

**Welsh Wreck Web Research Project
(North Cardigan Bay)
On-line research into the Sinking of:
RMS Leinster (Steamship)**



RMS Leinster

**Report compiled by:
Gareth J.S. Davies**

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1.0 Abstract

Since 2001 the Malvern Archaeological Diving Unit (MADU) has developed a database of vessels known to have wrecked around the coast of Wales.

This project is to discover information relating to the history of the steamship RMS Leinster built by Laird Brothers Ltd, Birkenhead in 1896.

The RMS Leinster was one of 4 ships named after Irish provinces to conduct mail and passenger services between Ireland and Great Britain. The RMS Leinster sailed the Kingstown (Dun Laoghaire) Dublin to Holyhead route.

On Oct 10th 1918, the RMS Leinster was torpedoed shortly after departing Kingstown for Holyhead. The RMS Leinster attempted to return to Kingstown but was again struck by torpedoes and sank within 10 minutes. From records, 564 people lost their lives in the attack which included crew, postal sorters, civilians and military personnel.

The timing of the attack almost resulted in the U.S.A pulling out of the Peace Agreement to end WW1.

On Oct 16 1918, all U-boats were informed to return to Germany from patrol and the U-boat war conducted against Great Britain ceased.

The RMS Leinster was sunk with the highest loss of life on an Irish owned ship.

The research has been conducted from information gathered from MADU and on-line sites as I do not reside in the U.K.

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2.4 Contributors

Ian Cundy MADU Archaeological Diving Unit,
Nautical Archaeology Society (Regional co-ordinator for Wales)

2.5 Abbreviations

MADU	Malvern Archaeological Diving Unit
MNL	Mercantile Navy List
LR	Lloyds' Registry

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3.0 Introduction

The steamship RMS Leinster was chosen as:

- it covered a period of sea history covering WW1.
- it was a similar ship and time to other ships I had researched from the MADU Wreck list.
- although the ship is outside the area of interest of the research project the RMS Leinster was an important part of maritime history between Ireland and Great Britain.
- I live overseas online information would be my priority research tool and similar to my previous research a ship from this period should be reasonably well documented online.

The following topics form the basis of the research:

- What were the vessel's specifications?
- What historical information is available relating to the vessel?
- Has any salvage, etc. been carried out?
- Have there been any previous reports produced relating to the vessel?

4.0 Background

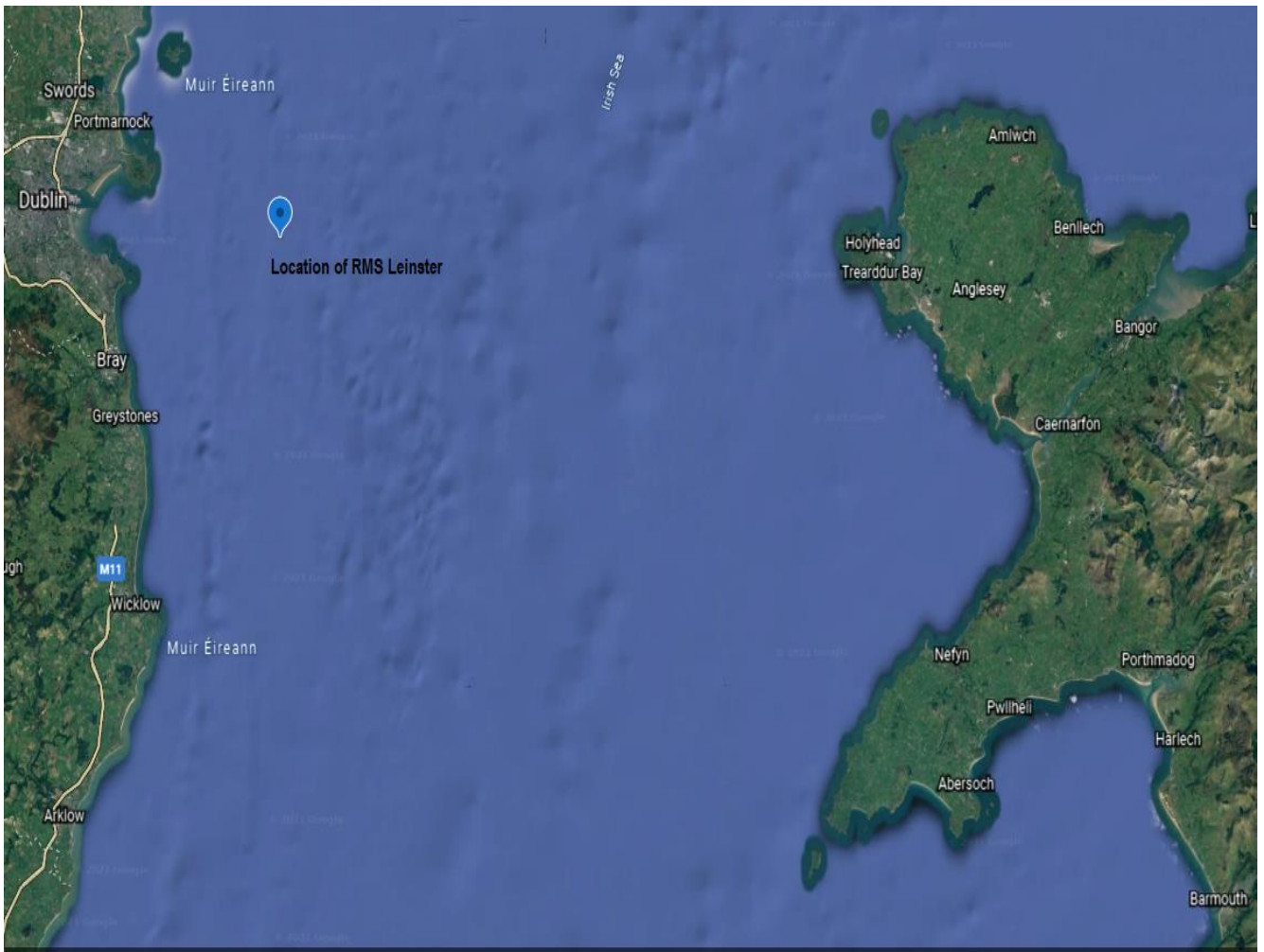
Prior to starting this research the only known data available to me was from the MADU Master Wrecksite Database Listing (Table 1) supplied by Mr Ian Cundy.

Table 1: Extract from MADU Master Wrecksite Database

Date Wrecked	Name	Location 1	Location 2	Details	Vessel Type	Matls	Ref.
10/03/1918	Leinster	4 miles ESE of Kish L.S	53° 18' 41.48"N, 05° 47' 34.22"W		Stm	Stl	RHIW

On Oct 10 1918, the RMS Leinster sailing from Kingstown (Dun Laoghaire) Dublin to Holyhead route was sunk by UB-123 approximately 4 miles ESE of the Kish Lightship. 564 people lost their lives in the sinking.

Fig 1: Reported Location of the Sinking of the RMS Leinster



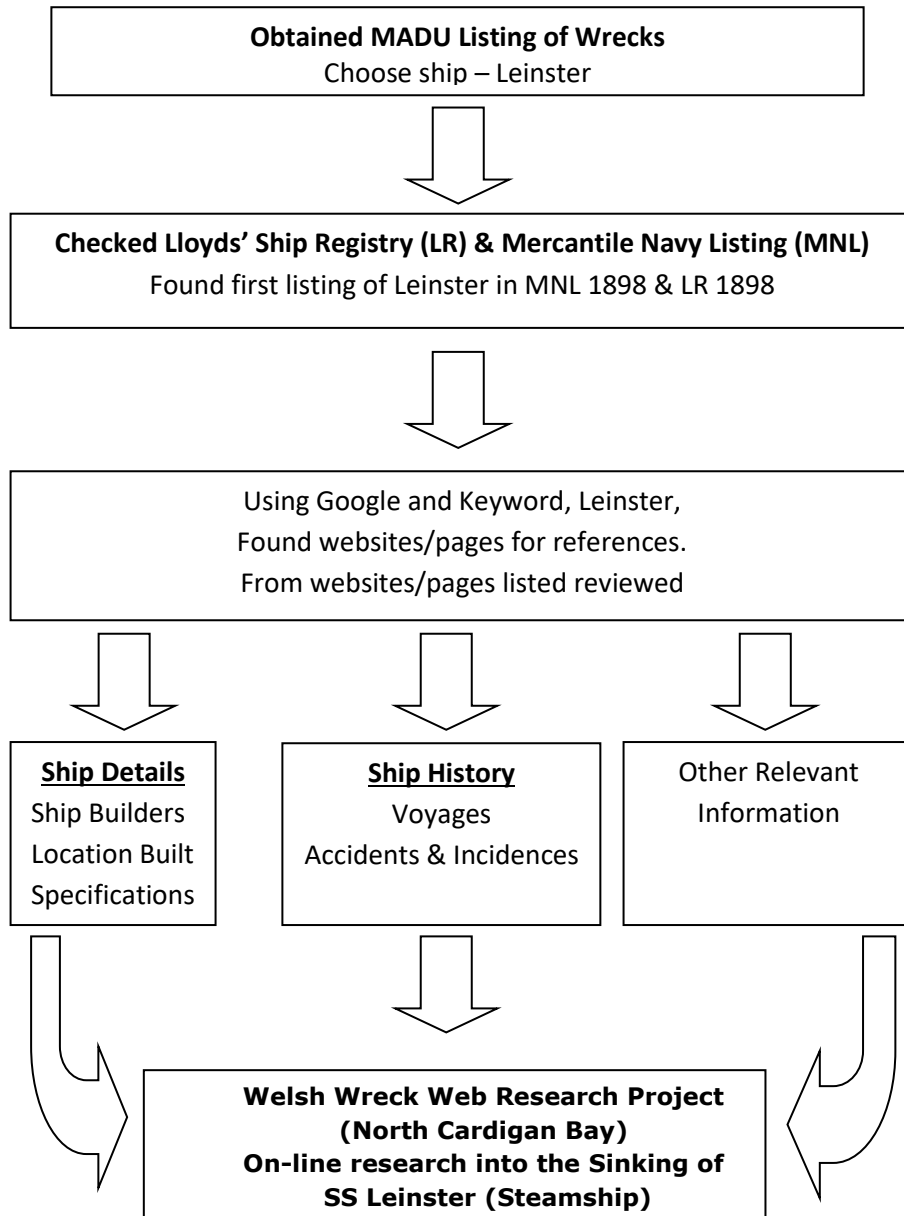
5.0 Research Methodology

Computer System

Acer Desktop 64 bit OS; 8 GB Memory, wireless connection.
Windows 10Pro
Microsoft Office 2007

Search engines used: Google Chrome

Methodology



See Section 9 for list of websites viewed

6.0 Results

Table 2: RMS Leinster (Steamship) Specification and History

Vessel	Name/s	RMS Leinster		
	Type	Steamship		
		Ferry Passenger		
Built	Date	Laid Down: N/A		
		Launched: 12/09/1896		
		Delivered: 01/1897		
		Cost: £95,000		
	Builder	Laird Brothers Ltd. Birkenhead. Yard#: 613		
Construction	Materials	Steel		
	Decks	3		
	Bulkheads	N/A		
	Others	one 12 pounder gun mounted on stern		
Propulsion	Type	Steam		
		2 screws		
Engine	Details	2 x T4cyl		
		(2x29, 2x45, 4x48, 48 x 33in),		
		H.P: 529 nhp; 24 knots		
	Boilers	Laird Brothers Ltd. N/A		
Drive	Type	Propeller		
	Number	2		
Dimensions	Length	360 ft	0 ins	m
	Beam	41 ft	5 ins	m
	Draught	27 ft	3 ins	m
Tonnage	Gross	2632 grt		
	Net	747 nrt		
	Deadweight	N/A dwt		
Owner	First	City of Dublin Steam Packet Co. Ltd., Dublin		
Registry	Port	Dublin		
	Flag	GBR		
	Number	104974		
	Code	P.Y.K.C.		
History	Routes	Kingstown (Dun Laoghaire) Dublin - Holyhead v/v		
	Cargo	Mail, Passengers		
Final Voyage	From	Kingstown (Dun Laoghaire), Dublin		
	To	Holyhead		
	Captain	William Birch		
	Crew	75		
	Passengers	728 (22 postal sorters; 200 civilian passengers; 506 military personnel)		
	Cargo	Mail		
	Date	10/10/1918		
	Location	53° 18' 41.48"N, 05° 47' 34.22"W, 4 miles E of Kish L.S		
	Cause	Torpedoed without warning by UB-123		
	Loss of life	Captain & Crew 37, Postal Sorters 21 Civilians 148, Military 358		
	Outcome	Sunk.		

7.0 Analysis

- The steamship RMS Leinster was built and launched at Laird Brothers Ltd., Birkenhead for the City of Dublin Steam Packet Co. Ltd. in 1896 (Appendix A, B, C, D).
- RMS Leinster conducted passenger and mail services between Kingstown (now Dun Laoghaire) and Holyhead Wales.
- Feb 27 1898, RMS Leinster broke by 6 minutes the existing record of 2 hours and 30 minutes for the crossing between Holyhead and Kingstown (Appendix E).
- Oct 6 1918: U.S. President Woodrow Wilson received the following message from Germany: "The German Government requests the President of the United States to arrange the immediate conclusion of an armistice on land, by sea and in the air."
- Oct 10 1918 at 9:00am the RMS Leinster (Appendix K) departed Carlisle Pier, Kingstown (now Dun Laoghaire) for Holyhead Wales. Until Oct 01 1918 the same voyage had been conducted at night.
- The weather was fine as the RMS Leinster sailed although conditions in the Irish Sea were rough due to recent storms resulting in a number of Royal navy ships returning to Holyhead earlier that day.
- At ~10:00am and ~16 miles from Kingstown a torpedo fired by U boat UB-123 (Appendix L) was sighted in the water approaching the portside but passed in front of RMS Leinster. Shortly afterwards a second torpedo struck the portside around the area of the sorting office. The effect of the explosion also blew a hole in the starboard side.
- The RMS Leinster attempted to return to port. Initial casualties were few and life boats were launched. But with speed reduced and the ship sinking, a third torpedo was fired and struck the starboard practically blowing it to pieces. The Leinster sunk within 12 minutes; bow first (Appendix M, N, O).
- Most casualties occurred from the torpedoes but many people died while waiting to be rescued due to the sea conditions. Survivors were picked up by HMS Lively, HMS Mallard, HMS Seal and other ships and transferred to hospitals in Dun Laoghaire and Dublin. Reports of some bodies washing up on the Llyn Peninsula were also made.
- Oct 14 1918, October U.S. President Woodrow Wilson replied to the German Government saying, among other things, that there can be no peace as long as Germany attacks passenger ships.
- Oct 21 1918, Reinhardt Scheer, Admiral of the German High Seas Fleet, signaled his submarines: "To all U-boats: Commence return from patrol at once. Because of ongoing negotiations any hostile actions against merchant vessels prohibited. Returning U-boats are allowed to attack warships only in daylight. End of message. Admiral."
- R.M.S. Leinster was sunk with the highest ever loss of life on an Irish owned ship and lies in approximately 33m water depth.
- In 1991, the anchor of the RMS Leinster was raised and officially dedicated as a war memorial on Jan 28 1996 (Appendix P).
- In 2018, a set of commemorative stamps were issued of the RMS Leinster (Appendix Q).

From newspapers the RMS Leinster was recorded:

1899

Feb 25: Steward from SS Leinster drowned in boating accident at Holyhead.

1902

Jun 15: Picked up 9 men from sunken steam trawler (Appendix F).

Sep 08: Sailing from Holyhead to Kingstown struck the Kish Lightship Albatross which sank.

The lightship crew abandoned and were picked up by the RMS Leinster (Appendix G).

1903

Nov 27: Experience rough seas departing Holyhead which displaced a ventilator.

1904

Feb 04: Capt Newton appointed to the command of R.M.S Leinster, vice Capt Michael, superannuated through illness.

Nov 07: Acting Chief Engineer found drowned in docks at Liverpool. The Leinster was in dock for repairs.

1906

May 28: Fireman while cleaning outside the rails slipped and drowned at Holyhead harbour.

1907

May 10: Accompanied the Royal Yacht with several other ships from Holyhead to Kingstown.

1908

Apr 03: Involved in dispute over exclusive use of Carlisle Pier in Dublin (Appendix H).

Jul 31: Compensation claim by boiler maker at Menai Courts (Appendix I).

1909

Feb 15: Due to a train breakdown 40 passengers and 90 bags of mail missed the sailing from Holyhead.

1915

Jan 31: RMS Leinster outran German U-boat, 25 miles East of Kish Lightship (Appendix J).

1918

Feb 16: Picked up a lifeboat containing 8 crew members of the SS Mexico City which had been sunk the previous day approximately 15 miles from South Stack Holyhead by the U-Boat U-101.

Oct 08: Attacked by U boat UB-123 and sunk, 4 miles east of Kish Lightship.

Table 3: UB-123 (U-boat) Specification and History

Vessel	Name/s	UB-123
	Type	UB 111 - UB coastal torpedo attack boats class
Built	Date	Ordered: Feb 06 th 1917
		Laid Down: Jul 13 th 1917
		Launched: Mar 02 nd 1918
		Delivered: Apr 6 th 1918
		Cost: 3.654m German Papiermark
	Material	Steel
Owner	Builder	A.G. Weser, Bremen; Yard #296
	Owner	Imperial German Navy – Kaiserliche Marine
	Owner	Imperial German Navy – Kaiserliche Marine
Dimensions	Length	55.85 m
	Beam	5.80 m
	Draught	3.72 m
Tonnage	Gross	512t (surface); 643t (submerged)
Propulsion	Type	2 x propeller shafts
Engine	Details	2×Körting 4 stk 6-cylinder diesel engines, 1050 bhp (780 kW) 2×Siemens-Schuckert electric motors, 780 shp (580 kW)
	Speed	13.9 knts (surface); 7.6 knts (submerged)
	Range	7,280 nmiles at 6 knts surface; 55 nmiles at 4 knts submerged
	Depth	50m
Armaments		5 × 50 cm (19.7 in) torpedo tubes (4 bow, 1 stern) 10 torpedoes 1 × 10.5 cm (4.13 in) deck gun
Operations	Captains	Oblt. Robert Ramm Jun 22 – Oct 19 1918
	Crew	3 officers, 31 men
	Patrols	2
	Sinkings/ Damaged	1 ship sunk with a total of 2,646 tons. 1 ship damaged with a total of 4,095 tons. 3 ships taken as prize with a total of 3,530 tons.
Wrecking	Date	19/10/1918
	Location	?Northern Barrage
	Cause	?mined
	Loss of life	36
	Outcome	Sunk

- On 1 February 1917 Germany declared a renewal of 'unrestricted submarine warfare' in a last ferocious attempt to force an end to the First World War.
- Almost immediately, major losses of merchant ships occurred in Welsh waters. Thirteen ships were sunk off Bardsey Island and the Pembrokeshire coast in that month alone – all by the U-boat, UC-65, captained by Otto Steinbrinck, one of the most successful German U-boat commanders of the war.

On October 18 1918 at 9.10a.m, UB-125 outbound from Germany under the command of Oberleutnant zur See Werner Vater picked up a radio message requesting advice on the best way to get through the North Sea minefield. The sender was Oberleutnant Robert Ramm aboard UB-123. Extra mines had been added to the minefield since UB-123 had made her outward voyage from Germany. As UB-125 had just come through the minefield, Vater radioed back with a suggested route. UB-123 acknowledged the message and was never heard again.

The following day, ten days after the sinking of the RMS Leinster, UB-123 detonated a mine and sank while trying to cross the North Sea and return to base in Imperial Germany. There were no survivors.

8.0 Conclusions & Recommendations

The project took approximately 3 working days with 1 day of that time spent on on-line research.

Having read the report, sufficient information has been collated to compile a comprehensive history of the steamship RMS Leinster.

The RMS Leinster conducted postal and passenger services between Kingstown (now Dun Laoghaire) and Holyhead. In early 1918 RMS Leinster was camouflage painted to prevent observation by U-boats which were present in the Irish Sea.

The sinking of the RMS Leinster resulted in the highest number of deaths from an Irish owned ship. The timing of the attack and sinking of the RMS Leinster almost resulted in the peace agreement to ending WW1 not being signed. However from the sinking and potential for WW1 continuing, Germany recalled all its U-boats home.

Many different WebPages were viewed ranging from large organisations e.g. Lloyd's Registry Listings to smaller WebPages such as local history or people with a given interest in a subject. The quantity and quality of the WebPages appeared depended on the targeted audiences and the amount of work undertaken. Some of the historical and interest in a subject WebPages were extremely useful. Newspaper archives were also very helpful in giving an overall picture of the operation of the ship and filling in information gaps.

Much of the data collated between websites checked out with some discrepancies observed.

A few WebPages viewed led to pay to view pages. However in most cases the information was obtained from other sources.

From the research conducted, setting a goal and how to reach that goal should be mapped out first. Careful use of specific words in search engines is very important. Due to the name a more specific search through archived newspapers was made using specific newspapers to view e.g. Lloyd's List. This vastly reduced the number of articles but keep the search focused.

9.0 References

9.1 Online WebPages

The following websites and pages have been used in the compilation of this report:

<https://www.britishnewspaperarchive.co.uk/>

Keyword: steamship Leinster, RMS Leinster

<https://coastmonkey.ie/rms-leinster/>

<https://www.crewlist.org.uk/data/vesselsalpha>

<https://www.crewlist.org.uk/data/viewimages?data/viewimages>

https://www.decadeofcentenaries.com/wp-content/uploads/2018/09/RMS_Leinster_Booklet_Screen.pdf

<https://www.google.co.uk/>

<https://hec.lrfoundation.org.uk/archive-library/casualty-returns>

<https://hec.lrfoundation.org.uk/archive-library/lloyds-register-of-ships-online>

<https://newspapers.library.wales/>

<https://rcahmw.gov.uk/one-hundred-years-ago-today-2/>

<https://rcahmw.gov.uk/remembering-the-rms-leinster-and-the-mexico-city-10-october-1918/>

<http://www.rhiw.com/>

<https://rmsleinster.com/>

http://shippingandshipbuilding.uk/view.php?year_built=&builder=&ref=202037&vessel=LEINSTER

<https://www.wrecksite.eu/wreck.aspx?10319>

<https://uboat.net/wwi/>

<https://uboat.net/wwi/boats/?boat=UB+123>

<https://uboat.net/wwi/types/?type=UB+III>

https://uboat.net/wwi/ships_hit/3552.html

<https://uboatproject.wales/>

https://en.wikipedia.org/wiki/SM_UB-123

https://en.wikipedia.org/wiki/RMS_Leinster

9.2 Personal Correspondences

I would like to thank Mr Ian Cundy for supplying the initial information and other information with regards to the research project.

Appendices:

Appendix A: Appropriation Book 1897, RMS Leinster

Official Number.	Name of Ship.	Tonnage.	Whether Steam or Sailing.	Port of Registry.	Date of Registry.
10497 0	Greenore	85	Steam	"	10/2/97
1	Cumbria	179	"	"	17/2/96
2	Ulster	733	"	"	27/2/97
3	Connemara	260	"	"	27/2/97
4	Leinster	733	"	"	27/2/97
5	Munster	733	"	"	27/2/97
6	Kerry	537	"	"	27/2/97
7	Lady Roberts	721	"	"	27/2/97
8	Countess of Mayo	16	"	"	13/2/97
9	Countess Cadogan	21	"	"	14/2/97
10498 0	Connaught	733	"	"	27/2/97
1	Edith	16	"	Dartmouth	27/2/97
2	Princess	54	Sailing	"	27/2/97

Appendix B: Mercantile Navy Listing 1897, RMS Leinster

Official No.	Name of Ship.	International Code Signal (if any)	Port and Year of Registry.	Where Built.	When Built.	Whether Iron, Wood, Steel, or Composite.	Dimensions.			Registered Tonnage.		Horse Power of Engines and description of Propeller.	Owner, or Part Owner, and Manager (if recorded). * Signifies Managing Owner. Italics signify Manager.
							Length.	Breadth.	Depth of Hold.	Net Tonnage.	Gross Tonnage.		
5637	Leila	W.P.M.N	London, 1832	Whitby	1832	Iron	242 5	54 1	18 1	925	1447	120 Sc.	Steamship "Meraggio" Co., Lim., 125, Hope St., Glasgow. (same address. Joseph P. Maclay and Thomas W. McIntyre, City of Dublin Steam Packet Co., Lim., 15, Eden Quay, Dublin. Wm. Watson, same address. Carlotta Spiteri, Constantinople. Santo Spinocchia, same address. Thomas West, Rozelle, near Sydney, N.S.W. Thomas J. Boyd, 56, Pitt St., Sydney, N.S.W. The City of Dublin Steam Packet Co., 15, Eden Quay, Dublin. Wm. Watson, same address.
104974	Leinster	P.Y.K.C	Dublin, 1897	Birkenhead	1897	Steel	360 0	41 5	18 6	733	2332	1000 Sc.	
62963	Leinster	..	Shields, South, 1860	South Shields	1860	Wood	102 6	18 5	9 8	31	111	50 Pa.	
64389	Leipos	..	Sydney, N.S.W., 1872	Waterview Bay	1872	Wood	90 0	12 5	5 7	31	49	19 Pa.	
66357	Leisure Hour	..	Sydney, N.S.W., 1885	Balmain, N.S.W.	1885	Wood	33 6	8 2	3 8	5	7	3 Sc.	
67779	Leitrim	N.P.T.D	Dublin, 1874	Birkenhead	1874	Iron	249 4	27 2	14 7	399	716	300 Pa.	

Appendix C: Lloyd's Registry 1898, RMS Leinster

1897-98 LLOYD'S REGISTER. STEAMERS. LEE-LEN														
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
No. in Book.	Steamer's Name.	Material, Rig, &c.	Gross Tonnage.	Particulars of Classification.	Built.	When.	By Whom.	Owners.	Registered Dimensions Deck Erections, &c.	Port of Registry.	Engines.	Moulded depth.	Remarks.	
Official No.	Master.	Late Name if any.	Gross.	Character.	When.	By Whom.	Owners.	Length.	Breadth.	Depth.	No. & Dia. of Cylinders.—Strokes. Boiler Pressure. 3 HP.—Horse power by Society's formulae: BHP—power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	ft. in	ft. in	ft. in
Code Letters.	Special Surveys.	No. of Decks, &c.	Under deck.	+ for Special Survey. Date of last Survey.	Ship.	Where.	Where.	Length.	Breadth.	Depth.	Flag.	ft. in	ft. in	ft. in
254	Leila	IronScBa	1447	100A1 Gls	1882	T Turnbull & Son Whitby	SS. "Meraggio" Co. (Lim.) (Maclay & McIntyre, Mgrs.)	242'5" 54'1" 18'1"	Whitby British	C.2 Cy. 30" x 55" - 36" 80HP 143NH	19'6"	2'2"		
86637	A.R. Stephen	IronScBa	1167	100A1 Gls	1882	T Turnbull & Son Whitby	SS. "Meraggio" Co. (Lim.) (Maclay & McIntyre, Mgrs.)	242'5" 54'1" 18'1"	Whitby British	C.2 Cy. 30" x 55" - 36" 80HP 143NH	19'6"	2'2"		
WPMN	Well deck (ex Henrietta)	1DK2trE	925	BS 100A1 Gls	1882	T Turnbull & Son Whitby	SS. "Meraggio" Co. (Lim.) (Maclay & McIntyre, Mgrs.)	242'5" 54'1" 18'1"	Whitby British	C.2 Cy. 30" x 55" - 36" 80HP 143NH	19'6"	2'2"		
255	Leimu	IronSc	—	—	1874	Motala	Abo Läns Kust Ängf. Aktieb.	104'3" 18'5" 8'3"	Abo Russian	—	—	—	—	—
QSPD	A.W. Ingman	—	78	—	—	—	—	—	—	—	—	—	—	—
256	Leinster	SteelTwinScSr	2632	—	1897	Laird Bros. Birkenhead	City of Dublin Steam Packet Co.	360'0" 41'5" 27'3"	Dublin British	T.8 Cy. (2) 29" (2) 45" x (4) 48" - 33" 529NH	—	—	BT till 1899	5'9"
104974	J. Penston	3Dks	2459	—	—	—	—	—	—	—	—	—	—	—
257	Broken up 97	IronPadSr	1716	—	1860	J. Samuda London	Isle of Man Steam Packet Co. (Lim.)	343'0" 35'0" 19'0"	Dublin British	0.2 Cy. 98" - 78" NB84 1305NH	—	—	—	—
25718	J. Thomas	—	1352	—	—	—	—	—	—	—	—	—	—	—
QSPD	—	—	500	—	—	—	—	—	—	—	—	—	—	—
258	—	WoodPad	111	Shl	1869	Readhead, S. Shields	C. Spiteri (S. Spinocchia, Mgr.)	102'6" 18'5" 9'8"	S. Shields British	1 Cy. 36" - 54" 50RH	—	—	—	—
62963	J. Flett	ptLB	111	Shl	1869	Readhead, S. Shields	C. Spiteri (S. Spinocchia, Mgr.)	102'6" 18'5" 9'8"	S. Shields British	1 Cy. 36" - 54" 50RH	—	—	—	—
			31	Shl	1869	Readhead, S. Shields	C. Spiteri (S. Spinocchia, Mgr.)	102'6" 18'5" 9'8"	S. Shields British	1 Cy. 36" - 54" 50RH	—	—	—	—

Appendix D: Arrival at Holyhead, Feb 26 1897

affirmative side.

ANOTHER NEW STEAMER.—The second of the Royal Mail Boats under the new contract with the Post Office, has arrived here from Birkenhead. The "Leinster" is built on the same principle as the "Ulster," which had already taken her place on the station. The "Leinster" is beautifully fitted up for Post Office work and for the passenger traffic.

Appendix E: Sea Trail, March 1897

THE HOLYHEAD MAIL BOATS.

**TRIAL TRIP OF THE STEAMER
"LEINSTER."**

The "Leinster," the second of the mail packets, under the terms of the new mail contract of 1896 between Holyhead and Dublin, completed her trial trip on Saturday last. The steamer left Holyhead that morning at about 9.45, and no effort was made at any time to run the vessel at her top speed, yet the passage was covered in the space of two hours and forty minutes, a fact which speaks volumes for the rapidity of her motion, considering that she went in the teeth of a headwind nearly the whole way across. After reaching Kingstown a number of guests were invited to join in the trial trip by Mr William Watson, the chairman of the City of Dublin Steampacket Company. Punctually at 2.25 p.m., English time, the twin-screws were set agoing, and the "Leinster" steamed forth on her trial trip across the Irish Channel. The magnificent fittings of the "Leinster" correspond in every detail with those of her sister vessel, the "Ulster," which has already been described, and their completion enables the company to boast that they have now plying on the Holyhead and Kingstown route a couple of steamers which are unquestionably two of the finest cross-channel steamers afloat. The "Leinster" is commanded by Captain Penson, and her chief engineer is Mr John Morgan Thomas. The trial trip was carried out under the direction of Mr R. R. Bevis, chief of the engineering department of Messrs Laird Brothers, the builders, and the progress of the passage was unmarked by the slightest hitch. The log registered twenty-four knots per hour, which is one knot in excess of the rate stipulated for by the Postmaster General. The journey from the Kingstown Breakwater light to that of the Holyhead light was traversed in two hours and twenty-three minutes, and at 5.55 p.m. the "Leinster" completed her trial trip alongside the Admiralty jetty, Holyhead, having performed the passage from Kingstown from quay to quay in two hours and a half. Amongst those present were Mr William

Appendix F: Rescue of Trawler Crew, Jun 16 1902

CREW RESCUED BY THE R.M.S. "LEINSTER."

The steam trawler "Hibernia" (Captain Samuel Smith) foundered about eight or ten miles south-east of the Kish lightship at about a quarter past 12 midnight on Saturday. The crew of nine hands all told took to the small boat, and were picked up at 5 a.m. on Sunday by the Royal mail steamer "Leinster" ten miles south-east of the Kish, and about eighteen or twenty miles off the Wicklow coast. It appears that the "Hibernia" left Dublin on Saturday morning bound south for the fishing grounds, and that about five o'clock in the evening while at sea the vessel's feed pump gave way, and the boat began to fill rapidly. The pumps were immediately manned, but soon after the donkey engine also gave way and the pumps became choked. The hand pumps were found to be of little use, although strenuous efforts were made to get the water out. A gush of water, the stokehold until the water was up to his waist and the fires quenched. On deck Captain Smith at length seeing their case was hopeless made every effort to attract the attention of passing vessels by burning signals, and also having several straw beds saturated with paraffin and then set in a blaze. Despite the great flare made by the burning beds no vessel was attracted to the "Hibernia," and at midnight the vessel, being in imminent danger of foundering with all on board, was abandoned. The crew and captain got into a small boat which had been provisioned, and in which the captain had placed a compass, four cork life belts, some lights, and a quantity of paraffin oil and waste for signalling purposes. The abandonment was only made in the nick of time, for the boat had not got more than a hundred yards from the

"Hibernia" when the trawler, being struck by a heavy sea, heeled over, and went down stern first in about 30 fathoms of water. The crew of nine were now at the mercy of wind and waves in a boat built to hold six, and with only, it is said, a pair of oars to keep the little craft's head to wind and sea in order to safeguard her from being swamped. It was impossible in the choppy water that prevailed for the overladen boat to be headed for land, as, even if she had weathered the waves, she would probably have been wrecked on the lee shore. Captain Smith decided, therefore, to keep the boat's head as much as possible to the waves while he kept near the track of the Holyhead and Kingstown mail boats. After some five hours anxious watching the R.M.S. "Leinster" hove in sight, and in fifteen minutes Captain Smith and his eight men were safe and sound aboard her. Captain Penston, of the Royal mail steamer "Leinster," reports that at about 5.30 o'clock he sighted an object two points on the port bow, and closer inspection revealing it to be a small boat with a number of men on board, who were waving a flag as if in distress, he eased up, and putting out of his course, came close to the boat, which was rowed alongside. By means of ropes and ladders the men and their belongings were hoisted on to the "Leinster." The boat was abandoned, and the "Leinster," resuming her course, arrived at the Carlisle Pier about an hour after the usual time. The rescue was accomplished with but little excitement on board the "Leinster," as most of the passengers were sleeping below. The men were in a very exhausted condition from exposure to wind and rain, while the work of bailing out the boat for the five hours of the anxious watch had been a great strain on the men. They received every care at Captain Penston's orders, and on leaving the boat were received at the Sailors' Home on the Victoria Wharf, where they waited the 8.15 a.m. train to Dublin. The "Hibernia" was an iron-built steam trawler of 48 tons, and had engines of 45 horse power. The vessel was built at Govan in 1891, and belongs to Grimsby, but has been sometime in the employment of Messrs Mather, fish merchants, St. Michan-street, Dublin.

Appendix G: Collision and Sinking of Kish Lightship, Sep 09 1902

COLLISION IN THE IRISH CHANNEL.— The Dublin Steam Packet Company's passenger steamer "Leinster" on Monday afternoon ran into and sank the Kish lightship, which is stationed seven or eight miles from Kingstown. For three days past there has been a thick fog in the channel, and the steamers between Holyhead and Ireland have in consequence been unavoidably delayed. The "Leinster" left Holyhead at about half-past 2, and proceeded cautiously on her journey. All went well until she was nearing the coast of Ireland, where the fog was particularly dense. As good a lookout was kept as was possible, but the lightship loomed up suddenly, and the "Leinster" knocked a hole in her side almost before she was seen by those in the packet. There was some excitement amongst the passengers, but the great majority kept their heads. It was soon seen that the "Leinster" was but slightly damaged, and, with praiseworthy speed, the crew set to work and lowered the boats with the view of assisting the men in the lightship. As soon, however, as their vessel was struck the lightkeepers had lowered their own boat, and they safely transferred themselves to the passenger steamer in about a quarter of an hour. The lightship sank, and the "Leinster" proceeded to Kingstown, where she arrived shortly after 6, a little more than an hour late. It is estimated that the lightship and her equipment were worth over £30,000. A subscription was raised on board the mail steamer for the wrecked men, who lost all their belongings. A passenger states that he suddenly heard the report of two guns, and on rushing with other passengers on to the deck he saw the lightship through the fog. A few seconds later the steamer crashed into the lightship. When the crew of the lightship, numbering eight persons, were rescued, the skipper said the fog signals were fired every few minutes, but it was impossible for the "Leinster" to avoid the collision. One of the crew of the lightship was asleep when the accident occurred, and his companions had to go back to save him. The "Leinster" had 170 passengers aboard. The "Leinster" sustained very little damage, her bows being only slightly injured. The Kish light vessel was anchored in 13 fathoms of water on the Kish bank. The ship's revolving light, which was one of the most important beacons on the coast, was visible for ten miles in clear weather. During fog a gun was fired in quick succession every eight minutes.

Appendix H: Pier Dispute at Kingstown, Apr 03 1908

The people of Holyhead were set awondering on Saturday when the Royal Mail steamer "Leinster," which had been "lying up" in the Harbour of Refuge, steamed out for Kingstown, and no less sensation was created by her arrival at the latter port, where she was placed on the east side of the Carlisle pier. This unwonted action gave rise to much conjecture, and it was construed into an attempt by the City of Dublin Company to assert a right which they claim to the exclusive use of the Carlisle Pier. On Monday, the harbour authorities gave notice that the "Leinster" must be removed and promised that if the notice would not be acted upon, the "Leinster" would be towed away on Tuesday morning, by two tug-boats specially commissioned for the work. A somewhat remarkable incident was that of holding a large force of police (100 to 200) in reserve to deal with any resistance which might be made to the towing away of the mail steamer. Such an arrangement across the water would have been productive of some amusement, but over here it was taken quite seriously.

Neither the tugs nor the police, however, were necessary, and the former were not seen anywhere in the neighbourhood, although their share in the expulsion of the "Leinster" was timed for 1½ hours after the mail boat departed. It would appear that the City of Dublin Company's officials had decided on the previous day that the vessel should leave as early as practicable on Tuesday, and this was at 8.30 a.m. just after the departure of the "Ulster," on the ordinary day service. So closed, for the time being, this incident.

Proof of the great interest taken in the new service was demonstrated by the extremely large concourse of people which gathered on the pier and on points of vantage in the vicinity, prior to the departure of the "Anglia" upon its first trip under the new conditions. The pier was thronged by fashionably dressed people, many having come from Dublin especially to witness the first sailing.

At 1.45 (Irish Time) the ropes were cast loose, and the "Anglia" left the pier with speed increasing every moment. As she started a hearty cheer was raised by the on-looker, and this grew in volume as she sped past the pier head, the officers and passengers meanwhile waving hands and handkerchiefs in reply to this enthusiastic "send-off." The harbour entrance was reached three minutes from the start, and then the "Anglia" made a sharp turn to starboard, and headed for her destination, the scheduled time of arrival at Holyhead being 5.10 p.m., time of crossing allowed being exactly three hours.

Appendix I: Workman's Compensation Claim, Jul 21 1903

MENAI BRIDGE COUNTY COURT.

COMPENSATION CLAIMED BY A HOLYHEAD WORKMAN.

CURIOUS CASE.

On Tuesday, before his Honour Sir Horatio Lloyd, the hearing was continued of an action partly heard at Holyhead, in which John Lewis, Baptist street, Holyhead, claimed compensation from the City of Dublin Steam Packet Company in respect of injuries received. The complainant was formerly employed by the steamboat company. On the 7th April, 1902, he was at work placing composition on the bottom of the mail steamer "Leinster" and in the course of the morning, at the request of Reed, the head boilermaker, he assisted the latter in punching some rivets in the reserve water tank. After punching one rivet the claimant said that he could not do any more, as something had gone wrong with him internally. He then ceased work, and reported to the foreman his inability to follow his occupation. Weekly payments were afterwards made to the claimant by the company for the space of nine months, at the end of which time the payments were stopped, it was alleged, without any reason being given. In January Dr Kendal, accompanied by a gentleman, called upon the claimant, who declined a payment of £100 offered him on behalf of the company in full settlement. The steamer at the time of the mishap to claimant was attached to a private buoy in the harbour of refuge.—Mr John Hamer appeared for the claimant, and Mr T. E. Morris (instructed by Messrs Lloyd Griffith and Williams) for the defendants.

William Reed, the head boilermaker, the only witness of the alleged accident, said that there was plenty of room in the tank to knock the rivet in a downward direction. The claimant said nothing to witness at the time about having met with an accident, nor did he show any sign of being in pain. On Thursday, however, he told witness that he was hurt in the tank on the previous Monday.

Further evidence having been given by employees, Percy Goode, agent to the patriotic Insurance Company, Kerry, spoke to calling upon the claimant in January last, when he told him that he had met with the accident while punching a rivet in the reserve tank. The medical report as to the case being very vague, witness saw a doctor, and was then informed that the claimant would not allow anybody to examine him, and this made him suspicious. The claimant asked £500 in settlement, which witness declined to entertain. Two days afterwards witness, after making inquiries, came to the conclusion that no accident had happened, and he told the claimant and his wife that the case was a swindle.

Dr W. Tweedale Thompson, M.Sc., medical referee to the Patriotic and other insurance companies, gave it as his opinion that the claimant's malady could not have been the result of a strain.

After further proceedings,

His Honour observed that the important point to consider was whether the vessel was a factory which would be described as a shipbuilding yard. What a shipbuilding yard was had been defined in more than one case, while as to proximity to a yard it had been decided that greater distances than even in this case meant in or about the yard. In the case of Raine against Jobson and Co., Lord Macnaghten had held that a yard incapable of receiving vessels was not a shipbuilding yard. There was neither sea frontage nor any means of launching a vessel, a state of things which prevailed in the present case, and he therefore found no difference between the cases.

Mr Hamer then asked his Honour to hold there was an agreement by the respondents to pay a weekly sum, but the Judge ruled that such payment were no proof of liability.

No award was made, and the respondents did not apply for costs.

Appendix J: RMS Leinster Chased by U-Boat, Feb 04 1915

HOLYHEAD MAIL BOAT CHASED.

WRECKER ELUDED BY SMART SEAMANSHIP.

(From Our Own Reporter).

HOLYHEAD, Monday.

Following upon the news of the sinking of three merchantmen in the Irish Sea, came the intelligence that the Kingstown mail boat "Leinster" was chased yesterday by a German submarine, while on her voyage across the Channel. Happily the steamer was able to out-distance the hostile craft, and to reach Kingstown with no greater loss than 25 minutes' delay.

The "Leinster" left Kingstown at 8.20, and had a good passage to Holyhead. But her return trip was feared to be more eventful.

Leaving Holyhead at 2.13 yesterday afternoon, with 31 passengers on board, the steamer had travelled about half way across the Irish Sea, and was 25 miles east of the Kish Lightship when the look-out sighted a grey submarine about a mile distant, coming from the north, with two sailors upon her small deck. That moment began an exciting quarter of an hour for Capt. Birch and the crew of the "Leinster." Capt. Birch lost no time in deciding what course to adopt. A German submarine can only make 17 knots an hour; the "Leinster" can cover over 25. Round went the head of the "Leinster" from the westward to the southward, and the Germans had then a much smaller mark—the stern of the mail boat instead of her side—at which to launch a torpedo, if they were so inclined. But they never got near enough really to endanger the "Leinster." Captain Birch's prompt manoeuvre saved the situation. For fifteen minutes the submarine chased the steamer, but she could not reach her. Capt. Birch then changed his course to the westward, heading boldly for the Irish shore. The submarine did the same. But the chase was futile, and in a few minutes she disappeared from the sight of those upon the mail boat.

Was the boat that chased the "Leinster" the U21? That is a question which cannot be definitely answered. More than one German submarine may have been in Irish waters, as a couple were reported to have been off Pembroke last week.

PASSENGERS UNAWARE OF DANGER.

Capt. Birch, interviewed, said, "Owing to the moderate gale all were below but the crew. We saw the submarine, and apparently she had been approaching the mail boat course submerged, for she was about a mile away when we sighted her. We could see her deck with two men upon it. She carried no flag, but we knew her by her German grey. As soon as we sighted the submarine we showed her our heels; we changed our course, and she held on. We ran about two miles, then changed again, and she followed on the same tack. She chased us for about a quarter of an hour. But we were going at twenty-four and a half knots, and when we last saw her she was still coming to the westward. None of the passengers knew of the danger that had threatened them until the chase was over. The "Leinster" reached Kingstown at 5.18."

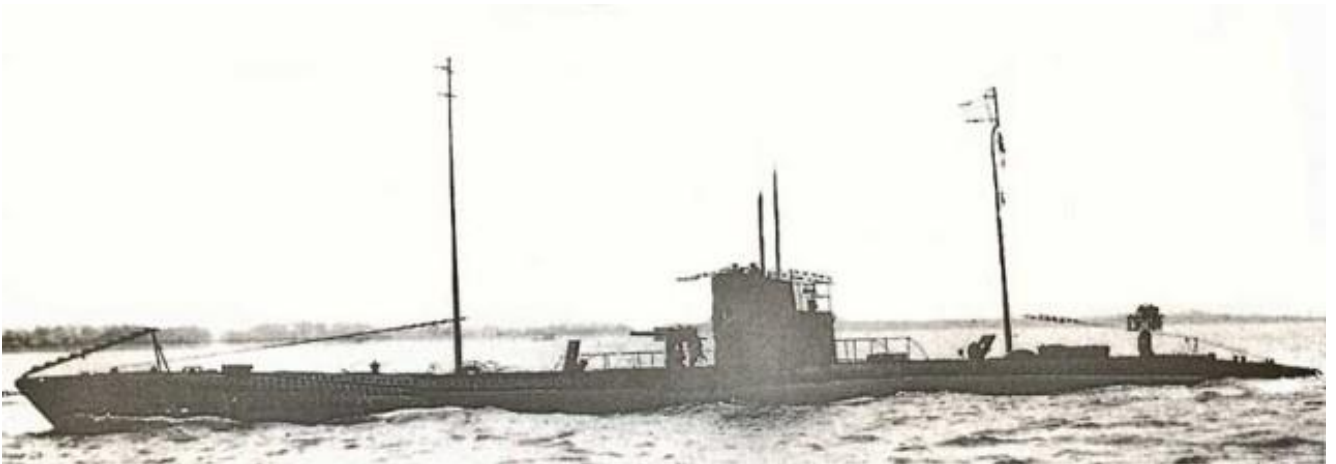
One on board said:—"We had left Holyhead an hour and a quarter, and had steamed about 30 miles, steering west by north, when we sighted the submarine. She was apparently heading south, and was about 600 yards away on our starboard bow. The "Leinster's" course was immediately changed to south-south-west."

Another member of the crew said: "We sighted two mine sweepers about six miles away, and we communicated to them by semaphore. I saw the conning tower and periscope of the submarine, which dived, after which we resumed our course."

Appendix K: RMS Leinster Camouflaged, early 1918



Appendix L: UB-123



Appendix M: Lloyd's Casualty Listing 1918, RMS Leinster

LLOYD'S REGISTER OF SHIPPING.

RETURNS OF VESSELS TOTALLY LOST, CONDEMNED, &C.

1ST OCTOBER TO 31ST DECEMBER, 1918.

List of total losses of Merchant Vessels of 100 tons and upwards between the above dates, of which information was received up to 14th August, 1919.

EXPLANATION OF CONTRACTIONS.

NATIONALITY.

Amr. = U.S. of America.	Chn. = Chinese.	Itl. = Italian.	Rus. = Russian.
Arg. = Argentine.	Col. = British (Dominions).	Jap. = Japanese.	Sia. = Siamese.
A.-H. = Austro-Hungarian.	Dan. = Danish.	Mex. = Mexican.	Sp. = Spanish.
Big. = Belgian.	Dut. = Dutch.	Nor. = Norwegian.	Swd. = Swedish.
Bra. = Brazilian.	Fre. = French.	Per. = Peruvian.	Trk. = Turkish.
Cbn. = Cuban.	Ger. = German.	Ptg. = Portuguese.	U.K. = British (United Kingdom)
Chl. = Chilean.	Grk. = Greek.	Rou. = Roumanian.	Urg. = Uruguayan.

DESCRIPTION.

Bg. = Brig.	Bn. = Brigantine.	m. = Mast.	Sc. = Screw Steamer.	Tw. = Twin.
Bk. = Bark.	C. = Composite.	Pad. = Paddle Steamer.	Sr. = Schooner.	W. = Wood.
Bkn. = Barkentine.	I. = Iron.	S. = Ship.	Stl. = Steel.	

I.-STEAMERS.

(i.) War Losses.

No. in Reg. Book. 1918-19.	Vessel's Name.	Tons.		Nationality.	Description.	No. in Reg. Book. 1918-19.	Vessel's Name.	Tons.		Nationality.	Description.	
		Net.	Gross.					Net.	Gross.			
697	Almerian	1916	3030	U.K.	Stl. Sc.	109	Saint Barchan	138	362	U.K.	Stl. Sc.	
1238	Arca	3053	4839	U.K.	Stl. Sc.	702	Scarsdale	2306	3714	U.K.	Stl. Sc.	
1346	Ariel	2209	3438	U.K.	Stl. Sc.	2182	Surada	3400	5324	U.K.	Stl. Sc.	
121	Bamse	589	1001	U.K.	I. Sc.	23	T. W. Mould	41	109	U.K.	Stl. Sc.	
869	Bonvilston	1815	2866	U.K.	Stl. Sc.	489	Thalia	736	1308	U.K.	Stl. Sc.	
1414	Bylands	2119	3309	U.K.	Stl. Sc.	282	War Council	4278	5875	U.K.	Stl. Sc.	
213	De Fontaine	1063	1721	U.K.	Stl. Sc.	1012	Westwood	29 of 74,945	1070	1968	U.K.	Stl. Sc.
709	Dundalk	327	794	U.K.	Stl. Tw. Sc.	981	Lucia	4386	6744	Amr.	Stl. Sc.	
861	Ethelwulf	75	185	U.K.	Stl. Sc.	60	Saetia	1658	2873	Amr.	Stl. Sc.	
910	Eupion	2201	3575	U.K.	Stl. Sc.	429	San Saba	2-10,075	1665	2458	Amr.	I. Sc.
778	Grecian Prince	49	126	U.K.	Stl. Sc.	31	La Flandre	448	862	Blg.	Stl. Sc.	
1132	Hunsdon	1744	2899	U.K.	Stl. Sc.	263	Reine Elisabeth	32,12	1485	2430	Blg.	Stl. Sc.
98	Kalmia	93	189	U.K.	I. Sc.	717	Chaparra	902	1510	Cuban	Stl. Sc.	
439	Leinster	1101	2646	U.K.	Stl. Tw. Sc.	506	Njördur	121	278	Dan.	Stl. Sc.	
1461	Montfort	4126	6578	U.K.	Stl. Tw. Sc.	157	Uranienborg	2-20,53	1205	1975	Dan.	Stl. Sc.
1526	Moscow	1037	1622	U.K.	Stl. Sc.	982	Mercedes	829	757	Dut.	Stl. Sc.	
1632	Murcia	3010	4871	U.K.	Stl. Sc.	110	Saint Barnabé	3274	5184	Fre.	Stl. Sc.	
254	Oopack	2517	3883	U.K.	Stl. Sc.	181	Saint Luc	2-7,660	1338	2456	Fre.	Stl. Sc.
397	Pentwyn	2151	3587	U.K.	Stl. Sc.	1255	Arcona	17	201	Ger.	Stl. Sc.	
760	Poljames	528	856	U.K.	I. Sc.	232	Neptun	2-2,238	49	137	Ger.	Stl. Sc.
297	Renarro	107	230	U.K.	Stl. Sc.	478	Alberto Treves	2447	3838	Itl.	Stl. Sc.	
368	Reventazon	2584	4050	U.K.	Stl. Sc.	346	Manin	1622	2691	Itl.	Stl. Sc.	

Appendix N: RMS Leinster Sinking Reported in North Wales, Oct 10 1918**HOLYHEAD MAIL STEAMER
SUNK.****REPORTED LOSS OF 500 LIVES.**

Simultaneously with their request for an armistice the Germans were preparing a "hustle" in their "U Boat" campaign, and to-day's daily papers announce the sinking of two more boats in the Irish Channel, one a Japanese liner, the other a Mail steamer, belonging to the City of Dublin Steam Packet Co., Ltd.

The news reached Holyhead yesterday afternoon that the "Leinster" had been sunk on her way to Holyhead, and the report caused a profound sensation throughout the town and district.

According to the latest reports it appears that the mail boat had only proceeded about two miles on its journey to Holyhead yesterday morning when she was struck by a torpedo. After the first blow, Captain Birch, who was in command, turned the vessel round and attempted to make back for the Irish coast, but unfortunately another torpedo almost immediately struck her, and only about 180 out of the 700 native passengers she carried were saved before she sank.

A *Daily Post* correspondent announces that amongst the saved were Major Daly and his wife, who were married only last week.

The sinking of the Dublin steam packet (says the *Daily Mail*) is apparently an incident in a new submarine campaign which the Germans launched about ten days ago. At that time renewed submarine activity became apparent in various directions, notably along the routes where American troops were carried. It is reported that in this campaign new U-boats, much larger and more heavily armed than any that have previously been sent out, are taking part.

The "Leinster," a steel twin-screw steamer, was built by Laird Bros., Birkenhead, in 1897. She is a sister ship of the "Ulster," "Munster," and "Connaught." They carried the mails and passengers twice each way daily between Kingstown and Holyhead.

The company's advertisement described them at "3000 tons, 9000 h.p., speed 24 knots, sea passage 2hr. 45min. (57 miles)."

LATEST DETAILS.

(From Our Holyhead Reporter.)

FRIDAY MORNING.

Intimation was first received about noon on Thursday, but was somewhat indefinite, and it was rumoured that the vessel was lost with all hands. This rumour was prevalent right along the North Wales coast last night. Later in the day another report spread that all lives had been saved. Inquiries at the City of Dublin Company's office at Holyhead, yesterday afternoon, failed to elicit any information as they had received nothing official from Dublin.

It appears from information which our reporter was able to gather that the vessel was sunk some two or three miles off the Irish coast, whilst on her way from Kingstown to Holyhead on the new service which was opened on the 1st inst., when the night service ceased.

One of the L. and N.W. Railway Company's express boats picked up an S.O.S. signal about 9.40 yesterday morning. So it would seem that the "Leinster" was sunk about 9.45 a.m.

BLEW UP LIKE MATCHWOOD.

As nearly as can be ascertained two torpedoes were fired; the first struck the vessel forward in close proximity to the mail sorting office, and a few minutes later the second torpedo struck the boat amidships, "when," in the words of one of the surviving members of the crew, "she simply blew up as though she were matchwood."

It is feared that the death-roll will be very heavy, and as far as can be gathered at the moment about 500 lives have been lost. About 180 bodies have so far been recovered. An incoming express boat arriving at Holyhead from Dublin about 7.30 last night, reported having passed scores of bodies floating in the Channel. Several messages have been received by relatives of the crew, to the effect that they are all right, but it is feared that Captain Birch, the commander of the "Leinster;" Mr William Mathias, the chief engineer; Mr William J. Lewis, chief shore steward; Miss Owen and Miss Parry, two of the stewardesses; Mr Philip Michael, one of the engineers; and some others, including Mr English and Mr Owen J. Jones, have been lost. Mr W. J. Lewis' brother, the chief steward on the vessel, is among the survivors, and Mr Robert Michell, a brother of Mr P. Michael, is also among those saved. Several members of the crew were injured severely, and had to be conveyed to hospital.

FOURTH ENGINEER'S STORY.

Mr Jones, Orton-road, Holyhead, the fourth engineer, in an interview, said he was in the stokehold when the vessel was first struck. Realising what had occurred he instructed the firemen to leave. It was his intention, he said, to see to the engine, but suddenly, changing his mind, he followed the firemen, which proved fortunate for him as in less than a minute later the vessel was again struck, and a terrific explosion followed, which practically wrecked the ship from stem to stern. Mr Jones jumped into the water, and got hold of a raft on which were a number of other persons. After clinging to the raft in the icy cold water for over an hour they were picked up by a destroyer and taken to Kingstown, where they received every possible attention.

VESSEL RAPIDLY DISAPPEARS.

Our Holyhead correspondent, wiring at noon to-day, states that upon enquiry at the local office of the City of Dublin Company he was informed by Captain Thomson, acting marine superintendent, that no official intimation had been received from their Dublin office.

Great anxiety prevails at Holyhead regarding the fate of the members of the crew, some of whom have not yet been heard of, and it is feared that but a few have been saved.

Mr Hugh Owen, Rhosgaer-avenue, the second steward, in the course of an interview, said that when the vessel was first struck he was in the saloon pantry. The explosion was terrific, and he at once rushed on to the boat deck, and assisted in lowering the first boat. Before the second boat could be lowered, however, the ship was again struck amidships, and he went down with her, but succeeded in getting hold of a raft. The ship sank very rapidly after the second torpedo had hit her, and everyone on board were thrown into the sea.

At the time the sea was very rough, and this made matters worse. Clinging

to the raft he later was able to pick up a lady and gentleman. They drifted towards the shore, and about two hours and a half later were picked up by a destroyer. There was a considerable quantity of wreckage floating about. Mr Owen said that the vessel disappeared in less than ten minutes, after the first blow had taken effect. Nothing was seen of the submarine. Everybody on board, he said, behaved exceeding well under the most trying conditions. Among those lost are William Pritchard and Samuel Roberts, firemen; Hugh Rowlands, ticket collector; and Thomas Williams, leading stoker.

Holyhead has borne its share of the terrible losses of the war, this being the fifth of the fleet of cross-Channel boats to have been sunk, including the "Comemara," which was lost with all hands.

Barbareiddiwch y Gelyn.

Mae gweithredoedd anfad y gelyn, hyd yn nod pan y mae gyda'r un gwynt yn gofyn am heddwch, yn gorfodi y Cynghreiriaid i ddal nid yn unig yr arweinwyr militaraidd yn gyfrifol, ond hefyd yr holl genedl sydd yn goddef ac yn ymlawenhau yn y fath weithredoedd. Er y gwyr yr holl fyd am eu llofruddiaethau dirif, synai pawb at eu hechryslenderau diweddaraf. Yr wythnos ddiweddaraf suddwyd agerlong y 'Royal Mail'—y **Leinster** ar ei ffordd o Kingstown, a'r llong Hirano Maru, berthynol i Japan. Yr oedd ar fwrdd y **Leinster** 657 o bersonau, yn cynnwys gwragedd a phlant, a chriw o tua 70. Torpediwyd hi gan suddlong ddwywaith, ac yn ol y cyfrif diweddaraf collwyd 500 o fywydau. Collwyd 291 hefyd ar yr Hirano Maru. Nid oedd suddo y ddwy long hyn, gyda gwyr, gwragedd a phlant diniwed ynddynt yn fantais filwrol o gwbl, ond llofruddiaeth noeth, croes i bob deddf filwrol a moesol. Yr un modd gyda golwg ar losgi trefi a phentrefi pan yn gwrthgilio o Ffrainc, a chludo y trigolion ymaith at orchwyllion milwrol. Anfadwaith dialgar yw hyn oll, sydd yn gwneuthur gofynion y Cynghreiriaid am iawn oddiar y gelyn yn drymach nag erioed.

Appendix O: RMS Leinster Wreckage



RMS-Leinster-Photo-Courtesy-of-the-Marine-Institute

Appendix P: RMS Leinster War Memorial, Dun Laoghaire



Appendix Q: RMS Leinster Commemorative Stamps

