

Archaeological impact Assessment Report,  
Proposed Dredging Operations,  
Dingle,  
Co. Kerry.

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## 1 Introduction

This DRAFT archaeological impact assessment report (AIA) was undertaken as a component of an application for a dumping at sea permit with regard to proposed dredging operations in Dingle Harbour and disposal of the dredged material at a nearby dumpsite in Dingle Bay, Co. Kerry (Figs.1-3 & Table 1). It is proposed to deepen the existing *c.*2.5m deep navigational channel by at least a further 2.5m and to further deepen the area around the head of Dingle Pier by a similar depth to create a turning and berthing area for larger vessels (Fig.3 & Plate 1).

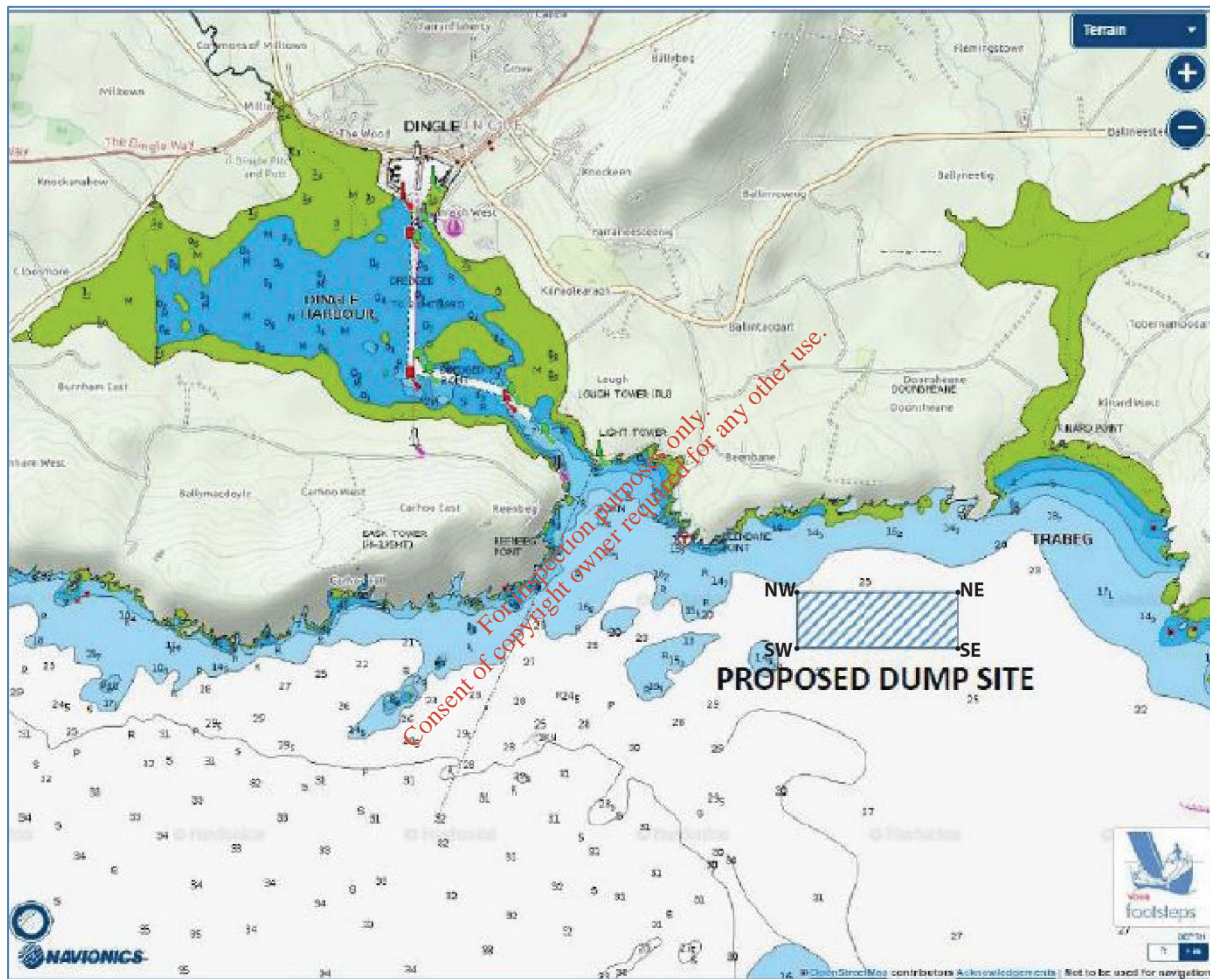


Figure 1: Site Location Map of proposed Dredging and Dumpsite areas.



Table 1

Point ID	Lat (WGS-84)	Long (WGS-84)	ITM East	ITM North
NW	52° 6.90'N	10° 14.5'W	446478.83	598272.11
NE	52° 6.90'N	10° 13.5'W	447620.11	598236.98
SW	52° 6.65'N	10° 14.5'W	446464.52	597808.66
SE	52° 6.65'N	10° 13.5'W	447605.90	597773.53



Figure 2: Proposed Dredging and Dumpsite areas overlain on wider cultural aerial image. Each red dot comprises a recorded terrestrial archaeological monument.

## 2 Scope of AIA

### 2.1 Research

A wide range of published and unpublished documentary and cartographic sources were examined and included: -

Of particular use were the unpublished Shipwreck Inventory files in the Underwater Archaeology Unit (UAU) of the National Monuments Service (NMS) and the OPW Archive of Piers and Harbours.

The Record of Monuments and Places (RMP) was examined as well as the online map based database, (www.archaeology.ie) of the National Monuments Service of the Dept. Arts, Heritage and Gaeltacht, (DAHG).

Cartographic sources consulted include: the 1<sup>st</sup> Edition Ordnance Survey 6" maps of 1841, sheet 43 and the 1896 2<sup>nd</sup> Edition from the online OSI interactive mapping service (www.osi.ie). The 1856 historic chart of Dingle Harbour was also consulted.

Aerial imagery as well as modern orthographic aerial imagery from, 1960's, 1995, 2000 and 2005 from the OSI Online interactive mapping service and more recent c.2013 aerial imagery from BING and Google Earth was examined.

A wide range of sources published and unpublished relating to the historical and archaeological background of the area was consulted (for a complete list, see the References below).

### **3 Existing Environment**

The proposed dredging works are to be carried out within the Dingle Harbour area involving the deepening of the existing navigation channel and the creation of a circular turning area at the head of the piers in the inner harbour area (Fig. 3 & Plate 1).

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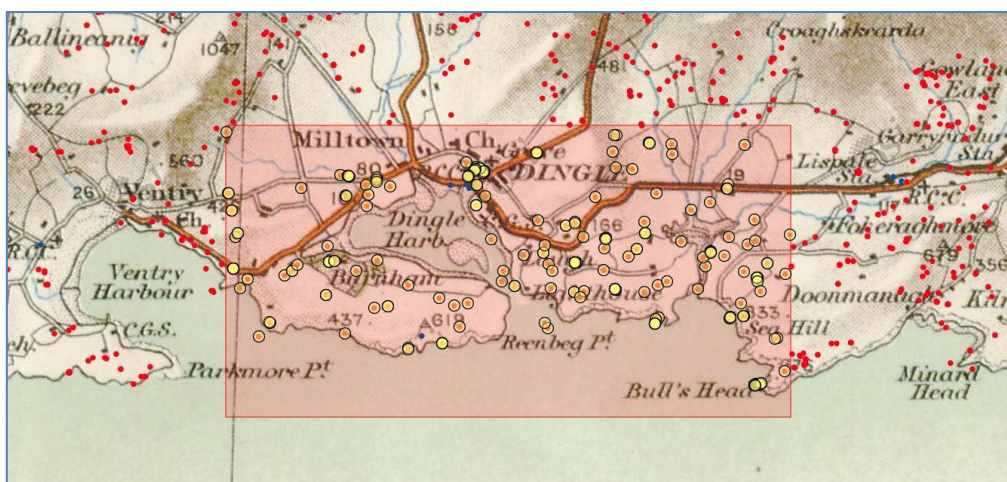




**Plate 1: View from NE of the proposed Turning Area in the inner harbour area at Dingle.**

## 4 Archaeological context

There are c.250 recorded terrestrial archaeological sites in the study area encompassing Dingle Harbour (Figs. 2 & 4). The monuments date from the Neolithic period (new stone-age) to the Post Medieval period. Furthermore, in an underwater context, there are at least 21 recorded shipwrecks in the study area and a further 14 in the wider Dingle Bay area (See Shipwrecks section below). The study area includes the inner shoreline of Dingle Harbour, from Burnham at the south, Ballingolin at the west, Milltown at the north, north-west, Dingle town and the east, south-eastern shoreline extending from Emlagh West to Beenbane. While in an external maritime coastal context it extends from Paddock on the east of Ventry Harbour as far as Trabeg / Bull's Head (Fig.4).



**Figure 4: Limits of cultural study area. Extract from the online terrestrial monuments database [www.archaeology.ie](http://www.archaeology.ie).**

#### 4.1 Prehistoric setting

The earliest evidence of human activity in Co. Kerry was discovered at a coastal seasonal hunting - gathering-fishing camp site at Ferriter's Cove on the north-western tip of the Dingle Peninsula dating to the very end of the Mesolithic (Middle Stone Age) period, c.4,600BC (Woodman, Anderson & Finlay 1999, 113). These transitory communities were hunter / gathers that positively exploited the rich coastal resources available in abundance on the peninsula. Evidence of their presence is very difficult to find as they were migratory and built ephemeral low impact camps along the shores and dunes. Rising sea levels over the millennia has destroyed many of their camps that were often constructed on the shore and in sand dune complexes. Their remains can be found in coastal sand midden sites i.e. at Ferriter's Cove where layers of discarded shells, hearths, charcoal, bones, tools and other detritus were dumped. Two midden sites are recorded in Dingle Harbour, one at Ballymacadoyle KE053-015 on the south shore and the other at Lough close to Black Point, KE053-019. The midden at Ballymacadoyle is of dubious archaeological significance. However, at Lough, cockles, saddle oysters and animal bones have been recorded at an exposed low cliff-face (Cuppage 1986, 16; See also Fieldwork below).

The earliest evidence of human settlement in Dingle and the wider study area encompassing Dingle Harbour was discovered by the author during excavations in the townland of Gortonora in the north-eastern limits of the town in 2006 (Dunne 2006). Initial archaeological monitoring and subsequent excavation revealed Early Neolithic activity artefactually manifest by a small assemblage of pottery sherds and two lithics from a posthole feature. The ceramics assemblage represented the remains of two small carinated pots, with everted rims, gently curved necks and simple or slightly stepped shoulders that conforms to the earliest type of Neolithic pottery known in Ireland, (Case 1961: 'Dunmurry-Ballymarlagh styles'; Sheridan 1995: 'classic' carinated bowls). This material is extensively dated to the period c. 4000–3650 BC and represents the first discovery of this material on the Dingle peninsula. The Gortonora pottery, although worn and fragmentary, represents good quality vessels. The two lithics found with the pottery comprised a flint flake and a greenstone flake. A radiocarbon date from the site returned a, (2-sigma, 95.4% probability), date of cal BC 3697-3533, which is entirely in-keeping with the dating chronology of the pottery (Dunne 2006b). Despite extensive cleaning, no other Early Neolithic feature was found. In that context, the artefacts recovered in the posthole were interpreted as dedicatory in nature associated with a single, possibly totemic, post that could be interpreted as an *axis mundi*. The discovery at Gortonora, Dingle represents the earliest Neolithic activity thus far found on the Dingle Peninsula.

In a megalithic orthostatic context, the Early Bronze Age is represented around Dingle Harbour by several Standing Stones. The most important of which is the remains of a prehistoric complex 500m from the Milltown River and overlooking the harbour near Ladies Cross, Milltown, formerly known as Kilbrack. Today the partially destroyed complex comprises of a pair of Standing Stones (KE043-213), known as *Geataí na Glóire* (Gates of Glory or Paradise), near which are two very large prostrate Standing Stones-one of which is decorated with a variety of rock-art motifs (KE043-214), while a third Standing Stone (KE043-215), remains upright 20m to the SW in a nearby garden (Plate 2). This Standing Stone is named as *Gallán na Cille Brice*-or the Kilbrack Standing Stone and is further



intrinsically enmeshed in the mythology of the Dingle Peninsula. A fourth, large Standing Stone (KE053-004), is situated 250m to the SSW closer to the harbour.



**Plate 2: View of recumbent Rock-art boulder KE043-214 beside recumbent Standing Stone KE043-215 with nearby in-situ upright Standing Stone KE043-215 in background.**

In an artefactual context, six sherds of 'Beaker' pottery were discovered in a 'Cromlech' (megalithic tomb) on the sea-shore near Dingle and presented to the Cork Public Museum in 1872 by Ralph Westropp accompanied by a short note that referred to bones and arrowheads also being found (Cuppage 1984, 36). There are no recorded tombs on the shore near Dingle. In that context, the author has inspected the shoreline here on a number of occasions at low tide with negative results. However, sea-levels have been rising for millennia and much of peninsular Kerry features drowned peat at low tide. In Rostellan, Cork Harbour and Ringarary Harbour West Cork there are tombs that are inundated by the tide on a daily basis. It is therefore possible that the remains of a megalithic tomb now lies underwater in wider study area encompassing Dingle Harbour. Alternatively, the artefactual assemblage found by Westropp in 1872 could also have originated from a contemporaneous Cist burial and not from a tomb *per se*. Beaker pottery dates from the later part of the third millennium B.C reflecting the Final Neolithic or Early Bronze Age period, 2400-2000BC. Beaker settlements are extremely rare in Ireland and little or no evidence has been found of their houses. However, in the recent past there has been a large increase in the number of sites throughout the country now producing Beaker wares. In Kerry, at least four new 'Beaker' sites have been discovered, the nearest and most important Beaker site was found at Cloghers, Tralee where at least four circular structures representing an Early Bronze Age 'Beaker' settlement was excavated in 2000 (Dunne & Kiely 2005, 50-53).

In a wider Bronze Age context, the remains of a possible *Fulacht Fiadh* was excavated in Ballybeg townland in 2002. Two shallow spreads of mixed burnt stone and charcoal enriched soil were recorded. No artefacts were found and no trough was present, (Ó Faoláin 2002).

As with much of the southern half of Ireland Iron Age sites are extremely rare. However, a second excavated cut feature at Gortonora in 2006, comprising a shallow dish-shaped pit, was radiocarbon dated to the Iron Age (Dunne 2006b).

Holy Wells while still in use as ritual Christian sites may originally have their origins in Iron Age Ireland. On the east side of the Mall in Dingle town c. 145m from the harbour is *Tobar Eóin*-St. John's Well situated in the backyard of a dwelling house. 'A small pillar stone stands at the NW side of the well and bears an inscribed Latin cross on its N face. The shaft of the cross terminates at base with a down-turned arc and the arms have expanded terminals. The initials FD have been carved beneath the cross in fairly recent times. Rounds were formerly made here on the 24th of June' (Cuppige 1986, 354). A second Holy Well is situated on the south shore near Burnham in the townland of Ballymacadoyle (*Baile Mhic an Daill*) also known as Harperstown.

## 4.2 Coastal Promontory Forts

There are six coastal promontory forts in the study area between Paddock (KE053-057 at the E entrance to Ventry Harbour and Doonsheane KE053-079 at the W entrance to Trabeg. The promontory fort at Lough, KE053-020 is the only one of the six to situated within the narrow neck of Dingle Harbour entrance at Black Point, more locally known as Sladeen-*Sláidín*-slip.

These monuments occupy narrow headlands that jut dramatically into the sea. Girt on top of these headlands by impregnable natural defences the landward approach. In some instances, i.e. at Lough (KE053-020) the defences consist of just a single bank and fosse while others i.e. Doonsheane have complex multiple vallations and stone ramparts. The most visually spectacular is *Dún Easc* (KE053-067), near Dingle in the townland of Ballymacadoyle beside Eask Tower (Plate 3). Due to their dramatic cliff edge locations, they are often looked at as bridgeheads for arriving invaders. The opposite is equally possible and it has been suggested that they were the last places of refuge for retreating people.

Coastal Promontory Forts were traditionally regarded as evidence of the arrival of the Iron Age *Veneti* to Ireland. The *Veneti* were a seafaring people of North Western Gaul (Brittany) known by the Romans as *Armorica*. However, an increasing corpus of evidence supports an Early Medieval milieu coeval with Ringforts / Cahers for their use.



Plate 3: Coastal Promontory Fort, KE053-067, Dún East, Ballymacadoyle near Dingle.

### 4.3 Early Medieval Period

#### 4.4 Secular Settlement

Early medieval secular settlement in the study area and in Kerry as a whole in the Early Medieval period is best exemplified monumentally by Ringforts. These monuments (generally known by their Irish names *Rath, Lios and Caher*) are often the most obvious field monuments in Ireland. Ringforts consist of circular or roughly circular enclosures with earthen banks and external ditches or fosses. Their size indicates that ringforts were most likely occupied by extended and dispersed family units and were probably largely self-sufficient. The interior would have contained features such as domestic dwellings (*clochauns*), souterrains, outhouses, animal pens, food processing structures, craft areas and hearths. Souterrains comprise underground chambers connected by narrow passages, creepways or crawlways. The underground chambers can be constructed in stone or simply earth dug. In many of the historic mapping they are annotated as ‘cave’ within the ringforts. They have been traditionally referred to locally as *uamhain* or *óin* – cave. They provided temporary refuges in times of stress but were generally used in a more functional way for the storage of foodstuffs as they maintain a generally cool even temperature. A mixed economy would have been practised which would have involved cereal growing, animal husbandry and dairying. According to Stout (1997, 24) the majority of Ringforts were constructed over a three-hundred-year period between the start of the 7<sup>th</sup> century and end of the 9<sup>th</sup> century AD. As well as earthen Ringforts, Early Medieval farmers also built their settlements in drystone. These sites are known as *Cahers, Cathairs* or *Cashels* of which there is a sizeable concentration, particularly west of Dingle. There are several Ringforts near the eastern shore of Dingle Harbour, At Farran, Emlagh West and Lough and an isolated Souterrain at Lough. A large Ringfort at



Farran, c.275m from the Dingle Harbour was almost totally destroyed in the late 1960's in advance of the construction of Dingle GAA Club which was an amalgamation in 1967 of two local clubs, *Na Piarsaigh* and *Sráid Eóin*. Only a small curving section of the monument remains as a boundary on the north end of the pitch (Plate 4).

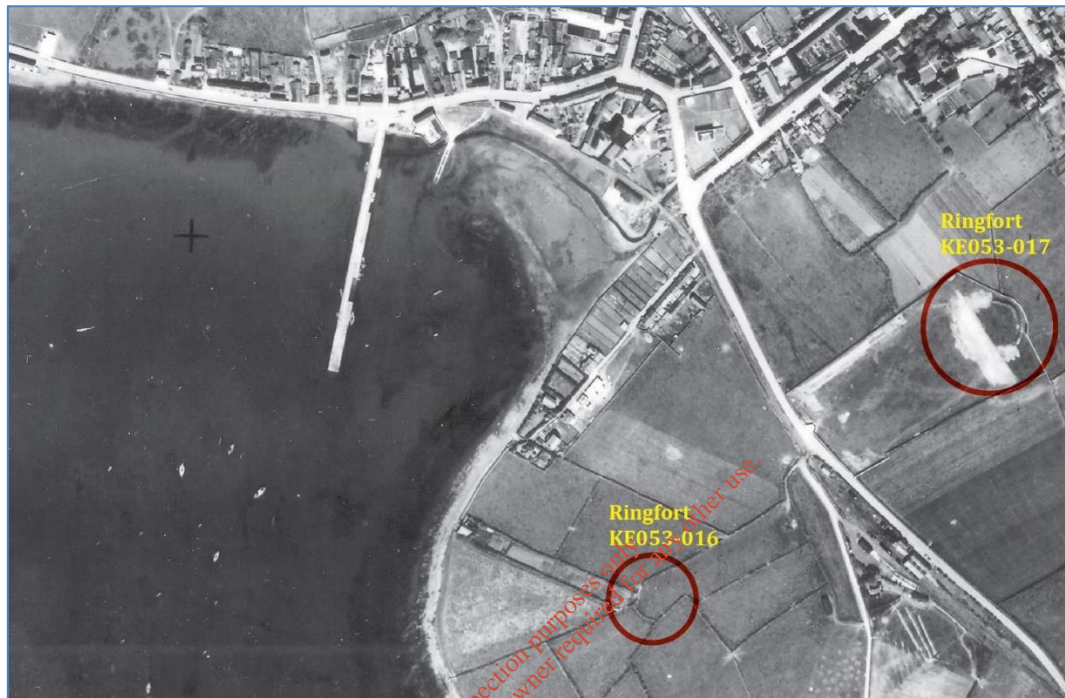


Plate 4: Extract from aerial image from c. 1967, note destruction underway of Ringfort KE053-017 in advance of construction of Dingle GAA Club pitch encircled on right. Further note correct location of destroyed Ringfort KE053-016 near the shore at Emlagh West.

## 4.5 Ogham Stones

The earliest form of the Irish language appears on inscriptions on Ogham stones. The letters are incised as parallel lines of between 1-5 across a central stem-line, usually the edge or arris of the stone. The inscriptions usually reflect a person's name followed by the name of his father. Of the 350+ known, over one third are found in Kerry and over 60 recorded on the Dingle Peninsula alone. The largest number of Ogham Stones at any one site is found at the early ecclesiastic site at Ballintaggart on the east side of Dingle overlooking the harbour where nine are located. The first Ogham Stone found in Ireland was by a Welsh philologist Edward Lhwyd in 1702. When originally found, it stood upright in a field near the strand at Trabeg east of Dingle. By the early 19<sup>th</sup> century it lay on the shore below the HWM at Emlagh East, washed by the high tide. The inscription reads BRUSCCOS MAQQI CAL(I)AC(I)

A fragment of an Ogham Stone was also found in a streambed near the parochial school in Dingle. The fragment was moved to St. James's Church on Main Street but has since disappeared. The partial inscription was recorded...ETORIGAS-possibly AVITORIGAS (Macalister 1945, 171-2).

Of specific relevance to this report is the discovery of an Ogham Stone and Souterrain in a Ringfort near the shore at Emlagh West. Up to the recent past an Ogham Stone (KE053-016:02) stood against a wall near the old Dingle Railway Station, c.250m from the shore after which it was moved to the Museum Chorca Dhuibhne, Ballyferriter (Plate 5). The stone is 1.08m high, 0.36m wide and 0.24m thick. The inscription occupies one of its angles and reads: TALAGNI MAQ... (Macalister 1945, 174, no. 181). The stone is broken beyond the Q and the remainder of the inscription is missing. (Cuppage 1986, no. 674). The Ogham Stone had been re-used as a lintel or jamb stone in a Souterrain of the nearby Ringfort at Emlagh West. The Ringfort had been more or less levelled in the past. In 1993 during construction works associated with the Dingle Sewerage works, a track machine partially collapsed into a Souterrain chamber (Plate 6). Investigations exposed four souterrain chambers within the location of KE053-016 'Rath Site'. Kerry County Archaeologist Michael Connolly excavated the chambers under licence 93E0080. The presence of the Ogham Stone in Emlagh West townland has been known since the mid-19<sup>th</sup> century when John Windele published an article in the Royal Irish Academy on his excursions in Kerry (Windele, 1838 and 1848). Windele records an account of the discovery of the stone given by a local, Francis J. Dunlevy, who claims to have found it *'on a farm of Mr. Collis in a field near the road wherein was a now disused fort...'* and *'discovered inscription on one of the stones which formed the roof of the cave (now closed up).'* However, Dunlevy states that he *"found it laid on two stones forming a kind of seat near the field fence"*. It is safe to assume that the 'cave' described above is one of the souterrain chambers discovered in 1993. The NMS online monuments database gives the location of Ogham Stone prior to 1993. However it does not denote the Souterrain site found in 1993 or indeed what appears to be the curving remains of the Ringfort visible on the 1<sup>st</sup> and 2<sup>nd</sup> Eds. OS maps in Emlagh West, c.180m from the harbour shore.



**Plate 5: Ogham Stone, KE053-016002 originally from Emlagh West Ringfort KE053-016 and now in Ballyferriter Museum.**





Plate 6: View of exposed chamber of Souterrain, KE053-016001 at Emlagh West, Dingle during construction of Dingle Waste Sewerage Works in 1994.

## 5 Historic background of Dingle

Dingle is derived from *Daingean Uí Chuis*, which translates as the ‘fort, stronghold of O’Cuis’ which was recorded in the Annals of the Four Masters, (AFM) for the years 1572 and 1580, (O’Donovan 1983, 113-114). According to Bradley, (1985, 55), the earliest contemporary record of the extended name occurs in 1322 as ‘*Dengenyhonysh*’. However, a slightly earlier account occurs in the Annals of Innisfallen, (AI), where the burning of *Daingen Uí Chubais* was undertaken by Diarmait MacCarthy in the year 1316, (AI 1988, 423). The Hussey family name has been associated with the naming of Dingle with a number of theories in circulation. As O’Donovan, (1983, 114), states ‘...*either of two inferences must be drawn from it, namely that O’ Cuis is not Hussey, or that Hussey is not an English name, but an anglicised form of O’Cuis, which is a Milesian name*’.

It has been proposed that the town of Dingle was most likely built on virgin ground in the Anglo-Norman period, (Bradley 1985, 55). This proposal is based on the fact that very little evidence for earlier medieval settlement in the area survives. This may be true, in so far as no *urban* centre existed here previous to the Norman foundation, yet it seems unlikely that such a favourable location should have been uninhabited up until this time, and the possibility that pre-Norman secular or ecclesiastical settlement existed in the area now covered by the town should not be ruled out. In any case, direct

historic evidence for the medieval origins of Dingle remains obscure. Evidence of pre-Norman activity was discovered by the author in Cappa on the northern limits of Dingle in 2005 that revealed two features comprising of a burnt spread and a large shallow pit measuring 2.1m x 0.9m x 0.12 in depth. Ring porous charcoal, (oak, hazel/alder), from the pit returned a medieval radiocarbon date of AD1076+/-32. A single hammerstone was also recovered during the monitoring (Dunne & Bartlett 2005).

## 5.1 Medieval Port and town of Dingle

By the mid-thirteenth century Dingle clearly functioned as an important port. In 1257, King Henry imposed a customs duty on goods exported through Dingle. In the Calendar of Documents relating to Ireland (1252-84), there is a record of the payment of £12 in 1278 to '*Percival of Lucca and his associates by the merchants leaving the port of Dengyn*' (O'Sullivan 1931, 134). Lucca was a city of the Ligurians and also a province in Tuscany in west central Italy. Interestingly, an earlier link with Lucca is that an Irishman-St. Fridianus, (560-88), son of Ultonius an Ulster King became Bishop of Lucca in the 6th century AD. The *Basilica di San Frediano* is dedicated to him. He had become a hermit on Mount Pisano near Lucca while on pilgrimage to Rome. (O'Hanlon, 1892, 262-3).

In 1259 John Fitzgerald of Callan was created Lord of Decies and Desmond by Henry III and he conferred the hereditary titles on his three sons, the Knight of Kerry, the Knight of Glin and the White Knight. The first Knight of Kerry was John's third son Maurice who owned extensive properties in North Kerry and on the Dingle Peninsula. These knights shared the same ancestral lineage and were cousins of the Earl of Desmond who was their overlord, and whose caput was Tralee. The Knights of Kerry were closely linked into Dingle for over 500 years and collected rents for the Earl from which they received a twentieth part. The principal seat of the Knight of Kerry was at Rahinnane Castle overlooking Ventry and was recorded as such in *Pacata Hibernia* written in 1633. They established another five castles in the peninsula including Minard in 1560, Gallarus Castle, Glandine, Moorestown and indeed at Dingle. Other Anglo / Norman families the Rices and Husseys also had castles in Dingle town (see below).

Mention is made in 1299 of the '*villata*' or '*men of the vill of Dengen*' and the coroner William de Chaneu who were fined £5 5s 5d for the escape of Walter Laundrey (O'Sullivan, 1931, 134). The earliest record of Dingle as a fully developed town occurs in 1322 when an inquisition noted that Thomas de Clare had his capital '*messuage*' of the cantred of '*Osurre*', as well as courts of free tenants and of the hundred at '*Dengenyhonysh*', (Bradley 1985, 56). In other words, Thomas de Clare had his main house (*messuage*) in the barony, (*cantred*), of *Aes Urris* as well as the right to hold a weekly court. Essentially Dingle was a fully developed chartered town with over a hundred burgesses (privileged citizens with the right to undertake jury service, vote etc.).

It seems apparent that the town was built because of its strategic maritime geographic location and because of it being a very safe sheltered harbour and anchorage. Indeed, the importance of Dingle as a port was such that by the end of the thirteenth century more goods had been exported through it than through the port of Limerick, (McKenna, 1985, 19-20).

The continuing importance of the town and port of Dingle was further apparent when Maurice FitzGerald became the first Earl of Desmond in 1329. He received permission from the King to impose his own tax on all wines imported through Dingle.

The McCarthy's raided Chorca Dhuibhne in 1390 and '*plundered it beyond the town of Dingle and the country from that on*', (Bradley 1985, 57). However, Dingle continued to survive and customs officials were again sent there in 1395.

Despite terrible atrocities Dingle continued to flourish and maintained a strong trading connection with France and Spain and indeed with Bristol and other ports in England. Trade with Spain increased with Spanish merchant princes residing in Dingle, (O'Sullivan 1931, 129). Mary Agnes Hickson, (1872, 153), records that in '*the Petty Navy Royall, a treatise on the best means of guarding and preserving from foreigners the fisheries on the English and Irish Coasts, alludes to Spanish merchants residing in Dingle in the fourteenth century*'.

## 5.2 Church of St. James, Dingle

In the Papal Taxation of Ireland for the rural deanery of Ardfert Diocese for the years 1291-1300 there are two entries that possibly refer to Dingle, the *Ecclesia de Donetyn* and the *Ecclesia de Dungles*. There is, however, some currency to *Donetyn* as the most likely candidate as it is the richest church, valued at £4 while *Dungles* sounds closer but is only valued at £1 (Hickson 1893, 442-444).

Medieval parish churches on the Dingle Peninsula from Annagh near Tralee to Dunquin, which is the westernmost parish church in the western world, are simple rectangular stone structures, generally with no structural separation between nave and chancel.

The Church and Graveyard of St. James is situated on the east side of Main Street and encompasses over 2 acres of ground. There are no visible above ground remains of the medieval church although some of the original masonry, including a number of chamfered quoins, were reused to build the current early 19th century edifice. In 2011 the author surveyed the graveyard and recorded 72 medieval architectural fragments, many of which had been reused as gravemarkers and others built into tombs (Dunne 2011).

The Succession List of 1391 records that Fr. John O'Mochlehayn was assigned to the church of Daynegn which is the earliest known definite reference to the church. His appointment was delayed however, by the prior of the Augustinian Monastery of De Bello Loco at Killagha, Milltown also locally known as Kilcolman Friary. The prior held Dingle Church for himself and had not made provision for a Perpetual Curate (Hewson 1995, 18). The Augustinians also owned a parcel of land on the east side of Dingle near Ballintaggart- *Baile an tsagairt*-the townland of the priests. The site is denoted on the 1<sup>st</sup> Ed. OS map as *Garrán na mBráther* -the Friar's Gardens. The church was recorded as a perpetual vicarage of the Augustinian Canons of Killagha in 1428 (Gwynn and Hadcock 1970, 169). The monastic possession is listed in the forfeited possessions of the Earl of Desmond in 1587. The Earl had granted the property to the Dominicans of Tralee. The list of forfeitures describes the property as consisting of two acres with a house in decay thereon. The list of the Earl's forfeitures also includes 40 acres of land at



Kilnaglearagh also known as the Countess's lands (Desmond Survey, PRO, Dublin, 1584,2). A Burial Ground (KE053-018) is recorded on the east shore of Dingle Harbour in the townland of Kilnaglearagh -*Cill na gCléireach*-the church of the clerics. The site is not denoted on the historic OS maps however, the OSNB of 1841 mention that it was situated close to the sea-shore and human bones had been found there. There are further accounts of graves and bones being discovered in more recent times (Cuppage 1986, 350). Hickson is of the opinion that Kilnaglearagh may have been part of the possessions granted to the Dominicans (Hickson 1888, 445). This is most likely the case as the lands of *Kyllnecleragh* were assessed at 2s for tithes in an account of the possessions of the Dominicans in Tralee in the Survey of Lordships, lands etc. forfeited by the 15<sup>th</sup> Earl of Desmond in 1584 (Fitzgerald 1881,33).



**Plate 7: View from NW of Kilnaglearagh Burial Ground, KE053- 018, at on the shore of Dingle Harbour.**

A trapezoidal medieval FitzGerald graveslab dating to 1504 lies broken in two in the graveyard (Plates 5-6 & Figure 4). The slab is the earliest dated memorial stone in the graveyard. It is decorated with three heraldic shields the uppermost one depicting the coat of arms of the Munster FitzGerald.

In 1576 Dingle rectory was leased to Thomas Clinto(n) and in 1583 to Sir William Stanley and to Thomas Springe in 1588 (Bradley 1984, 68).

In the Visitation Book of 1615 it is recorded that the '*psonadges of Dingle-i-cuishe and Kilorgan belonginge to the Abbey of Killaha are houlden by Mr. Walter Springe, Curate, Mr. Averie*' (Hickson 1872, 29).

St. James' Church was in ruin in 1756 according to Smith who records that... 'it was originally very large, but most of the old structure is gone to ruin, a part of which is kept in repair for divine service, and is called St. Mary's chapel' (ibid). Smith also records a black marble mural panel in St. Mary's which he says was a handsome monument inscribed in Latin with gold letters to the memory of John Fitzgerald. Knight of Kerry, A.D. 1741. The Kerry Archaeological Magazine of 1919 states that the handsome mural monument was torn down by a party of navy men headed by Captain Dunn, then stationed in Dingle (KAM 1919, 200).

An account of St. James's Church was recorded by Lewis in 1837... 'The living is an inappropriate cure, in the diocese of Ardfert and Aghadoe, and in the patronage of Lord Ventry, in whom the rectory is inappropriate: the tithes amount to £315, payable to the impropiator, who allows the curate £50 per annum (late currency), and has allotted him the vicarial tithes, amounting to £75, of the neighbouring parish, of which his Lordship has the nomination. Lord Ventry also maintains a chaplain, at a salary of £150 per annum, who is resident in the town, and assists in the performance of the clerical duties. The old church, which was dedicated to St. James, is said to have been built by the Spaniards: it was originally a very large structure. A part of it, called St. Mary's Chapel, was kept in repair until the erection of the present parish church, on the site of the ancient edifice, in 1807: the latter was built by a gift of £1100 from the late Board of First Fruits; it is a plain structure, and, having become too small for the increasing congregation, is about to be enlarged and thoroughly repaired; for which purpose a grant of £317-17. 4. has been recently made by the Ecclesiastical Board' (Lewis 1837, 461).

### 5.2.1 Importation of Wine

The importance of Dingle as a major port continued to grow and by 1430, another tax on wine was levied, this time by Edward Butler, Lord of Dunboyne, (McKenna, 1985, 20). Two records in the Bristol accounts for the 18th of November and 19th of December 1503 lists cargoes of fish, including hake, pollock, salted fish, mantles and Irish Linen exported in the Bata, (boat), *Mawdlen* of Dingle with John Dowde as its master. The same ship and master are also recorded in 1504 bringing a mixed cargo to Dingle on the return journey in January 1504, (Flavin & Jones 2009, 11, 16 & 32). During the sixteenth century Dungarvan, Youghal, Kinsale and Dingle were of considerable importance as they became distribution centres for the export of hides and fish and importers of goods and wines and other trade with the extensive Spanish and French fishing fleets that operated in the area, (McKenna 1985, 20).

In 1569, an act of parliament restricted the number of ports through which wine could be imported, with Dingle included in this list. An account of the value of the port from customs from wine and other goods and fishing is recorded in the Desmond Survey of 1584 known as the *Coquet of Dinglecushe* viz: - 'From the customs and subsidies called the *Cocquet of Dinglecushe* of merchandises as well of English merchants as of foreigners, for goods and merchandise imported or export, into and from the ports and creeks of Dingle, Bantry, Smerwick, Ardecanny, and other places; and wrecks of ships and storms, alias shipwrecks, from the island in Desmond called Valentia to Beale in the country of Clanmorris' (Mouth of Shannon). And also, the prisage of all wines discharged within the aforesaid ports and creeks, the late Earl of Desmond received in right inheritance. And further, the aforesaid late Earl of Desmond used to receive and perceive a custom from every ship or boat coming thither to fish when and as often as it would come. All which, the premises, are valued by the aforesaid Commissioners at £33 6s. 8d'

(Fitzgerald 1881, 4). This inherited right owned by the Earls of Desmond was a very large income of money at the time, A gallon of Xeres, (Jerez - anglicised 'sherry'), from Andalusia, popularly known as the King of Spain's daughter, could be traded for a fresh salmon or a green hide, (Hickson 1872, 153).

### 5.2.2 Pilgrims

In addition to the trading links with Spain, Dingle also saw many a ship leave its harbour carrying pilgrims to the shrine of St. James at Santiago de Compostela in Galicia, north-western Spain. The medieval church in Dingle is dedicated to St. James the patron saint of Spain. By the 11th century Compostela was the third most important pilgrimage place in all Christendom, surpassed only by Rome and the Holy Land (Moore 2007, 103). The most popular years for pilgrimage from Ireland being 1445, 1462 and 1472-3 (Stalley 1988, 404). Indeed, in the latter year 1473, a ship *La Mary London* returning from Santiago de Compostela, carrying 400 Irish pilgrims, was attacked and captured by a fleet of pirate ships as it neared the Irish coast, heading for Waterford. The pilgrims were eventually released at Youghal (ibid).

Many pilgrims joined the regular merchant wine ships to Bordeaux and Corunna to shorten their journey (ibid 398). The fee for a place on one of these ships was 7s 6d per person which, for the average working man, was the equivalent of several weeks' wages (ibid). Pilgrims returning from this voyage frequently brought religious souvenirs with them and these comprised, amongst others, scallop shells, lead replicas of scallop shells, medallions, rosaries and small badges with therapeutic and healing powers attributed to these religious tokens.

It is interesting that the feast day of St. James is July 25th and coincides with the annual pilgrimage to Mount Brandon especially from the village of Cloghane and known as *Domhnach Crom Dubh* which is celebrated on the last Sunday in July. The day before the pilgrimage a noted fair was held in Dingle called *Satharn an Phátrún*. The Feast Day of St. James has a distinct harvest association most likely with its origins related to the much earlier agrarian festival of Lughnasadh, one of the four great festivals of the year. In France on the Feast of St. James baskets of fruits, apples etc. were brought to the church and blessed (MacNeill 1962, 101-5). Essentially the last Sunday in July, which generally closely coincided with the Feast of St. James, was the most auspicious date to pilgrimage to Mount Brandon and to Compostela.

### 5.2.3 Spanish links with Dingle

Terrible atrocities and destruction were carried out during the Desmond Revolt between 1579-1582, at which time Dingle was destroyed three times (see Desmond Revolt below). Evidence of the destruction and terrible conditions endured by the natives is recorded through State Papers. In 1580, the natives *'fled from the towns into the caves and woods...emerging like ghouls to feed on corpses, carrion or grass'*. Dingle town is recorded as having *'no inhabitants at all'*, while in 1583, Captain Stanley stationed in Dingle wrote *'There is nothing in this town nor country to be had...and as I knowe, the poorer sort hath been driven to eat the dead men's bodies which were cast awaite in shipwrecks'* (Hickson 1872).



Despite these terrible atrocities, Dingle survived and continued to maintain a strong trading connection with France and Spain and indeed with Bristol and other ports in England. The Bristol Customs returns record that in 1600 and 1601 Thomas and James Rice merchants from Dingle imported Oranges and Lemons from Galicia on the 25 ton *Sune of Bristol* under the command of Thomas Latymer (Flavin & Jones 2009, 859). Trade with Spain increased and according to Smith, writing of Dingle in 1756, ‘... *Several Spanish merchants resided at Dingle, before Queen Elizabeth's time, who traded with the natives for fish and other kinds of provision with Spanish merchant princes residing in Dingle* (Smith 1756, 94).

In 1756 Charles Smith also recorded that ‘...*Several of the houses were built in the Spanish fashion, with ranges of stone balcony windows...most of them are of stone, with marble door and window frames. On one is an inscription, signifying that the house was built by one Rice in 1563 and on a stone beneath two roses, are carved these words, 'At ye Rose is ye best Wine'*, (Smith 1756, 94 & 101; Hickson 1872, 153).

Today the only possibly Spanish architectural influence surviving in Dingle is a small number of decorated stones dispersed on a few buildings around the town. In 1999 the author removed a stone decorated with an intertwined vine motif from the upper storey of a warehouse at the rear of Fitzgerald's Supermarket on Main Street. This was re-positioned over the entrance door of Fitzgerald's Hardware store at the rear of the supermarket (Plate 8). At least three other decorated stones survive, one of which has a date of 1586 on it, is situated on the upper level of a two storey building opposite the Rice Building on Green Street while two others, both of which have birds decorated on them, also survive on lower Green Street (Hickson 1872, 153).



Plate 8: Decorated medieval slab with vine motif at Fitzgerald's Hardware store Dingle.

Rev. Daniel A. Beaufort visited Dingle in 1788 and described it as *having 'Several good houses and some new ones, but all look délabrés'*, (dilapidated or ramshackle). He further notes that the Spanish style buildings described by Smith in 1756 are gone and *'I suspect that what they called balconies were only large stone windows as in Galway'*. (Beaufort 1788, 22)

### 5.3 Castles of Dingle

It would appear that Dingle had no castles throughout the high medieval period. According to Hitchcock Dingle had three castles at least one of which was constructed in 1580, (Hickson 1872, 157; Cuppage 1986, 80), while O'Sullivan, (1931, 131), records *'...Dingle had...three feudal castles, all of which appear to have been built in the sixteenth century'*. These three castles, essentially fortified houses, were located within the walled area of the town with one situated on the western side of Main Street, one situated at the junction of Green Street and Main Street and the other located on the eastern side of Goat Street, at its southern end. The site of the castle, constructed in 1580, was situated on the western side of Main Street and became known as 'Hussey's Castle'. It was subsequently granted to the Earl of Ormond after the Desmond Rebellion, and later passed into the hands of the Knight of Kerry who resided at The Grove and was the owner of another castle within the town (O' Sullivan 1931, 131).

No vestige of these castles survives today however it is possible that part of a thick wall of one may be incorporated into a building near Currans on Main Street.

A castle, known as *Caisleán na bhFiach*-Castle of the Crows- was sold by the Knight of Kerry to Richard Trant, a burgess of Dingle in 1565. The Trants *'came over with the Anglo-Normans, and were prominently associated with the public life of Dingle for centuries'* and had established a castle at Caheratrant on Ventry Harbour, (Hickson 1872, 296; O'Sullivan, 1931). The location site for this castle in Dingle, also known as Trant's Castle, is precisely recorded in a witnessed sale document written in Latin wherein it stated that the castle was beside the Market Place Cross between the property of John Galvin and John McGrath which McKenna has deduced to be the area occupied by the Temperance Hall and Currans property at the end of Goat Street-top of Main Street at the junction of Green Street, (McKenna 1985, 17-18).

The second castle, known as Husseys Castle, was first recorded by Charles Smith, (1756, 94). Smith records that the vaults of the castle were used as the town gaol. The castle forfeited by the Earl of Desmond and subsequently granted to the Earl of Ormond after the Desmond Rebellion. The castle was later purchased by the Knight of Kerry who resided at The Grove, the owner of another castle within the town, (O' Sullivan 1931, 131). Hussey's Castle became known as the Market House and was the official residence of the Sovereign of Dingle. In 1854 Richard Hitchcock found a low dark doorway and a small cut stone window at the rear of the Market House which he believed were parts of the 1580 castle and that its vaults were used as a jail up until 1815, (Hickson 1872, 164; Cuppage, 1986). Test excavations by the author in advance of a proposed development on the site of Hussey's Castle, (now Fitzgeralds Supermarket), in 1998 revealed no medieval features, although a single carved stone

decorated with a vine motif was recovered and was replaced over the entrance to the new hardware section at the rear of the supermarket.

Peter Rice is reputed to have constructed the third castle at the junction of Green Street and Main Street. A stone inserted in the upper exterior wall of an adjacent house immediately opposite the Rice Building on Green Street bears the date 1586 in relief. Unfortunately, the carved stone with the inscription 'RICE ANNO 1563' first recorded by Charles Smith in the mid-18<sup>th</sup> century is no longer visible (Smith 1756, 94; O'Sullivan, 1931; Cuppage 1986, 380). The disappearance of the Rice stone was recorded by the noted antiquarian Windele who arrived in Dingle in 1848 (ibid).

## 5.4 Town Wall of Dingle

In 1569 there is a recommendation from George Carew that a £1000 be allowed for the walling of Dingle and he maintains that in a short time the customs would provide the return for it, (Brewer & Bullen 1867, 396). However, it was not until January 1585 that Queen Elizabeth signed a warrant to granting Dingle the same privileges as Drogheda and a grant to wall the town, (Hickson 1872, 159). The sum of money granted amounted to only £300, which was to be paid at the rate of £20 per year over fifteen years. Mention of the wall in relation to the grant refers to the construction of a stone wall *three quarters of a mile compasse*, (Bradley 1985, 66).

Lord Cumberland's expedition to the Azores stopped at Dingle in 1589 for provisions. Hakluyt, the chronicler of the journey describes Dingle; *'This Dingle is the chief Town in all that part of Ireland. It consisteth of but one main street, from whence some smaller do proceed on either side. It hath had gates, (as it seemeth) in times past at either ende to open and shut as a Towne of warre and a castle also...There remaineth yet a thicke stone wall that passeth overthwart the midst of the streete which was part of their fortification'*, (Hitchcock 1854, 140; O'Sullivan 1931, 145).

## 5.5 Desmond Revolt

During the turbulent period of the Desmond revolt, from 1579 to 1582, Dingle suffered terribly and the entire peninsula ravaged. Evidence of the destruction and terrible conditions endured by the natives is well recorded. Hooker's Chronicle from 1580 gives an account of the Earl of Ormond's march on Dingle *'...and as they went they drove the whole cuntry before them into the Ventrie and by that means they preid and tooke all the cattell in the cuntry to the number of eight thousand kine, besides horses, garrons, shepe, and gotes, and all such people as they met they did without mercie putte to the sworde. By this means the whole cuntry, having no cattel nor kine left, they were diven to such extremities that for want of vittels they were either to die or perish off for famine, or to die under the sworde'*, (O'Sullivan 1931, 139-140).

Other State papers record that the natives *'fled from the towns into the caves and woods...emerging like ghouls to feed on corpses, carrion or grass'* with Dingle town recorded as having *'no inhabitants at all'*, while in April 1583, Captain Stanley stationed in Dingle wrote *'There is nothing in this town nor country to be had...and as I knowe, the poorer sort hath been driven to eat the dead men's bodies which were cast awaie in shipwrecks'*, (Hickson (1872, 157-8).

After the demise of the last Earl of Desmond the Inquisition into his palatinate was held on the 19th of June 1584 in Dingle whereby the Earls vast estates and all other appurtenances were parcelled out to Elizabethan adventurers and other grantees. The Earl had possessed 574,628 English acres of land that extended for over 150 miles. He also owned the wrecks of the sea through all the ports and creeks in Kerry and 13s. 4d. out of every fishing boat in the ports of Ventry and Ferriter's Island, (Cusack, 1895, 201). Dingle was given to the Earl of Ormond but it returned to the possession of the Knights of Kerry either by grant or purchase, (Hickson 1872, 159).

Dingle never really recovered from the destruction, carnage and suffering throughout the second half of the sixteenth century.

## 5.6 Dingle in the 17<sup>th</sup> century

In 1600 Dingle was burned for the fourth time in twenty-five years by the *Súgán* Earl of Desmond in reprisal for having been refused admission to the house of Wm. Fitzgerald, Knight of Kerry who lived at the Grove.

In the Calendar of Carew Manuscripts, (Vol. 3 1589-1600), there is an interesting record,

*'In June last, a Frenchman of St. Mallowe's in Britanny, called Vicengrane, brought to the Dingle a ship loaden with wine and munition, and sold the same to the rebels; himself (his ship being returned) stayed in the country, and is yet there to gather up his debts in such commodities as this country yields and finding good vent for his merchandise, did take order for his ship's return again to that harbour loaden as before. Who, as I understand, is now returned with others of St.Mallowe's in her company. Her Majesty's letters unto her Ambassador Leideur in France, in my simple judgment, were very necessary, to deal with the King in that behalf. Having discharged the two crompsters, (small armed merchant vessels of the period), I pray you to send me some other shipping, (Atkinson 1903, 438).*

In the midst of these difficult turbulent times the Rice's, Hussey's and other Dingle merchants continued with their lawful import business too. A record from the 22nd of April 1601 records that Thomas and James Rice imported a cargo of oranges and lemons to Dingle from Galicia on board a Bristol ship the *Sune*, a vessel of 25 tons, whose master was Thomas Latymer (Flavin & Jones 2009, 859). The importation of citrus fruits from Spain into Dingle is an interesting social juxtaposition on life in Kerry during a period of intense warfare and depredation.

James I succeeded to the throne following the death of Queen Elizabeth in 1603 and it was he who finally granted Dingle the long-promised charter in June 1608 (Cusack *Appendix V*, 1871) although it may have been granted a year earlier (McKenna 1985, 31). Life in Dingle continued to be a struggle with commerce so unproductive that the Customs of Dingle for the year 1609 totalled a meagre £1. 6s. 6d., and even this was *'the duties on prohibited goods and three pence per pound on other imports'* (Hickson 1872, 161-2). Dingle never really recovered from the successive destruction during the sixteenth century.

In 1611 Sir Thomas Roper was granted a permit to export 120,000 pipe staves (barrel staves) from Dingle and Youghal (O'Sullivan 1931, 151).



In November 1617, the Lord Deputy issued a warrant for the issuing of licences for the retailing of wines and making and selling aqua vitae or usquebaugh (*uisce beatha*) to Thomas and Jane Peys in *Dinganlacoush*, Tralee, Ballyskellig and Castlemaine (ibid).

Dingle as well as several other areas of the SW coast appears to have been a safe or regular haven for piracy in the 17th century with the main 'base' for piracy operating from Leamcon near Baltimore in West Cork (Kelleher 2013,142-3).

On the 17th May 1626 the Lord Deputy (Lord Falkland) wrote that the 'pirate Captain Compagne was at Dingle-Icough' (O'Sullivan 1931, 151). Claus Campagne was a noted Dutch pirate who operated with impunity largely out of West Cork but also associated with Dingle and Broadhaven, Co. Mayo. He was referred to as the '*great pirat Campaan*'. Campagne had two ships, the *Admiral* of 400 tons, and the *Vice-Admiral* of 220 tons. His crews were mainly Dutch and German, however a large proportion were English and Irish (Kelleher 409 & 466).

Also in 1626 Sir Valentine Browne seized the *St. George* of San Sebastian in Spain in Dingle Harbour. The captain Michael de Noblizia stated that he had orders to view the French and English ships but he was driven by weather into Valentia. Following which he seized two men who came aboard and kept them until the local people sent out two sheep with a promise of a firkin of aqua vitae which promise was not kept after he released the hostages. Noblizia then captured another gentleman and under duress of taking him to Spain induced him to seek provisions for his ship. It was agreed to send the hostage with six crew in a boat to collect provisions. However, the locals armed themselves rescued the hostage and took two prisoners, drowned the others and kept the boat. Following which the *St. George* was driven by contrary winds into Dingle where he yielded to a strong man-of-war (O'Sullivan 1931,151-152).

Political unrest departed for a generation and efforts were made to improve trade with the region of which Dingle was regarded as the main port for the embarkation of goods. A letter signed by J. Carpenter on the 12th September 1633 records plans for the following year (1634) to spend £1,500 between May & September for the purchase of goods cheaply including tanned and salted hides, butter, tallow, salt beef, bacon, salmon, dry hake, friezes and Irish stockings, wheat. A quantities and price list of the various commodities was included in the letter. The goods were to be laden in a ship of 220 tons and freighted in December in Dingle (Smith 1756, 278).

In 1650 a ship the *Fortune of Flushing* lost a main-mast in a storm and put in to Dingle. The captain Peter Peeterson complained that Pierse Ferriter (poet and Captain of the Confederate army), came on board with others in pretence of help and broke open a chest and took '*316 pieces of eight*' (Spanish gold coins) and a sizeable quantity of '*holland* (good quality cloth) and other rich commodities' (O'Sullivan 1931, 154).

In 1653 Denis Moriarty, later to become a distinguished cleric, was born in Dingle and ordained in France in 1677 by the Archbishop of Rheims. He later became parish priest of Dingle in 1705 and was



consecrated Bishop of Ardfert in 1720. However, due to the Penal Laws he had to administer his see in secret. He died in 1737 (*ibid* & 159).

In the borough and town of Dingle 413 acres were confiscated by the Cromwellians belonging to Maurice Fitzgerald, Christian and Maurice Trant, Andrew Skiddy, Robert Rice FitzThomas, Stephen, Dominick, Andrew, Peter and James Rice, Edward Barry, Peter, James and Nicholas Nagle, Daniel McBrynen and John Bowler. The main beneficiary of the confiscations was Richard Coote (*ibid* 155-6). Two Cromwellians represented the borough of Dingle in parliament in 1661, Thomas Armory and John Carrique.

In 1670 Sir Arthur Denny was instructed to keep half his Company (troops) at Dingle as pirates '*frequently resort to that place*' (*ibid*). Denny had some success and managed to capture a Sligo man named Francis Bodkin who had attacked a Virginia and a Dutch vessel. Bodkin managed to escape but some of the crew were captured and sentenced to death in Cork (*ibid*).

In an interesting somewhat anecdotal report by Denny from Dingle on the 18th August 1670 he records that three French men-of-war entered the Bay. The officers stated that the ships were employed 'for the discovery of O'Brasil to build two or three forts there'. Denny's comment was that '*the French King has some greater business afoot than the looking after a floating, imaginary island with these three vessels*' (*ibid* 156-7).

In 1690 a man named Manning piloted the French fleet into the Shannon only to find that the Treaty of Limerick had been signed. On his return to Dingle he was betrayed, hanged and decapitated. The English then placed his head on a spike on the Dingle Military Barracks. Sometime afterwards his grand-daughter from Gortadoo seized the head and buried it in Dunurlin graveyard (*ibid* 374-5).

In his *Exact Description of Ireland* published in 1692 Lawrence Echard describes Dingle as the chief town in Kerry (*ibid* 157).

## 5.7 Rice, Hussey and Trant-Merchant Princes of Dingle

The Rice family were a prominent Anglo-Norman family within the town and hinterland of Dingle. The Rice's were descended from Edward Rice, whose ancestor was Sir John Rice from Buttevant in 1357. Edward was said to have been granted lands in the Dingle area in the early 1500's. A Captain John Rice went down with the Armada ship, *Our Lady of the Rosary*, when it was wrecked in the Blasket Sound in the 1580's, (Hickson 1872, 162). Dominick Rice, '*suffrein of Dingle Cush*' reported the appearance of the Armada ships in the Blasket Sound in 1588, (O'Sullivan 1931, 144).

The Rice's became an important merchant family in Dingle town and at Ballingolin, now known as Ballymacadoyle, where they established a castle before 1641.

The inhabitants of Dingle endured much poverty and misery at the time with its former prosperity, due to its trading links, sorely missed by the merchants of the town. O' Sullivan (1931, 150) quoting Hickson states '*It was a little wonder...we find frequent notices of Trants and Rices moving back and forward on stolen errands between Spain and Munster*'. Smuggling became frequent in Kerry at this time, but

it was the smuggling in of priests '*to take up their dangerous duty of ministering...of their afflicted people*' and the smuggling out of '*young Kerry men...into the armies of the continent where their valour was highly appreciated*' (ibid).

Stephen Rice, a notable Catholic supporter of James II, rose to be Chief Baron of the Exchequer in Ireland. He managed to hold onto his estates after James's overthrow and was pardoned in 1624. A tomb slab, dating to 1629 marking the burial of Stephen Rice and his wife Ellen Trant, is in the graveyard of St. James' Church in Main Street, Dingle. It seems that Ellen Trant is related to Richard Trant who became the first sovereign of Dingle in 1585. The Trant family '*came over with the Anglo-Normans, and were prominently associated with the public life of Dingle for centuries*'. (O'Sullivan, 1931). A trapezoidal and very broken inscribed and decorated graveslab dated to 1622 and 1629 lies in a very poor state in the graveyard and commemorates the deaths of Stephen Rice and his wife Ellen Trant. A heraldic shield with Rice and Trant impaled is situated at the east end of the slab while across the entirety is a long inscription in English and Latin. The English section of the inscription is given here: -

*'Stephen Rice, Esquire, Lies Here Late Knight of Parliament*

*A Happy Life for Four Score Yeare Full virtuously he spent.*

*His loyal wife Ellin Trant Who died five years before Lies here also-*

*Lord Jesus grant Them life for ever more.*

*MDCXXII'* (KAM 1917, 200).

The Hussey and Rice families in Dingle remained prominent members of the community with both representing Dingle in the parliaments of James I and Charles I, in 1613 and 1634 respectively (ibid).

In 1766 Thomas Rice and his brother James successfully claimed arms from the Ulster Herald. The Rice House, now a protected structure, is situated on the site of the former Rice Castle at the junction of Green Street and Main Street, built by Thomas Rice around 1750. His son, James Louis Rice was educated at Louvain and became an officer of the Irish Brigade in the service of the Emperor of Austria, Joseph II, who was also a friend and military colleague. Joseph II was the brother of Marie Antoinette. The title of Count of the Holy Roman Empire was conferred first on James and later on his father. During the French Revolution James drafted a plan with other members of the Irish Brigade to rescue Marie Antoinette and bring her to his home, the Rice House in Dingle. However, the plan was never carried out. Shortly after in 1790, James Louis Count Rice, sold the lands of Dingle to George Nagle.

Wine merchants began to sail their wine boats once again, between Dingle and the continent. Prominent among these prosperous merchants was Thomas Rice of Ballymacadoyle, and father of James, Count of the Holy Roman Empire. Thomas was known locally as Black Tom, and was a grand-nephew of Stephen Rice. Thomas operated a lucrative wine trade between Dingle and France most likely aided by his brother James who lived in Nantes in Brittany. Due to the Penal Laws Catholics were forbidden to

educate their children but this was widely evaded. In 1714 two families of Rice from Kerry along with five called Connell and two others called Pierce were prosecuted for doing so (Barrington 1976, 97). Under the 'Act for Registering the Popish Clergy' of 1704 parish priests were required to register with the Clerk of the Peace. Priests were required to be of good behaviour and not move around from their place of abode.

In 1723 Thomas Moriarty was a linen manufacturer in Dingle. Another Moriarty merchant, Richard was shipping recruits to France in 1742 (ibid 159)

In 1758 the travel writer Richard Pococke visited Dingle and commented that '*...Dingle is a town of one street...There are many old houses in the town, which has lately received a great Shock by losing 8 ships chiefly concerned in the Smuggling trade; which will force them to more useful employments of either Husbandry or Fishing. The harbour is about two miles in length & half a mile broad; the entrance to the South is narrow but safe, except that there is a rock near the entrance; it is sufficient for ships up to 300 tons*' (McVeagh 1995, 172-3).

Smuggling however, continued into the 19<sup>th</sup> century. The last Sovereign of Dingle, John Hickson lived in the Grove in the 1840's. Despite being the Sovereign he was heavily involved in the smuggling industry and it was fortunate that he, as a merchant, had '*stores in Main St., Dingle, in which he concealed cargoes of brandies, wines etc., which had been smuggled into the bay*', (O' Sullivan 1931, 165). The smuggling of tobacco proved most popular in the area and continued well into the 19<sup>th</sup> century.

On the 24th June 1793, (St. John's day), tenants of Lord Ventry's, (Mullins), estate were protesting about their excessive rents and the tithes they had to pay to the Church of Ireland. As the Dingle Militia, under the command of Lord Ventry's son were marching up the street one of the protesters produced a gun that was not discharged. Captain Mullins used this as an excuse to charge the crowd which resulted in the deaths of fourteen people. Other references maintain that the unfortunate fourteen were mainly bayoneted to death, (Barrington, 1976). The day was still known as *Lá Marbhaithe na bhFear*- 'the day of the killing of the men', in Dingle until recent times.

Seward's *Topographica Hibernica* of 1795 records that Dingle-i-Couch was once a town of good commerce and that although it bears at present some evident marks of decay, it still preserves some little trade and exports beef, corn, butter and even linen (O'Sullivan 1931, 163).

The Borough of Dingle returned two MP's until it was disenfranchised in 1801 with Richard Boyle Townshend receiving £15,000 in compensation (King 1986, 115).

## 5.8 Dingle in the 19th century

The Census of 1821 records that Dingle town had 713 inhabited houses with 888 families comprising a total of 4,538 persons (O'Sullivan 1931, 171). Dingle in the 19<sup>th</sup> century was described as nothing more than a fishing village, (Slater's Directory, 1846), with the author of the directory noting that the decline and near total loss of trade in the region is lamentable. The region never regained the economic

prosperity, which it enjoyed in the 14<sup>th</sup> and 15<sup>th</sup> centuries. Furthermore, the town saw a massive loss in its population due to serious outbreaks of cholera both before and after the Great Famine of Ireland, in 1834 and 1849, and the awful haemorrhage of emigration (*ibid*,168). However, the early decades of the 19<sup>th</sup> century were years of commercial prosperity for merchants and traders at which time Kerry were net exporters of grain much of which related to the European wars. Benner, one of the Tralee Palatines expanded his business by opening another hotel in Main Street that was called Centre Street at the time.

Piggott's Directory of August 1824 states that the Post Master of Dingle is Joseph Clark Smith of Green Lane and that *'the mail for all quarters is despatched to Tralee daily at twenty minutes after 12 and arrives at ten minutes before 6 in the evening'* (*ibid* 171). Writing in 1831, Mrs. D.P. Thompson gives a remarkable account of the postal service:- *'The post was conveyed by foot-carriers, one man starting from Tralee and the other from Dingle, and trotting at a pace which is commonly practised by active boys in Ireland, of between four and five English miles an hour. They met half way, by a pass over the mountain, exchanged bags, and each trotted back to their respective towns, having accomplished a distance of fifteen English miles forward and the same way back. They did this every day, winter and summer, for which they received the pittance of seven shillings per week'* (*ibid*).

In 1829 the Presentation Convent was established with nuns from the Tralee Community while in the same year, following the Relief Bill, Dingle was illuminated for the first time much to the enthusiasm of the people (O'Sullivan 1931, 169).

The Census of 1831 records that the population of Dingle, although slightly down, remained fairly similar to the previous Census with 4, 327 persons living in the town comprising 752 families. The Catholic population in 1831 in the parish of Dingle was 6, 491 and 228 Protestants.

Samuel Lewis (1837, 460-1) in his account of Dingle states *that this district is generally supposed to have been colonised by the Spaniards, who formerly carried on an extensive fishery off the coast, and traded with the inhabitants, who still retain strong indications of their Spanish origin, and some of the old houses are evidently built in the Spanish, fashion. the streets are irregularly disposed, but as there are more than the usual proportion of respectable slated houses, with gardens attached, the town has, from a short distance, a very pleasant appearance. Though not lighted and but partially paved, it has been much improved within the last twenty years, is generally considered a very healthy place of residence and has an excellent bathing strand.*

*The manufacture of linen was formerly carried out to a considerable extent, and at one time exported to the value of £60.000 annually; but since the great improvement in the cotton manufacture, it has greatly declined, and is now nearly extinct. A small quantity of coarse linen is still made in the town and neighbourhood and sent to Cork. The market and court-house were erected by the late Knight of Kerry. There are two flour-mills, and an ale and porter brewery in the town, and branches of the National and Agricultural Banks have been lately established.*

*Lieut.-Col. John Townshend, and Lord Ventry are the principal proprietors of the town.*

Dingle in the 19<sup>th</sup> century was described as nothing more than a fishing village (Slater's Directory, 1846), with the author of the directory noting that the decline and near total loss of trade in the region is lamentable. The region never regained the economic prosperity, which it enjoyed in the 14<sup>th</sup> and 15<sup>th</sup> centuries. Furthermore, the town saw a loss in its population due to the outbreak of cholera both before

and after the Great Famine Of Ireland, in 1834 and 1849, respectively (O' Sullivan, 1931, 207). Dingle was very hard hit during the famine with several people dying every day from starvation. The newspapers reported that there was no part of Kerry in such a state of starvation as Dingle. In January 1847, the steamship *Dee* landed 60 tons of Indian meal for the Dingle Relief Committee. The same month forty people died of dysentery in Dingle. The deaths averaged twenty per week many of whom were 'thrown into graves without coffins' (ibid). On the 25th February 1847 two ships arrived in Dingle, an unnamed brig brought 120 tons of rice, peas and barley meal while the British steamer *Comet* brought Indian meal. The cargoes were distributed by the Dingle Relief Committee. A coast-guard officer reported that one-third of the population had died of starvation dysentery and fever (ibid).

The town seems to have revived somewhat as an account in Guy's Postal Directory of Munster 1886, describes a healthy fishing industry within the town with a harbour, which is well adapted for its variety of vessels. There are no entries in the directory for the once prominent families Rice, Trant and Hussey. The directory reveals an extensive commercial trade, beyond the fishing industry, with listings for grocers, drapers, egg merchants, millers, bakers, harness makers and timber merchants while trades such as coopers, blacksmith, carpenter and shoe maker were also numerous.

Much of Dingle town and the peninsula was in the ownership of Lord Ventry until 1913 when the Congested District Board purchased his entire estate, comprising 82,907 English acres for £225,660.00, (£2.72 per acre), paid in Government Stock, (O'Sullivan 1931,326).

## 5.9 Dingle Harbour Navigation

Dingle had been in use a port from the 13<sup>th</sup> century and appears on the majority of medieval charts and atlases often was often referred to as Dingle Haven or variants of it (Fig. 5). However, prior to nautical charts mariners in the past used 'rutters' to aid in their voyages. These rutters (derived from the Portuguese *roteiro* and French *routiers*) were sailing handbooks containing navigation information. A rutter or *leeskarte* (Fig. 6) of the south-west coast of Ireland by John Hunt and Hessel Gerritszoon from 1612 records '...ENE of the Great Skelligs 7 leagues (c. 40km) you will find the haven of Dingle and outside the haven there is a rock called the Crow at which there is an entrance on both sides. The rock does not get overflown but in spring tides. You must sail into the haven NW by W: an ESE and WSW moon causes high tide there' (Kelleher 2013, 509-510; Kelleher 2013, 77-92).

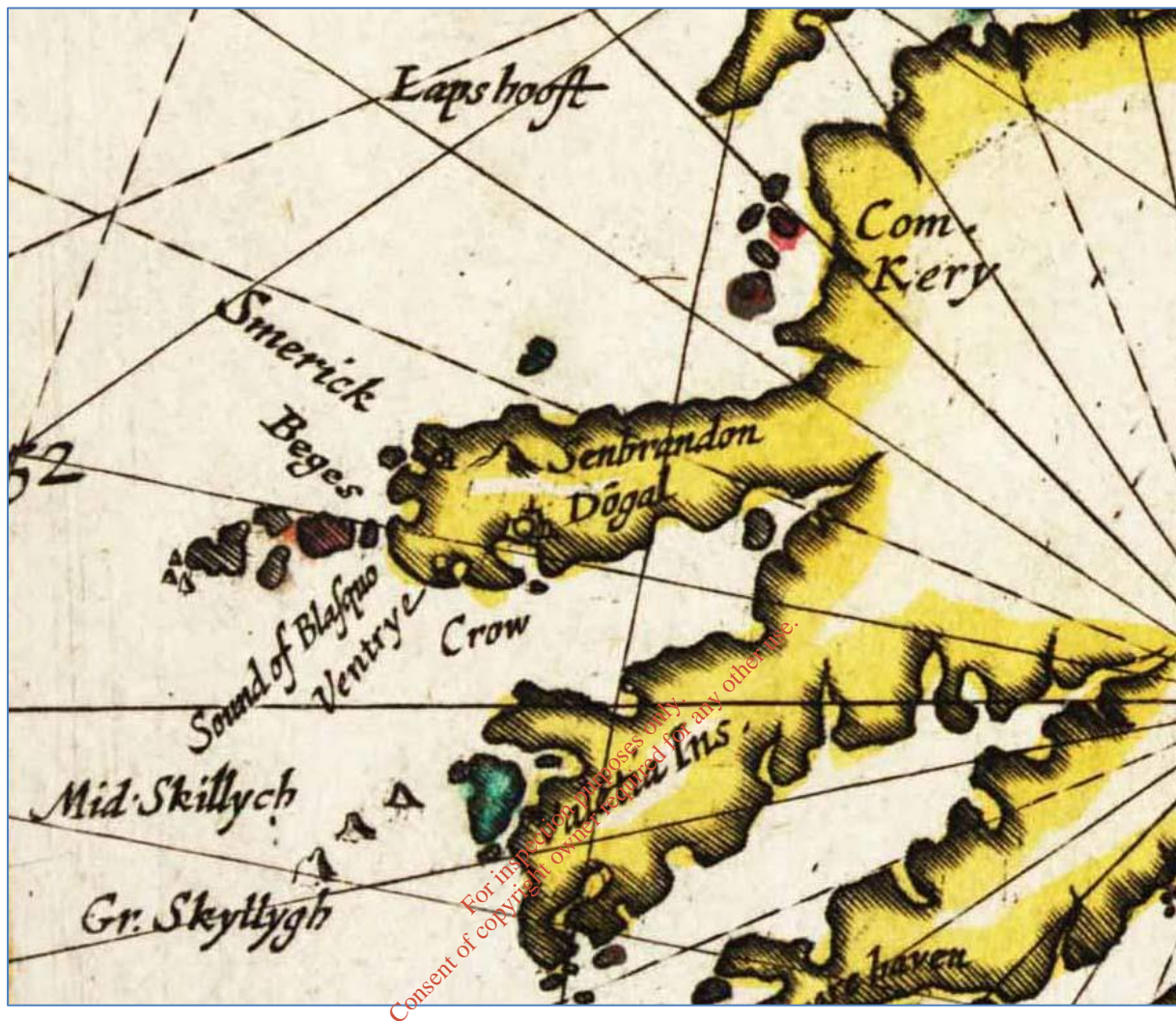
## 5.10 Navigation rutters, leeskartes, charts and maps

Finding the entrance to Dingle was always difficult as it is somewhat of a 'blind' entrance. As the above rutter states the Crow rock marks the entrance. The 'Crow Rock' is denoted on virtually all historic maps and atlases from at least the 16<sup>th</sup> century as it was the critical point of reference for mariners to gain entrance to Dingle Harbour. Once inside Dingle Harbour although shallow provides generally safe sheltered anchorage.





**Figure 5: Detail from Plot of part of the county of Kerry, August 1573. (CSP Vol. 1 1509-1573, 63/42, f.16). Annotations written in the vertical record the The Crowe; Dingle Haven Dingle Towne and Sandie Bay (Trabeg). A Christian icon for a church site is also denoted in the harbour, possibly Ballintaggart or Kilnaglearagh.**



**Figure 6: Detail from the Dutch 1612 map by Hunt and Gerritszoon. Note the Crow at the entrance to Dingle Harbour.**

The first accurate account and map of Ventry and Dingle Harbour and their maritime approach is given by Charles Smith (1756; Fig.7) who states 'Towards the north side of Castlemain Ba are the harbours of Dingle and Ventry... Between both these harbours is a rock...called the Crow; a mile east of which is Dingle Harbour, being but a quarter mile broad at the entrance, the west point called Bingbeg (Reenbeg) and the east point Binbane. There are 30 feet at low water in the entrance, and so gradually to 18 and 12 feet. The channel is pretty straight, and runs near the west shore; the harbour grows wider when you are in. The east shore is shoal for a considerable way over, and therefore to be avoided. You may anchor in any part of the channel from 20 to 12 feet water, where you are land-locked from all winds' (Smith 1756, 200). As regards Dingle town, Smith states that 'the town stands at the bottom of a small, but safe harbour, at the mouth of which, large vessels may ride secure. The channel lies on the west side, and ships of a hundred tons may come up to the tow. The entrance of the harbour was formerly defended by a small fort or block house, which has been many years demolished' (ibid 95).



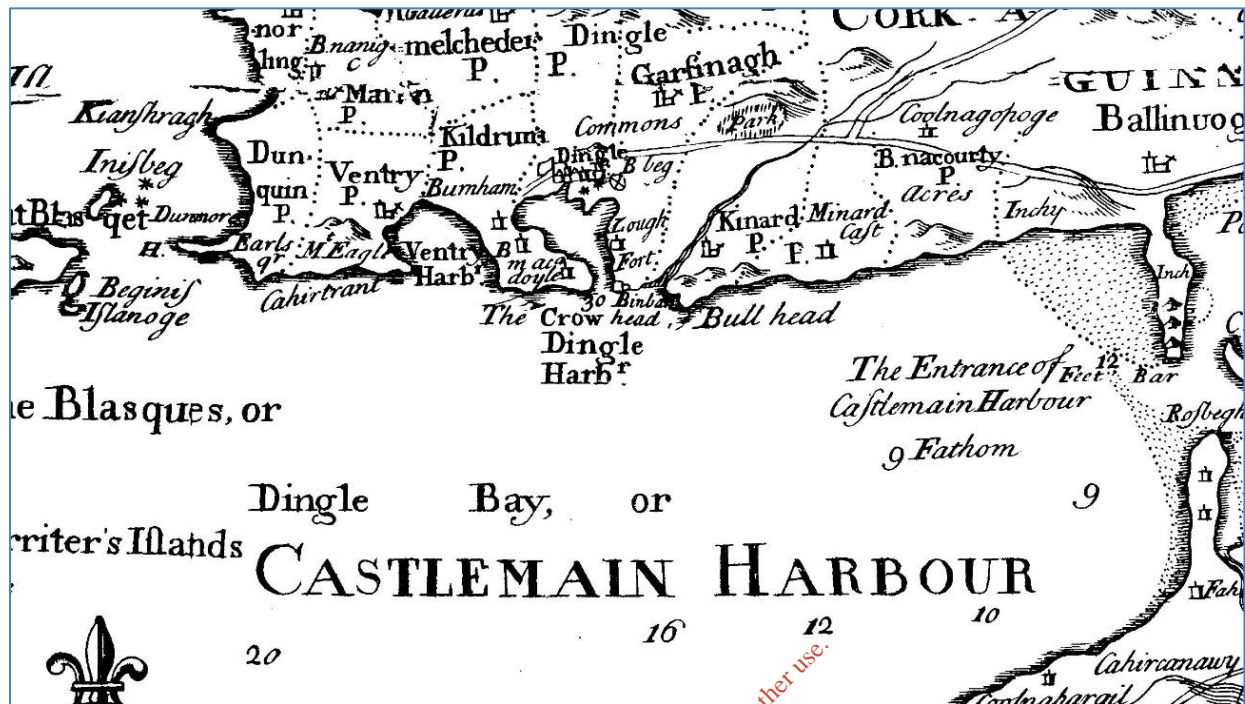


Figure 7: Detail from Charles Smith's 1756 map of Kerry. Note the location of the Crow. Further note that Dingle Bay was also known as Castlemain Harbour. Smith's book and map is the first to include description of the coast and sounding depths.

Samuel Lewis writing in 1837 records that 'The harbour is well adapted for vessels of moderate burden, but not being discoverable from these, is what is nautically termed a "blind" one; it is, however, extremely difficult of access during a strong west wind, and vessels passing by it and running to the eastward are in danger of being lost on Castlemaine bar'. The present export trade, though not considerable, is increasing: it consists chiefly in corn and butter, of which about 10 cargoes, averaging 200 tons each, are annually sent to England, chiefly to Liverpool. The principal imports are iron, coal, salt, and earthenware' (Lewis 1837, 460-1).

### 5.11 Terrestrial navigation aids

To try and help mariners with finding the entrance to Dingle Harbour, Eask Tower, a 12m high stone tower with a wooden finger-post was constructed on the 188m summit of Carhoo Hill near Dun Eask, overlooking Dingle. The construction was undertaken as a famine relief work scheme in 1847 by the Rev. Charles Gayer, chaplain to Lord Ventry and Protestant curate of Dingle (Plate 9). Two other beacons were constructed the same year at the mouth of Dingle Harbour. One at Beenbane Head and the other opposite on Reenbeg Point that is known locally as Towereen Bán - little white tower, as it is painted white (McKenna 1985, 55). The Beenbane beacon has entirely collapsed and much of the Towereen at Reenbeg as well (Plate 10). A further important local coastal landmark is the Tower or Hussey's Folly situated beside the Promontory Fort at Lough (Plate 11). The tower was built by Edward



Hussey who lived at Lough in the 1840's to provide local employment during the famine years. The tower was leased to the custom's authorities as a watch tower in 1850 (ibid 56).



**Plate 9: View of 1847 famine relief tower marking the entrance to Dingle Harbour at Ballymacadoyle. Note WW2 Look-out-post (LOP 36) in foreground.**



**Plate 10: The Towereen Bán (Little White Tower) at Reenbeg Point on the west side of Dingle Harbour entrance.**



**Plate 11: View from SE of ‘Hussey’s Folly’ at Lough in Dingle Harbour. The tower was built as a famine relief project and to help with navigation.**

### 5.12 Mid-19<sup>th</sup> century Chart of Dingle and Ventry

In 1856 the first meaningful large scale chart of Dingle and Ventry Harbours was published that provided accurate soundings in fathoms and anchorages. It also gave the Lat and Long co-ords. of Eask Tower as the main point of reference. The chart survey was done by G.F. McDougall, Master R.N., (Fig.8)



**Figure 8: Detail from the 1856 Chart of Ventry and Dingle Harbours. Note both Quays, the depth soundings, Watch-house and Boat-House**



### 5.13 Dingle Pier, Harbour and Fishery

In fishing terms the wide Dingle Bay was a favoured location providing good anchorage within a mile of either shore. The other main harbours are Ventry and Castlemaine with Ventry able to cater for vessels with deeper draughts.

In 1756 a grant was made towards the provision of a new pier to replace the old one, known as the Spanish Pier (MacDonagh 1985, 37). Lewis (1837, 460-1) records '*...that this district is generally supposed to have been colonised by the Spaniards, who formerly carried on an extensive fishery off the coast, and traded with the inhabitants.* According to Lewis the original pier was built in 1765 by the Corporation assisted by a grant of £1000 from the Irish Parliament. Lewis goes on to state that the pier had been a benefit for fishermen and that vessels up to 300 tons can come up to it (Lewis 1837).

Strand Street was known as Quay Lane and extended as far the Quay itself. The majority of the buildings along Quay Lane almost entirely comprised of lineated N-S running rows of fishermen's cottages. Most of these cottages faced E-W towards each other and not towards the sea. A possible explanation is that this north south orientation better supported the needs of the local fishermen in the repair of boats, nets, pots and in the curing fish. The remains of this lineated settlement pattern are still visible in the Lower Colony area of Dingle today (Dunne 2007).

In 1836 the First Report of the Commissioners of Inquiry into the State of the Irish Fisheries in Dingle reported on the fishing pier and facilities available in Dingle. The Commissioners noted that '*...the pier of Dingle is in the harbour connected with the town of Dingle, on the estate of Lord Ventry; the town contains a large population of real fishermen, exclusively employed in the fisheries, and it is to be regretted that their exertions are not facilitated by some additional accommodation for landing their fish, and for drying it onshore.*' In 1822 the Fishery Board granted £369 4s 7d for this work, which included '£92 6s 2d from the funds of the Mansion House Committee and £92 6s 2d from the Government, the sum of £81 6s 1d was granted in addition, making the total £450 10s 8d which has been paid for this work'. The Fishery Board was disbanded by Mr. Spring-Rice in 1830 (O'Sullivan 1931, 185).

In reporting to the Commission in 1836 Lord Ventry stated that improvements to the pier at Dingle is an object of the first importance and went on to report that an old quay or pier had formerly existed, and in 1823 the Fishery Board directed that a new pier should be erected at some distance from it, affording deeper water. It was accordingly commenced and raised to the height of six or seven feet, but the contractor, a person of the name of Simpson, finding that its completion would be too expensive, determined to abandon the new work, and to make an addition to the old pier, which was accordingly done. He was even desirous to remove the whole of the materials from the new work and a portion of the stones was taken away, but the fishermen justly estimating the greater value of the new pier, even in an unfinished state, did not allow the remainder of the stones to be removed; and the foundation, which now remains, is approachable by boats, when all around the old pier and its addition is quite dry. Even the old pier is at present in a very dilapidated condition. About two years ago, a person of the name of Madden came to repair it, but he did it more harm than good. He refused to tell who sent him, or where he came from. It has since then got a slight repair from a person who had obtained a

presentment for repairing road adjacent to it, and with whom repairing the pier was made a condition of his obtaining the presentment for the road. But in its best state, it is wholly insufficient either for protection or landing accommodation.

The Commissioners report of 1836 found that 'part of the pier was originally built by the County, and afterwards added to under the direction of the Fishery Board. Additions have also been made by the Customs Department. It is a most useful work, not only for mercantile and agricultural purposes, but also for the fisheries, which are carried on to some extent here, giving employment to about 2,000'. They found that the current 25m long pier had been added to around 1823 after the construction of a new pier c.100m to the west was abandoned by the builder soon after construction had commenced in favour of improving the old pier. The Commissioners determined 'that if the new pier was extended about fifty feet (c.16.5m), and a jetty or return, forming an L towards eastwards, added to it, both piers would afford shelter, and all necessary accommodation. At present, frequent instances occur of boats being wrecked for want of shelter, and at low tides, the fishermen returning to harbour, are quite unable to approach the quay, and obliged often, after a severe night, to wade through the water to the shore. If these improvements were executed, and that a power existed to enforce judicious regulations, and to levy small tolls for future repairs, the work may be made to maintain itself'.

The abundance of fish in the Dingle Bay accounted for over 100 fishing boats employing up to 500-600 men and boys (Marmion 1855, 506). In 1836 the fishing fleet in Dingle comprised one decked vessel of 22 tons crewed by seven men; 2-half decked vessels of 24 tons and 16 men; 53 open sail-boats of 424 men who in addition to providing a general supply of fish to the town and neighbourhood also furnish considerable quantities to Tralee (O'Sullivan 1931, 172). *An extensive fishery is carried on in the bay and off the coast, in which about 100 boats, averaging six men in each, are exclusively employed; and which also affords employment to upwards of 1000 persons in curing and conveying the fish to various parts. The greater portion is sent by sea to Cork and Limerick, but a considerable supply is conveyed by land to Tralee and Killarney* (Lewis 1837, 460-1).

In the second report by the Commissioners of Fisheries it was reported that in 1844 in the Dingle District there were 27 first-class vessels and 144 men and 363 second-class vessels and 1,928 men and 12 boys. First-class vessels included all hookers, wherries, smacks and others that navigated by sails and fixed masts and rigging. While all yawls, row-boats, currachs navigated by oars or the occasional use of sail were classified as second-class (O'Sullivan 1931, 185).

In 1846 the Parliamentary Gazetteer of Ireland on an article on Dingle reported that in the seven years between 1826 and 1833 that 90 ships had entered Dingle from British ports, a further 53 from Irish ports and three from foreign ports.

The Royal Irish Fisheries Company began operations in Dingle Bay in 1848 using trawlers sending supplies of fish to Limerick, Dublin and Liverpool. A local trawl fisherman Thomas Kavanagh carried out a very lucrative fishing trade. The success of the Company and Kavanagh further attracted about a dozen other trawlers from Dublin which led to a lot of friction from the local line fishermen. An investigation by the Commissioners reported that the Dingle Fishery was reduced to nine boats with



five other boats needing repair. The report also stated the extension and raising of the old fishery pier was underway at a cost of £3000 (ibid 211).

Facilities in Dingle improved and by 1851 there were 12 first-class vessels operated by 61 men and 106 second-class vessels with 570 men in the Dingle District. The fishermen were reported to be well conducted and orderly as the new bye-laws restraining the use of trawl fishing within certain limits of Dingle Bay had been implemented. In 1852-53 the Commissioners reported that the extension and raising of the old fishery pier was now complete. It now affords ample wharfage and commodious boat slip, with a large sheltered space within it.' The numbers of first and second-class fishing vessels in the Dingle District had increased to 20 and 134 respectively.

On the 21<sup>st</sup> September 1857, the first Dingle Regatta took place. The two yacht races were won by Edward Hussey the High Sheriff and the Hon. Dayrolles B de Moleyns. The curragh race was won by Brandon with Dingle second and Ballyferriter third (ibid 216).

In February 1859 the catches of fish in Dingle Bay were so great that 'all the gables of all the houses at the strand and other walls are covered with fish exposed to dry. By September the same year the Royal Irish Fisheries Company that had set up trawl fishing in Dingle Bay in 1848 ceased trading for want of capital. Some of the dozen or so trawlers were purchased locally (ibid 217). The following year an enquiry held in the Dingle Courthouse presided over by Mr Barry of the Fishery Board into an application by local fishermen to cancel the bye-law preventing that restricted the use of any trawler or boat using a trawl net in Dingle Bay!

By 1865 there were 16 first-class vessels, between 16-40 tons and 140 second-class employing 5,444 men in fishing in the Dingle District. All flat fish was sent to Dublin. It was officially reported that there was no emigration (ibid 225).

A further Report of the Inspectors of Irish Fisheries on the Sea and Inland Fisheries of Ireland for 1879 recorded that the pier/harbour was in good order and that a boat-slip had been built at Emlagh West. The 2<sup>nd</sup> Ed. OS map of 1897 records two new boat-slips and a boat-house in Emlagh West (see Fieldwork, Section 8, below).

Five years later a Report of the Inspectors of Irish Fisheries on the Sea and Inland Fisheries of Ireland for 1884 - 1886 noted that 'the fishermen complain of the want of a light at the entrance of the harbour, as they often have to lay their boats to in the Bay at night under small canvas, and of the shallowness of the water in mid-channel, caused by a sand bank, which, if removed and a light fixed at the entrance, would be of a great boon to them and further the fishing interests in this locality.

The estimated cost to construct a light at the entrance to Dingle Harbour was £800 which the Fishery Piers and Harbour Commissioners have recommended be undertaken. The work at Dingle was completed by January 1887 below budget at a cost of £589 (O'Sullivan 1931, 268). The lighthouse was manned until c.1993 when the last keeper Paddy Ferriter died (Creedon 2003). In 1984 Paddy was the first person to record the arrival of the solitary wild bottlenose dolphin now known as the Dingle

Dolphin or Fungi which has been resident in the harbour since then. The lighthouse has an automatic fixed red light that is still in operation.



**Plate 12: View of Dingle lighthouse from SE.**

A subsequent report by Inspectors of Irish Fisheries in 1886-87 for Dingle Harbour noted that ‘there is a bank in Dingle Harbour, near where the trawlers moor off the end of the pier, which requires taking away, so as to enable the trawlers to go to sea and return three hours earlier than they can do at present, as they are obliged to wait for the tide, otherwise they would go ashore. The Commissioners also recorded that the pier has been much damaged during a recent gale.

The following year (1888-89) it was reported ‘...the fishermen have very poor facilities for launching or hauling up their canoes. A small outlay in clearing away a passage in the creek for the use of the fishermen would be of great help’. The Inspector of Irish Fisheries reported that 1,867 boxes of mackerel to the value of £1,379 was landed at Dingle. The Inspector stated that the highest number of boats fishing in any one day was 24 (O’Sullivan 1931, 274). Two fish curing houses were established in Dingle one of which was English owned. Fish were also cured by the fishermen themselves, mackerel were salted from May to December and herrings and hake from September to December.

On the 31<sup>st</sup> March 1891, the Tralee and Dingle Light Railway was opened for public traffic after three year’s construction.

In 1893 the Inspectors of Irish Fisheries reported that Dingle is an important trawling port with 20 sailing boats between 20-30 tons employing 80 men.

By 1900 the total number of men engaged partially or wholly in fishing in the Dingle District was 1,051 (ibid 307).



**Plate 13: View from east at Watch-house of steamer loading barrels of fish at Dingle quay. Photograph from Lawrence Collection, No. 4055**



**Plate 14: View from north. Detail from Lawrence Collection image 4053, c.1900. Note fishing Nobbies and Smacks.**

In July 1907 Timothy O'Flaherty, Chairman of Dingle Rural Council in an address to the Royal Commission on Congestion, pointed out that Dingle Harbour was shallow and getting silted and required dredging badly. He also stated that the pier was too narrow, too short and inadequate for the demands on it (ibid 318-9). The Congested Districts Board announced the allocation of £500 for dredging in Dingle Harbour. It appears that £500 allocation was not spent as in October 1910 a

deputation from the Dingle Harbour Board urged the Chief Secretary to lengthen the pier and undertake certain dredging operations which were necessary in order to facilitate the entrance of fishing boats to the harbour. Mr T 'O'Donnell M.P for the delegation stated that there were 22 trawlers worth £400 each and 28 Nobbies worth £350 each owned by Dingle fishermen that supported about 800 in the fishing industry. He also stated that a new fish canning industry had been recently set up. In the Autumn of 1910, 6,358 barrels of mackerel were landed at Dingle, Ballymore and Knightstown. Oysters and 10 tons of periwinkles were also collected by 23 people in Dingle (ibid 322-3).

By 1913 there was an increase in the amount of fish cured in Dingle and the Congested Districts Board stated they were willing to give a substantial grant towards the improvement of the harbour and town of Dingle including the water supply which was considered vital for the mackerel curing as it is believed that one-third of the Irish pickled mackerel that are sent to America are exported from Dingle. However, this never came to fruition due to the outbreak of World War 1 the following year (ibid 327). In May 1915, the German schooner *Emden* which had been taken as a prize at the outbreak of the war and kept in Dingle Harbour was taken away to an unknown destination under armed escort (ibid 331).

Owing to the war there was no regular fishing in Dingle between 1915-1917 although fishing picked up again in 1918 with 43 boats working, mainly mackerel fishing. An American company, Picards, operated a fish curing factory on the shore near Cooleen employing up to fifty people canning and barrelling fish (McKenna 1985, 114). However, the export of fish had more or less collapsed after the end of WW1 as the American markets were glutted and prices plummeted.

In 1920 the Dingle Fishing Co-op Society was founded.

## 5.14 Dingle Coastguard

The Dingle Coastguard was established in 1822, with the purpose of ridding the coastline of smuggling which in the 18th century was a major part of Kerry's foreign trade (Graham 1994, 39). In 1824 the Coastguard force in Dingle comprised 6 officials – a surveyor, a tidewaiter, a coxswain and three boatmen and was the main station on the peninsula. By 1836 another aspect of their work was to prevent illegal distilling of *poitín* (Barrington, 1976). An examination of the 1<sup>st</sup> Edition OS Map 1841 and the Dingle Harbour Chart of 1856 shows a Coastguard Station of six houses, a Watch-House and flagstaff at Emlagh West (Figs.9-10 & Plates 15-17).





Figure 9: Dingle Harbour area in 1841. Extract from OSi 6" map, sheets 43 & 53.

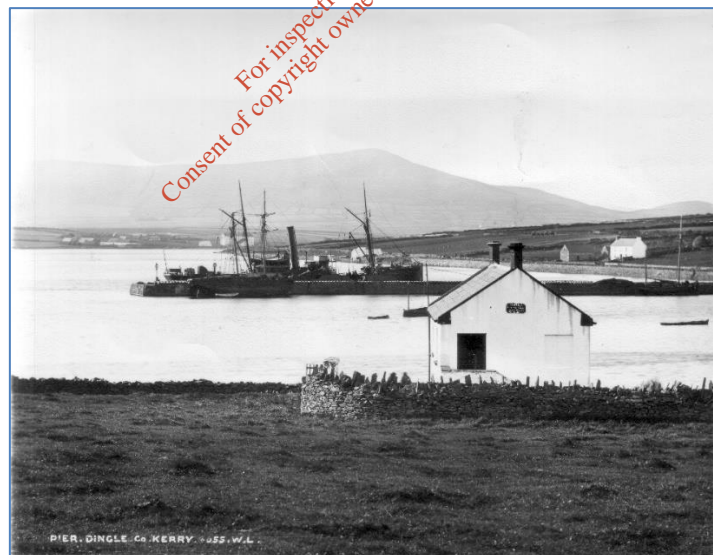


Plate 15: View of Dingle Quay & Harbour, c.1900 from rear of Watch-House at Cooleen.



Plate 16: Detail of east gable of Watch-House. Note Coastguard plaque of 1840.



Plate 17: Detail of 1840 Coastguard plaque on Watch-House today.



Plate 18: View from west of Coastguard Watch-house and slip at Cooleen today. Note the Ballybeg Stream issuing into the harbour at left.

Many of the original coastguards came from Cornwall and are buried in the Protestant section of St, James Graveyard off Main Street. One particular graveslab records Grece Trigurtha, wife of Thomas Trigurtha of the coastguard. The slab itself is carved from Valentia slate and as well as the inscription denotes a very finely executed on slate with a man-o-war sailing ship complete with gunports carved into the centre of a star.

In 1880 a Coastguard Company of twelve men was founded following which a new Coastguard Station was built by the Board of Trade in 1891 at a cost of £122 19s. The new Coastguard Station complete with flagstaff, Rocket House, Boat House and Boat-slip was built at Emlagh West c.400m to the south of the earlier station (Fig. 10).

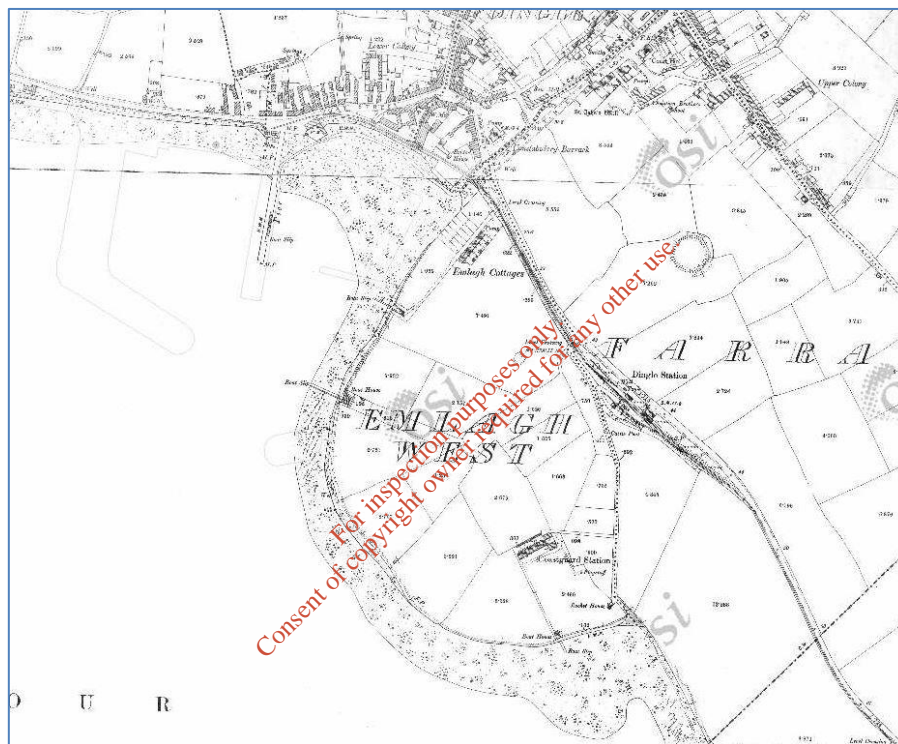
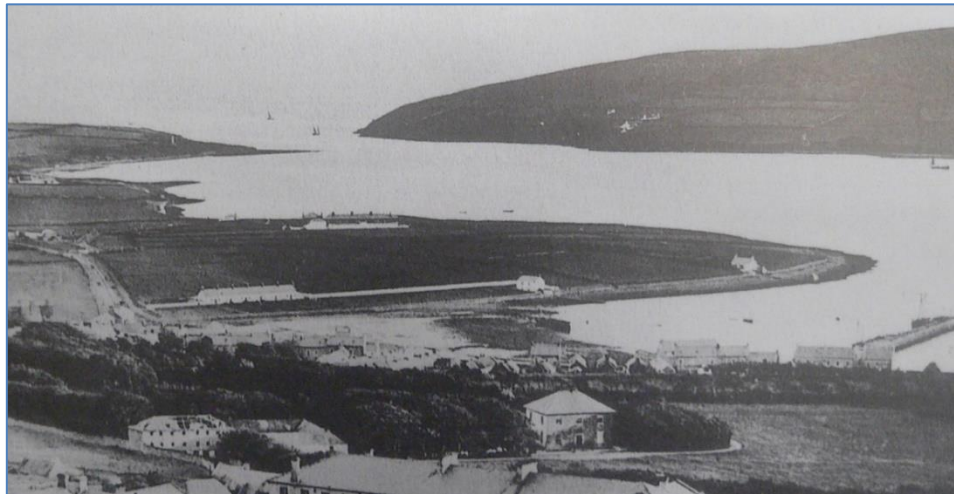


Figure 10: Dingle Harbour area 1896. Extract from 2nd Ed. OS maps, sheets 43 & 53.

A photograph from c.1891 clearly shows the six cottages at Cooleen, the watch-house and the new Coastguard Station. Interestingly it also shows a large wreck on the shore close to the watch-house (Plate 19)





**Plate 19: View of Dingle Harbour from NW c.1891 (Fox 1992).**

Foley, (1907, 120) notes that the ‘old Coastguard Station of Emlagh West is now tenanted by fishermen removed by Lord Ventry from Burnham Peninsula’. An Seabhac (1939, 17) also makes reference to the “*sean-staistiún na gCoast guards go bun bothar a’ tSúig*”. This most likely relates to the coastguard station located where the Skellig Hotel stands today, as McKenna (1985) refers to *Bóthar an tSúig* as the road that leads to the Skellig Hotel. The original Coastguard Watch-House still survives today albeit subsumed within the cluttered streetscape of Cooleen (Plate 18). A slightly later Lawrence Collection image, c.1900, clearly denotes that three identical cottages have added to the original six on the town end close to the train-tracks at Cooleen (Plate 20). The front gardens of these cottages ran unhindered to the shore. The new Coastguard Station is clearly visible in the background where the Dingle Skellig Hotel stands today. Of further interest in the Lawrence image of Dingle Harbour is the presence of a large shipwreck on the shore (Plate 21).



**Plate 20: View of Dingle Harbour from NW from Lawrence Collection No. 4053, c. 1900.**





**Plate 21: Enlarged detail from Lawrence Collection image c.1900. Note shipwreck on the shore. Further note Watch-house, Boat-house and slip.**

In 1905 the Coastguard Station Captain was Lot Connell R.N. Most of the Coastguards were called up for naval service following the outbreak of World War 1. The station at Dingle was still in use during the War of Independence. Following the truce of 1921 the building was vacated and was subsequently burnt in 1922 during the Civil War by anti-treaty forces (McKenna, 1985; Plate 22). The rocket-house had not been burnt and the Dingle Coastguard Station was re-established on the 5<sup>th</sup> December 1923 under a new director Tom Casement, brother of Roger Casement. The fifteen coastguards were all volunteers and were mostly fishermen. However, it was not successful as it was felt that that the force had been too much a part of the former regime. Subsequently, Tom Casement assisted in the setting up of the Coast Life Saving Service that eventually evolved into the Irish Marine Emergency Service and in 2000 the Irish Coast Guard ([www.coastguardsofyesteryear.org](http://www.coastguardsofyesteryear.org)).



**Plate 22: View from SE of burnt Coastguard Station at Emlagh East c. 1960. Building was demolished and Skellig Hotel built on the site.**

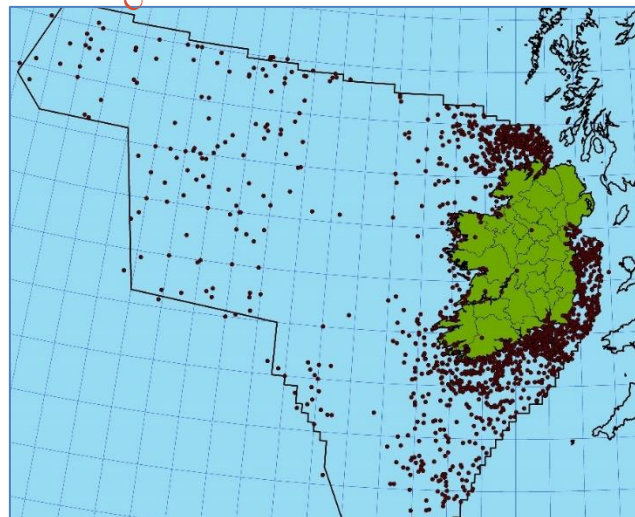


**Plate 23: View of original Rocket-house and current Coastguard Boat-house on shore near Skellig Hotel. Note original flagstaff and Boat-slip on left.**

## 6 Shipwrecks

### 6.1 General

The Underwater Archaeology Unit (UAU) of the National Monuments Service (NMS) has been recording and collating shipwrecks in Irish coastal waters including rivers and lakes for several years now in the Shipwreck Inventory of Ireland. This is a formidable task with entries now at standing at c.18,000 (Fig. 11). The first volume of the Shipwreck Inventory was published for counties Louth, Meath, Dublin and Wicklow in 2008 (Brady 2008). Currently, for the remainder of the country researchers are accommodated with access to the unpublished files in the UAU in Dublin.



**Figure 11: General distribution map of Irish Shipwrecks (courtesy UAU).**

The majority of the shipwrecks date to the age of sail particularly the middle to late 19<sup>th</sup> no doubt reflecting an increase in merchant activity and also the advent of shipping insurance. In that context, the records from international insurers Lloyds, known as Lloyds List, is possibly the most important source of research. The majority of the wrecking events during the age of sail are often due to winter storms in combination with poor navigation aids around the coasts. Even with the advent of lighthouses there was little mariners could do when blown onto the shore in contrary winds. The exact location of many of these wrecks is not clear from the historical records with general locations being given as 'Dingle Bay' or 'near Dingle'. Earlier records of shipwreck locations from the medieval are simply not known.

Deliberate wrecking events around our coast was particularly prevalent during WW1 with the advent of submarine warfare and again during WW2. In February 1915 Germany declared the waters around Ireland and the UK an unrestricted warzone. All shipping entering this zone were liable to be destroyed without warning. Prior to this Cruiser Rules were the accepted norm for navies of belligerent countries since the time of Henry V111. Essentially, naval ships would stop a vessel check her papers, cargo etc. If the ship was an enemy vessel it could then be taken and its cargo as a prize and its crew as hostages. In May 1915 U-23 sunk the Russian steamer *Svorno* in the Dingle fishing grounds of the local fleet. The gunfire could be heard in Dingle and was reported in the *Kerryman* newspaper (O'Sullivan 1931, 331). During 1917, the greatest number of deliberate sinkings ever undertaken anywhere in the world occurred when over six million tons of shipping was destroyed by U-boats-more than all the other years of WW1 combined. Thirty-eight sinkings were carried out off Kerry with many of the survivors brought into Dingle. In November 1918, an inscribed silver casket was presented to Patrick Keane 'King' of the Blasket Islands. The casket was presented by Admiral Sir Lewis Bayly, Commander-in-chief of the Royal Navy in Queenstown (Cobh) in recognition of the frequent assistance that islanders gave to shipwrecked and torpedoed crews during the 'Great War' (ibid 353).

There were several deliberate sinkings by U-boats and aircraft off the Kerry Coast during WW11. An account of an emergency landing by an RAF Short S.25 Sunderland flying boat on the 14<sup>th</sup> September 1939 in nearby Ventry Harbour is recorded in letter to the G.3 Branch of Irish Military Intelligence (Appendix1). The Sunderland, identity N9023 was part of RAF 228 Squadron operating out of Pembroke Docks that was forced to land due to a broken fuel pipe. The officer Lieutenant Edw. J. Brooks and a mechanic from the crew of eight and got a lift from local man Breandán O'Connell into Dingle where they were able to get repairs done to the fuel pipe at Clancy's Garage on Bridge Street. The mechanic soldered the pipe himself following which they returned, repaired the aircraft and departed after a stay of just over 5 hours. The following month further dramatic WW11 activity occurred in Ventry Harbour following the sinking of the Greek ship *Diamantis* by U-35 commanded by Otto Lott. Following which the submarine landed the entire crew of twenty-eight at Ballymore slip, near Dooneen in Ventry on Oct. 4<sup>th</sup> 1939. This event captured the imagination of the world press making the cover of Life Magazine while also in the US a chewing-gum manufacturer created a collectible card to mark the event (Fig. 12).



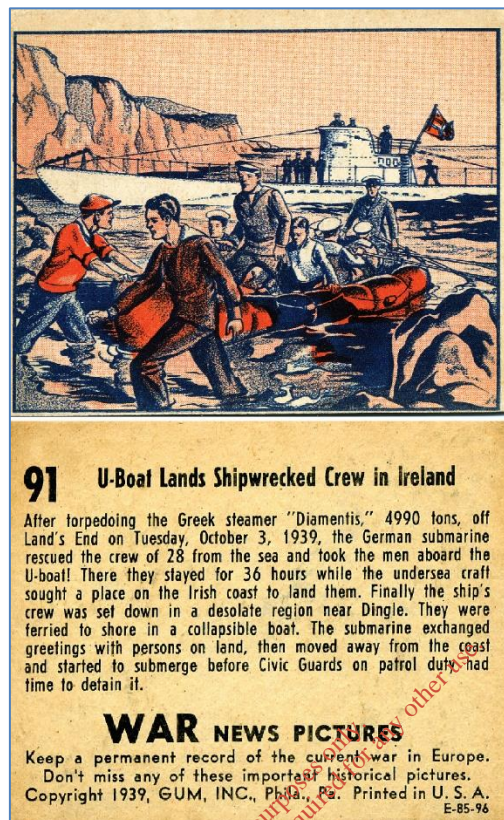


Figure 12: US chewing-gum card commemorating the safe landing of the crew of the *Diamantis* by U-35 in 1939.

Fifteen or sixteen crew of a Norwegian ship were landed at Dingle after six days afloat in February 1940. On the 13th June 1940, a German spy, Walter Simon (aka Karl Anderson), was landed by U-38 under the command of Kapitänleutnant Heinrich Liebe. He was carrying a large amount of cash (\$2000 & some Sterling) and a new suitcase radio transmitter. He had been spotted burying the suitcase at a nearby beach (possibly Beenbane) after which he walked along the railway track arriving in Dingle station enquiring about the passenger train times, not knowing that there had been no passenger trains from Dingle for over fourteen years! He continued into Dingle arriving at 7am and asked a local man Michael Nelligan about bus times. Nelligan told him the bus did not leave until 9am and invited him into a local pub for a drink where Simon consumed three whiskeys and bought a bottle of whiskey that he continued to consume on the bus offering some to other commuters. Arriving in Tralee he was entirely drunk and was promptly noticed by two Garda detectives who were staking out the bus / railway station. The detectives followed him onto the train and interviewed him. At a scheduled stop, they rang Garda Headquarters and Simon was arrested as he alighted in Dublin and interned for the duration of the war. A second somewhat more successful German spy Willi Preetz, aka Paddy Mitchell, landed near Minard on June 29<sup>th</sup> 1940 and made it to Dublin undetected. However, Preetz was also arrested by the end of August 1940. Submarine activity around Dingle was the subject of a secret memo by the Irish Army Intelligence section, G.2 Branch in late June 1940 when three U-boats were actually sighted (Appendix 3). Several other U-boat sightings and stories were reported that raised issues about Irish Neutrality. In that context, Guy Liddell the head of counter intelligence at Britain's MI5 noted in his



operational diary ‘frequent reports about submarine bases on the west coast of Éire’ and later added ‘Éire’s neutrality is rapidly becoming a farce, German sub sailed into Dingle for repairs.’

At the outbreak of WWII Ireland (Éire) did not have an established Naval Service as the handover of the Treaty Ports from Britain had only taken place in 1938. However, on 29 August 1939 the Marine and Coast Watching Service (MCWS) was set up for the duration of WWII that was referred to in Ireland as the ‘Emergency’. The MCWS was manned by volunteers and recruits from the Local Defence Forces (LDF) territorial reserve who lived in coastal areas.

The MCWS members were stationed in Look Out Posts (LOPs) on vantage points all around the coast of Éire. By September 1<sup>st</sup> 1939 thirty-four men had been recruited and eight LOPs had been built along the coast from Wexford to Kerry. Eventually, between eighty-three and eighty-eight LOPs were established between 1939-1942. The LOPs were under the control of nine coastal districts which in turn reported to the relevant Army Command area who reported all incidents to Military Intelligence which was then known as G2. There were five or possibly six LOPs strategically situated on coastal eminences on the Dingle Peninsula.

The Coast Watchers were initially accommodated in tents but soon concrete block structures were constructed and for five years a vigil was kept on the wild Atlantic. The Coast Watchers were responsible for identifying and reporting on shipping and aircraft movements. Other duties included maintaining a watch for shipwrecked mariners and aviators of all nations, locating sea mines and recording debris floating to shore from sunken vessels. The LOP’s were manned by teams of coast watchers who maintained a 24-hour watching brief in shifts with at least two men per shift. They were equipped with a telephone, binoculars or telescopes. The men who manned these stations were people who knew the coast well and because of their function, were allowed to live at home. As they were unarmed, they received lower pay than the rest of the armed forces. According to Dr. Michael Kennedy, author of *Guarding Neutral Ireland*, the men of the Coast Watching Service ‘were Ireland’s frontline troops and had a vital influence on the development of Ireland’s pro-allied neutrality’ (Kennedy 2008).

Robert Fisk in doing research for his book *In Time of War* wrote that an official Irish military coast watcher, Hugh Wren who served in Kerry between 1939-1944, told him that ‘most of the subs had been seen in pubs’. The irony is that the first belligerent nation to get assistance was the UK when the RAF Sunderland made its emergency landing in Ventry on the 14<sup>th</sup> September 1939.

On the 28<sup>th</sup> July 1940, the Blue Star Line *Auckland Star* was sunk by U-99 under the command of Otto Kretschmer 80 miles west of Dunmore Head on her way to Liverpool. The crew of fifty-four set off in four life boats under sail. One of them landed at Slyne Head in Galway while the other three got to within twelve miles of Dingle on the 31<sup>st</sup> July from where they were towed into the harbour (Plates 24-26).



**Plate 24: View from north, most likely taken from WW2 LOP 35 at Dún Eask of fishing boat towing three lifeboats with crew of *Auckland Star* into Dingle.**



**Plate 25: Crew of *Auckland Star* safely arriving at Dingle Quay. Note two shipwrecks on the shore at top of image. The wreck on the top right is most likely the *Ruth Hickman* aka the *White Schooner* locally (see below).**



Plate 26: Some of the rescued crew of the *Auckland Star* pose outside Benner's Hotel Dingle.

On the 25th November 1940, a Luftwaffe Blohm und Voss Seaplane was forced to make an emergency landing near Inishvickillane, one of the Blasket Islands. Engine trouble forced the plane to land but choppy weather swept the aircraft onto the rocks. The crew survived for three nights on the Blaskets and were eventually rescued by the Irish Naval Service who also towed away and sunk the aircraft.

## 6.2 Dingle Bay Area Shipwrecks

The Shipwreck Inventory records for Kerry currently stand at around 400 and vary in date from 1578 to 1930. The earliest known shipwreck on the Dingle Peninsula is the *Emmanuel* that floundered in Smerwick on the 26th September 1578. The *Emmanuel*, owned by the English adventurer Martin Frobisher, was in distress when it arrived in Smerwick returning from a mining expedition on Baffin Island with a cargo of 'gold ore'. Unfortunately, "*Frobisher's ore contained less gold than the average rock from the Earth's crust*" (Wyse-Jackson 1994, 30). One hundred tons of this black ore was unloaded before the ship sank and transhipped from Dingle to England where it was found to be worthless.

At least seventeen are recorded for Dingle Bay and a further twenty-five for Dingle Harbour, Dingle or near Dingle (Appendices 3-4). Near Dingle shipwreck were included as the proposed Dumpsite is only c.1.0km east of the mouth of Dingle Harbour (see below). Several other shipwrecks were excluded from this report as they clearly referred to the Inch-Castlemaine area in the inner limits of Dingle Bay otherwise known as Castlemaine Harbour. Many ships that were blown or drifted into the inner reaches of Dingle Bay foundered on Inch or Rossbehy sand spits. To further add to the difficulty in sorting out the historic references, Dingle Bay is also denoted on several historic maps as Castlemaine Bay in its entirety requiring a good knowledge of local placenames to fine tune a short list. Other shipwrecks were excluded when it was apparent that they occurred near the Blasket Islands or other named locations.

### 6.3 Shipwrecks near the Proposed Dumpsite

The proposed dumpsite is situated c.1.0km east of the mouth of Dingle Harbour and about 0.35km offshore. It extends for 1.0km EW and 0.5km NS (Fig.). The NW point of the dumpsite is approximately 0.4km from Beenbane Head while its NE point is 0.32km from the headland at Doonmore at the western point of the entrance to Trabeg. Examination of the coastline between Beenbane Head and Doonmore on the 1<sup>st</sup> and 2<sup>nd</sup> Ed. OS maps denotes rugged cliffs with twenty individually named topographic features none of which, apart from Doonmore itself, are indicators of a cultural maritime nature. Vessels in the age of sail trying to gain access into the blind entrance of Dingle Harbour were sometimes blown eastwards in strong westerly conditions. Records show that a number of wrecks occurred at Bull Head, only 4km east of Dingle Harbour mouth and the most southerly headland on the peninsula with only Inch sand-spit extending further into the bay. Two shipwreck events are recorded here: -(1) In 1847 the ship *Mary of Glenally* was wrecked on the cliffs of Kinard a little west of Bulls Head and c.1.5km from the Dumpsite with the loss of a cargo of wheat donated by the Irish in America at the height of the Famine. After losing her rudder in a storm she was driven onto the cliffs. Only one body was recovered and buried in Kinard graveyard (Appendix 3); (2) the schooner *Mary* was driven ashore in Nov. 1850 in a gale. All aboard were lost and no trace of the vessel found although pieces of timber one of which had large letters of *Mary* were recovered at Bull Head (UAU files).

### 6.4 Dingle Harbour

#### 6.4.1 General

The easternmost limits of the dumpsite are c.1.0km from the centre point of the mouth of Dingle Harbour. The widest distance of which is 0.9km between Reenbeg Point at the west and Beenbane Head at the east. From there the entrance narrows to c.200m near the lighthouse and extends for c. 500m before opening up into a wide expanse after passing between Flaherty Point on the west and Black Point to the east. The navigation channel at this point veers to the WNW avoiding a large sandbank known as the 'Big Bank' which dries out at low tide. Having past Black Point the inner harbour opens up into a large impressive basin surrounded by imposing hills. The channel into the harbour and marina are marked with buoys. The 60m wide channel extends for c.1.4km and is dredged to 2.6m. The channel is clearly visible on aerial imagery extending up to Dingle Pier. The pier divides the harbour into two basins with the east basin at Cooleen utilised for small fishing boats while the west basin accommodates an 80-berth marina. The active Ballybeg Stream issues into the eastern basin at Cooleen via a short canal. Larger vessels can moor against the west side of the pier where water depth is between 5-7m. The two basins are protected by two wide breakwaters. The short stubby eastern breakwater extends for c.90m from the shore at Emlagh West as far as the dredged channel.

It is intended to deepen the channel by a further 2.5m to 5m and similarly dredge a wide turning circle at the head of the pier to cater for larger vessels.

### 6.5 Dingle Harbour Wrecks

Navigating into the narrow blind harbour mouth can be a tricky affair in bad weather and westerly gales. This was especially the case in the age of sail and several vessels were lost including:



- (1) the 225-ton Greek brig the *Evangelista* was wrecked in a westerly force 12 gale c.300m from the Coast Guard watch-house in Dingle on Christmas Eve 1852 with a cargo of Indian corn from Ibrail in Romania;
- (2) the *Bat* a 30-ton smack with a crew of four fishing out of Dingle in February 1878 was stranded at Brown's Point-possibly *Nancy Brown's Parlour* near Black Point;
- (3) in March 1891, the 134-ton wooden brigantine *Jane Herbert* with a cargo of coal from Liverpool to Dingle was wrecked at the mouth of the harbour;
- (4) an unknown vessel was wrecked at the mouth of the harbour in the late 19<sup>th</sup> century, West Indian rum was washed ashore for some months after.

Furthermore, the recovery of possible Armada cannons at Nancy Brown's Parlour also indicates the possible presence of another wreck site.

The most recent shipwreck occurred in February 2002 when the 29m fishing trawler *Celestial Dawn* ran aground on the rocks near the lighthouse at the entrance to Dingle Harbour in bad weather. Its crew of nine Spaniards and one Moroccan were rescued by the Irish Coast Guard helicopter (Larn & Larn 2002; Appendix 3).



**Plate 27: The fishing trawler *Celestial Dawn* on the rocks at the mouth of Dingle Harbor February 2002 (image from Irish Sea Contractors).**

In 1799 Arthur Browne, a Senior Fellow of Trinity College availed of an unusual opportunity to discuss Greek accents with the crew of a Greek ship, *La Madona del Cafo San Speridione* which was driven into Dingle Bay in a storm (ibid 164). The ship was seized and a protracted lawsuit ensued in the Court of Admiralty resulting in the detention of the crew who after being detained in Dingle for a month were transferred to Dublin where they remained for over two years. The captain of the ship was Demetrio Antonio Polo from Patras, a town near ancient Corinth. Browne records that the ship's steward was an educated man from the island of Cephalonia who ended up, along with other crew members, being able

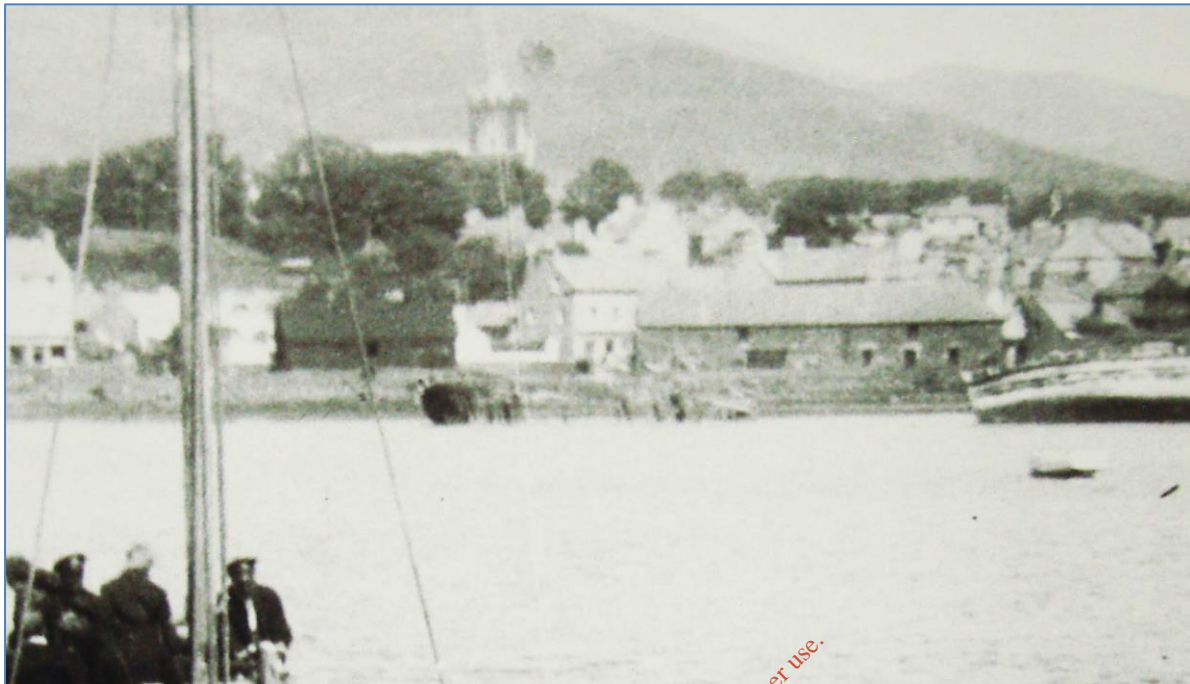
to speak English by the time of their release (Browne 1800, 359-380). It is not known the fate of the *La Madona del Cafo San Speridione*.

On Christmas Eve 1852 the 225 ton *Evangelista* a five-year old Greek brig enroute from Ibrail in Romania to Dingle with a cargo of Indian corn encountered a westerly force 12 wind and stranded at Emlagh West c.300m from the Coastguard Watch-house. The loss was estimated at £700 (UAU Files). This is one of the few shipwrecks where an accurate location is actually known.

In February 1861, the barque *James Gibb* enroute from Hull to Bermuda with a cargo of coal was abandoned by its Captain and crew who landed safely at Valentia. However, local pilot John O'Flaherty with the assistance of local hookers brought the vessel safely into Dingle Harbour (O'Sullivan 1931, 220).

A similar event occurred in May 1875 when the 452-ton wooden barque, the *Copeland Isle* enroute from Newcastle to Pictou in Newfoundland with 326 tons of bricks began to leak. The crew persuaded the captain that the ship would not manage to cross the Atlantic and he eventually put-about and steered for Pentland Firth on the NW coast of Scotland. Three days later they sighted land at which point the crew refused to pump any longer and the ship was abandoned. However, the ship had been blown south down the W coast of Ireland and abandoned off Tearaght. Two or possibly three enterprising local fishermen boarded the *Copeland Isle* and successfully brought her safely to Dingle Harbour and her cargo of brick was unloaded and sold locally. It is unknown what happened the vessel afterwards.

In 1920 the large schooner *Ruth Hickman*-known locally as the *White Schooner* from Halifax Nova Scotia was damaged in a gale and dropped anchor off Esk (presumably Easc Tower) and the crew rescued. However, she drifted ashore at Minard following which she was re-floated and brought into Dingle Harbour where her cargo of wheat was sold. The wreck remained on the shore until WWII when her timbers were taken for firewood. Examination of the photographs of the rescue of the crew of the Auckland Star arriving into Dingle incidentally shows two wrecks in the background. The shipwreck on the right hand-side appears to be the *Ruth Hickman* as its hull appears to be white (Plates 25 & 28).



**Plate 28:** Enlarged detail of image of safe landing of the crew of the *Auckland Star* at Dingle. Of interest are the two shipwrecks on the shore. The wreck on the right is most likely the *Ruth Hickman* that was known locally as the *White Schooner*.

Several fishing vessels were also wrecked at their moorings in the harbour in adverse weather conditions. In 1886 the 16-ton cutter, *Mask* broke its moorings and was driven onto the beach and wrecked. In 1903 the 21-ton fishing ketch the *Frances Catherine* that was struck by another ketch the *St. Patrick* in a NW force 10 and was a total loss. The *Seagull* a 21-ton fishing boat was driven ashore from its moorings and wrecked in February 1910.

## 6.6 Previous Archaeological Work Undertaken in Dingle Harbour

The database of Irish Excavations undertaken under licence from the National Monuments Service recorded a number of licences issued for Dingle Harbour.

In 2000 a licensed ‘non-disturbance survey across Dingle Harbour for the proposed route of a 1.5km long outfall pipe (00D069, 00R073)’. The results of which did not reveal any *in situ* archaeological material on the seabed. Subsequently archaeological monitoring of the pier extension project on Dingle pier was undertaken, which included dredging the seabed. Nothing of archaeological significance was recorded.

In 2001 negative archaeological results were also returned when an underwater archaeological assessment, under licence 01E0169, for the same outfall pipe project mentioned above in 2000 was undertaken.

## 7 Artefacts from Dingle Harbour

An examination of the Topographical Files of the National Museum of Ireland reveals a number of artefacts attributed to the Dingle. In 1862, a gold coin was found, (ref. no. R624), while in 1959, a stone jetton mould was recorded. Six sherds of Beaker pottery were presented to the Cork Public Museum (Bradley 1985, 73 Ref. No. 1896f and Cuppage 1986, 36 Ref No.G.104A). A short note accompanying the pottery stated that the pieces were found along with arrowheads and bones washed up by the sea from a *Cromleac* (megalithic tomb) found on the sea-shore near Dingle in the year 1872 by Ralph Westropp. There are no recorded tombs on the shore near Dingle. In that context, the author has undertaken fieldwork from Sladeen to Cuas on a number of occasions at low tide with negative results. However, there are tombs recorded in Cork Harbour at Rostellan and near Rosscarbery that are inundated by the tide on a daily basis. It is possible that the remains of a tomb await discovery in Dingle Harbour. Alternatively, the artefactual assemblage found by Westropp in 1872 could also have originated from a contemporaneous Cist burial and not from a tomb *per se*. Beaker pottery dates from the later part of the third millennium B.C reflecting the Final Neolithic or Early Bronze Age period, 2400-2000BC.

The Rev. Daniel Beaufort toured Kerry in 1788 and in Dingle wrote *'The inlet into the harbour between two high points is very pretty. That on the East side is called Nancy Browns parlour from a small cave in it, dry at low water & into which the sea flows. Near it were dug out of the sand some years ago 3 very long Cannon which are set up as posts for lamps at the Knight of Kerry's Gate. They probably belonged to the Spanish Armada of which a great ship was wrecked on the coast'*. A note in the margins of Beaufort's manuscript states that 'Alexis Moriarty (local guide) says the guns had been planted at the harbour's mouth for a defence' (Lyne, 1985, 197). Smith (1756, 177) also refers to a small fort or block-house that formerly defended the harbour. The area was examined by O'Donovan in 1841 who noted that it was not now to be seen (O'Donovan 1983, 114-5). The Dingle Peninsula Archaeological Survey inspected the site and suggested that Lough Promontory Fort may have been adapted for this coastal defensive work Cuppage (1986, 95-6).

In 1838 Windele sketched one of the cannons at the Knight's gate and noted *'...The gate faces our hotel, at each side of which both inside and outside stands partly sunk in the ground a Great Gun said to have formed part of the armament of the Spanish Armada; the sketch is of one of those outside the gate'* (Windele 1838 RIA Mss). It would appear from the sketch that the cannon is an early type with the angular expansion at the muzzle and the short distance to the first reinforce. It must be assumed that they were iron cannons otherwise if bronze they would probably have been melted down for their metallurgical value. Two or possibly three frigates from Admiral Recalde's squadron entered Dingle Bay on the 5<sup>th</sup> September 1588 and sent boats ashore to plead for assistance as well as a letter from one of the captains, Pietro de Quibel to Dominick Rice, Sovereign of Dingle who forwarded a copy to Thomas Norreys the Vice-President. An extract from the letter from *Captain Pietro Rodriguez intreats for good treatment and friendship* (CSPI 1588, 26-27). The boats were seized and the crews imprisoned after which the ships hoisted their ragged sails and went to sea again. A further note from Dingle on the 10<sup>th</sup> September 1588 states that *Spaniards were taken Dingle Cush-Dingle town* (CSPI 1588, 31). A number of Armada wrecks are known from the coast of Kerry, the nearest of which is the 1000 ton



*Santa Maria de la Rosaria* in the Blasket Sound. All bar one were drowned including Captain John Rice from Dingle (O'Sullivan 1931, 65).

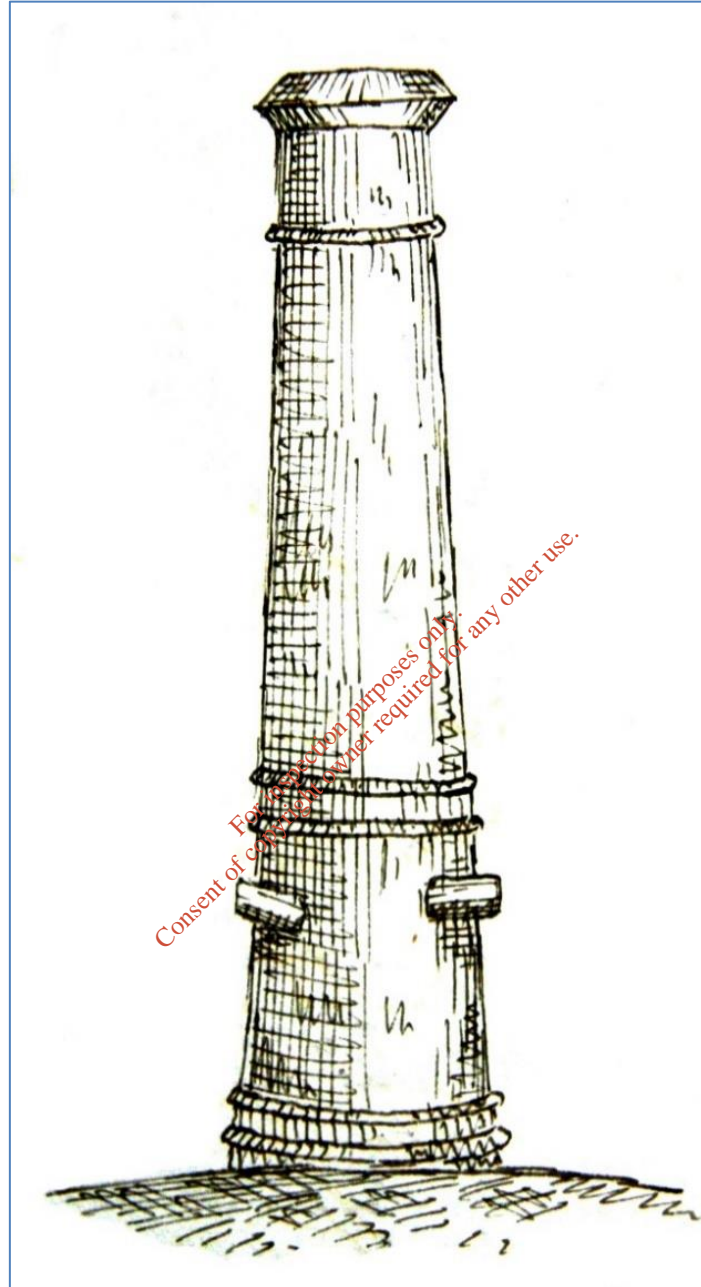


Figure 13: Sketch of one of possibly three cannons outside the Grove in Dingle in 1829.

by Windele in 1838 (Mss., RIA).

## 8 Fieldwork

The shoreline extending from the inner harbour at Cooleen as far as Sladeen at Lough, near the lighthouse was physically inspected by the author in ideal calm conditions at low tide on the 17<sup>th</sup> January 2017. A pedestrian pathway is provided that extends in entirety along the shore of the harbour to the lighthouse and indeed onto Beenbane Strand if required. The fieldwork was undertaken with the aid of binoculars and a monocular laser rangefinder. A photographic record was also undertaken and field notes overwritten on copies of historic mapping and aerial imagery (Plates 29-36).

The entire inner harbour, marina, slips, walls, breakwaters, fishing facilities, berthage are modern with rock-armour prevalent throughout. A short area of relatively untouched shore extends from the slip at Cooleen (where a short section of the canalised Ballybeg Stream issues into the harbour) south to the short breakwater. This area has traditionally been the location for the repair and abandonment of old fishing vessels (Plate 31). Examination of the area at low water where the stream issues into the harbour beside the old Watch-House and slip appears to show some possible ships timbers on the seabed (Plates 29 & 32).



**Plate 29: View from west at low water of old Watch-house area and slip at Cooleen. Note the Ballybeg Stream issuing into the harbour.**



Plate 30: View from north of proposed Turning Area in inner harbour at Dingle at low water. Ballybeg Stream in foreground.



Plate 31: Wreck of trawler D579 on shore at Cooleen in 2011 (Laurence Dunne Archaeology).





Plate 32: View of submerged possible ships timbers (a) at Cooleen near new quay.



Plate 33: View from west on shore of late 19th century Boat-house at Emlagh West.





**Plate 34: View from NE of possible sewerage outfall pipe to west of small breakwater on shore at Emlagh West. Note navigation buoys in channel.**

The construction of the Dingle Sewerage Works in 1993 impacted on the remains of the Ringfort KE053-016 and Souterrain at Emlagh West, KE053-016001. An outfall pipe from the Sewerage Plant (?) is visible on the shore immediately south to the Old Boat House beside the short breakwater (Plate 34). There are no visible remains of the Greek brig *Evangelista* that was wrecked here on Christmas Eve 1852. More or less the entire shoreline from Colleen to Lough has been revetted in the recent past by rock armour or other *ad hoc* forms of stone walling. In that context, the fieldwork revealed no visible evidence for or the Burial ground at Kilnaglearagh KE053-018 or the Midden site at Lough KE053-019 (Plates 35-36).



Plate 35: View from NW of site of Kilnaglesagh Burial Ground, KE053-018.



Plate 36: View from east of location of Midden site KE053-019. Now covered or destroyed by rock-armour.

## 9 Geophysics

### 9.1 Dumpsite

Sidescan sonar data in generic and Klein proprietary formats and a sidescan mosaic in Tiff format was received for the dumpsite. The sidescan data appears to be of an acceptable quality. Nothing of an archaeological nature was noted. Magnetometer profile charts were also received for the dumpsite but not the magnetometer data itself. The magnetometer track-plot shows that the survey was undertaken within the proposed dumpsite zone. There was no accompanying report, interpretation or review by a geophysicist that would be a normal deliverable following the geophysical survey.

### 9.2 Dingle Harbour Channel

Magnetometer textfile data and a magnetometer report in PDF format was received for the Dingle Harbour Channel and Turning Area. The data recovered from tight line spacing from the Dingle Channel and Turning Area was suitable for an assessment. Due to the shallow water in the study area, it is understood that the towfish was flown at a suitable height from the seabed. At the southernmost terminal of the channel approach the water is slightly deeper. There are no magnetometer returns for this area. There is a lack of information on towfish altitude and there are no site observations of ferrous objects such as piles, vessels or other.

Magnetometer data is normally used in conjunction with acoustic surveys (multibeam or sidescan) to assess the potential archaeology in a marine environment. No sidescan sonar data was received for the Dingle Harbour Channel or Turning Area. There is discussion in the PDF report of a multibeam survey but the data presented appears to be consistent with single-beam data.

Magnetometer targets with potential archaeological interpretation can be derived from anomalies in the data with an amplitude or range of greater than 1 nT. Examination of the magnetometer survey for the Dingle Channel and Turning Area revealed a minimum of 93 ferrous 'spikes' that could reflect artefacts of a cultural origin (Fig.14 & Appendix 5). Targets observed in the received data are presented in this report as an appendix with the amplitudes and positions along with an image of the trace of the anomaly. Where targets on separate files share the same location, they are presumed to be the same target but may have different IDs. Where targets appear to be co-located with known ferrous objects, this is also noted but require confirmation. There are many targets with no further identification indications and these will need to be investigated by sidescan sonar survey and or diver survey. All targets are currently presumed to be archaeological / cultural in nature unless positively eliminated.

The precise nature or interpretation of these magnetometer targets or 'spikes' is unknown. Furthermore, without the benefit of a primary corroborative sidescan sonar survey very little can be deduced as to their precise nature. It is likely that several 'spikes' in the inner harbour turning area may relate to modern sheet piling associated with the construction / modernisation works undertaken in the inner harbour area in the recent past. Possible explanations of the ferrous 'spikes' in the channel



may relate to lost chains, anchors or other iron objects and in that context, are currently regarded as possible cultural targets.

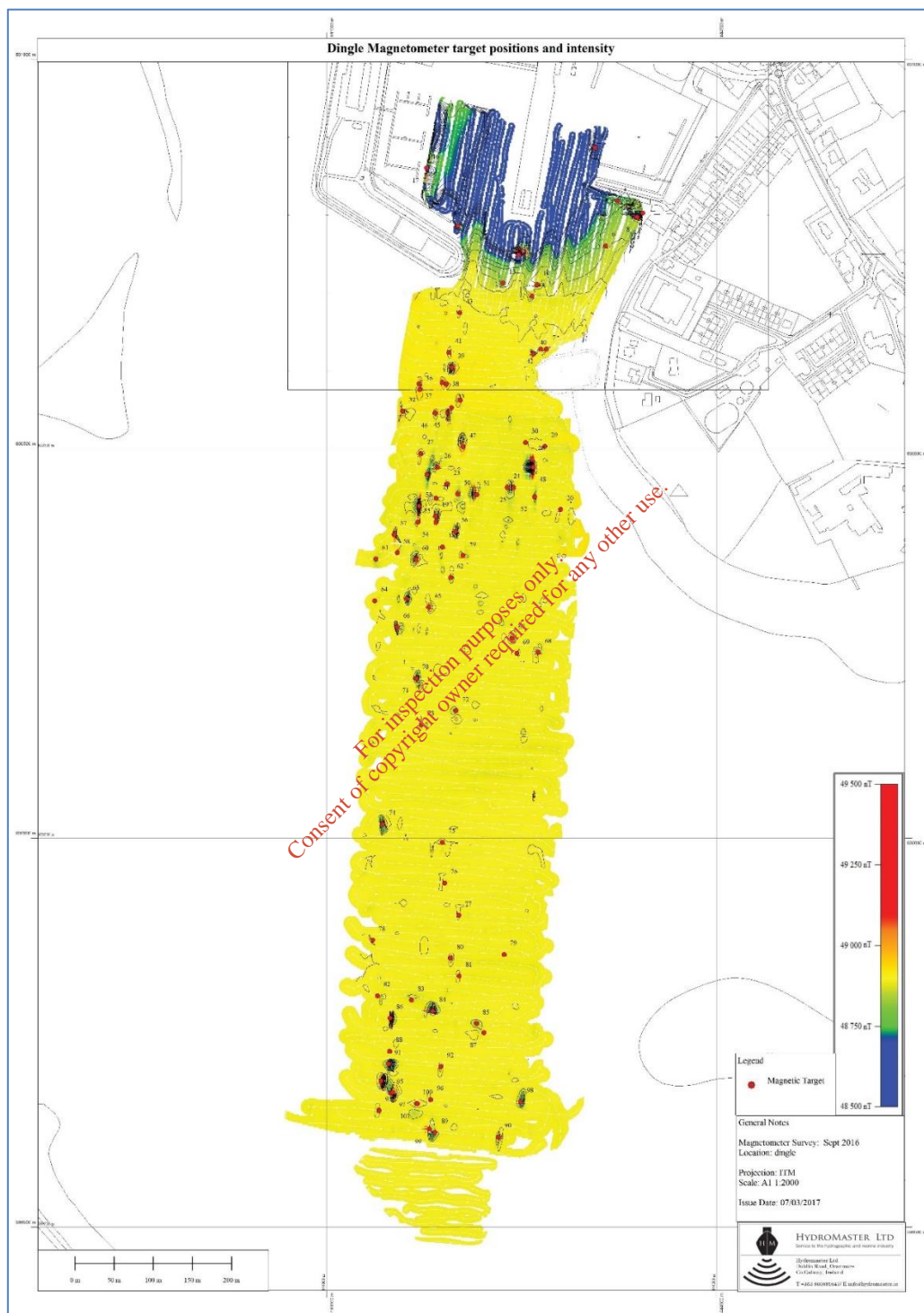


Figure 14: Plot of 93 possible cultural ferrous targets in Dingle Channel and Turning Area.



## 9.3 Geophysics Results

### 9.3.1 Dumpsite

Examination of the sidescan and magnetometer geophysics for the dumpsite indicated no potential cultural anomalies.

### 9.3.2 Dingle Channel

The list of the ferrous targets from the magnetometer data comprises a partial list of potential cultural features in the Dingle Harbour study area as many archaeological features, artefacts or wrecks have little ferrous content. Ships timbers, wrecks, fish traps etc. require acoustic data or dive investigation or both to confirm the cultural veracity of the targets. Acoustic data of sufficient quality will allow the elimination of some targets as non-archaeological. In some circumstances where the acoustic data does not provide positive identification, an archaeological dive survey of each target may be required.

## 10 Research Conclusions

The results of this report demonstrate that people have settled in and around Dingle Harbour since at least the Early Neolithic period. The sheltered harbour fed by the Milltown River and Ballybeg Stream created a rich natural diverse location for pre-historic people to travel, hunt, fish, settle and farm along its shores. The richness and number of pre-historic sites are testament to importance of the area. The importance and richness of the natural resources available around Dingle Harbour was also recognised by the indigenous *Chorca Dhuibhne* in the Early Medieval period, monumentally evident by the numerous Ringforts, Ogham Stones, Coastal Promontory Forts and Ecclesiastical sites. With the advent of the arrival of the Anglo-Normans in the High Medieval period the town and port of Dingle developed. Its geographic location on the south-western limits of Ireland was keenly recognised in a strategic military sense and also more so as an important trading and embarkation port for merchants to France and Spain for which the wine trade was of prime importance. The wider richness of the nearby fishing grounds was also recognised, particularly by the Spanish whose fleets regularly fished and operated out of the area.

Ultimately, Dingle Harbour and its environs can be seen as the paradigm palimpsest of cultural heritage for the entire Dingle Peninsula if not Kerry as a whole. Given, the richness and diversity of that built cultural heritage terrestrially and underwater, the likelihood of encountering archaeological features within the seabed sediment during dredging operations and artefacts is deemed to be significant.

No underwater cultural anomalies were identified in the sidescan sonar and magnetometer surveys at the proposed dumpsite.

The results of the magnetometer survey undertaken within the Dingle Channel and Turning area produced almost 93 ferrous targets or 'spikes'. Unfortunately, no primary sidescan sonar survey was undertaken and little can be deduced from the magnetometer results without it. Normally, a sidescan sonar survey is the primary data in determining the cultural potential of a seabed. However, as no sidescan sonar survey was undertaken in the Dingle Channel or the proposed Turning Area little can be deduced as to the nature of the magnetometer results without being able to cross correlate it with

acoustic sidescan data. Furthermore, wooden shipwrecks or artefacts will not be detected by a magnetometer survey.

## 11 Mitigation

- An acoustic sidescan survey for archaeological purposes should be undertaken of the Dingle Channel and Turning Area. The survey should be licensed from the National Monuments Service.
- The results of the sidescan sonar survey should be cross-referenced to the magnetometer survey.
- Potential cultural features or anomalies should be subjected to licensed archaeological dive-truthing in order to determine their nature.
- Further mitigation measures may be required following assessment of the combined results of acoustic data

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## 12.2 Cartographic

Plot of part of the county of Kerry including Tralee Bay, Ventry Harbour, Dingle Haven, Valentia Harbour together with the Blasquest Islands, Valentia Island and the Skelligs August 1573, (CSP Vol. 1 1509-1573, 63/42, f.16).

1<sup>st</sup> Edition OSi Map 1842 Sheets 43 & 53 from the Nelligan Collection in the Local History Section of Tralee Library were examined and copied.

2<sup>nd</sup> Edition OSi Map 1896 Sheets 43 & 53 from the online historic mapping service, [www.osi.ie](http://www.osi.ie)

Dingle and Ventry Harbours Marine Chart surveyed in 1856 and published in 1861.

## 12.3 Other sources

Database of Irish Excavation Reports, [www.excavations.ie](http://www.excavations.ie)

National Monuments Service online monuments database, [www.archaeology.ie](http://www.archaeology.ie)

National Museum of Ireland Unpublished Topographical Files, Kildare Street, Dublin.

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Creedon, T. 2003, Dingle Lighthouse, Irish Independent report, May 22<sup>nd</sup> 2003

## 12.4 Aerial and other photographic imagery

Ordnance Survey of Ireland online orthographic imagery from 2005, 2000 & 1995, [www.osi.ie](http://www.osi.ie)

BING aerial imagery, [www.bing.com](http://www.bing.com)

Site survey images by Laurence Dunne



## 13 Appendices

### 13.1 Appendix 1-G3 Letter

51/319

STP. SI/IO. Southern Command Headquarters,  
Collins Barracks,  
Cork.

22nd September, 1939.

C.S.O.,  
G. 3 Branch,  
Department of Defence,  
Parkgate,  
DUBLIN.

Sir,

Reference our 'phone conversation of the 21st instant, I have the honour to submit particulars of the forced landing of the British seaplane at Ventry Harbour, Dingle Bay, on the 14th September, 1939.

(1). Time and date of landing:	09.00 hours 14/9/39.
(2). Cause for forced landing:	Broken petrol pipe.
(3). Number of crew:	Eight all ranks (including one Officer).
(4). Number of crew who came ashore and time:	One Officer and one mechanic at 11.45 hours.
(5). Where repairs to 'plane were effected:	At Sean Clancy's Garage, Bridge St., Dingle.
(6). Nature of repairs and by whom effected:	The seaplane mechanic soldered the pipe himself.
(7). Time of leaving Dingle:	14.00 hours.
(8). Time of take off from Ventry Harbour:	14.30 hours.
(9). Duration of stay in Dingle and Ventry Harbour:	Two members of the crew were in Dingle for 2½ hours. The 'plane was in Ventry Harbour from 09.00 hours to 14.30 hours (5½ hours).

Lieutenant Brooks was the Officer in charge. The seaplane came from Pembroke Docks.

I have the honour to be,  
Sir,  
Your obedient Servant,

all H.  
MAJOR  
(J. P. O'Connell).

## 13.2 Appendix 2-G2 Letter

SI/  
*Can't the way  
File with you DED*

G.2 STAFF.  
SOUTHERN COMMAND HEADQUARTERS,  
COLLINS BARRACKS  
COKE.

Secret. 29th. May, 1940.

Chief Staff Officer i/c.  
G.2 Branch,  
Department of Defence,  
Parkgate, Dublin.

*ack 30/5/40  
D.J.*

Submarines Off Dingle - 28/5/1940.

Sir,

I have the honour to refer to your telephone conversation of today and to report as follows:-

At 20.45 hours, on the 26th. instant, I received a report from the Officer on duty for Coast Watching messages that the Guards at Dingle had just reported that, three submarines were seen in Dingle Bay. They had been seen by Superintendent O'Leary, Dingle.

I telephoned Dingle, to get corroboration, but could not get the Superintendent who had left to further investigate.

I had a broadcast message in clear sent to General Headquarters.

At about 20.55 hrs. I got in touch with Superintendent O'Leary by telephone. He said that in returning from Dunmore Head to Dingle at a place called Fahan he noticed three submarines about one mile off shore, at about 19.15 hours. They were surfaced and appeared to be cruising in line ahead. When he first saw them he said they appeared to him to be emerging from the vicinity of Ventry. He watched them for about twenty minutes. They formed what he termed, a triangle, and then the one at the apex remained surfaced and the other two submerged but evidently continued on their course.

When he saw them last, they were proceeding in the direction of Tearought Rock, at about 19.35 hours.

The Superintendent was quite definite that, owing to a promontory, the look-out-post at Ask Point could not see the submarines. Neither could the L.O.P. at Dunmore Head see them.

The submarines were described as Green coloured but when questioned the Superintendent said he did not see any identification marks on them nor was there anybody on the decks when they were surfaced.

I have the honour to be,  
Sir,  
Your obedient Servant,

*A later report that periscopes  
were seen off CLASHMALLON - NORTH  
OF KERRY HEAD - was based on a  
rumour.*

*J.P. O'Connell*  
MAJOR.  
(J.P. O'CONNELL).  
G.2, SOUTHERN COMMAND.

*J.P. O'Connell*

### 13.3 Appendix 3: Shipwrecks with place of loss given as Dingle Harbour, Dingle Mouth, Dingle or near Dingle

There are twenty-five shipwrecks recorded in this area dating from 1753 to 2002.

**Site Name** *Active*

**Date of Loss** 22 Feb. / 3 March 1818

**Place of Loss** near Dingle

This vessel was enroute from Philadelphia to Limerick when she was wrecked. The crew, including Capt. Millar, survived.

Bourke, 1994, 162; Bourke, 1998, 123; L. L. no. 5259, 3 March 1818

**Site Name** *Bat*

**Date of Loss** 15 Feb. 1878

**Place of Loss** Brown's Point, Dingle Harbour

This 30-ton wooden smack of Tralee was owned by P. Long of Dingle and the master was P. Griffin. She was out fishing from Dingle, in ballast, with 4 crew aboard when she became stranded and was a total wreck.

CSP, 1878-79, Vol. LXIV, 'Strandings', 101

**Site Name** *Celestial Dawn*

**Date of Loss** 2<sup>nd</sup> February 2002

**Place of Loss** Dingle Harbour Mouth

Steel hulled fishing trawler built in 1973 in Bute, Scotland and 118tons. The 29m trawler was chartered by the owner Patrick Sheehy, Baltimore, Co. Cork and ran aground near the lighthouse when leaving Dingle Harbour in bad weather at 19.00. The nine Spanish and 1 Moroccan crew were rescued by the Shannon based Irish Coast Guard helicopter. The vessel was refloated by Irish Diving Contractors Ltd and Jan du Nul, DV, of Belgium. The wreck was taken to Ventry and examined before being loaded onto a barge and towed to Zeebrugge for demolition (Larn & Larn and Marine Casualty Investigation Board Report).

**Site Name** *Convert*

**Date of Loss** 16 Jan 1801

**Place of Loss** near Dingle

This vessel was enroute from Demarara to Liverpool, under M'Donald, when she became a total loss.

L. L. no. 4117, 16 January 1801

**Site Name** *Copeland Isle*

**Date of Loss** 4 May 1875

**Place of Loss** off the Skelligs

This wooden barque of West Hartlepool weighed 452 tons. She was built in Gardiner, Maine, in 1849 and her Official No. was 42628. Her owners were T. Fawcus & others of Hartlepool and her master was James Gifford. She was enroute from Newcastle to Pictou, Newfoundland, with a cargo of 326 tons of bricks, 47 tons of quarles (bricks), 117 tons of fireclay in bags, 10 tons of small rails and 6 tons of grease in casks. The vessel was leaking but only required pumping for 7 minutes every hour with a single pump. However, off the Irish coast the crew went to the captain and stated the vessel was not fit to cross the Atlantic. At this stage the captain found she was making 8 inches in 3 hours. The crew eventually convinced the master to put her about and they steered for the Pentland Firth (north coast of Scotland). The cargo was then thrown overboard. Three days later land was sighted and the crew refused to pump anymore. The ship was abandoned whilst off the Skelligs and was boarded by two fishermen who succeeded in bringing her in to Dingle Bay (the ship appears to have been driven down the entire west coast of Ireland). At the Inquiry, it was found that the owners did everything to insure the seaworthiness of the vessel. For some reason, she sprang a leak, but not to such an extent to justify the cowardly conduct of the crew in harassing the master. Their disobeying of his orders was thought to have led to the abandonment of the ship. The master's cert. was returned.

The *Copeland Isle* was also recorded in the Schools Folklore collection: This vessel was found abandoned off Teeraght and was boarded by three locals. They tried to bring her to Limerick but she was blown off course to Valentia and then back to Dingle where she was washed ashore. She got off on the next tide and was brought to the quay. Her cargo of brick was unloaded and sold locally.

Schools' Folklore Collection, Imleabhar 426, 44-46

**Site Name** *Ellen & Eliza*

**Date of Loss** 1835



**Place of Loss**                      Dingle

This 45-ton vessel of Limerick was wrecked.

Bourke, 1998, 121

**Site Name**                              *Evangelista*

**Date of Loss**                              24 Dec. 1852

**Place of Loss**                              c. 300 yards from the coast guard watch-house, Dingle

This 5-year old Greek brig weighed 225 tons. She was enroute from Ibrail (Romania) to Dingle with 11 crew and a cargo of Indian corn or a general cargo. She encountered a westerly force 12 wind with gloomy conditions and was driven ashore. The estimated loss on the vessel was £700 but it was insured for £1,000.

Bourke, 1994, 162; CSP, 1852-3, Vol. LXI, 210-11; CSP, 1852-3, Vol. XCVIII, 7

**Site Name**                              *Frances Catherine*

**Date of Loss**                              27 Feb. 1903

**Place of Loss**                              Dingle

This wooden fishing ketch of Tralee weighed 21 tons and was 29 years old. The owner was P. Foley of Dingle and the master was W.J. Curran. She was moored at Dingle, in ballast, with no one aboard. She was hit by the unregistered fishing ketch *St. Patrick* of Tralee in a NW force 10 and was a total loss.

CSP, 1904, Vol. LXXXVI, 146

**Site Name**                              *Giralda*

**Date of Loss**                              24/05/1906

**Place of Loss**                              Dingle Harbour Entrance

This wooden 43-ton Dandy-rig (twin masts) fishing boat from St. Briux, Brittany in ballast. Stranded and lost without loss of life in wind conditions SW force 6 having missed stays and gone on the rocks a short distance beyond the lighthouse. Her crew got away in a passing yawl.

Larn & Larn

**Site Name** *Jane Herbert*

**Date of Loss** 26 March 1891

**Place of Loss** Mouth of Dingle Harbour

This 31-year old wooden brigantine weighed 134 tons. The owner and master was N. Reynolds of Cork. She was enroute from Liverpool to Dingle, with 5 crew and a cargo of coal, when she was wrecked.

Bourke, 1994, 163; CSP, 1892, Vol. LXXI, 138

**Site Name** *Maria*

**Date of Loss** 25 Sept. 1811

**Place of Loss** near Dingle

This vessel was enroute from St. Ubes (Portugal) to Limerick, under Martin, when she was lost. The crew survived.

Bourke, 1998, 123; L. L. no. 4603, 4 October 1811

**Site Name** *Martha Moore*

**Date of Loss** 09/02/1909

**Place of Loss** Dingle Harbour Entrance.

Stranded and lost in a gale. The 42-ton wooden Dandy-rig (twin masts) fishing boat was built in 1887 and registered in Tralee.

Larn & Larn

**Site Name** *Mary*

**Date of Loss** 19 / 20 Nov. 1850

**Place of Loss** near Bull Head, Dingle Bay

This barque or schooner of Milford was enroute from Odessa (Ukraine) to Limerick. She was driven ashore on the SW side of the bay during a gale. All those aboard were lost and the vessel broke up to the extent that no trace of her could be found. Pieces of wood with 'Mary' in large letters were found near Bull Head.

CSP, 1852, Vol. XLIX, 72-73; CSP, 1852-3, Vol. XCVIII, 4; CSP, 1861, Vol. LXIII, 38

**Site Name** *Mary of Glenally*

**Date of Loss** *c.1847?*

**Place of Loss** Kinard cliffs, Dingle Pen.

This ship was chartered to carry a cargo of wheat, donated by the Irish in America. She was bound for Queenstown but lost her rudder in a storm and was driven against the cliffs. Only 1 body was recovered, which was buried at Kinard graveyard.

Bourke, 1994, 161

**Site Name** *Mask*

**Date of Loss** 1886

**Place of Loss** Dingle Harbour

This 16-ton cutter owned by T Anderson, Kingstown, Co. Dublin. It broke from its moorings in heavy weather while the crew were ashore, drove on the beach and was wrecked.

Larn & Larn

**Site Name** *Naomi*

**Date of Loss** 11 May 1819

**Place of Loss** off Dingle

This vessel was enroute from Milltown to Limerick when she was lost. There were no survivors.

Bourke, 1998, 123

**Site Name** *Rainbow*

**Date of Loss** 23 Oct. 1753

**Place of Loss** Dingle

This vessel was enroute from Nevis (Caribbean) to Bristol, under Capt. Short, when she went ashore.

L. L. no. 1866, 23 October 1753

**Site Name** *Rebecca*

**Date of Loss** 19 Dec. 1820 / 1821

**Place of Loss** near Dingle

This vessel of Liverpool was enroute from Oporto and Galway to Dublin, under Shaw, when she was totally wrecked. The crew and cargo were saved.

Bourke, 1998, 120; L. L. no. 5556, 2 January 1821

**Site Name** *Ruth Hickman (The White Schooner locally)*

**Date of Loss** Jan. 1920

**Place of Loss** Minard - Dingle

This large schooner of Halifax, Nova Scotia, was damaged in a gale. She dropped anchor at Esk and the crew was taken off. She drifted ashore at Minard but was later re-floated and brought to Dingle, where her cargo of wheat or maize was sold. The wreck remained on the shore until WW II, when timbers were taken for firewood.

Bourke, 1994, 162

**Site Name** *Seagull*

**Date of Loss** 04/02/1910

**Place of Loss** Dingle Harbour

This 21-ton fishing Dandy-rigged (two-masted fishing boat) in ballast was stranded and total wreck. It was built in 1879.

Larn & Larn



**Site Name** *Squirrel*

**Date of Loss** 4 Aug. 1897

**Place of Loss** Dingle

This wooden schooner of Aberystwyth weighed 88 tons. The master and owner was R. Edwards of Aberystwyth. The vessel was enroute from Newport (Wales) to Dingle with 4 crew and a cargo of coal when she was lost.

CSP, 1899, Vol. LXXXVII, 118

**Site Name** *Stanfriel*

**Date of Loss** 16 May 1933

**Place of Loss** off Dingle

**Location** 52 18 N, 11 37 W

This 290-ton steel ketch was wrecked

Bourke, 1994, 163

**Site Name** unknown

**Date of Loss** c.1840

**Place of Loss** *Béal na gCloch*, Dingle

This large vessel was abandoned in Dingle Bay in a storm and was washed ashore. The 18-crew made for land in the ship's boat.

Schools' Folklore Collection, Imleabhar 426, 433

**Site Name** unknown

**Date of Loss** 1850

**Place of Loss** a cove 4 miles east of Dingle

This vessel was lost, along with the crew. Four bodies were seen.

CSP, 1852-3, Vol. XCVIII, 5

**Site Name** unknown

**Date of Loss** 1850-1900

**Place of Loss** mouth of Dingle Harbour

West Indian rum was washed ashore from a wreck in this area.

Schools' Folklore Collection, Imleabhar 426, 61

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### 13.4 Appendix 4: Shipwrecks with place of loss given as Dingle Bay

Seventeen shipwrecks are recorded for Dingle Bay without any other location details.

**Site Name** *Brilliant*  
**Date of Loss** 17 Feb. 1818  
**Place of Loss** Dingle Bay

This vessel of Rothsay (Scotland) was enroute from Limerick to the Clyde when she was lost. The crew, including Capt. Miller, survived.

Bourke, 1998, 123

L. L. no. 5255, 17 February 1818, CSP, 1876, Vol. LXVII, 177, 310

**Site Name** *Dictator*  
**Date of Loss** 20 Jan. 1801  
**Place of Loss** Dingle Bay

This vessel was enroute from Demerara (Dutch Guyana) to Liverpool, under Lovelace, when she was lost. Three of the crew survived.

L. L. no. 4118, 20 January 1801

**Site Name** *Ellen*  
**Date of Loss** 22 Jan. 1818  
**Place of Loss** Dingle Bay

This ship was enroute from New Orleans to Liverpool or vice versa under Capt. Elliot, when she was totally lost. The crew, 300 bales of cotton and c. 6,000 barrels of flour, were saved.

Bourke, 1994, 162; Bourke, 1998, 123; Ship News, Col. 5, Liverpool Evening News, 7.2.1818

**Site Name** *Fairy Queen*  
**Date of Loss** 16 April 1873 / 1874

**Place of Loss** off SW Kerry coast, found in Dingle Bay

This 36-year old oak schooner of Ipswich was built in 1838 in Woodbridge. She weighed 80 tons and was copper fastened throughout. She was classed by Lloyd's as 'A1 for 11 years'. She had been weakly fastened and a rider keelson was added to strengthen her. She was not re-classed after 11 years, but was extensively repaired, especially in 1858. In October 1873, she was re-classed as Lloyd's 'AE1' subject to annual inspection. Her Official No. was 20961. She was owned by W. Cuckoo and the master was W. Richer. On March 7<sup>th</sup>, she left Ipswich enroute to Tralee with a 130 or 150-ton cargo of manure in bags. She put into Portland making some water and later put into Queenstown, making 5 inches of water every hour. The owner communicated with the master, telling him not to leave before finding the leak. No further communication was received from the vessel. She set sail and was lost, presumed foundered in heavy weather, with all 5 aboard. Other vessels were lost at the same time. The Tralee Receiver of Wreck reported that her name-board and other wreckage washed up in Dingle Bay. The vessel was lying in deep water near rocks.

CSP, 1875, Vol. LXX, 42, 62, 146

CSP, 1880, Vol. LXVI, 66-67

<b>Site Name</b>	<i>Industry</i>
<b>Date of Loss</b>	17/01/1773
<b>Place of Loss</b>	Dingle Bay

Unspecified sailing vessel enroute from Philadelphia to Drogheda under Master Savage. It was lost in the Bay of Dingle and several Hands perished.

Larn & Larn

<b>Site Name</b>	<i>Jeune Aimée</i>
<b>Date of Loss</b>	11 Jan. 1849
<b>Place of Loss</b>	Dingle Bay

This vessel was enroute from Bordeaux to Cork when she was lost. The crew survived.

CSP, 1852-3, Vol. XCVIII, 2

<b>Site Name</b>	<i>Liberty</i>
------------------	----------------



**Date of Loss** 16/12/1794

**Place of Loss** Dingle Bay

Registered A1 with Lloyds this brig was enroute from St. Ubes (Portugal) to Cork under Master Blair. Totally lost in Dingle Bay but crew saved.

Larn & Larn

**Site Name** *Marquis of Wellington*

**Date of Loss** 14 Feb. 1826

**Place of Loss** Castlemaine Bay (often used for Dingle Bay)

This vessel was enroute from Demerara (Dutch Guyana) to Glasgow under Ross, when she was totally wrecked. One of the crew was lost.

Bourke, 1998, 124; L. L. no. 6092, 21 February 1826

**Site Name** *Nidaros*

**Date of Loss** 24 Nov. 1850

**Place of Loss** Dingle Bay

This vessel was enroute from Tromso (Norway) to Messina (Italy) when she was lost.

CSP, 1852-3, Vol. XCVIII, 5

**Site Name** *Reserve*

**Date of Loss** 16 March 1830

**Place of Loss** Dingle Bay

This new ship was enroute from Spain with 40 crew when she was blown off course into Dingle Bay. She anchored for two days, but on the third day the wind rose and she was wrecked. All on board were drowned.

Schools' Folklore Collection, Imleabhar 476, 57

**Site name** *Sulina*  
**Date of Loss** October 1860  
**Place of Loss** Dingle Bay

The 228-ton brig *Sulina* enroute from Falmouth to Dingle with cargo of Indian Corn was lost at the entrance to Dingle Bay.

Larn & Larn

**Site Name** *St. Michael*  
**Date of Loss** 23 Feb. 1773  
**Place of Loss** Dingle Bay

This vessel was enroute from Liverpool to Cadiz, under Elwood, when she put into Dingle Bay during a gale. Four days later she was driven from her anchors and went ashore. It was hoped to get the vessel off and to save the cargo.

L. L. no. 415, 16 March 1773

**Site Name** *Tasso*  
**Date of Loss** 10 March 1822  
**Place of Loss** west end of Dingle Bay

This vessel was enroute from Mirimichi (New Brunswick, Canada) to Liverpool, under Taylor, when she was wrecked.

Bourke, 1998, 123

**Site Name** *Union*  
**Date of Loss** 18 Jan. 1793

**Place of Loss** Dingle Bay

This vessel of Baltimore was enroute to Dublin with flaxseed when she was totally lost. The crew survived.

Bourke, 1998, 125; L. L. no. 2475, 29 January 1793

**Site Name** unknown

**Date of Loss** 6 Oct. 1851

**Place of Loss** Clohn Head (possibly Clogher Head?), Dingle

This American brig was driven ashore and had been a wreck for some months.

CSP, 1852, Vol. XLIX, 228-29

**Site name** unknown

**Date of Loss** 01/01/1858

**Place of Loss** Dingle Bay

Bales of leaf tobacco found floating in the Dingle Bay-thought to have come from some unknown smuggling vessel.

**Site Name** *Venus*

**Date of Loss** 25 Jan. / 23 Feb. 1773

**Place of Loss** Dingle Bay

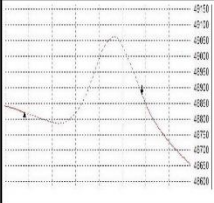
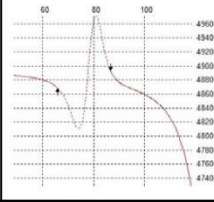

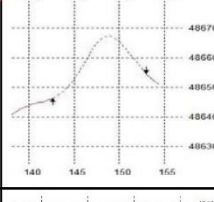
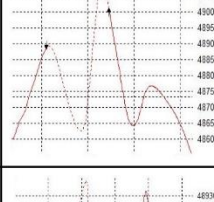

This Bristol vessel was enroute from St. Kitts (Caribbean) to Bristol under Capt. Taylor. She was abandoned by the crew and the vessel was wrecked. The crew survived.

Bourke, 1998, 127; L. L. no. 409, 23 February 1773; L. L. no. 420, 2 April 1773.

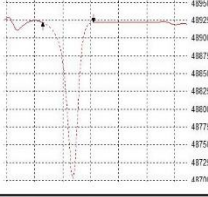
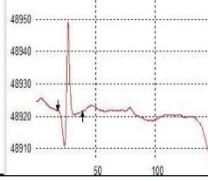
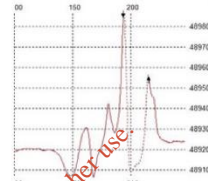
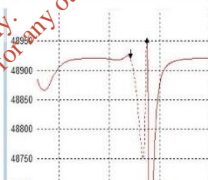

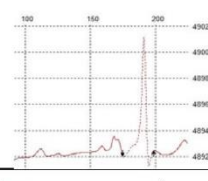
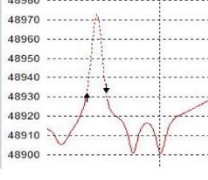
### 13.5 Appendix 5-Magnetometer Survey Ferrous Targets

Label	Description	Easting	Northing	Amplitude	Correlation	Identity (Buoys)	Images	Action Required
1	Negative unipole target. Close to the end of the slipway may be construction material.	444405.19	600802.59	100	8			Confirm with site observation or other
4	Dipole target. Small defined target adjacent to breakwater.	444372.89	600817.88	350				Identify by diving or geophysics
6	Dipole target again maybe the edge of an anomaly (T3).	444357.56	600760.41	10.167969	5			Identify by diving or geophysics
7	Dipole target same anomaly see at T40 and T42. West of small breakwater. Confirm if there is a plate adjacent	444281.52	600627.94	100	40.42			Confirm with site observation or other
8	Negative unipole target close to T 1 maybe to part of the same anomaly	444397.92	600797.47	80.160156	1			None
9	Dipole target. Possibly mooring?	444343.73	600886.69	1800				Confirm with site observation or other
10	Positive unipole target close to T12 possible same anomaly	444269.7	600710.53	50.359375				None

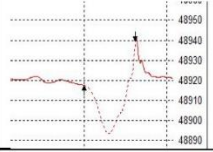
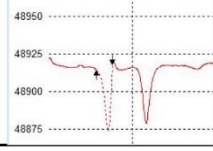


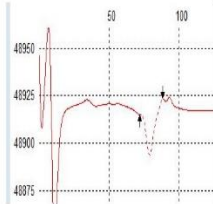
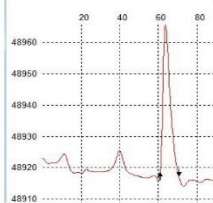


								
12	Dipole target. Huge Dipole target off the head of the pier.	444246.08	600748.88	230.691406				None
13	Dipole target. Isolated.	444235.8	600712.84	1420				Identify by diving or geophysics
15	Dipole target. Pontoon anchor or pile.	444167.86	600786.19	21.089644				Confirm
16	Positive dipole target located in a area of very low intensity near pier close to T17. Maybe Marina Piles or anchors	444127.72	600860.38	17				Confirm with site observation or other
17	Dipole target close proximity a marina in the harbour maybe an associated anomaly.	444127.72	600860.38	471.890625	16			Confirm with site observation or other
19	T19 Dipole target possibly edge of an anomaly T20	444139.45	600413.39	40	34			None

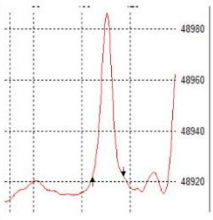
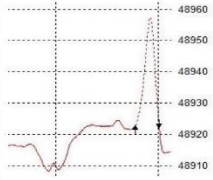
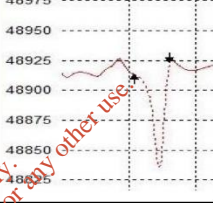
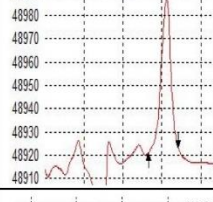
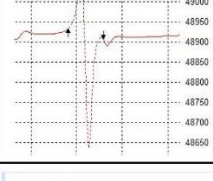
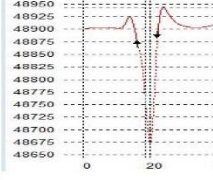
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20	Unipole negative target maybe be the same target as T19.	444299.66	620421.97	725			Identify by diving or geophysics
21	Dipole target	444140.03	620436.09	40.601563			None
24	Positive unipole located near T 25 and in close to Green Nav. Buoy 577 & 578	444231.3	620449.97	83	25 Green Nav. Buoy 577 & 578		None
25	Negative unipole target located near T 24 and in close Green Nav. Buoy 577 & 578	444239.63	620450.06	170	24 Green Nav. Buoy 577 & 578		None
26	Negative unipole target	444142	620476.03	370			Confirm with site observation or other
27	Dipole target	444120.3	620493.91	90.253125			Confirm with site observation or other
28	Positive unipole target, located near T 48	444262.95	620486.23	42.351563	48		Confirm with site observation or other

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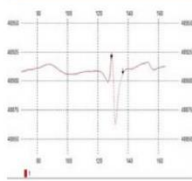
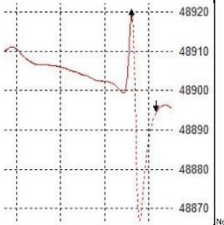
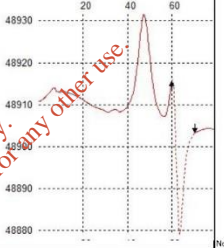
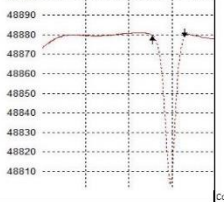
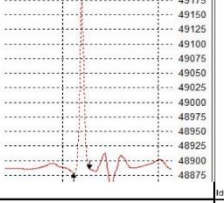
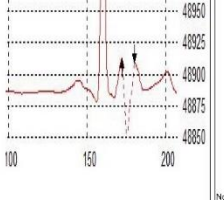
29	Negative unipole target	444279.52	600502.75	44.568438				Confirm with site observation or other
30	Negative unipole target	444254.5	600507.75	37.777344				None
32	Positive unipole target	444095.91	600548.20	715				Identify by diving or geophysics
33	Negative unipole target located near target 45	444159.06	600552.44	110				Confirm with site observation or other
34	Negative unipole target	444170.80	600562.06	75				None
35	Positive unipole target	444147.77	600584.63	40	38			None

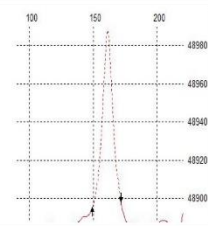

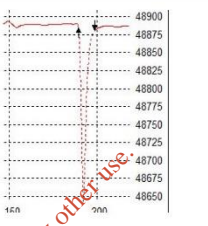
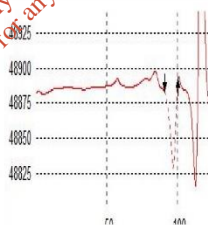
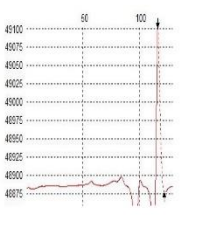
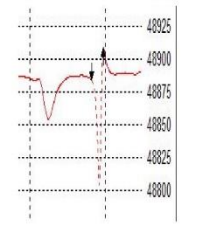
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36	Positive unipole target	444119.13	609578.03	70	37		Confirm with site observation or other
37	Positive unipole target	444118.09	609583.35	35	38		None
38	Negative unipole target, possibly same anomaly as T35	444153.14	609583.19	60.410156	35		Confirm with site observation or other
39	Positive unipole target	444159.07	609604.53	85			Confirm with site observation or other
40	Dipole target	444764.95	609621.56	200			Confirm with site observation or other
41	Negative unipole target	444156.83	609623.41	750			Confirm with site observation or other

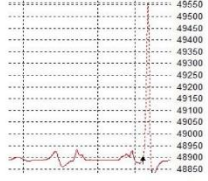
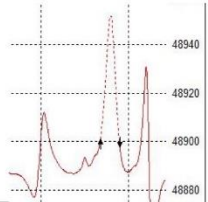

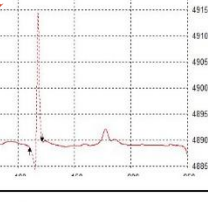
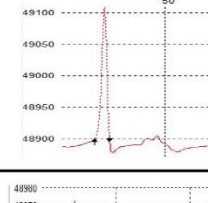
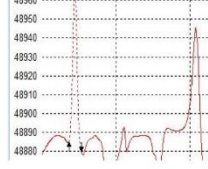
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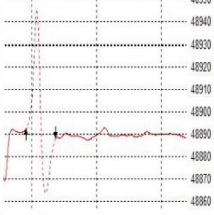
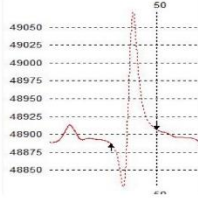
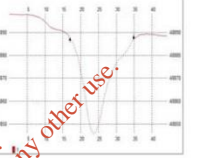
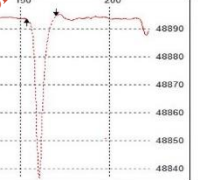
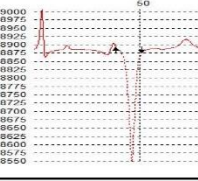
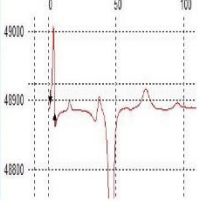
								
42	Negative unipole target	444274.37	609627.66	65.738283				None
43	Dipole target	444170.25	609674.41	55				None
44	Negative unipole	444262.95	609695.97	35				None
45	Negative unipole	444155.17	609546.25	75	33			Confirm with site observation or other
46	Positive unipole	444138	609545.69	300				Identify by diving or geophysics
47	Negative unipole target	444174.5	609502.39	55				None

								
43	Positive unipole target located near target 28	444264.77	600476.1h	90	2h			Confirm with site observation or other
44	Dipole target	444128.61	600466.23	1600				Identify by diving or geophysics
50	Negative unipole	444167.64	600441.72	223				Identify by diving or geophysics
51	Negative unipole close to the location of Red Nav Buoy 330	444192.3	600440.78	33				None
52	Negative unipole target	444266.39	600497.97	223				Identify by diving or geophysics
53	Negative unipole target	444118.03	600426.13	73	22			Identify by diving or geophysics

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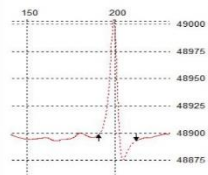


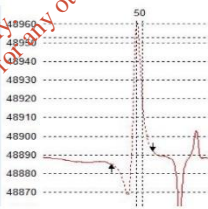
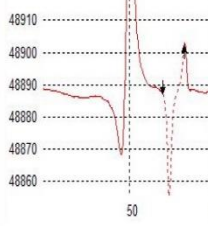
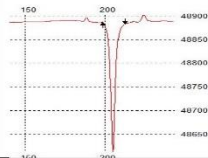
							
54	Positive unipole target maybe be from the same anomaly as T22	444139.95	600435.59	650	19		Identify by diving or geophysics
55	Positive unipole target close to T20 (found line 795)	444116.48	600435.34	54.167969			None
56	Dipole target	444164.44	600393.31	60			Confirm with site observation or other
57	Dipole target	444096.17	600389.47	299.21875			Identify by diving or geophysics
58	Positive unipole target	444090.33	600366.34	210			Confirm with site observation or other
59	Positive unipole target	444174.7	600362.64	82.179688			Confirm with site observation or other

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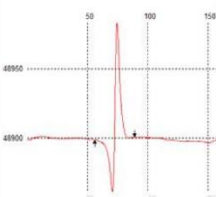
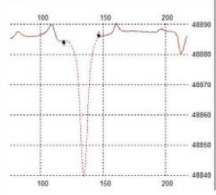
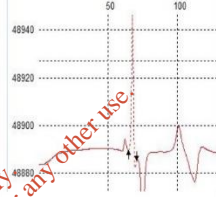
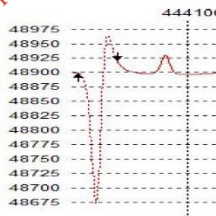
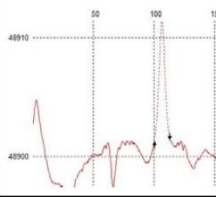
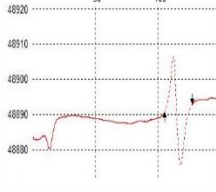
							
60	Dipole target	444118.89	600387.84	75			Identify by diving or geophysics
							
61	Dipole target	444062.77	600358.03	230			Identify by diving or geophysics
							
62	Negative unipole target	444156.73	600334.25	40			Confirm with site observation or other
							
63	Negative unipole target	444102.33	600307.03	52			None
							
64	Negative unipole target	444061.22	600304.41	300			Identify by diving or geophysics
							
65	Positive unipole target	444130.22	600296.25	125			Confirm with site observation or other

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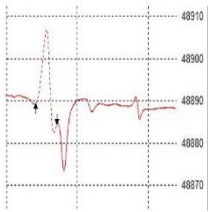
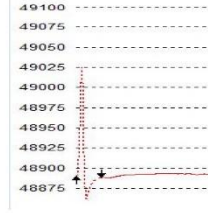
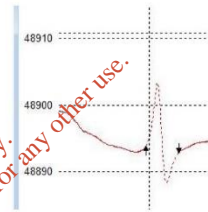
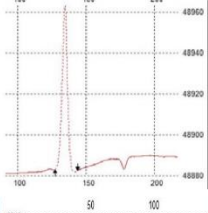
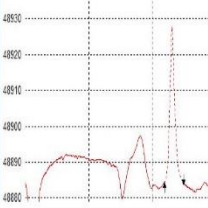


	Dipole target close to T64 seen in 64 line SP40	444090.33	600270.41	125			Identify by diving or geophysics
63	Dipole target	444237.78	600256.34	435			Identify by diving or geophysics
64	Positive unipole target	444271.78	600218.41	65			None
65	Dipole target	444243.59	600237.13	90			Confirm with site observation or other
70	Negative target maybe same anomaly as T71 seen in the 70 previous line	444134.09	600204.75	40	71		None
71	Negative unipole target	444134.98	600204.69	325	70		Identify by diving or geophysics

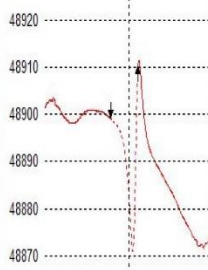
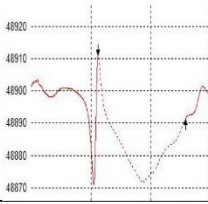

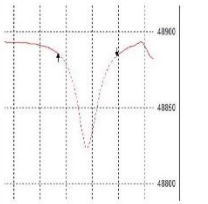
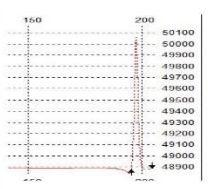
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73	Dipole Target:	444165.41	500163.69	150			Confirm with site observation or other
							
73	Negative unipole target	444120.88	500145.5	45.519531			None
							
74	Positive unipole target	444071.69	500017.81	55			Confirm with site observation or other
							
75	Dipole target	444147.67	599994.38	75			Identify by diving or geophysics
							
76	Positive unipole target (small range)	444151.11	599942.28	12			None
							
	Dipole target with a range of 48900-48950 (small range)	444169.2	599900.84	27.550781			None

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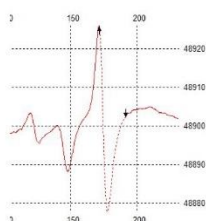
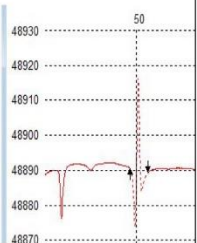

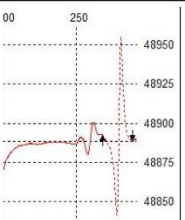
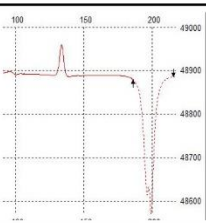
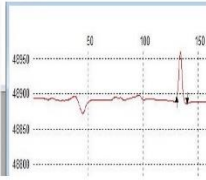
							
75	Dipole target:	444035.67	599569.04	25			None
75	Dipole target:	444227.27	599550.26	150			Identify by diving or geophysics
80	Dipole target:	444158.31	599645.88	12			None
81	Positive unipole target:	444169.7	599622.75	75			Confirm with site observation or other
82	Positive unipole target:	444064.8	599797.34	39.25			Confirm with site observation or other

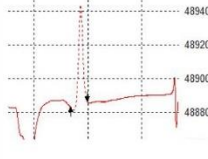
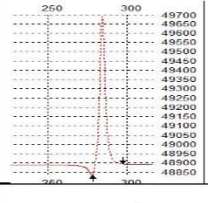
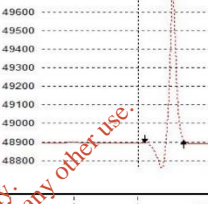

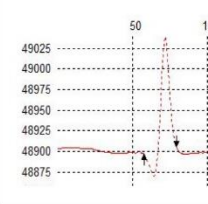
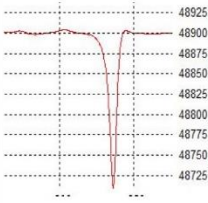
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83	Dipole target close to T84 found in this line	444136.58	599791.72	39.929668	Red Nav Buoy 125		None
84	Negative unipole target close to Red Nav Buoy 125	444135.73	599777.63	39	Green Nav Buoy 113		None
85	Dipole target close to a Green Nav Buoy 113	444191.88	599761.91	750	87		None
86	Negative unipole target close to T88 on DP90	444080.86	599768.78	50			None
87	Positive unipole target	444201.34	599749.91	1150	83		Identify by diving or geophysics

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88	Dipole target grouped together close to set of mud anomalies close to T86	444080.38	599726	42.5	91.94,95,97		None	
								
89	Dipole target close to Red Nav Buoy 069	444138.5	599621.88	40	99 Red Nav Buoy 069.02,7		None	
90	Negative unipole target	444220.06	599613.78	225				Identify by diving or geophysics
91	Dipole target	444079.09	599710.08	115,46875	88,94,95,97			Confirm with site observation or other
92	Negative unipole target	444145.88	599706.39	295				Identify by diving or geophysics
93	Positive unipole target	444066.92	599650.03	62.942426				None

							None
94	Positive unipole target	444059.35	599688.16	62	88,95,97		
							Identify by diving or geophysics
95	Positive unipole target	444081.75	599672.41	850	100,101		
							Identify by diving or geophysics
96	Dipole target close to targets 100 and 101	444132.91	599663.88	900	100,101		
							Confirm with site observation or other
97	Dipole target	444094.15	599673.16	53	88,94,95		
							Confirm with site observation or other
98	Dipole target	444248.47	599661.41	100			
							None
99	Negative unipole target close to Red Nav Buoy 069	444131.39	599626.25	200	99 Red Nav Buoy 069 1017		

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100	Dipole target located close to T36	444114.34	593058.91	78	96183		...	Confirm with site observation or other
101	Positive unipole close to T36	444115.32	593058.84	51.121024	96180			None

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