

Shaded relief image of the RMS *Leinster* acquired during CV08_03

LOCATION

Location	19 km ESE of Howth Head
Coordinates	-5° 47 34.22 W 53° 18 51.48 N
Depth of Water	28 m

VESSEL INFORMATION

Vessel type & Flag	Passenger steamer British
Vessel Dimensions	109.7 m (l), 12.8 m (b), 8.2 m (d)
Date of building	1896

DETAILS OF SINKING

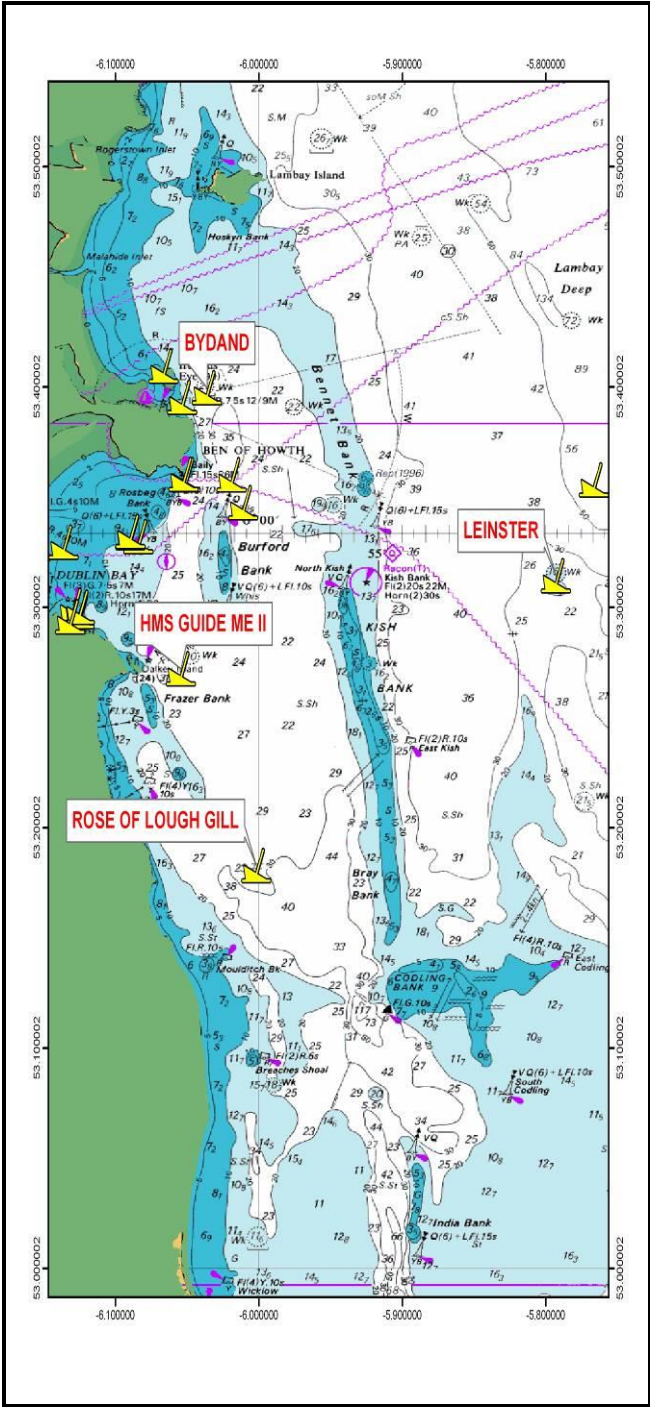
Date of loss 10/10/1918

Circumstances of loss

Torpedoed and sunk by German submarine *UB-123* whilst en route between Dun Laoghaire and Holyhead. The third hit caused a great explosion and the vessel listed to the port and sank bow-first in fifteen minutes. 501 of the 771 on board lost their lives.



RMS LEINSTER



VESSEL HISTORY

The RMS *Leinster* was Holyhead to Dun Laoghaire's mail boat during the First World War. This vessel is Dun Laoghaire's very own *Lusitania*. The RMS *Leinster* belonged to the City of Dublin Steam Packet Company, carried passengers and mail between Ireland and Wales. During the conflict the Irish Sea was the scene of much U-boat activity and the Germans had made several attempts to sink boats of the mail service before this. The mail boats were relatively fast vessels and relied on speed rather than convoy protection to carry them safely across the Irish Sea.

The *Leinster* was attacked by the German submarine *UB-123* on 10 Oct. 1918 off the Kish Bank. It was carrying 771 passengers, about 400 of these would have been soldiers bound for England and the Continent. The ship was torpedoed twice, three minutes apart. The first torpedo struck the post office quarters, killing all but one of the post office staff. In total there were only 256 people rescued, most of the survivors being taken to hospital in Dun Laoghaire. This represents one of Dun Laoghaire's greatest tragedies.

The National Maritime Museum's (Dun Laoghaire) display on the *Leinster* includes an original model, documents from, and relating to the vessel and a porthole from the wreck of the ship.

DIVE INFORMATION

The *Leinster* lies about 22 km west of Dun Laoghaire (40 minutes to over an hour, depending on the weather) with her bow pointing south. The bow stands proud of the seabed, a little apart from the rest of the wreck, which is largely collapsed and settling into the sands. When the visibility is good, there is plenty of marine life to see - shoals of fish, congers, etc. The wreck is subject to strong tidal currents outside of slack water, so best dived on a neap tide. In poor visibility (especially on springs) it can be hard to navigate, so a distance line is useful. A further consideration is that it lies in the path of the HSS ferry. Permission to dive the wreck should be obtained from the owner, Desmond Brannigan, who can be contacted via the Irish Underwater Council.

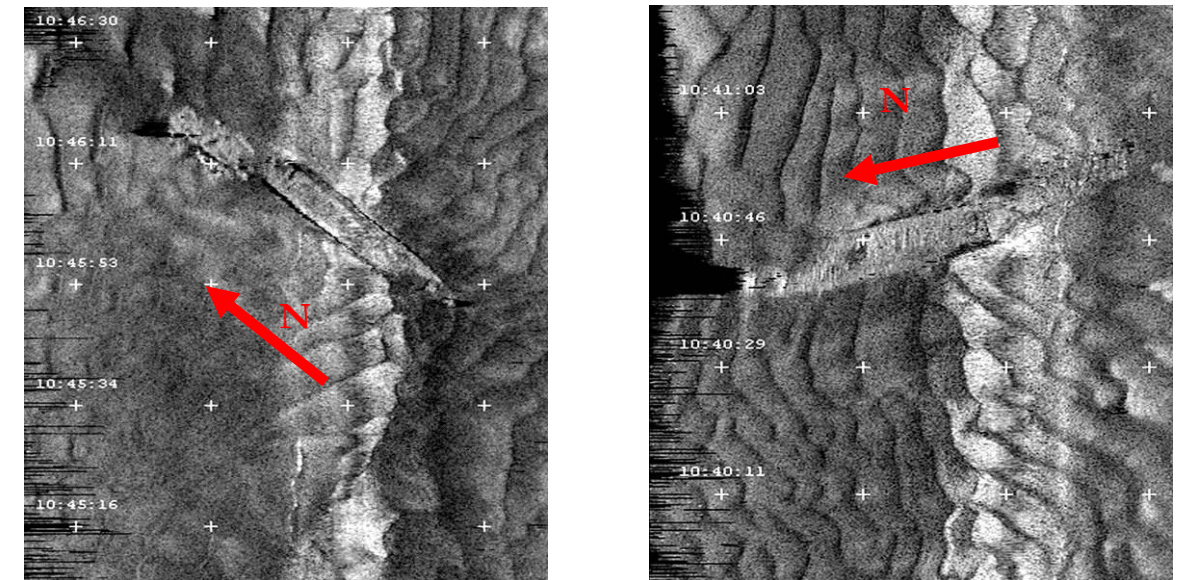
ABOUT INFOMAR

Covering some 125,000 square kilometres of underwater territory, INFOMAR (the **I**Ntegrated Mapping **F**Or the Sustainable Development of Ireland's **M**ARine Resource) project will produce integrated mapping products covering the physical, chemical and biological features of the seabed. INFOMAR will initially focus on 26 priority bays and three priority areas around the coast delivering: hydrographic maps, illustrating everything from sandbars to underwater canyons and cliffs; seabed classification maps showing the type of sediment on the seabed. INFOMAR provides key baseline data to support coastal and inshore development. Making this information available to the world aims to stimulate research and development of Ireland's 220 million acres under the sea. The data will be of interest to fisheries managers, aquaculture operators, coastal zone managers and engineers, offshore engineering interests, licensing authorities and those carrying out environmental impact assessments. Indeed this unique dataset is of interest in its own right because of the sheer volume of data collected

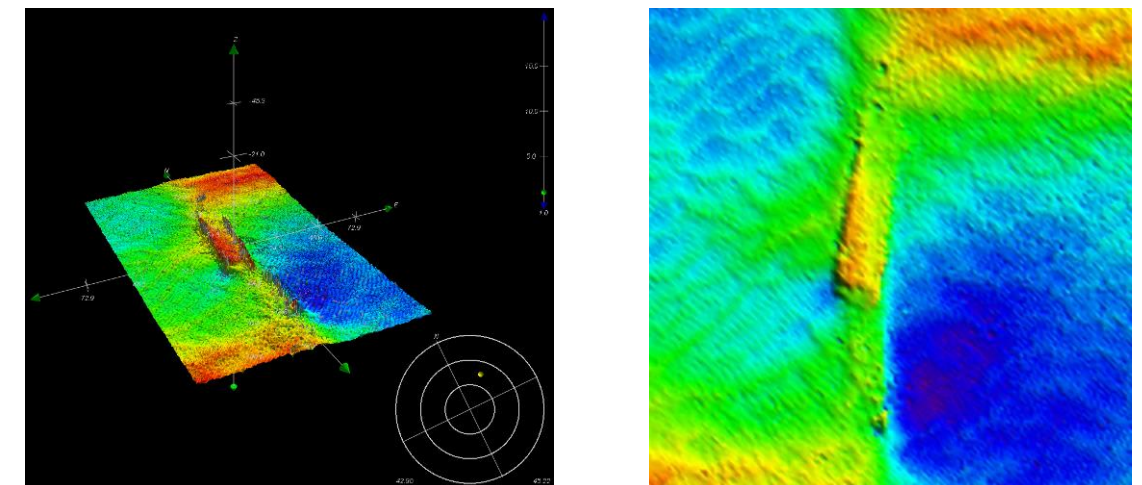
FURTHER READING/REFERENCES

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RMS LEINSTER IMAGERY



Length 112 m, Width 15.5 m, Maximum Height 3.5 m, Average Height 2.4 m



The RMS *Leinster* is orientated N-S on the seafloor and has a sediment scour developed on her east side. The hull structure is clearly seen and she appears to be upright, albeit broken in two amidships.

A postcard image of the RMS *Leinster* departing from Dun Laoghaire (Courtesy of the Underwater Archaeology Unit)

