

MIZEN HEAD SHIPWRECKS

Introduction

It is almost impossible to accurately tally or detail the vessels that have been wrecked on the coast in the vicinity of Mizen Head over the centuries. In the earlier period of wooden vessels, when a ship left port and disappeared over the horizon, its whereabouts were almost a mystery until next it appeared in port. Caught in a gale on a hostile coast, such a vessel could be smashed to pieces, all of its crew lost and only the unrecorded speculations of an illiterate peasantry would mark its passing. To appreciate the hazards of sea travel in times past one must dispense with several features of life that have been taken for granted for a long time past. These include lighthouses, rescue services, artificial lighting, road communications and wireless communication. Try to imagine yourself on a sailing ship off the West Cork coast in the early years of the nineteenth century. Occasional flashes of lightning provide the only illumination. The crash of waves on a shoreline is the only indication that landfall is near. No lights of a harbour that might provide safety are visible. You can only hope that if the weather worsens you will be fortunate enough to go ashore on a shallow coastline.

As the nineteenth century progressed, aids to navigation improved slowly and other factors, such as the Coastguard Service, came into play that were to the benefit of mariners. Sea travel remained a most hazardous pursuit for many years however until the age of wireless communication when at least a vessel could radio for help when in difficulty and reasonably expect some assistance. The first lighthouse on these shores was built on Cape Clear in 1818 and was followed in 1841 by Rock Island, but their placement was unhelpful and they were on occasion considered to be confusing mariners.

The old adage that it is an ill wind that blows nobody any good could have been coined by coastal dwellers. In the poverty stricken days of the 19th century, a 'good' wreck could make the difference between hardship and comfortable living. A saying at that time was "We'll starve for Christmas or we may have a wreck and be full and plenty". Their attitude was that if wrecks should happen they would help to save life if the opportunity presented itself, but thereafter any benefit that could be gleaned from salvage was their entitlement. Such salvage efforts by men in small fishing boats could be hazardous. In 1822 when the 'Confiance' was wrecked in these waters it was reported in the press that "in endeavouring to pick up some pieces of the wreck, which were driven in among the rocks, four of the country people were drowned". Edible cargo that floated ashore or was 'rescued' supplemented the local diet, sometimes with exotic foods. The coming of the coastguard and the increased presence of ship's and Lloyd's agents at wreck sites curbed the excesses that were sometimes reported of early wrecks and reduced the opportunities previously afforded the 'country people' to harvest the bounty of storms and shipwrecks.

DIVE IRELAND

<http://www.tempoweb.com/diveireland/index.html>

[Home](#)

Mizen Head, Co. Cork

[Dive Centres](#)

[Dive Clubs](#)

Mizen Head is situated at the very South-Western point of Ireland and approached by the N71 via Skibbereen and onwards through the villages of Schull and Goleen. The last village on the peninsula is

[Dive Sites](#)

[Links](#)



click to enlarge

Crookhaven.

There are several good shore dives, but to appreciate the area at best boats are required. Due to their exposed locations, many of these dives are suitable only for experienced divers and in calm conditions.

Galley Cove

The most Westerly access point on the South coast is Galley Cove, about 2km before Crookhaven, where a fine sandy beach opens up on your right with a good view of Fastnet Rock 10km out to sea. Small boats can be launched across the beach, while large RIB's should be launched at Crookhaven where there is a good slip and motored the 5km around Streak Head to meet the rest of your group at Galley Cove beach. From here there are a selection of sites ranging from simple shore dives to spectacular boat dives under cliffs for the very experienced diver.

1. Galley Cove Rock

just 100m from the beach there is excellent snorkelling inside the rock over a gently sloping sandy bottom with rocky outcrops. Beyond the island there are interesting gullies in a depth range 10-25m suitable for the less experienced diver or for those without a boat.

2. Carrigadeavaun

About 1km East of Galley Cove is a rock that looks like it has just split off from the mainland. There is some shelter from a Westerly swell behind it which can make kitting up more comfortable. there is an interesting bottom at 20m usually covered with feather and brittle stars. swimming towards the point of the rock and out to sea the bottom tumbles down to 35-40m with a lot of life all the way down. This site is suitable for intermediate and advanced divers as you can easily select your depth.

3. Reen Point

Heading West from the cove the first headland reached after only 400m is Reen Point. Here the depth drops off rapidly to 40m just off-shore in several jagged steps. There can be a gentle tidal current and excellent walls of jewel anenomes.

The bay between Reen Point and Brow Head was known as a mating ground for basking sharks, but they are rarely seen now. There is good 30m diving all along under the cliffs heading West to Brow Head with no noticeable current. An old anchor was spotted a few years ago about 800m short of Brow Head in 20m of water but there is no sign of any wrecks.

Mizen Head

THE FOLLOWING DIVES ARE ONLY SUITABLE FOR THE EXPERIENCED

IN CALM WEATHER CONDITIONS!

NB: The Mizen Head area offers some of Ireland's best diving, but can be dangerous. Make sure your equipment is reliable, 2 boats and a VHF radio should be considered the minimum. Be on the look out for changing conditions when the tide turns.

4. Brow Head

There is spectacular diving under the towering cliffs at Brow head, the Southern most point of Ireland. The tide can be very strong here so it should be only dived at slack water.

For those ready for it there is a stunning drift dive from the tip of the headland going West towards Mizen Head when the tide has just turned to ebb.

There is a reef about 20m which runs parallel to the flow and lasts for at least 1km. With a gentle current and good visibility, you can cruise from ridge to ridge which, due to the high energy environment, are carpeted with Dead Man's Fingers and Jeweled Anenomes. Taking care not to slip off the top of the reef into deeper water on either side, you can get a full half hour drift while keeping above 24m. Excellent boat cover is essential.

Every diver should also carry some additional method of signaling in case of separation. Being alone 1km off the end of Ireland is very lonely!

5. Carrignagower

This rock, which is awash at high water, lies 50m off shore about 1km before Mizen Head. even in the calmest weather the swell breaks against it. The outside of the rock is an excellent wall with marine growth on every square inch. This is a slack water dive only! There is a safe passage inside the rock for those heading for the Mizen.

6. Mizen Head

When the weather is very calm this is the place to head for, but conditions North of the point can be very different to those on the approach. If you are unhappy about rounding the point there is a lot of good diving close in between the point and the bridge where 35m is easily reached.

On the mainland side of the bridge the water is shallower and the diving less demanding. For those who have the necessary permit, the cannons and anchors of the L'Impatiente (sunk 1796) lies off the small headland which also has a small pier and access steps.

Back to the tip of Mizen, right under the lighthouse there is a deep gully where at least 3 boats have been wrecked, 2 trawlers, Ribble (1906) and Manaos (1908) along with the yacht Taurima (1975). The

weather must be flat calm to allow divers to venture right up to the gully, but who knows what may be found among the rocks!

The reef out from the tip of the Mizen offers diving that is hard to beat anywhere with stunning scenery and large shoals of fish. However since the tide runs across the reef (rather than along it as at Brow Head) you can only dive here at exactly slack water, so plan to travel a little earlier and be prepared to wait.

North of the Mizen is a graveyard of many steamers and coasters from around the turn of the century. Irada (1908), Bohemian (1887), Memphis (1896) and several more. Very little structure has survived the ravages of a century of winter storms, but wreckage can be seen on almost every dive in this area.

7. The Copper Boat

The remains of the "Oswestry" lie wedged on the North side of a towering stack 500m North of Mizen Head. Sometimes mistakenly called the Irada the wreck got it's name from the 40kg copper ingots that were in it's cargo and could still be found up to a few years ago. A couple are still visible but have resisted all attempts to move them! There is little structure left but the wreck is easy to find, only 15-20m deep and it is the most impressive site for a rummage.

Shore Dives

Apart from the straight forward shore dive at Galley Cove, there are several advanced shore dives at exposed small piers around the Mizen Headland. They all require a walk from the car to the access point and it would be wise to check the conditions before kitting up. If there is a significant swell do not enter the water as it can be difficult to get out after a dive when you are tired. There is no significant tide runs at these sites, but at low tide access steps will be high and dry.

8. Vaud Cove

Follow the road West from Goleen towards Mizen Head. 800m past the Barley Cove Hotel the road widens on the left. Turn down here towards a farmhouse. Just before the house turn right through a gate along a track towards an isolated modern house. From here the footpath goes off to the left before swinging round and down to a small pier after 200m. Entering the water it is worth snorkelling across to the right hand point and diving on the cliffs beyond. This site is exposed to S and SE winds.

9. Dunlough Pier

Approaching Mizen Head, ignore the turn to the left before the Barley Cove Hotel and continue straight on up to the T junction. Turn right and follow the road until it ends in about 2 miles. To reach the pier, walk straight ahead, cross the steep slipway and clamber about 3m and you will see the steps leading to a small pier about 50m away.

In the water snorkel across to the point opposite before going down and out along the gullies where 30m depth can be easily reached. This site is very exposed to Westerly swells and winds.

10. Toor Pier

While technically in Dunmanus Bay, this site is grouped under Mizen Head shore dives due to its similar exposed and spectacular location approaching Mizen Head, about 1km before the turn off to the Barley Cove Hotel, there is a National School on the right. Take the next turn to the right after about 100m. Follow the road up and over the hill and down towards Dunmanus Bay until the road ends, from where there is a footpath 100m down to the pier.

In the water the best diving is along the cliff to the right of the pier where ridges run out to meet the sand at about 30m. For the more energetic the diving around the right hand point of the Island is well worth the effort, while the tunnel through the headland and surrounding area is shallow but quite interesting, but the gullies run in all directions making navigation difficult. It is an excellent spot for the advanced snorkeller.

25.1.1780 **LA SOLIDADA** Spanish Frigate captured by some Liverpool privateers, sank at Crookhaven (C.H.C. 27.1.1780)

28.2.1794 **FANNY**, Crookhaven, on passage from Dublin to Limerick laden with iron bedsteads and bedding for soldiers was wrecked in gale at Ballyrizzard (Ballyrisode) near her home port. Richard Notter, her master and owner and two crewmen were drowned (Cork Gazette, 8.3.1794)

20.12.1794 **LADY HARRIETT** brig of Cork, Matthias Twohig, master. From Cadiz to Dublin with a cargo of fruit. Forced to take shelter in Long Island Sound, off Schull. She was boarded by 'a mob of people who plundered and destroyed the cargo and hull' (Cork Gazette 27.12.1794)

30.12. 1796 **L'IMPATIENTE** 38 Gun Frigate Bombardiere. Member of the French Fleet to Bantry Bay in 1796. Cargo: Troops & 44 carriage mounted cannon. Captain de Vaisseau Deniau, 300 seamen and 250 soldiers. Only 7 survived. The survivors including the Irish pilot were taken on board the British '74 MONARCH. Wreckage near caves below cliffs at Mizen car park. Cannon can still be seen. Lies in 15m. 1796 **Visit** Bantry French Armada Exhibition Centre at Bantry House.

1822 **HMS CONFIANCE** sloop of war 5th. Rate 36 Gun Brig 393 tons. Troops & 18 carriage mounted cannon. Sailed from Cobh with a complement of 120 men for the Galway station in April 1822, but was wrecked on Coosaculaun near 3 Castle Head, Dunlough Bay. There were no survivors. Four local men were drowned while trying to salvage portion of the wreck. The Cork poet J.J. Callanan's poem 'A lay of Mizen Head' commemorates the tragedy. Cannon found 1980

26.2.1827 **TRIO** Owners: Robt.& William McIntyre, Londonderry. Master: Stephen Bexfield. Palermo to Londonderry. Cargo: Lemons, shumac (a plant used in tanning and dyeing) etc. Vessel sank under the cliffs at Mizen Head. The master and mate were saved and 5 crew drowned. (Southern Reporter, 1.3.1827)

June 1835 **FITZROY**, Newcastle. Abandoned on her voyage from Quebec to London in 1835, the Fitzroy was driven ashore and wrecked in Dunmanus Bay. Her cargo of 6000 Quebec deals and the remains of the hull were sold at wreck auction at Dunkelly.

23.10.1838 **LADY CHARLOTTE** Barque of 190 tons, built in Liverpool, 1831. Owned by Gill & Co. From Callao & Lima to Liverpool. Wrecked in fog on barrel Rocks N/W of Cape Clear. Capt. John Burton Gill and 8 crew died. One survivor, John Maddington. Cargo: Peruvian bark, Hides, llama wool, Treasure of Dollars, silver plates, gold bars, silver ore, silver bars and sterling.

25.8.1841 **WILLIAM HINCH** Brig. Master: Parker Out 21 days from Halifax went on shore in Dunlough Bay in fog. The captain and crew did not know where they were. With the assistance of the Lloyd's agent and his men from Crookhaven, the vessel was refloated and brought round to Crookhaven.

10.11.1847 **STEPHEN WHITNEY** Wooden Sail Packet Ship 1034 Tons Red Star Line of Thos and Jos. Sands & Co, Liverpool. Built in New York, 1840. Loss of 100 lives. Struck rocks off Cape Clear. Led to the building of the Fastnet Rock Lighthouse. Cargo: Passengers, Apples, raw cotton, cheese, resin and bills of exchange. This loss caused the Irish Lights Board to build a lighthouse on the Fastnet Rock.

18.11. 1849 **MARCHIONESS OF ABERCORN**, Padstow, 300 tons register, Captain Edwin Key. "About the hour of ten o'clock last night, laden with timber, bound from Quebec to Cardiff, struck at Dunlough Bay, adjacent to where the 'William Penn' was lost last year. The vessel will become a total wreck. Of the crew of 30, 8 went in the longboat and reached Rock Island lighthouse; the remaining 22, captain and officers included, went out on the rocks, all the crew is saved. This is the second wreck within the twelvemonth in the same place. Would it not be well if a Light House was built on the Mizen Head for the prevention of such casualties".

14.12.1850 **MOUNTAINEER** Grounded in Dunmanus bay in severe gale. Crew saved by beaching on mud beneath Coastguard Station saving Capt. John Harisson and crew. Cargo: Timber.

30.3.1850 **RANGER** Brig from North Shields. Capt. John Robertson to Cork or Falmouth for orders. Wrecked in Dunmanus Bay. Cargo: Egyptian wheat.

9.12.1852 **BROAD OAK** Sailing Ship from Pernambuco to Liverpool. Wrecked in Dunlough. Captain and 15 crew lost; Mate and 4 sailors saved by Magistrate Mr. Simmons and local constabulary. Cargo: Cotton and Sugar.

Jan 1862 **ANGELINA** schooner, from Honduras with mahogany went down in Dunmanus Bay in Jan 1862. Crew were saved with exception of one man. It was hoped that part of the cargo would be recovered.

Jan 1862 **LADY ELEANOR**, schooner, of Liverpool. Left Limerick for the Bristol Channel with a cargo of oats in but caught in heavy gales was driven ashore in Goleen Bay. "Immediately after striking, local inhabitants were made aware by the dismal screams of the unfortunate crew. A crowd soon collected and effective measures were taken for rendering assistance." With the arrival of the Rock Island coast guard captain and crew were rescued. Ship and cargo were lost.

Jan 1867 **ZURI**, brig 257 tons of Albany in Prussia, Rantil, master, bound from Surinam to Liverpool with sugar and cocoa was wrecked in Dunlough Bay in. Ship and cargo were lost but there was no loss of life.

17.12.1867 **HELVELLYN** Sunk off Cape Clear Cargo: Coal and Iron. Captain and crew shipped to Waterford

5.4.1867 **GEORGE AND HENRY** Schooner Capt. McCarthy, Limerick to Port William, Durham. Blown into Mizen Head in a flat calm sea by an indraught. The Captain and crew escaped in a boat and came ashore at Barleycove. They were put up by Mr. Noonan of the Clinton Arms, Crookhaven.

9.2.1874 **CAMPODINICE** Sulina to Cork. Cargo: Maize Sank off Crookhaven. Capt. Lagna and Crew saved by rocket.

10.2.1874 **ELIZA YOUNG** 530 tons Dragged anchor in Crookhaven in Gale. From Granda, Spain to Barrow in Furness. Cargo: Timber Sailed on 18.12.1873. Crew put up at Mr. Nanty's, Crookhaven, then sent to the Sailors' Home in Cork.

3.3.1874 **SAILOR PRINCE** offered for sale as wreck as seen at anchor in Crookhaven, below Coastguard Station. Built New Brunswick, 1862. Cargo: 2000 Havana Sugar Boxes, also on offer.

7.2.1881 **BOHEMIAN** 3052 Tons 400' Steamer. Built Harland and Wolff, Belfast 1870. Owned by F. Leyland & Co. Left Boston 27.1.1881 for Liverpool. She encountered thick fog and struck on a reef running out from Caher Island off the Mizen Head and sank. Capt. Grundy & 3 crew lost. 54 crew saved. Cargo: Cotton and Bacon

15.5.84 **SS ILLYRIAN** Owned by F. Leyland. Liverpool bound for New York. Cargo: Brandy, Whisky, Cattle. After a night on the rocks it was hoped to refloat her but she was broken up on the rocks. The captain, cattlemen and the crew were saved.

21.11.1885 **IBERIAN** 2930 tons 390' x 37.2' x 29.3' 350 h.p. Compound inverted engines. Owned by F. Leyland & Co. Built 1867. From Boston to Liverpool. Sank in thick fog half a mile west of Bird Island, Dunmanus Bay. Crew of 54 saved in boats. The

crew were all saved but the cargo and cattle were lost. Vessel broke up 15.10.1886
This was the third vessel of the Leyland Line to be lost on the West Cork coastline in
a decade

5.12.1886 **AUGUSTA** 54 tons 136' Steamer. Built Swansea, 1849. Owned by Hodder &
Co., 1881. Wrecked in Dunmanus bay.

8.11.89 **QUEENSMORE** 4195 tons Steamer. 400'x 46'x 29' 500 HP Triple expansion
engines. Owned by William Johnston & Co.; built by Harland and Wolff, Belfast. On maiden
voyage 27.10.89 from Baltimore to Liverpool. Cargo: 900 cattle, 2000 bales cotton, 850 tons
copper matte, 60,000 bushels wheat, lard, tobacco, flour and organs. 77 people & 2
stowaways. On Nov. 5th the cotton cargo caught fire; after three days the crew had it under
control but the fog came down when they were in sight of Cape Clear and they ran into
Dunlough Bay, striking Bully Rock off Three castle head. She drifted off and sank in 30 fathoms
of water. All the passengers and crew (77 people and 2 stowaways) were saved but only 11
bullocks survived.

31.12.89 **CHERWELL** Iron Barque Over 1000 tons. Sailed from Dundee to Newport, Wales and
then to Mauritius with a cargo of coal. Then to Brazil, back to Mauritius, on to Ceylon
(Sri Lanka), Calcutta and the west coast of South America returning to Liverpool with a
cargo of nitrates (guano) from Chile. They were bound for Cobh for orders. The sun
hadn't show for 5 days and the Captain had no reckoning. They ran into Dunlough
bay, lowered a boat. The 19 crew stripped off their clothes and 17 got in the boat. The
first officer and a crewman were drowned when the ship went down head foremost.
The crew spent the night on Carbery Island and had to wait till morning to make for the
mainland at Dunmanus where they found food and shelter.

31.12.90 **CITY OF ROME** of the Anchor Line from Boston to Liverpool. She ran aground on the
Fastnet Rock and floated off. Lucky escape. 8,415 gross tons, length 560.2ft x beam
52.3ft, clipper bows, three funnels, four masts (rigged for sail), iron hull, single screw,
speed 16 knots, accommodation for 271-1st, 250-2nd and 810-steerage class
passengers. Built by Barrow Shipbuilding Co., Barrow, she was launched on 14th
Jun.1881 for the Inman Line and started her maiden voyage on 13th Oct.1881 when
she left Liverpool for Queenstown and New York. After five voyages, she transferred to
the Anchor Line in 1882 but continued on the same route. In 1891 she was refitted to
accommodate 75-1st, 250-2nd and 1,000-steerage class passengers and transferred
to Glasgow - Moville - New York sailings. In Sep.1898 she repatriated 1,690 Spanish
troops from Portsmouth, USA to Santander after the Spanish-American War and
commenced her final Glasgow - Moville - New York - Glasgow voyage on 26th
Sep.1901. In 1902 she was scrapped in Germany. [North Atlantic Seaway, vol.1,p.243
by N.R.P.Bonsor]

17.11.1896 **MEMPHIS** 3191 Tons 345.6' x 40.9' x 26.7' 278 n.h.p. triple expansion engines.
Built by Harland and Wolff, 1890. Owned by African SS Co. Dominion Line.
Chartered by Elder Dempsey Line. From Montreal to Avonmouth, Sank in Dunlough
Bay near Carraig na Coos, south of the bay. 9 Crew were lost but the rest were
rescued by the O'Leary family. The remains of the ship are scattered with only the
boiler and the anchors identifiable. Cargo: Timber, flour, bacon, butter, cattle and
general cargo.

12.3.1899 **OSWESTRY** 2419 tons 300' Owned by Sivewright, Bacon & Co, Built by E. Withy & Co., Hartlepool, 1888/ From Newport and Norfolk,VA. For Manchester. Wrecked in fog on the north side of Mizen Head. Lies between the BOHEMIAN and the MEMPHIS. Capt. Wilson and 24 crew were saved by locals. Sometimes called the Copper Boat . Cargo: Cotton, Deal and Indian Maize and other goods such as lead and copper bars valued at €250,000. The Lloyds Agent at Bere, where much of the cargo washed up, contacted Capt. Hugh Williams, the owner's representative and a ship the PERSEVERANCE was hired from Cork to carry the cargo to a larger steamer for transport to Liverpool.. This was one of the largest losses for Lloyd's insurers according to the underwriters' agent Capt. McLean.

August 1903 **ANNIE** schooner, of Wexford, Captain Farsey. Bound from Newport in Wales for Bantry with a cargo of coal for Messrs W Murphy and Co., struck on the rocks under Brow Head in a dense fog in. "She was the property of the captain's wife, who lives at Ring near Clonakilty and she was not insured. The crew consisted of the captain and four crew, all of them landing safely. The captain, who is an old man, lost all, not having saved as much as his clothes."

26.5.1906 **RIBBLE** Steam Trawler. 183 tons. 114.3' x 20.8' x 11.2' Built by Smith's Dock Co., North Shields. 3 cylinder triple expansion engine. 52 h.p. Owners: Wyre Steam trawling Co., Fleetwood. Struck Cloghane Island under the fog signal station and sank. Capt. R. Collinson, 8 crew and 2 passengers were all rescued.

1.10.1908 **MANAOS** Steam Trawler. Owners: Hancock & Harris & Co., Milford Haven. Built by Smith's Dock Co., North Shields. 82 tons. 116.3' x 21.2' x 10.9' 3 cylinder triple expansion engine. 52 h.p. She had been launched only the previous January at the same shipyard as the 'Ribble'. Returning from fishing off the Blaskets she became wedged at the bottom of the cliffs of Cloghane Island. Skipper Salter and crew scrambled onto the island and were rescued by construction workers from the Mizen Head Fog Signal Station 10 hours later. The mate, Charles McKenna, drowned.

22.12.1908 **IRADA** 8124 Tons 501' Owned by J H Welsford & Co, Built by Workman, Clark & Co. , Belfast, 1900. Caught between Cloghane Island and the mainland north of Mizen Head in fog. Irish Lights workers building the Fog Signal Station helped the survivors. As was the case some months earlier with the 'Manaos', the construction crew on the fog station site helped the survivors. Capt. Arthur Wellesley Roberts, the stewardess and four crew lost their lives and were buried in Kilmoe graveyard. Cargo: 22,000 bales cotton

30.1.1915 **IBERIAN** Steamship 5223 tons 437' x 48.8' x 29.9' 470 n.h.p. Triple expansion engines. 12 knots Owned by F. Leyland & Co. Built by Sir J. Laing & Sons, 1900. Intercepted by a German submarine 9 miles S by W of the Fastnet on July 30th 1915 . The ship was shelled starting from 45 miles. When it was quite near the Submarine captain hailed Capt. Iago, telling him to lower the boats and abandon ship. The German captain handed Dr. Patrick Burns and the captain some bandages for the wounded. The submarine then sank the Iberian. During the shelling 7 people were killed, but there were 63 survivors, two of whom died, were rescued after 6 hours in rough seas.

7.5.1916 **SS LUSITANIA** Cunard Liner built in 1907 by John Brown & Co., Glasgow. Steel, 30,396 tons. 232.31 x 26.72 x 17.22 metres, 4 massive turbine powered triple bladed propellers capable of 25 knots. New York to Liverpool. Torpedoed off the Old Head of Kinsale. 1,196 lives lost.

15.5.1915 **ANTONETTA** Fishing boat. Owner: John Cadogan, Sherkin. Sank after hitting a mass of floating debris from the wreck of the LUSITANIA off the Fastnet. The crew of 6 barely had time to take to a small punt. They were picked up and taken by Denis Donovan's motor boat to Union Hall and brought to Baltimore.

28.5.1915 **GLENHOLM** Sailing ship. Owners: William Price & Co., 3204 tons. Chile to Queenstown (Cobh) for orders. Cargo: nitrate 27 Crew including Captain Campbell's 20 year old daughter. Attacked by a German submarine 12 miles south of Mizen 16 miles WSW of the Fastnet. The captain was told to lower the boats and hand over the ships papers. The captain, his daughter and 23 crew took to the boats, but the captain did not hand over the papers so they were attacked, only getting away by dint of vigorous rowing to the safety of Castletownbere after many hours. The ship was torpedoed and sunk.

14.5.1916 **TERPISCHORE**, iron ship, built on the Mersey for Messrs. B. Wecke & Sons, 1883. Seized in Limerick by the British Government in August 1914 and chartered by a Liverpool firm. Bound from Halifax to Runcorn with a valuable cargo of timber. Misjudged the Mizen Head Fog Signal for the Old Head of Kinsale and moved into the reefs. She sustained no damage from the rocks and was successfully refloated and completed her journey.

2.1.1917 **NESTORIAN** 6395 tons 396.6' x 51.9' x 34.6' 4 cylinder quadruple expansion steam engine. 510 h.p. Owned by F. Leyland. Built by Hawthorn Leslie & Co., Newcastle upon Tyne, 1911. Capt. A. Coulsting. Ran aground at Bulling Rock below the cliffs at the SW tip of Cape Clear Island near Port na Long. From Galveston to Liverpool. 79 of the 80 crew were saved by the Daly and O'Driscoll families. One man died when he fell from the rig. Cargo: Cotton, Steel and Shell Heads.

6.3.1917 **ADALANDS** Torpedoed off Fastnet

August 1979 The Fastnet Race is organised by the Royal Ocean Racing Club (RORC) and the Royal Yacht Association (RYA) as the culmination of Cowes Week biennially from Cowes, (on the Isle of Wight off the south coast of England) round the Fastnet and back. In 1979 an extraordinary storm blew up and created havoc with the yachts. Of the 302 boats in 6 classes that started 217 retired, 16 were abandoned, 5 were lost, believed sunk and 19 crew were drowned. 13 lifeboats put to sea to aid the yachts.

On August 13th 1979 Baltimore Lifeboat went to the rescue of the yacht REGARDLESS, saving the boat and rescuing 9 crew and then MARIONETTE, saving the boat and rescuing 12 crew. They were at sea for 32 hours.

29.9.1985 **TAURIMA** Pleasure Yacht owned by Charles Haughey, TD, Taoiseach at that time. Wrecked below the Mizen Light. Rescued by Baltimore Lifeboat and the Lightkeepers. Richard Foran, Acting principal Keeper was commended by the Commissioners of Irish Lights for his rôle in the rescue.

Grateful thanks to Tim Cadogan, Cork County Library, for his research and introduction.

Source Publications

Shipwrecks on the Co. Cork Coast. 1. Up to 1810, Colman O'Mahony and Tim Cadogan
 Dictionary of Disasters at Sea during the Age of Steam 1824-1962 , Charles Hocking, London
 Stamp Exchange, 1989

Discovering Cork, Daphne Pochin Mould, Brandon Books, 1991.

Irish Wrecks Database, Roy Stokes and Liam Dowling

Shipwrecks of the Irish Coast: Vol. I 932 – 1997 and Vol. II 1105 – 1993, Edward J. Bourke,
 Edward J. Bourke, Vol. I 1998, Vol. II 1994

Shipwreck Index of Ireland, Richard and Bridget Larn, Lloyds Registry – Fairplay Ltd., 2002
 www.irishwrecksonline.net

1806	FRIENDS	SAIL VESSEL	UNKNOWN	WENT ASHORE; POSSIBLY SALVAGED; ST. LUCIE FOR LIVERPOOL	b c d
1850	MOUNTAINEER	QUEBEC SAIL VESSEL	TIMBER	POSSIBLY SALVAGED; QUEBEC FOR NEWPORT	b e
1850	RANGER	NORTH SHIELDS BRIG	EGYPTIAN WHEAT	FOR CORK OR FALMOUTH	b e
1862	ANGELITA	LIVERPOOL IRON SAIL VESSEL - 128 tons	MAHOGANY	ON HORSE ISLAND; MEXICO FOR ENGLAND	b
1886	AUGUSTA	CORK IRON STEAMER - 148 tons	BAGGED FLOUR & MEAL	STRANDED & WRECKED; CORK FOR CROOKHAVEN	b f
1886	CAROLINE	SKIBBEREEN CUTTER - 40 tons	BALLAST	USED AS A SALVAGE VESSEL; CROOKHAVEN FOR DUNMANUS BAY	b c e
1904	SEAGULL	DURRUS MOTOR YACHT - 5 tons	BALLAST	WRECKED AT KILCROHANE	


FASTNET ROCK

Year	Name of Vessel	Type of Vessel	Cargo	Comments	Ref.
1769	SARAH	SAIL VESSEL	PASSENGERS	FOUNDERED NEAR; NEWFOUNDLAND FOR IRELAND	b c d
1886	MARGARET	SCHULL YAWL - 3 tons	BALLAST	SANK AFTER COLLISION	c
1899	SENSATION	ISLE OF MAN FISHING LUGGER - 22 tons	BALLAST	FOUNDERED 12 MILES EAST-SOUTH-EAST OF,	b c
1902	HOLYROOD	CARGO STEAMER - 2,714 tons	GENERAL	SUNK IN COLLISION 175 MILES WEST OF; PORTLAND FOR LIVERPOOL	a
1906	NEMEA	STEAMER	UNKNOWN	SANK UNDER TOW & ON FIRE 130 MILES WEST-SOUTH-WEST OF,	b
1915	ANGLO-COLOMBIAN	LONDON STEAMER - 4,792 tons	HORSES	SHELLED BY U-41, 79 MILES SOUTH BY EAST OF;	b c

				MONTREAL FOR AVONMOUTH	
1915	BELLGRADE	NORWEGIAN BARQUE - 664 tons	UNKNOWN	OFF,	b
1915	CAMBUSKENNETH	NORWEGIAN STEEL FULL RIGGER - 1,925 tons	WHEAT	MINED 26 MILES SOUTH-WEST OF; LIES IN 86m; OREGAN FOR LIVERPOOL	b c d e
1915	CHANCELLOR	LIVERPOOL STEAMER - 4,586 tons	2,500 TONS GENERAL CARGO	SHELLED & SUNK BY U-41, 86 MILES SOUTH BY EAST OF; LIVERPOOL FOR NEW ORLEANS	b c
1915	CYMBELINE	TANKER - 4,505 tons	OIL	SHELLED & SUNK BY U-33 29 MILES WEST BY FOUTH OF,	a b
1915	DICTATOR	STEAMER - 4,116 tons	UNKNOWN	SHELLED & SUNK 135 MILES SOUTH-WEST OF,	b
1915	GLENHOLM	GLASGOW STEEL FULL RIGGER- 1,968 tons	3,400 TONS NITRATES & 430 TONS TIN INGOTS	TORPEDOED 16 MILES WEST SOUTH-WEST OF; IQUIQUE FOR FALMOUTH	b c e
1915	GLINT	NORWEGIAN SAIL VESSEL - 955 tons	UNKNOWN	SUNK BY U-38 90 MILES WEST OF,	b
1915	HURONIAN	STEAMER - 8,766 tons	UNKNOWN	OFF,	b
1915	IBERIAN	LIVERPOOL STEAMER - 5,223 tons	GENERAL	SHELLED BY U-28, 9 MILES SOUTH BY WEST OF; LIVERPOOL FOR BOSTON	a b c e
1915	L.C. TOWER	PARRSBOROUGH SCHOONER - 564 tons	DEALS	SHELLED BY U-BOAT 25 MILES SOUTH-SOUTH-WEST OF; PARRSBOROUGH FOR NEWPORT	b c
1915	MIDLAND QUEEN	CANADIAN STEAMER - 1,993 tons	2,200 TONS STEEL SHEET, RODS, BARS & STEEL GOODS	SHELLED BY U-28, 70 MILES SOUTH-WEST BY WEST OF; SYDNEY FOR NEWPORT	b c
1915	MIMOSA	STEAMER - 3,466 tons	UNKNOWN	SHELLED & SUNK BY U-33 137 MILES SOUTH-WEST OF,	b
1915	MORWENNA	MERCHANTMAN - 1,414 tons	UNKNOWN	TORPEDOED BY U-41 75 MILES SOUTH BY EAST OF,	b
1915	PENFELD	BREST IRON STEAMER - 794 tons	BALLAST	TORPEDOED BY U-34, 26 MILES NORTH-WEST OF; NANTES FOR CARDIFF	c
1915	SARDOMENE	ITALIAN IRON FULL RIGGER - 2,000 tons	TIMBER	SHELLED BY U-20, 35 MILES SOUTH-WEST OF; AUSTRALIA FOR LONDON	c
1915	SILVIA	LIVERPOOL TANKER - 5,268 tons	6,600 TONS FUEL OIL	SHELLED & BOMBED BY U-BOAT 40 MILES WEST OF; HALIFAX N.S. FOR QUEENSTOWN	b c
1915	STORESAND	NORWEGIAN VESSEL - 1,638 tons	UNKNOWN	SUNK BY U-33 SOUTH-WEST OF,	b
1915	SUPERB	NORWEGIAN IRON BARQUE - 1,515	BULK GRAIN	SUNK BY U-BOAT 60 MILES WEST OF; BUENOS AYRES	c

		tons		FOR QUEENSTOWN	
1915	THISTLEBANK	NORWEGIAN STEEL BARQUE - 2,411 tons	WHEAT	TORPEDOED BY U-BOAT 25 MILES SOUTH-WEST OF; FROM BRAZIL	c
1915	TRAFALGAR	GLASGOW STEAMER - 4,572 tons	NITRATES	BOMBED BY U-38, 54 MILES SOUTH-WEST BY SOUTH OF; MUIRE FOR GLASGOW	b c
1915	WELBURY	WEST HARTLEPOOL STEAMER - 3,591 tons	SUGAR	SHELLED & SUNK BY U-24, 40 MILES WEST OF; CUBA FOR QUEENSTOWN	b c
1915	WILLIAM T. LEWIS	BARQUE	UNKNOWN	SHELLED & SUNK BY U-39, 95 MILES WEST OF,	b
1916	BELL OF TENSBERG	NORWEGIAN BARQUE	UNKNOWN	SOUTH-WEST OF,	b
1916	BENGAIRN	BARQUE - 2127 tons	UNKNOWN	SHELLED & SUNK 165 MILES WEST-SOUTH-WEST OF,	b
1916	BERWINDVALE	LIVERPOOL STEAMER - 5,242 tons	7,500 TONS WHEAT	TORPEDOED BY U-BOAT 30 MILES WEST OF; GALVESTON FOR AVONMOUTH	b c
1916	CAIRNGOWAN	NEWCASTLE STEAMER - 4,017 tons	COAL	SHELLED BY U-69, 55 MILES WEST BY NORTH OF; LIVERPOOL FOR NEWPORT NEWS	b c
1916	CARDONIA	CARDIFF STEEL FULL RIGGER - 2,169 tons	BULK GRAIN	TORPEDOED 20 MILES SOUTH OF; SEATTLE FOR QUEENSTOWN	b c e
1916	CARMANIAN	NORWEGIAN STEEL BARQUE - 1,840 tons	WHEAT	SUNK BY U-BOAT 50 MILES SOUTH-WEST OF; BUENOS AIRES FOR FALMOUTH	c

FASTNET ROCK continued..


Year	Name of Vessel	Type of Vessel	Cargo	Comments	Ref.
1916	CASWELL	FISHING VESSEL - 245 tons	BALLAST	BOMBED BY U-BOAT 90 MILES SOUTH-WEST OF,	b
1916	CHIC	LONDON STEAMER - 3,037 tons	4,704 TONS WOOD PULP	TORPEDOED BY U-22, 45 MILES SOUTH-WEST OF; HALIFAX N.S. FOR MANCHESTER	b c
1916	CYMRIC 	WHITE STAR LINER - 13,370 tons	CARGO ONLY	TORPEDOED BY U-20, 140 MILES WEST-NORTH-WEST OF; NEW YORK FOR LIVERPOOL	a b c
1916	DROMONBY	STEAMER	UNKNOWN	SHELLED & SUNK BY GERMAN RAIDER "MOEWE", 180 MILES	b

				NORTH-WEST OF,	
1916	DUCHESS OF CORNWALL	SAIL VESSEL - 152 tons	UNKNOWN	620 MILES WEST OF,	b
1916	FELICIANA	LONDON STEAMER - 4,283 tons	BALLAST	TORPEDOED BY U-19, 67 MILES WEST BY SOUTH OF; SWANSEA FOR PHILADELPHIA	b c
1916	HARFAT CASTLE	FISHING VESSEL - 274 tons	BALLAST	BOMBED BY U-BOAT 90 MILES SOUTH-WEST OF,	b
1916	HATSUSE	FISHING VESSEL - 282 tons	BALLAST	SHELLED & SUNK BY U-BOAT 86 MILES SOUTH-WEST OF,	b
1916	HITTEROY	NORWEGIAN STEAMER - 1,914 tons	SALTPETRE	BOMBED 30 MILES SOUTH OF, OTHER SOURCE SAYS 1918; SKRIEN FOR NANTES	b e
1916	INDUSTRY	LIVERPOOL STEAMER - 4,044 tons	BALLAST	SHELLED & TORPEDOED BY U-45, 120 MILES WEST BY NORTH OF; BARRY FOR NEWPORT NEWS	b c
1916	INVERLYON	STEEL BARQUE - 1,827 tons	UNKNOWN	SHELLED & SUNK BY U-BOAT 108 MILES WEST - NORTH-WEST OF,	b
1916	JOZSEF AGOST FOHERCZEG	ITALIAN STEAMER - 2,680 tons	COAL	TORPEDOED BY U-19 OFF; BARRY FOR LEGHORN	c
1916	KYOTO	FISHING VESSEL - 282 tons	BALLAST	SHELLED & SUNK BY U-BOAT 90 MILES SOUTH-WEST OF,	b
1916	MARINA	GLASGOW STEAMER - 5,204 tons	WHISKY	TORPEDOED BY U-55, 32 MILES WEST-NORTH-WEST OF; GLASGOW FOR BALTIMORE USA	a b c
1916	MOUNT TEMPLE	STEAMER - 9,792 tons	UNKNOWN	SUNK BY GERMAN RAIDER "MOWE" 620 MILES WEST OF,	b
1916	NERVION	NORWEGIAN STEAMER - 1,920 tons	NITRATES	TORPEDOED BY UB-23, 30 MILES SOUTH OF; SKIEN FOR NANTES	c
1916	RAVENHILL	BELFAST STEEL BARQUE - 1,826 tons	MAIZE	SHELLED BY U-BOAT 78 MILES SOUTH-EAST BY SOUTH OF; DURBAN FOR QUEENSTOWN	b c
1916	ROWANMORE	STEAMER - 10320 tons	UNKNOWN	TORPEDOED BY U-57, 128 MILES WEST-NORTH-WEST OF,	b
1916	SAXON PRINCE	STEAMER - 3,471 tons	UNKNOWN	SUNK BY GERMAN RAIDER "MOWE" 620 MILES WEST OF,	b
1916	SEATONIA	WEST HARTLEPOOL STEAMER - 3,533 tons	PIT PROPS	TORPEDOED BY U-49, 55 MILES WEST BY NORTH OF; MUSGRAVE TOWN N.F. FOR BARRY	b c
1916	TEUTONIAN	LONDON STEAM TANKER - 4,824 tons	PETROLIUM	TORPEDOED BY U-32, 36 MILES SOUTH-WEST BY WEST OF; NEWPORT NEWS FOR AVONMOUTH	b c

1916	VOLTAIRE	STEAMER - 8,618 tons	UNKNOWN	650 MILES WEST OF,	b
1916	WILLIE	LONDON BRIGANTINE - 185 tons	BAGGED CEMENT	SHELLED BY U-BOAT 60 MILES NORTH-WEST BY WEST OF; NORTHFLEET FOR CARDIFF	b c
1916	ZENT	BELFAST STEAMER - 3,890 tons	BALLAST	TORPEDOED BY U-66, 28 MILES WEST BY SOUTH 0.5 SOUTH OF; GARSTON FOR SANTA MARTA	a b c e
1917	ABOSSO	LINER - 7,782 tons	GOLD	TORPEDOED BY U-43, 180 MILES WEST BY NORTH OF,	b
1917	ADALANDS	NORWEGIAN STEAMER - 1,577 tons	GROUND NUTS	TORPEDOED BY UC-44, 9 MILES SOUTH-WEST OF; DAKA FOR HULL	b c d e
1917	ACHILLES	STEAMER - 641 tons	GENERAL	SHELLED & SUNK BY U-55 & U-95, 75 MILES WEST BY SOUTH OF; CARDIFF FOR LIVERPOOL	b
1917	ADANSI	MERCHANTMAN - 2,644 tons	UNKNOWN	TORPEDOED BY U-21 SOUTH-WEST OF,	b
1917	APPLEDORE	STEAMER - 3,843 tons	UNKNOWN	TORPEDOED BY U-70, 164 MILES SOUTH BY WEST OF,	b
1917	ARIES	STEAMER - 3,071 tons	UNKNOWN	SHELLED & SUNK BY U-50, 190 MILES NORTH-WEST BY WEST OF,	b
1917	ASHLEIGH	STEAMER - 6,985 tons	UNKNOWN	TORPEDOED BY U-54, 290 MILES SOUTH-WEST OF,	b
1917	AVOCET	STEAMER - 1,219 tons	UNKNOWN	TORPEDOED BY U-50, 100 MILES WEST-NORTH-WEST OF,	b
1917	AZUL	STEAMER - 4,303 tons	UNKNOWN	TORPEDOED BY U-54, 180 MILES WWEST BY 0.5 MILES NORTH OF,	b
1917	BALAGUIER	TOULON STEAMER - 2,293 tons	COAL	TORPEDOED BY U-70, 95 MILES SOUTH-SOUTH-EAST OF; FROM CARDIFF	c
1917	BARON CAWDOR	STEAMER - 4316 tons	UNKNOWN	TORPEDOED BY U-96, 150 MILES SOUTH-WEST BY 0.5 SOUTH OF,	b
1917	BARON SEMPILL	STEAMER 1,607 tons	UNKNOWN	BOMBED BY U-BOAT 180 MILES SOUTH WEST OF,	b
1917	BARON WEMYSS	STEAMER - 1,605 tons	UNKNOWN	TORPEDOED BY UC-43 NORTH-WEST OF,	b
1917	BATOUM	SWANSEA ARMED TANKER - 4,054 tons	PETROLIUM	TORPEDOED BY U-61, 6 MILES SOUTH OF; NEW ORLEANS FOR QUEENSTOWN	b c d e
1917	BAY STATE	STEAMER - 6,583 tons	UNKNOWN	TORPEDOED BY U-66, 250 MILES NORTH-WEST OF,	b
1917	BEESWING	SAIL VESSEL - 1,462 tons	UNKNOWN	SHELLED & SUNK BY U-BOAT 140 MILES WEST BY NORTH OF,	b
1917	BELFORD	SAIL VESSEL -	UNKNOWN	BOMBED BY U-BOAT 110	b

		1,905 tons		MILES WEST OF,	
1917	BELGIAN	LIVERPOOL STEAMER - 3,657 tons	GENERAL	TORPEDOED BY U-57, 50 MILES WEST BY SOUTH OF; NEW ORLEANS FOR LIVERPOOL	b c
1917	BELLE OF ENGLAND	STEAMER - 3,877 tons	UNKNOWN	TORPEDOED BY U-95, 155 MILES WEST-NORTH-WEST OF,	b
1917	BENGORE HEAD	STEAMER - 2,490 tons	UNKNOWN	TORPEDOED BY U-62, 150 MILES NORTH-WEST OF,	b
1917	BENHEATHER	STEAMER - 4,701 tons	UNKNOWN	TORPEDOED BY U-46, 110 MILES WEST-NORTH-WEST OF,	b
1917	BLENHEIM 	NORWEGIAN IRON BARQUE - 1,143 tons	TIMBER	SHELLED BY U-BOAT 30 MILES SOUTH SOUTH-WEST OF,	b c d e 4
1917	BRAY HEAD	STEAMER - 3,077 tons	UNKNOWN	SHELLED & SUNK BY U-44, 375 MILES NORTH-WEST BY WEST OF,	b
1917	BROOKBY	STEAMER - 3,679 tons	UNKNOWN	TORPEDOED BY U-60 & UC75, 155 MILES SOUTH BY 0.5 MILES WEST OF,	b
1917	CAIRNHILL	STEAMER - 4,981 tons	UNKNOWN	BOMBED BY U-61, 160 MILES NORTH-WEST OF,	b
1917	CALDERGROVE	STEAMER - 4,327 tons	UNKNOWN	TORPEDOED BY U-44, 200 MILES WEST-NORTH-WEST OF,	b
1917	CALIFORNIA 	GLASGOW ARMED STEAMER - 8,662 tons	NICKEL INGOTS & 205 PASSENGERS	TORPEDOED BY U-85, 38 MILES WEST BY SOUTH OF; NEW YORK FOR CLYDE	a b c d
1917	CANADIAN	LIVERPOOL STEAMER - 9,309 tons	9,000 TONS GENERAL & HORSES	TORPEDOED BY U-59, 47 MILES NORTH-WEST BY WEST OF; BOSTON USA FOR LIVERPOOL	b c
1917	CANNIZARO	STEAMER - 6,133 tons	UNKNOWN	TORPEDOED BY U-24, 145 MILES SOUTH-SOUTH-WEST OF,	b
1917	CARNMONEY	SAIL VESSEL - 1,299 tons	UNKNOWN	BOMBERD BY U-BOAT 150 MILES WEST OF,	b
1917	CAVINA 1	BELFAST ARMED STEAMER - 6,539 tons	BANANAS & TIMBER	TORPEDOED BY U-88, 54 MILES WEST BY SOUTH OF; PORT LIMON FOR AVONMOUTH	b c
1917	CITY OF MEMPHIS	SAVANNAH STEAMER - 5,252 tons	BALLAST	SHELLED BY U-BOAT 35 MILES SOUTH OF; CARDIFF FOR NEW YORK	c
1917	CITY OF PERTH	STEAMER - 3,427 tons	UNKNOWN	TORPEDOED BY U-70, 195 MILES SOUTH-SOUTH-WEST OF,	a b

<i>Year</i>	<i>Name of Vessel</i>	<i>Type of Vessel</i>	<i>Cargo</i>	<i>Comments</i>	<i>Ref.</i>
1917	CLAN MURRAY	STEAMER - 4,835 tons	WHEAT	TORPEDOED BY UC-55, 40 MILES WEST BY SOUTH OF,	a b
1917	DAFILA	STEAMER - 1,754 tons	UNKNOWN	TORPEDOED BY U-45, WEST BY SOUTH OF,	b
1917	DALBEATTIE	NORWEGIAN IRON STEAMER - 1,327 tons	COAL	BOMBED BY U-60 40 MILES SOUTH OF; CLYDE FOR GIBRALTER	c
1917	DALEBY	STEAMER - 3,628 tons	UNKNOWN	TORPEDOED BY U-70 NORTH-WEST OF; HALIFAX FOR LONDON	a b
1917	DARIUS	STEAMER - 3,426 tons	UNKNOWN	TORPEDOED BY U-54, 210 MILES SOUTH WEST OF,	a b
1917	DARTMORE	STEAMER - 2,870 tons	UNKNOWN	TORPEDOED BY UC-50, 35 MILES SOUTH-EAST OF,	a b
1917	DELAMERE	STEAMER - 1,525 tons	UNKNOWN	TORPEDOED BY U-70, 110 MILES WEST BY NORTH OF,	a b
1917	DIADEM	STEAMER - 4,307 tons	UNKNOWN	TORPEDOED BY U-50, 200 MILES SOUTH-WEST BY WEST OF,	b
1917	DOMINGO	ITALIAN IRON STEAMER - 2,131 tons	UNKNOWN	SHELLED BY U-60, 70 MILES OFF; NAPLES FOR PARTINGTON	c
1917	DOROTHY	STEAMER - 2,244 tons	UNKNOWN	SHELLED & SUNK BY U-50, 190 MILES WEST-NORTH-WEST OF,	b
1917	DUDHOPE	SAIL VESSEL - 2,086 tons	UNKNOWN	BOMBED BY U-BOAT 220 MILES WEST OF,	b
1917	DUNBARMOOR	STEAMER - 3,651 tons	UNKNOWN	SHELLED BY U-44, 180 MILES WEST-NORTH-WEST OF,	a b
1917	DYKLAND	STEAMER - 4,291 tons	UNKNOWN	TORPEDOED BY U-50, 200 MILES WEST-NORTH-WEST OF,	b
1917	EAVESTONE	ESCORT STEAMER - 1,858 tons	UNKNOWN	SHELLED BY U-45, 95 MILES WEST OF,	b a
1917	ELELE	STEAMER - 6,557 tons	UNKNOWN	TORPEDOED BY U-24, 300 MILES NORTH-WEST BY 0.75 MILES WEST OF,	b
1917	ENGLISH MONARCH	STEAMER - 4,947 tons	UNKNOWN	TORPEDOED BY U-24, 300 MILES NORTH-WEST OF,	b
1917	ENIDWEN	STEAMER - 3,594 tons	UNKNOWN	TORPEDOED BY U-69, 170 MILES NORTH-WEST OF,	b
1917	EMMA	STEAMER - 2,520 tons	UNKNOWN	TORPEDOED BY U-50, 200 MILES SOUTH-WEST BY SOUTH OF,	b
1917	EUDORA	LIVERPOOL STEEL BARQUE - 1,991 tons	MAIZE	SHELLED BY U-83, 30 MILES SOUTH-SOUTH-WEST OF; BUENOS AIRES FOR QUEENSTOWN	b c
1917	EUGENIA	ITALIAN STEAMER - 4,835 tons	COAL & GENERAL	TORPEDOED BY U-55, 7.5 MILES WEST-SOUTH-WEST OF; LIVERPOOL FOR	a b c

				GENOA	
1917	FALCON	STEAMER - 2,244 tons	UNKNOWN	SUNK BY U-50 OFF,	b
1917	FARNHAM	STEAMER - 3,102 tons	UNKNOWN	TORPEDOED BY U-57, 90 MILES NORTH-WEST OF,	a b
1917	FENAY LODGE	STEAMER - 3,223 tons	UNKNOWN	TORPEDOED BY U-44, 250 MILES NORTH-WEST BY WEST 0.5 WEST OF,	a b
1917	FLORIDIAN	STEAMER - 4,777 tons	UNKNOWN	TORPEDOED BY U-54, 200 MILES WEST BY NORTH OF,	a b
1917	FREDERICK KNIGHT	STEAMER - 3,604 tons	UNKNOWN	TORPEDOED BY U-62, 115 MILES NORTH-WEST BY WEST	b
1917	GALGORM CASTLE	BARQUE - 1,596 tons	UNKNOWN	SHELLED & SUNK BY U-BOAT 90 MILES WEST OF,	a b
1917	GALICIA	STEAMER - 1,410 tons	UNKNOWN	TORPEDOED BY U-70, 140 MILES SOUTH-WEST BY 0.5 MILES SOUTH OF,	b
1917	GLENOGLE	STEAMER - 7,682 tons	UNKNOWN	TORPEDOED BY U-24, 200 MILES SOUTH-WEST OF,	a b
1917	GRAVINA	STEAMER - 1,242 tons	FRUIT	TORPEDOED BY U-81, 85 MILES WEST OF; SEVILLE FOR LONDON	a b
1917	HACKENSACK	STEAMER - 4,060 tons	SUGAR	TORPEDOED 300 MILES WEST OF; HALIFAX FOR QUEENSTOWN	a
1917	HARFLETE	STEAMER - 4,814 tons	UNKNOWN	TORPEDOED BY U-70, 200 MILES NORTH-WEST BY WEST OF,	b
1917	HAULWEN	STEAMER - 4,032 tons	UNKNOWN	TORPEDOED BY U-43, 250 MILES NORTH-WEST OF,	b
1917	HESPERIDES	STEAMER - 3,393 tons	UNKNOWN	TORPEDOED BY U-69, 130 MILES SOUTH-WEST OF,	b
1917	HINDUSTAN	STEAMER - 3,692 tons	UNKNOWN	TORPEDOED BY U-46, 150 MILES WEST-NORTH-WEST OF,	b
1917	HOLLINSIDE	STEAMER - 2,682 tons	UNKNOWN	TORPEDOED BY U-43, 110 MILES WEST OF,	b
1917	HORSA	STEAMER - 2,949 tons	UNKNOWN	TORPEDOED U-93, 195 MILES SOUTH-WEST BY WEST OF,	a b
1917	HOWTH HEAD	STEAMER - 4,440 tons	UNKNOWN	TORPEDOED BY U-60, 158 MILES NORTH-WEST OF,	b
1917	HUELVA	STEAMER - 4,867 tons	COAL	TORPEDOED BY U-54 SOUTH-WEST OF,	b
1917	HUNTSMAN	STEAMER - 7,640 tons	UNKNOWN	TORPEDOED BY U-50, 180 MILES NORTH-WEST BY WEST OF,	b
1917	IKALIS 	STEAMER - 4,329 tons	UNKNOWN	TORPEDOED BY U-66, 170 MILES NORTH-WEST BY 0.5 WEST OF,	b
1917	IOLO	LONDON ARMED STEAMER - 3,840	6,500 TONS COAL	TORPEDOED BY U-60, 40 MILES SOUTH BY WEST OF;	b c

		tons		CARDIFF FOR SPEZIA	
1917	JESSMORE	STEAMER - 3,911 tons	UNKNOWN	TORPEDOED BY U-48, 180 MILES WEST-NORTH-WEST OF,	b
1917	JONATHAN HOLT	STEAMER - 1,522 tons	UNKNOWN	TORPEDOED BY U-54, 130 MILES NORTH-WEST BY 0.5 MILES WEST OF,	b
1917	JOSE DE LARRINGA	STEAMER - 5,017 tons	UNKNOWN	TORPEDOED BY U-81, 150 MILES WEST-NORTH-WEST OF,	a b
1917	KILLARNEY	SAIL VESSEL - 1,413 tons	UNKNOWN	SHELLED & SUNK BY U-BOAT 200 MILES WEST BY NORTH OF,	b
1917	KING DAVID	STEAMER - 3,680 tons	UNKNOWN	SHELLED & SUNK BY U-49, 360 MILES NORTH-WEST BY 0.5 MILES WEST OF,	b
1917	KIOTO	NORTH SHIELDS ARMED STEAMER - 6,182 tons	599 TONS COPPER	TORPEDOED BY U-87, 20 MILES SOUTH-WEST OF; NEW YORK FOR MANCHESTER	b c d e
1917	KISH	STEAMER - 4,928 tons	UNKNOWN	TORPEDOED BY U-67, 160 MILES NORTH-WEST BY WEST OF,	a b
1917	LACONIA	CUNARD LINER - 18,000 tons	132 BOXES OF SILVER, GENERAL & PASSENGERS	TORPEDOED BY U-50, 160 MILES WEST NORTH-WEST OF; NEW YORK FOR LIVERPOOL	a b c d

FASTNET ROCK continued

Year	Name of Vessel	Type of Vessel	Cargo	Comments	Ref.
1917	LAURA	SAIL VESSEL - 335 tons	UNKNOWN	BOMBED BY U-BOAT 150 MILES WEST-NORTH-WEST OF,	b
1917	LORD ROBERTS	STEAMER - 4,166 tons	UNKNOWN	SHELLED & SUNK BY U-62, 270 MILES NORTH-WEST OF,	b
1917	MANCHESTER CITIZEN	STEAMER - 4,251 tons	UNKNOWN	TORPEDOED BY U-70, 240 MILES NORTH-WEST OF,	b
1917	MANCHESTER INVENTOR	STEAMER - 4,247 tons	UNKNOWN	TORPEDOED BY U-57, 50 MILES NORTH-WEST OF,	b
1917	MANCHESTER MILLER	STEAMER - 4,234 tons	UNKNOWN	TORPEDOED BY U-66, 190 MILES NORTH-WEST 0.5 NORTH OF,	a b
1917	MANTOLA	LINER - 8,260 tons	UNKNOWN	TORPEDOED BY U-81, 143 MILES WEST-SOUTH-WEST OF; BOUND INDIA	a b
1917	MARIE	FRENCH SAIL VESSEL - 118 tons	UNKNOWN	BOMBED BY UC-75 OFF,	b
1917	MARISTON	STEAMER - 2,908 tons	UNKNOWN	TORPEDOED BY U-45, 82 MILES WEST OF,	a b


1917	MEUSE	FRENCH STEAMER - 4,075 tons	UNKNOWN	TORPEDOED BY U-48 OFF,	b
1917	MIAMI 1	GLASGOW ARMED STEAMER - 3,762 tons	GENERAL	TORPEDOED BY UC-51, 11 MILES EAST SOUTH-EAST OF; NEW YORK FOR LIVERPOOL	b c e
1917	MUIRFIELD	STEAMER - 3,086 tons	UNKNOWN	SUNK BY U-49, 350 MILES NORTH-WEST OF,	b
1917	NEATH	LONDON STEEL AUXILIARY SCREW BARQUE - 5,548 tons	7,100 TONS SUGAR	TORPEDOED BY U-66, 28 MILES SOUTH BY EAST OF; MAURITIUS FOR LE HARVE	b c
1917	NETHERLEE	STEAMER - 4,227 tons	UNKNOWN	TORPEDOED 92 MILES SOUTH-WEST OF,	b
1917	NEVISBROOK	GLASGOW STEAMER - 3,140 tons	IRON ORE	TORPEDOED BY U-45 OFFSHORE; LA GOULETTE FOR BARROW-IN-FURNESS	c
1917	NEWSTEAD	STEAMER - 2,836 tons	UNKNOWN	TORPEDOED BY U-49, 150 MILES WEST-NORTH-WEST OF,	a b
1917	OBUASI	STEAMER - 4,416 tons	UNKNOWN	TORPEDOED BY U-49, 200 MILES NORTH-WEST BY WEST 0.25 MILES WEST OF,	b
1917	ORATOR	STEAMER - 3,563 tons	UNKNOWN	TORPEDOED BY U-96, 84 MILES WEST-NORTH-WEST OF,	a b
1917	ORTONA	STEAMER - 5,524 tons	UNKNOWN	TORPEDOED BY U-50, 140 MILES SOUTH-SOUTH-WEST OF,	b
1917	OSWALD	STEAMER - 5,185 tons	UNKNOWN	TORPEDOED BY U-50, 200 MILES SOUTH-WEST OF,	b
1917	PADDINGTON	STEAMER - 5,084 tons	UNKNOWN	TORPEDOED BY U-96, 250 MILES WEST OF,	a b
1917	PALMLEAF	TANKER - 5,489 tons	PETROLIUM	SUNK BY U-54, 230 MILES WEST OF,	b
1917	PENNINSULA	STEAMER - 8,106 tons	UNKNOWN	TORPEDOED BY U-46, 235 MILES SOUTH-WEST OF,	b
1917	POLYXENA	LIVERPOOL STEAMER - 5,737 tons	WHEAT	TORPEDOED BY U-95, 57 MILES WEST OF; AUSTRALIA FOR QUEENSTOWN	a b c
1917	PONTIAC	MERCHANTMAN - 1,698 tons	UNKNOWN	TORPEDOED BY U-53 SOUTH-WEST OF,	b
1917	PORT ADELAIDE	STEAMER - 8181 tons	UNKNOWN	TORPEDOED 180 MILES WEST OF,	b
1917	PORT JACKSON	4 MASTED BARQUE - 2,309 tons	UNKNOWN	TORPEDOED 180 MILES WEST BY NORTH OF,	a b
1917	PORTLOE	STEAMER - 3,187 tons	UNKNOWN	TORPEDOED BY U-67, 160 MILES WEST-NORTH-WEST OF,	a b
1917	PURLEY	STEAMER - 4,500 tons	COAL	SUNK BY U-46 SOUTH-WEST OF,	b
1917	QUANTOCK	STEAMER - 4,470 tons	UNKNOWN	SUNK BY U-BOAT OFF,	b

1917	QUEEN MARY	STEAMER - 5,658 tons	UNKNOWN	TORPEDOED BY U-60, 180 MILES NORTH-WEST BY WEST OF,	a b
1917	RHYDWEN	STEAMER - 4,799 tons	UNKNOWN	TORPEDOED BY U-67, 170 MILES NORTH-WEST BY WEST 0.5 WEST OF,	a b
1917	RIBSTON	STEAMER - 3,372 tons	UNKNOWN	TORPEDOED BY U-45, 85 MILES WEST OF,	a b
1917	RIO LAGES	STEAMER - 3,591 tons	UNKNOWN	TORPEDOED BY U-69, 155 MILES NORTH-WEST OF,	b
1917	ROSALIND	STEAMER - 6,535 tons	COAL	TORPEDOED BY U-86, 180 MILES WEST-NORTH-WEST OF,	b
1917	SAGAMORE	STEAMER - 5,197 tons	GENERAL	TORPEDOED BY U-49, 150 MILES WEST-NORTH-WEST OF,	a b
1917	SALMO	STEAMER - 1,721 tons	UNKNOWN	TORPEDOED BY U-60, 210 MILES NORTH-WEST OF,	b
1917	SAN HILARIO	STEAMER - 10,159 tons	UNKNOWN	TORPEDOED BY U-43 OFF,	b
1917	SAN URBANO	STEAMER - 6,458 tons	UNKNOWN	TORPEDOED BY U-81, 180 MILES NORTH-WEST BY WEST OF,	b
1917	SARAGOSSA	STEAMER - 3,541 tons	UNKNOWN	TORPEDOED BY U-69, 178 MILES NORTH-WEST OF,	b
1917	SAXONIAN	STEAMER - 4,855 tons	UNKNOWN	SHELLED & SUNK BY U-54, 270 MILES WEST BY NORTH OF,	b
1917	SCALPA	STEAMER - 1,010 tons	UNKNOWN	TORPEDOED BY U-53, 150 MILES WEST OF,	b
1917	SCOTTISH HERO	STEAMER - 2,205 tons	UNKNOWN	TORPEDOED BY U-155, 440 MILES WEST BY SOUTH BY 0.5 SOUTH OF,	b
1917	SCULPTOR	STEAMER - 3,846 tons	UNKNOWN	TORPEDOED BY U-53, 120 MILES NORTH-WEST OF,	b
1917	SEANG CHOON	RANGOON STEAMER - 5,807 tons	400 TONS COPPER & 601 TONS LEAD	TORPEDOED BY U-87, 10 MILES SOUTH SOUTH-WEST OF; SYDNEY FOR LONDON	a b c d
1917	SONGLEV	NORWEGIAN IRON FULL RIGGER - 2,063 tons	MAIZE	BOMBED BY U-BOAT 100 MILES SOUTH-WEST OF; BUENOS AIRES FOR FALMOUTH	b c e
1917	SPARTAN	NORWEGIAN BARQUE - 2,287 tons	PETROLIUM	TORPEDOED BY U-BOAT 72 MILES SOUTH-WEST BY WEST OF; NEW YORK FOR ROTTERDAM	b c
1917	STANLEY	STEAMER - 3,987 tons	UNKNOWN	TORPEDOED BY U-24, 230 MILES WEST BY NORTH OF,	a b
1917	STEPHANOTIS	STEAMER - 4,060 tons	UNKNOWN	TORPEDOED BY U-82, 180 MILES NORTH-WEST BY WEST OF,	b
1917	STORSTAD	NORWEGIAN STEAMER - 6,028 tons	MAGNESIUM	SHELLED & BOMBED BY U-62, 90 MILES WEST-SOUTH-WEST OF; BUENOS AIRES	b c e

				FOR ROTTERDAM	
1917	SWANMORE	STEAMER - 6,373 tons	UNKNOWN	TORPEDOED BY U-43, 230 MILES WEST-NORTH-WEST OF,	a b
1917	TAMARA	NORWEGIAN BARQUE - 453 tons	TIMBER	SHELLED BY U-BOAT 115 MILES SOUTH-WEST OF; JAMAICA FOR FLEETWOOD	b c e
1917	TAMELE	STEAMER - 3,932 tons	UNKNOWN	TORPEDOED BY U-87, 65 MILES WEST BY SOUTH OF,	b
1917	TEIE	NORWEGIAN IRON FULL RIGGER - 1,974 tons	WHALE OIL	BOMBED & SHELLED BY U-BOAT 55 MILES SOUTH OF; SOUTH GEORGIA FOR LIVERPOOL	b c e
1917	TELENA	STEAMER - 4,778 tons	UNKNOWN	TORPEDOED BY U-61, 170 MILES WEST-NORTH-WEST OF,	b
1917	TEMPUS	STEAMER - 2,981 tons	UNKNOWN	TORPEDOED BY U-53, 130 MILES NORTH-WEST BY 0.5 MILES WEST OF,	b
1917	TERENCE	STEAMER - 4,309 tons	UNKNOWN	TORPEDOED BY U-81, 150 MILES NORTH-WEST OF,	b
1917	TEVIOTDALE	STEAMER - 3,847 tons	UNKNOWN	TORPEDOED BY U-43, 330 MILES NORTH-WEST BY WEST OF	b
1917	THIRLBY	STEAMER - 2.009 tons	UNKNOWN	TORPEDOED BY UC-31, 122 MILES NORTH-WEST OF,	b
1917	THISTLEDHU	STEAMER - 4,032 tons	UNKNOWN	TORPEDOED BY U-82, 218 MILES NORTH-WEST BY 0.5 MILES WEST OF,	b
1917	TORR HEAD	STEAMER - 5,911 tons	UNKNOWN	TORPEDOED BY U-60, 160 MILES NORTH-WEST BY WEST OF,	b
1917	TOWERGATE	STEAMER - 3,697 tons	UNKNOWN	TORPEDOED BY U-43, 250 MILES NORTH-WEST BU WEST OF,	b
1917	TREVEAN	STEAMER - 3,081 tons	UNKNOWN	BOMBED BY U-57, 240 MILES SOUTH-WEST BY WEST OF,	b
1917	TURINO	STEAMER - 4,241 tons	UNKNOWN	TORPEDOED BY U-43, 174 MILES WEST OF,	b
1917	ULTONIA	STEAMER - 10,402 tons	UNKNOWN	TORPEDOED BY U-53, 190 MILES SOUTH-WEST OF,	b
1917	URANUS	ITALIAN STEAMER - 3,978 tons	UNKNOWN	TORPEDOED BY U-81, 16 MILES OFF; GENOA FOR CLYDE	c
1917	U-81	GERMAN SUBMARINE	CREW	TORPEDOED WEST OF BY SUBMARINE E54	b d e
1917	VALETTA	STEAMER - 5,871 tons	UNKNOWN	TORPEDOED BY U-87, 118 MILES NORTH-WEST BY 0.75 MILES WEST OF,	b
1917	VAUXHALL	STEAMER - 3,629 tons	UNKNOWN	TORPEDOED BY U-69, 110 MILES NORTH-WEST OF,	b
1917	VEDAMORE	LIVERPOOL ARMED STEAMER - 6,330	2,000 TONS OF COPPER	TORPEDOED BY U-85, 20 MILES WEST OF;	a b c e

		tons		BALTIMORE USA FOR LIVERPOOL	
1917	WARLEY PICKERING	MIDDLESBOROUGH ARMED STEAMER - 4,196 tons	IRON ORE	TORPEDOED BY U-60, 46 MILES WEST BY NORTH OF; SAGUNTO FOR MIDDLESBOROUGH	b c
1917	WARTENFELS	STEAMER - 4,511 tons	UNKNOWN	BOMBED BY U-81, 120 MILES SOUTH-WEST OF,	b
1917	WASDALE	NORWEGIAN IRON FULL RIGGER - 1,856 tons	MAIZE	BOMBED BY U-BOAT 100 MILES SOUTH-WEST OF; BUENOS AIRES FOR DUBLIN	b c e
1917	WESTBURY	GLASGOW ARMED STEAMER - 3,097 tons	5,000 TONS COAL	TORPEDOED BY U-48, 8 MILES SOUTH-SOUTH-EAST OF; BARRY DOCK FOR HALIFAX	b c
1917	WHITEHALL	STEAMER - 3,158 tons	UNKNOWN	TORPEDOED BY U-95, 270 MILES WEST BY NORTH OF,	b
1917	WOODWARD ABRAHAMS	AMERICAN SCHOONER - 744 tons	UNKNOWN	SUNK BY U-43, 407 MILES WEST OF,	b
1918	ASAMA	STEAMER - 284 tons	UNKNOWN	SHELLED & SUNK BY U-BOAT 160 MILES SOUTH-WEST BY SOUTH OF,	b
1918	AUSONIA	STEAMER - 8,153 tons	UNKNOWN	TORPEDOED BY U-62, 620 MILES WEST BY 0.75 MILES SOUTH OF,	b
1918	BEGUM	ORE CARRIER - 4,646 tons	UNKNOWN	TORPEDOED BY U-90, 150 MILES SOUTH-WEST OF,	b
1918	CARLTON	STEAMER - 5,265 tons	UNKNOWN	SUNK BY U-90 SOUTH-WEST OF,	b
1918	CARPATHIA 	CUNARD LINER - 13,555 tons	PASSENGER & GOLD	TORPEDOED 120 MILES WEST OF; LIVERPOOL FOR USA	a b d

FASTNET ROCK *continued..*

<i>Year</i>	<i>Name of Vessel</i>	<i>Type of Vessel</i>	<i>Cargo</i>	<i>Comments</i>	<i>Ref.</i>
1918	ERME	MOTOR VESSEL - 116 tons	UNKNOWN	TORPEDOED 240 MILES NORTH-WEST x WEST OF,	b
1918	GALWAY CASTLE	STEAMER - 7,988	UNKNOWN	TORPEDOED 160 MILES SOUTH-WEST 0.5 SOUTH OF,	a b
1918	LLANDOVERY CASTLE 	STEAMER - 11,423 tons	MEDICAL PERSONNEL	TORPEDOED BY U-86, 114 MILES WEST OF; HALIFAX N.S. FOR LIVERPOOL	a b
1923	ANTONIOS	GREEK STEAMER - 2,720 tons	COAL	SANK AFTER ON-BOARD EXPLOSION 65 MILES SOUTH BY WEST OF; NEWPORT FOR PALERMO	c
1928	MAGNOLIA	TRAWLER - 184	BALLAST	FOUNDERED 14 MILES	b c

		tons		SOUTH-SOUTH-EAST OF,	2
1928	OKU M99	STEAM TRAWLER - 95 tons	BALLAST	FOUNDERED OFF,	2
1932	MELBOURNE	FINISH STEEL BARQUENTINE - 2,718 tons	UNKNOWN	COLLIDED & SANK WITH TANKER "SS SEMINOLE" 30 MILES OFF,	b
1939	CHETENNE	BRITISH TANKER - 8,825 tons	BENZINE	TORPEDOED 150 SOUTH-WEST OF; ARUBA FOR SWANSEA	a
1939	HAZELSIDE	NEWCASTLE STEAMER - 4,646 tons	TIMBER	TORPEDOED BY U-31 OFFSHORE; LIES IN 64m; TACOMA FOR GARSTON	b c
1940	OAKCREST	STEAMER - 5,407 tons	UNKNOWN	TORPEDOED 250 MILES SOUTH WEST OF; LIVERPOOL FOR NEW YORK	a
1940	PETSAMO	FINNISH STEAMSHIP- 4,596 tons	7,300 TONS MAIZE	TORPEDOED BY U-34, 22 MILES OFF; HAS BEEN DIVED; ROSARIO FOR CORK	a b c d
1940	RANDEFJORD	NORWEGIAN STEAMER - 3,999 tons	UNKNOWN	TORPEDOED BY ITALIAN SUB 70 MILES SOUTH OF; NEW YORK FOR LIVERPOOL	a
1940	TOGIMO	GRIMSBY TRAWLER - 290 tons	BALLAST	68 MILES SOUTH-WEST BY WEST OF; FROM MILFORD HAVEN	c 2
1940	VARIA	SWEDISH STEAMER - 929 tons	BALLAST	BOMBED 60 MILES SOUTH-EAST OF; FALMOUTH FOR BELFAST	a
1940	VICTORIA	GREEK STEAMER - 4,202 tons	UNKNOWN	BOMBED 100 MILES WEST OF; DURBAN FOR BELFAST	a
1941	NAILSEA LASS	STEAMER - 4,289 tons	UNKNOWN	TORPEDOED BY U-48, 60 MILES WEST OF; CALCUTTA FOR LONDON	a b 1
1941	NEMEA	GREEK STEAMER - 5,101 tons	COAL	TORPEDOED 700 MILES WEST OF; BARRY FOR THESSALONIKI	a
1941	OTAIO 	CARGO LINER - 10,298 tons	UNKNOWN	TORPEDOED 400 MILES WEST OF; LIVERPOOL FOR SYDNEY	a 1
1941	SERBINO 	STEAMER - 4,099 tons	UNKNOWN	TORPEDOED BY U-82, 400 MILES WEST OF; MOMBASA FOR LIVERPOOL	a 1
1941	VANCOUVER ISLAND	CANADIAN MOTORSHIP - 9,472 tons	UNKNOWN	TORPEDOED 750 MILES WEST OF; MONTREAL FOR CARDIFF	a
1941	VENEZUELA	SWEDISH MOTORSHIP - 6,991 tons	UNKNOWN	TORPEDOED 300 MILES WEST OF; GOTHENBURG FOR RIO DE JANEIRO	a
1942	OREGON	STEAMER - 6,008 tons	UNKNOWN	TORPEDOED 600 MILES WEST OF; BALTIMORE FOR LIVERPOOL	a
1942	RAMSAY	STEAMER - 4,855	BALLAST	TORPEDOED 1,100 MILES	a

		tons		WEST OF,	
1942	STORNEST	STEAMER - 4265 tons	COAL	CONVOY STRAGGLER TORPEDOED BY U-760 OFF; ALL HANDS LOST; BOUND FOR BOSTON	b 5
1943	IRENEE DUPONT	AMERICAN STEAMER - 6,125 tons	UNKNOWN	TORPEDOED 1,100 MILES WEST OF; NEW YORK FOR LIVERPOOL	a
1943	POLYKTOR	GREEK STEAMER - 4,077 tons	UNKNOWN	TORPEDOED 1,000 MILES WEST OF; ST. JOHN'S N.B. FOR BELFAST	a
1943	T-26	GERMAN TORPEDOE DESTROYER	CREW	SOUTH OF,	b
1943	ZOUAVE	BRITISH STEAMER - 4,256 tons	7,100 TONS IRON ORE	TORPEDOED 900 MILES WEST OF; PEPEL FOR THE TEES	a
2003	GRAMPIAN DUKE	SPANISH TRAWLER	BALLAST	170 MILES SOUTH-WEST OF,	b

SOURCE PUBLICATIONS:

a	<i>"Dictionary of Disasters at Sea during the Age of Steam 1824 - 1962"</i>	by	Charles Hocking London Stamp Exchange 1989 - ISBN: 0948130474
b	<i>"Irish Wrecks Database"</i>	by	Roy Stokes & Liam Dowling
c	<i>"Shipwreck Index of Ireland"</i>	by	Richard & Bridget Larn Lloyd's Register - Fairplay Ltd 2002 - ISBN: 1900839970
d	<i>"Shipwrecks of the Irish Coast 932 - 1997"</i>	by	Edward J. Bourke Edward J. Bourke 1998 - ISBN: 0952302713
e	<i>"Shipwrecks of the Irish Coast 1105 - 1993"</i>	by	Edward J. Bourke Edward J. Bourke 1994 - ISBN: 0952302705
f	<i>"Shipwrecks of the Irish Coast 1582 - 2000"</i>	by	Edward J. Bourke Edward J. Bourke 2000 - ISBN: 0952302721
g	<i>"Underwater Ireland Guide to Irish Dive Sites"</i>	by	Irish Underwater Council CFT 1999 - ISBN: 0948283025



OTHER SOURCES

1	<u>Mike Holdaway's Convoy Web Site</u>	Internet 2006
2	<u>Milford Trawlers website</u>	Internet 2006
3	<u>Shipwrecks of Cork Harbour website</u>	Internet 2006
4	<u>www.clydebuiltships.co.uk</u> and <u>www.clydesite.co.uk</u>	Internet 2006
5	<i>Roy Austin, son of Royal Navy Gunner on-board</i>	Email 2007