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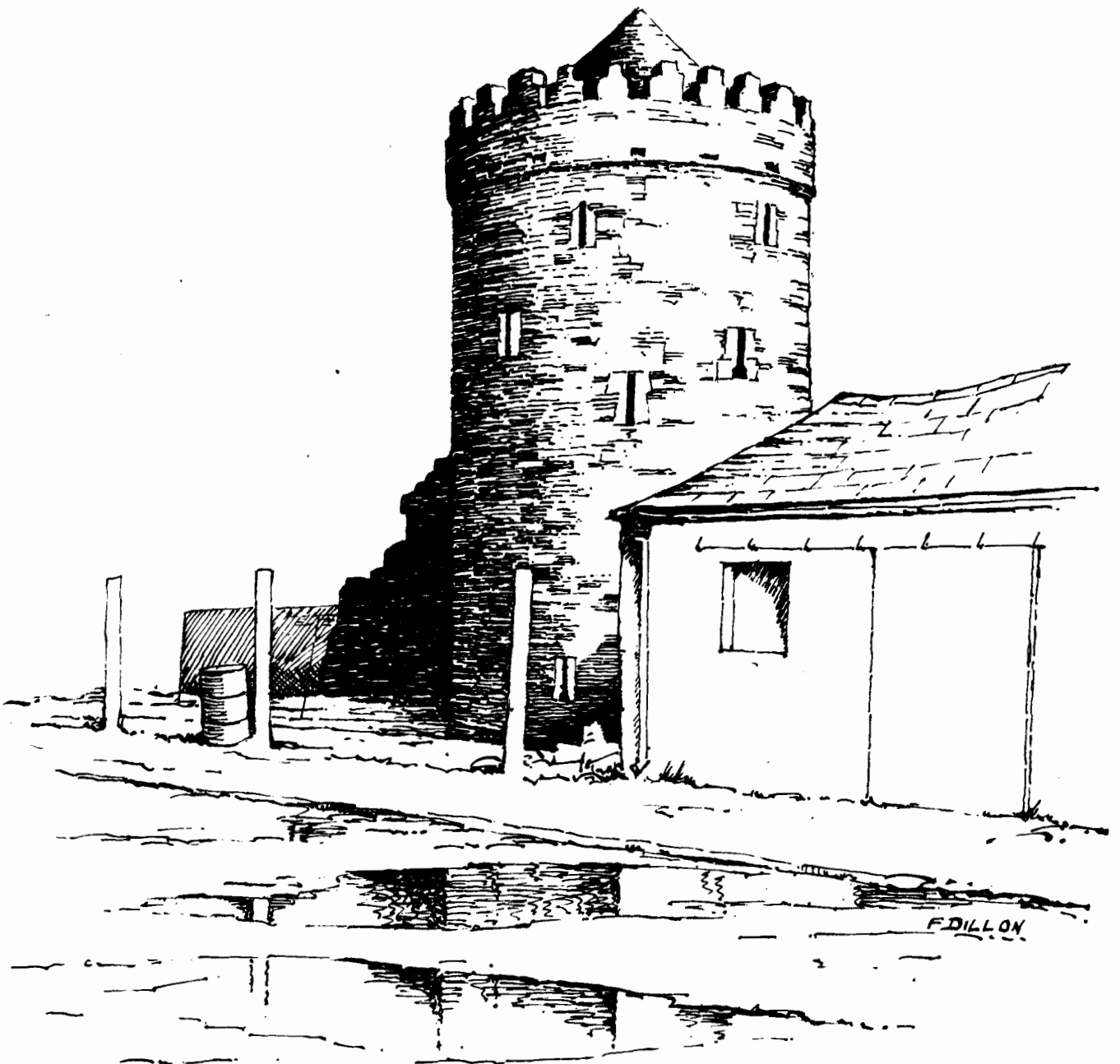
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Old Waterford Society

DECIES

NO. 11XL

WINTER 1989.



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FRONT COVER :

Our cover illustration shows the 14th century tower at Manor Street, Waterford. Known as a Watch Tower it formed part of the South Western defences of the city. The conical roof is part of a current restoration of the building which is an item in Waterford Corporation's ongoing conservation policy.

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We wish to express our sincere thanks to Waterford Corporation and to Waterford Regional Technical College for their valued assistance in the production of this issue.

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E D I T O R I A L

As this is the last issue of DECIES for 1989, albeit somewhat behind time, we must take the opportunity of thanking all those without whose help and co-operation the journal could not be produced.

Foremost among them are our contributors whose only reward is the satisfaction of seeing their work in print and sharing their knowledge with a wide readership. Some of these are distinguished academics whose work we are privileged to publish. While this is of a very high standard, nevertheless it does not overshadow the contributions of some of our own members and other people whose motivation is simply their interest in and love for their chosen subject. Because of the maintenance of these high standards the reputation of DECIES stands high and we hope that the flow of high quality articles will continue. Many of our members must have material in their possession which deserves to be recorded in a permanent form and, as we have said before, to these our pages are always open.

We in the Editorial Committee would also like to thank the officers and members of the Old Waterford Society for their encouragement and support which has always been forthcoming.

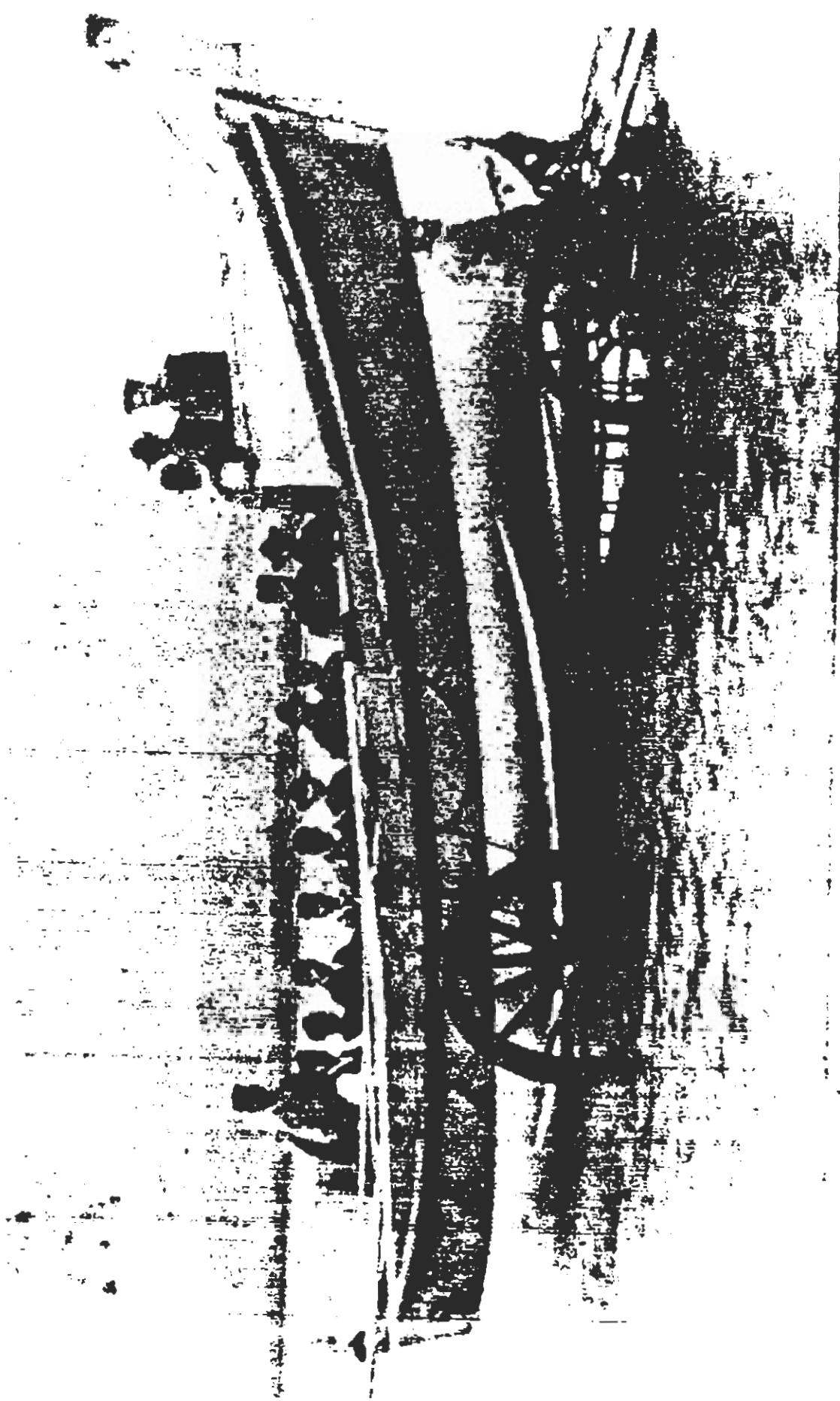
A special word of thanks must go to Mrs. Eileen Johnston and to Miss Jenny Larkin for the high standard of their work, and, not least, for their almost limitless patience.

We also wish to record our gratitude to the Principal and Staff of Waterford Regional Technical College for their unfailing help and co-operation.

Finally, to all our readers for their continued support and interest and for their patience with late-appearing issues, we extend our sincere thanks.

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As we were going to press with this issue we learned with great regret of the death of Hugh Ryan, of Mothel and Carrick-on-Suir. The last instalment of his article on Gravestone Inscriptions at Mothel appears in this issue and an appreciation by his colleague and collaborator, Michael Coady, is on Page 37.



DUNBARVAN Lifeboat 1896 - with Volunteer Crew.

The Wreck of the Moresby.

Ninety-four years ago, on 24th December, 1895, the three masted ship, Moresby, of Liverpool, on passage from Cardiff to South America, was driven by bad weather into Dungarvan Bay where she eventually became a total loss. The disaster was compounded by the fact that her master, his wife and child and seventeen of her crew lost their lives on the occasion.

The last voyage of the Moresby and the circumstances of her tragic end are vividly described in an account, reproduced here, given by one of the survivors, Henry Blount, to his local newspaper, the Ilkestone Pioneer. Briefly, the vessel sailed from Cardiff on 21st December, 1895, with a cargo of coal for Pisagua on the west coast of South America. Her complement numbered 23 persons, including the master, Capt. C.F. Comber and two passengers, the master's wife and child. On 22nd December the weather began to deteriorate until by the 24th the vessel was in the middle of a violent storm and had lost much of her canvas. Apparently under the impression that he was entering Cork Harbour the master brought the Moresby into Dungarvan Bay where he anchored. The Ballinacourty lifeboat put out to the ship at this stage and enquired if assistance was required but the offer was declined, Capt. Comber presumably thinking that his ship was now safe. His hopes were soon dashed, however, as the vessel dragged her anchors and finally stranded on the Whitehouse Bank where she lay on her beam ends at the mercy of the pounding seas.

To save themselves the crew and passengers took to the rigging and awaited the return of the lifeboat which, however, did not appear, even though distress signals had been sent up from the ship. As the ship began to show signs of breaking up it was decided by some of her people that their best chance of saving themselves was to swim for the shore. A number of them, including the Captain, his wife and child, the mate and some crew members took to the water but were swept to their deaths by the ebbing tide.

The failure of the lifeboat crew to attempt a rescue a second time on the 23rd has long been a sensitive subject in the district. It is not our intention to rake over and revitalize the dying embers of a century-old controversy and we therefore print, without comment, the Report of the Board of Inquiry into the loss of the Moresby, which speaks for itself.

It was not until the forenoon of the following day, 24th December, that volunteers from Dungarvan under Capt. John Veale and two of the regular crew took the Ballinacourty lifeboat out to the Moresby and took on board seven men who had remained with the stricken vessel in the hope of rescue. Unfortunately two of these died after being brought on shore.

WRECK OF THE MORESBY

THRILLING NARRATIVE BY AN ILKESTONE SURVIVOR.

The wreck of the ill-fated ship "Moresby", in Dungarvan Bay on Tuesday week, having excited so much interest in this locality, owing to the fact that two Ilkestone youths were unfortunately drowned, while a third was luckily saved by the lifeboat, our representative sought an interview with the rescued, since his return to Ilkestone, and gleaned from him the following narrative of the sad catastrophe which will be read with melancholy reflections : -

The "Moresby" (said Henry Blount, who is a fine specimen of an English sailor lad, with a bronzed countenance, speaking of travel in foreign lands) was a full rigged ship of 1,100 tons burthen, and was owned by Mr. John Dodd of Liverpool. She was in splendid condition when we left Cardiff, on the Saturday before Christmas, laden with coal, and bound for South America. Captain Coomber was in command, and the crew consisted of first and second mate, nine able-bodied seamen, cook, steward, carpenter, and sailmaker. The captain had also on board his wife, as well as his child - a bonny little girl between two and three years of age.

Alan Barker was the second mate, and amongst the crew was also Charles Gregory, another Ilkestone youth, who was seventeen years of age and an apprentice the same as myself. The wind was favourable when we left Cardiff and we cast off below Lundy Island where the tug-boat brought us on the Saturday afternoon. Two or three hours afterwards we got a headwind from S.E. and foul weather began to be experienced. On the Sunday morning there was a tremendous sea, the water washing the decks at every successive wave, so that it was dangerous to go on the main deck. The wind howled and blew with such terrific force that part of the sail was torn away and cast into the angry sea. We had very little sleep on Saturday night, and on Sunday we were running before the wind in the Irish Sea.

Sunday was a terrible rough day, and on Monday we sighted the Irish coast, being a long distance out of our track. The canvas had suffered so severely that we had nothing left but the lower topsails and mainsail - all the others had been blown away. The mainsail had up to this not been unfurled, but it was set when we saw land, in order to try and head the ship off, but unluckily it did not answer. About two o'clock on Monday afternoon, we were driven into Dungarvan Bay, where we dropped both anchors opposite to the Lighthouse.

Prior to this we had been flying the flag of distress, but on dropping anchor, the captain ordered it to be taken down. However, it had been seen from the shore, and the lifeboat came out to offer assistance. The boat lay astern about two hundred yard from the ship, and we tried to speak to each other. But the roar of the tempest, and the lashing of the waves prevented us hearing a word for some time. At length we managed to understand that the lifeboat crew wished to know if we needed help. The captain replied that he did not think there was any need for assistance, being of the opinion that the anchors would hold until the following morning. It was then getting dusk and the lifeboat returned to the shore. It is not true that the captain asked them to remain alongside. I was on the poop all the time, and heard every word which passed. Neither is it true, as stated in the newspapers, that any of the crew expressed a wish to go ashore; so the captain could not prevent them by force.

Some sails were hanging, and after the lifeboat left we went aloft to try and make them fast. However it was so rough that we could do nothing: and we were obliged to leave the sails as they were. We came down and got a meal, after which we turned into our bunks.

About 11 o'clock at night the first mate came to call all hands, rousing those who happened to be asleep after two heavy and wearisome days. The mate told us to get our lifebelts as the ship was running ashore, and soon would be on the rocks. This was terrible news, and all hands were quickly dressed and on the poop, hoping for the best, but fearing the worst. A number of rockets were sent up for the lifeboat to return, and we received one signal from the shore, so that we knew our signals had been seen. Hour after hour, we waited in an agony of suspense, but no lifeboat came. It was pitch dark, so that we could not see five yards away; and we could both feel and hear the ship's bottom grating on the rocks. We had to hold on by anything we could, or we should have been thrown off our legs. It was an awful night and we longed to see the daylight appear. During the night, while we were all standing on the poop, Barker went below, and returned with a plum pudding, which had been sent him from home. There were seven apprentices, three of whom had never been to sea before. Dividing the pudding amongst us, Barker said "Here, boys, this is the last plum pudding you will ever eat." All of us ate our share of the pudding but in silence. Gregory did not speak, and everyone's mind was far away with the dear ones we had left at home but a few days before. It was, indeed, a sorrowful feast.

About five o'clock on Tuesday morning, the vessel ran aground, bumping and rolling incessantly in a manner which was simply dreadful. Still the ship showed no signs of breaking up for the next two hours. At seven o'clock, just as the day was breaking, the "Moresby" suddenly rolled over on the starboard side. The captain, seeing the great danger in which we were placed, himself cut down the mizzen topmast rigging, and allowed the topmast to go overboard. This had the effect of holding the ship down and stopping her from rolling. The waves were then dashing over the helpless vessel and the crew took to the mizzen rigging. The captain's wife also ascended the rigging, and the mate followed with the little child. I cannot tell you how anxiously we waited for the lifeboat, expecting to see it every minute. But still there were no signs of it, and the captain came to the conclusion that it would not come. To add to the perilousness of the situation, the ship gave unmistakable evidence of breaking up, and then we knew it was everyone for himself.

The captain was the first to propose to make an attempt to swim to the shore. The little child was placed on the captain's back, and I lashed it securely to the gallant father. Then the captain jumped into the seething ocean, followed by the mate, who was accompanied by the captain's wife. Only one seaman had jumped into the water prior to the captain's leap. I was fully dressed, but I pulled off all my clothes except pants and shirt, knowing I could swim better with less clothing. While I was doing this, Barker had followed the captain into the sea. He was a good swimmer, but made the mistake of keeping on his clothes.

I and Gregory and Michie (another apprentice) all jumped at once. We had all three been very fast friends. Michie was going to jump first, but I said, "Wait a bit, Mic, we will all go together". Gregory was very silent, not a word escaping his lips. He could not swim, and dived into the water with his oilskins on. Each of us, however, had a lifebelt. It would be about twelve o'clock when we entrusted ourselves to the mercy of the waves. I lost sight of Gregory and Michie directly after we jumped; but soon afterwards I saw Michie for a moment. We were about half a mile from land, and the sea was so rough that one minute I was on the top of a huge wave, another minute in a deep chasm, with towering walls of water on either side. I saw Barker, and we swam near each other for a short time; but neither of us

THE WRECK OF THE MORESBY.

spoke. I had been in the water nearly half an hour - though it seemed hours - when I saw the lifeboat coming towards me, and I tried to swim in that direction. I had been trying to swim towards the shore, but could make no headway, the tide being against us, and I was not more than 300 or 400 yards from the ship when I was dragged into the lifeboat thoroughly exhausted. I was one of the last to leave the ship, but was the first taken into the lifeboat. Three Russian Fins and a Scotchman were afterwards picked up. Michie was also taken in, but he appeared to be dead, as he never revived. Ten or twenty minutes later Barker was likewise rescued from the sea. I did not see his face, and did not know who it was at the time. He showed signs of life, but died directly we reached the shore ten or twenty minutes afterwards. I think it was about that time, but my mind is very hazy about the time after I leaped into the water.

When we landed, I was carried to the Coastguard station. I was not hurt, but was so prostrated I could not walk. I was provided with warm clothing, having lost everything; and was shortly afterwards taken to Dungarvan Hospital, where I remained until the morning after Christmas Day. I was then fetched to identify the bodies which had been washed up.

Gregory's body was brought in by the tide on Friday, seven or eight miles from Dungarvan, and was conveyed to that place for burial. Barker was buried on Friday, and Gregory on Saturday, in the Protestant Churchyard at Dungarvan. On Saturday night, I started for home, where I arrived early on Monday morning.

I should like to acknowledge the great kindness received from the inhabitants of Dungarvan, also at the Coastguard station and in the hospital.

When I left on Saturday, part of the hull and one of the masts was all that could be seen of the "Moresby". The bodies of the captain, his wife and child were washed ashore, and were all buried in one grave. The baby was washed ashore just as we were leaving Dungarvan on Saturday. I don't blame the captain for not leaving the ship when the lifeboat came the first time. If he had done so, the lifeboat men would have stepped aboard and claimed salvage. All the three new apprentices were drowned. It has been a fearful experience for me, and one I shall never forget.

.....

Report of Court of Enquiry into the Loss of the "Moresby."

(No. 5300)

"M O R E S B Y"

The Merchant Shipping Act, 1894.

In the matter of a formal Investigation held at Dungarvan, county Waterford, on the 28th, 29th, 30th and 31st days of January and 1st, 3rd, 4th, 5th, and 6th days of February 1896 before William Orr, R.M., assisted by Captain Kiddle, R.N., Captain Kennett Hore, and Captain William Erskine, into the circumstances attending the stranding of the British sailing ship "Moresby", of Liverpool, on the Whitehouse Bank, Dungarvan Harbour, County Waterford, on the 24th day of December 1895, and the failure of the Ballinacourty lifeboat to render her assistance, whereby loss of life ensued.

Report of Court.

The Court, having carefully inquired into the circumstances attending the above-mentioned shipping casualty, finds, for the reasons stated in the annex hereto, that the cause of the failure of the lifeboat to render assistance to the crew of the "Moresby" on the 24th December was the inability of the coxswain to get a crew at Ballinacourty for the lifeboat, and the cause of the loss of the "Moresby" and of 18 of her crew and her two passengers was her stranding on the Whitehouse Bank, in Dungarvan Harbour, in a heavy south-east gale and going down on her beam ends.

Dated this 6th day of February 1896.

(Signed)

William Orr, R.M. Judge.

We concur in the above report.

(Signed)

James Kiddle,
Kenneth Hore,
William Erskine, }

Assessors.

Annex to the Report.

This was an inquiry into the circumstances attending the stranding and loss of the British sailing ship "Moresby", with 18 out of 23 of her crew and two passengers, on the Whitehouse Bank, Dungarvan Bay, on the 24th of December 1895, and the failure of the lifeboat at Ballinacourty, county Waterford, to render her assistance.

Mr. Edward Fitzgerald, solicitor (of Messrs. D. and T. Fitzgerald, Dublin), appeared for the Board of Trade.

Mr. Norris Goddard, solicitor, represented the relatives of the late Captain C.F. Comber, at the instance of the Mercantile Marine Association.

Mr. George Trumbull, solicitor, Dublin, appeared for the owner of the "Moresby", Mr. John Dodd, Liverpool.

Mr. John F. Williams, solicitor, Dungarvan, appeared for Captain John Veale and other inhabitants of Dungarvan.

Commander St. Vincent Nepean, R.N., of the Royal National Lifeboat Institution, was, on his own application, made a party to the proceedings.

All hands were called, and endeavours made to shorten sail. The fore and mizzen topsails were split, and also the jib. The yards were afterwards braced up on the port tack, and she appears to have been kept on the port tack for about 12 hours, till 2 p.m. At this time the vessel wore round to the S.E., and she was put on the starboard tack. Shortly afterwards the wind began to blow hard from the southward and S.S.E. The wire fore-sheet slipped over the bollard, and the foresail blew to pieces, to be followed shortly after by the upper main topsail.

At daylight on the 23rd the wind was blowing a hard gale from the S.S.E., and land was in sight on the port side. About nine in the morning an endeavour was made to set the mainsail, but the lazy-tack carried away and the mainsail blew to pieces. At 1 p.m. the ship bore up, the yards were squared, and she followed a schooner called the "Mary Sinclair" into Dungarvan Bay. The master seems to have been under the impression that he was entering Cork Harbour, most of the land being obscured by rain, hail, and mist, from the gale which was blowing. The "Mary Sinclair" was at this time in distress, and the keeper of the lighthouse at Ballynacourty Point hoisted to her the signal "K F" ("bear up"). The "Moresby" then hove in sight, following the schooner, and the signal was kept flying for both vessels, as they were seen to be steering directly on to the shore in Clonea Bay. Whether the "Moresby" at this time saw the signal from the lighthouse, or noticed that the schooner was close in shore and in distress, it is impossible to say; but she was observed from the shore to wear round and bring the wind on the port side and head for the lighthouse. In the act of doing this, the three lower topsails were split. It is not clear whether this was caused by the crew letting fly the sheets to clew the sails up as quickly as possible, or by the heavy squalls then blowing. It was most probably due to the former cause. The "Moresby" now steered towards the lighthouse, under the fore topmast staysail and spanker; and was by this time close to Carrickapane Rock. The lighthouse keeper now hoisted "L P" ("anchor instantly"). The "Moresby" then rounded to about a quarter of a mile inside and westward of the Carrickapane Rock, and let go both anchors at 2.30 p.m. on the 23rd, in six fathoms of water, paying out 60 fathoms on the starboard, and 45 on the port chain. No further signal was made to warn the master of his dangerous position, either from the lighthouse, or from Ballynacourty Coastguard Station, which lay three-quarters of a mile N.W. of the point, and a mile and a quarter from the ship. The vessel was anchored three-quarters of a mile from the lighthouse, and in a line between it and the Carrickapane Rock. The (N C) signal of distress which the ship had flying when she entered the bay was pulled down, and her number hoisted in its place.

About 4 p.m. the Ballynacourty Lifeboat pulled off to the ship and got alongside of her and asked if the crew were going to leave her. They were told "no", but it does not seem that the coxswain or any of the crew of the lifeboat told the master of the "Moresby" of the dangerous position he was in, or informed him that it was impossible to run into the harbour on account of her draft of water.

During the evening the gale gradually increased, and from 11.35 p.m. the "Moresby" made signals of distress by sending up rockets and burning blue lights and paraffin flare-ups, which lit up the whole bay.

At 4.30 a.m. on the 24th she was first observed to drag her anchors by the lighthouse keeper, who had been watching her closely all night. The tide had begun to flow. In about an hour the starboard chain parted, and she struck the Whitehouse Bank at about 6 o'clock. She then canted broadside to the wind and sea, with her head in shore, and the sea made a complete breach over her, the first sea taking the whole of the port bulwarks and boats, and the crew in less than fifteen minutes had to take to the rigging. The captain, his wife and child, the first and second mate, the seven apprentices, and two others were in the mizzen rigging, and the rest of the crew forward. In this state they remained, the mast canting gradually lower until about 8.00 a.m., when the Bormahon rocket apparatus arrived on the shore opposite the ship, the hull being now under water. Six rockets were fired towards her, one of which went over her, the line breaking. At 11 a.m. the masts had canted so low down that the crew, fearing that these would go, and seeing no hope of assistance, began to jump into the water as their last chance. The master took his child, and the mate, who was a powerful swimmer, and might have saved his own life

had he been alone, bravely tried to support the captain's wife to the shore. A number of the crew followed them, but as the ebb tide was now running they were all carried out to sea (instead of towards the shore) and drowned.

About mid-day the Ballynacourty Lifeboat came out manned by a volunteer crew, and the following men who were among those who had remained behind clinging to the rigging were picked up in the water.

Barker, the second mate.
M'Kinnon, sailmaker and A.B.
Laakkone, A.B.
Mikkleson, A.B.
Blomquest, A.B.
Blount and Michie, apprentices.

Two of these - Barker and Michie - died shortly after being brought on shore.

A lifeboat provided by the Royal National Lifeboat Institution has been stationed at Ballynacourty for 32 years. In December 1895 there were 17 men enrolled as crew; four of these were coastguards; each of the other 13 may be described as a fisherman and labourer. Thirteen of these were needed to man the boat at any time she was used. Mr. Michael Cummins, one of the Ballynacourty coastguards, was coxswain, and had charge of the boat. On the afternoon of the 23rd December he went out with the lifeboat to the "Moresby", as has been already described. On the return of the boat to the boat-house the crew were dismissed for refreshments, and were again mustered at about 7 p.m. to get the boat ready to be launched if necessary. Some of the crew stated that they would not go out again that night, but would wait till the morning. The coxswain thereupon sent a message by telephone to Mr. John Cullinane of Dungarvan, the honorary secretary of the local committee of the Lifeboat Institution, informing him of these facts. No steps were taken by Mr. Cullinane to summon an urgency meeting of the committee - all the members of which, with the exception of one, lived within a mile of his house - or to get a crew in Dungarvan so as to be prepared to meet any emergency which might arise. Shortly after 10 o'clock, according to his statement, a Mr. William Slattery came from Ballynacourty to him, to inform him of the position of the "Moresby", and offered to assist him in getting a crew in Dungarvan.

Mr. R. Edward Brenan, the postmaster at Dungarvan, who is a member of the local lifeboat committee, has instructions from the Postmaster-General to keep up communication with Ballynacourty Coastguard Station at night-time by means of a telephone instrument in his own bedroom. These instructions were known to Mr. Cullinane, and the means of communication so provided at night-time had been made use of by him at the time of another shipwreck. On the night of the 23rd-24th December this communication was available, and no reason has been given by Mr. Cullinane for his failing to communicate with the coxswain.

Shortly after the first signals of distress were made by the "Moresby", the coxswain fired the proper signals to muster the crew. Only a few responded to his signals or answered the messengers he sent, and although he waited till 2 a.m. in the boat-house the crew did not come. He then gave up any idea of launching the lifeboat, and went to look if the rocket apparatus - which had been engaged at the "Mary Sinclair", which had stranded in Clonea Bay - was coming. Finding no sign of it, he returned to his quarters at 4.15 a.m., and lay down on the hearth-rug in his clothes till six, when he was awakened to be told that the "Moresby" had dragged from her anchorage and was stranded on the Whitehouse Bank. He went to the boat-house and again fired signals to assemble the crew of the lifeboat. Only nine of them came, and, although it was clear that the lives of those on board the "Moresby" were now in imminent danger, no effort was made by anyone present to launch the lifeboat, and no messengers were sent by him to try to bring other members from their homes.

Between half-past six and seven the rocket apparatus arrived in charge of Mr. John Sampson of the Bormahon Coastguard Station, and it was followed to the cliff opposite the ship by most of the crew of the lifeboat. Any idea of taking out the lifeboat was for the time given up. Mr. John Sampson had been following the "Mary Sinclair" from his station at Bormahon from noon on the 23rd, when she was first seen in difficulties. About half-past eleven at night she stranded opposite Clonea Castle, which is one and three-quarter miles in a direct line from Ballynacourty Lighthouse, and about four miles by road from the coastguard station. Mr. Hare, taking with him John Frampton, one of the coastguards, had left Ballynacourty Station at about six in the evening in response to a message from Mr. Sampson saying that the vessel would probably strand on his (Mr. Hare's) guard, and had joined Mr. Sampson at Clonea. The last of the crew of the "Mary Sinclair" was landed at 12.35 a.m. on 24th December. There seems to be no reason for Mr. Hare's remaining at Clonea after the "Moresby" exhibited signals of distress, but he remained with the rocket party and a considerable time was spent in gathering up gear and splicing lines and packing, and only returned to his own station in the morning with it, although he knew that Mr. Cummins, whom he had left in charge, might be needed to go in the lifeboat, and might take the three other coastguards who were there with him. Mr. Hare states that he could not find his way back owing to the darkness.

When the rocket apparatus went along the cliff at Ballynacourty the lifeboat men followed it, leaving the coxswain with the boat. The coxswain went up some time after, and although the weather had somewhat moderated, no attempt was made by him to launch the boat and get to the wreck, which was fast breaking up. The first rocket was fired at the ship at 7.30 a.m. and the last at 9.30 a.m.

Before taking up a new position from which to fire the last rocket, Mr. Sampson called out, "Now, boys, for the lifeboat." Mr. Cummins then stood out, held up his hand and called for volunteers. Only one man, a coastguard named Michael Brien, who had come with Mr. Sampson from Bormahon, responded to the call. There were upwards of one hundred persons present, but beyond calling to the crowd, Mr. Cummins does not seem to have done anything.

Mr. John Cullinane arrived by car about nine o'clock, and sent a message by telephone to Dungarvan for a crew.

Captain John Veale, of Dungarvan, who has been a member of the Local Committee for four or five years, heard on the morning of the 24th that the "Moresby" was a wreck. In company with Mr. Thomas O'Gready he started to walk to Ballynacourty between 9 and 9.30, and arrived there about 10.15. He went to the boat-house, where he found Mr. Cummins with about 200 people. Mr. Cummins then stated he could not get a crew. He said to Mr. Cummins, "Why not wire to Dungarvan, and you will get fifty?" Mr. Cummins replied that the Hon. Secretary had done so. Captain Veale then went up the cliff to look at the wreck. On his return a number of men had arrived by car from Dungarvan. The lifeboat was launched, and he took charge, the coxswain saying that it was madness to go out, and that he was fatigued and could not go out. About twenty minutes were lost in making out the complement of her crew, four men coming in after she was afloat. With the exception of Patrick Flynn, of Ballynacourty, and John Reader, who is a coastguard at the station there, the boat was entirely manned by men from Dungarvan. She proceeded towards the wreck, and succeeded in saving the lives of five of the crew of the "Moresby", as has been described.

Great credit is due to Captain Veale and the crew of the lifeboat for this service.

The Court desires to express its opinion that Mr. Michael Cummins, the coxswain of the lifeboat, was embarrassed and impeded in the discharge of his duty by the failure of most of the members of the Ballinacourty lifeboat crew to do their duty.

The Wreck of The Moresby

The deplorable loss of life on this occasion is the more to be regretted because a period of four hours was allowed to pass after daybreak, during any portion of which an attempt to rescue the crew would not have been attended with any material risk. It was admitted that a four-oared boat could have gone out, and it was known on the shore that the crew had taken to the rigging a couple of hours earlier.

It appears that the Royal National Lifeboat Institution was aware, and it was with its sanction, that double the number of men necessary to man the lifeboat was not enrolled; and while it seems to have been impracticable to obtain a greater number of men at Ballynacourty for the boat, no reason has been given for not attempting to enrol a second crew in Dungarvan, which is only three miles from Ballynacourty.

It is only fair to Mr. Hare to point out that Section S94 of the Special Regulations for the Coastguard Service, which says that "the responsibility of launching or not launching the lifeboat will rest entirely with the lifeboat authorities, and not with the coastguards," seems to be in conflict with Section 512 of the "Merchant Shipping Act, 1894," which empowered him in the absence of the Receiver of Wreck to "require the master or other person having the charge of any vessel near at hand to give such aid with his men or vessel as may be in his power," the word "vessel" in that Act including "boat" (Section 742). Mr. Hare's powers do not seem to have been made clear to him.

At the conclusion of the evidence, the following questions were submitted by Mr. Fitzgerald, on behalf of the Board of Trade .

1. Whether when the "Moresby" left Cardiff she was in all respects in good and seaworthy condition, whether she carried the boats and life-saving appliances required by the statute, and were the lifebelts sufficient in number for all persons on board ?
2. What were the circumstances in which the "Moresby" put into Dungarvan Bay on the 23rd December ?
3. At what time was the "Moresby" in distress and what were the circumstances in which the crew were unable to leave her in the ship's boats ?
4. Were lifebelts offered to each member of the crew, how many of the crew refused to take them, and how many lifebelts remained unappropriated ?
5. How many men are enrolled as the lifeboat crew at Ballynacourty? Was it impracticable to obtain a greater number of men for this service ?
- 6a. Was the Committee of Management of the Royal National Lifeboat Institution aware, and was it with its sanction, that double the number necessary to man the lifeboat was not enrolled ?
6. Were the crew of the Ballynacourty lifeboat out on service on the 23rd December? Was the service one which so exhausted the crew or some of them as to render them unfit for service during the night of the 23rd-24th December ?
7. Did the lifeboat crew, or some of them, intimate to the coxswain on the evening of the 23rd December their refusal to go out a second time that night in the boat, and was their refusal conveyed to Mr. Cullinane, the honorary secretary ?
8. Did Mr. Cullinane take measures to arrange for the manning of the lifeboat if necessary during the night of the 23rd-24th December ?
9. At what time did Mr. James Hare leave the coastguard station at Ballynacourty, and did he leave a competent officer in charge of the station ?
10. Was Mr. Hare's presence necessary at the wreck of the "Mary Sinclair", and if so, at what time could his services at that wreck have been dispensed with ?
11. When was Mr. Hare aware that the "Moresby" was exhibiting signals of distress, and why was he absent from Ballynacourty from that time until 7 a.m. on the 24th December ?

12. When was it reported to Mr. Cummins that the "Moresby" was exhibiting signals of distress, and did he then take proper and sufficient measures to assemble the crew of the lifeboat ?
13. Did Mr. Cummins advise the local secretary at Dungarvan that the "Moresby" was in distress, and that his efforts to assemble the lifeboat crew had failed?
14. At what time did Mr. Cummins leave the coastguard station on the 24th December, why did he leave, at what time did he return, and what was the cause of his absence ?
15. Did Mr. Cummins take proper and sufficient measures to assemble the lifeboat crew at and after 6 a.m. on the 24th December, and did he then inform the local secretary of his inability to assemble the crew ?
16. At what time did the services of the rocket party at the wreck of the "Mary Sinclair" terminate, and how was it that the party failed to reach Ballynacourty before 7 a.m. on the 24th December ?
17. What was the position of the "Moresby" at this time, and having regard to her distance from the shore, was Mr. Sampson then justified in attempting to rescue the crew by means of the rocket apparatus.
18. Whether, on being acquainted with the fact that the "Moresby" was in distress, was it the duty of Mr. Hare forthwith to proceed to her, and upon his arrival to take command of all persons present, and to assign such duties and give such directions to each person as he thought fit for the protection of the vessel and of the lives of the persons belonging to her ? If so, did Mr. Hare perform that duty ?
- 18a. Having regard to the state of the sea in the channel between Ballynacourty station and the "Moresby" on the 24th, between the hours of 7 and 11.30, could the coastguard boat at the station, without much difficulty or danger, have approached the immediate vicinity of the wreck; and, if she had done so, would she have been in a position to save the lives of the shipwrecked crew ?
- 18b. When Mr. Hare arrived at his station and became aware that the coxswain was unable to form a crew, ought he by means of the coastguard boat, have made an attempt to save life ?
19. What, in the opinion of the Court, was the cause of the failure of the lifeboat to render assistance to the crew of the "Moresby" on the 24th December, and what was the cause of the loss of the vessel and loss of life ?
20. Whether, in the opinion of the Court, blame attaches to Mr. Cullinane, honorary secretary of the Lifeboat Institution at Dungarvan; Mr. James Hare, chief boatman of the coastguard at Ballynacourty; Mr. John Sampson, chief boatman of coastguard at Bommahon; and to Mr. Michael Cummins, coxswain of the Ballynacourty lifeboat ?

Mr. Norris Goddard, Mr. George Trumbull, Commander Nepean, Mr. John F. Williams, Mr. Cullinane, Mr. Hare, and Mr. Cummins having addressed the Court, the Court gave judgement as follows : -

ANSWERS :

1. When the "Moresby" left Cardiff on the 21st December, 1895, she was in all respects in good and seaworthy condition. She carried the boats and the life-saving appliances required by the Statute, and the life-belts were sufficient in number for all persons on board.
2. The "Moresby" put into Dungarvan Bay on the 23rd December in distress, having been driven to the Irish coast by heavy gales of wind, during which some of her sails were blown away. The master probably put into Dungarvan Bay under the impression that he was entering Cork Harbour.
3. The wind and sea increased from about eleven o'clock p.m. on the 23rd, and life-belts were served out to the crew, and an attempt made to put the gig in the water, but it seems that it was found impossible to put it or any of the other boats out. Signals of distress were fired at 11.35 p.m.

The Wreck of the Moresby.

4. The crew were called aft to get life-belts. Two of them refused; one saying he preferred a life-buoy, and another saying that he preferred to swim without a life-belt; but it appears in addition that one member of the crew was unable to obtain a belt, the mate saying to him, " I have got no more". There is no evidence to explain the reason of the deficiency.
5. Thirteen men are needed to man the lifeboat at Ballynacourty. There were seventeen enrolled as a crew, four of these were coastguards, each of the other thirteen may be described as a fisherman and labourer. It seems to have been impracticable to obtain a greater number of men at Ballynacourty for this service.
- 5a. The Committee of Management of the Royal National Lifeboat Institution was aware, and it was with its sanction, that double the number necessary to man the life-boat was not enrolled.
6. The crew of the Ballynacourty lifeboat were out on service from half-past two until a quarter-past-five on the afternoon of the 23rd of December. It does not appear that the services rendered on that occasion were such as to unfit them for further service during the night of the 23rd-24th of December.
7. The lifeboat crew when asked by the coxswain to go out at seven o'clock on the evening of the 23rd of December refused to go out a second time that night; and their refusal was conveyed to Mr. Cullinane, the honorary secretary of the local committee of the Lifeboat Institution, and reached him at Dungarvan at about half-past nine o'clock.
8. Mr. Cullinane took no measures to arrange for the manning of the lifeboat during the night of the 23rd-24th December.
9. Mr. James Hare left the coastguard station at Ballynacourty shortly after six o'clock on the evening of the 23rd of December. He left Mr. Michael Cummins, the coxswain of the lifeboat, who was a competent officer of coastguards, in charge of the station.
10. Mr. Hare's presence was not necessary at the wreck of the "Mary Sinclair" at Clonea for the purpose of saving life, but it was his duty to go to her, as she was on his guard.
11. A few minutes after 11.35 o'clock on the night of the 23rd of December, Mr. O'Hare was aware that the "Moresby" was exhibiting signals of distress. Mr. Hare stated that he could not find his way back to Ballynacourty owing to the darkness, and therefore waited to accompany the rocket apparatus, which was in charge of Mr. John Sampson. In the opinion of the Court, no valid reason was given by Mr. Hare for not returning immediately after the first signal of distress was made from the "Moresby".
12. It was reported to Mr. Cummins, about 12 o'clock on the night of the 23rd-24th December, that the "Moresby" was exhibiting signals of distress, and he then took proper and sufficient measures to assemble the crew of the lifeboat, but only a few responded to his signals or answered the messengers he sent.
13. Mr. Cummins did not advise the local secretary at Dungarvan that the "Moresby" was in distress, and that his efforts to assemble the lifeboat crew shortly after 12 o'clock had failed; but he had informed the local secretary between seven and eight o'clock on the previous evening that the crew had refused to go out that night, and had stated that they would wait until the morning.
14. Mr. Cummins left the coastguard station at two a.m. on the 24th of December to look along the beach for the rocket apparatus coming from the wreck of the "Mary Sinclair". He got back to the station about a quarter past four.
15. Mr. Cummins did not take proper and sufficient measures to assemble the lifeboat crew at six a.m. on the 24th December. Only nine of them assembled in response to the signals which he made, and he did not send messengers for other members. He did not then inform the local secretary of his inability to assemble the men, but some person informed the local secretary of this by a message by telephone.
16. The last man was landed from the wreck of the "Mary Sinclair" about half-past twelve on the morning of the 24th, and it appears that a considerable time was taken up in picking up and splicing the gear of the rocket apparatus; but it does not appear how the rocket party was so much further delayed as to fail to reach Ballynacourty till seven a.m.

17. On the morning of the 24th the "Moresby" was on the Whitehouse Bank, due west of the Ballynacourty Lighthouse, about 350 yards from the nearest point of the shore. Having regard to the distance from the shore, Mr. Sampson was justified in attempting to rescue the crew by means of the rocket apparatus, taking into consideration that he might have landed the crew by the whip, although the hawser could not have been used.
18. Upon being acquainted with the fact that the "Moresby" was in distress, it was the duty of Mr. Hare, under the 511th Section of the Merchant Shipping Act, 1894, forthwith to proceed to her, and upon his arrival to take command of all persons present, and to assign such duties and give such directions to each person as he thought fit for the preservation of the vessel and of the lives of the persons belonging to her. Mr. Hare failed in this duty in not returning immediately to the "Moresby" from the wreck of the "Mary Sinclair", and in making no effort to get a crew to go to the "Moresby", after the coxswain of the Lifeboat Institution had failed to get one.
- 18a. Having regard to the state of the sea in the channel between Ballinacourty Station and the "Moresby" on the 24th, between the hours of seven and 11.30, the coastguard boat at the station could without much difficulty or danger have approached the immediate vicinity of the wreck, and if she had done so she would have been in a position to render service in saving the lives of the ship-wrecked crew.
- 18b. Failing to get a crew for the life-boat from the coastguards and other volunteers it was the duty of Mr. Hare by means of the coastguard boat to have made an attempt to save life.
19. In the opinion of the Court, the cause of the failure of the lifeboat to render assistance to the crew of the "Moresby" on the 24th of December, was the inability of the coxswain to get a crew at Ballynacourty for the lifeboat, and the cause of the loss of the "Moresby" and of eighteen of her crew and the two passengers, was her stranding on the Whitehouse Bank in Dungarvan Bay in a heavy south-east gale, and going over on her beam ends.
20. In the opinion of the Court great blame attaches to Mr. Cullinane, honorary secretary of the Lifeboat Institution at Dungarvan, for taking no steps to communicate with the coxswain on the night of the 23rd of December, on learning that the crew of the lifeboat had refused to go out again, and for taking no steps to call the committee together so as to secure the services of another crew in case of necessity.

In the opinion of the Court great blame attaches to Mr. James Hare, chief boatman of coastguard at Ballynacourty, for not returning from the wreck of the "Mary Sinclair" to Ballynacourty immediately on his seeing the signals of distress from the "Moresby."

In the opinion of the Court no blame attaches to Mr. John Sampson, chief boatman of coastguard at Bormahon.

In the opinion of the Court great blame attaches to Mr. Michael Cummins, coxswain of the Ballynacourty lifeboat, for not sending messengers at six o'clock on the morning of the 24th of December, when he knew that the "Moresby" was stranded on the Whitehouse Bank, and that the services of the lifeboat were urgently needed, to summon more members of the crew; for not sending a message by telephone to Mr. Cullinane on finding that he was unable at that time to get a crew for the life-boat, and for not using more exertions to get volunteers when the rocket apparatus had failed.

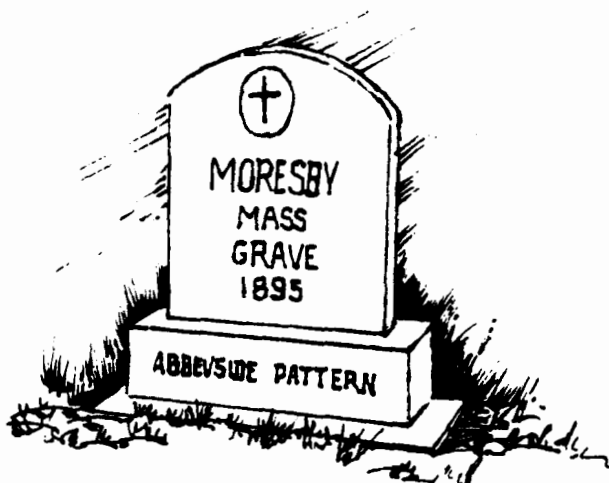
Dated this eight day of February 1895.

(Signed) William Orr, R.M. , Judge.

James Kiddle,)
Kenneth Hore,) Assessors.
William Erskine.)

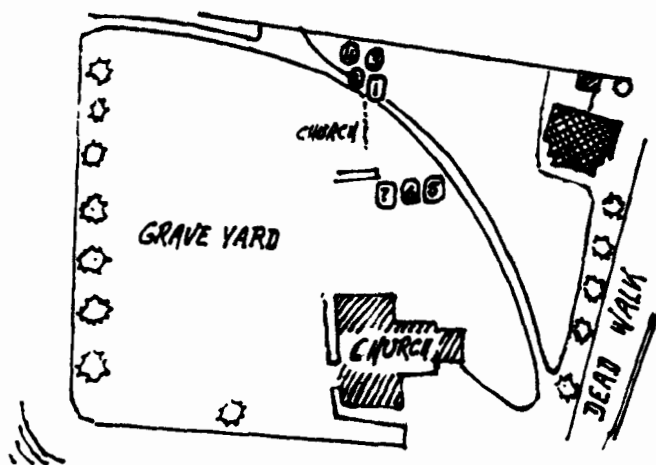
THE "MORESBY" GRAVES.

Eighteen of the twenty victims are buried in St. Mary's Protestant churchyard in Dungarvan. The remains of P. Petterson, who was ship's carpenter and Able Seaman, were never found, and those of William Caudle, Apprentice, were apparently returned to England for burial. The photographs below show the mass grave as it was in 1895, and as it is in 1988. The diagram shows the location of the graves.



The mass grave (1) contains the remains of Captain Caleb Coomber, his wife Edith Isabella, his daughter Ivy Neesham, also Martin Lose, First Mate, Alan Barker, Second Mate, William Hunter, Steward, Eugene Siebert, Apprentice, William Clipperfield, Apprentice, Abraham Lavo, Cook, G. Jeffries, Able Seaman, John Ronning, Able Seaman, and Knut Samuli, Able Seaman.

Nearby are the graves of (2) Thomas Bird Sims, Able Seaman, (3) Thomas Hubins, Able Seaman, (4) John Richardson, Able Seaman, (5) Charles Gregory, Apprentice, (6) David Michie, Apprentice, and (7) Edwin Joseph Dean, Apprentice.



ST. MARY'S PROTESTANT CHURCHYARD

THE "MORESBY" BUOY.

27th December, 1895: Mr. Redmond sent the following transcript to the Irish Lights Office, Dublin : quote -

"Sir,

With reference to the telegram which I forwarded on 24th instant, I beg respectfully to further report that the ship "Moresby" of Liverpool will be a total loss. She is lying on her side on a bank on the south side of the outer harbour buoy and quite close to it. Nineteen lives have been lost and five of the crew saved. The ship let go her anchor at about 2.30p.m. on a line drawn between the Light and the rock and appeared to be holding on alright. At 11.35p.m. the first signal of distress was made. She gradually drifted to the shore and was on the bank about 7.30 a.m. The report is made by one of the crew saved that when giving additional chain it ran out and she was therefore holding by one anchor only,

I am, Sir,
Your most obedient servant,
Thomas Redmond,
Lighthouse Keeper." Unquote.

The wreck lay on the outer bank at the mouth of the harbour. In 1899 a Wigham light buoy was purchased by Dungarvan Urban District Council and placed at the site on 16th March, 1900. The following notice was issued -

"NOTICE TO MARINERS

The Dungarvan Urban District Council
(being the harbour authority) hereby
GIVE NOTICE
that they have placed
A FIXED WHITE LIGHT
at north-east end of the wreck
of the "Moresby"
IN DUNGARVAN HARBOUR
on a Wigham BUOY, painted GREEN."

This buoy marked the wreck until 20th December, 1906 when the wreck was blown up by dynamite and the remains later sold for scrap. The buoy was beached for some years and in 1930 the lamp was reconditioned. It was then put back into service until August 1954 when it broke its moorings in a gale, and was brought in to the Causeway. There it lay, until recently, in a very poor condition.

The Abbesside Pattern Committee has taken the buoy from the Causeway. It has been refurbished and has been erected as a memorial to those who died and as a tribute to the gallant men who manned the lifeboat. The Committee has located the graves of the "Moresby" victims with the aid of old photographs and a headstone has been erected on the unmarked mass grave.

The Hon. Secretary, Mrs. Breda Power of Sarsfield Street, will be pleased to answer any queries.

THE IRISH TIMES, 1895.Special Weather Forecast.

REMARKS, Monday December 23rd, 11pm. At 6pm today pressure was highest 30.20 inches and upwards in a large anticyclone covering Scandanavia and the Baltic; lowest 29.20 inches over the extreme southwest of Ireland, extending south to the Bay of Biscay, in which neighbourhood a very dangerous cyclone was noticed this evening. The anticyclone is spreading West towards Scotland, and the cyclone is moving Northeastward. This is the most dangerous of atmospheric conditions, and a violent gale or hurricane must be the immediate result. As it is, strong Southeast and East winds and gales are blowing very generally, with rain in the South of Ireland and at the mouth of the English Channel. At time of writing, the barometer has begun to fall rather briskly in Ireland, which shows that the cyclone is now moving quickly towards us. Temperature is rising in the South and inclined to fall in the East. The range tonight was from 51 at Scilly to 36 at London, 36 at Dungeness, 38 at York, and 39 at Holyhead. At the continental stations from 68 at Biarritz to 29 at Christiansund, 31 at Stockholm and Skegen, 36 at the Helder, and 36 at Paris.

BAROMETRIC PRESSURES AND TEMPERATURES TOGETHER WITH WIND DIRECTION AND FORCE at the Irish stations at 6 pm today were -

Roches Point, 29.23 - 48; Southeast about 48 miles per hour,

Dublin, 29.49 - 42; ESE about 30 miles per hour,

Donaghadee, 29.64 - 41; ESE about 56 miles,

Malin Head, 29.47 - 40, SE 48 miles,

Belmullet, 29.35 - 40; SE 40 miles,

Valentia, 29.12 -48 ; E about 36 miles.

Waterford Diocese, 1096 to 1363.

Sister Assumpta O'Neill.

INTRODUCTION :

In the history of Ireland, the years between 1096 and 1363 cover a period of vast change in both the civil and the ecclesiastical spheres. It is against the background of this general history that the story of Waterford diocese must be told. In the civil sphere, Waterford changed in those years from a Danish city subject to an Irish king to a Norman city subject to the King of England. In the ecclesiastical sphere, those were momentous years in Ireland. The Irish church abandoned its peculiarly monastic organization, which had become largely degenerate, and assumed instead the practices of the church in Europe and England. Here Waterford played an important part from the beginning, its first bishop being named among the inner ring of convinced and influential reformers who launched the religious revival of the twelfth century.¹ The Norman invasion disrupted the progress of the reform and aggravated the long-drawn-out dispute between Waterford and Lismore, a dispute that was not resolved until the two dioceses were united in 1363. During the period 1200-1363, the see of Waterford was not at any time held by an Irish bishop. It becomes increasingly difficult to separate the civil and the ecclesiastical activities of the Norman bishops of Waterford, to most of whom political rather than ecclesiastical considerations were of primary importance. They were liegemen of the Norman king of England, to whom they swore fealty, and whose assent was required for the validity of their consecration.²

According to Giraldus Cambrensis, Waterford was founded shortly after 843 by Sitric, one of three Viking brothers who landed in Waterford in that year, the other two being Olaf, who founded Dublin, and Ivar, the founder of Limerick.³ Waterford is first mentioned in the annals of 858, when 'a victory was gained by Cearbhall (of Ossory) over the fleet of Portlairge'.⁴ The foundation-date as given by Giraldus is probably accurate enough with reference to the Danish settlement. We are told that before the death of Turgesius in 845 'there came great sea-cast floods of foreigners into Erin, so that there was not a point thereof without a fleet'.⁵ This period witnessed the first establishment of the Vikings in those harbour-strongholds of the East and South that later became their permanent bases, and developed into the towns of Dublin, Anagassan (Co.Louth), Waterford, Wexford, and Limerick.⁶ It is, however, very probable that there was a native settlement at Waterford before the Vikings arrived. Slighe Chualann, one of the five great roads in Ireland dating from early historic times, connected Dublin and Waterford by way of Dunlavin, Ballyinglass, Rathvilly, Tullow, Leighlinbridge, Goresbridge, and Ross.⁷ A map of the routes followed by Irish

traders and travellers from the 5th to the 8th century shows that two of those routes led out from Waterford and branched into three continental land-routes leading as far as the Mediterranean, the Black Sea, and Syria. At the same time, a route led direct from Waterford to Glastonbury.⁸ Tacitus, the Roman historian, writing in the first century of the Christian era, says of Ireland: "The interior parts are little known, but through commercial intercourse and the merchants, there is better knowledge of the harbours and approaches."⁹ In the century before the Vikings reached Ireland, Columbanus was ordered to embark at Nantes on a vessel trading with Ireland.¹⁰

Waterford, on so fine a harbour, and at the junction of sea and land-routes, must have been a trading centre from the earliest times. This would pre-suppose the existence of a settled population in the vicinity. The Vikings saw the possibility of fortifying this site and of appropriating and augmenting the trade. They may at first have used it as a wintering-station; gradual erection of the city followed.¹¹ Strong stone walls were raised to enclose an area less than thirty acres in extent.¹² The city, triangular in shape, was surrounded on two sides by water for at that time the tributary now called St. John's Pile meandered through the marsh where the Mall stands at present.¹³ Behind the city was a ridge rising to about 250 feet.¹⁴

The name Waterford is of Danish origin, and various derivations are given by scholars. O'Donovan's note to an entry in the Four Masters states: "The Vikings used Vedrafjordr which is supposed to signify 'weather bay'." ¹⁵ Sir James Ware says: "The City of Waterford is deservedly to be esteemed the most eminent in Ireland. As to the etymology of Waterford, it must have been originally a foreign word, signifying a ford or passage over a river, called by the Irish Portlargi".¹⁶ Hansard suggests that the name signifies 'haven of Vater, a Scandinavian deity.'¹⁷ This is possibly the correct meaning. There is today in the Outer Hebrides an inhabited island called Vatersay (island of Vater) which, like all the Hebridean islands, once formed part of the Viking Empire.¹⁸

Portlairge, the Irish name of the city, has also been variously interpreted. It has been suggested that it is derived from the word lorg, meaning thigh, because of the shape of the harbour.¹⁹ O'Donovan suggests that Laraig was a chieftain after whom the city was named.²⁰ A very plausible interpretation is given in the Journal of the Waterford and South-East of Ireland Archaeological Society.²¹ According to this, the name means 'Bank of the river-fork'. Ladhur, a river-fork, is the root of many place-names in Co. Waterford,²² but ladhur in Old Irish was laarg, genitive lairge. Hence Portlairge, on the river-fork formed by the Suir and its tributary. A far simpler explanation than any of the above seems to be suggested by the author of the Book of Acaill, who writes of the 'Deise of Port Laeghaire or Port Lairge'.²³

The Vikings were destined to contribute in no small measure to the development of Waterford's history, both political and ecclesiastical. In the years immediately after the date given by Giraldus for the foundation of Waterford they were active all over Munster. In Kerry 'they left not a cave underground that they did not explore.'²⁴ They ravaged Cork and Limerick and the Southern Deisi.

Having settled in Waterford, the Danes proceeded to establish it as one of their important ports. Their trade relations at this time extended to Iceland, Scandinavia, Spain, Russia, and the East. As early as 893, about forty years after they settled there, the Danes of Waterford were in military alliance with the Deisi.²⁵ From the beginning, however, their more usual relationship with the

Irish was one of hostility. On at least one occasion, the Dublin Danes came south to aid their Waterford brothers against the invading Irish.²⁶ Ivar, King of Waterford, put himself forward as a claimant to the Dublin throne in 989, but was driven out by Sitric, son of the famous Gormflaith. Ivar's successors in Waterford were killed at the Battle of Clontarf.²⁷

The Christianization of the Waterford Danes is an event or rather a process which cannot be exactly dated. We know that by 1096 the numbers of Christians in Waterford prompted the Danes to ask for a bishop to rule over them.²⁸ This was three centuries after the first appearance of the Norse in Ireland in 795. Almost exactly midway between those dates, we have a record of the baptism of Olaf Cuaran, ruler of the Viking kingdom of Northumbria as well as of the Viking city of Dublin.²⁹ This event seems to have had the same sort of effect on his followers as that of Clovis on the Franks, for the Annals state under the year 944 that 'it was about this time the Norsemen began to be baptised'.³⁰ For a long time after this date, many traces of heathenism persisted even among the Norse who had adopted Christianity, a situation not unfamiliar to Christian missionaries today. This form of mixed belief is typified by Helgi the Lean, of whom we are told that 'he believed in Christ but invoked Thor for seafaring and brave deeds'. Moreoyer he asked Thor where he should settle down, but named his house after Christ.³¹

In view of the great part played by the Danes in the development of Waterford, it is surprising that so few place-names around the city bear witness to its Scandinavian origin. Apart from the city itself, only three such names survive - Ballygunner³², Gaultier³³, and Ballytruckle.³⁴

When the Normans came to Ireland, they, like the Danes before them, made Waterford one of their chief centres. King John not only gave the city its first charter but more than doubled its area by the erection of a new wall to the west of the Danish one.³⁵ Waterford in Norman times was a leading Irish port, second only to Ross.³⁶ In the wine trade, Waterford had the principal share, importing it for the king's castles and the justiciar's expeditionary forces, as well as for the private cellars of ecclesiastics, Norman barons, and Gaelic chieftains, and re-shipping it to the king's castles and armies in Scotland and Wales. Salt was another notable import, as were spices, dried fruit and drugs from the east. Much of the trade was by then in the hands of Italians, who brought in silk and fine cloths from Italy, as well as jewels, objects d'art, and gold and silver plate.³⁷ A detailed picture of the goods most commonly appearing in the Waterford markets is given in a list dated 7 June 1234. In this list are mentioned wine, honey, corn, salt, lard, butter, and cheese; timber for barrels, planks for ships; hides- skins of lamb, kid, hare, squirrel, fox, marten, wolf; wool, cloth, canvas; wax, pepper, cummin, alum; coal, iron, lead; salmon, eels, mullet, hake, herrings; dishes and kettles; horses and oxen; boars and pigs.³⁸ The same list is repeated in 1243 and again in 1291, in the latter case with the addition of 'nails, horseshoes, oil, millstones'.³⁹

The various occupations of the citizens, which can be gathered from the above list, are exemplified in a contemporary description of the population of Ross, which must have been very similar to Waterford. Here we see vintners, drapers, merchants, mariners, coat-makers, tailors, fullers, and blacksmiths, followed by fish-merchants, masons, carpenters, and hucksters. Finally come the ladies in their scarlet, green, and russet mantles.⁴⁰

Like other chartered cities, Norman Waterford enjoyed the privilege of self-government, paying in return 100 marks a year at the Exchequer, Dublin. Trade was organized into guilds 'as the burgesses of Bristol have been wont to have them'. At home, the citizens controlled the entry of strangers, and, if they were merchants, their trading activities. Corn, hides, wool and cloth, are specially mentioned, while it is expressly ordered that 'no stranger shall have a wine tavern unless on board ship'. When travelling outside the city liberties, the citizens were not required to pay 'toll, lestage, passage, pontage, or any other custom throughout the realm'.⁴¹

A traveller of a later date has left us an interesting picture of the character of Waterford citizens. Intelligent and industrious, they were cheerful to strangers, hearty to one another, and distilled the best aqua vitae in Ireland.⁴²

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N O T E S

List of Abbreviations:

- A.F.M. : Annals of the kingdom of Ireland ,by the Four Masters.
A.L.C. : The Annals of Loch Ce.
A.U. : The Annals of Ulster.
Cal. docs.Ire. Calendar of Documents relating to Ireland.
Clyn's Annals: The Annals of Ireland by Friar John Clyn and Thady Dowling.
I.E.R. : Irish Ecclesiastical Record.
Proc. R.I.A.: Proceedings of the Royal Irish Academy.
Report D.K.R.: Report of the Deputy Keeper of the Public Records of Ireland.
R.S.A.I. Jn.: Journal of the Royal Society of Antiquaries of Ireland.
Waterford Arch. Journal of the Waterford and South-East of Ireland
Soc. Jn. Archaeological Society.

1. Hughes, The Church in Early Irish Society, p.267.
2. For electoral procedure, see below, Chapter four.
3. Gir. Camb. op. v.187.
4. A.F.M. 858.
5. Cog. Gael, p.15.
6. T.D. Kendrick, A History of the Vikings, p.277.
7. G.A. Little, Dublin before the Vikings, pp.44-60;
O'Lochlainn, 'Roadways in Ancient Ireland' in Feilsgribhinn Eoin Mhic Neill, p.473.
8. Little, op. cit. p.79.
9. Tacitus, Agricola, xxiv.
10. Kenney, Sources, p.192.
11. Power, A Short History of Co. Waterford. p.19.
12. Power, 'The Town Wall of Waterford' in R.S.A.I. Jn. lxxiii (1943), 118 - 36.
13. Smith, State of the County and City of Waterford, p.193, says 'the draining of the Mall, which was formerly a marsh, was done at a very considerable expense'.

NOTES (Contd.)

14. Ordnance Survey, 6-inch, Sheet 9; highest point 285 feet.
15. A.F.M. 858; also Cog. Gael, p.292.
16. Ware, Irish Bishops, p.526.
17. Hansard, History of Waterford, p.130.
18. N. Chadwick, 'The Vikings and the western world' (Int. Congress of Celtic Studies, 1959).
19. de Burgo, Hibernia Dominicana, p.207; Lynch, de Praesulibus, ii,98; Ware, Irish Bishops, p.526.
20. A.F.M. 858 and Cog.Gael, p.292.
21. i. (1894-5) no.3, p.146.
22. Fifteen examples are given in Power, Placenames of Decies, p.456.
23. Quoted in O'Curry, Manuscript Materials of Ancient Irish History, p.50.
24. Cog. Gael, p.25.
25. A.F.M. 893.
26. A.F.M. 926.
27. Cog. Gael, p.207.
28. Eadmer, Historia Novorum, p.76.
29. Anglo-Saxon Chronicle, (ed. Thorpe) p.90.
30. Ann. Inisf. 944. See J. Young, 'A Note on the Norse Occupation of Ireland' in History, xxxv, (1950) 11-33.
31. Landnamabok, v. ch.xv, quoted in Walsh, Scandinavian Relations with Ireland, p.50.
32. Gonar or Gunnar was a Norse chieftain.
33. (Butler, Barony of Gaultier, p.156).
34. Power, Placenames of Decies, p.185, equated Ballytruckle (land of the foreigners) with the 'vill of the Ostmen near Waterford' where the Danes took up residence after their expulsion from the city by the Normans.
The name Torcall or thorgil also occurs in pre-Norman Dublin, (A.F.M. 1146). See J. Ryan, 'Pre-Norman Dublin' in R.S.A.I. Jn. lxxix (1949) p.83.
35. Power, 'The Town Wall of Waterford' in R.S.A.I.Jn. lxxiii (1943); Orpen, Ireland under the Normans, ii.314.
36. A.J. Otway-Ruthven, A History of Medieval Ireland, p.123.
37. Mary D.O'Sullivan, 'Some Italian Merchant-Bankers in Ireland', in R.S.A.I. Jn. lxxix (1949) pp.13-4
38. Cal. docs. Ire. i.2133.
39. Cal. Docs. Ire. i. 2163.
40. These details are taken from a 13th century Norman-French poem 'Rithmus Factiae Ville de Rosse', which describes the building of the walls of Ross. Part of this poem is translated in Egan, Waterford Guide, p.719. Regarding the colours of the mantles, anyone with an interest in medieval haute couture may care to learn that blue dye was also in use at the time. In 1312, one 'Rose, daughter of Richard of Balygaveran, stole by night in the city of Waterford eleven ells of blue woollen cloth worth 2s. an ell and Rose had a surcoat made of the same cloth'. (Cal. Justic. rolls Ire. 1308-14, p.248-9).
41. Cal. docs. Ire. i.1958. (Charter of Henry III, granted 16 June 1232) Lestage, passage, and pontage are varieties of tolls - on carriage of goods, use of roads and use of bridges respectively.
42. Stanihurst (1586) quoted in Egan, Waterford Guide, p.278.

Dr. Richard Pococke.

Maureen Hegarty.

"Waterford a city that stands very pleasantly on the river Sure, having the finest key in Europe except that of Messina in Sicily." So wrote Richard Pococke on an autumn day in 1752.

"The city," he continued, "was built some hundred years before Henry II by the Ostmen or the Danes. The old town was in a triangular form with a tower at each corner, first Reginalds or Ring tower at the south-east corner, then it went along by High street westward to Turgesius's tower in Baron Strand Street, from which it extended to St. Martins Castle by Lady Lane and so to Ring Tower. It afterwards took in all to Johns Gate, Stephens Gate, Patrick Gate and the Key, and it is probable that the river came anciently to the town walls. The city was then enlarged by the English; and I observed the old walls to the key were built of large stones which are a cement of pebbles and must have been brought from the other side, all the country being of that kind of stone. Near Patricks Gate was a square fort by way of citadel where the Barracks are now built. The Cathedral called Christ Church dedicated to the Trinity is said to have been built by the Danes, and Malchus was the first bishop in 1096. It is a plain building consisting of the body, the Quire, two Isles and the parish church of Trinity behind the Quire. To the north was Rices chapel and the Chapter house, both now pulled down. In the former was a curious monument of the Rices now in the parish church. On the south side is Saviours Chapel, now the Bishops Court and St. Nicholas, now the vestry and Chapter House. There is also a chapel opposite the Bishops court. The Quire has lately been much ornamented if intermixture of Grecian and Gothick architecture can be called ornament ... by a Corinthian altarpiece which is the gift of Mrs. Susannah Mason and cost £200 by a very handsom canopy over the seat of the Mayor and Aldermen, and by some over the galleries and the seats of the families of the Bishops and Dignitaries ... by making a gallery to the north for soldiers, to the west over the organ for Choir boys by adorning the galleries with ballustrades, new seating and paving it with black and white marble, to which the Rev. Jeremiah Miles, Chantor of the Cathedral of Exeter as he was likewise formerly of this Cathedral and Treasurer of Lismore, gave the sum of £50. These churches were ordered in this manner under the care of Dr. Thomas Milles Bishop of Waterford and Lismore, who published a learned edition of St. Cyril of Jerusalem and wrote a treatise against Mr. Dodwell of The Immortality of the Soul. (Incidentally this Dr. Miles was Pococke's uncle and patron.)

There was a Dominican church in this city called the White Fryers, the church of which is now the county Court house; the Benedictine Convent of St. John founded by King John, the Franciscan Convent of the Holy Ghost, the church of which now belongs to the French: another part of it is an hospital for twenty four Popish widows, founded by the Walsh's. Lastly St. Catherines Priory for the Canons of St. Victor. The Lepers hospital was founded by the

Powers Lords of Tyrone and the lands are now applied to the Infirmary, and £100 a year to ten decayed housekeepers; and adjoining to it is another infirmary founded by the late Countess of Tyrone which are attended by the same officers. Opposite the Cathedral is built a very handsome house called the Apartment for ten clergymens widows, and there are two houses more; they have £10 a year, all the benefaction of Bishop Gore; it is built on the place where King Johns house was situated. The Bishops house is a fine building of hewn stone begun by Bishop Este, but it is not finished.....

The City Courthouse and Exchange, the city Jayle and fish market are also handsome buildings of hewn stone, and the Custom House of Brick with hewn stone windows the Charity School founded by Bishop Foy for 75 boys is also of hewn stone, a low Decent building, they are cloth'd and taught, the master has £60 a year and the Cathecist £15; and there is a fund for binding them out apprentices. Mrs. Mary Mason has erected a good building of Brick, with stone window Cases for thirty girls who are clothed, fed, lodged, taught to read and work Behind the Bishops house where the mill dam was, is a fine walk planted with double rows of trees, and is called the Mall ; just beyond which at the end of the Key is a fine bowling green on the river. Mr. Barkers hanging gardens are very beautiful. Mr. Wyses mills are well worth seeing, in which the preparing of wheat to make flower is performed by water wheels ; he also has a smelting house there, a manufacture of pins and several other works. There is also a Dock in the marsh for repairing of ships with water pipes laid to it. They have a considerable trade to Cadiz, sending butter, herring, etc.... and bring back fruit, Spanish wines, etc. They send butter to Holland; the Newfoundland ships come here, and take in pork, coarse linnen and other provisions. They send work'd woollen yarn, Raw Hides and Tallow to England. The Linnen manufacture is carried on here of late years with great success.....

On 18th I went from Waterford to Tramore Bay passing by Ballinemona the seat of Mr. Carew. Tramore Bay is about two miles broad, and has an exceeding fine strand, a rivulet falls into it at the east end and where the tyde coming in forms the north strand, divided from the other by a strip of land and some sandy hills and it contains if I mistake not some 2000 acres and when the tyde is in, it appears like a fine lake. There is a great Concourse of people of late to this place ; in summer to bathe and drink the salt water; and my worthy friend Dr. Thomas Arch deacon of Lismore and Vicar General of the Diocese has built a turret here, in a beautiful situation with one large room up one pair of stairs, and great conveniences under it. At the bay are a great variety of curious granites, marbles and jaspers, that have been rolled from the sea; some of which I have had polished and are very beautiful, and to the west is a little bay called if I mistake not, Carols Bay, in which I have been informed are many curious pebbles. There is a bed of excellent oysters in the river which falls into the bay but they are very scarce On the north side of a rivulet Mr. Wyse has a small country house, to which one fords the river, on the sands near it I have seen Asparagus grow wild, as Eringo does in great plenty. Going along the sea coast to Waterford are several caves from the sea with openings to them from the surface above; one of the finest of them is called the Bishops Hole. Further along is a pleasant box called Nymph Hall belonging to Dr. John Alcocks Dean of Ferns and left to him by Mr. Henry Mason: Beyond it is Dummore Castle and a little further Woodstown the seat of Mrs. Matloe from where there is a strand to Passage but before one comes to that in land is Crook Castle and a church that belonged to the Templars. Passage is the place where ships lye that wait either to go up to the town or sail out of the harbour. The little town is situated on a narrow slip under a steep high hill..... Going on towards Waterford is the Little Island, a fine spot of ground of about 100 acres, there is a castle on it but no spring. passing

Waterford and continuing up the river, first is Grace Dieu where there is a house on a height, a most pleasant situation. About two miles further is Skilloteran, a very neat church on a rivulet and opposite it is the Charter School for forty children founded on the encouragement given by the City of Waterford and neighbouring Gentlemen. Near this is a very fine slate quarry, and about half a mile further in a bottom on a rivulet is Whitfield, a seat of Mr. Christmas, a small house with a handsom apartment added to it; the gardens are pretty and a proper advantage is taken of the great command of water. Mrs. Christmas made a beautiful shell room of a summer house, in which there are a great number of fine shells, Corals and pieces of Statuary and Grotesque China..... It is to be observed that all along this side of the Sure there is no limestone, but plenty of it on the other side, except around Kilmeaden they find it in a marle, some of which is in large lumps, but this marle is of such a nature that tho' it has been tryed they cannot find it does any good to the land. The river Clodugh falls into the Sure on which about two miles higher is Curraghmore, the seat of the Earl of Tyrone situated in a bottom. The house is grand and commands a view of the mountains to the south west. To the west of it is a fine artificial Serpentine river and walks are cut through a beautiful wood of well grown oaks. Lady Tyrone is making a fine grotto near it in which there is a grand profusion of curious shells and corals. They have a piece of Chrystal in this family of which the country people have a notion that if it is put into water which cattle drink, it will cure the murrain."

This long description of Waterford and environs is taken from POCOCKE'S TOUR OF IRELAND 1752-1753, addressed in letters to Honoured Madam, his mother. In a nut shell it epitomises this rare and splendid man whose interests were all embracing.

WHO WAS HE: ?

He was Bishop of Ossory from 1756 to 1765, so these letters pre-date his induction here. In 1765 he was transferred to the diocese of Meath where he died suddenly some three months later. This was a truly tragic ending of a great man for it is accepted that he died from mushroom poisoning. An odd end for a great naturalist, a founder member of the Florists' Club, and a naturalist who was interested in everything of God's creation. He was also a traveller of renown who must have eaten exotic and weird dishes on his journeys into what then was the unknown, certainly to Europeans. One contemporary referred to him as THE PERPETUAL TRAVELLER. And the title certainly fits because he explored and wrote in detail about Ireland, England, Scotland and Wales, the odd and quaint corners as well as the great cities. But they were mere 'appendages' to his major wanderings.

In Switzerland he was regarded as a pioneer of Alpine travel, and his name inscribed on a boulder in Chamonix showed the high respect he received. However he began travels much farther from home. In 1737 he was in the East and later published a graphic account of what he heard, saw, did, a narrative with plates and engravings and an examination of Greek inscriptions he had unearthed. Thus it is clear that he was a scholar who made good use of his Oxford days and the help of his uncle who was Regius Professor of Greek there and who published the treatise on St. Cyril of Jerusalem already mentioned. It was he who became Bishop of Lismore and helped his nephew along the path of preferment, making it possible for the young clergyman to get leave of absence, sabbaticals, we'd call it. Young Mr. Pococke travelled to Syria and gave much attention to the traditions connected with St. Simon the Stylite. Of course, he visited the Holy Land, Cyprus and Mesopotamia. On one Irish site near Ballycastle there was "a flat hill called Drumnakillah

Dr. Richard Pococke.

which resembles the situation of Jerusalem." He DID name drop geographically, that is. Waterford reminded him of Messina. A fine obelisk " in Stilorgan was in the manner of that of the Piazza Navona in Rome." In Cork the arrangement of the church and tower reminded him of Pisa. He saw stones arranged in an unusual manner in Co. Donegal and considered that " the arrangement was after the Egyptian manner ." There too "Argile the highest mountain when seen above hills appeared like the Great Pyramid." Youghal had a situation like Constantinople.

The real wonder for us with modern speedy transport is how he covered such vast areas bearing in mind the conditions on roads, lack of signposting and problems of accommodation or lack of it. This account is more or less confined to his Irish travels. Here certainly all these problems existed in abundance, but there were some compensations. Only in Ireland would solicitude have prompted the answer that " ahead the hills were all level." The roads of Wexford were excellent. The neighbour, Waterford was good too, this being clear from his comfortable trot around Villierstown with Lord Grandison in a chaise. En route they met Mrs. Oliver in her chariot and six. However there were " excessive bad roads around Letterkenny," and a "very disagreeable bog near Callaghan," (Co. Kilkenny), greatly annoyed him. Often he was in trouble with what he called morasses. Once he remembered asking a miller for a board or a door to get the horses over a particularly boggy patch. None was available, so they had to make do with hides. In Bun Crammer he studied the road making methods around Lough Salt. The locals were responsible for the maintenance, twenty-one feet wide, with a base of earth, then broken quarry stone, then gravel. These roads were so good, he says, "that a truckle drawn by one horse almost answers the end of water carriage for they will draw a hogshead of wine or move anything not exceeding 600 pounds and one man will attend three or four of them. " He found great beauty in some of these places. In a Bun Crammer bog there was a place called "Monei Rialta, STARRY BOG, because the water appears on a moonshiny night like stars." And coming to Bantry Bay he was "most agreeably surprised by the finest sight of its kind he had ever seen in his life." "The bay locked in by land appeared like a long lake with beautiful islands and well cultivated heads of land, small hills under corn and all bounded by very high rocky mountains at a proper distance, altogether making the most pleasing and with that the most awful sight that can be imagined."

Cashel he condemned as a "poor town", but as the "new road from Dublin to Cork is to pass through it it is probable it will improve the town." He was not good at distances. For example he said that Lukeswell was ten miles from Waterford, Thurles fifteen from Kilkenny. It would be difficult to map his meanderings, and that is the correct word, for he seems to have gone around in a willy-nilly manner. I don't mean he rambled on without a purpose or didn't know where he was going. No, it seems that the route mattered not at all and he might visit a place several times going different ways if he was interested or if the whim took him. The most exciting and unusual method described by him was the curragh with two children aboard and the mother at the helm, so to speak. "She paddled at the head and when a puff of wind came she held up her gown for a sail. He and his companions shouted Brahisquin and she replied MAUGILORE."

Yet the haphazard routing and sense of humour do not really fit into the picture of Dr. Pococke painted by a fellow traveller named Cumberland: "That celebrated Oriental traveller and author was a man of mild manners and primitive simplicity; having given the world full detail of his researches in Egypt he seemed to hold himself excused from saying anything more about them

and observed in general an obdurate taciturnity. In his carriage and deportment he appeared to have contracted something of the Arab character. Yet there was no austerity in his silence, and tho' his air was solemn, his temper was serene. When we were on the road to Ireland I saw from the windows of the inn at Daventry a cavalcade of horsemen approaching at a gentle trot, headed by an elderly chief in clerical attire who was followed by five servants at distances geometrically measured and most precisely maintained and who upon entering the inn proved to be this distinguished prelate conducting his horde with the phlegmatic patience of a sheik." One does wonder what happened the formation in some Irish situations. A portrait painted by Liotard of the good man in full Turkish robes was held by various members of the family till 1947 when it was bought for £577 and presented to a museum in Geneva.

Possibly his hazy-mazy ways of travel resulted from his all embracing interest in everything from antiquities to farming methods, to schools, plants, gardens, ruins, stories, legends, myths, superstitions, seaweed, food, salt, waterfalls, birds, fish, fishing, pisreogs, geology, local customs, the Irish language and PEOPLE.

Because of who he was accommodation was not often too difficult to find here in Ireland. He was welcome in gentlemen's residences that it seems were numerous along the coast. He also lodged with clergymen and paid his way sometimes by preaching the Sunday sermon. Public accommodation he rarely refers to unless it is particularly awful, as the comment on Limerick "a very disagreeable place of narrow lanes and tho' so large there is not one good inn where strangers can be accommodated." Newry on the other hand had a "tolerable inn but the Bed-chamber being within the kitchen as soon as I rose the pigs made my levee."

He seems for all his austerity and aloofness to have had a very real feeling for poor people, for poor Irish people with whom because of his short years here he could have had but little contact. When necessity demanded he could and did make do with very humble lodgings and was deeply appreciative of the hospitality he received. Near Lough Conn he stayed in a cabin where he was provided with clean straw and blankets and where his host tried to protect him from the smoke which was very troublesome to him. He was made to sit on a low seat near the fire and "found it not so inconvenient" as a result. His guide took a scallop shell "like those from the Red Sea area" and served a dram in it. The bean-an-tighe used another shell for melted tallow and "dipt the rushes in it" to provide light. He commented on the widespread poverty and how the poor were unjustly treated by travellers who imposed on their hospitality. One family was most delightfully surprised when he distributed his bread and meat among them and gave them a piece of money when he left. Food generally consisted of oat cakes baked on a griddle, potatoes and buttermilk. Once he caught his hosts boiling a goat but as they carefully concealed it from him he concluded that they considered it unfit for him to eat. In Co. Mayo if a visitor could not stay while they killed a sheep, he was offered ale, a dram, eggs and butter.

Many houses were no more than wretched hovels with two doors, the one away from the wind being left open as the only source of light and exit for the smoke. But even so the owners of these atrocious dwellings were compelled to pay hearth tax. Happily sometimes the fare was far from spartan as a menu proves a Milesian feast he calls it and it was eaten in the Kingdom of Kerry. It included "a dram before dinner, bacon and fowls and cabbage, roasted turkey, a lyon of mutton boiled and cabbage, a boyled cod and pease, lobsters,

two dishes of potatoes, a dish of stewed apples all followed by a bowl of punch and wines. The scraps provided a solid base for next day's breakfast, excellent fodder for the road minced turkey, fried mutton, boiled salmon, boiled eggs and, a dram.

There is a delightful report of a meal he produced when one day picnicking by a river he was joined by some poor locals. He says: " I bless I had to give 'em. " An Irish Grace was said before his guests touched the food. He makes a valiant effort to write this down phonetically, but thankfully he also gives an English translation. "God blessed the five loaves and two fishes and divided them among five thousand. May the blessing of the Great King Who made the distribution descend on us and on our provisions."

On another occasion he and his retinue met some men with about seventeen horses on their way to a fair. He shared his bread and liquor among them and " to the two or three Protestants my meat also." Nice discrimination ! Yet he disapproved of drink, of usquebaugh, "a general name for spirits, as Arraki is in the East." He says: "They have a notion that it is the wholesomest of spirits, tho' I have reason to think it is the worst of its kind and has tended very much to corrupt and debauch the common people. It is made of barley, but they also make it from water pressed from potatoes boiled to a mash. They ferment it with barme." At a wake which he attended "out of curiosity he saw the corpse stretched out on the floor and women sitting around being entertained with " the spirit of barley called whiskey, with tobacco and with bread and cake." While he deplored the widespread drinking and drunkenness he gives a very amusing account of an incident in Cape Clear Island. The Two hundred families, "all Romans," were most alarmed when they saw his boat approaching, because they thought it was the KING'S coming in search of a super supply of rum they had managed to acquire from the West India fleet, despite vigorous activities of the Customs Officers. All was well when they discovered he was only a member of the Established Church ! They "produced a bottle by way of civility" and were rewarded with a piece of money.

His attempt at writing phonetically as in the Grace ... showed his interest in the Irish language. Wexford's strange dialect intrigued him. Many "spoke English with a good accent but some had a language that comes pretty near Chaucer's ..." He was quite puzzled by the expressions : "When they come in old age what kin is upon them ? " and : " Ichas Our Ladies Ilone Vorn yere ?'

He visited Lady's Island and was most impressed by everything he saw and heard by the Maidentower, the font of red granite, " the niche with the alabaster statue of the Virgin and Our Saviour and before it an old brass cross with one of the four Evangelists in each of the ends of it." He found the island a place " of great devotion among Roman Catholics ... who came to do penance by walking once around the island barefooted and three times around the church and sometimes they perform this three times over, some on their knees."

" The common people of the Barony of Forth are Roman Catholics .. they are so wedded to their own country that they have not gone out till late years ... they now go to Newfoundland and England ... they live as neat as can be on small farms and keep all clean upon 'em their food is potatoes, barley bread, bacon, cheese ... on festivals they invite their friends, landlord and priest and they have beef, mutton and pudding in great plenty . It is said they go to bed in the middle of the day ... they might do this formerly, now as the Irish they lye down for an hour in hot weather."

The extracts quoted paint a picture of Ireland in great detail, and detail perhaps unexpected from a clergyman of the Established Church travelling around at least thirty years before there was any movement towards the repeal of the iniquitous Penal Laws. Here are more surprising comments. Outside Dundalk on Midsummer Eve he found bonfires all over the country. He asked his companion for an explanation and this is the answer he received : " It is the Eve of St. John Baptist, they make a light, it is the light. HE came to testify of the Light." Near Burrifoule in Co. Mayo he referred to a great pattern or Festival on August 4th, St. Dominicks Day. Well known is his account of Galway; "where trade is carried on to France and Spain by the Roman Catholics who have correspondents, he found in the vestry of a large church near the chapel where the Lynchs bury on three large stones cut as big as human life Our Saviour, the Virgin Mary on the right, and to the right of that God the Father and over his head the Dove. They were dug up somewhere about the church."

The most outstanding, informative and best beloved of these glimpses of life at that time is : "Going from church near Dunfanaghy in the morning I observed a circumstance which added to the Romantick view of the mountains to the South. In the side of one of them a sort of Amphitheatre is formed in the rock; here I saw several hundred people spread all over the plain spot and the priest celebrating Mass under the rock on an altar made of loose stones, and tho' it was half a mile distant I observed his Pontifical vestment with a black cross on it for in all this country for sixty miles west and south as far as Connacht they celebrate in the open air, in the fields, in the mountains, the Papists being few and poor they will not be at the expence of a public building."

These preceding pages have been my attempt to introduce you to this very dear friend of mine. I find him endlessly fascinating, always informative. Mrs. Delaney, the famous Blue Stocking and Leader of the Intelligencia of her day declared that HE WAS A VERY DULL MAN. That was because he had no small talk fit for a tea-party at her salon. She liked tittle-tattle of the town and disliked his "dreaded philosophical lectures," as she called them. She made fun of his curiosities ... what she referred to as "Egyptian deities on pedestals, tables covered with precious fragments such as toes and fingers, lumps of stone, Turkish robes and travelling kitchen utensils." But a man interested in every aspect of God's whole creation could not be as dull as she described him. One lovely picture of him is most amusing ... in the Baleymon marle he gave his concentrated attention to men digging and saw them unearth bones of a large animal. He queried ... the bones of a mouse deer, an elk, the rib of an elephant, or possibly a whale ?

In his meanderings Pococke rambles on and on. In one page there can be up to twenty different and unconnected themes, very little account of punctuation and for us the strangest of spelling, the same word sometimes in several variations. The ideas, the thoughts, the reports are often so disjointed that they must surely have been written from memory, and not always while memory was fresh and clear about what he had noticed. Just as it is difficult to plot his route, it is equally difficult to log the days and some letters are miles.. literally .. longer than others. In one trip he covered nine hundred and twenty seven miles in eight weeks and three days. That was when he reached Malin Head, the farthest north he had ever been. He left Waterford for New Ross on October 2nd, 1752.

Gravestone Inscriptions at Mothel, Co. Waterford.

QUILLINAN: JOHN (No.249).

This stone erected by Margaret/Quillinan in memory of her/Husband John Quillinan of/ Curralandhy in the County of/Waterford Farmer who depd/this life Dec 30th 1804 aged 54/ .

QUINLAN: HANNA.

See Quinlan, Margaret (No.4).

QUINLAN: JOE .

See Quinlan, Patrick (No.193).

QUINLAN: JOHN (No.146).

D.O.M. / Here lieth the body / of John Quinlan who depd this / life June 17th 1782 aged 65 / Years/ .

QUINLAN: JOHN.

See Quinlan, Patrick (No.5).

QUINLAN: MARGARET (No.4).

Erected by / Laurence Quinlan of Darrenlar / in memory of / his wife Margaret Quinlan / who died March 13th 1864 / aged 50 Years / also his daughter Margaret / Died 27th May 1863 aged 6 years / and his daughter Hanna / Died 24 June 1863 / aged 12 years / May they Rest in Peace Amen /.

QUINLAN : MARGARET

See Quinlan, Margaret (No.4).

QUINLAN: MARTIN.

See Quinlan, Patrick (No.5).

QUINLAN: MARY:

See Quinlan, Patrick (No.5).

QUINLAN: MARY.

See Quinlan, Patrick (No.193).

QUINLAN: MICHAEL (No.87).

Erected / By / William Quinlan / Boolabeg / in memory of his father & mother / and two brothers Michael & Patrick / R.I.P./.

QUINLAN: MICHAEL.

See Quinlan ,Michael (No.87).

QUINLAN: PATRICK (No.5).

Here lies the body of Patrick Quinlan / who died 18th April 1834 aged 39 years / also his father John Quinlan who / died Sept 1834 aged 70 yrs & / Mary Quinlan who died July the / 20th 1835 aged 25 yrs also Martin / Quinlan / who died 26th / 1836 aged 21 yrs Erected by Thos / Quinlan of Curraheen/ .

QUINLAN: PATRICK (No.193).

Erected by his sons in loving memory / of / Patrick Quinlan Ross / who died Feb 1887 / His wife Mary died 1918 also / Joe Quinlan 17 Dec 1932 / .

QUINLAN: PATRICK.

See Quinlan, Michael (No.87).

QUONAHAN: JOHN (No.79).

Here lies the body / of John Quonahan who depd /this life June 2nd 1783 / aged 57 yrs also Mary / Quonahan alias Farrell who / Departd June 1st 1776/.

QUONAHAN: MARY ALIAS FARRELL.

See Quonahan, John (No.79).

READY: RICHARD (No.137).

Gloria in Excelsis Deo / Erected by James Ready / of Jonestown in Memory / of his brother Richard Ready / who departed this life / February 24th 1827 aged 38 years / Here also lies the remains of Mrs / Patrick Joye alias Gray who / departed this life January the / 26th 1820 aged 50 years as also the / remains of her son James Joye / who died 24th August 1821 aged 30 /.

REILY MARY (No. 112).

O God / be merciful to the Soul of / Mary Reily who depd this / life March 28th 1800 agd/ 20 yrs / Erected by her father Mar/tin Reily Ballyboe/.

ROCKETT: BRIDGET ALIAS HAYES.

See Rockett, James (No.9).

ROCKETT: JAMES (No.9).

Erected / By / John Rockett Kilnasbeg / in memory of his father / James Rockett / who died 24th / October 1869 / also his Mother / Bridget Rockett (Alias Hayes) / who died 18th August 1880 / and his three children / Mary Ann Rockett / Died 6 Janr 1868 aged 12 years / Patrick Rockett / Died 23rd Feby 1882 aged 26 years / John Rockett / Died 24th May 1883 aged 22 years / May their Souls Rest in Peace/

O'Shea Callan.

ROCKETT: JOHN (No.11).

In the most holy name of Jesus / Pray for the soul of / John Rockett of Kilnasbeg/ who was accidently killed / By a fall from his horse / The 24th May 1883 / aged 27 years R.I.P./

ROCKETT: JOHN

See Rockett, James (No.9).

ROCKETT: MARY ANN.

See Rockett, James (No.9).

ROCKETT: PATRICK

See Rockett, James (No.9).

RONAYNE: BRIDGET (No.110).

Here lieth the family of the /Ronaynes / also the body of Bridget Roy/nayne who departed this life / the 12th November 1785 aged 20 years also the body of / Ellenor Ronayne who departd / this life the 3rd May 1787 / aged 29 years /.

RONAYNE: ELLENOR.

See Ronayne, Bridget (NO.110).

ROYAN : CATHERINE.

See Drohan, David (No.135).

RUSSELL: BRIDGET (No.92).

In memory of / Bridget Russell /Kilmeaden / Died 17 Aug 1938 / aged 85 years /.

RYAN: BRIDGET.

See Ryan, Mary (No.150).

RYAN: ELENOR ALIAS KEAN (No.202).

Here lies the body of Elenor / Ryan alias Kean who depd this/life Seper the 22nd 1810 aged 61 yrs / also the body of Margaret Ryan / who died August 30th 1816 / aged 20 yrs / .

RYAN: MARGARET.

See Ryan, Elenor alias Kean (No.202).

RYAN : MARY (No.150).

Here lies the body / of Mary Ryan who / departed this life July ye 2nd 1752 aged 31 years also / her daughter Bridget who / died February the 2nd 1759 / aged 22 years / .

RYAN: MICHAEL (No.96).

Here lies ye body of / Michael Ryan of Carrick/Maulster who departed/this life March ye 8 1753 / & in ye 46 year of his age /

SHANAHAN: ANNE (No. 97).

Sacred to the memory of / Anne Shanahan who died / Jan 3rd 1934 aged 56 years / on whose soul / have mercy/.

SHANAHAN: DAVID (No.157).

Erected by the Widow D. Shanahan / in memory of her husband / David Shanahan of Coolfin/ who died Jan 15th 1815 / aged 63 years / .

SHANAHAN: JAMES (No.144).

Here lies the body of / James Shanahan of Old /Grange who departed / this life on the 20th day / of December 1770 aged / 71 years / also / Mrs. Ellen Fogarty / nee Shanahan / of Ballythomas / died 5th Jan 1924 aged 76/.

SHANAHAN: JOHN (No.158).

Erected by the widow J. Shanahan / in memory of her husband / John Shanahan / of Whitstone who died 18th May 1815 / aged 68 years / .

SHEEHAN: CATHERINE ALIAS PHELAN:

See Sheehan, Edmond (No.244).

SHEEHAN: EDMOND (No.244).

Here lieth the body of Edmond/Sheehan of Mothel who depd this /life March 1802 aged 52 yrs / also his wife Catherne Sheehan / alias Phelan who depd Feb 7th 1814/ aged 31 years / .

SHEEHAN: MARY ALIAS POWER (No.243).

Erected by John Sheehan of/Mothel in memory of his wife/Mary Sheehan alias Power/ who depd this life Nov./1795 aged 72 years/.

SHORTISS: GELLEN ALIAS MARAH (No.55).

Here lies ye body of / Gellen Shorthis allis/Marah who Parted/ this life April 15th/ 1751 aged 38 years/.

STEPHENS: HANNORA ALIAS POWER (No.197).

Erected by Samuel Stephens / in Memory of his wife Hannora Stephens/ alias Power who depd this life Feby /6th 1802 aged 35 years/.

SULLIVAN: CORNELIUS (No.2).

Pray/for the Soul of / Cornelius Sullivan /Carrick Beg/ who died 1894/ aged 75 years/.

TOBIN: EDMOND.

See Tobin, James (No.138).

TOBIN: JAMES (No.138).

Erected by Edmond Tobin in /memory of his father James / Tobin who depd March 2nd /1794 aged 31 years also his / Grandfather Edmd Tobin who /depd Decr 1812 aged /78/yrs/.

TORPY: RICHARD (No.199).

Here lieth the remains of/Richard Torpy of Corroughkiely / who depd this life May 20th / 1799 aged 78 years also his son / Richd Torpy who died / Oct 4th 1813 aged 47 yrs/.

VEALE: MATTHEW (No.126).

HERELYETH THE BO/DY OF MATTHEW/VEALE SON TO J/OHN VEALE OF/ KILEUASBIG WH/O DEPARTED THIS / LIFE THE 7TH DAY / OF JULY ANNO DO/ 1715 AND IN YE 17TH YE/AR OF HIS AGE/.

WALL: JANE (No.16).

Adjoining these walls / are deposited the remains / of / Jane Wall relict / of/ James Wall of Clonea Castle / This monumental Tablet/ is erected to Perpetuate their fond Memory / By / Their affectionate and loving Daughter /Jane Morris Wall/ January 19th 1821/

(This stone, which is in two parts, was originally built into the wall of the Protestant Church in this graveyard).

WALL: NICHOLAS (No.111).

Erected by Honor Fenecy / in memory of her husband / Nicholas Wall of Whites/town in the County / Waterford who died June/ the 17th 1807 aged 63 yrs/.

WALL: PATRICK (No.85).

Here lies the body of / Patrick Wall late/of Newtown who / depd this life April / the 26th 1773 aged 49 yrs/.

WALSH: CATRINE.

See Walsh, Walter (No.51).

WALSH: CATHERINE

See Walsh, Thos (No.167).

WALSH :CATHERINE.

See Walsh, Robert (No.187).

WALSH: DAVID (No.185).

Erected by / Mary Walsh of Feddins / in memory of her husband / David Walsh who died/ June 12th 1899 aged 56 years/.

WALSH: DAVID (No.186).

..... Walsh of Whitestown/in memory of his father/David Walsh of Bridgetown/ who died Novr 17th 1855/ aged 88 years/ also his mother Ellen Walsh/(alias) Power who died March 28th 1857 / aged 86 years/ and his sister Mary Walsh/who died June 30th 1855/ aged 56 years/.

WALSH: DENNIS.

See Walsh, Mary (No.173).

57.

Gravestone Inscriptions at Mothel, Co. Waterford.

WALSH: DENNIS.

See Walsh, Mary (No.173).

WALSH: EDMOND.

See Walsh, Patrick (No.239).

WALSH: ELLEN (No.254a)

..... Also his mother Ellen Walsh/ who died 28th March 1857/ aged
-6 years / also his sister Mary Walsh / who died 30th June 1855/ aged
30 years / Requiescat in Pace/

O'Shea.

(A broken stone; part only of which exists)

WALSH: ELLEN ALIAS POWER.

See Walsh, David (No.186).

WALSH: ELLENOR.

See Power, Michael (No.120).

WALSH: HONORA.

See Cally, Owen (No.95).

WALSH: JAMES

See Walsh, Robert (No.187).

WALSH: JOHN (No.238).

Erected by / Mrs Neill Oldgrange / in memory of her brother / John
Walsh Jonestown / who died 2nd Dec 1903/

WALSH: JOHN .

See Walsh, Wm (No.188).

WALSH: JULIA.

See Walsh, Mary (No.173).

WALSH: MARTIN.

See Walsh , Mary (No.173).

WALSH: MARY ALIAS CURRY.

See Walsh, Walter (No.51).

WALSH: MARY (No.173).

Erected by / Patrick Walsh of Ballythomas / in memory of his sister Mary
Walsh / who died March 12th 1857 / aged 84 years / Julia Walsh of
Ballythomas who / departed this life on Nov 3rd 1860 / aged 82 years /
and the above named Patrick Walsh who / departed this life on Sep 20th
1864 aged / 80 years also Robert Mary Martin and / Denis Walsh /

WALSH: MARY ALIAS MURRY.

See Walsh, Thos (No.167).

WALSH: MARY.

See Walsh, Mary (No.173).

WALSH: MARY.

See Walsh, David (No.186).

WALSH: MARY.

See Walsh, Robert (No.187).

WALSH: MARY.

See Walsh, Ellen (No.254a).

WALSH: MATTHEW (No.175).

Erected by Thomas Walsh of Kilerguile / in memory of his father / Matthew Walsh who died / Sept 27th 1828 aged 63 years /

WALSH: PATRICK (No.239).

Erected / in loving memory of / Patrick Walsh / of Connawarries Carrickbeg/ who died 7th March 1913 aged 64 yrs / also his son Edmond / Died 26th Jan 1925 aged 27/.

WALSH: PATRICK.

See Walsh, Mary (No.173).

WALSH: ROBERT (No.187).

Erected by David & William Walsh in / memory of their father Robert Walsh / of Ballygarrett in this County who died / Febr 3rd 1818 aged 78 yrs also their mother / Catherine died Jan 1822 aged 76 also / their sister Mary Walsh died May / 1808 aged 42 & James their brother / died in March 1817 aged 55 years /.

WALSH : ROBERT.

See Walsh, Mary (No.173).

WALSH: RICHARD (No.183).

O God be merciful to / the soul of Richard Walsh / who departed this life / May 26th 1767 aged 74 yrs /.

WALSH: THOS (No.167).

Erected / By The / Rev John Walsh PP / Cappoquin / in memory of his father / Thos Walsh who died 1st / April 1825 aged 83 years / also his mother Mary / Walsh alias Murry who / April 15th 1838 aged / 84 years / all of / Ballythomas / Catherine Walsh of / Cappoquin who departed this life / January 20th 1871 aged / 90 years /.

Shea Callan.

WALSH : THOMAS. (No.184).

Here lies the body of Mr Thomas Walsh / of Balyelane in the county of Waterford who/ depd this life 17th April 1792 agd / 63 years also three of his children / May their souls rest in Peace Amen / Erected by Mr John Walsh his son of / Balainalina in the County of Kilkenny /

WALSH: WALTER (No.50).

Here lies the body of Walter Walsh / of Ballindesert who dep this life / the 26th Feby 1819 aged 43 yrs / May he rest in Peace Amen / Erected by his wife Ellen Walsh alias / Shanahan/ .

WALSH: WALTER(No.51)

This Stone and Burial place belongeth/to Walter Walsh and/to his posterity Mary /alias Curry died Feb/ the 2nd 1793 aged 26/ years. Erected Edward Walsh/ of Ballindysert also mother/Catrine aged 68/ The Lord have mercy on them/.

WALSH: Wm. (No.188).

Erected by Robert Walsh/of Ballygarrett in memory/of his father Wm Walsh/ who died May 31st 1836 aged 54 yrs/ his brother John Walsh who/died July 20th 1840 aged 74 yrs/.

WHELAN: PHILIP (No.178).

Here lieth the body of/Philip Whelan Son to /Thomas Whelan and/Elen Whelan al Lynch/ of Mothel who depa/rtd this life March ye 16th 1769 aged 43 years/.

WHELAN: MATTHEW (No.221).

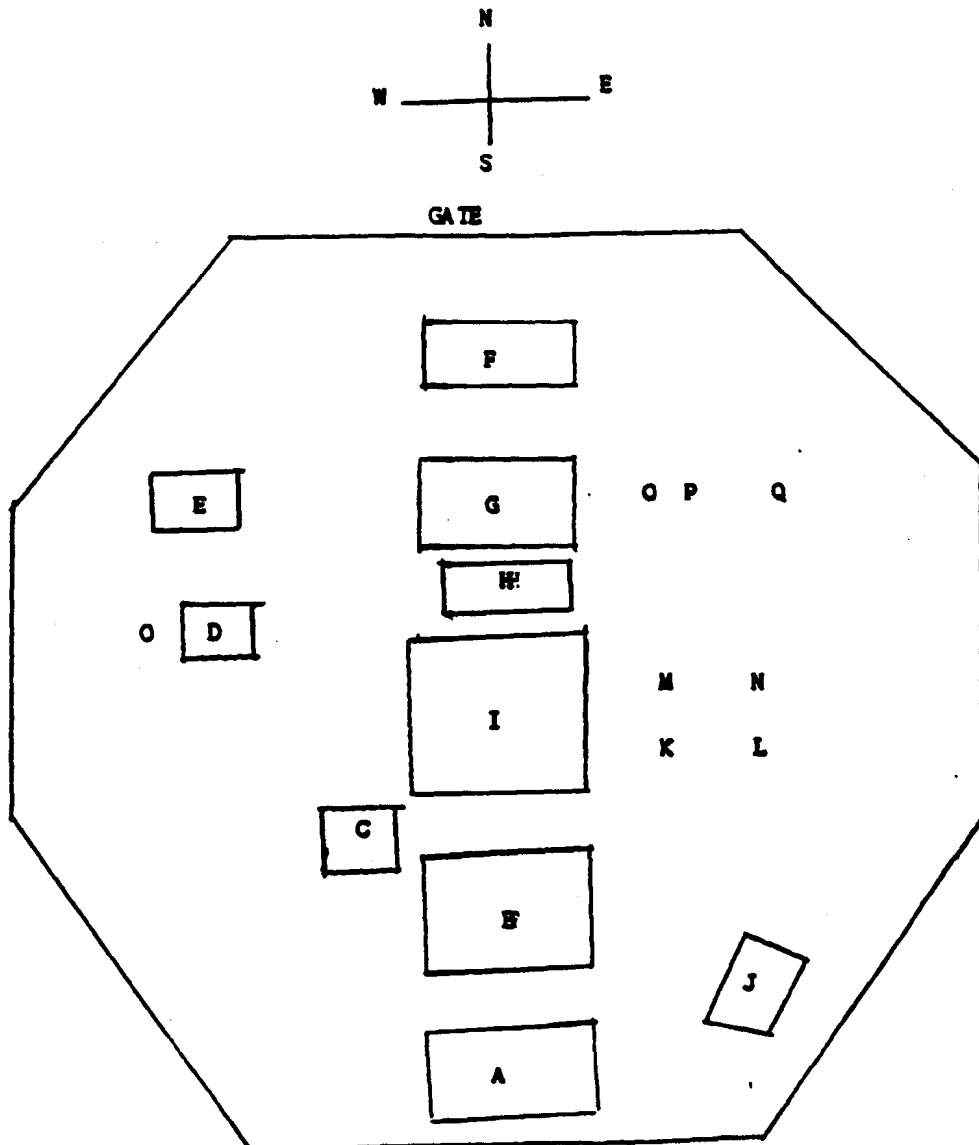
Here lieth the body of / Matthew Whelan of Oldgrange / who depd this life March / the 9th 1760 aged 46 yrs / .

WHELAN : WALTER (No.65).

Gloria in Excelsis Deo / Here lieth inter the body of Walter / Whelan who departed this life the 27 / day of May Anno Domino 1771 and / in the 43 yr of his age / .

DE LE POER

Enclosed family plot
at Mothel Graveyard



THE DE LE POER FAMILY PLOT.

The Inscriptions:

A

HIC JACET RICARDUS SUAE NATIONIS / CAPITANEUS QUI OBIIT iii DIE MENSIS / OCTOBRIS
ANNO DOMINI MILLESIMO / CCCCLXXXIII CUI ()
DOMINI AMEN /

(This inscription is copied from Egan's Guide to Waterford, p.698).

B

Pray for the repose of the soul / of / John Fitzedmond Power / of Gurteen / Lord
Power and Baron / of Curraghmore / who died / in the County of Galway / Anno Dom
1714 / also for Mary / his wife / Youngest daughter and co-heiress of / Captain
Richard Power / of Ballindrinny / in the County of Galway / and of /Helen Power /
of Kildolane / his wife / who departed this life in the / Month of August 1726/ R.I.O./

C

Here lies the body of / James Power Esqre D.L. J.P. / 2nd son of John Power of
Gurteen Esqr / By Johana his wife and grandson / of Edmond Power of Gurteen / De Jure
13th Lord Power & Curraghmore / and of Elizabeth his wife / he died at Ballydine/ on
the 11th day of June 1831 / aged 73 years/ .

In memory of / Katherine Butler of Wilford / Wife of the above James Power Esqr/ and
of Edmond James their only Son / who died unmarried / in the island of mad /3rd
Decembe 1836 / R.I.P./

D

(West side of Celtic Cross).

Of yr charity pray for the souls of those whose names/are hereon inscribed /.

Sir Richard 1st Lord de la Power and Baron of Curraghmore / died 10th Nov 1539 and the
Lady Katherine Butler / of Ormond his wife / Piers 2nd Lord Power and Baron of
Curraghmore died 16th Oct 1545 / Sir John 3rd Lord & Baron Power of Curraghmore Died
8 Nov 1592 / and the Lady Elenour Fitzgerald of Desmonde his wife / Richard 4th Lord
Power and Curraghmore died 8th of Aug 1607 and / the Honble Katherine De Barry of
Buthavant his wife /

(South side of Celtic Cross).

The Honble Piers Power of Monolargie Esqr / 2nd son of Richard 4th Lord Power &
Curraghmore / and the Lady Katherine Butler his wife/ Daughter of Walter 11th Earl of
Ormonde/ Piers Power of Monolargue Esqr his son / and heir attainted on account of the
Rebellion A.D./ 1641 Colonel John Power of Monolargie his son and / heir attainted
A.D. 1688 succeeded as 9th Lord Power / & Baron of Curraghmore A.D. 1704 died in Paris
20th Aug/1725 Henry 10th Lord Power & Baron of Curraghmore / Son and heir of the
preceeding Lord died unmarried in May 1742/

(East side of Celtic Cross).

The Hon Piers Power of Clondonnell and Rathgornack Esq / 2nd Son of John 3rd Lord
Power & Curraghmore died 26th May /1597 Richard his son and heir died Feby 1633 and
Elenor Butler / of Ballyboe his wife and their sons Piers Richard / who married
Elenour sister of John Power of Monolargie 9th Lord/Power of Curraghmore and died

June 1686 leaving 5 sons viz I Piers / died unmarried ,2 John succeeded in 1742 as Lord Power & Curraghmore/died 1743 leaving no male issue,3 William of Gurteen 12th Lord Power and Curraghmore Died August 1755 leaving no issue, 4 Richard died 1717 leaving no/issue ,5 James of Curraghmore and Mary Higgins Gortardagh his wife / Edmond Power of Gurteen son and heir of preceeding succeeded in 1755 as 13th Lord Power of Curraghmore and Elizabeth his wife daughter & coheirss / of John 11th Lord Power who died 1753 William Power of Gurteen his son and / heir 14th Lord Power & Curraghmore died 1814 leaving no issue by Mary de Lamer of/Porterstown his wife John Power of Gurteen esqre his 2nd son and Johanaly Meagher / of Drangan his wife who died 1801 Edmond Power of Gurteen son and heir of/ preceeding succeeded A.D.1814 as 15th Lord Power & Curraghmore died 1830 / R.I.P./.

E

(Eastside).

Here lies the body/of/ Arnold Lynch De La Poer Esq/ 5 Son of/ John Power of Gurteen /16 Lord Power & Curraghmore/ and of Frances his wife/ Youngest Daughter of / Sir John Power of Kilfane 1st Bart/ Born at Gurteen 17th Oct 1849/ Died unmarried 17th Oct 1883/ R.I.P./

R. Colles Kilkenny.

(Westside).

John Richard Second Son of/John Power Gurteen / 16 Lord Power & Curraghmore / and of Francis his wife / Youngest daughter of / Sir John Power of Kilfane 1st Bart / Died at school / at the Mount Walsall England / 23 April 1851 / in the 9th year of his age/.

F

In Memory of / Edmond de Poher De La Poer / of Gurteen Le Poer / in the County of Waterford / Baron of Le Poer & Coroghmore/ as male heir of the body of / Sir Richard Power / Knight The First Baron a Papal Count/ so created on the 19th Day of August 1864/ with remainder to the heirs male of/his body for ever/ And Knight of the Sacred and Sovereign/ order of St. John of Jerusalem/ and his Majestys Lieutenant/for the County and City of Waterford/and eldest son of John Power of Gurteen/ Baron of Le Poer & Coroghmore/ and Francis his wife/Died 30th Day of August 1915 aged 74 years / Married on June 1st 1881/ Hon Mary Olivia Augusta Monsell/only daughter of/William 1st Baron Enly Terro Co. Limerick / Leaving six children as follows/ John William Rivallon De Poher Born 1882/ Edmond Alian Tremeur De Poher Born 1883/ Elinor Mary Trefine De Poher Born 1884 / William Arnold Stephen Tremeur De Poher Born 1885 / Emmygarde Bertha Francis De Poher Born 1887 / Mary Francis Yseult De Poher Born 1888/R.I.P./

G

(East Side).

Sacred /To the Memory of / John William Vincent Power Esqr/ of Gurteen/ in the county of Waterford / who departed this life on the 12th of May 1851 / aged 35 years/ This monument has been / Erected to his memory by his wife / Requiescat in Pace/.

Donald & Leshe
Sculps Aberdeen.

(West Side)

In Memory of /Francis De La Poer / 2nd Daughter of Sir John Power of Kilfane/ 1st Bart and widow of John Power/of Gurteen He was de Jure 17th Baron / of Le Power and Curraghmore / Born 4th Jan 1819 Mard 30th April 1840 / Died 28th Jan 1893 / Having had issue by her husband / 5 Sons and 4 Daughters VIZ

Edmond, John, William, Raymond, Arnold.

Harriet, Mary, Anastatia, Francis.

H

ORA PRO ANIMA / JACOBI POWER DE GURTEEN / NOBI IS GENERE / FIL EDMUNDI FIL PETRI /
 FIL RICARDI DI POER / DE RATHGORMAC ARMO / PRAEDICTUR JACOBUS OBIT / ANO DOM MDCCLV/
 EX EO ET UXORE EJUS MARIA / DUO FILI DUAE QUE FILIAE NATI / SUNT VIDELICET /
 ELEANORA MAGNALENA / .

I

(North Side)

Sacred to the Memory of Edmond Power /of Gurteen in this County Esq/ He was
 benevolent kind charitable / Munificent bestowing favours / Without exception / He
 died regretted by all who knew him / on the 29th Day of May in the year of / Our Lord
 1830 at the age of 55 years / Requiescat in Pace /.

(South Side)

Sacred to the memory of Edmond Power / of Gurteen in this County Esq/ He was
 benevolent kind charitable / Munificent bestowing favours / Without exception / He
 died regretted by all who knew him / on the 29th Day of May in the year of/ Our Lord
 1830 at the age of 55 years / Requiescat in Pace /

J

In Memoriam / Hon Piers Power of Clondonnell / and of Rathgormack Esq/ Son of John
 Edward Power & Curraghmore/ and of the Lady Elenor Fitzgerald his wife / Daughter of
 James Earl of Desmond / died 26th May 1597 leaving as son & heir / Richard of
 Clondonnell & Rathgormack / died Feb 1633 leaving as issue/by Elenor Butler of
 Ballyboe his wife 5 sons and a daughter /1st John of Clondonnell & Rathgormack Esq /
 who by Elenor McGrath of Mountian Castle his wife had/issue died S P Richard
 died

.....

2nd Piers who married the daughter of

Nicholas Power

Captain Richard of Ballindrumny Co. Galway / Piers of Cregmulgreny and Ann / 3rd James
 Captain in the Spanish service / 4th William 5th Edmond/ and Honora the wife of /
 Edmond Power of Currakiely Fitznicholas / R.I.P./

(Several lines of this inscription have been chiselled out).

K

Pray for ye soul of /Richard Power of Rathgormack and / Clondounyll Esq son & heir of/
 piersce Power of ye same Esq Second / sonne of John Le Power Baron of /Curraghmore Hee
 departed this mortall / life on ye XXVIII day of Febry MDCXXXV/ and left issue by
 Ellin his wife / V sonnes and IV daughters I John / married Ellan dauter of Donal
 McGrath / of Mountayne Castle, II Pierce Mared / Margaret dautr of Nicholas Lee Gent
 III James Captain under King of Spaine / IV Edmond V William I Honora Mard/Edmond
 Power of Curraghkealy II Ellan/ III Ellin Iv Margaret /

L

Pray for the soul / of / Piers Power one tyme of Knocklahy/ esqr sonne and heir of
 John Power of / Rathgornyke Esqr and of Ellan his wife/ transplanted into ye Countye
 of Galway / MDCLIV dyed ther att Cregmulgreny / Pray alsoe for ye Souls / of/ Richard

Gravestone Inscriptions at Mothel, Co. Waterford.

Power of Ballindrunny in ye same / Countye Esqr Brother & Heire of ye said Piers Power / Dyed MDCCV for Hellen his wife and for their II/daughters / I Bridgett wife unto Francus Macnamara Fitzjohn / II Mary wife unto John Power Fitzdesmond of Gurteen /.

M

Pray for the soul / of / John Power of Gurteen Esq/ second son of Edmond Power of Gurteen / The lord Power and of Elizth his wife / This John left issue by / Johanna Power otherwise Meagher / his wife who died 3rd Jan 1801 / 3 sons and 3 daughters namely / I Edmond 2 James 3 William / 4 Elenor 5 Eliza 6 Honora / R.I.P./

N

William Power / of Gurteen & Ballydine / Lord Power & Curraghmore / Eldest son of /Edmond Power lord Power / and Elizabeth his wife / died without issue / on the day of December 1813 / Mary Delamer his wife / Predeceased him by many years / R.I.P./

O

Pray for the Soul of /Richard Power of Rathgormack / and Clondonnell Esq sonne / and heire of Piers Poer / of ye same Esqr second sonne / of Lord John Poer Kt Baron of Curraghmore Sd Richd Marryd / Ellen daughter of Wm Butler / of Ballyboe Gent and deped this / life ye last day of Febr'y MDCXXV / leaveing by her V sonnes and / IV daurs I John married to Ellen / dauer of Donel MacGrath of / Mountain Castle Gent II Pierce / Married to Mrs. Mary Power Widow / dauer of Nic Lee of Waterford / Gent III James A Captain in / Spaine IV Edmond V Wilm / I Honora marrd to Edmond /Power of Curraghkealy Fitz Nic Gent II Ellan III Ellin / IV Margt /.

P

Pray for the soul of / Edmond Power of Gurteen Esq / Deceased A D MDCXVIII / For Eleanour his wife sister to / John I Lord Power Baron of Curraghmore / and their V sons / I Piers II John / III William IV Richard / V James Power /.

Q

Pray for ye Soul of / Piers Power of Clondonnyl Esq / Deceased A D MDCLV / For Margt his wife / Deceased A D MDCLXXXI / and for their issue / John Power of Gurteen Edmond of ye same / and Katherine Power wife to Mr. Garrett Gough Gent / Gr sonne of Sr Thomas Gough Knt /.



Hugh Ryan - an appreciation.

HUGH RYAN of Mothel and Carrick-on-Suir.

Just as this issue was going to press the sudden death occurred of Hugh Ryan of Mothel and Carrick-on-Suir, the last part of whose survey of the gravestone inscriptions at Mothel is published here. Hugh's life was one of profound humility but remarkable cultivation. He worked for 58 years as a draper's assistant in Carrick, but his private passion was for book collecting and the preservation of the local and regional historical record. He was in effect the unofficial keeper of the collective memory and the printed record of his community, and the collection of books and other material which he painstakingly gathered together over a life of almost 82 years contains much that is rare and of interest.

Hugh's survey of the gravestones at Mothel represented for him a considerable labour of love accomplished gradually when he was no longer robust, and its publication was a matter of special satisfaction to him, though he did not, alas, live to see it completed here. It is very fitting that it is at Mothel that his own mortal remains now lie at rest.

Ar dheis laimh De go raibh se.

Michael Coady.

Book Review.

Carrtacos.

HISTORY OF SOUTH TIPPERARY:

By Patrick C. Power. Published by Mercier Press, Cork, Hardback.

This is the history of an area which formed the southern portion of a county from early Norman times up to 1838, when South Tipperary as an administrative unit first came into being. Naturally, the first chapter, which deals with pre-Norman times, is skimpy to some extent, because the county did not exist in these days.

It is not often realised that South Tipperary did not suffer from any great disruption, such as a plantation, until the Cromwellian Settlement. During the troubles of the centuries and especially the 16th century, the steady influence of the House of Ormond kept this district reasonably peaceful. This is pointed out in this work. The influence of the Ormond Butlers was all-pervasive since the 14th century, but not always to the betterment of the lot of the townspeople.

The phenomenon of the growth and steady commercial supremacy of the town of Clonmel is traced throughout the book. Without drawing too many invidious comparisons, it is quite clear that the opposite can be said of the ancient settlement of Cashel, which has wilted over the centuries and which, ironically, is the only town in the South Tipperary area to have the right of the title 'city'. This was conferred in a charter of 1637.

South Tipperary was the home and origin of the Whiteboy organisation in the 18th century. It was also, apparently, where the vicious faction-fighting seems to have originated, which livened many a fair and patron-day in the early 19th century. Tipperary seems to have exported these two inglorious movements beyond its borders. The chapter on violence - 'The Violent Society' - delineates this with full documentation, as well as an earlier one where the extraordinary events which led to the execution of Fr. Nicholas Sheehy in Clonmel are recalled and discussed.

The so-called Land War in South Tipperary was bitter, but not ever so bad as the past agrarian history might have prepared one to expect. However, the fact that the only real attempt at rebellion in 1848-49 took place here, is rather interesting, as is also the fact that the Fenian Rising, such as it was, took place in the west of the area. It is pointed out that it was that same area which spawned the 3rd Tipperary Brigade in 1919 and afterwards and which put up such violent opposition to the Anglo Irish Treaty later in 1922-23.

In such a work it is necessary to use a large canvas but the minute details of many local histories are bound to be absent. When a local history covers an area which has directly influenced the history of the country in general, then it ceases to be of the parish-pump variety and can be seen as real history. This book attempts to do this. As with all books of this kind, time alone will be the judge of its real merits. At that we must leave it. By the way, it is a good read, as they say; its words and sentences flow well.

LECTURE SEASON

Lectures will be held in Garter Lane Arts Centre, Phase 2,
O'Connell Street, Waterford, commencing at 8.00p.m.

1990:

- January 26th : Mirror of an Age - Changes in Irish Culture as shown in works of Waterford Municipal Art Collection.
Mr. Peter Jordan M.A. - Lecturer in Art History, W.R.T.C.
- February 23rd : Excavations at Dublin Castle -
Mr. Con.Manning, Senior Archaeologist, Office of Public Works.
- March 30th : Archaeological Excavations at Viking and Mediaeval Dublin,(Christchurch Place).
Brendan O'Riordan,M.R.I.A., former Director of National Museum, 1979-1988.
- April 6th : Annual General Meeting.
- April 27th : Tracing your family through the Land.
Mr. Patrick Nolan, Chairman, Kilkenny Genealogical Circle.

Enquiries regarding DECIES to : Mr. Fergus Dillon,
'Trespan',
70 The Folly,
Waterford.

Membership of the Old Waterford Society is open to all. Subscription for 1989 is £7,00 and may be sent to the Hon. Treasurer:

Mrs. R. Lumley,
28, Daisy Terrace,
Waterford.

The Society is not responsible for damage or injury suffered or sustained on outings.