists of a documentary reference to a shipping casualty which has been assigned to the maritime named location HOLYHEAD HARBOUR pending more information which may allow a more precise location for the loss to be assigned.

Event and Historical Information:
The BOSCAWEN was a wooden sailing vessel which was enroute from Liverpool to Africa in early July 1763. The report printed in Lloyds List on 26 July 1763 noted that the vessel was lost at Holyhead and that all the crew had perished.

Sources include:
Larn and Larn Shipwreck Database 2002
Lloyds List, 26 July 1763, issue number 2873

Maritime Officer, June 2009.

NPRN 271817
NAME NANCY
TYPE WRECK
NGR_DESC Grid reference taken from the centre of a maritime named location
CHECK_LAT 53.313
CHECK_LONG -4.618

Site Description This record consists of a documentary reference to a shipping casualty which has been assigned to the maritime named location HOLYHEAD HARBOUR pending more information which may allow a more precise location for the loss to be assigned.

Event and Historical Information:
The NANCY was a wooden sailing vessel which was enroute from Liverpool to Africa. The report printed in Lloyds List on 20 February 1770 gave the master's name as Williams and noted that the vessel was onshore at Holyhead and bilged. The cargo was recovered.

Sources include:
Larn and Larn Shipwreck Database 2002
Lloyds List, 20 February 1770, issue number 3554

Maritime Officer, June 2009.

NPRN 271827
NAME MALLY
TYPE WRECK
NGR_DESC Grid reference taken from the centre of a maritime named location
CHECK_LAT 53.313
CHECK_LONG -4.618

Site Description This record consists of a documentary reference to a shipping casualty which has been assigned to the maritime named location HOLYHEAD HARBOUR pending more information which may allow a more precise location for the loss to be assigned.

Event and Historical Information:
The MALLY was a wooden sailing vessel enroute from Youghal to Liverpool. The report printed in Lloyds List on 29 April 1788 noted that the vessel had been attempting to enter Holyhead harbour when it was wrecked on 3 April 1788. The report gave the master's name as M'Kirdy. The crew were all saved.

Sources include:
Larn and Larn Shipwreck database 2002
Lloyds List, 29 April 1788, issue number 1981

Maritime Officer, June 2009.

NPRN 271846
NAME FRIENDSHIP
TYPE WRECK
NGR_DESC Grid reference taken from the centre of a maritime named location
CHECK_LAT 53.313
CHECK_LONG -4.618

Site Description This record consists of a documentary reference to a shipping casualty which has been assigned to the maritime named location HOLYHEAD HARBOUR pending more information which may allow a more precise location for the loss to be assigned.

Event and Historical Information:
The FRIENDSHIP was a wooden sailing vessel enroute from Dublin to Bordeaux. The report printed in Lloyds List on 31 October 1775 notes the master's name as Mullay and that the vessel was totally lost at Holyhead.

Sources include:
Larn and Larn Shipwreck Database 2002
Lloyd's List, 31 October 1775, issue number 689

Maritime Officer, June 2009.

NPRN 271900
NAME BELT
TYPE WRECK
NGR_DESC Grid reference converted from a latitude and longitude coordinate
CHECK_LAT 53.3275
CHECK_LONG -4.62944

Site Description Archaeological remains associated with the loss of this vessel are not confirmed as present at this location, but may possibly be in the vicinity.

Event and Historical Information:
The BELT was a 61nt, wooden schooner built in 1851. At time of loss, the vessel was owned by J A Hunter of Newry and was under the command of master T Marks on a voyage to carry coal from Liverpool to Newry. The schooner was seeking the shelter of Holyhead harbour when it stranded on the outside of the breakwater.

Sources include:
Board of Trade Wreck Return 1889 Appendix C Table 1 pg120 (632)

Larn and Larn Shipwreck Database 2002

Maritime Officer, June 2008.

NPRN 271901
NAME KIRKMICHAEL
TYPE WRECK
NGR_DESC Grid reference converted from a latitude and longitude coordinate
CHECK_LAT 53.32942
CHECK_LONG -4.62115

Site Description Wreckage is reported to lie in 10-12m of water, along the outer side of the breakwater 330m from the lighthouse, close the wreck of the OSSEO (see NPRN 272227). The full character and extent of archaeological remains is presently unknown.

Event and Historical Information:

The KIRKMICHAEL was a steel-hulled barque built by W Doxford & Sons, Sunderland, in 1882. Technical and configuration specifications are given as 202ft length x 33ft 1in breadth x 20ft 1in depth; 1 deck, 1 bulkhead. At time of loss, the vessel was owned by A J Steel & Son, Liverpool, and was enroute from Glasgow and Liverpool to Melbourne under the command of master T Jones. Having lost most of her canvass, the barque was attempting to make a run for the harbour under bare poles. The barque was driven against the outer wall of the breakwater. The Holyhad lifeboat was launched at 10.30am, but the lifeboat was swamped. Six of the lifeboat's oars were washed away forcing it to return. The rocket lifesaving crew men crawled along the breakwater and managed to get a line onto the stern of the barque by which 11 men were taken off. The 1st and 2nd mate had taken to the rigging, one fell to his death and the other died of exposure. The ship's steward remained onboard to be taken off in the morning when the weather had abated.

Sources include:

Bennett, T, 1987, Shipwrecks around Wales, Vol 1, pg57-8
BSAC Wreck Register Supplement Vol 7-1, 44 (287)
Larn and Larn Shipwreck Database 2002
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Maritime Officer, August 2008.

NPRN 271923
NAME DEVONIA
TYPE WRECK
NGR_DESC Grid reference converted from a latitude and longitude coordinate
CHECK_LAT 53.33167
CHECK_LONG -4.62083

Site Description Archaeological remains associated with the loss of this vessel are not confirmed as present at this location, but may possibly be in the vicinity.

Event and Historical Information:

The DEVONIA was a wooden schooner built in 1836. At time of loss, the vessel was carrying a cargo of copper concentrate (ore?) from Liverpool to Swansea. The schooner was caught in a north northeasterly hurricane force gale and was blown onto the eastern end of the Holyhead breakwater on 19 February 1868 as it was trying to reach shelter. The five crewmembers were also lost.

Sources include:

Board of Trade Wreck Return 1868 Part II Table 21 pg33 (711)
Larn and Larn Shipwreck Database 2002

Maritime Officer, June 2008.

NPRN 271929
NAME CUBA
TYPE WRECK
NGR_DESC Grid reference converted from a latitude and longitude coordinate
CHECK_LAT 53.3264
CHECK_LONG -4.6283

Site Description Archaeological remains associated with the loss of this vessel are not confirmed as present at this location, but may be in the vicinity.

Event and Historical Information:

The CUBA was a wooden brig built at Port Glasgow in 1839. Technical and configuration specifications are given as 240gt, 160nt; 75ft length x 19ft 6in breadth x 13ft 7in depth. At time of loss, the vessel was enroute from New York to Dublin. It was caught in a northerly force 7 gale on 10 November 1869. Whilst running for the shelter of Holyhead harbour, the brig stranded against the outside (northern side) of the breakwater. The CUBA went to pieces with the loss of its five crewmembers, including the master J Stephenson. The master's wife and two children were also onboard and were drowned.

Sources include:

Board of Trade Wreck Return 1869 pg7 (785)
Larn and Larn Shipwreck Database 2002
Lloyds Register of British and Foreign Shipping 1 July 1868 - 30 June 1869, number 1054 in C

Maritime Officer, June 2009.

NPRN 271957
NAME WILLIAM POOLE
TYPE WRECK
NGR_DESC Grid reference converted from a latitude and longitude coordinate
CHECK_LAT 53.3286
CHECK_LONG -4.6246

Site Description Archaeological remains associated with the loss of this vessel are not confirmed as present at this location, but may be in the vicinity.

Event and Historical Information:
The WILLIAM POOLE was a wooden schooner registered at Liverpool. At time of loss on 18 October 1854, the vessel was enroute from Liverpool to Dublin. The schooner was caught in a northeasterly gale force 10 and was blown against the outer breakwater. All hands were lost.

Sources include:
Admiralty Wreck Return 1854, pg78-9 (439)
Larn and Larn Shipwreck Database 2002
Lloyds List, 29 October 1854, issue number 12665

Maritime Officer, June 2009.

NPRN 271958
NAME ALBION
TYPE WRECK
NGR_DESC Grid reference converted from a latitude and longitude coordinate
CHECK_LAT 53.3304
CHECK_LONG -4.6195

Site Description Archaeological remains associated with the loss of this vessel are not confirmed as present at this location, but may be in the vicinity.

Event and Historical Information:
The ALBION was a wooden schooner carrying coal from Liverpool to Porthmadoc under the command of master Thomas. On 18 October 1854, the schooner was attempting to reach the shelter of the New Harbour at Holyhead during an east-northeasterly gale. The schooner ran onto the piles for the breakwater at the entrance and became a total wreck. Capstan bars and several news hatches were subsequently picked up inside the breakwater. Two crewmembers were drowned.

Sources include:
Admiralty Wreck Return 1854 pg75-5 (435)
Larn and larn shipwreck database 2002
Lloyds List, 19 October 1854, issue number 12657

Maritime Officer, June 2009

NPRN 271984
NAME SCOTLAND
TYPE WRECK
NGR_DESC Grid reference taken from the centre of a maritime named location
CHECK_LAT 53.3211
CHECK_LONG -4.6305

Site Description This record consists of a documentary reference to a shipping casualty which has been assigned to the maritime named location HOLYHEAD NEW HARBOUR pending more information which may allow a more precise location for the loss to be assigned.

Event and Historical Information:
The SCOTLAND was a wooden schooner built by Rankin at Dumbarton in 1861. Technical and configuration specifications are given as 67nt; 67ft 9in length x 18ft 4in breadth x 8ft 7in depth; fastened with iron bolts. At time of loss on 2 December 1867, the vessel was owned by J Parry and registered at Chester. The schooner was carrying a cargo of iron ore from Barrow-in-Furness to Briton Ferry when it was caught in a northerly force 10 gale. The schooner was blown against the Holyhead breakwater and wrecked. Two crewmembers lost their lives.

Sources include:
Board of Trade Wreck Return 1867 Table 21 Part II pg36 (468)
Larn and Larn Shipwreck Database 2002
Lloyds Register of British and Foreign Shipping 1 July 1866 - 30 June 1867, number 290 in S

Maritime Officer, June 2009.

NPRN 271985
NAME STAR OF THE SEA
TYPE WRECK
NGR_DESC Grid reference converted from a latitude and longitude coordinate
CHECK_LAT 53.3235
CHECK_LONG -4.6444

Site Description Archaeological remains associated with the loss of this vessel are not confirmed as present at this location, but may be in the vicinity.

Event and Historical Information:

The STAR OF THE SEA was a 550nt wooden barque belonging to the port of Liverpool. At time of loss on 1 March 1873, the vessel had been on passage from Liverpool to Old Calabar (Nigeria) under the command of master James Watson. The Board of Inquiry into the loss was told that the barque had left Liverpool on 27 February 1873 and had encountered a moderate gale. Problems with undermanning, the heaviness of the yards and the stiffness of new gear and sails, made shortening the sails very difficult and the crew forced the captain to put back into Holyhead refusing the work the ship further. After sighting the South Stack light, the Master came on deck saying the tide would turn in 20 minutes and keep her off the land, then went below again. The sailmaker then came aft and reported high land up ahead on the starboard bow and the Master was called. The port anchor was then let go and all sail clewed up. They then let go the starboard anchor but ten minutes later, just before midnight, the STAR OF THE SEA ran aground to become a total wreck. The Coastguard rocket apparatus was used to save the crew, who later alleged that the Master was often drunk. It was admitted he drank some spirits to relieve the pain of a dislocated shoulder. The logbook of the Holyhead British School (Boys Department) 1863-86 notes for the week 3 March -7 March 1873 that 'attendance very thin all day on Monday and to extent on Tuesday, the children having gone to see the wreck of the STAR OF THE SEA on Soldier's Point.'

Sources include:

Board of Trade Inquiry 1873 Part VI Table 42 pg123 (359)
Holyhead British School (Boys Department) Logbook 1863-86, pg 259, , Anglesey Record Office W/A/8/33
Larn and Larn Shipwreck Database 2002

Maritime Officer, October 2009.

NPRN 271988
NAME CRONJE
TYPE WRECK
NGR_DESC Grid reference converted from a latitude and longitude coordinate
CHECK_LAT 53.3289
CHECK_LONG -4.613

Site Description Archaeological remains associated with the loss of this vessel are not confirmed as present at this location, but may be in the vicinity.

Event and Historical Information:

The CRONJE was a small wooden fishing vessel or lugger owned by T Jones of Holyhead. The lugger was putting to sea in a southerly force 7 gale on 18 January 1901 when it foundered, 0.25 miles ESE of the Holyhead breakwater lighthouse.

Sources include:

Board of Trade Wreck Return 1901 Appendix C Table 1 pg111 (759)

Larn and Larn Shipwreck Database 2002

Maritime Officer, June 2009.

NPRN 272000
NAME JOFUR
TYPE WRECK
NGR_DESC Grid reference converted from a latitude and longitude coordinate
CHECK_LAT 53.31915
CHECK_LONG -4.62325

Site Description Archaeological remains associated with the loss of this vessel are not confirmed as present at this location, but may be in the vicinity.

Event and Historical Information:

The JOFUR was a wooden brig built by Jens Tellefsen at Grimstad in 1872. Technical and configuration specifications are given as 210gt, 202nt; 98ft 8in length x 24ft 8in breadth x 12ft 8in depth; 1 deck. At time of loss on 18 November 1893, the vessel was owned by B C Floresnaess of Lillesand and under the command of master N P Floresnaess. The brig was carrying a cargo of timber from Brevik, Norway, to Connah's Quay, when it was caught in a north-northeasterly hurricane (force 12) and blown onshore at Salt Island.

Sources include:

Board of Trade Wreck Return 1893 Appendix C Table 1 pg129 (489)

Larn and Larn Shipwreck Database 2002

Lloyds Register of British and Foreign Shipping, 1 July 1892 - 30 June 1893, number 464 in J

Maritime Officer, June 2009.

NPRN 272015
NAME ELLEN
TYPE WRECK
NGR_DESC Grid reference taken from the centre of a maritime named location
CHECK_LAT 53.3211
CHECK_LONG -4.6305

Site Description This record consists of a documentary reference to a shipping casualty which has been assigned to the maritime named location HOLYHEAD NEW HARBOUR pending more information which may allow a more precise location for the loss to be assigned.

Event and Historical Information:

The ELLEN is recorded as being a ketch. However, it seem likely that it may have been a ketch-rigged Weaver flat, the ELLEN having been built in 1837 at Winsford on the River Weaver. Typically flats were 60-65ft leng and 15ft beam. The ELLEN's tonnage is given as 53nt. The vessel was carrying 100tons of fire clay from Holyhead to Liverpool. On 2 December 1876, the ELLEN was at anchor inside the New Harbour with the mate and one other man onboard. The vessel sprang a leak suring a south-southeasterly force 7. The crew abandoned ship and refused to return despite the urging of the master. All three are reported to have stood on the beach and watched the ELLEN founder.

Sources include:

Board of Trade Wreck Return 1876 Part III pg114-5 (315) and Appendix I-IV pg 75 (275)
Larn and Larn Shipwreck Database 2002

Maritime Officer, June 2009.

NPRN 272022
NAME VOLUNTEER
TYPE WRECK
NGR_DESC Grid reference converted from a latitude and longitude coordinate
CHECK_LAT 53.33
CHECK_LONG -4.61694

Site Description Archaeological remains associated with the loss of this vessel are not confirmed as present at this location. It is likely that the schooner was raised and repaired, as the schooner's entry in the Port of Padstow Shipping Register suggests that the schooner was re-registered at Beaumaris in 1879.

Event and Historical Information:
The VOLUNTEER was a wooden schooner built by Scott, Dumbarton, in 1861. Technical and configuration specifications are given as 83nt; 65ft 5in length x 19ft 3in breadth x 10ft 1in depth. The schooner was sold to Warwick R. Guy and James Bate at Port Isaac in 1865 and registered at Padstow. At time of loss, the schooner was carrying a cargo of coal from Liverpool to Plymouth and was caught in a southerly gale force 10. The schooner was thrown onto its beam ends in a heavy squall and soon foundered off the lighthouse on Holyhead breakwater with the loss of all three crewmembers.

Sources include:
Bartlett, J, 1996, Ships of North Cornwall, pg240
Board of Trade Wreck Return Pt III pg149 (349) and Appendix Parts I-IV pg76 (142)
Larn and Larn Shipwreck Database 2002

Maritime Officer, June 2008.

NPRN 272050
NAME BUSY
TYPE WRECK
NGR_DESC Grid reference converted from a latitude and longitude coordinate
CHECK_LAT 53.32472
CHECK_LONG -4.63389

Site Description Archaeological remains associated with the loss of this vessel are not confirmed as present at this location, but may possibly be in the vicinity.

Event and Historical Information:

The BUSY was a wooden brigantine built by Robert Muir of St John's Newfoundland at Lunenburg, Nova Scotia, in 1857. Technical and configuration specifications are given as 154gt, 133nt (or 171gt, 155nt); 93ft 8in length x 24ft 1in breadth x 11ft 7in depth. At time of loss, the vessel was owned and captained by J Starkey of Belfast, but registered at Plymouth. The brigantine was carrying a cargo of phosphate from St Valery to Birkenhead and had sought shelter in Holyhead Harbour. A southeasterly force 10 gale caused the BUSY to drag its anchors. The brigantine was subsequently lost on the Holyhead breakwater on 17 November 1893.

Sources include:

Board of Trade Wreck Return 1893 Appendix C pg126 (487)
Larn and Larn Shipwreck Database 2002
Memorial University of Newfoundland, 1998, Ships and Seafarers of Atlantic Canada CD

Maritime Officer, June 2008.

NPRN 272079
NAME DEVONPORT
TYPE WRECK
NGR_DESC Grid reference taken from the centre of a maritime named location
CHECK_LAT 53.3211
CHECK_LONG -4.6305

Site Description This record consists of a documentary reference to a shipping casualty which has been assigned to the maritime named location HOLYHEAD OUTER HARBOUR pending more information which may allow a more precise location for the loss to be assigned.

Event and Historical Information:

The DEVONPORT was a wooden schooner built by Clibbert in 1853 at Appledore. Technical and configuration specifications are given as 147gt, 134nt; 89ft 7in length x 21ft breadth x 12ft 4in depth. At time of loss on 25 September 1897, the vessel was owned by J Samuel of Calstock and carrying coal from Runcorn to Plymouth under the command of master P C Samuel. The schooner was caught in a northerly force 10 gale and was in collision with the Plymouth registered schooner UNDAUNTED.

Sources include:

Board of Trade Wreck Return 1897 Appendix C Table 1 pg149 (587)

Larn and Larn Shipwreck Database 2002
Lloyds Register of British and Foreign Shipping 1 July 1896 - 30 June 1897, number 229 in D

Maritime Officer, June 2009.

NPRN 272097
NAME GLADYS
TYPE WRECK
NGR_DESC Grid reference taken from the centre of a maritime named location
CHECK_LAT 53.3211
CHECK_LONG -4.6305

Site Description The remains of this vessel are not confirmed as present at this location, rather this record has been assigned to the general maritime Named Location HOLYHEAD OUTER HARBOUR pending more information becoming available.

Event and Historical Information:

The GLADYS was a wooden sailing vessel, owned by H Owen, Holyhead. The vessel was at moorings near the Holyhead breakwater when it was caught by a southerly gale force 8 and foundered on 26 February 1905. The master, H Evans, and four crewmembers were also lost.

Sources include:

Board of Trade Wreck Return 1905 Appendix C Table 1 pg112 (602)

Larn and Larn shipwreck database 2002

Maritime Officer, June 2008.

NPRN 272109
NAME ORIA
TYPE WRECK
NGR_DESC Grid reference converted from a latitude and longitude coordinate
CHECK_LAT 53.33387
CHECK_LONG -4.62753

Site Description The wreck is reported to have had all its superstructure removed and to have settled into the seabed. The boiler now forms the highest point above the seabed. Wooden cotton reel and fragments of plates and serving dishes have been recovered and reported to the Receiver of Wreck.

Event and Historical Information:

The ORIA was an iron-hulled steamship of 629tons which was built by Richardson, Duke & Co, Stockton in 1862. The ship had a length of 179ft, was owned at time of loss by Lime-de-Vapores Serra and registered at Bilbao. The North Wales Gazette 14 January 1905 reports the loss incident. At 9.30pm on 7 January 1905, the ORIA was in collision with the STELLA MARIS which sustained significant damage amidships and sank almost immediately. The ORIA was also badly damaged at the bow with incoming water overcoming the pumps, but as it was still afloat the crew of the STELLA MARIS transferred to the ORIA. As a consequence of the ORIA being in a sinking condition, nine of the ORIA's crew and three of the STELLA MARIS's crew left the ship in an open boat. The boat was washed towards the Skerries and the occupants able to land. The steam lifeboat DUKE OF NORTHUMBERLAND persevered through mountainous seas and a southwesterly gale to take them off and bring them to the mainland. The remainder of the crews from both ships stayed onboard the ORIA to try to bring it into Holyhead. The ORIA stayed afloat for another 3.5 hours, but finally foundered a third of a mile northwest of the breakwater lighthouse. Five of the crew of the STELLA MARIS, plus eight from the ORIA's took to one of the boats. The boat was without oars and in danger of being sucked under by the sinking ship. However, it was taken in tow by a cobbler's boat manned by Thomas Jones and other local people which brought it to safety. The lightkeeper of Holyhead's breakwater light reported that the ORIA was upright on the seabed with 10ft of the mast was visible above the water at three-quarters flood tide. The crews of both ships were taken care of by the Stanley Sailors Home, Holyhead.

Sources include:

Board of Trade Wreck Return 1905 Appendix C Table 1 pg142 (632)

Evans, D E, 2007, Troubled Waters, pg107-113

Larn and Larn Shipwreck Database 2002

North Wales Gazette, 14 January 1905

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Wynne-Jones, I, 2001, Shipwrecks of North Wales, 4ed, pg82

Maritime Officer, June 2008.

NPRN 272112
NAME SEA GULL
TYPE WRECK
NGR_DESC Grid reference converted from a latitude and longitude coordinate
CHECK_LAT 53.31692
CHECK_LONG -4.63031

Site Description A wreck was reported at this location in 1976.

Event and Historical Information:
 The SEA GULL was a 9nt wooden cutter which had been at anchor in the New Harbour on 2 October 1912. The cutter broke free from its moorings in heavy weather and went ashore to become a total wreck near the Coastguard Station.

Sources include:
 Board of Trade Wreck Return 1912 Appendix C Table 1 pg93 (435)

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Maritime Officer, June 2009.

NPRN 272123
NAME CARRIE BELL
TYPE WRECK
NGR_DESC Grid reference converted from a latitude and longitude coordinate
CHECK_LAT 53.3199
CHECK_LONG -4.609

Site Description Archaeological remains associated with the loss of this vessel are not confirmed as present at this location, but may be in the vicinity.

Event and Historical Information:
 The CARRIE BELL was a wooden schooner built by Simpson at Glasson Dock in 1842. Technical and configuration specifications are given as 136gt, 98nt; 95ft 3in length x 21ft 4in breadth x 11ft 3in depth; 1 deck, 3 masts; fastened with iron bolts. At time of loss on 25 November 1917, the vessel was owned by J Barrow of Lancaster and was carrying a cargo of china clay from Padstow to Preston under the command of W Maker. The schooner sank 0.75miles southeast of the Holyhead breakwater lighthouse.

Sources include:
 Board of Trade Wreck Return 1917 Part II Table A pg37 (3)
 Larn and Larn Shipwreck Database 2002
 Lloyds Register of British and Foreign Shipping 1 July 1914 - 30 June 1915, number 121 in C

Maritime Officer, June 2009.

NPRN 272126
NAME NIKITA
TYPE WRECK
NGR_DESC Grid reference converted from a latitude and longitude coordinate
CHECK_LAT 53.3225
CHECK_LONG -4.6482

Site Description Archaeological remains associated with the loss of this vessel are not confirmed as present at this location, but may be in the vicinity.

Event and Historical Information:

The NIKITA was a wooden schooner built by WDate & Sons at Kingsbridge in 1890. Technical and configuration specifications are given as 108gt 88nt; 84ft 2in length x 21ft 2in breadth x 10ft 2in depth. At time of loss on 21 December 1917, the vessel was owned by Albert Allen and W Monkton and under the command of J Searle. The schooner was carrying coal from Runcorn to St Brieuc when it stranded on Solider's Point.

Sources include:

Larn and Larn Shipwreck Database 2002
Lloyds Register of British and Foreign Shipping, 1 July 1 - 30 June 1, number in
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Maritime Officer, October 2009.

NPRN 272128
NAME ELWOOD
TYPE WRECK
NGR_DESC Grid reference converted from a latitude and longitude coordinate
CHECK_LAT 53.3182
CHECK_LONG -4.6231

Site Description Archaeological remains associated with the loss of this vessel are not confirmed as present at this location, but may be in the vicinity.

Event and Historical Information:

The ELLWOOD was a wooden schooner built by Archibald McLaren at Montague, Prince Edward Island, in 1877. Technical and configuration specifications are given as 109gt, 91nt; 83ft length x 23ft breadth x 10ft depth; 2 masts. After building, the schooner was transferred to the port of Waterford. At time of loss on 28 February 1918, the vessel was owned by S E Pim of Wicklow and registered at Dublin. It was carrying a cargo of timber from Wicklow to Garston under the command of master J Ward. The schooner ran onto Salt Island, Holyhead.

Sources include:

Board of Trade Wreck Return 1918 Part II table A pg29 (2)
Larn and Larn Shipwreck Database 2002
Lloyds Register of British and Foreign Shipping 1 July 1914 - 30 July 1915, number 229 in E
Memorial University of Newfoundland, 1998, Ships and Seafarers of Atlantic Canada, CD ROM

Maritime Officer, June 2009.

NPRN 272134
NAME BIDSIE AND BELL
TYPE WRECK
NGR_DESC Grid reference converted from a latitude and longitude coordinate
CHECK_LAT 53.33081
CHECK_LONG -4.6192

Site Description Archaeological remains associated with the loss of this vessel are not confirmed as present at this location, but may be in the vicinity.

Event and Historical Information:

The BIDSIE AND BELL was a wooden schooner (or brigantine, sources differ) built by Gowen at Berwick-upon-Tweed in 1873. Technical and configuration specifications are given as 371gr, 188nt; 137ft 8in length x 28ft 7in breadth x 15ft 1in depth. At time of loss, the vessel was owned by J Fisher & Sons and enroute from Garston to Bideford. The schooner ran onto Holyhead breakwater on 14 January 1925. The wreck was marked with a bouy (Notice to Mariners 389/25) until it was removed in mid September 1925 (Notice to Mariners 1518/25)

Sources include:

Larn and Larn Shipwreck Database 2002
Lloyds Register of British and Foreign Shipping 1 July 1920 - 30 June 1921, number 40744 in B
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Maritime Officer, June 2009.

NPRN 272139
NAME HMS MANX LAD
TYPE WRECK
NGR_DESC Grid reference converted from a latitude and longitude coordinate
CHECK_LAT 53.3301
CHECK_LONG -4.6139

Site Description Archaeological remains associated with the loss of this vessel are not confirmed as present at this location, but may be in the vicinity.

Event and Historical Information:

The MANX LAD was a wooden fishing vessel built at Sandhaven in 1937. Technical and configuration specifications are given as 24gt, 9nt; 44ft 3in length x 14ft 3in breadth x 6ft 4in depth; screw propulsion powered by a fuel oil engine (motor). The vessel was owned by Isle of Man Fisheries Ltd at Peel and was registered at that port. However, in July 1940, the fishing vessel had been hired by the Admiralty for use as a minesweeper. The MANX LAD detonated a German mine on 16 August 1940 as it went to the aid of the MEATH (see NPRN 272189) and sank near the entrance to the Holyhead New Harbour.

Sources include:

College, J J, 1986, Ships of the Royal Navy, pg 142
Larn and Larn Shipwreck Database 2002
Wynne-Jones, I, 2001, Shipwrecks of North Wales, 4ed, pg68

Maritime Officer, June 2009.

For further information with regard to the Protection of Military Remains Act 1986 and its administration with regard to vessels, contact the Ministry of Defence, Wreck Section, Naval Personnel Secretariat, Room 125 Victory Building, HMNB Portsmouth, PO1 3LS.

NPRN 272155
NAME PEARL
TYPE WRECK
NGR_DESC Grid reference converted from a latitude and longitude coordinate
CHECK_LAT 53.3109
CHECK_LONG -4.6195

Site Description Archaeological remains associated with the loss of this vessel are not confirmed as present at this location, but may be in the vicinity.

Event and Historical Information:

The PEARL was a wooden brigantine built at Hillsbrorough River, Prince Edward Island, in 1852. Technical and configuration specifications are given as 118gt, 106nt; 83ft length x 21ft 7in x 10ft 9in depth. The PEARL was registered at Prince Edward Island in 1852 by Joseph Bartlett, a farmer/planter of Brigus, Conception Bay, New Foundland. The brigantine's registry was transferred to Fowey in 1862 when it was sold to Joseph Steel, the owner and master at time of loss. The PEARL was carrying a cargo of salt for Mr Hayes of Runcorn to Christie and Ranson of Ipswich. It had put into Holyhead on 27 November 1863 due to contrary winds. On 3 December 1863, the winds increased to a northwesterly hurricane. The PEARL was riding out the storm in the New Harbour with both anchors deployed when, at 6am, it was fouled by a Maltese barque. The PEARL's anchor cables parted and the master ran the brigantine ashore to save both vessel and crew. At noon, on the flood tide, the PEARL refloated apparently not much damaged and ran for the Old Harbour to get alongside the quayside. The master brought the PEARL inside the wooden jetty. However, as no ropes could be got ashore and with no anchors the vessel was washed back out of the harbour and soon went on the rocks. A shore boat manned by 5 local men put out and brought the crew of the PEARL safely onshore. The brigantine had been insured for the value of £700.

Sources include:

Board of Trade Wreck Return Holyhead Harbour 3 December 1863 pg2 (644) and p12 (654)
Larn and Larn Shipwreck Database 2002
Memorial University of Newfoundland, 1998, Ships and Seafarers of Atlantic Canada CD ROM

Maritime Officer, November 2009.

NPRN 272198
NAME VARONS
TYPE WRECK
NGR_DESC Grid reference converted from a latitude and longitude coordinate
CHECK_LAT 53.3197
CHECK_LONG -4.6248

Site Description Archaeological remains associated with the loss of this vessel are not confirmed as present at this location, but may be in the vicinity.

Event and Historical Information:

The VARONS was a wooden schooner of Latvian registry built by I Puhling (the owner at time of loss) at Oppiesgriew in 1920. Technical and configuration specifications are given as 216gt, 182nt; 105ft length x 26ft 9in breadth x 12ft 5in depth. On 6 March 1931, the vessel was under the command of its long time master Inenburg and was enroute to Teignmouth. The vessel ran onto Salt Island Point.

Sources include:

Larn and Larn Shipwreck Database 2002
Lloyds Register of British and Foreign Shipping 1 July 1925 - 30 June 1926, number 04614 in V

Maritime Officer, June 2009.

NPRN 272202
NAME INDUSTRIE
TYPE WRECK
NGR_DESC Grid reference converted from a latitude and longitude coordinate
CHECK_LAT 53.3121
CHECK_LONG -4.6206

Site Description Archaeological remains associated with the loss of this vessel are not confirmed as present at this location, but may be in the vicinity.

Event and Historical Information:

The INDUSTRIE was a 130ton wooden brigantine built in 1834 and belonging to the port of Ostend. At time of loss, the vessel was carrying a cargo of salt from Liverpool to Ostend under the command of master Willibred Jannssens. The rock salt was being shipped by Blackburn & Company of Liverpool, consigned to Mr. Duclos-Assandre, of Ostend. The brigantine had left Liverpool on 11 November 1863 at 1pm. Contrary winds forced the INDUSTRIE to put into Holyhead Refuge Harbour on 21 November, but the brigantine set out again on the 30 November. Due to the bad weather, the master put back into Holyhead on 1 December, using both anchors to anchor in the roadstead. On Thursday 3 December, at 5.30 pm with the wind blowing a full gale from the north-northwest, a drifting barque got foul of the INDUSTRIE's moorings, and the INDUSTRIE was compelled to slip both anchors to avoid collision. The crew endeavoured to reach the Old Harbour under sail, but the brigantine drove onto the rocks to the east side of the South Pierhead. After the brigantine had been ashore for two hours, the Master and crew abandoned the vessel in their own boat, afraid that the vessel would go to pieces in the night. After finding lodgings, the Master, Mate and cook returned to the beach to watch the vessel and at 2 am saw a boat alongside. They also launched a boat and went out to the brigantine, where they found several people on board, who claimed they had come to get her off the rocks, but were actually engaged in plunder. The value of the vessel was estimated at £100.

Sources include:

Board of Trade Return on Wrecks in or near Holyhead Harbour during the gale of 3 December 1863 pg6 (648)
Depositions submitted to the Reciever of Wreck, Holyhead, 5 December 1863
Larn and Larn Shipwreck Database 2002

Maritime Officer, June 2009.

NPRN 272222
NAME SACHEM
TYPE WRECK
NGR_DESC Grid reference taken from the centre of a maritime named location
CHECK_LAT 53.313
CHECK_LONG -4.618

Site Description This record consists of a documentary reference to a shipping casualty which has been assigned to the maritime named location HOLYHEAD HARBOUR pending more information which may allow a more precise location for the loss to be assigned.

Event and Historical Information:
The SACHEM was a wooden sailing vessel enroute from Virginia to Dublin under the command of master Stover. The vessel was wrecked near Holyhead according to a report printed in Lloyds List on 26 January 1802.

Sources include:
Larn and Larn Shipwreck Database 2002
Lloyds List, 26 January 1802, issue number 4224

Maritime Officer, June 2009.

NPRN 272227
NAME OSSEO
TYPE WRECK
NGR_DESC Grid reference converted from a latitude and longitude coordinate
CHECK_LAT 53.3292
CHECK_LONG -4.6219

Site Description The wreck is reported to lie flat on the seabed in close proximity to the KIRKMICHAEL (see NPRN 271901). The full character and extent of the archaeological remains is presently unknown.

Event and Historical Information:

The OSSEO was a steel or iron (sources differ) barque built by C J Bigger at Londonderry, in 1889. Technical and configuration specifications are given as 1463gt, 1399nt; 245ft 3in length x 36ft 9in breadth x 21ft 7in depth; 1deck, 1 bulkhead. At time of loss on 30 December 1894, the vessel was owned by B H McCorkell, Londonderry, and was under the command of master R Boggs. The vessel was carrying a cargo of nitrate from Taltal, Chile, to Adrossan, when it was caught in a northwesterly force 9 gale. Heading for the shelter of Holyhead, the barque ran onto the breakwater and was lost with all 26 crewmembers.

Sources include:

Board of Trade Wreck Return 1894 Appendix C Table 1 pg133 (655)

Hocking, C, 1989, Dictionary of Disasters at Sea During the Age of Steam, pg523

Larn and Larn Shipwreck Database 2002

Lloyds Register of British and Foreign Shipping 1 July 1893 - 30 June 1894, number 426 in D

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Maritime Officer, June 2008.

NPRN 272239
NAME FANNY TRUSS
TYPE WRECK
NGR_DESC Grid reference taken from the centre of a maritime named location
CHECK_LAT 53.3211
CHECK_LONG -4.6305

Site Description This record consists of a documentary reference to a shipping casualty which has been assigned to the maritime named location HOLYHEAD NEW HARBOUR pending more information which may allow a more precise location for the loss to be assigned.

Event and Historical Information:
The FANNY TRUSS was a 40ton wooden schooner built in 1848. At time of loss, the vessel was owned by E Highes of Gulftyn and under the command of master S Harding. The schooner caught fire in Holyhead harbour on 10 November 1883. The fire was fanned by a northwesterly force 8 gale and, as a consequence, the vessel was completely destroyed.

Sources include:
Board of Trade Wreck Return 1883 Appendix Parts 1-IV pg137 (579)
Larn and Larn Shipwreck Database 2002

Maritime Officer, June 2009.

NPRN 272319
NAME LADY HUGHES
TYPE WRECK
NGR_DESC Grid reference taken from the centre of a maritime named location
CHECK_LAT 53.313
CHECK_LONG -4.618

Site Description This record consists of a documentary reference to a shipping casualty which has been assigned to the maritime named location HOLYHEAD HARBOUR pending more information which may allow a more precise location for the loss to be assigned.

Event and Historical Information:
The LADY HUGHES was a wooden silaing vessel which was run down by the schooner GRACE as it entered Holyhead harbour during the night of 29 September 1823. The master's name is given as Ellis. The crew were saved when the LADY HUGHES subsequently sank.

Sources include:
Larn and Larn Shipwreck Database 2002
Lloyds List, 21 October 1823, issue number 5848

Maritime Officer, June 2009.

NPRN 272340
NAME ABBEY
TYPE WRECK
NGR_DESC Grid reference taken from the centre of a maritime named location
CHECK_LAT 53.313
CHECK_LONG -4.618

Site Description This record consists of a documentary reference to a shipping casualty which has been assigned to the maritime named location HOLYHEAD HARBOUR pending more information which may allow a more precise location for the loss to be assigned.

Event and Historical Information:
The ABBEY was a wooden sailing vessel. At time of loss on 30 August 1819, it was carrying a cargo of china clay from Charleston, Devon, to Liverpool under the command of master Cowling. The vessel is reported to have run onto the back slope of the pier at Holyhead and to have been bilged.

Sources include:
Larn and Larn Shipwreck Database 2002
Lloyds List, 21 September 1819, issue number 5423

Maritime Officer, June 2008.

NPRN 272358
NAME CHALES
TYPE WRECK
NGR_DESC Grid reference taken from the centre of a maritime named location
CHECK_LAT 53.313
CHECK_LONG -4.618

Site Description This record consists of a documentary reference to a shipping casualty which has been assigned to the maritime named location HOLYHEAD HARBOUR pending more information which may allow a more precise location for the loss to be assigned.

Event and Historical Information:
The CHALES was a wooden schooner which was carrying a mixed cargo including cheese and iron, plus passengers from Bristol to Glasgow. The report from Liverpool printed in Lloyds List noted the master's name as Humphries and stated that the schooner had been blown onshore at Holyhead during a severe gale over the night of 15-16 October 1814. The schooner was reported to be full of water and that most of the cargo would be saved. Unfortunately, one female passenger had been drowned in the incident.

Sources include:
Larn and Larn Shipwreck Database 2002

Maritime Officer, June 2009.

NPRN 272381
NAME VENUS
TYPE WRECK
NGR_DESC Grid reference taken from the centre of a maritime named location
CHECK_LAT 53.313
CHECK_LONG -4.618

Site Description This record consists of a documentary reference to a shipping casualty which has been assigned to the maritime named location HOLYHEAD HARBOUR pending more information which may allow a more precise location for the loss to be assigned.

Event and Historical Information:
The VENUS was a wooden sailing vessel enroute from Liverpool to Sligo in early March 1806. The report printed in Lloyds List on 18 March 1806 noted the master's name as Cumming and that vessel had been wrecked at Holyhead. The crew had been saved and part of the cargo had been recovered.

Sources include:
Larn and Larn Shipwreck Database 2002
Lloyds List, 18 March 1806, issue number 4036

Maritime Officer, June 2009.

NPRN 272389
NAME BRIDGEWATER
TYPE WRECK
NGR_DESC Grid reference taken from the centre of a maritime named location
CHECK_LAT 53.313
CHECK_LONG -4.618

Site Description This record consists of a documentary reference to a shipping casualty which has been assigned to the maritime named location HOLYHEAD HARBOUR pending more information which may allow a more precise location for the loss to be assigned.

Event and Historical Information:
A report printed in Lloyds List on 17 November 1807 noted that vessel BRIDGEWATER, under the command of master Edwards, had been wrecked at Holyhead.

Sources include:
Larn and Larn Shipwreck Database 2002
Lloyds List, 17 November 1807, issue 4204

Maritime Officer, June 2009.

NPRN 272401
NAME HMS CAMPINA
TYPE WRECK
NGR_DESC Grid reference converted from a latitude and longitude coordinate
CHECK_LAT 53.33058
CHECK_LONG -4.61687

Site Description Considerable steel wreckage is reported to remain insitu covered in kelp. The wreck stands up to 4m high in places.

For further information on the Protection of Military Remains Act 1986 Act and its administration with regard to vessels, contact the Ministry of Defence, Wreck Section, Naval Personnel Secretariat, Room 125 Victory Building, HMNB Portsmouth, PO1 3LS.

Event and Historical Information:
 The HMS CAMPINA was a 290ton steam trawler. It was hired as an armed patrol vessel in September 1939 and then purchased in June 1940. The trawler detonated a mine on 22 July 1940 a few yards from the Holyhead New Harbour lighthouse. The trawler sank with the loss of 11 crewmembers. The initial loss location was given as bearing 088degrees, 1 cable from the outer breakwater lighthouse. The wrecks location was subsequently confirmed as 53 19N, 04 36 37W (Notice to Mariners 2278/40 and 2279/40) and a buoy placed bearing 083 degrees, 100 yards from the wreck. The buoy was repositioned to bearing 60 degrees, 100 yards from the wreck in early December 1940. The buoy had been removed by mid August 1942. HMS WOODLARK examined and swept the wreck in August 1968.

Sources include:
 Larn and Larn Shipwreck Database 2002
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 Wynne-Jones, I, 2001, Shipwrecks of North Wales, 4ed, pg68

Maritime Officer, June 2009.

NPRN 308398
NAME LIFEBOAT HOUSE (ZODIAC RESTAURANT)
TYPE BOAT HOUSE
NGR_DESC Grid reference taken at centre of site
CHECK_LAT 53.31681
CHECK_LONG -4.63561

Site Description Former lifeboat house now converted to a restaurant. c1850s Rubble with freestone dressings and copings. Shaped gables with ball finials, similar to Holyhead market hall. Some remains of slipway mechanism to seaward side. (23/05/03 KAA)

NPRN 402393
NAME HOLYHEAD HARBOUR FERRY TERMINAL
TYPE TERMINAL BUILDING
NGR_DESC Grid reference taken at a central point within extensive site or complex
CHECK_LAT 53.30924
CHECK_LONG -4.62893
Site Description New passenger terminal building for Holyhead harbour.

NPRN 403731
NAME SALT ISLAND FERRY TERMINAL COMPLEX, HOLYHEAD HARBOUR
TYPE TERMINAL BUILDING
NGR_DESC Grid reference taken at a central point within extensive site or complex
CHECK_LAT 53.31768
CHECK_LONG -4.62366
Site Description Documented in detail during aerial reconnaissance on 3rd August 2003.T. Driver. 2005.11.15

NPRN 404250
NAME OLD TRINITY HOUSE DEPOT, NEWRY BEACH, HOLYHEAD
TYPE WORKSHOP
NGR_DESC Grid reference taken at centre of site
CHECK_LAT 53.31789
CHECK_LONG -4.64209

Site Description Depot complex built by Trinity House circa 1870 for the maintenance of coastal lights. Large workshop; Building with rendered walls on a shallow plinth, with an asphalted roof with ridge light. The side elevations are of 5 bays, with segmental-headed blind panelling above small-pane windows with segmental heads. The gable ends had kneelers, and to the sea (NW) end there is a large camber-headed doorway flanked by windows, above which is blind panelling and a central round window with a gabled architrave. The gable end to the land (SE) end has segmental-headed panelling with a round window to the centre of the gable, below which is a central doorway (made smaller) flanked by segmental-headed windows. Office: Building with rendered walls on a shallow plinth, with a pyramidal slate roof and 2 large chimneys. It is two storey, with 3 windows to the front and rear (the central windows narrower), and 2 windows to the sides. The windows are mainly hornless sashes with 8 panes. The front (to NW) has a gabled porch with a side (L) entrance doorway, and a small window to the front. To the NE, a small yard links to an outbuilding with a monopitch roof. Small workshop: A single storey building with rendered walls on a shallow plinth, and a slate roof with a raised ridge vent and 2 tall chimneys to the rear. There are three camber-headed openings to the front (NW), and a central, camber-headed, doorway flanked by small-pane windows. (Source; CAdw listing database) S Fielding RCAHMW 01/06/2006

NPRN 506410
NAME UNKNOWN
TYPE Wreck
NGR_DESC Grid reference converted from a latitude and longitude coordinate
CHECK_LAT 53.31109
CHECK_LONG -4.61281

Site Description Archaeological remains associated with the loss of a vessel are not confirmed as present at this location, but may be in the vicinity.

Event and Historical Information:
A wreck was reported at this location by local sports divers in 1976.

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Maritime Officer, November 2009.

NPRN 506411
NAME UNKNOWN
TYPE Wreck
NGR_DESC Grid reference converted from a latitude and longitude coordinate
CHECK_LAT 53.31192
CHECK_LONG -4.61781

Site Description Archaeological remains associated with the loss of a vessel are not confirmed as present at this location, but may be in the vicinity.

Event and Historical Information:
A wreck was reported at this location by local sports divers in 1976.

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Maritime Officer, November 2009.

NPRN 506413
NAME UNKNOWN
TYPE Wreck
NGR_DESC Grid reference converted from a latitude and longitude coordinate
CHECK_LAT 53.31164
CHECK_LONG -4.61781

Site Description Archaeological remains associated with the loss of a vessel are not confirmed as present at this location, but may be in the vicinity.

Event and Historical Information:
A wreck was reported at this location by local sports divers in 1976.

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Maritime Officer, November 2009.

NPRN 506414
NAME UNKNOWN
TYPE Wreck
NGR_DESC Grid reference converted from a latitude and longitude coordinate
CHECK_LAT 53.31886
CHECK_LONG -4.64114

Site Description Archaeological remains associated with the loss of a vessel are not confirmed as present at this location, but may be in the vicinity.

Event and Historical Information:
A wreck was reported at this location by local sports divers in 1976.

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Maritime Officer, November 2009.

NPRN 506415
NAME UNKNOWN
TYPE Wreck
NGR_DESC Grid reference converted from a latitude and longitude coordinate
CHECK_LAT 53.3197
CHECK_LONG -4.64531

Site Description Archaeological remains associated with the loss of this vessel are not confirmed as present at this location, but may be in the vicinity.

Event and Historical Information:
A wreck was reported at this location by local sports divers in 1976.

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Maritime Officer, November 2009.

NPRN 506416
NAME UNKNOWN
TYPE Wreck
NGR_DESC Grid reference converted from a latitude and longitude coordinate
CHECK_LAT 53.32303
CHECK_LONG -4.64364

Site Description Archaeological remains associated with the loss of a vessel are not confirmed as present at this location, but may be in the vicinity.

Event and Historical Information:
A wreck was reported at this location by local sports divers in 1976.
The area was surveyed in 1999 and 2000 but nothing was located.

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Maritime Officer, November 2009.

NPRN 506418
NAME UNKNOWN
TYPE Wreck
NGR_DESC Grid reference converted from a latitude and longitude coordinate
CHECK_LAT 53.32581
CHECK_LONG -4.64448

Site Description Archaeological remains associated with the loss of a vessel are not confirmed as present at this location, but may be in the vicinity.

Event and Historical Information:
A wreck was reported at this location by local sports divers in 1976.

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Maritime Officer, November 2009.

