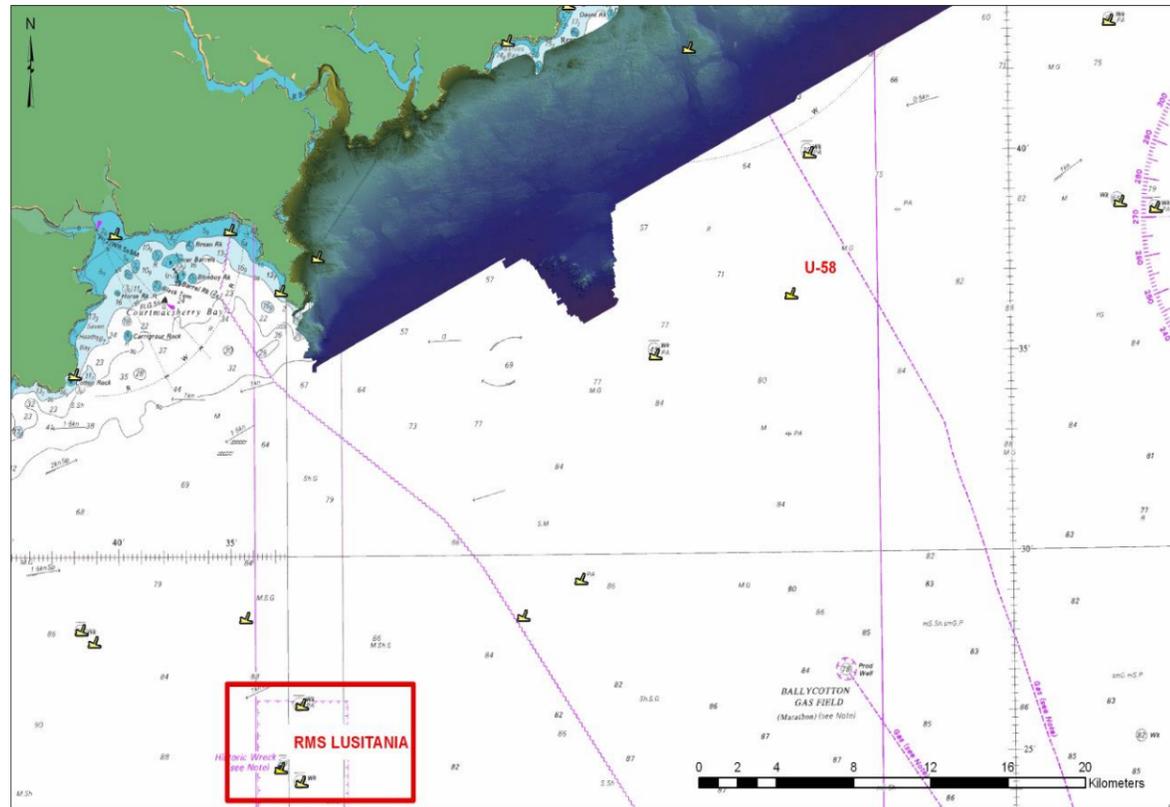
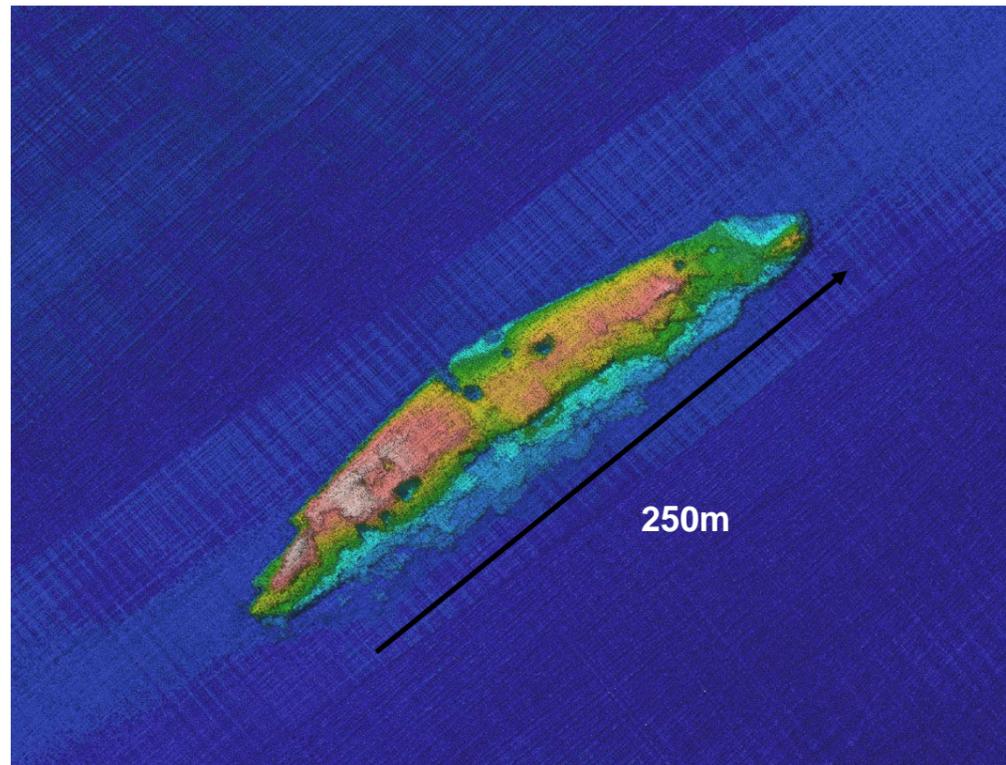


## WRECK IMAGERY



Above the location of the RMS *Lusitania* off the Cork coast and below an image of the RMS *Lusitania* from the shaded relief acquired during the INFOMAR survey KRY10\_02, Kinsale.



## LOCATION

**Location** 22km S of the Old Head of Kinsale

**Coordinates** -08° 32' 52.27" W  
51° 24' 44.61" N

**Depth of Water** 92 m

## VESSEL INFORMATION

**Vessel type** Passenger liner

**Flag** British

**Vessel Dimensions** 232 m (l), 27 m (b), 17m (h)

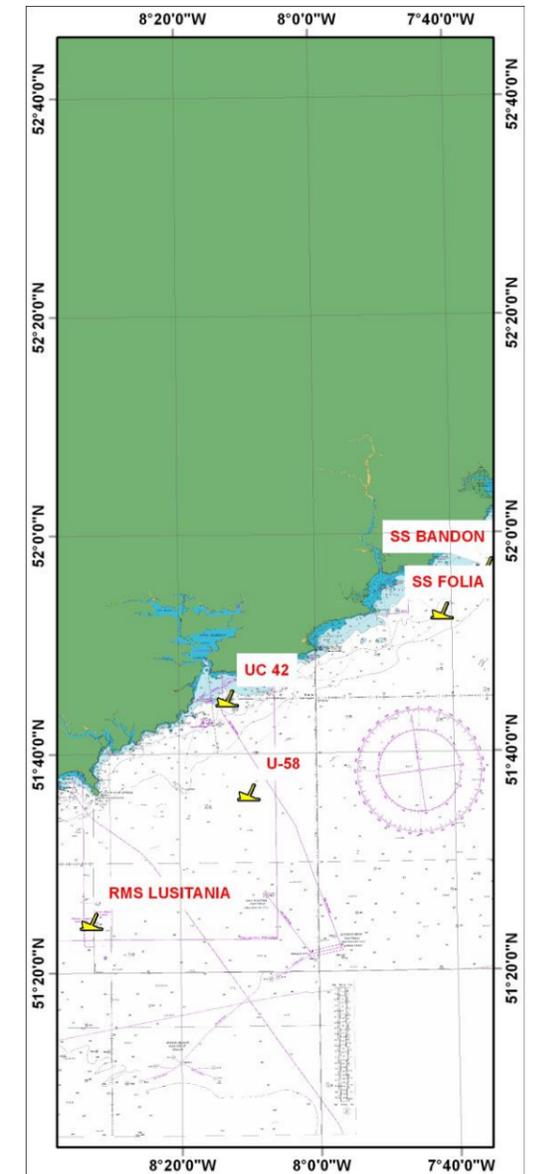
**Date of building** 1906

## DETAILS OF SINKING

On the afternoon of 7th May 1915 while en route to Liverpool, the liner was detected and attacked by *U-20* under the command of *Kapitänleutnant* Walther Schwieger. A single torpedo struck the ship either just under her bridge or just after it, on the starboard side. Another explosion followed in the boiler room in the forward part of the ship. The RMS *Lusitania* sank in 18 minutes with the loss of 1,198 lives, 764 survived.



## RMS LUSITANIA



## INFOMAR WRECK INFORMATION SHEET 19

## VESSEL HISTORY

The 30,396-ton RMS *Lusitania*, together with its sister ship, the *Mauritania*, was the pride of the Cunard Line when it was built in 1906. The liner was designed by the engineer Leonard Peskett and built by John Brown & Co. Ltd. of Glasgow. The RMS *Lusitania* was the largest ship ever built at the time, protected by steel armour, capable of travelling at 25 knots and with its important equipment located below the waterline, to protect it from shellfire during hostilities. Another innovation was the electric controls for steering, detecting fire and closing the watertight compartments, of which there were 175.

## DIVE INFORMATION

The wreck of the *Lusitania* measures 241m in length, 46m in width and 14.7m in maximum height, with an average height of 9.9m. The vessel is orientated NE–SW on the seafloor, with its bow to the NE. The wreck lies on its starboard side, thus concealing the area where the torpedo struck the vessel. A combination of the violent nature of its sinking, several salvage operations, depthcharging by the Royal Navy in the late 1940s, the natural decaying processes and the ravages of the north Atlantic swell have all taken their toll on the remains of the vessel. The wreck is slowly deteriorating, collapsing in on itself. In spite of this ongoing decline, the bow still stands proud of the seabed and many of the structural features are still clearly discernible.

In 1995 the wreck was afforded protection by an Underwater Heritage Order and since then all activities and diving on the wreck has been subject to licensing by the National Monuments Service.

Wrecks over 100 years old and archaeological objects found underwater are protected under the National Monuments (Amendment) Acts 1987 and 1994. Significant wrecks less than 100 years old can be designated by Underwater Heritage Order (UHO) on account of their historical, archaeological or artistic importance as is the case for the *Lusitania*. Further information and a licence required to dive the wreck can be obtained from:

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

## ABOUT INFOMAR

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

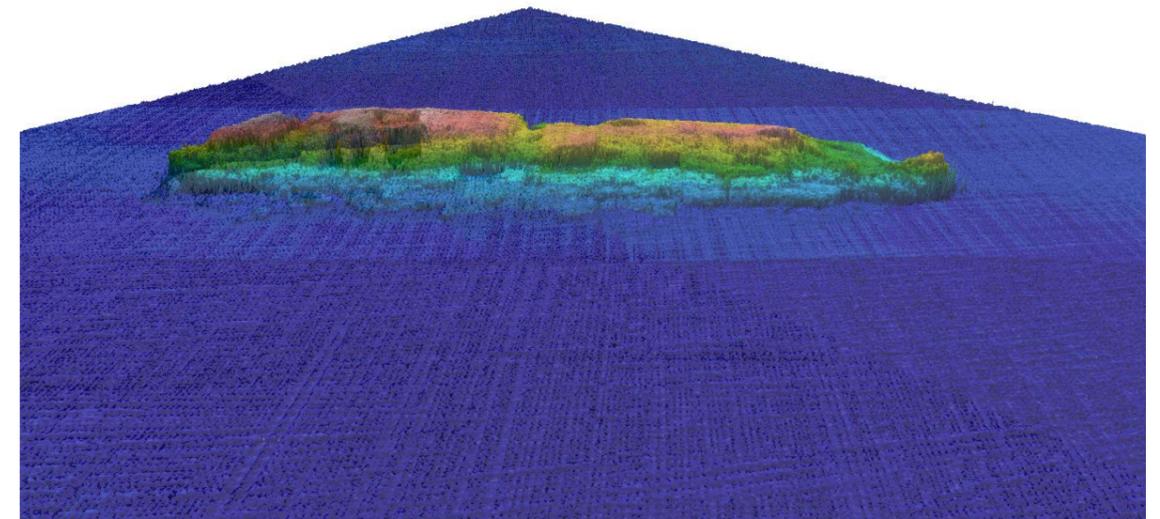
## FURTHER READING/REFERENCES

[www.infomar.ie](http://www.infomar.ie)

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

[www.irishwrecksonline.net](http://www.irishwrecksonline.net)

## WRECK IMAGERY



Above a 3D image of the RMS *Lusitania* using Fledermaus 3D visualisation software and below historical images of the *Lusitania* (Courtesy of Ian Lawlor)

