

Appendix 20.3: RCAHWW Data and GAT HER Data Gazetteer

RCAHWW Data

NPRN	NAME	PERIOD	TYPE	Category	NGR	Description	Event and Historical Information	Sources
41258	HOLYHEAD BREAKWATER	19th Century, Post Medieval	BREAKWATER	Breakwater	SH2405084150	Begun in 1848 and completed in 1873, the breakwater starts at the southwest end with an extended and consolidated rocky headland of rubble fill with massive squared blocks to the outer revetments forming a wharf and incorporating a masonry landing stage. A narrower pier runs some 2.16km from this point to the lighthouse (NPRN 41259) at the northeast end of the breakwater, enclosing the New Harbour. A railway (nprn 422647) ran along the breakwater to bring stone from the quarries (nprn 310333) for construction and maintenance.	N/A	N/A
240415	CLERMONT	Post Medieval	WRECK	Documented Loss	SH2536683451	N/A	N/A	N/A
240428	PLUTARCH	Post Medieval	WRECK	Documented Loss	SH2429783579	Archaeological remains associated with the loss of this vessel are not confirmed as present at this location but may be in the vicinity.	The PLUTARCH was a wooden sailing vessel belonging to the port of New Orleans. The vessel was wrecked to the west of Holyhead town on 10 September 1835. The Holyhead lifeboat rescued the crew of eleven.	Wynne-Jones, I, 2001, Shipwrecks of North Wales, 4ed, pg 61
240432	HOLYHEAD NEW HARBOUR MARITIME NAMED LOCATION	Multiperiod	SEASCAPE	Named Location	SH2488883691	The function of this record is solely for information retrieval purposes only. It has been generated to represent the centre of a diffuse geographical area which has the potential to include a great many wrecks and downed aircraft as suggested by repeated references to the area within documentary sources.	This inclusion of documentary references to shipping and aircraft losses enhances the usefulness of the National Monuments Record of Wales by providing an indication of the archaeological potential of any area. It also provides opportunities to seek matches between sites whose existence is proven on the seabed or in intertidal areas, but for which there is as yet no	N/A

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							<p>confirmed identity. Unfortunately, the location information provided for individual losses in documentary sources is often very poor. The bringing together of references to a loss from a variety of sources sometimes enables more precise locations to be established. However, in the interim, a recorded loss will be assigned to a spatial coordinate defined to represent the centre of the generalised area or topographic feature mentioned in the source as the loss location. Over time, it is likely that other casualties will be mentioned in association with the same area or topographic feature. These too will be given the same spatial coordinate. This coordinate is known as a Maritime Named Location. It may appear that many losses have occurred at this particular place at sea when NMRW records are displayed in Coflein mapping, but these casualties have only been temporarily assigned here pending additional information becoming available. This is the ongoing research being undertaken by RCAHMMW staff working with government stakeholders, sea users, local communities and individual researchers. Additional information about individual losses is always welcomed from users of the NMRW.</p>	

NPRN	NAME	PERIOD	TYPE	Category	NGR	Description	Event and Historical Information	Sources
240434	EDITH	Post Medieval	WRECK	Documented Loss	SH2488883691	Archaeological remains associated with the loss of this vessel are not confirmed as present at this location but may be in the vicinity.	The EDITH was a paddle-steamer belonging to the London and North Western Railway. On 8 September 1875 the EDITH collided with another London and North Western Railway paddle-steamer, DUCHESS OF SUTHERLAND. The EDITH sank inside the New Harbour and was not raised for two years. In December 1878 it was returned to service with screw propulsion.	Wynne-Jones, I, 2001, Shipwrecks of North Wales, 4ed pg 62-3
240438	WOODBINE	Post Medieval	WRECK	Documented Loss	SH2488883691	Archaeological remains associated with the loss of this vessel are not confirmed as present at this location but may be in the vicinity.	The WOODBINE was a schooner on passage from Charlestown to Fleetwood. On the night 1 February 1884 the WOODBINE was sheltering in Holyhead New Harbour when its anchor cable parted, and the schooner was driven ashore.	Wynne-Jones, I, 2001, Shipwrecks of North Wales, pg63
240448	DAHMONY	Post Medieval	WRECK	Documented Loss	SH2272583604	The character and extent of archaeological remains associated with the loss of this vessel is presently unknown.	The DAHMONEY was a cargo vessel owned by the African Steamship Company. On 6 April 1898 it was stranded between the South Stack lighthouse and the Holyhead harbour breakwater. The DUKE OF NORTHUMBERLAND took off 30 crewmembers, 9 passengers and the mail. Sixty tons of explosives were also removed.	Wynne-Jones, I, 2001, Shipwrecks of North Wales, 4 ed, pg66
240713	ADELAIDE	Post Medieval	WRECK	Documented Loss	SH2338084003	Archaeological remains associated with the loss of this vessel are not confirmed as present at this location but may be in the vicinity.	The ADELAIDE was a wooden sailing brig. At time of loss on 11 February 1841, the vessel was on passage from Charente to Liverpool with 500 casks of brandy. The brig went ashore at Cymryan and soon became a total wreck. The	Board of Trade Select Committee on Shipwrecks 1841 Appendix pg18 Carnarvon and Denbigh Herald, 10 February 1841

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							cargo was scattered along 6-7 miles of coast. Some 430 of the casks were eventually recovered and taken to the Custom House.	Gater, D, 1992, Historic Shipwrecks of Wales, pg91-2 Larn and Larn shipwreck database 2002
240786	MORNING STAR	Post Medieval	WRECK	Wreck (Finds)	SH2296384286	Archaeological remains associated with the loss of this vessel are not confirmed as present at this location but may be in the vicinity.	Various items from the wreck named as the MORNING STAR and lost off Anglesey in 1804 have been recovered and reported to the Receiver of Wreck, including cannon flints, and broken crockery/plates with a floral designs or blue and black stripes.	Receiver of Wreck Droits Database 2007, RCIM6/2/5
240963	UNNAMED WRECK	Post Medieval	WRECK	Dead' Wreck	SH2549183111	Wreckage was reported at this location in 1976. The full character and extent of any archaeological remains is presently unknown.	N/A	UK Hydrographic Office Wrecks and Obstructions Database. © Crown Copyright and database rights. Reproduced by permission of the Controller of Her Majesty's Stationery Office and the UK Hydrographic Office (www.ukho.gov.uk).
240964	UNNAMED WRECK	Post Medieval	WRECK	Dead' Wreck	SH2550883323	Wreckage was reported at this location in 1976. The full character and extent of any archaeological remains is presently unknown.	N/A	UK Hydrographic Office Wrecks and Obstructions Database. © Crown Copyright and database rights. Reproduced by permission of the Controller of Her Majesty's Stationery Office and the UK Hydrographic Office (www.ukho.gov.uk).
240965	UNNAMED WRECK	Post Medieval	WRECK	Dead' Wreck	SH2556083479	Wreckage was reported at this location in 1976. The full character and extent of any archaeological remains is presently unknown.	N/A	UK Hydrographic Office Wrecks and Obstructions Database. © Crown Copyright and database rights. Reproduced by permission of the Controller of Her Majesty's

NPRN	NAME	PERIOD	TYPE	Category	NGR	Description	Event and Historical Information	Sources
								Stationery Office and the UK Hydrographic Office (www.ukho.gov.uk).
240966	UNNAMED WRECK	Post Medieval	WRECK	Dead' Wreck	SH2528783613	Wreckage was reported at this location in 1976. The full character and extent of any archaeological remains is presently unknown.	N/A	UK Hydrographic Office Wrecks and Obstructions Database. © Crown Copyright and database rights. Reproduced by permission of the Controller of Her Majesty's Stationery Office and the UK Hydrographic Office (www.ukho.gov.uk).
240967	UNNAMED WRECK	Post Medieval	WRECK	Dead' Wreck	SH2514883340	Wreckage was reported at this location in 1976. The full character and extent of any archaeological remains is presently unknown.	N/A	UK Hydrographic Office Wrecks and Obstructions Database. © Crown Copyright and database rights. Reproduced by permission of the Controller of Her Majesty's Stationery Office and the UK Hydrographic Office (www.ukho.gov.uk).
240968	UNKNOWN COAL HULK	Modern	WRECK	Dead' Wreck	SH2502383409	Archaeological remains associated with the loss of this vessel are not confirmed as present at this location but may be in the vicinity.	A coal hulk was reported to have sunk at this location on 12 January 1922. Dispersals operations had been completed by 22 December 1922, when the wreck's warning buoy was removed (Notice to Mariners 9/22 and 95/23). In June 1957, HMS COOK reported no trace could be found and suggested that it was likely that any surviving remains had sunk into the mud.	UK Hydrographic Office Wrecks and Obstructions Database. © Crown Copyright and database rights. Reproduced by permission of the Controller of Her Majesty's Stationery Office and the UK Hydrographic Office (www.ukho.gov.uk).
240970	UNNAMED WRECK	Post Medieval	WRECK	Dead' Wreck	SH2442683366	Wreckage was reported at this location in 1976. The full character and extent of any archaeological remains is presently unknown.	N/A	UK Hydrographic Office Wrecks and Obstructions Database. © Crown Copyright and database rights. Reproduced by permission of the Controller of Her Majesty's

NPRN	NAME	PERIOD	TYPE	Category	NGR	Description	Event and Historical Information	Sources
								Stationery Office and the UK Hydrographic Office (www.ukho.gov.uk).
271900	BELT	Post Medieval	WRECK	Documented Loss	SH2498584400	Archaeological remains associated with the loss of this vessel are not confirmed as present at this location but may possibly be in the vicinity.	The BELT was a 61nt, wooden schooner built in 1851. At time of loss, the vessel was owned by J A Hunter of Newry and was under the command of master T Marks on a voyage to carry coal from Liverpool to Newry. The schooner was seeking the shelter of Holyhead harbour when it stranded on the outside of the breakwater.	Board of Trade Wreck Return 1889 Appendix C Table 1 pg120 (632) Larn and Larn Shipwreck Database 2002
271929	CUBA	Post Medieval	WRECK	Documented Loss	SH2505784275	Archaeological remains associated with the loss of this vessel are not confirmed as present at this location but may be in the vicinity.	The CUBA was a wooden brig built at Port Glasgow in 1839. Technical and configuration specifications are given as 240gt, 160nt; 75ft length x 19ft 6in breadth x 13ft 7in depth. On 16 September 1869 the CUBA departed from New York, carrying wheat to Dublin under the command of master J Stephenson (or master Prince, sources differ). On 10 November 1869 the brig was caught in a northerly force 7 gale, and whilst running for the shelter of Holyhead harbour the brig was stranded against the outside (northern side) of the breakwater. The CUBA went to pieces with the loss of five crewmembers, including the master. The master's wife and two children were also on board and were drowned.	Board of Trade Wreck Return 1869 pg7 (785) Larn and Larn Shipwreck Database 2002 Liverpool Mercury, 12 December 1869, issue 6802 Lloyds Register of British and Foreign Shipping 1 July 1868 - 30 June 1869, number 1054 in C North Wales Chronicle, 20 November 1869, issue 3039
271984	SCOTLAND	Post Medieval	WRECK	Documented Loss	SH2488883691	This record consists of a documentary reference to a shipping casualty which has been assigned to the maritime named location HOLYHEAD NEW HARBOUR pending more information which may allow	The SCOTLAND was a wooden schooner built by Rankin at Dumbarton in 1861. Technical and configuration specifications are given as 66.65gt, 67nt; 67ft 9in length x	Board of Trade Wreck Return 1867 Table 21 Part II pg36 (468) Larn and Larn Shipwreck Database 2002

NPRN	NAME	PERIOD	TYPE	Category	NGR	Description	Event and Historical Information	Sources
						a more precise location for the loss to be assigned.	18ft 4in breadth x 8ft 7in depth; 1 deck, 2 mast, rigging schooner, stern square, built carvel, head semi (?) woman, framework wood, fastened with iron bolts; official number 29190, signal LDNW. At time of loss on 2 December 1867, the vessel was owned by John Parry of Northop, Flint, master mariner, and registered at Chester (7 in 1862). The schooner was carrying a cargo of iron ore from Barrow-in-Furness to Briton Ferry when it was caught in a northerly force 10 gale. The schooner was blown against the Holyhead breakwater and wrecked. Two crewmembers lost their lives.	Lloyds Register of British and Foreign Shipping 1 July 1866 - 30 June 1867, number 290 in S Port of Chester Shipping Register 1855-1874, Flintshire Record Office S/3, folio 90
271985	STAR OF THE SEA	Post Medieval	WRECK	Wreck (Finds)	SH2397383992	Blue and white crockery lies scattered across the seabed immediately adjacent to the breakwater and gunflints have also been recovered, both may have been part of the general cargo of the STAR OF THE SEA.	The STAR OF THE SEA was a 550nt wooden barque belonging to the port of Liverpool. At time of loss on 1 March 1873, the vessel had been on passage from Liverpool to Old Calabar (Nigeria) under the command of master James Watson. The Board of Inquiry into the loss was told that the barque had left Liverpool on 27 February 1873 and had encountered a moderate gale. Problems with under manning, the heaviness of the yards and the stiffness of new gear and sails, made shortening the sails very difficult and the crew forced the captain to put back into Holyhead refusing the work the ship further. After sighting the South Stack light, the Master came on deck saying the tide would turn in 20 minutes and keep her off the land, then went below again.	Board of Trade Inquiry 1873 Part VI Table 42 pg123 (359) Carnarvon and Denbigh Herald, 3 March 1873 Holyhead British School (Boys Department) Logbook 1863-86, pg 259, Anglesey Record Office W/A/8/33 Larn and Larn Shipwreck Database 2002

NPRN	NAME	PERIOD	TYPE	Category	NGR	Description	Event and Historical Information	Sources
							<p>The sail maker then came aft and reported high land up ahead on the starboard bow and the Master was called. The port anchor was then let go and all sail clewed up. They then let go the starboard anchor but ten minutes later, just before midnight, the STAR OF THE SEA ran aground to become a total wreck. The Coastguard rocket apparatus was used to save the crew, who later alleged that the Master was often drunk. It was admitted he drank some spirits to relieve the pain of a dislocated shoulder. The barque's general cargo included 400 hogsheads and 100 barrels of rum. A large part of its cargo was carried out of the ships and strewn around. Many of the barrels and hogshead was dashed against the rocks and broken open. The logbook of the Holyhead British School (Boys Department) 1863-86 notes for the week 3 March -7 March 1873 that 'attendance very thin all day on Monday and to extent on Tuesday, the children having gone to see the wreck of the STAR OF THE SEA on Soldier's Point.'</p>	
272000	JOFUR	Post Medieval	WRECK	Documented Loss	SH2536383456	<p>Archaeological remains associated with the loss of this vessel are not confirmed as present at this location but may be in the vicinity.</p>	<p>The JOFUR was a wooden brig built by Jens Tellefsen at Grimstad in 1872. Technical and configuration specifications are given as 210gt, 202nt; 98ft 8in length x 24ft 8in breadth x 12ft 8in depth; 1 deck. At time of loss on 18 November 1893, the vessel was owned by B C Floresnaess of Lillesand and</p>	<p>Board of Trade Wreck Return 1893 Appendix C Table 1 pg129 (489) Larn and Larn Shipwreck Database 2002</p> <p>Lloyds Register of British and Foreign Shipping, 1 July 1892 - 30 June 1893, number 464 in J</p>

NPRN	NAME	PERIOD	TYPE	Category	NGR	Description	Event and Historical Information	Sources
							under the command of master N P Floresnaess. The brig was carrying a cargo of timber from Brevik, Norway, to Connah's Quay, when it was caught in a north-north-easterly hurricane (force 12) and blown onshore at Salt Island.	
272015	ELLEN	Post Medieval	WRECK	Documented Loss	SH2488883691	This record consists of a documentary reference to a shipping casualty which has been assigned to the maritime named location HOLYHEAD NEW HARBOUR pending more information which may allow a more precise location for the loss to be assigned.	The ELLEN is recorded as being a ketch. However, it seems likely that it may have been a ketch-rigged Weaver flat, the ELLEN having been built in 1837 at Winsford on the River Weaver. Typically, flats were 60-65ft length and 15ft beam. The ELLEN's tonnage is given as 53nt. The vessel was carrying 100tons of fire clay from Holyhead to Liverpool. On 2 December 1876, the ELLEN was at anchor inside the New Harbour with the mate and one other man onboard. The vessel sprang a leak during a south-south-easterly force 7. The crew abandoned ship and refused to return despite the urging of the master. All three are reported to have stood on the beach and watched the ELLEN founder.	Board of Trade Wreck Return 1876 Part III pg114-5 (315) and Appendix I-IV pg 75 (275) Larn and Larn Shipwreck Database 2002
272050	BUSY	Post Medieval	WRECK	Documented Loss	SH2467884102	Archaeological remains associated with the loss of this vessel are not confirmed as present at this location but may possibly be in the vicinity.	The BUSY was a wooden brigantine built by Robert Muir of St John's Newfoundland at Lunen506414506414 berg, Nova Scotia, in 1857. Technical and configuration specifications are given as 154gt, 133nt (or 171gt, 155nt); 93ft 8in length x 24ft 1in breadth x 11ft 7in depth. At time of loss, the vessel was owned and captained by J	Board of Trade Wreck Return 1893 Appendix C pg126 (487) Larn and Larn Shipwreck Database 2002 Memorial University of Newfoundland, 1998, Ships and Seafarers of Atlantic Canada CD

NPRN	NAME	PERIOD	TYPE	Category	NGR	Description	Event and Historical Information	Sources
							Starkey of Belfast but registered at Plymouth. The brigantine was carrying a cargo of phosphate from St Valery to Birkenhead and had sought shelter in Holyhead Harbour. A south-easterly force 10 gale caused the BUSY to drag its anchors. The brigantine was subsequently lost on the Holyhead breakwater on 17 November 1893.	
272079	DEVONPORT	Post Medieval	WRECK	Documented Loss	SH2488883691	This record consists of a documentary reference to a shipping casualty which has been assigned to the maritime named location HOLYHEAD OUTER HARBOUR pending more information which may allow a more precise location for the loss to be assigned.	The DEVONPORT was a wooden schooner built by Clibbert in 1853 at Appledore. Technical and configuration specifications are given as 147gt, 134nt; 89ft 7in length x 21ft breadth x 12ft 4in depth. At time of loss on 25 September 1897, the vessel was owned by J Samuel of Calstock and carrying coal from Runcorn to Plymouth under the command of master P C Samuel. The schooner was caught in a northerly force 10 gale and was in collision with the Plymouth registered schooner UNDAUNTED.	Board of Trade Wreck Return 1897 Appendix C Table 1 pg149 (587) Larn and Larn Shipwreck Database 2002 Lloyds Register of British and Foreign Shipping 1 July 1896 - 30 June 1897, number 229 in D
272097	GLADYS	Post Medieval	WRECK	Documented Loss	SH2488883691	The remains of this vessel are not confirmed as present at this location, rather this record has been assigned to the general maritime Named Location HOLYHEAD OUTER HARBOUR pending more information becoming available.	The GLADYS was a wooden sailing vessel, owned by H Owen, Holyhead. The vessel was at moorings near the Holyhead breakwater when it was caught by a southerly gale force 8 and foundered on 26 February 1905. The master, H Evans, and four crewmembers were also lost.	Board of Trade Wreck Return 1905 Appendix C Table 1 pg112 (602) Larn and Larn shipwreck database 2002
272112	SEAGULL	Post Medieval	WRECK	Documented Loss	SH2488483226	A wreck was reported at this location in 1976.	The SEAGULL was a 9nt wooden cutter which had been at anchor in the New Harbour on 2 October 1912. The cutter	Board of Trade Wreck Return 1912 Appendix C Table 1 pg93 (435)

NPRN	NAME	PERIOD	TYPE	Category	NGR	Description	Event and Historical Information	Sources
							broke free from its moorings in heavy weather and went ashore to become a total wreck near the Coastguard Station.	Larn and Larn Shipwreck Database 2002 UK Hydrographic Office Wrecks and Obstructions Database. © Crown Copyright and database rights. Reproduced by permission of the Controller of Her Majesty's Stationery Office and the UK Hydrographic Office (www.ukho.gov.uk)
272126	NIKITA	Post Medieval	WRECK	Documented Loss	SH2371683890	Archaeological remains associated with the loss of this vessel are not confirmed as present at this location but may be in the vicinity.	The NIKITA was a wooden schooner built by W Date & Sons at Kingsbridge in 1890. Technical and configuration specifications are given as 108gt 88nt; 84ft 2in length x 21ft 2in breadth x 10ft 2in depth. At time of loss on 21 December 1917, the vessel was owned by Albert Allen and W Monkton and under the command of J Searle. The schooner was carrying coal from Runcorn to St Brieuc when it stranded on Soldier's Point.	Board of Trade Wreck Return 1917 Part II Table A pg28 (2)
272128	ELWOOD	Modern	WRECK	Documented Loss	SH2536983350	Archaeological remains associated with the loss of this vessel are not confirmed as present at this location but may be in the vicinity.	The ELLWOOD was a wooden schooner built by Archibald McLaren at Montague, Prince Edward Island, in 1877. Technical and configuration specifications are given as 109gt, 91nt; 83ft length x 23ft breadth x 10ft depth; 2 masts. After building, the schooner was transferred to the port of Waterford. At time of loss on 28 February 1918, the vessel was owned by S E Pim of Wicklow and registered at Dublin. It was carrying a cargo of timber from Wicklow to	Board of Trade Wreck Return 1918 Part II table A pg29 (2) Larn and Larn Shipwreck Database 2002 Lloyds Register of British and Foreign Shipping 1 July 1914 - 30 July 1915, number 229 in E Memorial University of Newfoundland, 1998, Ships and Seafarers of Atlantic Canada, CD ROM

NPRN	NAME	PERIOD	TYPE	Category	NGR	Description	Event and Historical Information	Sources
							Garston under the command of master J Ward. The schooner ran onto Salt Island, Holyhead.	
272198	VARONS	Modern	WRECK	Documented Loss	SH2526283521	Archaeological remains associated with the loss of this vessel are not confirmed as present at this location but may be in the vicinity.	The VARONS was a wooden schooner of Latvian registry built by I Puhling (the owner at time of loss) at Oppiesgriew in 1920. Technical and configuration specifications are given as 216gt, 182nt; 105ft length x 26ft 9in breadth x 12ft 5in depth. On 6 March 1931, the vessel was under the command of its long time master Inenburg and was on passage to Teignmouth. The vessel ran onto Salt Island Point.	Larn and Larn Shipwreck Database 2002 Lloyds Register of British and Foreign Shipping 1 July 1925 - 30 June 1926, number 04614 in V
272239	FANNY TRUSS	Post Medieval	WRECK	Documented Loss	SH2488883691	This record consists of a documentary reference to a shipping casualty which has been assigned to the maritime named location HOLYHEAD NEW HARBOUR pending more information which may allow a more precise location for the loss to be assigned.	The FANNY TRUSS was a wooden schooner by Mulvey & Co at Chester in 1848. Technical and configuration specifications are given as: 56.17gt, 48.73rt; 63.7ft length x 16.9ft breadth x 7.6ft depth in hold; 1 deck, 2 masts, rigging schooner, stern round, built carvel, framework wood; official number 3148. The schooner was registered at Chester (10 in 1876, previously 11 in 1856 at Chester) and was owned at time of loss by Ellis Hughes of Connah's Quay, master mariner. The master on charge of the vessel was S Harding. The schooner caught fire in Holyhead harbour on 10 November 1883. The fire was fanned by a north-westerly force 8 gale and, as a consequence, the vessel was completely destroyed.	Board of Trade Wreck Return 1883 Appendix Parts 1-IV pg137 (579) Larn and Larn Shipwreck Database 2002 Port of Chester Shipping Register 1874 -1913, Flintshire Record Office S/5, folio 33

NPRN	NAME	PERIOD	TYPE	Category	NGR	Description	Event and Historical Information	Sources
272280	PERUANA	Post Medieval	WRECK	Documented Loss	SH2466384278	Archaeological remains associated with the loss of this vessel are not confirmed as present at this location but may be in the vicinity.	The PERUANA was a 469gt, 425nt wooden sailing vessel built in 1850. At time of loss, 18 October 1854, the PERUANA was registered at Liverpool and captained by master Fox. The report printed in Lloyds List on 25 October 1854 noted that a vessel had 'been lost on the back of New Harbour Breakwater; a handspike branded PERUANA has been picked, a topsail with the yard attached to it, has been found, also spars, rigging etc. The first fine weather, boats will go out to the spot.'	Larn and Larn Shipwreck Database 2002 Lloyds List, 25 October 1854, issue number 12662
272315	JAMES	Post Medieval	WRECK	Documented Loss	SH2535282694	Archaeological remains associated with the loss of this vessel are not confirmed as present at this location but may be in the vicinity.	The JAMES was a wooden sailing vessel on passage from Liverpool to Limerick under the command of master Bowden. On 24 April 1822, the vessel ran onto rocks at the entrance to Holyhead Harbour and was bilged.	Larn and Larn Shipwreck Database 2002 Lloyds List, 30 April 1822, issue number 5694
417531	MARINA, NEW HARBOUR, HOLYHEAD	Post Medieval	MARINA	New Harbour Marina	SH24048365	Marina, located on the western edge of New Harbour, Holyhead. The marina caters for some 300 berths.	N/A	Photographed during aerial reconnaissance by RCAHMMW on June 13th, 2008. L Osborne, 7th September 2012.
506414	UNNAMED WRECK	Post Medieval	WRECK	Dead' Wreck	SH2417183468	Archaeological remains associated with the loss of a vessel are not confirmed as present at this location but may be in the vicinity.	A wreck was reported at this location by local sports divers in 1976.	UK Hydrographic Office Wrecks and Obstructions Database. © Crown Copyright and database rights. Reproduced by permission of the Controller of Her Majesty's Stationery Office and the UK Hydrographic Office (www.ukho.gov.uk)

NPRN	NAME	PERIOD	TYPE	Category	NGR	Description	Event and Historical Information	Sources
506416	UNNAMED WRECK	Post Medieval	WRECK	Dead' Wreck	SH2402183938	Archaeological remains associated with the loss of a vessel are not confirmed as present at this location but may be in the vicinity.	A wreck was reported at this location by local sports divers in 1976. The area was surveyed in 1999 and 2000 but nothing was located.	UK Hydrographic Office Wrecks and Obstructions Database. © Crown Copyright and database rights. Reproduced by permission of the Controller of Her Majesty's Stationery Office and the UK Hydrographic Office (www.ukho.gov.uk)
506417	UNNAMED WRECK	Modern	WRECK	Dead' Wreck	SH2386883820	Archaeological remains associated with the loss of this vessel are not confirmed as present at this location but may be in the vicinity.	A concrete tank barge was reported to have sunk 70m from the northeast end of Soldiers Point in May 1985. The wreck was removed in 2002.	UK Hydrographic Office Wrecks and Obstructions Database. © Crown Copyright and database rights. Reproduced by permission of the Controller of Her Majesty's Stationery Office and the UK Hydrographic Office (www.ukho.gov.uk)
506418	UNNAMED WRECK	Post Medieval	WRECK	Dead' Wreck	SH2397784249	Archaeological remains associated with the loss of a vessel are not confirmed as present at this location but may be in the vicinity.	A wreck was reported at this location by local sports divers in 1976.	UK Hydrographic Office Wrecks and Obstructions Database. © Crown Copyright and database rights. Reproduced by permission of the Controller of Her Majesty's Stationery Office and the UK Hydrographic Office (www.ukho.gov.uk)
506968	SARO LONDON II K6927	Modern	AIRCRAFT	Documented Loss (Aircraft)	SH2488883691	<p>Archaeological remains associated with the loss of this vessel are not confirmed as present at this location but may be in the vicinity.</p> <p>Any remains of this aircraft are designated as a Controlled Site under the Protection of Military Remains Act 1986. For further information on this Act and its administration with regard to aircraft, please contact the Joint Casualty and Compassionate Centre, RAF Innsworth, Gloucester, GL3 1RZ.</p>	<p>This London was delivered to 204 Sqn on 8 June 1936. It was returned to Saunders Roe for conversion on 17 February 1937 before being taken by 204 Sqn when it left for Australian tour 2 December 1937. On 15 December 1937, the engine cut out and it was ditched into the sea 52 miles off Akyab, Burma. It was towed to SS JALAGOPAL but was damaged in collision with the towing ship. It was then</p>	<p>Halley, J, 1976, Royal Air force Aircraft K1000 - K9999, pg56</p> <p>Halley, J J, 1998, The K File, pg278</p> <p>McNeil, R, 2003, Royal Air Force Coastal Command Losses of the Second World War, pg24</p> <p>WWW resources: http://www.mod.uk/DefenceInternet/AboutDefence/W</p>

NPRN	NAME	PERIOD	TYPE	Category	NGR	Description	Event and Historical Information	Sources
							<p>assigned to 201 Sqn on 1 October 1939 and 240 Sqn on 11 November 1939. On 5 February 1940, it was being flown by P/O Willis and P/O H A B Porteous from Oban to Calshott. The weather deteriorated and the pilot decided to head for Holyhead Harbour. Visibility was down to about 200 yards or less and he had difficulty in deciding where to land. Whilst flying at 50ft over the harbour, he saw another London II at moorings which flashed at him to indicate its position. P/O Porteous decided to land alongside, but whilst making the very low, right-hand turn, the starboard wing tip float touched the water and the machine crashed, sinking 10 minutes later. The starboard wings had been torn off and the hull split open. The crew were not seriously hurt and were picked up by the harbour motorboat. The final annotations on the aircraft's service history state that it was struck off charge, damaged beyond repair, after total flying hours 432.35.</p>	<p>hatWeDo/Personnel/SPVA /AviationArchaeology.ht</p>
518593	INNER PLATTERS, HOLYHEAD BAY	Multiperiod	SEASCAPE	Navigational Hazard	SH2549783075	A small rocky pinnacle to the north of the inner harbour arm is shown on an historic chart.	N/A	Historic Admiralty Chart 2011_A2 RCAHMW digital collections sourced from the UK Hydrographic Office and first published in 1850
519050	OUTER PLATTERS BUOY	Post Medieval	NAVIGATION AID	Documented Navigational Aid	SH2532883962	A 'Buoy with bell' is shown on historic charts.	N/A	Historic Admiralty Chart 1473-A2, RCAHMW digital collections sourced from the UK Hydrographic Office (published 1843)

NPRN	NAME	PERIOD	TYPE	Category	NGR	Description	Event and Historical Information	Sources
								Historic Admiralty Chart 1413_A1, RCAHMW digital collections sourced from the UK Hydrographic Office (published 1839)
519068	FOG SIGNAL GUN, SALT ISLAND	Post Medieval	NAVIGATION AID	Documented Navigational Aid	SH2527583253	A small rectangular building is shown on historic charts with the annotation 'Fog Signal Gun'. However, modern aerial photography reveals that the site is now likely to be under the tarmac of the ferry terminal.	N/A	Historic Chart 1413_A1, RCAHMW digital collections sourced from the UK Hydrographic Office, published 1839 NAW Aerial Photography 2006-9
519069	OUTER PLATTERS, HOLYHEAD BAY	Multiperiod	SEASCAPE	Navigational Hazard	SH2506583807	A reef, once marked with a buoy (see NPRN 519050).	N/A	Historic Chart 1413_A1, RCAHMW digital collections sourced from the UK Hydrographic Office, published 1839 NAW Aerial Photography 2006-9
519080	PERCH, COASTGUARD SLIPWAY	Post Medieval	NAVIGATION AID	Documented Navigational Aid	SH2501583077	A post with a round ball on top is shown on an historic chart.	N/A	Historic Chart 1413_A1, RCAHMW digital collections sourced from the UK Hydrographic Office, published 1839
519082	BEACON, HOLYHEAD NEW HARBOUR	Post Medieval	NAVIGATION AID	Documented Navigational Aid	SH2416083446	A post is shown on an historic chart marking a small rocky outcrop.	N/A	Historic Chart 1413_B1, RCAHMW digital collections sourced from the UK Hydrographic Office, published 1839 Historic Chart 1473_A2, RCAHMW digital collections sourced from the UK Hydrographic Office, published 1843
519083	SKINNERS ROCK, HOLYHEAD NEW HARBOUR	Multiperiod	SEASCAPE	Navigational Hazard	SH2530883701	A small reef, closely associated with the Outer Platters and once marked with a buoy (see NPRN 519084).		Historic Chart 1413_B1, RCAHMW digital collections sourced from the UK Hydrographic Office, published 1858

NPRN	NAME	PERIOD	TYPE	Category	NGR	Description	Event and Historical Information	Sources
519084	SKINNERS ROCK BUOY, HOLYHEAD NEW HARBOUR	Post Medieval	NAVIGATION AID	Documented Navigational Aid	SH2528283663	A buoy is shown marking the rocky outcrop of Skinners Rock (see NPRN 519083).	N/A	Historic Chart 1413_B1, RCAHMW digital collections sourced from the UK Hydrographic Office, published 1858
519102	BEACHING GROUND, NEWRY BEACH, HOLYHEAD	Post Medieval	LANDING POINT	Beaching Ground	SH2450183250	The annotation 'beaching ground' is shown on an historic chart to cover an area of Newry beach, likely to suggest where vessels could be run ashore in emergency. Modern aerial photographs show a slipway, rocky outcrops and a beach bisected by groyne.	N/A	Historic Chart 1413_B1, RCAHMW digital collections sourced from the UK Hydrographic Office, published 1858 NAW aerial photography 2006-9
519107	DOCK, HOLYHEAD OLD HARBOUR	Post Medieval	DOCK	Holyhead Old Harbour	SH2543882630	In association with the graving dock (see NPRN 519067) that formerly existed inside the harbour arm, a much smaller open dock also appears on an historic chart. The dock, orientated east-west, was only some 20m in length. Modern aerial photographs show that the dock has been infilled.	N/A	Historic Chart 2011_A1, RCAHMW digital collections sourced from the UK Hydrographic Office, published 1850 NAW aerial photography 2006-9
519108	NEW JETTY, HOLYHEAD OLD HARBOUR	Post Medieval	JETTY	Documented Maritime Structure/Site	SH2547882832	An L-shaped jetty, running east-west, is shown extending from the south side of the northern harbour arm on an historic chart.	N/A	Historic Chart 2011_A1, RCAHMW digital collections sourced from the UK Hydrographic Office, published 1850
519110	SHEAR LEGS, HOLYHEAD OLD HARBOUR	Post Medieval	CRANE	Documented Maritime Structure/Site	SH2532182877	The former location of the shear-legs (a form of two-legged lifting device used in dockyards for tasks such as lifting masts and heavier parts of the rigging on board) is shown on an historic chart on the quayside. The site is now occupied by a terminal building.	N/A	Historic Chart 2011_A1, RCAHMW digital collections sourced from the UK Hydrographic Office, published 1850 NAW aerial photography 2006-9
519152	ANCHORAGE, HOLYHEAD OLD HARBOUR	Post Medieval	ANCHORAGE	Documented Maritime Structure/Site	SH2528582568	One of three anchorage areas in the lee of Salt Island shown on an historic chart (see NPRN 519153-4). This one being inside the Pibeo Rocks. The area has been reclaimed with the harbour wall having been extended outwards and is now in industrial use.	N/A	Morris, L, 1748, Plans of Harbours, Bars, Bays and Roads in St George's Channel, plate 7

NPRN	NAME	PERIOD	TYPE	Category	NGR	Description	Event and Historical Information	Sources
519153	HOLYHEAD OLD HARBOUR ANCHORAGE AREA	Post Medieval	ANCHORAGE	Documented Maritime Structure/Site	SH2543282775	One of three anchorage areas in the lee of Salt Island shown on an historic chart (see NPRN 519152 and 519154). This one being within the present-day entrance to the harbour.	N/A	Morris, L, 1748, Plans of Harbours, Bars, Bays and Roads in St George's Channel, plate 7
519154	ANCHORAGE, HOLYHEAD OLD HARBOUR	Post Medieval	ANCHORAGE	Documented Maritime Structure/Site	SH2514482689	One of three anchorage areas in the lee of Salt Island shown on an historic chart (see also NPRNs 519152-3). This one being opposite the main quay.	N/A	Morris, L, 1748, Plans of Harbours, Bars, Bays and Roads in St George's Channel, plate 7
525222	MARY ANN	Post Medieval	WRECK	Documented Loss	SH2488883691	This record comprises a documentary reference to a shipping casualty which has been assigned to the maritime named location HOLYHEAD NEW HARBOUR pending more information which may allow a more precise location for the loss to be assigned.	The MARY ANN was a wooden schooner built at Barmouth in 1842 (possibly by Griffith Thomas, a shareholder in 1859). Technical and configuration specifications are given as 72.97gt; 56.6ft length x 19ft breadth x 9.95ft depth in hold; 1 deck, 2 masts, rigging schooner, stern square, build carvel, head female bust, framework wood; official number 17145. At time of loss, the vessel was owned by Evan Pierce of Porthmadoc, master mariner, although subject to a mortgage of £40 at 5 percent interest secured from William Jones of Porthmadoc, sailmaker. The MARY ANN's Port of Caernarvon Shipping Register entry (32 in 1859) is closed with the annotation 'Vessel ran into and sunk in Holyhead Harbour 29 January 1882'.	Port of Caernarfon Shipping Register 1855-1859, Gwynedd Archive Service XSR/16, folio 8 Port of Caernarfon Shipping Register 1874-1893, Gwynedd Archive Service XSR/19, folio 229

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Site Name	NPRN	NGR	Category	Period	Type	Broad Class	Description
Mackenzie Landing,	34023	SH2465783290	Other Structure	POST MEDIEVAL	LANDING PIER	Maritime	Built 1892. Long pier with right angle end and steps to water. Named after a superintendent of the Marine Yard.(Donald Insall Associates Ltd., 2003).

Newry Beach, Holy Island							
Beaching Ground, Holy Island	34011	SH2441283305	Landscape	POST MEDIEVAL	BEACH ACCESS	Maritime	Shown as such on Calver's map of 1857. This was deliberately formed by tipping small stone which was waste from the breakwater operations, as no suitable beaching ground existed. (Donald Insall Associates Ltd., 2003).