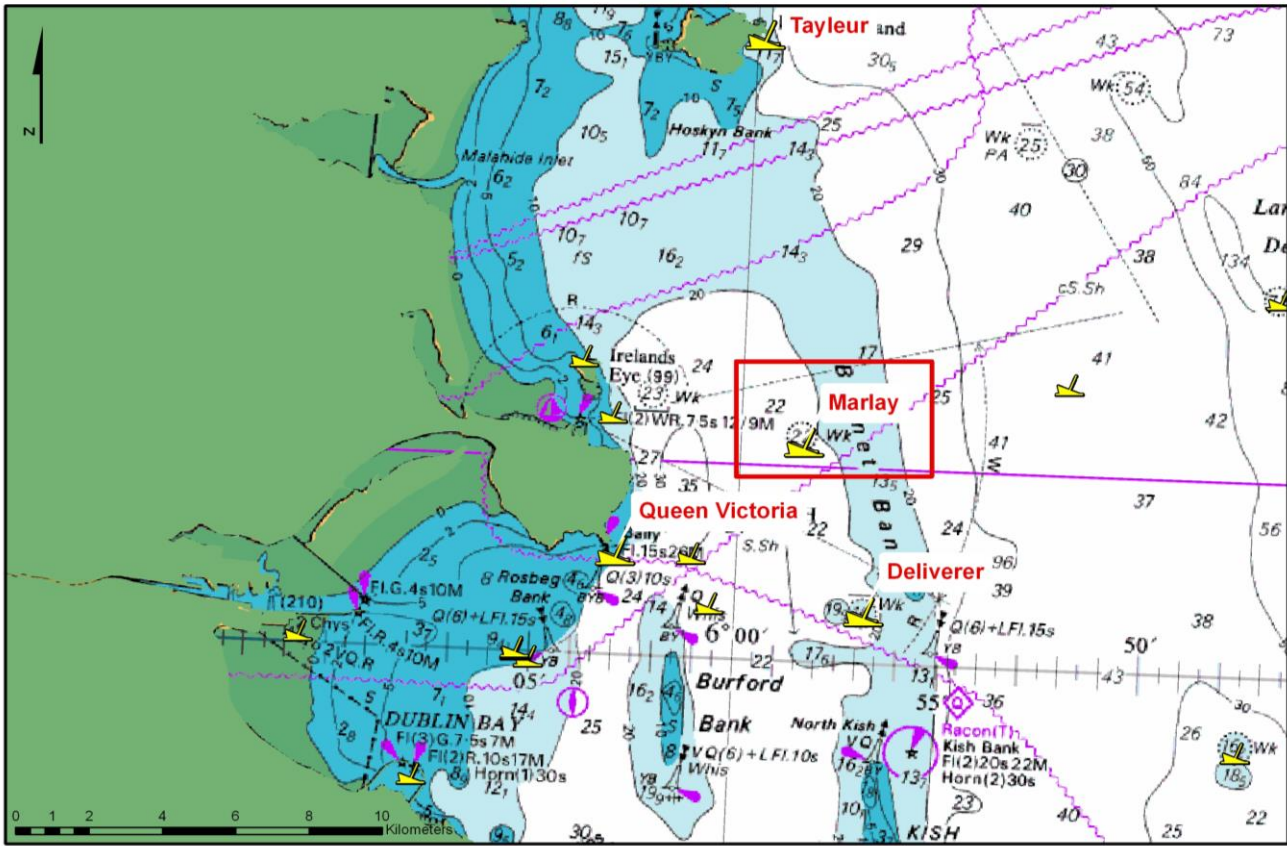
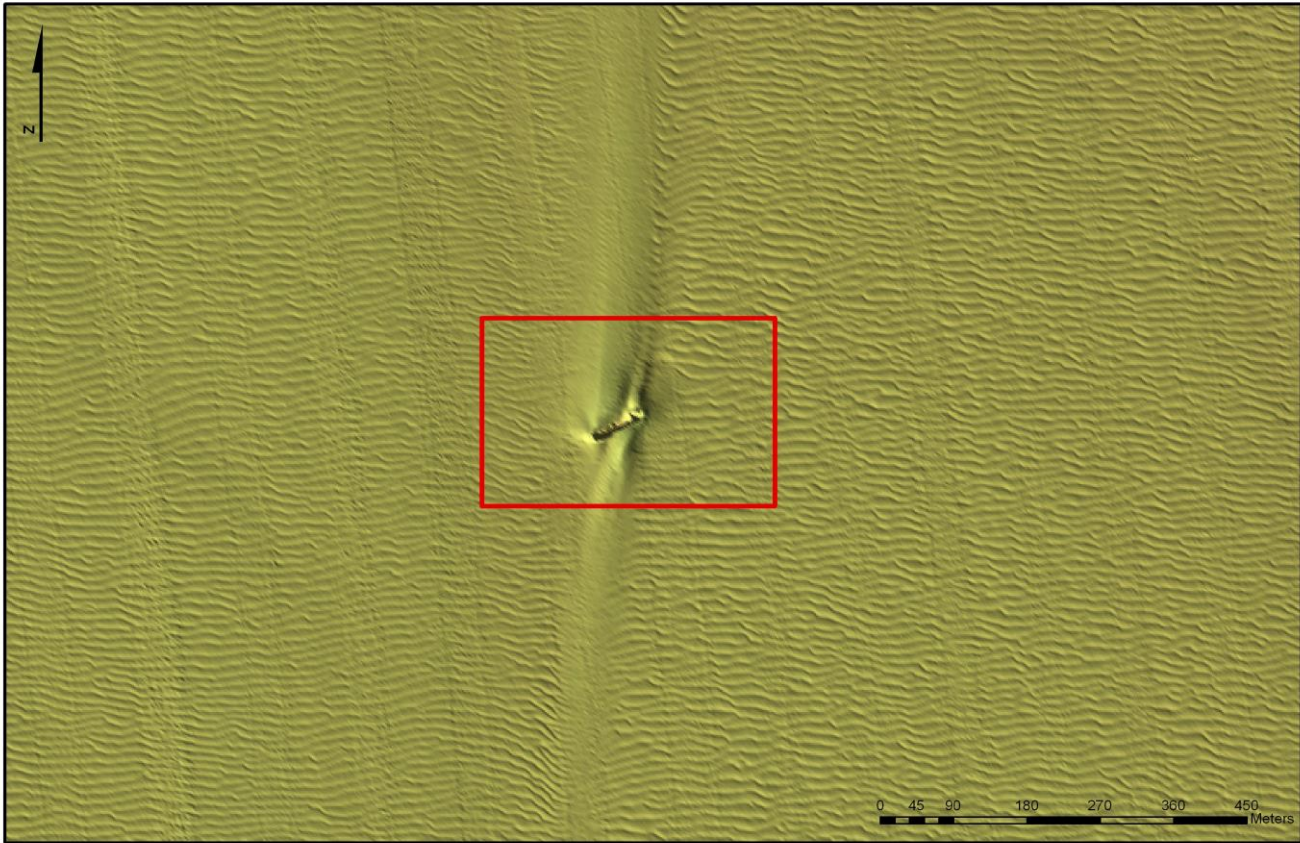


WRECK IMAGERY



Above the location of the *Marlay* east of Howth Head and below the *Marlay* clearly visible in the 2m NE shaded relief image acquired during CV08_03 survey.



LOCATION

Location	4km E of Howth Head
Coordinates	-05° 58' 38.16" W 53° 23' 18.05" N
Depth of Water	21.5 m

VESSEL INFORMATION

Vessel type	Steam Collier
Flag	British
Vessel Dimensions	61 m (l), 10.5 m (b), 5 m (d)
Date of building	1890

VESSEL HISTORY

The *Marlay* was a 798 ton, 61m long steel steamer collier, built by Workman Clarke & Co. of Belfast in 1890. It was owned by coal merchants, Tedcastle, McCormick & Co. of Dublin and had a compound expansion engine delivering 170 NHP.



Integrated Mapping for the Sustainable Development of Ireland's Marine Resource



Geological Survey
Suirbhéireacht Gheolaíochta
Ireland | Éireann

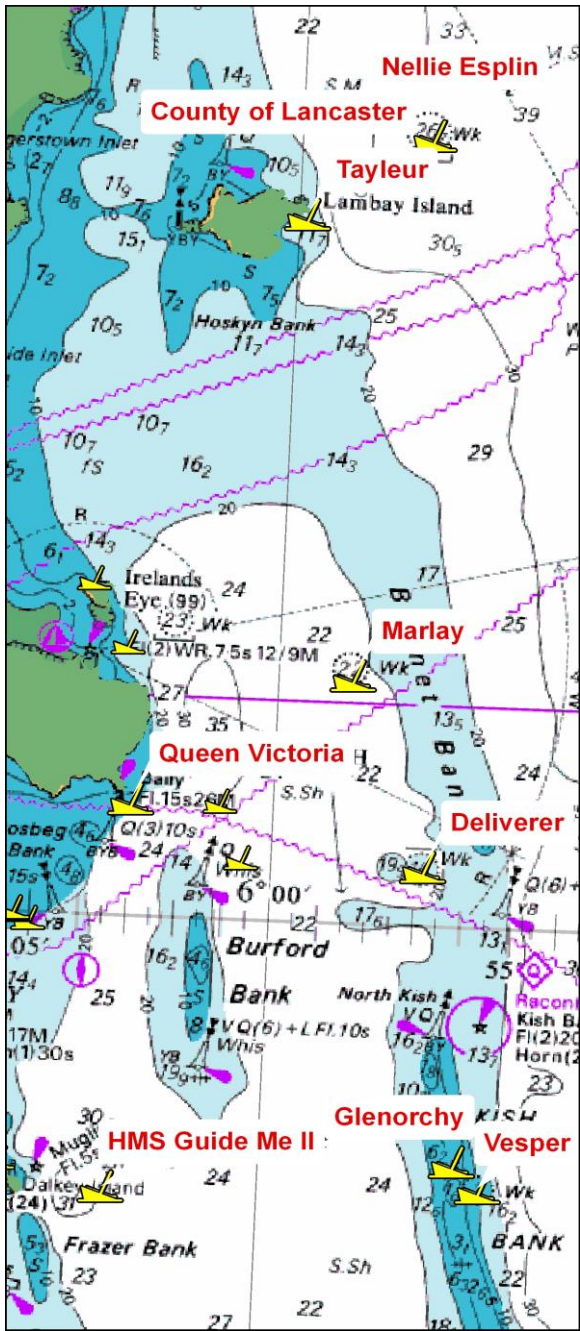


Marine Institute
Foras na Mara



An Roinn
Ealaíon, Oidhreacht agus Gaeltachta
Department of
Arts, Heritage and the Gaeltacht

MARLAY



DIVE INFORMATION

The *Marlay* left Liverpool for Dublin at 2pm, Monday 15th December 1902 with a 900 ton cargo of coal under the command of Captain J. Hamilton of Liverpool. After passing Holyhead, the *Marlay's* progress was slowed by bad weather and heavy seas. The ferocity of the storm increased as the *Marlay* neared the Irish coast and the crew were forced to man the pumps as the vessel began to take on water through leaking hatches. By four in the morning, conditions had got so bad, Captain Hamilton ordered the crew to man the lifeboats as the vessel was listing to the starboard side. As able seaman Michael McGlue tried to lower the starboard boat, a huge wave smashed into the port side of the vessel washing the starboard lifeboat overboard along with McGlue clinging onto to it. McGlue struggled to climb into the lifeboat but was not able to make it back to the *Marlay* owing to the intensity of the storm. The *Marlay* sank within 5 minutes with the loss of all 15 remaining on board. McGlue was the sole survivor and was picked up in the boat by passing steam trawler *Peter Johnson* near Rockabill at 10.15 that morning and was brought to Dublin. This tragic episode led to the foundation of a widow and orphans fund to help the 11 wives that were left widowed and the 49 children left fatherless.

DIVE INFORMATION

The wreck is orientated NE-SW lying on its starboard side with its bow pointing to the SW, towards Howth Head. The hull of the wreck lies largely intact but the superstructure has collapsed. There is coal scattered on the seabed around the wreck.

Wrecks over 100 years old and archaeological objects found underwater are protected under the National Monuments (Amendment) Acts 1987 and 1994. Significant wrecks less than 100 years old can be designated by Underwater Heritage Order (UHO) on account of their historical, archaeological or artistic importance

As the *Marlay* is over 100 years old, it is protected and a license is required to dive the site which can be obtained from:

<https://www.archaeology.ie/licences/dive-survey-licence>

ABOUT INFOMAR

Covering some 125,000 square kilometres of underwater territory, INFOMAR (the **IN**tegrated Mapping **FO**r the Sustainable Development of Ireland's **MAR**ine 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

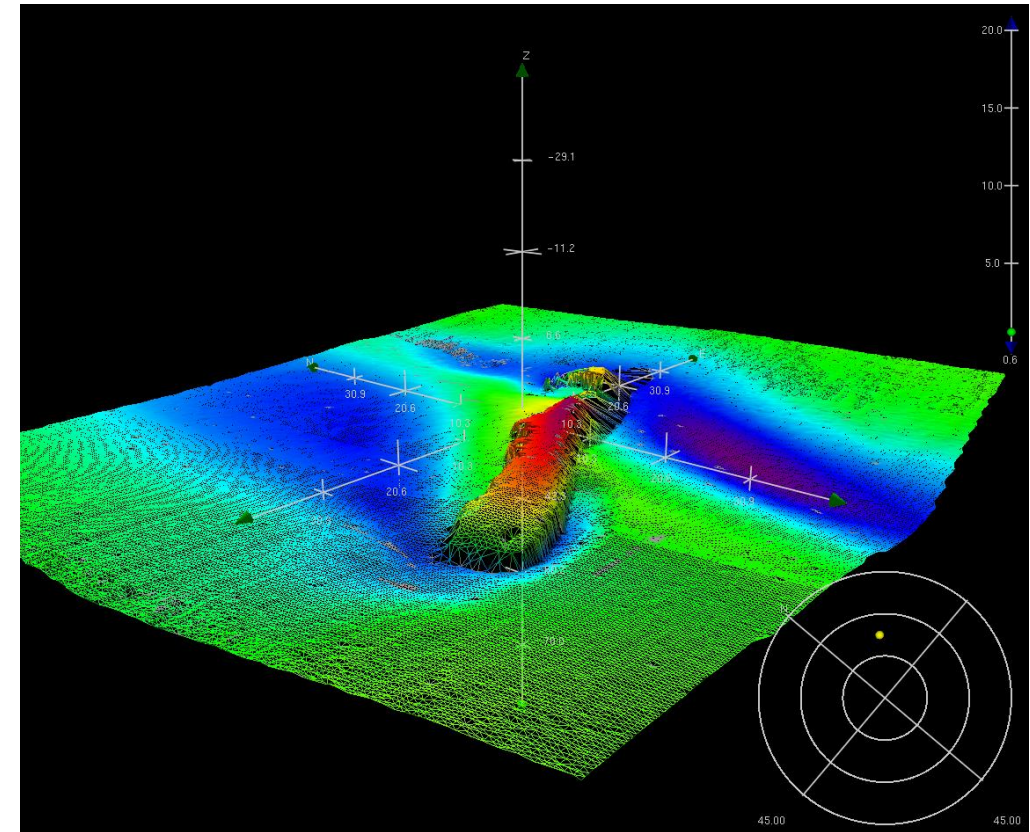
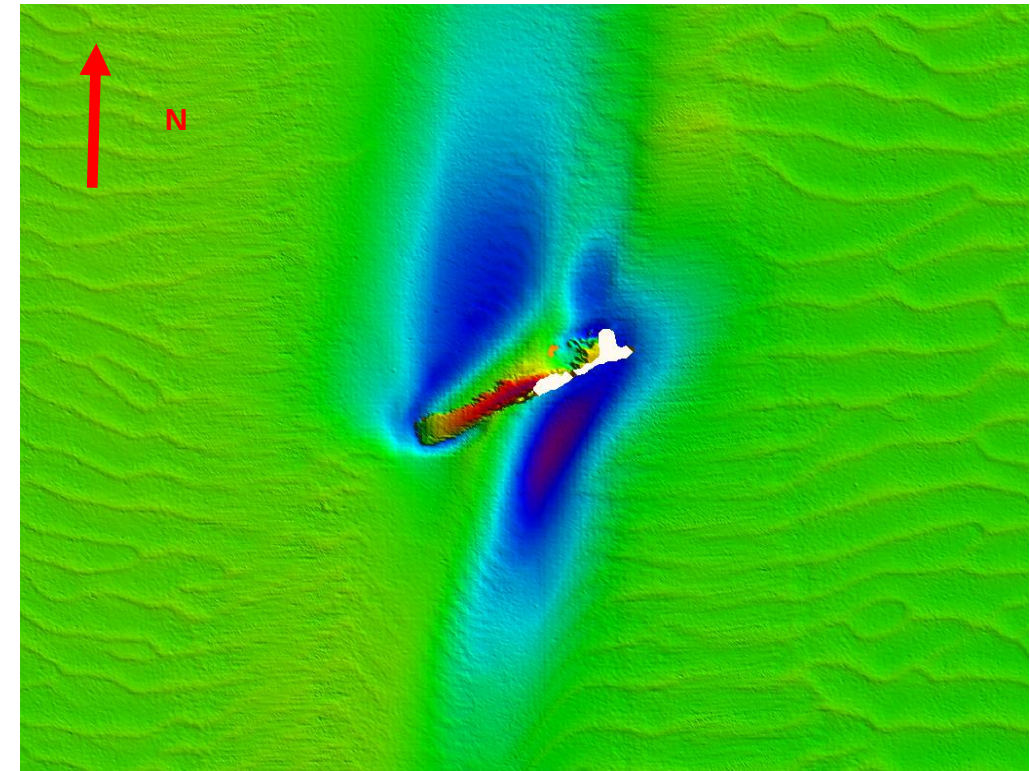
FURTHER READING/REFERENCES

www.infomar.ie

www.irishwrecksonline.net

<https://www.archaeology.ie/underwater-archaeology>

WRECK IMAGERY



Above: 3D and plan view images of the *Marlay* acquired using Caris Hips & Sips Software