PROJECT

SOBR2 Subsea Fibre Optic Cable

SCOPE

Underwater Archaeological Impact Assessment (UAIA)

CLIENT

McMahon Design & Management Ltd.

PREPARED BY

Dr [redacted] and [redacted]

DATE

September 2023

Contents

List of Figures

List of Tables

1 Introduction

1.1 General

This report relays the results of an Underwater Archaeological Impact Assessment (UAIA) of a section of proposed subsea telecoms cable system, SOBR2, linking Ireland to the United Kingdom. The SOBR2 cable is planned to make landfall in Portmarnock, Co. Dublin and Abergele on the North coast of Wales (Figure 1). The UAIA covers the section of cable within Irish territorial waters, and focuses on the proposed site Investigation works.

1.2 Conventions, Legislations, and Guidelines

The assessment was undertaken with due regard to the following national and international protective conventions, guidelines and legislation:

- National Monument Act, 1930, amended 1954, 1987, 1994, and 2004
- Heritage Act, 1995
- National Cultural Institutions Act, 1997
- The Architectural Heritage (National Inventory) and Historic Monuments (Miscellaneous) Provisions Act, 1999
- Frameworks and Principles for the Protection of the Archaeological Heritage, 1999, Department of Arts, Heritage, Gaeltacht and the Islands
- Local Government (Planning and Development) Act, 2000
- European Convention on the Protection of the Archaeological Heritage (the 'Valletta Convention') ratified by Ireland in 1997
- Council of Europe Convention on the Protection of Architectural Heritage of Europe (the 'Granada Convention') ratified by Ireland in 1997
- International Council on Monuments and Sites (ICOMOS), advisory body to UNESCO concerning protection of sties and recommendation of World Heritage sites ratified by Ireland in 1992.

2 Receiving Environment

2.1 Location

The Foreshore License Application Area is situated off the coast of North Dublin (Figure 2). The licensed survey corridor has length of approx. 39 km and a total area of 1929 hectares within 12nm limits. The survey area covers potential landfalls at Portmarnock and Malahide. At Portmarnock the landfall location is adjacent to the R106 Strand Road and north of the Portmarnock Hotel. The landfall location at Malahide is adjacent to the public car park at Malahide South Beach. A cable route corridor of approx. 500m width will be surveyed within the foreshore licence application area. The general lines of the proposed offshore survey corridors within Irish EEZ are shown in Figure 3. The total additional length of the survey route within the Irish EEZ is approximately 25.53 km.

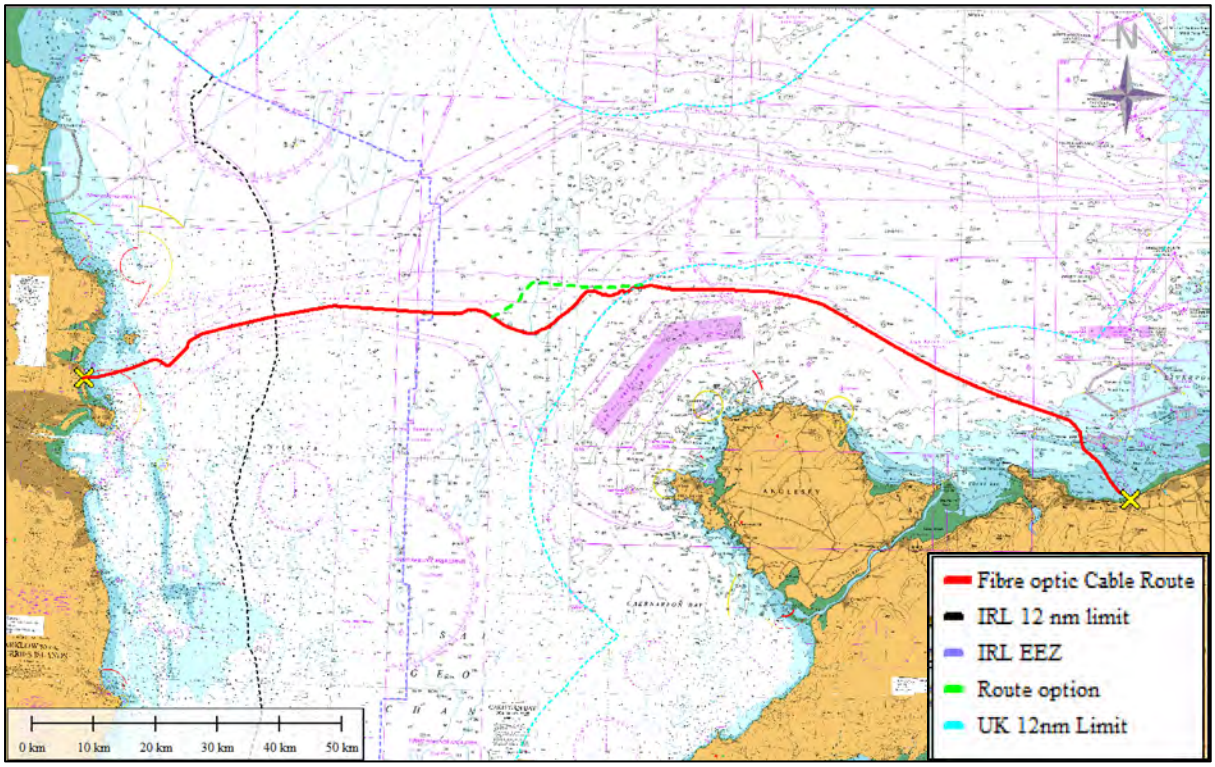

Figure 1: Proposed SOBR2 telecoms Cable System.

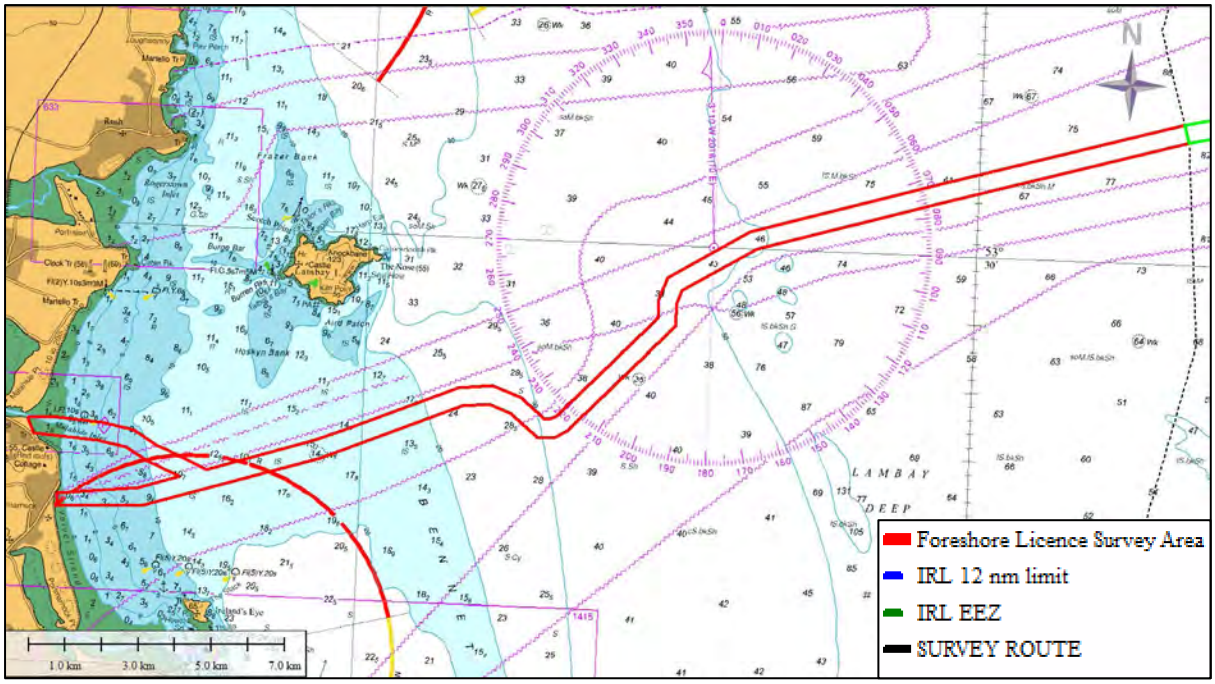

Figure 2: Proposed Survey Licence Application Area.

Table 1: Route coordinates.

Pos. No.	Latitude	Longitude	Pos. No.	Latitude	Longitude
1	53° 25' 47.5931" N	6° 07' 27.5129" W	25	53° 27' 21.9982" N	5° 55' 22.6914" W
2	53° 25' 50.9357" N	6° 05' 21.7542" W	26	53° 27' 21.8045" N	5° 55' 29.7342" W
3	53° 26' 39.4902" N	6° 01' 00.8513" W	27	53° 27' 40.4781" N	5° 56' 07.1318" W
4	53° 26' 49.9512" N	6° 00' 18.9929" W	28	53° 27' 49.7606" N	5° 56' 49.1373" W
5	53° 27' 30.7112" N	5° 57' 32.5247" W	29	53° 27' 46.5462" N	5° 57' 39.2451" W
6	53° 27' 33.2740" N	5° 56' 52.5744" W	30	53° 27' 04.8916" N	6° 00' 29.3684" W
7	53° 27' 26.2813" N	5° 56' 20.9305" W	31	53° 26' 54.7051" N	6° 01' 10.1281" W
8	53° 27' 05.3582" N	5° 55' 39.0283" W	32	53° 26' 25.4233" N	6° 03' 47.4717" W
9	53° 27' 06.0138" N	5° 55' 15.1947" W	33	53° 26' 41.4610" N	6° 04' 49.0097" W
10	53° 27' 12.1467" N	5° 54' 56.3805" W	34	53° 26' 44.6882" N	6° 05' 02.4690" W
11	53° 28' 48.0939" N	5° 52' 21.6463" W	35	53° 26' 57.3728" N	6° 05' 37.8271" W
12	53° 29' 08.8036" N	5° 52' 21.5107" W	36	53° 27' 03.0085" N	6° 06' 25.0628" W
13	53° 29' 20.1490" N	5° 52' 14.3471" W	37	53° 27' 06.0008" N	6° 07' 39.7845" W
14	53° 29' 59.5086" N	5° 50' 25.0878" W	38	53° 27' 04.6657" N	6° 08' 14.6837" W
15	53° 30' 47.9954" N	5° 45' 47.3664" W	39	53° 26' 59.9672" N	6° 08' 12.6978" W
16	53° 31' 47.7290" N	5° 39' 51.3161" W	40	53° 26' 51.2462" N	6° 08' 04.6861" W
17	53° 31' 55.5145" N	5° 39' 54.9851" W	41	53° 26' 46.9548" N	6° 06' 28.7450" W
18	53° 32' 03.2999" N	5° 39' 58.6545" W	42	53° 26' 42.0637" N	6° 05' 47.7492" W
19	53° 31' 03.5400" N	5° 45' 54.8588" W	43	53° 26' 30.1608" N	6° 05' 14.5700" W
20	53° 30' 14.4369" N	5° 50' 36.1001" W	44	53° 26' 26.5419" N	6° 04' 59.4764" W
21	53° 29' 31.0918" N	5° 52' 36.4157" W	45	53° 26' 18.0717" N	6° 04' 26.9751" W
22	53° 29' 11.7776" N	5° 52' 48.6081" W	46	53° 26' 06.9512" N	6° 05' 26.7302" W
23	53° 28' 54.6403" N	5° 52' 48.7172" W	47	53° 25' 58.9344" N	6° 07' 26.7586" W
24	53° 27' 25.1496" N	5° 55' 13.0236" W			

Figure 3: Potential Landfall areas at Portmarnock and Malahide, Co. Dublin.

Figure 4: Landfall at Malahide.

Figure 5: Landfall at Portmarnock.

2.2 Geology, Hydrology, and Soils

At the proposed locations for landfall at Malahide and Portmarnock, the bedrock geology is made up of till of Irish Sea origin with limestone and shale. The soils are composed of 75% grey brown podzolics and 25% gleys. The proposed cable route runs through the Irish Sea which separates Ireland from Great Britain. The strongest surface tidal currents are found in St George's Channel to the south. Currents are weakest in the west-central area near the proposed landfall sites (Britannica).

3 Scope of Works

It is planned to carry out Site Investigations (S.I.) to ascertain a feasible and safe route for cable system design, deployment, survivability and subsequent maintenance. The survey will also enable decisions to be made on cable armouring and burial. The survey will identify the necessary water depths, route features, seabed obstructions, seabed geomorphology and cable hazards and will also provide detailed information on the seabed sediment, subsurface stratigraphy and upper sediment layers to

support cable route and installation engineering. The site investigations will provide “ground-truthing” of the geophysical data along the route.

The objectives of the marine geophysical survey shall be:

- To collect up to date high-resolution bathymetry along a 400 – 500m wide cable corridor within the Foreshore License Application Area;
- To obtain information on the seabed surface (type, texture, variability, etc.) and in particular, to identify any seabed features that may be of interest.
- Identify any shallow geohazards and man-made hazards (including but not limited to outcropping, boulders, shallow gas, wrecks, debris etc.);
- Determine the stratigraphy of the upper layers of the seabed along the cable route and quantify the variability in the lateral and vertical extents to depths of 2-5m
- Identify any magnetic anomalies;
- identify sensitive areas which will need to be avoided during site investigations and sampling.

3.1 Landfall

Landfall Site Investigations will be undertaken to establish the depth and nature of the sediment. The focus of the site investigations will be on the upper layers of sediment to assess the feasibility of cable burial and installation techniques. Approximately 8-10 bar probes will be carried out in the intertidal zone at 10m spacings, and another 8-10 probes shall be carried out from the low water mark to the 3m water depth at 30m spacings. The probes will reach a maximum depth of 2m.

3.2 Inshore Cable Route

The area extending seaward from the low water mark at the landfall and inshore of the safe working draft limits of the primary survey vessel will be accurately surveyed with a small craft or Unmanned Survey Vessel (USV) using Multibeam Echosounder (MBES), sidescan sonar, marine magnetometer and sub-bottom profile equipment.

3.3 Offshore Cable Route

The area extending seaward from the outer limits of the inshore survey to the 12nm limits will be surveyed by the primary survey vessel using Multibeam Echosounder (MBES), sidescan sonar, marine magnetometer and sub-bottom profiler equipment.

The purpose of the marine site investigations and seabed sampling is to evaluate the physical properties of the superficial seabed sediments along the cable route focussing on the upper 3 metres of sediment. Seabed sampling within 12nm limits will comprise of up to 8 cone penetration tests (CPT) (2m to 3m in depth), 8 Gravity Cores / Vibrocores (3m) and up to 8 Grab Samples.

The CPT shall be undertaken from the survey vessel using a steel rod with a conical tip (typically an apex angle of 60° and a diameter of 35.7 mm) pushed at a steady rate into the seabed until it reaches target penetration depth of 3 to 6m or refusal. The penetration resistance at the tip and along a section of the shaft is measured, recorded and analysis.

Gravity corers consists of a steel tube in which is inserted a plastic liner to hold the core sample. Upon refusal or at target depth of 3m, the sampler is recovered on deck where the sample is split, typically into 1m lengths, logged, sealed and stored for later laboratory analysis. The typical diameter of the liner is in the region of 90mm with a typical maximum diameter of 120mm.

Vibrocorers are used wherever soil conditions are unsuited to gravity corers or where greater penetration of the seabed is necessary. The typical vibrocorer consists of a tall steel frame and tripod support. Within the frame is a standard 102 mm steel coring barrel in which is inserted a PVC liner to contain the sample. The typical diameter of the PVC liner is in the region of 90mm with a typical maximum diameter of 120mm. Once coring is started, the core barrel will penetrate to the target depth. Upon refusal or at target depth of 3m, the vibrocore is recovered on deck where the sample in the liner is removed from the barrel, the sample is split, typically into 1m lengths, logged, sealed and stored for later laboratory analysis.

Grab samplers are one of the most common methods of retrieving soil samples from the seabed surface. The grab sampler is a device that simply grabs a sample of the topmost layers of the seabed by bringing two steel clamshells together and cutting a bite from the seabed surface to a depth of 0.1 to 0.5m.

4 Archaeological Methodology

A detailed desktop study was undertaken to ensure all available literature and background information was considered to inform the underwater archaeological potential of the cable route within Ireland's territorial waters, up to and including the high-water mark/foreshore. Where applicable, wreck data beyond the 12 nm limit was also considered and included to inform the cable route. The following sources were consulted as part of the desktop study:

- RMP: The Record of Monuments and Places (RMP) compiled by the Archaeological Survey of Ireland comprises lists, classifications of monuments and maps of all recorded monuments with known locations and zones of archaeological significance. The monument records are accessible online via the National Monuments Section (NMS) of the Department of Housing, Local Government and Heritage at www.archaeology.ie. These were used to establish the wider archaeological context of the area.
- RPS: Register of Protected Structures is a list of all protected structures and buildings in a given area, as designated by the Local Authority. These can include architectural, historical, archaeological, artistic, cultural, social, scientific, technical or industrial structures, features or objects of importance.
- OSI: Ordnance Survey Ireland historic and contemporary maps were examined to measure the changing landscape of the landfall site, and the surrounding shore.
- Excavations Bulletin online database (www.excavations.ie) which contains summaries of all archaeological excavations in Ireland, was consulted to review archaeological investigations undertaken previously in the area and therefore to inform on the nature and extent of the potential archaeology that may be encountered.
- Wreck Inventory of Ireland Database (WIID) and Wreck Viewer: The information contained within the WIID & WV was gathered from a broad range of cartographic, archaeological and documentary sources, and each entry in the Inventory gives information on the ship's name, type of vessel, port of origin, owner's name, cargo, date of loss and other relevant information where available. While the WIID contains information on some 18,000 shipwreck records (both those with known and unknown locations), the Wreck Viewer contains the same information for those wrecks but only those with known locations.
- Inventory of Piers and Harbours is a draft unpublished document compiled by the DHLGH which has drawn primarily from information contained in the Office of Public Works (OPW) own documents reporting on works to piers and harbours from the 18th-century to the mid-20th century. It draws on select other historical sources too that deal with historical piers and harbour development in Ireland.
- Topographical Files: Accessed via National Museum of Ireland and they hold details of any artefactual material recovered with Ireland and dating from the 18th century to present, categorised according to County and Townland.
- Cartography: Several historic maps and charts were examined (see references below for a full list) and which provide valuable insight into the changes to the coastline over time, indications

of structures in place through time and which may now be gone as well as navigation routes that can inform on ship traffic and ship losses as well.

- Aerial Photography: A variety of low and high-altitude aerial photography was examined (see references below for full list).
- Documentary sources: Key historical and archaeological sources were examined. For a full list of all sources examined see Bibliography in Section 8.

5 Results

5.1 Maritime Heritage Overview

Early Prehistory

Until quite recently, the earliest archaeological evidence of human habitation in Ireland dated to the Mesolithic with the earliest site of Mount Sandel, Co. Derry dating to *c.* 8000 BC (Woodman *et al.* 1999, 131–51). A recent study by Dowd and Carden, however, have identified evidence of man-made cut marks on a bear patella from Gwendoline Cave, Co. Clare which has been dated to *c.* 10,500 BC during the Palaeolithic period and may push back the date of Irish colonisation some *c.* 2500 years (Dowd and Carden 2016). Ireland has been separate from Britain and the rest of Europe since the retreat of the last ice sheets *c.* 16,000 bp. Early colonists, whether Palaeolithic or Mesolithic, would have needed to travel over water routes to reach Ireland.

A more widespread human colonisation occurred during the Mesolithic. Seasonal occupation of the littoral and wider coastal zone is a feature of these Early Mesolithic people whose lifestyle largely comprised of hunting, gathering and fishing. A substantial amount of lithics have been recovered form Paddy's Hill in Malahide and although most of these artefacts are attributed to the late Neolithic/Early Bronze Age, a possible Early Mesolithic microlithic has also been identified (Stout and Stout 1992; Keeling *et al.* 1994). Late Mesolithic activity is recorded the form of middens at Dalkey (Liversage 1968) and Sutton (Mitchell 1972). A fish trap excavated at the North Wall suggest an organised settled Late Mesolithic society that knew how to catch fish using the tide, who built using wattle-work and baskets, and who undertook coppicing on an 8-year cycle (McQuade and O'Donnell 2007).

The transition to the Neolithic Period (c.4000-2500) saw significant forest clearance, the construction of tombs, cereal cultivation, more permanent settlement, and the domesticity of animals. This implies the use of seaworthy vessels, which would have been needed to introduce cattle and sheep to Ireland. Distribution of stone axes across Ireland and Britain indicate trade links across the Irish Sea. Archaeological evidence for maritime activity for that time in Ireland is limited to logboats, which are

generally found in sheltered waters. The discovery of a logboat 1km offshore of Gormanston, Co. Meath during pipeline construction indicates that these vessels were not limited to inland waterways (Breen and Forsythe 2004, 33; Brady 2021, 509–10). A Neolithic quarry and axe production site is located at Eagle's Nest on Lambay. Megalithic tombs are found on the Dublin coast at Howth and Rush several hill top cairns are also found on Lambay Island and Howth.

Late Prehistory

The Bronze Age (*c.* 2500–700 BC) saw an increase in trade links from Ireland to Britain and the Continent. Tin, needed for the creation of Bronze and not found in Ireland, was imported from Cornwall or Iberia and the finished products were exported in return. Logboats, similar to those mentioned above, continued to be used in both marine and freshwater contexts. The Iron Age (*c.* 700 BC–AD 400) saw the continuation and expansion of trade. Documentary evidence suggests the use of skin-covered boats in Ireland and England during this time. Tacitus commented on trade with Ireland in the early 2nd century AD, stating that 'the interior parts [of Ireland] are little known, but through commercial intercourse and the merchants there is better knowledge of the harbour and approaches' (from Breen and Forsythe 2004, 39).

Prior to Tacitus, accounts and charts from mariners returning from Ireland were collected by Ptolemy in Alexndria. Ptolemy proceeded to create the earliest known map of Ireland in *c.* 150 BC (Figure 3). In this map, Ptolemy recorded several tribes, rivers, settlements, and islands. Many attempts to project these landmarks have been made. Recent studies suggest that Ptolemy's River Oboca is the River Liffey. Eblana may be Loughshinny, Co. Dublin to the north of Dublin City or may be Dublin itself. Ptolemy's Manapia has also been linked to Dublin; Modonnus and Libnius have been linked to the River Liffey (Abshire *et al.* 2018, 2; Darcy and Flynn 2008, 56–62).

Medieval Period

In the Early Medieval Period (*c.* AD 400–1169) is defined by the introduction of Christianity, Vikings invasions, and the first use of the written word in Ireland. The Lives of Saints texts make several references to maritime activities. Archaeological remains, such as those found at Church Island and Illaunloughlan, Co. Kerry, suggest that deep sea fishing took place as deep-water species such as cod and wrasse were identified at these sites (Breen and Forsythe 2004, 47). The Vikings began raiding Ireland as early as AD 795, and were establishing permanent bases in Ireland by the mid-9th century. Some of these bases – such as Dublin, Waterford, Wexford, Cork, and Limerick – developed into trading towns by the early 10th century, with the Vikings integrating with the local communities.

One of the first recorded raids by the Vikings in AD 795 may have taken place on Lambay Island, *c.* 8.5km northeast of the proposed landing sites, though the island shares an Irish name with Raithlin Island in the north. Many raids on sites in north Co. Dublin followed, particularly on ecclessiastial sites along navigable inland river systems. There is documentary evidence of a more permanent camp, or longphort, set up in the Malahide estuary by the 9th century which facilitated raids in the area (MacShamhráin 2004; Headland Archaeology Ltd.). Dublin itself was heavily raided in AD 837 as part of a concerted effort by the Vikings to cease control of lands and by AD 841, the Annals of Ulster report a longphort at Dublin (Stout 2017, 139–44). Early ecclesiastical sites which may have been targets for raids were founded in the area of the proposed landfall sites, the closest of which are St. Doulagh's (DU015-009) in the townland of Saintdoolaghs, *c.* 5km southwest, and St. Colmcille's (DU011-034) in the townland of Swords Glebe, *c.* 6km west. Early evidence of the use of the written word, in the form of the earliest Irish alphabet, ogham, was found close to the propose landfall sites, though it has been lost since the mid-19th century (DU015-007003).

The High Medieval Period (*c.* AD 1169–1400) began in Ireland with the arrival of the Anglo-Normans. They rapidly took control of Viking centres on the east coast including Carlingford, Wicklow, Arklow, and Dublin (Brady 2008, 30). Dublin was chosen as the capital of Anglo-Norman lordship in Ireland. Trading networks and mercantile activity expanded under their leadership across Europe. This saw merchants from France, Iberia, and Italy trading wine, salt, and luxury goods with Irish merchants in exchange for hides, wool, fish, flax, and furs (Breen and Forsythe 2004, 71). Under Anglo-Norman charters, ports such as Dublin and Drogheda to the south were given extra powers and privileges similar to rights seen in English ports such as Bristol and Chester (*ibid.* 77).

Naval battle conflict was also seen to increase with the arrival of Anglo-Norman lords throughout the period including large-scale military activity in the Irish Sea under Edward I and II during their wars with Wales, Scotland, and France. During this period, English shipping around Ireland was continually under attack. The King responded to this threat in 1222 by commanding the ports of Ireland to build galleys for the defence of the King's realm in Ireland. Dublin also became home to many hospices dedicated to St. James for those waiting to cross the sea for the pilgrimage to Compostela (*ibid.* 77; Brady 2008, 30–5).

The Late Medieval Period (*c.* AD 1400–1550) was a time of varied fortune for Irish ports. There was an intensification of Irish contributions to the fishing industry during this time. Herring fishing was concentrated in Dublin, Malahide, Howth, and Rush and other fish such as salmon and eel were important in the areas. This period also saw the manufacture of Irish linen for export to Europe. By the end of the 14th century, the sandbar at the mouth of Dublin Bay and the silting in of the waters

barred fully laden ships from entering into Dublin Port. They instead had to anchor at Dalkey and Lambay island to unload at lead in part in order to continue on to Dublin. An increase in piracy around the Irish waters and elsewhere in Europe was also a feature of the Late Medieval Period. These pirates included sailors from Brittany, Spain, France, Scotland, and Ireland itself. In the 16th century, a court of admiralty was set up in Dublin to better control shipping (Brady 2008, 35–7).

Post Medieval and Early Modern

The Irish economy was largely controlled by England during the Post Medieval Period (*c.* AD 1550–1750). The prominent exports became cattle, butter, and wool. Intensification of the fishing industry along with transatlantic travelling and a growth in local and international trade saw an increase in maritime activity in Irish waters until the 17th century. Large trading companies, such as the Dutch East India Trading Company (VOC), developed to facilitate international trade. A number of ships belonging to these companies were wrecked on the Irish coast (Kelleher *et al.* 2012, 21).

The area around Portmarnock, which was previously part of the holding of the Late Medieval abbey of St. Mary's in Dublin, was confiscated by the crown after the disillusionment of the monasteries in the 1540s. By the Down Survey of Ireland (1656–8), the land was primarily held by the Plunketts of Loughcrew and the Barnewall family (Headland Archaeology Ltd.).

Dublin itself was the centre of this booming maritime industry as the primary port for trade of raw materials for brewing, glass, sugar, and salt industries and for the silk and woollen industry. Unfortunately, acts were put in place after the rebellions from 1641–53 which restricted Irish trade including the Cattle Act pf 1666, which prohibited the export of cattle from Ireland to England, and the Navigation Act of 1671, which prohibited direct trade between Ireland and English colonies. The naval power based in Ireland also increased under the Tudors in the early Post Medieval Period and during the Jacobite Wars at the end of the 17th century (Brady 2008, 38–40).

Modern Ireland (post *c.* AD 1750) saw the first systematic recording of ship losses along the Irish coast in 1750. This was beneficial as attacks by numerous privateers from France, Spain, the Netherlands, America, and England in Irish waters took place in the late 18th century. These attacks and the Napoleonic Wars of the early 19th century emphasized the importance of Ireland as a strategic base of operations for English authorities (Kelleher *et al.* 2012, 21). The English also sought to put an end to the smuggling activity, which arose along the Irish coast after the Napoleonic Ware (Breen and Forsythe 2004, 125). During the Napoleonic Wars, coastal defensive towers, known as Martello towers, were built along the Irish coast as part of an anti-invasion initiative within English occupied

territories. Two of these towers (DU012-035, DU012-040) are found close to the proposed landfall sites.

The 19th century also saw developments in steam-powered navigation, which was closely linked with the large-scale emigration sparked by the Great Famine (1845–52). This emigration led to the development of new routes across the Irish Sea. Because of these routes being added to established trade routes and naval patrols, the Irish Sea became one of the busiest waterways in the World (Pearsall 1990, 845). Dublin was again at the centre of much of this activity as it was the largest ship-owning port in Ireland and even ships registered in Liverpool were often owned by merchants in Dublin (Brady 2008, 41–3).

The increase in maritime activity in the Irish Sea and elsewhere along the Irish coast also saw an increase in wrecks during the 19th century. An estimated 60% of all wrecks in Irish waters date to this century with an average of one wreck reported every three days from the mid-19th century until the outbreak of World War I (Kelleher *et al.* 2012, 23).

During World War I, German submarines frequently entered Irish waters to the north and south of the island which brought about another increase in ship losses including military, civilian, and merchant vessels. Over 1000 ships were lost as a direct result of the First Battle of the Atlantic. (Brady, K. 2021, 515–8; Kelleher *et al.* 2012, 44; Brady 2008, 47). The City of Dublin Company's main packet ship, *Leinster* (W02039), was sunk by the *UB-123* submarine in 1918 in the Irish Sea near Kish Bank. Over 500 passengers and crew were lost in this event. The *RMS Lusitania* is perhaps the most famous loss off the coast of Ireland caused by German submarines. The ship was attacked off the southwest coast in May 1915 resulting in the death of 1201 passengers and crew, including three German stowaways. This was one of the events which led to America entering the War (Moore *et al.* 2019; Brady 2008, 47).

Specific to the landing location and the marine area in general regarding the cable route, the recorded wrecks and recorded onshore monuments for County Dublin attest to the long and diverse intense human activity that was in place along this stretch of coast over the millennia. Such activity has the potential to retain significant archaeological remains in the form of structures, artefacts, wrecks, and other maritime infrastructure in the study area. The known sites, both wrecks and archaeological sites onshore are discussed below.

5.2 Recorded Monuments and Protected Structures

The Sites and Monuments Record (SMR)/ Record of Monuments and Places (RMP) and the National Inventory of Architectural Heritage (NIAH)/ Record of Protected Structures (RPS) for the area were

reviewed for the area immediate to the coastal and offshore areas within the track of the proposed cable route. Eleven archaeological sites are listed within 1km of the proposed landfalls (Table 2; Figure 6; Appendix 9.1). There are nine sites listed on the NIAH within 1km of the proposed landfall sites, seven of which are RPSs, four of which are SMRs (Table 3; Figure 7: National Inventory of Architectural Heritage (NIAH) and Record of Protected Structures (RPS) sites within 1km of proposed landfall sites. Sites only listed in NIAH in blue.Figure 7).

Table 2: Sites and Monuments near the proposed landfall sites.

SMR	Townland	Type	ITM	Distance
DU012-035	Robswalls	Martello tower	723841E, 745800N	*c.* 50m
DU012-036	Robswalls	Castle - tower house	724360E, 745462N	*c.* 285m
DU012-039	Carrickhill	Ritual site - holy well	724360E, 745762N	*c.* 285m
DU012-040	Carrickhill	Martello tower	724760E, 744512N	*c.* 295m
DU015-006	Burrow	Ring-ditch	724504E, 743977N	*c.* 150m
DU015-007001	Burrow	Church	724410E, 743513N	*c.* 450m
DU015-007002	Burrow	Ritual site - holy well	724336E, 743481N	*c.* 520m
DU015-007003	Burrow	Ogham stone	742336E, 743477N	*c.* 520m
DU015-007004	Burrow	Graveyard	724418E, 743504N	*c.* 450m
DU015-007005	Burrow	Wall monument	724420E, 743520N	*c.* 450m
DU015-007006	Burrow	Graveslab	724419E, 743512N	*c.* 450m

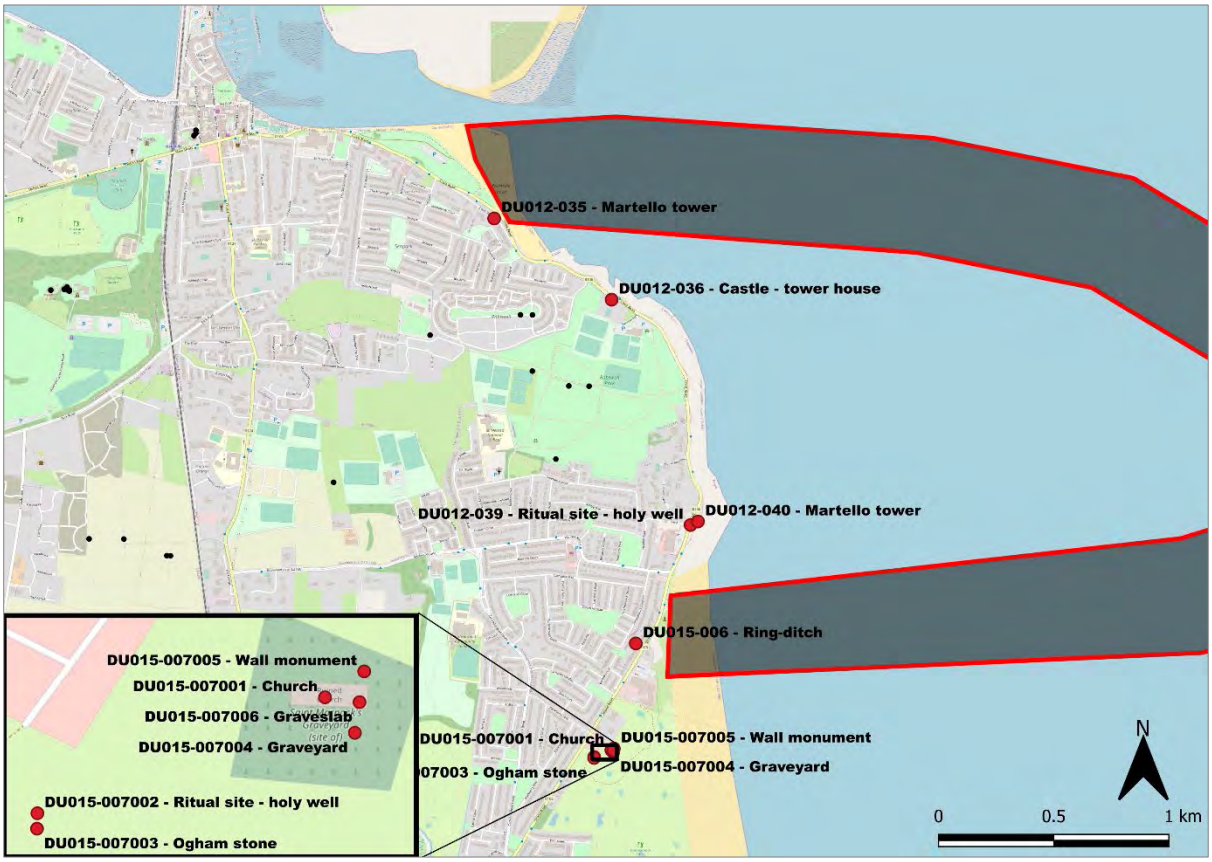

Figure 6: Sites and Monuments Record (SMR) recorded sites near the proposed landfall sites.

Table 3: National Inventory of Architectural Heritage (NIAH) and Record of Protected Structures (RPS) sites within 1km of proposed landfall sites.

RPS	NIAH	Name	Townland	Date	ITM	Distance
0441	11344039	Muldowney House	Malahide	1830–1850	723726E, 745862N	*c.* 130m
0421	11344040	Hicks Tower (DU012-035)	Robswalls	1800–1810	723846E, 745806N	*c.* 45m
0422	11345001	Robswall Castle (DU012-036)	Robswalls	1810–1830	724356E, 745460N	*c.* 285m
0476	11345002	Carrickhill Martello Tower (DU012-040)	Carrickhill	1800–1810	724759E, 744514N	*c.* 300m
-	11351001	Saint Marnock's Cottage	Burrow	1900–1920	724312E, 743600N	*c.* 440m
-	11351003	Saint Marnock's detached three-storey red brick gate lodge	Burrow	1880–1920	724155E, 743274N	*c.* 790m
0918	11351004	Saint Marnock's detached four-bay two-storey over basement country house	Burrow	1845–1850	724540E, 743512N	*c.* 155m
0478	11351005	graveyard/cemetery and church (DU015-007004; DU015-007001)	Burrow	1500–1700	724409E, 743512N	*c.* 450m
0479	11351006	The Thatch Cottage	Burrow	1750–1850	724192E, 743348N	*c.* 710m

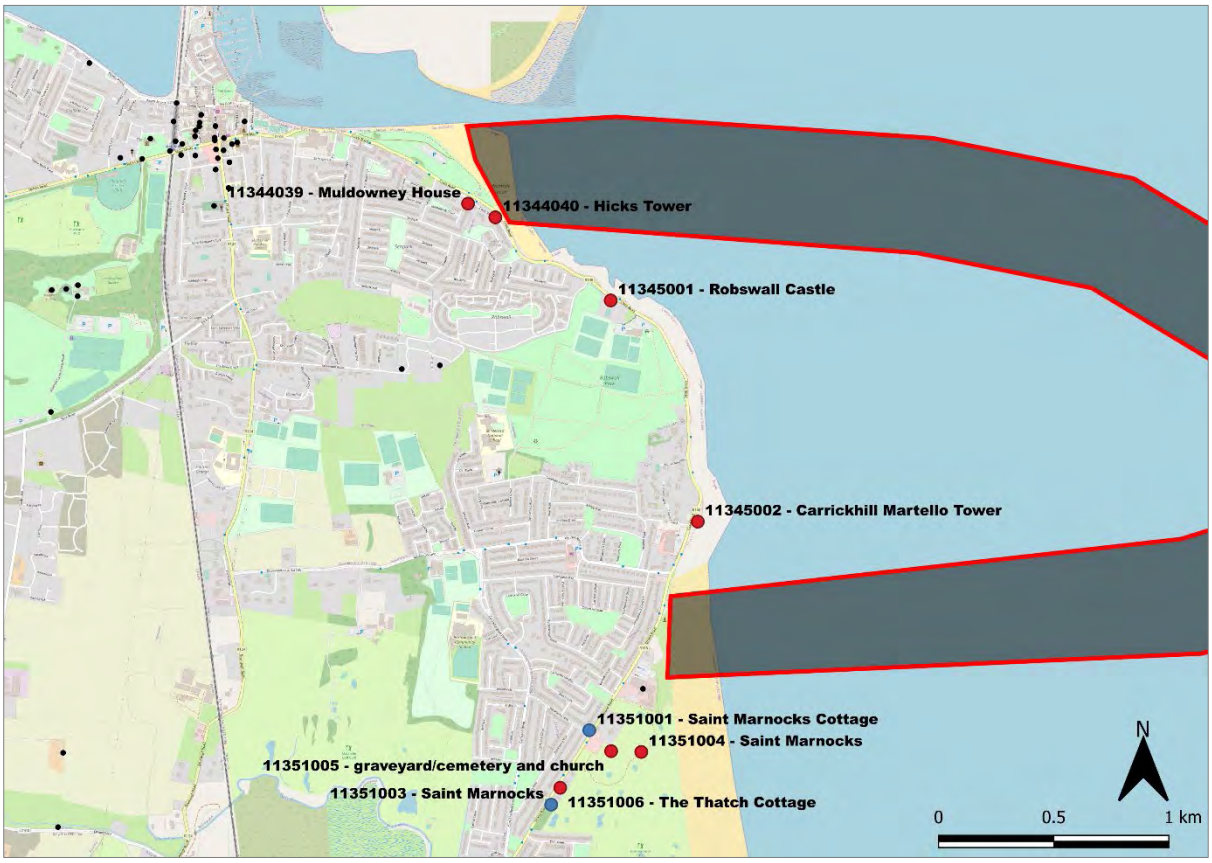

Figure 7: National Inventory of Architectural Heritage (NIAH) and Record of Protected Structures (RPS) sites within 1km of proposed landfall sites. Sites only listed in NIAH in blue.

5.3 Placenames and Townlands

Ireland is known for its defining place names cities and towns to villages, roads, fields, bays, inlets, streams, and even rocks. Townlands in particular may hold important historical information. These areas are the smallest unit of official land division in Ireland and are thought to preserve some pre-Anglo Norman Conquest territorial boundaries and names. The Irish roots of these names may refer to natural or cultural features of the landscape. The layout and nomenclature of the townlands were recorded and standardised by the Ordnance Survey in the 19th century. *Logainm* holds an online database of Irish placenames, their meaning, and related historical references. Other sources may also be used to track place names such as oral traditions, historic sources (e.g. 19th century or earlier charts), and documentary sources (e.g. the School's Folklore Collections).

Table 4 below provides a list of townlands within the desktop study area. The cable route is offshore with two proposed landfalls. One is located at the townlands of Malahide and Robswalls; the other is located at the townlands of Carrickhill and Burrow. These townlands are in the parish of Portmarnock in the barony of Coolock. The southern landfall option lies on the beach know as Velvet Strand. Most of these placenames refer to natural features, though Robswalls indicates a wall feature.

Table 4: Placenames within the study area in English and Irish with translations.

English	**Irish**	**Translation**
Burrow	*An Coinicéar*	'The rabbit warren'
Carrickhill	*Cnoc na Carraige*	'Hill of the rock'
Coolock	*An Chúlóg*	'The pillion'
Malahide	*Mullach Íde*	'Hilltop of plight'
Portmarnock	*Port Mearnóg*	'St Mernoc's port'
Robswalls	*Ballaí Robac*	'Robac's wall'
Velvet Strand	*An Trá Mhín*	'The smooth strand'

5.4 Topographical Files of the NMI

The Topographical Files of the National Museum of Ireland (NMI), which holds details of any artefactual material recovered from the 18th century to the present were consulted. The files up to 2010 indicates a bronze lid (NMI 1984:146) found in Malahide and 3 waste flints (NMI 1978:70–2) found in Carrickhill.

5.5 Cartographic Information

The northern landfall option at Malahide is shown on the Ordinance Survey First Edition 6-inch map (1843) as a large sandy beach area (Figure 8). A Rabbit Warren is indicated west of the landfall and the southern edge of the proposed landfall is near 'Robs Walls Martello Tower' (DU012-035; NIAH

11344040). The NIAH/RPS site of Muldowney House (NIAH 11344039) is also drawn though not labelled on the map, just over the townland border. To the west of this house is the no longer extant Sea Park House. The southern landfall option at Portmarnock is shown on the same map at the northern end of the sandy beach known as Velvet Strand, just south of an 'Old Quay,' 'Tobermaclaney' (DU012-039), and the 'Carrickhill Martello Tower' (DU012-040; NIAH 11345002) (Figure 9). The landfall itself touches on an area labelled 'Fery Gutter' at the townland boundary between Carrickhill and Burrow.

The northern landfall option at Malahide is shown on the Ordinance Survey Second Edition 25-inch map (1908–9) as golf links (Figure 10). 'Robs Walls Martello Tower' (DU012-035; NIAH 11344040) remains illustrated at the southern extent of this proposed landfall along with an expanded Muldowney House (NIAH 11344039) and Sea Park House. The southern landfall option at Portmarnock is shown near the same features as on the First Edition map, through much of the Velvet Strand is now shown as Rabbit Warrens (Figure 11). There is also a new 'Engine House' and 'Lodge' in a forested area near the southern extent of this proposed landfall.

Figure 8: Ordnance Survey First Edition 6-inch map (1843) of the northern proposed landfall site at Malahide.

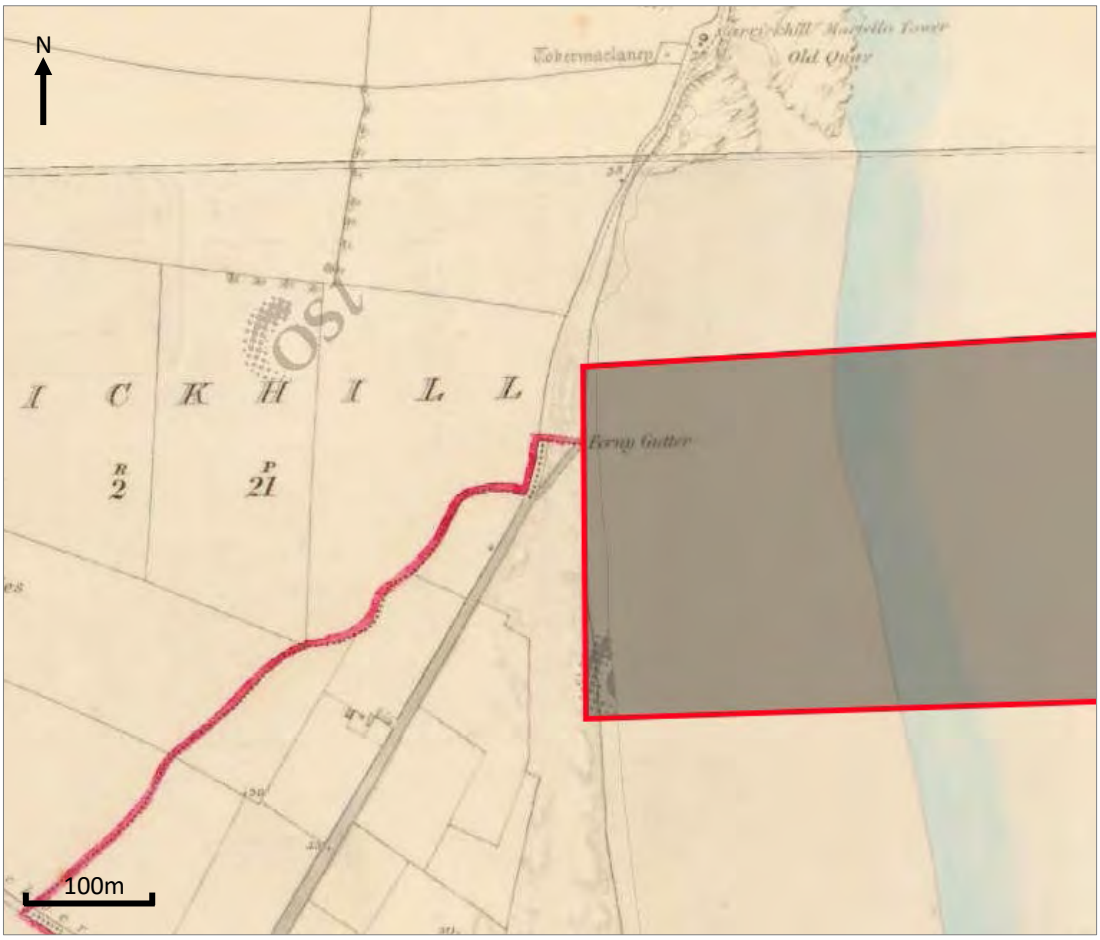

Figure 9: Ordnance Survey First Edition 6-inch map (1843) of the southern proposed landfall site at Portmarnock.

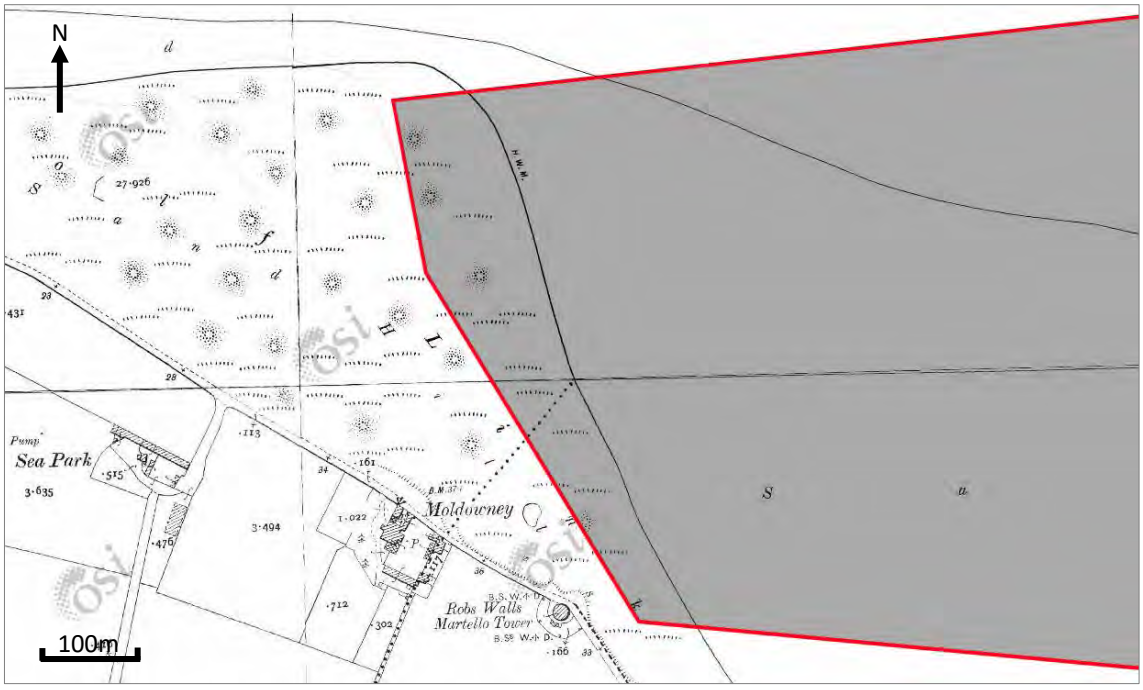

Figure 10: Ordnance Survey Second Edition 25-inch map (1908–9) of the northern proposed landfall site at Malahide.

Figure 11: Ordnance Survey Second Edition 25-inch map (1908–9) of the southern proposed landfall site at Portmarnock.

5.6 Wreck Inventory and Wreck Records

The National Monuments Service (NMS) has compiled a database of shipwrecks from around the coast of Ireland – the Wreck Inventory of Ireland Database (WIID). The inventory lists *c.* 18,000 wrecks comprising both known and unknown losses, and with both known and uncharted locations, from within Ireland's territorial waters and to the edge of Ireland's Continental Shelf. Wrecks with known locations, numbering nearly 4000, are mapped and can be viewed on the NMS's online Wreck Viewer.

All wrecks in Ireland's territorial waters and Contiguous Zone (up to 24nm limit offshore) are protected under the 100-year rule under the National Monuments Amendment Act 1987–2014.

Within the survey boundaries of the proposed works, there is one known shipwreck W18555. The wreck was discovered during an INFOMAR seabed survey. It measures 14m in length and 5m in width and lies in a general water depth of 16m. There are another seven known shipwrecks within an additional *c.* 100m buffer of the survey area (Table 5; Figure 12). An additional 255 shipwrecks have been recorded lost near local landmarks without exact locational coordinates (Appendix 9.2). They include three reported lost near Ireland's Eye, 15 near Pormarnock, 31 near Malahide, 55 near Lambay Island, and 151 near Skerries.

Table 5: Shipwrecks known within the proposed survey boundaries and within c. 100m beyond survey area.

Wrecks Within Works Boundary (1)				
No.	**Name**	**Classification**	**Date of Loss**	**Place of Loss**
W18555	Unknown	Unknown	Unknown	53.44530, -6.01767 Ireland's Eye, 5.1km NE
Wrecks Within *c.* 100km of Works Boundary (7)				
No.	**Name**	**Classification**	**Date of Loss**	**Place of Loss**
W00856	Unknown	Unknown	Unknown	53.24497, -6.12200 Dublin, Portmarnock, beach, midway up the beach at low tide
W00861	Unknown	Unknown	Unknown	53.42783, -6.12053 Dublin, Portmarnock, Strand
W02213	Unknown	Unknown	Unknown	53.50917, -5.75722 Dublin, *c.* 10 miles ENE of Lambay
W02215	Unknown	Unknown	Unknown	53.54917, -5.62000 Dublin, *c.* 20 E of Skerries
W09459	*Benaiah (MFV)*	Fishing boat	06/12/1992	53.46700, -5.88700 Lambay Island, Dublin. 8.1km ESE
W09908	*Noranya (MFV)*	Fishing boat	07/07/2006	53.55125, -5.48015 Skerries
W11141	Unknown	Unknown	Unknown	53.42870, -6.12209 Portmarnock, Co Dublin, beach

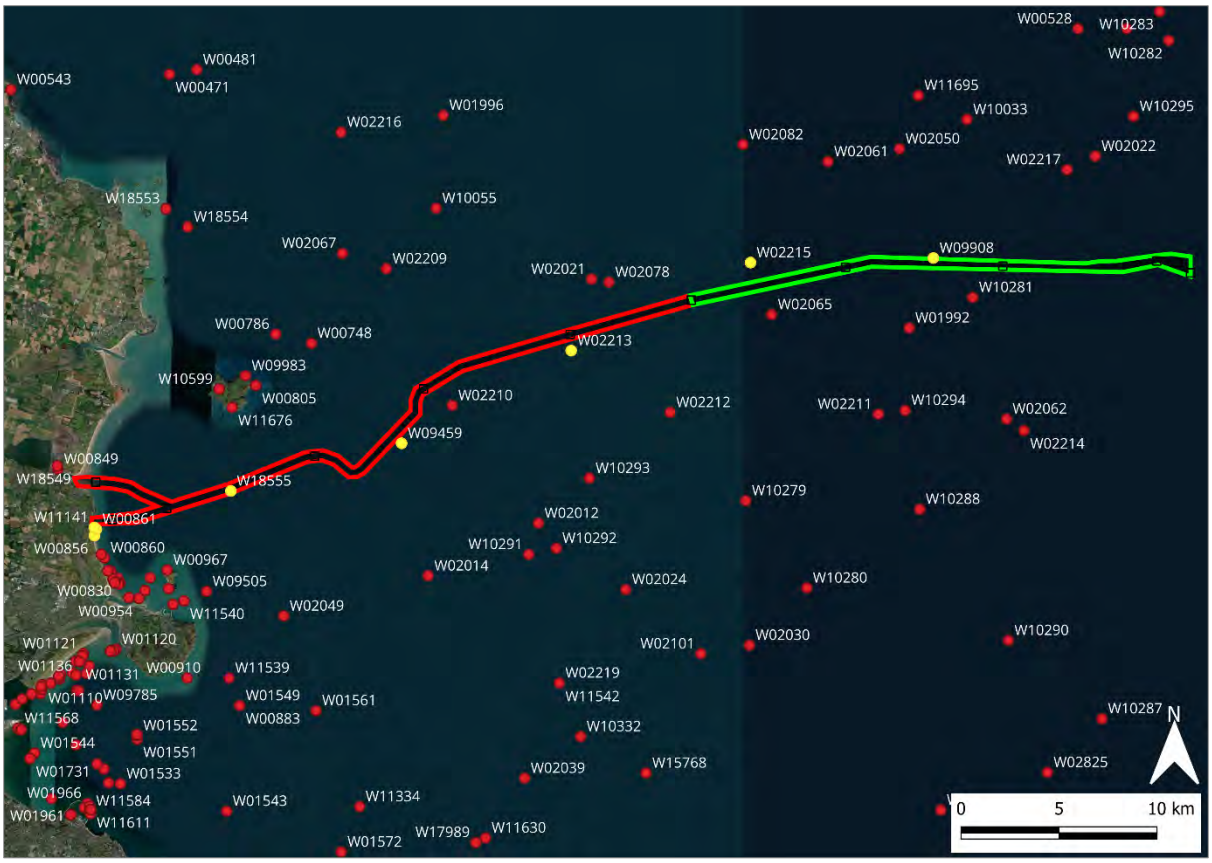

Figure 12: Proposed survey routes with surrounding shipwrecks with known locations in the WIID. Wrecks within the corridor and within c. 100m are highlighted in yellow.

5.7 Previous Archaeological Investigations

The *Excavations Bulletin* online database, known as the Database of Irish Excavation Reports (www.excavations.ie) is published and updated annually. It provides summary accounts of archaeological excavations in Ireland from the years 1969 to present. It can also contain summaries of surveys (both terrestrial and underwater) and of archaeological monitoring work. Nine archaeological investigations have taken place near the two proposed landfall sites at Malahide and Portmarnock (Appendix 9.3). All but one of these found archaeological remains. The investigation which found no remains is the only marine work known from the area. The remains found included prehistoric lithic scatters (*1980–4*, 99E0550, 00E0037); a shell midden with Medieval pottery (02E0385); a *fulacht fiadh* and Medieval field system (04E1415); a Medieval settlement consisting of six property plots (08E0376); a barrow, an enclosure, and a resource processing area (14E0161), and a cluster of pits and postholes with a date from the Late Bronze Age (21E0677).

6 Impacts

The archaeological data for proposed wreck sites in the area of Malahide and Portmarnock and the historical accounts of maritime activity around Dublin Bay in particular suggests there is high potential for archaeological remains in the general area of the proposed cable installation and the associated survey corridor. There is evidence of human activity in the area from the Mesolithic onward. The landfall sites sit on historic beaches which are known to contain shipwrecks and the northern proposed site in particular is close to a Martello tower (DU012-035; NIAH 11344040). It possible that previously unrecorded archaeological material may be contained within the underlying sediment.

Any requirement for beach access for vehicles or equipment at the landfalls will be via the existing established slipways from the R106.

Previously recorded shipwrecks held by the National Monuments Service are numerous in the wider vicinity of the proposed works; there are 263 potential wrecks in the area. One of these wrecks (W18555) is located within the survey corridor and seven (W00856, W00861, W02213, W02215, W09459, W09908, W11141) are found within *c.* 100m of the proposed corridor boundaries. Given that the remaining 255 potential wrecks in the area have no known locational coordinates, there is a high possibility that more are closer to the route than currently known. Some of these unknown wrecks may be buried by marine sediments and may not be revealed unless further investigations take place.

No invasive SI works are proposed over the wreck within the survey corridor (W18555). One proposed cone penetration test (CPT 2) is located *c.* 645m east of this wreck and one proposed grab sample (2) is located 1.4km west of the wreck. The non-invasive geophysical survey shall have a positive impact on the underwater cultural heritage of Dublin Bay and the Irish Sea as it shall provide further information on potential cultural heritage sites.

Ten bar probes with a diameter of 50mm shall be driven into the seabed in the intertidal zone and another ten from low water to the 3m contour. The cone penetration tests involve pushing a steel rod with a diameter of 35.7 mm through the seabed at up to eight locations along the corridor. The gravity corers and Vibrocorers which recover sediment samples have a maximum diameter of 120mm. The grab samplers will retrieve sediment at eight locations from the seabed surface to a depth of 0.1 to 0.5m.

The S.I. works shall have no impact on known wreck sites, SMR'S, RMP's, RPS or structures listed in the NIAH. Although the S.I. works have the potential to impact unknown buried archaeological sites such as wrecks, as well as wreck-related materials and artefact the surface area involved is very small.

7 Mitigation Measures

The objective of mitigation is to minimise and avoid any impacts, while the preferred mitigation approach is avoidance. When dealing with previously unrecorded sites, it is not possible to put in place exclusion zones in advance, so other mitigation measures are required, such as archaeological monitoring to ensure that should archaeology be revealed during the course of work, it can be dealt with by the archaeologist on site.

The following is offered as recommendations for mitigation specific to the site investigations works proposed for SOBR2 subsea telecoms cable system. The S.I. works will to help identify any archaeological areas, features or objects which will inform further mitigation measures for works associated with the installation of the cable.

- As a shipwreck (W18555) is recorded within the route corridor the geophysical survey should be licensed by the National Monuments Service. The geophysical survey data sets shall be assessed by an underwater archaeologist with experience in interpreting geophysical surveys in advance of the geotechnical works taking place. The assessment of the geophysical data may lead to further mitigation measures in the event that potential archaeological features are noted in the geophysical data.
- A walkover survey comprising a visual and metal detection survey shall be undertaken on the inter-tidal and upper foreshore within the cable route corridor at Malahide and Portmarnock. The survey shall be carried out by underwater archaeologists under licence from the National Monuments Service.
- No geotechnical works shall be undertaken in advance of agreement with the National Monuments Service regarding the assessment of the geophysical data and site inspection.
- Following the completion of the geotechnical works the data logs relating to the core and grab samples shall be assessed by an underwater archaeologist.
- At the completion of the geophysical and geotechnical works the AIA report shall be updated to consider potential impacts associated with the main installation works. The report shall assess the results of the geophysical and geotechnical works and shall include proposals for mitigation of potential impacts on archaeology, such as avoidance, dive surveys, monitoring or test excavations.

It should be noted that all mitigation measures are recommendations only. The ultimate decision rests with the National Monument Service of the Department of Housing, Local Government and Heritage in collaboration with the National Museum of Ireland.

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Ordnance Survey of Ireland: www.osi.ie

Place names database of Ireland: www.logainm.ie

9 Appendices

9.1 SMR Additional Information

DU012-035 - Martello tower

‘Robswalls Martello Tower No. 5 (Kerrigan 1995, 174). According to Kerrigan (1995, 168) construction of the Dublin area Martello Towers and their batteries commenced in 1804 under the supervision of Colonel Benjamin Fisher of the Royal Engineers and by December 1805 all towers were armed and complete. Kerrigan (ibid.) recorded that; 'Twelve towers were constructed north of Dublin: each tower mounted one 24-pounder, apart from the tower on Ireland's Eye with two 24-pounders. No batteries were constructed with these towers'. Situated on the landward side of the Coast road SE of Malahide Village and overlooking the entrance to Malahide Harbour. It was built for the defence of Malahide Strand and the mouth of the river. The tower was originally in the charge of the Royal Artillery. By 1897 it was disarmed and was let by the War Department to Baron Talbot of Malahide. It was sold by the War Department in 1908 (Bolton et al. 2012, 160). Known locally as 'Hick's Tower' after Frederick George Hicks who bought it in 1908 converted to a residence in the Arts and Crafts style. It survives to its original height. A conical roof of Wollscroft tiles was added, walls were cased in brick and windows inserted (Flanagan 1984, 119 122; Kerrigan 1996, 175). It is topped by a weather vane of a full rigged sailing galleon of cast bronze by famous ironworks JJ Mcloughlin of Pearse St. Dublin. Martello Tower described by the National Inventory of Architectural Heritage (NIAH) as a; 'Former Martello tower, built c. 1805, remodelled c.1911 as Arts and Crafts style detached house. Designed by architect Frederick Hicks. Two storeys to main tower block with two storeys to attic accommodation. Return and stair block attached to rear' (NIAH Reg. No. 11344040)’ (archaeology.ie)

DU012-036 - castle - tower house

‘Situated on the coast road southeast of Malahide Village. This three-storey tower house is square in plan with stepped battlements and projecting angle tower in the northwest. It is built of coursed masonry with dressed quoins. The parapet level is marked by a string course. There is a slight base batter. The entrance on the W side is masked by a Victorian residence. The ground floor is vaulted with wicker-work centring (Anon, 1897, 456). A spiral stair provides access to the upper floors in the angle tower. Garderobe off first floor. There are angle loops in the southeast and southwest on the second floor. Described in the Civil survey (1654-6) as a castle with a thatched house adjoining (Simington 1945, 176).’ (archaeology.ie)

DU012-039 - ritual site - holy well

‘Annotated 'Tobermaclaney' on the 1837 ed. OSi 6-inch map where it is shown standing within a small square-shaped field 12m SW of Carrick martello tower (DU012-040----). No surface remains visible, now underneath road-siding along the beach (Ó Danachair 1958, 79). Building of a pier associated with the martello tower disturbed the well. An 1830 Ordnance recorded the water of the well ran down the hill to form two small pools beside the tower and then ran into the sea beside the curved stone pier (Bolton et al. 2012, 157).’ (archaeology.ie)

DU012-040 - Martello tower

‘Carrick Hill Martello Tower No. 4 (Kerrigan 1995, 174). According to Kerrigan (1995, 168) construction of the Dublin area Martello Towers and their batteries commenced in 1804 under the supervision of Colonel Benjamin Fisher of the Royal Engineers and by December 1805 all towers were armed and complete. Kerrigan (ibid., 174) recorded that; 'Twelve towers were constructed north of Dublin: each tower mounted one 24-pounder, apart from the tower on Ireland's Eye with two 24-pounders. No batteries were constructed with these towers'. Situated to the north of the Velvet Strand, Portmarnock, the tower was mainly used by an Invalid Gunner of the Royal Artillery. Disarmed by 1874, it was sold in 1928 when it was turned into living accommodation. It has been considerably altered with an upper storey and a crenellated parapet addition, a bay window inserted into east side and a wing attached to the north. The machicolation is still present over the western doorway. It is now four apartments set between the road and sea (Bolton et. al. 2012, 157). Martello Tower described by the National Inventory of Architectural Heritage (NIAH) as a; 'Martello tower, c.1805, on a circular plan with tapered profile. Projecting entrance porch, crenellated extension to roof and two-bay single-storey extension to side, c.1970. Now in use as dwelling' (NIAH Reg. No. 11345002).’ (archaeology.ie)

DU015-006 - Ring-ditch

‘Situated on Portmarknock Strand. A circular feature (diam. c. 15m) visible as a cropmark on an aerial photograph taken in 1971 (FSI 497/8). This has been built on. Not visible at ground level.’ (archaeology.ie)

DU015-007001 - Church

‘Situated at Velvet strand off the main coast road. Dedicated to St Marnock. In 1172 it was granted to St. Mary's Abbey. It is marked on the Down Survey (1655-6) maps and described by the Civil survey (1654-6) as 'Chapell walls' (Simington 1945, 175). Comprises a long rectangular medieval building of roughly coursed limestone with dressed stone quoins on the west gable. It has an undivided nave and chancel. An iron gate has been placed across the chancel (int. dims L 17.2m, Wth 4m, T 0.7m). The nave is lit by a square-headed window under a segmental arch in the west gable that formerly encompassed a bellcote. There is a blocked-up window in the south wall of the chancel and in the east gable. Within the chancel is a piscina with a damaged round-headed arch. The interior has been used for burial. In 2010 'improvements' were undertaken to the overgrown church ruin resulting in the removal of stonework loosened by ivy removal. At least four courses of the western gable and the upper stones of the northern wall were removed. Stone was piled within the church and includes some architectural fragments. Tree growth inside the church was dug up which in the exposure of skeletal material.’ (archaeology.ie)

DU015-007002 - Ritual site - holy well

‘St. Marnock's Well situated in sand dunes, 60m SW of St. Marnock's Church (DU015-007001-) and graveyard (DU015-007001-). The Pattern day at the well was August 18th (Ó Danachair 1958, 78). A description in its heyday speaks of a large circular pool with 16 stone steps leading down to it. A horde of penny groats (four-penny pieces) dating from the reign of Henry V, VI and Edward IV were found at the site. The well was destroyed by the local landowner in 1854, an ogham stone (DU015-007003-) that stood beside it was broken into pieces and thrown into the fill of the well (Skyvova 2005, 60). Now a concreted circular area within wasteland that has been dug down about 1m. Folklore collected from Baldoyle Convent recorded the following details about this holy well; 'There is a holy well in Portmarnock which is in the parish of Baldoyle. It is situated in Saint Marnock's graveyard. It was founded by Saint Marnock in the fourteenth century. People in olden days visited and said prayers at the well. Many people were cured of very serious diseases by drinking the water or by bathing in it. Rounds of the stations at one time were performed at the well. It is said that long ago every night a branch of a tree which grew beside the well would bend over it and that at sunrise every morning it would rise again. People were only cured if the water touched the affected part or if they drank it immediately after the branch of the tree arose. I often visited this well but it is not used for curing diseases now' (The Schools’ Collection, Volume 0792, Pages 130-1).’ (archaeology.ie)

DU015-007003 - ogham stone

‘It is alleged that an ogham stone was broken up at St Marnock's Well (DU015-007002-) beside St Marnock's church in 1854 (Ó Danachair 1958, 78). Supposedly thrown into the fill of the well at this time, or used as building material, it was roughly sketched in 1868 by Rev. J. Shearman (Skyvova 2005, 60; Macalister 1945, 20-21, no. 18).’ (archaeology.ie)

DU015-007004 - graveyard

‘Situated off Strand Road, Portmarnock the roughly square graveyard is surrounded by the golf course. It comprises a raised area enclosed by a low wall and encloses the remains of a medieval church (DU015-007001-). The graveyard had been extremely overgown but underwent clearance in 2010. As a consequence of greater access many families formalised their grave plots with kerbs and gravel. Contains gravemarkers and a number of memorials from the 18th to the 20th century including those of the Jameson family.’ (archaeology.ie)

DU015-007005 - wall monument

‘There is a memorial stone that lies recumbent near the northern wall of the chancel of the chapel behind the railing. Extensively cracked. It reads 'This stone was erected by Oliver Barnewall of Dublin, Marchant. For himself and his wife Mary Galtrim and there children One who lies soules. Oure Lord God, Have Mercie Amen. Oliver Barnewall Mar Died the 3 of September 1690'.’ (archaeology.ie)

DU015-007006 - graveslab

‘17th-century graveslab dedicated to Teresa Plunket, third daughter of William (d. 1662), whose father Luke (d. 1636) was granted the 'castle, town, lands and hereditaments' of Portmarnock the year before he died. There's most likely a funerary vault under the chancel, where the whole chancel area was reconfigured to the present arrangement c. 1862, when the table tomb was erected for John William Plunkett. Located in SE corner of the chancel of St. Marnock’s Church (DU015-007001-), in association with the Barnwall memorial (DU015-007005-). Now exposed after clearance of undergrowth. Set into the ground (probably on a bed of lime mortar visible at the sides), with some cracking. Otherwise intact. It would appear to have been placed there c. 1862 when the table tomb was erected for John William Plunkett. Recenlty exposed by archaeologist Franc Myles of Archaeology and Built Heritage

under licence no. 22E0601, while monitoring conservation works funded by the Community Monuments Fund 2022. Presently protected by a plastic membrane and timber, where scaffolding has been erected above it to repoint the wall. Limestone memorial (ledger or ex situ wall monument?) stone (dims. L 1.4m; Wth 0.55m), orientated north-south. Illegible inscription (apart from the date), with an IHS over a Maltese cross with a long shaft running down the centre of the stone through the H, with parallel lines running down the side. Inscription reads: IHSHeere under lyeth the bodie ofTeresa Plvnketwho decesed the 20 of Avgustanno dmi 1672.' (archaeology.ie)

9.2 List of Unlocated Shipwrecks Near Proposed Works

Near Ireland's Eye (3)				
No.	**Name**	**Classification**	**Date of Loss**	**Place of Loss**
W11929	*Friendship*	Schooner	18/05/1852	Ireland's Eye, Co Dublin
W11966	*Antje*	Unknown	27/10/1851	Ireland's Eye, Co Dublin (ran on)
W12887	Unknown	Brig	28/09/1816	Ireland's Eye, a league off
Near Portmarnock (15)				
No.	**Name**	**Classification**	**Date of Loss**	**Place of Loss**
W00770	*Jamaica Packet*	Unknown	1887 / 1888	Portmarnock, Co Dublin, Velvet Strand
W00778	*Malfilatre*	Schooner	28/12/1899	Portmarnock Point, Co Dublin / a bank inside Ireland's Eye
W00788	*Nicholas*	Merchant Vessel	08/08/1306	Portmarnock, Co Dublin, Strand, near Malahide
W00792	*Perseverance*	Schooner	09/02/1861	Portmarnock, Co Dublin, Velvet Strand / Spit of Baldoyle
W00801	*Snowdon*	Barque	21/03/1855	Portmarnock, Co Dublin, beach / Belost Strand, off Carnick Head, Malahide Bay
W00811	*Weiser*	Unknown	1859	Portmarnock, Co Dublin, Velvet Strand
W00818	Unknown	Unknown	December 1464	Portmarnock, Co Dublin
W00825	Unknown	Unknown	1838	Portmarnock, Co Dublin, black rocks at Tobermaceany, near the shore
W00839	Unknown	Unknown	13/02/1861	Portmarnock, Co Dublin, Velvet Strand
W00847	Unknown	Yacht	1920	Portmarnock, Co Dublin, Strand, behind the Country Club
W00850	Unknown	Unknown	Unknown	Portmarnock, Co Dublin, Velvet Strand
W00855	Unknown	Unknown	Unknown	Portmarnock, Co Dublin, beach, 100 yards S of the esplanade
W00862	Unknown	Unknown	Unknown	Portmarnock, Co Dublin, Strand, N end, at the low water mark
W00863	Unknown	Unknown	Unknown	Portmarnock, Co Dublin, Strand, near Portmarnock Point and Baldoyle Spit
W17228	*Prosperity*	Smack	05/04/1907	Portmarnock golf links/Baldoyle Strand
Near Malahide (31)				
No.	**Name**	**Classification**	**Date of Loss**	**Place of Loss**
W00738	*Ann*	Unknown	25/01/1853	Malahide, Co Dublin, rocks S of
W00739	*Anne*	Yawl	14/11/1828	Malahide, Co Dublin, harbour
W00740	*Annie / Anny*	Brig	25/01/1853	Malahide, Co Dublin / N of Baldoyle
W00743	*Bezery*	Yacht	26/05/1929	Malahide, Co Dublin, harbour
W00749	*Cygnet*	Unknown	15/11/1842	Malahide, Co Dublin, harbour entrance
W00753	*Elizabeth*	Schooner	18/06/1886	Malahide Bar, Co Dublin, outside
W00756	*Gainsborough*	Brig	27/11/1838	Carrick Hill, Baldoyle Strand / Gay Brook Cove, Malahide
W00761	*Guardian*	Barque	08/09/1852	Malahide, Co Dublin, off
W00769	*Jamaica Packet*	Unknown	09/01/1836	Malahide, Co Dublin, near
W00775	*Lady Hobart*	Unknown	29/01/1865	Lambay Island, Co Dublin, off / off Malahide
W00779	*Margaret*	Unknown	28/11/1838	Malahide, Co Dublin, near
W00784	*Mary Ann / Anne*	Brig	22/10/1881	Malahide, Co Dublin, 1 mile N
W00787	*Newry*	Schooner	18/02/1827	Malahide, Co Dublin, near
W00788	*Nicholas*	Merchant Vessel	08/08/1306	Portmarnock, Co Dublin, Strand, near Malahide
W00790	*Ocean Ranger*	Sailing Ship	12/11/1865	Malahide Bay, Co Dublin/ entrance to Malahide River

W00791	*Oona*	Cutter	12/05/1886	Malahide, Co Dublin, 1 mile S. of
W00801	*Snowdon*	Barque	21/03/1855	Portmarnock, Co Dublin, beach / Belost Strand, off Carnick Head, Malahide Bay
W00807	*Triumph*	Unknown	16/12/1820	Malahide, Co Dublin
W00808	*Two Friends*	Unknown	07/12/1812	Mallowwhide (sic Malahide)
W00813	*William & Sarah*	Unknown	1878	Malahide, Co Dublin, estuary
W00827	Unknown	Unknown	27/11/1838	Malahide, Co Dublin, Velvet Strand
W00834	Unknown	Unknown	15/11/1858	Malahide, Co Dublin, N of
W00835	Unknown	Unknown	April 1859	Malahide, Co Dublin, Donabate, between
W00848	Unknown	Unknown	Unknown	Malahide, Co Dublin, near Robswalls Castle
W02969	*Lancaster*	Ship	20/01/1789	Malahide, Near
W12040	*Windsor*	Unknown	07/04/1858	Malahide, Co Dublin, off
W15026	*Gitana*	Unknown	23/03/1893	Malahide
W16012	Unknown	Ship	20/02/1855	Malahide, Carrick Tower, near
W16063	Unknown	Unknown	06/04/1858	Malahide Bar
W16638	*Mary Kate*	Unknown	30/09/1871	Malahide, near
W17271	*Lancashire (SS)*	Steamship	05/11/1908	Malahide inlet, S. side of
Near Lambay Island (55)				
No.	**Name**	**Classification**	**Date of Loss**	**Place of Loss**
W00737	*Albion (SS)*	Iron Steamship	11/12/1887	Lambay Island, Co Dublin, N side
W00741	*Avon (SS)*	Iron Steamship	12/08/1879	Lambay Island, Co Dublin, Burren Rock
W00746	*Ceres*	Schooner	02/09/1825	Lambay Island, Co Dublin, rocks off
W00747	*Clansman*	Schooner	20/02/1874	Lambay Island, Co Dublin, Taylor's Reef
W00751	*Echo*	Merchant Vessel	10/11/1806	Lambay Island, Co Dublin, off
W00754	*Emily*	Schooner	05/10/1868	Lambay Island, Co Dublin, Taylor Reef,
W00757	*Georgina*	Schooner	01/03/1873	Lambay Island, Co Dublin, the Quarry inside Taylor's Rocks
W00759	*Grand Mile (SS)*	Steamship	16/04/1847	Lambay Island, Co Dublin, off
W00760	*Granuaile (SS)*	Steamship	14/04/1847	Lambay Island, Co Dublin, NE of
W00763	*Henry*	Sailing Ship	11/01/1780	Lambay Island, Co Dublin
W00764	*Horatio*	Unknown	17/08/1848	Lambay Island, Co Dublin, off
W00765	*Industry*	Unknown	22/01/1760	Lambay Island, Co Dublin (Lanly Bay sic. Lambay?), near
W00768	*Isabel (SS)*	Steel Steamship	09/01/1913	Lambay Island, Co Dublin, c.2 miles N of / Fraser Patch, N of Lambay
W00772	*Jane*	Brig	15/11/1854	Lambay Island, Co Dublin, off
W00773	*John Dugdale*	Ship	05/02/1838	Lambay Island, Co Dublin, off
W00775	*Lady Hobart*	Unknown	29/01/1865	Lambay Island, Co Dublin, off / off Malahide
W00776	*La Nawede*	Ship	1307	Lambay Island, Co Dublin
W00777	*Maid of the Mill*	Unknown	31/10/1826	Lambay Island, Co Dublin, off
W00780	*Margaret*	Schooner	30/06/1909	Lambay Island, Co Dublin, off / S Rock Lightship, 6 miles SW of
W00781	*Maria Stella*	Lugger	18/10/1865	Lambay Island, Co Dublin, off
W00782	*Mary*	Unknown	29/09/1828	Lambay Island, Co Dublin, off
W00793	*Pioneer*	Schooner	Unknown	Lambay Island, Co Dublin, Saltpan Bay, near Taylor's Rocks
W00795	*Richard & Martha*	Ketch	24/09/1689	Lambay Island, Co Dublin

W00796	*Robert*	Unknown	03/02/1834	Lambay Island, Co Dublin to Rush, between
W00797	*Robert and Ross*	Unknown	06/06/1817	Lambay Island, Co Dublin
W00798	*Sarah Jane*	Cutter	26/05/1869	Lambay Island, Co Dublin to Howth, between
W00799	*Shamrock*	Schooner	21/12/1878	Lambay Island, Co Dublin, NW side of
W00800	*Shamrock (SS)*	Iron Steamship	05/05/1918	Lambay Island, Co Dublin, NE corner, Carrickdoorish Point
W00802	*Speedwell*	Pilot boat	08/05/1869	Lambay Island, Co Dublin, off
W00803	*Strathtay (SS)*	Iron Steamship	18/10/1885	Lambay Island, Co Dublin, rocks at NE end, Harp Ear
W00806	*Tom*	Unknown	06/09/1849	Lambay Island, rocks at back of
W00809	*Una*	Schooner	28/02/1881	Lambay Island, Co Dublin, Tailor's Rock / Rockabill, off
W00815	*Will O' The Wisp*	Schooner	09/02/1855	Lambay Island, Co Dublin, Burren Rocks / Talbot Bay / off Harp Ear
W00822	Unknown	Schooner	27/09/1779	Lambay Island, Co Dublin, near
W00824	Unknown	Ship	08/09/1807	Lambay Island, Co Dublin, near
W00833	Unknown	Ship	07/03/1855	Lambay Island, Co Dublin, near
W00836	Unknown	Unknown	09/02/1861	Lambay Island, Co Dublin, off
W00837	Unknown	Unknown	09/02/1861	Lambay Island, Co Dublin, off
W00844	Unknown	Trawler	05/05/1901	Lambay Island, Co Dublin
W00845	Unknown (SS)	Steam Trawler	24/07/1904	Lambay Island, Co Dublin, off
W00852	Unknown	Schooner	Unknown	Lambay Island, Co Dublin, E side of Harp Ear
W00853	Unknown	Boat	Unknown	Lambay Island, Co Dublin, Seal Hole, c.1 mile E of
W00854	Unknown	Unknown	Unknown	Kiln Point, Lambay
W00869	*Brothers*	Brigantine	16/11/1880	Dublin Bay, Baily Light / Lambay, off
W00878	*Dusty Miller*	Brig	28/04/1859	Ireland's Eye, Co Dublin, NE corner / near Lambay
W02006	*Eva (SS)*	Screw Steamer	27/12/1853	Lambay Island, Co Dublin, 15 miles ENE of
W02015	*Flora*	Brigantine	27/03/1872	Lambay Island, Co Dublin, 40 miles E of
W02028	*Hypatia (SS)*	Steam Trawler	24/07/1904	Lambay Island, Co Dublin, c. 6 miles E
W02037	*Lancashire (SS)*	Steel Steamship	28/01/1910	Lambay Island, Co Dublin, Deep, 6 miles E of
W02038	*Leinster*	Cutter	22/08/1868	Howth, Co Dublin to Lambay
W02051	*Mary*	Unknown	02/02/1833	Irish Sea, circa. 20 miles E of Lambay
W02172	Unknown	Brig	02/02/1833	Lambay Island, Co Dublin, c20 miles E
W02178	Unknown	Unknown	12/11/1852	Lambay Island, Co Dublin, 8 miles off
W02181	Unknown	Unknown	03/04/1856	Lambay Island, Co Dublin, 18 miles E of
W02187	Unknown	Brigantine	02/12/1863	Lambay Island, Co Dublin, about 16 miles E of
W02195	Unknown	Trawler	29/07/1890	Lambay Island, Co Dublin, 10 miles off
W02199	Unknown	Unknown	04/05/1892	Lambay Island, Co Dublin, 15 miles E of
W02201	Unknown	Unknown	14/04/1899	Lambay Island, Co Dublin, 10 miles N
W02205	Unknown	Scow	25/06/1907	Dublin Bay, Baily, SW ½ W, Lambay WNW
W02208	Unknown	Unknown	Unknown	Rockabill, Co Dublin to Lambay, between
W02220	Unknown	Vessel	Unknown	Lambay Island, Co Dublin, 6 miles NE of
W03092	Unknown	Unknown	30/03/1877	Lambay Island, Co Dublin to Carlingford Light, between

W11988	*Diamond*	Smack	09/08/1853	Lambay Island, Co Dublin (found abandoned)
W12079	*Margaret*	Cutter	14/12/1865	Lambay Island, 3 miles SSE of
W12467	*Earnest*	Steam Trawler	30/09/1916	Lambay Island, Co Dublin, 12 miles E of
W12711	*William John*	Cutter	14/01/1890	Lambay Island, Co Dublin, 2 miles SSW of
W13613	*Margaret*	Unknown	30/11/1837	Lambay, off
W14605	*Isabel*	Schooner	09/01/1913	Lambay Island, off
W14744	Unknown	Unknown	13/05/1890	Lambay Island, off
W15012	Unknown	Unknown	30/07/1890	Lambay Island, 10M off
W15247	Unknown	Unknown	04/05/1892	Lambay Island, 15M E of
W16013	Unknown	Unknown	07/03/1855	Lambay, near
W16158	Unknown	Unknown	07/09/1807	Lambay, off
W16287	*Brother*	Brig	20/11/1880	Lambay, off
W16398	Unknown	Unknown	30/10/1779	Lambay
W17174	Unknown	Ship	30/03/1877	Lambay island E by N and Carlingford light, SSE
W18357	Unknown	Lugger	13/08/1868	Rockabill and Lambay, between
Near Skerries (151)				
No.	**Name**	**Classification**	**Date of Loss**	**Place of Loss**
W00492	*Herbert (SS)*	Iron Steamship	19/11/1895	Skerries, Co Dublin, 8 miles ENE of
W00530	*Agnes*	Brig	January 1854	Skerries, Co Dublin, off
W00531	*Alexander*	Unknown	20/02/1766	Skerries, Co Dublin, near
W00533	*Amity*	Unknown	10/10/1844	Skerries, Co Dublin
W00535	*Ann & Fanny*	Unknown	01/04/1816	Skerries, Co Dublin, near
W00537	*Anna Maria*	Cutter	14/10/1881	Skerries, Co Dublin, pier head
W00539	*Aurora*	Brig	02/09/1861	Skerries, Co Dublin
W00540	*Azalie*	Schooner	28/04/1859	Skerries Harbour, Co Dublin, near
W00542	*Barmouth*	Unknown	09/02/1838	Skerries, Co Dublin
W00544	*Belle*	Smack	14/10/1881	Skerries, Co Dublin, pier
W00545	*Bertha*	Boat	04/02/1855	Skerries, Co Dublin / Loughshinny
W00550	*Blackwater (SS)*	Iron Steamship	10/07/1905	Skerries, Co Dublin, near
W00554	*British Oak*	Unknown	05/04/1828	Skerries, Co Dublin, near
W00555	*Brothers*	Brigantine	28/03/1888	Skerries, Co Dublin, off
W00556	*Captain Parry*	Unknown	12/12/1893	Skerries, Co Dublin
W00557	*Caroline*	Unknown	13/09/1822	Skerries, Co Dublin, rocks near
W00559	*Cloud*	Sloop	18/12/1884	Skerries, Co Dublin, harbour, 3 miles N by W of / Rockabill, 1.5 miles N by W of
W00560	*Concord*	Unknown	31/12/1834	Skerries, Co Dublin
W00561	*Delight*	Unknown	05/12/1829	Skerries, Co Dublin, off
W00565	*Ebruna / Eblana*	Trawler	14/10/1881	Skerries, Co Dublin, pier, 0.5 mile SSW of
W00566	*Eliza*	Unknown	23/09/1858	Skerries, Co Dublin
W00569	*Ellaw*	Smack	15/10/1881	Skerries, Co Dublin
W00575	*Falcon*	Smack	02/12/1876	Skerries, Co Dublin, near the coast guard station
W00578	*Fanny*	Unknown	03/05/1847	Skerries, Co Dublin
W00579	*Fishing boat No. 328*	Fishing boat	28/02/1900	Skerries, Co Dublin, off
W00580	*Fortune*	Brigantine	12/05/1886	Barnageera, Skerries, Co Dublin
W00581	*Friends*	Unknown	02/04/1834	Skerries, Co Dublin
W00582	*Gazelle*	Barge	26/09/1875	Skerries, Co Dublin, the Roads
W00584	*Georgiana*	Unknown	30/11/1850	Skerries Harbour, Co Dublin, rocks near

W00585	*Georgiana / Georgina*	Brigantine	19/12/1850	Skerries, Co Dublin, 0.25 miles NW of
W00586	*Gipsey / Gipsy*	Smack	09/02/1861	Colt Island, near Skerries
W00587	*Glen Phoebe*	Smack	19/10/1858	Cross Rock, near Skerries
W00588	*Glendalough*	Schooner	06/03/1915	Skerries, Co Dublin, pier, 300 yards NW of
W00589	*Grace & Ann*	Smack	11/11/1852	Skerries, Co Dublin, S strand
W00591	*Hector*	Sailing Ship	09/04/1764	Skerries, Co Dublin, rocks near
W00592	*Henry*	Schooner	05/03/1908	Skerries, Co Dublin, the Roads / Balbriggan 4 miles N of
W00594	*Highfield*	Unknown	31/12/1834	Skerries, Co Dublin
W00595	*Hope*	Unknown	19/12/1797	Skerries, Co Dublin, near
W00596	*Intrepid*	Barque	05/01/1826	Skerries, Co Dublin, near
W00597	*Irene*	Unknown	31/12/1834	Skerries, Co Dublin
W00598	*Isabel*	Brig	11/11/1876	Skerries, Co Dublin, harbour / harbour, 1 mile N of
W00599	*Isabella*	Schooner	17/04/1877	Skerries, Co Dublin, the Roads
W00601	*Jane and Mary*	Unknown	15/01/1834	Skerries, Co Dublin
W00603	*John*	Unknown	29/01/1811	Skerries, Co Dublin, off
W00604	*John & Hannah*	Unknown	08/01/1788	Skerries, Co Dublin, the Roads
W00605	*John & Mary*	Schooner	04/05/1872	Skerries, Co Dublin, off
W00607	*Johnson*	Unknown	21/03/1786	Skerries, Co Dublin, Islands
W00608	*June*	Schooner	21/01/1831	Skerries, Co Dublin, off Shennick Island / near Balbriggan
W00610	*La Virtue*	Unknown	08/10/1763	Skerries, Co Dublin, near
W00613	*Maggie*	Sailing Boat	04/12/1929	Skerries, Co Dublin, off
W00615	*Manchester*	Unknown	02/03/1858	Skerries, Co Dublin, near
W00616	*Mantura*	Schooner	13/04/1848	Skerries, Co Dublin, off
W00617	*Margaret*	Unknown	02/04/1828	Skerries, Co Dublin, the Roads
W00618	*Margaret Ann*	Schooner	09/02/1861	Skerries, Co Dublin
W00619	*Margaret Anne*	Schooner	09/02/1861	Skerries, Co Dublin, near
W00620	*Margaretta*	Unknown	04/12/1830	Skerries, Co Dublin
W00621	*Mary*	Smack	09/01/1848	Skerries, Co Dublin, Cross Rocks
W00627	*Mary Frances*	Unknown	23/02/1833	Skerries, Co Dublin, harbour
W00629	*Matthew Owen*	Schooner	16/07/1890	Skerries, Co Dublin, 3 miles SW of
W00631	*Morning Star*	Ship	31/03/1812	Skerries, Co Dublin
W00633	*Nancy*	Unknown	15/01/1786	Skerries, Co Dublin
W00636	*Prince Albert*	Unknown	26/08/1848	Skerries, Co Dublin, off
W00639	*Robert & Mary*	Unknown	30/11/1790	Skerries, Co Dublin, near
W00641	*Rowen*	Unknown	25/02/1838	Skerries, Co Dublin
W00642	*St. Antonio & Almas*	Unknown	11/05/1782	Skerries, Co Dublin, near
W00644	*St. John*	Smack	03/01/1877	Skerries, Co Dublin, 1 mile N of
W00645	*St. Joseph*	Fishing boat	15/12/1908	Skerries, Co Dublin, near
W00646	*St. Peter*	Unknown	20/02/1833	Skerries, Co Dublin
W00649	*Savage*	Brig	12/02/1756	Skerries, Co Dublin, harbour
W00651	*Shamrock*	Smack	11/01/1856	Skerries Harbour, Co Dublin / Horrocks, W side of Dublin Harbour
W00653	*Shrimp*	Barge	26/09/1875	Skerries, Co Dublin, the Roads
W00654	*Speculator*	Schooner	09/04/1850	Skerries, Co Dublin, near
W00655	*Spey*	Brig	04/01/1846	Skerries, Co Dublin, off
W00658	*Telford*	Unknown	31/12/1834	Skerries, Co Dublin
W00661	*Two Brothers*	Unknown	10/12/1790	Skerries, Co Dublin
W00662	*Victor / Victory*	Smack	14/10/1881	Skerries, Co Dublin, pier, 0.5 mile SW of
W00664	*Village Belle*	Schooner	07/11/1916	Skerries, Co Dublin, off

W00665	*Volusia*	Unknown	25/02/1838	Skerries, Co Dublin
W00666	*Wanderer*	Schooner	28/09/1856	Colt Island, NE of Skerries
W00667	*Water Lily*	Unknown	03/12/1857	Irish Sea, Skerries or Balbriggan, between
W00668	*Wave*	Schooner	06/03/1897	Cross Rock, near Skerries Pier, Co Dublin
W00670	*William*	Brigantine	14/10/1881	Skerries, Co Dublin
W00671	*Winsor*	Unknown	15/02/1811	Skerries, Co Dublin, near
W00674	Unknown	Unknown	October / November 1534	Skerries, Co Dublin, harbour
W00675	Unknown	Unknown	October / November 1534	Skerries, Co Dublin, harbour
W00676	Unknown	Unknown	October / November 1534	Skerries, Co Dublin, harbour
W00677	Unknown	Unknown	October / November 1534	Skerries, Co Dublin, harbour
W00678	Unknown	Packet boat	29/03/1675	Skerries, Co Dublin
W00679	Unknown	Unknown	13/09/1689	Skerries, Co Dublin, harbour
W00681	Unknown	Ship	02/01/1726	Skerries, Co Dublin
W00682	Unknown	Ship	02/01/1726	Skerries, Co Dublin
W00683	Unknown	Ship	02/01/1726	Skerries, Co Dublin
W00684	Unknown	Ship	02/01/1726	Skerries, Co Dublin
W00685	Unknown	Ship	02/01/1726	Skerries, Co Dublin
W00687	Unknown	Brig	12/02/1756	Skerries, Co Dublin, harbour
W00688	Unknown	Sloop	12/02/1756	Skerries, Co Dublin, off
W00689	Unknown	Ship	03/04/1764	Skerries, Co Dublin, near
W00690	Unknown	Unknown	03/04/1764	Skerries, Co Dublin
W00691	Unknown	Unknown	03/04/1764	Skerries, Co Dublin
W00692	Unknown	Unknown	13/02/1766	Skerries, Co Dublin, Islands, near
W00693	Unknown	Unknown	13/02/1766	Skerries, Co Dublin Islands, near
W00697	Unknown	Collier	07/03/1783	Skerries, Co Dublin
W00698	Unknown	Collier	07/03/1783	Skerries, Co Dublin
W00699	Unknown	Collier	07/03/1783	Skerries, Co Dublin
W00700	Unknown	Unknown	07/03/1783	Skerries, Co Dublin
W00701	Unknown	Brig	28/02/1786	Skerries, Co Dublin, near
W00703	Unknown	Coaster	16/12/1790	Balbriggan and Skerries
W00704	Unknown	Unknown	July 1812	Skerries, Co Dublin, near
W00705	Unknown	Sloop	11/05/1824	Skerries, Co Dublin
W00708	Unknown	Unknown	January 1848	Skerries, Co Dublin, off
W00714	Unknown	Schooner	28/09/1856	Colt Island, off Skerries
W00715	Unknown	Brigantine	28/04/1859	Skerries, Co Dublin
W00718	Unknown	Unknown	09/02/1861	Balbriggan to Skerries
W00719	Unknown	Unknown	09/02/1861	Barngeeragh rocks, between Balbriggan and Skerries
W00720	Unknown	Unknown	09/02/1861	Barngeeragh rocks, between Balbriggan and Skerries
W00722	Unknown	Brig	09/02/1861	Skerries Harbour, Co Dublin, outside
W00723	Unknown	Schooner	09/02/1861	Skerries, Co Dublin, Islands
W00724	Unknown	Brig	09/02/1861	Skerries, Co Dublin Island, N of
W00725	Unknown	Brig	09/02/1861	Skerries, Co Dublin, 1 mile N of
W00726	Unknown	Unknown	03/01/1871	Skerries, Co Dublin, near
W00728	Unknown	Unknown	04/01/1877	Skerries, Co Dublin
W00729	Unknown	Unknown	29/10/1880	Skerries, Co Dublin
W00734	Unknown	Boat	30/11/1929	Skerries, Co Dublin
W00774	*Juniata*	Unknown	04/12/1825	Skerries, Co Dublin, 1 mile from

W01970	*Active*	Barge	26/08/1905	Skerries, Co Dublin, 12 miles SE of
W01991	*Countess of Arran*	Unknown	18/02/1855	Skerries, Co Dublin, lighthouse, 5 miles NNE of
W02003	*Elizabeth*	Brig	09/02/1861	Skerries, Co Dublin, E of / Howth
W02047	*Manchester (SS)*	Steam Packet	26/11/1829	Skerries, Co Dublin / Dublin Bay, sandbanks between Dun Laoghaire and Howth
W02203	Unknown	Unknown	23/12/1903	Skerries, Co Dublin, 20º E by S of
W03089	Unknown	Unknown	14/01/1854	Irish Sea, Skerries to Strangford, between
W05992	Unknown	Sailing Boat	29/01/1849	Cahirciveen, off the Skerries
W11939	*Janes*	Unknown	29/09/1852	Skerries, Co Dublin (on shore)
W12316	*Victory*	Smack	14/10/1881	Skerries Pier, Co Dublin, ½ mile S.W. of
W12458	*River Ness*	Steam Trawler	10/06/1940	Skerries, Co Dublin, 8 miles NE by N of
W12465	*Ruby (SS)*	Steamship	18/11/1913	Skerries, Co Dublin, 10 miles W of
W12729	*Carolina Falanga*	Barque	20/05/1887	Skerries, Co Dublin, Irish Sea, off
W13383	*Branste*	Unknown	09/01/1819	Rush & Skerries, Co Dublin, between
W13486	*Mary Ann Louisa*	Unknown	02/12/1830	Skerries, Co Dublin, on the shore
W14070	*Romeo*	Unknown	07/02/1843	St. Patrick's Island, Skerries
W14298	*St. Nicholas of Galway (SS)*	Steam Trawler	15/08/1934	Rockabill, 20M N of / Skerries
W14591	*Yews*	Schooner	19/06/1910	Skerries, Co Dublin, 10M off
W15253	Unknown	Unknown	29/11/1896	Skerries Lighthouse, SW ½ S, 10M
W15290	*Georgiana*	Unknown	19/12/1850	Skerries, Co Dublin, on the rocks
W15802	*Helping (MV)*	Motor Fishing Vessel	12/01/1928	Dun Laoghaire to Skerries Bay, en route
W15825	Unknown	Unknown	24/12/1903	Skerries, Co Dublin, E by S 20 degrees
W16310	Unknown	Unknown	13/02/1766	Skerries, Co Dublin,
W16311	*Alexander of Irwin*	Snow	13/02/1766	Skerries, Co Dublin, near
W17341	*Rectory Bells*	Trawler	14/10/1881	Skerries
W17411	Unknown	Fishing boat	03/12/1838	Skerries Harbour, off
W18312	*Emma*	Unknown	31/12/1867	Skerries Sound
W18328	*Jane*	Schooner	08/02/1867	Cans Rock, near Skerries
W00492	*Herbert (SS)*	Iron Steamship	19/11/1895	Skerries, Co Dublin, 8 miles ENE of

9.3 Previous Archaeological Investigations

1980–4 - Robswalls (Paddy's Hill) 723924E, 744624N

'A considerable quantity of flint found during field walking, indicated the existence of the site. Phosphate samples were taken to determine the limits of the site and identify possible activity areas or structures.

Thirteen cuttings were opened. The basic shallowness of the soil (15-20cm) militated against the in-situ survival of either finds or structures. While large quantities of both worked and unworked flint material occurred throughout the ploughsoil the only features revealed by the excavation were two pits. Pit I was 42cm in diameter and 40cm deep but contained no finds. Pit 2 was 1.3m in diameter and 25cm deep. Its fill contained pieces of charcoal, animal bone fragments, 545 lithics, 5 hammerstones, a polished porcellanite stone axehead and some perriwinkle shells. Samples from this pit yielded the following radiocarbon determinations: GrN-12346: 4120±70 BP (from charcoal) arid GrN-12337: 4040±70 BP (from seashells).

A total of 2874 artefacts were classified from the site. 1332 from the excavation and 1542 collected between 1964 and 1981. A large variety of artefacts are represented including scrapers, arrowheads, points, blades, flakes and cores. The quality (if the raw material employed indicates that it was probably collected from the rich beach deposits less than 1 kilometre to the east of the site.' (excavations.ie)

99E0550 - Robswalls, Portmarnock 723930E, 745214N

'Archaeological field-walking and test-pit excavation were carried out at the site of a proposed development north-west of Portmarnock, Co. Dublin, on 27 September 1. The site is in Robswall townland, c. 350m west of the coast road and 160m north of Portmarnock village. The proposed development site is within an area of pasture, with a school immediately adjacent to the south-west. The site is between two recorded archaeological sites: a holy well (SMR 12:38) 350m east of the development and a flint scatter (SMR 12:37) c. 140m south-east of the development.

Between 1964 and 1983 a collection of around 2500 prehistoric artefacts was made from this area. It seems likely, however, that this collection contains material from a wider area than it is actually attributed to. In this respect it would include some of the fields on which the proposed development is to be constructed. The quantity of flint recovered from this area led to an excavation of the site in 1983 by David Keeling, 200m north of the proposed development site. A substantial collection of lithic

material was recovered from the ploughsoil; however, only scant remains of archaeological features were found cut into subsoil. Two of the features contained charcoal, which gave radiocarbon dates of c. 2000 BC. The excavation concluded that intensive ploughing had removed or truncated most of the subsurface archaeological features and in so doing had transferred most of the archaeological material into the ploughsoil. Recent field-walking by Avril Purcell before the development of a site 400m to the north on the coast road recovered a quantity of worked flint (see Appendix No. 1).

The site consists of two fields, of which the western had been ploughed to facilitate field-walking. An initial site inspection on 23 August 1999 recovered several fragments of natural flint, sherds of late 19th-century pottery, red brick fragments and an iron nail. Before this visit a strip c. 5m wide, running the entire length of the field, had been stripped of topsoil (maximum depth 0.5m). An access road was being constructed west of the ploughed field, requiring the removal of topsoil and the insertion of a drainage pipe. An inspection of these works revealed a limited depth of topsoil in this area and a thin layer of brown clay overlying rocky outcrops.

Archaeological field-walking and test-pit excavation on 27 September 1999 revealed a flint scatter in the north-west corner of the field, lying largely beyond the area of development. Six 1m2 test-pits were excavated within the ploughed area, their location based on the density and type of lithic material present on the field surface. The material from the test-pits was passed through a sieve to recover lithic and other material. No soils or features of archaeological significance were identified during test-pit excavation. In general the material recovered reflects variations in the natural geology of the area. The test-pit results suggest limited archaeological potential within the proposed development area.

A low-frequency concentration of flint was noticed within the higher, north-western area of the ploughed field. This area is immediately west of the proposed development. The eastern side of the field had been partially stripped of topsoil that had been banked along the eastern and southern edges of the field. A single end scraper of fairly good quality was recovered from the edge of the remaining section of the ploughed field at a location c. 10m south of the north-lying field boundary. The greatest concentration of flint was found in the north-west area of the ploughed field, corresponding with its highest location. There was a marked fall-off in both the number (frequency) and quality of the flint material to the east, south-east and south of this area. One must conclude that, purely on the basis of the material recovered, there is a low-frequency rate of diagnostic artefact types to that of rubbish and flint spalls, even in the higher, north-west area of the field. The lithic material was evenly distributed throughout the first 0.2m of the topsoil in each of the test-pits, with frequency decreasing with depth. No lithic material nor any indicators of archaeological activity were observed within

subsoil at the base of the test-pits. However, this does not preclude the existence of such features, even in truncated form within the field.' (excavations.ie)

00E0037 - Robswalls, Malahide 723930E, 745214N

'Monitoring of ground reduction was undertaken in advance of the development of a football pitch. A number of pieces of worked flint were recovered during monitoring, but no associated archaeological features were revealed. The area had been deep-ploughed for agricultural reasons for several years, and, should archaeological features have been present, they may have been destroyed by such consistent ploughing.' (excavations.ie)

02E0385 - Robswalls, Site 1 724024E, 745743N

'Monitoring of topsoil removal at Robswalls in January and February 2002 revealed the heavily ploughed traces of a shell midden. Excavation of the midden suggested minimum original dimensions of 6m by 2m. Ploughing had largely dispersed crushed shell through the topsoil over quite a wide area, with a maximum depth of 90mm of midden material surviving in situ. A small number of sherds of local medieval pottery were recovered from the midden.' (excavations.ie)

04E1415 - Portmarnock 724173E, 743348N

'An assessment was carried out in advance of a planning application for a major residential development proposed for a large parcel of coastal land between the villages of Portmarnock and Baldoyle. The site lies within the townlands of Maynetown and Portmarnock. A desktop study had highlighted the existence of two sites within the proposed development footprint: a tumulus or mound (SMR 15:14) in Portmarnock townland and an enclosure site (SMR 15:55) in Maynetown. A programme of archaeological investigation, entailing test-excavation by Angela Wallace (Excavations 2000, No. 328, 00E0732), and a geophysical survey was instigated to determine the extent of the archaeology in these areas. Across the land between the two known sites, a further programme of detailed geophysical survey was carried out.

Twenty-three test-trenches were mechanically excavated to a depth ranging from 0.35m to 0.9m across the proposed development area. They were excavated in specific locations to investigate anomalies identified in the geophysical survey. In some cases these anomalies were found to be

modern land drains, silty variations in the undisturbed natural clays and ploughing trends. Archaeological activity was identified in Trenches 1-4, Trench 8 and Trenches 21 and 22, identifying two areas of archaeological potential.

The first area, a series of medieval field ditches, is located 45m east from the base of the tumulus and measures 140m by 50m (east-west) (Trenches 1-4, 21 and 22). Sherds of Dublin-type cooking, fine and coarsewares and Bristol Redcliffe-type wares, dating to the 12th-14th centuries, were retrieved from these features. The second area of potential, a pit or trough feature, is located 225m south-east from the base of the tumulus (Trench 8). Such features are generally associated with fulachta fiadh. A reference on OPW maps from the 1980s states that there may have been a fulacht fiadh in the field to the east of the Portmarnock mound, which 'appears to have been removed by ploughing' (OPW files). This 'trough' feature confirms that a fulacht fiadh did indeed exist to the east of the mound.' (excavations.ie)

08E0376 - Portmarnock 724109E, 743881N

'An extensive medieval settlement, containing six well-defined property plots, was excavated between September and December 2008 at Station Road, Portmarnock, Co. Dublin. The area of excavation was roughly rectangular in plan and measured c. 50–70m north–south by 110m. The property plots uncovered were defined by linear ditches and were separated into toft and croft areas by internal divisions. They measured between 16m and 22m wide and up to 65m long, although their true lengths could not be properly assessed as the very front of the plots were truncated by a 19th-century roadway (Station Road).

The majority of settlement activity took place in the toft areas where the remains of at least four truncated buildings were identified. The structures were rectangular in plan and were defined by shallow wall cuts which contained low stone foundations that probably supported cob/mud walls. They varied in size, with the smallest building measuring c. 4m by 5m and the largest, although severely truncated, measuring at least 16m in length. Internally the buildings had floors of packed clay and areas of in situ burning indicated the former presence of hearths. Finds recovered from the structures included butchered animal bone, medieval pottery and ferrous objects. A number of horse skulls had also been deliberately placed within the clay floors.

Yard areas defined by metalled surfaces were identified to the front of the tofts and in some instances these had been terraced into the natural slope. Each plot also contained at least one large well-pit and these were sometimes accessed by metalled pathways. The wells measured up to 2m deep and were

filled by waterlogged deposits that contained well-preserved organic remains including leather shoes and wooden bowl fragments. Numerous small gullies, ditches and rubbish pits were also excavated and these indicate that the plots were intensively occupied over a considerable length of time.

A large assemblage of artefacts was recovered during the excavation, including in excess of 2,000 sherds of medieval pottery, mainly locally produced Leinster cooking ware and Dublin-type wares, as well as large numbers of metal objects (3001). Evidence for food waste included large amounts of butchered animal bone as well as quantities of seashell (cockles, muscles, oysters, periwinkles, razor shell, etc.) and carbonised grains.

Post-excavation work for this site is ongoing.' (excavations.ie)

14E0161 - Seamount Road, Malahide 723550E, 745230N

2014:136: 'The development involved the construction of 159 dwellings and renovation of a one-storey derelict gate lodge (a Protected Structure) on an overall site of 11.5 hectares (28.4 acres).

Monitoring of groundworks was carried out by Dermot Nelis and Enda Lydon. No archaeological features or artefacts were revealed in the western end of the development area.

There was no surviving trace of mound DU012-032) which is recorded within the site, possibly due to extensive levelling dated to c. 1900.

Monitoring towards the middle and eastern end of the development area uncovered extensive previously unrecorded archaeological remains taking the form of a prehistoric barrow to the north of the site, an unenclosed resource processing area consisting of a number of ditches, pits and kilns of possible early medieval date to the west of the site, and a circular enclosure, possibly a poorly preserved ringfort of early medieval date, in the south-west corner of the site. These features were excavated by Antoine Giacometti under Licence 14E0161 Extension and post-excavation is ongoing at the time of writing.'

2014:141: 'An archaeological site, identified during topsoil stripping following assessment and geophysics (Licence No. 08R0289), was excavated between August and September 2014. The 11.5ha site was situated on the former lands of Seamount House, Seamount Road, Malahide, Co. Dublin, and was bounded to the north and east by the townland boundary between Malahide and Robswall.

The site is situated in an elevated location just to the south of the crest of Malahide Hill with spectacular views overlooking the entire coast of North Dublin. The panoramic views encompass Lusk,

the seafront at Rush and Donabate, and Lambay Island to the North, Howth, Sutton and Ireland's Eye to the south-east, and into Dublin Bay with Dalkey headland, Dalkey Island and the Wicklow Mountains visible to the south. A line of archaeological monuments ran along the crest of the hill down towards the sea. Two are situated on the site: a circular mound shown on the first and second OS 6-inch maps near the highest point of the hill (DU012-032), which no longer survives, and a ring-ditch 50m south-west of the mound along the ridge. A dozen other prehistoric monuments and sites have been identified along this crest to the west (information from RMP files; Excavations.ie records; Duncan's map 1821, etc.).

The ring ditch is best interpreted as a prehistoric monument, part of the wider ceremonial landscape along the crest of Malahide Hill. Part of the arc of the circular ditch, which measured 2m in width and just over 1m in depth, was found and excavated. The ditch appears to have enclosed a small area c. 9m in diameter on the crest of the ridge. No features were identified in the internal area, however this had been mostly truncated away. Large flat stones in the lowest fills of the ditch probably fell inside from above, and may once have formed part of a revetment to the earthen mound or bank. Radiocarbon dating returned a Late Bronze Age date (997-839 BC at 2 sigma Poz 93590) from cherry charcoal from the basal fill of the barrow ditch. This ring ditch showed evidence for re-cutting after it had fallen out of use, which must represent its rededication as a ritual monument. Birch charcoal from this second phase returned a Final Bronze Age or Iron Age radiocarbon date (751-406 BC at 2 sigma Poz 93589). The partial cremated remains of a human adult (only the hand was identified) (C24) was found at the base of the re-cut ditch. A third phase was also identified in the uppermost fill of the barrow ditch, which contained a large amount of animal bone representing well-preserved primary butchery waste. The faunal assemblage was dominated by cattle, pig, horse and deer, and was very similar to the animal bone remains of the early medieval settlement to the south. The upper fill also contained an unburnt adult left and right femur, interpreted as charnel from a possible early medieval burial nearby.

The interpretation of the excavation results suggested this site may provide evidence for the persistence of pre-Christian (pagan) ritual during the early medieval period, and explored possible mechanisms and reasons for this, linking the monuments and the farmstead with the local placename of Seamount (possibly from Sidhe Manannan, Manannan being a mythological sea god, and sidhe meaning a mound that formed a connection to the underworld).

A heavily truncated Late Bronze Age penannular enclosure 24m in internal diameter was excavated further down the hill, with an undug opening to the northeast providing an entrance. Radiocarbon dating of wild cherry charcoal from the enclosure fill returned a date of 841-1050 BC (Sigma 2; Poz

93370). Fragments from a Late Bronze Age large domestic vessel and a cremated human leg bone (possibly representing a token cremation burial) were identified nearby in the upper fill of a nearby probable early medieval charcoal manufacturing pit kiln, and may have originally been associated with the penannular enclosure.

A complex of archaeological features was situated between the penannular enclosure and the prehistoric monuments on the hill. Charcoal from various features in this complex returned radiocarbon dates of 659-772 (2 Sigma; Poz-93358), 656-853 (2 Sigma; Poz-93369), 694-889 (2 Sigma; Poz-93368) and 772-967 (2 sigma; Poz-93346) and 720-941 AD (2 Sigma; Poz-93358). A sixth date from the complex which returned a date of 1664-1914 & later (2 sigma; Poz-93692) from willow charcoal reflects later post-medieval and modern agricultural activity. The dates suggest occupation in the early medieval period centred on the 8th century AD, with two non-overlapping concentrations of activity spread across an early phase c. 670-760 (two dates; 1 Sigma) and a later phase c.775-875 (three dates; 1 Sigma).

Unlike the other two archaeological features on the site, this complex was not defined by a circular shape. Instead, ditches defined irregular spaces with a wide range of functions, and were themselves used for resource processing. This contrasts with the barrow and circular enclosure, which were sharply and carefully defined by their circular forms. The complex was centred on a stony natural outcrop situated on a shelf along the hillside slope. A curving ditch partially encircled this stony outcrop, then extended straight up the hillslope to one of the prehistoric monuments (DU012-032). The linear part of this ditch may have defined a property or field boundary using the prehistoric barrow as a topographical landmark. Where the ditch curved around the stony outcrop, it changed its shape and incorporated a small access point to allow for a person to climb down into the ditch along a gently-sloping ramp. A crude stone wall or sluice gate was constructed within the ditch at this point. A number of internal slot trenches, pits, keyhole-shaped corn-drying kilns, a charcoal-manufacturing kiln, and a defined entrance were also identified. The corn-drying kilns, charcoal kiln, animal remains processing and shell processing all suggest small-scale resource processing activities consistent with what would be required for a single self-sufficient farmstead. A particularly high concentration of marine shell was identified in the early medieval features, particularly around the ditch's sluice gate and series of sunken pits. The economic well-being of the early medieval farmers appeared to have been primarily dependent on sea-based resources.

The animal bone assemblage recovered from this arcing ditch area comprised well-preserved primary butchery waste. The assemblage was dominated by cattle and sheep/goat, as well as pig, horse and dog. These are all domesticated species which would have formed part of a typical diet in an early

medieval settlement or, in the cases of the horse and dog, would have been domesticated within the settlement.

Environmental analysis of the grains identified in the early medieval corn-drying kilns showed cultivated varieties of barley and oat, and a small amount of wheat, though one kiln had a lower proportion of oats. The high incidence of oat and barley in contrast to wheat in the kilns has been identified at other Irish early medieval sites. The charcoal from the kilns comprised a mixed wood assemblage comprising hazel, wild cherry/cherry, ash, willow and pomaceous woods, which is in keeping with charcoal results from medieval kiln deposits (though a slightly different wood proportion was noted in the kiln with less oats).

A house named 'Seamount' appears at this location on cartographic sources from the early 19th century. The layout of the grounds of Seamount House reflects the archaeological features found during the 2014 excavation in a number of surprising ways. Prehistoric, early medieval and medieval features were all echoed by the 18th- and 19th-century landscape. The archaeologists interpreted this through the prism of changing attitudes to gardens in the 18th and 19th centuries. The preservation of the archaeological monuments in the post-medieval landscape at Seamount House is seen as a process of cultural repossession and appropriation by successive generations. This is directly comparable to the same processes described above by which the prehistoric monuments were reinterpreted by early medieval farmers.' (excavations.ie)

15E0340 - Dublin Bay 726902E, 742332N

'A programme of monitoring was conducted during the course of marine geotechnical investigations associated with the development of the Greater Dublin Drainage Scheme in north County Dublin.

The development proposes the installation of a marine outfall of approximately 5km in length from the foreshore at Velvet Strand (Burrow townland) to an offshore point approximately 1km north-east of Ireland's Eye.

Monitoring was required due to the high archaeological potential within Dublin Bay, including 12 recorded wrecks within 2km of the works corridor. Three investigative techniques were employed that had potential to impact on the archaeological resource: Cable Percussion Boring (Shell & Auger); Standard Penetration Testing and Vibracoring.

Works were carried out from a jack-up platform barge, towed into position by an assisting tug-boat. Monitoring was conducted from the barge between 30/07/15 and 22/08/15. Water depths ranged

from approximately 3m to 29m and varied with tidal conditions. A total of ten site locations were monitored within the works corridor.

No finds, features or deposits of archaeological significance were encountered during the geotechnical site investigations phase of works. Future monitoring of dredging and associated construction activities will be required for this project.' (excavations.ie)

21E0677 - Ballymastone AA9, Donabate 723693E, 744937N

'A large cutting (1978 sq. m.) was opened at Ballymastone centred on features identified during test excavations from 2007 and 2021. The remains of a modern haul road were revealed along the southern margin of the cutting. No evidence was identified relating to the circular feature from the earlier test excavation but two modest clusters of features 60m apart were revealed. The western cluster comprised a pit and nearby short linear feature. The pit contained fills characterized by heat-affected stone in a dark charcoal-rich/stained soil. A flint flake was retrieved from the fill of the linear feature. A charcoal fragment from the fill of the pit produced a radiocarbon date 980-810 cal. 2δ BC (UBA 48277; 2745 +/- 32 BP) placing activity here in the Late Bronze Age. Charcoal analysis of the pit soil samples identified mostly hazel with lesser amounts of pomoideae (fruitwood) and prunus (blackthorn/cherry) suggesting the use for fuelwood. The eastern cluster comprised an irregular shallow sub-rectangular pit with a post-hole in one corner and another along the internal margin. Two shallow re-cut pits were identified in the top fill of the pit. The fills of the pit contained much oxidised clay and charcoal and a single flint flake while the bulk soil sample produced only oak charcoal suggesting an industrial purpose for the pit.' (excavations.ie)