

Clare Coastal Architectural Heritage Survey

Taighde Oidhreachta Ailtireachta Cósta an Chláir



By Sarah Halpin & Gráinne O'Connor 2007/08
Implemented under the Clare Heritage Plan, 2003-2007



Clare County Council



Fóram Oidhreachta an Chláir
Clare Heritage Forum

An
Chomhairle
Oidhreachta



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Foreword – Réamhrá

Great strides have been made in the past decade in the protection and preservation of our architectural heritage, beginning with the 1999 Planning & Development Act, which for the first time in the history of the state placed emphasis on the formal and vernacular architectural heritage of Ireland. The introduction of grant schemes and tax incentives encouraged the repair and conservation of many of our historic buildings. The success of these initiatives and the progress made by local authorities in the designation of Architectural Conservation Areas and the inclusion of Records of Protected Structures, in development plans, created a much greater awareness of the merit and value of our architectural heritage within the commercial, political and public domain.

The Clare Coastal Architectural Heritage Survey is an almost comprehensive survey of structures of vernacular, engineering and architectural value, constructed over the past three centuries. Many hundreds of equally important structures were built prior to the year 1700 AD but these have been recorded and protected under the various National Monuments Acts since 1934 and are included in the Record of Monuments and Places, published by the Department of the Environment, Heritage & Local Government. Some overlapping has occurred where such monuments were considered to be of high architectural merit.

This survey follows numerous similar surveys, successfully completed in the county over the past decade with the co-operation of both Clare County Council and the Heritage Council. Much credit should go to the various groups and individuals who assisted in the completion of this survey, particularly the members and officials of Clare County Council who offered continuous support over the years - Congella McGuire and Tomás MacConmara who liaised with the Heritage Council, particularly in the area of funding, the landowners, on whose land many of these structures are situated and the general public who have provided much valuable information on the history and folklore associated with many of the sites.

The survey is a testament to the enthusiasm, diligence, attention to detail and dedication of the surveyors – Sarah Halpin who covered the West Clare coast line from Aughinish (Galway Bay) to Kilrush, and Gráinne O'Connor who continued the survey into the Shannon Estuary and Lough Derg, including the 18th Century Shannon Navigation Canal and the early 20th Century Shannon Hydro Electric Scheme.

Gan amhras, beidh tábhacht faoi leith ag baint leis an taighde seo, sna blianta seo chugainn, i measc, iad sin le suim san ailtireacht, stair na mara, cosaint cósta, tionsclaíocht agus saol cultúrtha Cósta an Chláir. Is fianaise deimhin é de sár-cheardaíocht agus éirim na h-ailtirí, innealtóirí, oifigigh poiblí agus oibrithe go bhfuil formhór na foirgnimh seo go fóill ina seasamh, agus fosta, de mhuinín agus cuidiú muintir cumarsáide an Chontae a chruthaigh an riachtanas agus an spreagadh chun na tógrai seo a thosú ón mbliain 1700 i leith.Nár laga Dia a lámha ariamh.

Risteárd UaCróinín, MA, MIAI, MAACO

Architectural Conservation Officer, Co. Clare

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Finally sincere gratitude must go to all those who relayed information to the surveyors on site and through their submissions to Clare County Council. This information has been invaluable to the overall success of the project.

Gráinne O'Connor

March 2008

Introduction

1.0 Background to the Project

- 1.1 Over the past seven years, Clare County Council has successfully complied with all aspects of Part IV of the 2000 Planning and Development Act, which has served to preserve and protect many elements of the built heritage of the county.
- 1.2 In order to increase the Record of Protected Structures it was felt necessary to carry out additional research and conduct further surveys of structures of merit as some categories of structures were under represented in the record. The areas that require further research are:
 1. Coastal structures such as piers, harbours and coastal defences
 2. Industrial buildings
 3. Stone-roofed buildings
 4. Structures associated with the 18th Century Inland Shannon Navigational Canal System and the Shannon Hydro-Electric Canal of 1925.
- 1.3 In 2006, the Heritage Council allocated funding (Heritage Grants Programme 2006) to Clare County Council under the Architectural Research Grant Scheme (Heritage Council Ref: 14393) to carry out an Architectural Research Project consisting of a survey of the following: Moher Slate/Stone Slate structures and Piers, Harbours and Coastal Defences. This initial segment of the survey was completed in November 2006. The coastal survey covered the coastline between Aughinish in North Clare and Loop Head. A small number of stone roofed structures were also surveyed.
- 1.4 In March 2007, Clare County Council received further funding from the Heritage Council (Heritage Plan Fund 2007) to expand the initial survey.
- 1.5 The expansion of the project encompassed of the following areas:
 - 1 Expansion of the initial coastal survey to include the Shannon estuary, Fergus estuary and Shannon river/Lough Derg area including its inland 18th century navigational system and the Hydro-Electric Canal Scheme. The coastal survey was to incorporate piers, lighthouses, harbours, slipways, patent slips, martello towers, signal towers, artillery batteries along the Shannon estuary and river Shannon.

- 2 Continuation of the survey of Moher slate/stone slate buildings (also known as stone slate roofs) to include further examples. The stone is a hard thin-bedded Namurian sandstone, which dominates the geology of County Clare from Doolin south to Kilrush.
- 1.6 After discussions and agreement with the National Inventory of Architectural Heritage, the NIAH inventory form is being used for the fieldwork thus providing a systematic inventory that can be amalgamated with the NIAH Interim Survey (2000) at a later date.
- 1.7 It was noted during provisional desk research that the volume of industrial sites within the county was substantial therefore it was decided that a separate study would be commissioned thus delivering a comprehensive study of the industrial heritage of County Clare.

2.0 Benefits of the Survey

- 2.1 The project delivers a comprehensive published survey (hardcopy and electronic) of all coastal structures and a sample of stone roofed structures in County Clare. This project also allows for the updating of the present Record of Protected Structures (RPS) for 2008 during the revision of Clare County Development Plan. Already the 2006/07 survey has resulted in approximately 65 structures being put forward for inclusion in the Record of Protected Structure. These structures comprise coastal structures, industrial structures and stone-roofed buildings.
- 2.2 This project goes some way to meet the aims and intentions of Objective three of the County Clare Heritage Plan (2003-2007). Objective three identified that a programme of survey of built heritage be carried out on an ongoing basis (target 3.2.1) and in particular a survey of stone slate buildings and industrial sites (target 3.2.2).
- 2.3 The coastal aspect of this inventory will also go some way in meeting a recommended action of the *Policy Paper on Conserving Ireland's Maritime Heritage* which recommends the preparation of an inventory of 'maritime heritage buildings, industrial and vernacular structures and artifacts associated with coastal life including, *inter alia*, harbours, slips and piers not administered by harbour boards or companies. This could be carried out at national and/or county level and findings included as appropriate within the Record of

Monuments and Places and National Inventory of Architectural Heritage' (The Heritage Council 2006, 60).

2.4 This project would also meet one of the recommended actions of the draft *Waterway Corridor Study 2006, the Shannon River from Meelick to Limerick City* prepared by Cunnane, Stratton, Reynolds on behalf of the Heritage Council. The study revealed that a number of sites and items of industrial heritage were found to be excluded from any legislative protection including the Hydro-Electric Canal of 1925 and its associated infrastructure; the 18th century locks and bridges on the Shannon Navigation between Killaloe and Limerick; the pierhead and dry-dock at Killaloe; historic piers and jetties and navigation markers. Action 6.6.4 of the draft study recommended that these sites would be investigated for the purpose of future protection.

Note: Due to necessity of time and budget constraints the coastal structure survey focuses on the post-1700 period however in some cases there is may be an element of overlap.

3.0 Methodology

3.1 The methodology was based upon a desk-based study of all available sources followed by targeted fieldwork and recording of structures. A publicity campaign was also carried out seeking input from local peoples into the survey.

3.2 Desk Study

- *RPS and National Inventory of Architectural Heritage (NIAH) Interim Survey of County Clare*: The current RPS and NIAH (2000) survey were also consulted.
- *Record of Monuments and Places (RMP), County Clare, Archaeological Survey of Ireland*: The RMP maps and list were consulted. The Department of Environment, Heritage and Local Governments Archaeological Archive in Dublin was also consulted for sites adjacent to the coast.
- *Cartographic Sources*: A study of cartographic sources including Pelham's Grand Jury map (1787), the First Edition (1842) Ordnance Survey and the Third Edition Ordnance Survey maps were also consulted.
- *National Archives*: The OPW online archives relating to piers and harbours in County Clare was consulted.
- *Local History Section of Clare County Library*: The Clare Local History Section was also consulted in relation to archives relating to coastal fortifications, piers and harbours. The library has an extensive web resource including Paul Kerrigan's book 'Fortifications in the Shannon Estuary and Galway Bay'.
- *Underwater Archaeology Unit of the Department of Environment, Heritage and Local Government (DoEHLG)*: The archive of the Underwater Archaeology Unit of the DoEHLG was also consulted in relation to piers and harbours. This archive is largely based on the OPW archive and provides detailed accounts relating to the construction and date of the piers and harbours in County Clare.
- *The Irish Architectural Archive*: The Irish Architectural Archive is based on Merrion Square. The archive has more than 3,500 individual acquisitions to date. Amongst its collection it has a number of An Foras Forbartha reports relating to architectural heritage in County Clare.
- *Sources on flagstone buildings in Clare*: Sources regarding flagstone buildings in Clare have been consulted in relation to including them in the RPS.
- *Other Documentary Sources*: Additional documentary and literary references are listed in the biography at the end of the report.

4.0 Timescales and Content

4.1 *Clare Coastal Survey*: The first stage of the coastal survey began in July 2006 in North Clare and worked its way along the coast to Loop Head (CS001-CS067). Some survey work was also carried out around Kilrush and Scattery Island. The 2007 survey began in August and continued the survey onwards towards the Shannon Estuary, Shannon Inland Navigational Canal and the Hydro-Electric Canal Scheme of 1925 (See appendices 3 and 4). Lough Derg has also been subject to survey between Williamstown and Killaloe (See appendix 2). To date over 200 structures have been surveyed. After some consideration the decision was made to include previously surveyed structures (included within the RMP and/or NIAH) within the survey in order to present a comprehensive picture of the maritime heritage of the county.

4.2 *Stone Roofed Buildings*: To date a total of twenty-two stone-roofed buildings have been surveyed concentrating around the Liscannor/Lahinch area where the greatest numbers of them survive, due the continued working of the stone in the area. See Appendix 5 for full inventory.

Note: A very small number of sites proved inaccessible at time of survey due to adverse weather conditions and accessibility issues. These are namely Illaunmore Island on Lough Derg and the Shannon Estuary Islands.

4 Coastal Structures

4.2 Coastal structures cover a wide range of structure types and periods. According to the Maritime and Coastal Heritage Directory, coastal structures specific to the coastal zone can be defined as ‘those historic structures that have been built to serve maritime interests from safety at sea, e.g. lighthouses and their associated buildings and coastguard stations to defence structures such as Martello Towers and coastal fortifications’. It provides a list giving examples of coastal structures though makes the point that it is not a comprehensive list. It includes:

- Lighthouses
- Lighthouse keepers’ residences
- Coastguard stations
- Defence structures/fortifications
- Martello Towers
- Yacht clubs
- Bathing shelters
- Changing Facilities
- Sea Baths
- Ports, harbours, piers, landing places etc.
- Coastal railways

Piers and Harbours

- 4.2.1 A large number of modest landing places and jetties were encountered during the survey, predominantly along the more sheltered coastline of North Clare between Ballyvaughan and Aughinish, around Lough Derg and in Clonderalaw Bay.
- 4.2.2 A small number of substantial piers have their origins in the 18th century such as found at Liscannor (CS041) and Cappagh (CS096). Liscannor pier is the only pier shown on Pelham's 1787 Grand Jury map.
- 4.2.3 Most piers and harbours were developed in the 19th century after the set up of the Office of Public Works (1831). A small number of piers and harbours predate this and their construction was grant aided by the Commissioners of Irish Fisheries, which predates the OPW.
- 4.2.4 A number of modest landing places and jetties surveyed may have even earlier origins. They are not shown on the first edition (1842) Ordnance Survey map and are not referred to in the OPW archives. However it is likely that many of these piers date to the 18th century or even earlier. This is especially the case near the Redbank oyster bed (between Newquay and Corranroo in North Clare), where there are a number of small landing places and piers (CS001, CS003, CS004 & CS004). None of these are marked on the first edition (1842) Ordnance Survey map, however both Mary John Knott (1836) and Samuel Lewis (1837) mention the extensive trade of the oysters and seaweed in this area and it is likely that a number of the landing places were constructed to land and ship this material.
- 4.2.5 Two further landing places (CS024 & CS026) are located to the north of Clareville House in Ballyvaughan. These landing places are not marked on the first edition (1842) Ordnance Survey map. They are modest in design and scale, very weathered and are covered by high tide, all which suggests a possible earlier date. Two further sections of quay wall adjacent to the now demolished site of Ballyvaughan Castle (CL002-052) are also not marked on the first edition. However the poor condition and proximity to the former castle suggests archaeological origins.



**Plate 1: View of former landing place (CS024) to north of Clareville House,
Ballyvaughan**



Plate 2: View of small landing place (CS003) near the Redbank oyster bed, Corranroo

4.3 Defensive Structures & Fortifications

4.3.1 *Martello Towers:* According to Paul Kerrigan the possibility of a French invasion was a constant fear of the British government in Ireland from 1793 to as late as 1812. These fears were first realised in 1796 when the French landed in Bantry Bay in West Cork and then two year later in 1798 when the French landed near Killala, Co. Mayo. These incursions emphasised the importance of the River Shannon and Galway Bay as a line of defence (Kerrigan, <http://www.clarelibrary.ie>).

4.3.2 ‘It appears that little was done during the war with the French Republic, between 1793 and 1801, to construct defences at west-coast anchorages or harbours. However, with the renewal of war in 1803 coastal defence was undertaken on a large scale, with the extensive scheme to construct Martello towers, batteries and signal towers; these were under construction the following year. The line of signal stations extended along the west coast, but apart from these and the Shannon Estuary batteries the only concentration of defensive works was the building of three Martello towers at Galway Bay’ (Kerrigan, <http://www.clarelibrary.ie>). Two of these are located on the southern side of Galway Bay at Finavarra Point (CS015) and Aughinish (CS006) in County Clare. Both structures are ovoid in plan with the entrance on the first floor. ‘Living quarters were on the first floor and were designed to accommodate a garrison of 39 men and one officer. The ground floor was the magazine for storing gunpowder and the water tank was in the basement’ (Jones 2004, 151).

4.3.3 *Signal Towers:* The ruined remains of three signal towers are located at Hags Head (CS039), a short distance west of Liscannor; Mutton Island (CS050) southwest of Quilty and Cappagh southeast of Kilrush. Further examples at Baltard Hill near Kilkee (CS053), Knocknagarhoon near Kilrush and at Loop Head have since been demolished. These towers were constructed in the years after the failed French invasion of 1796 and in the years leading up to the Napoleonic Wars (1799-1815). They formed a network of signalling stations around the Irish coast and were built to a standard plan. ‘They were square towers, generally with two storeys. The door was

typically on the seaward side above ground level and a wooden ladder that could quickly be pulled up accessed it. Directly over the door was a machicolation for added defence and the two land ward corners of the tower were generally defended with machicolations as well.... the actual work of signaling was carried out just in front of the tower where a large wooden signal post was erected on the seaward side of the tower. The signal post consisted of a 50-foot mast supported by a tripod of large timbers. The signals were conveyed by a system of balls and flags which were hoisted up the mast.’ (Jones 2004, 227).

- 4.3.4 According to Colin Rynne the main period of activity occurred in the years 1804 - 1806, with many towers being, for the most part, ‘defensible guardhouses’ or signal towers. A total of 81 signalling stations were established in Ireland... however by 1809, most of these had been abandoned, although some were re-used during the American War of 1812 – 1814’ (Rynne 2006, 445).
- 4.3.5 When Mary John Knott, a member of a prominent Cork family, came to Kilkee on holiday in 1836 she found the signal towers at Baltard (CS053) and Mutton Island (CS050) still in use by the coast guards. However the towers at Hags Head and Knocknagarhoon had been long since abandoned (Knott 1836, 121-122, 125 & 151).
- 4.3.6 Interestingly the continued importance of these strategic locations is emphasized by their later reuse during the Emergency Period as sites for lookout posts (CS038 & CS071).



Plate 3: View of Martello Tower at Aughinish (CS006)

5.3.7 *Battery's*: There are a number of impressive examples of Napoleonic Battery's along the Shannon Estuary. They are in varying states of completeness and include Kilcredaun Battery, Doonaha Battery, Scattery Island Battery and Kilkerin Point Battery. Paul M. Kerrigan's publication on fortifications in the Shannon Estuary and Galway Bay is testament to the significance of batteries as a defensive feature along the west coast of Ireland and highlights the importance of the river Shannon as a strategic infrastructural gateway to the southwest of Ireland. The Kilkerin battery is almost identical to the battery at Tarbert, Co. Limerick suggesting that they were constructed to the same plans and at the same time. Within the battery enclosure on the axis of the layout is a small semi-basement vaulted structure covered with earth, noted on plans as 'shell filling room'. Similar structures existed at Tarbert, Scattery and Corran Point. Land for the construction of such batteries along the west coast of Ireland was acquired by the government in the early 1800s with the batteries evidently being constructed soon after this date.

5.3.8 *Emergency Lookout Posts*: The existence of emergency lookout posts along the Clare coastline is testament to the impact of this period on the west coast of Ireland. Often these lookout posts were located in sites previously accommodating signal towers and in some cases batteries. These sites were selected due to their positioning overlooking areas where attack was more feasible i.e. Loop Head, which overlooks the approach to the Shannon Estuary, a strategic access point to the Southwest. The best example existing in Clare today is that of Kilcredaun emergency lookout post as it is still largely intact (CS078).



Plate 4: Kilcredaun Emergency Lookout Post (CS078)

5.3.9 ***Bathing Places:*** The growth of bathing as a leisure activity in the 19th century occurred in line with the development of many of county Clare's coastal resorts such as Kilrush, Lahinch and Kilkee where three bathing places exist, two of which are still in use today. Tidal swimming pools and lifeguard huts are also testimony to the recreational and social development of the county's coastline.



Plate 5: Tidal Pool at Kilbaha (CS073)

5.3.10 *Light Houses*

- 5.3.11 Loophead lighthouse complex (CS066-068) has an interesting history. A lighthouse was erected here as early as 1670 (Robinson 1988, 55-57). According to Bill Long this lighthouse was similar in type to the cottage type lighthouse built at Howth Head and the Old Head of Kinsale, by Sir Robert Reading. 'These cottages accommodated the keeper and his family... they usually had three rooms, with an internal stone stairway... leading to a platform on the roof. On this platform was placed the brazier, or chauffeur, in which the beacon fire was lit. A small part of the remains of this old structure may be seen near the keepers' dwellings' (Long 1993, 139). This structure apparently has a vaulted roof, which supports its early construction date (Pers. Comm. Risteard Ua Cróinín, Clare Conservation Officer, December 2006).
- 5.3.12 By the end of the 17th century the light fell into disrepair and was re-established in 1770 after demands by the aldermen and merchants of Limerick and a new tower was constructed in 1802 by Thomas Rogers. However due to complaints of its poor light it was replaced by the present tower (CS066) which was completed in 1854 and designed by Thomas Halpin (Long 1993, 139).
- 5.3.13 With the automation of the lighthouses many of the associated structures such as the lighthouse keepers houses are falling into disrepair. At Loophead these structures (CS067 & CS068) are finding new use as holiday houses under a conservation, restoration and maintenance programme run by the Irish Landmark Trust.
- 5.3.14 Another interesting example is Blackhead Lighthouse (CS034), a diminutive compact structure on the coast road between Ballyvaughan and Fanore. Despite its modest size it forms a striking structure in the grey limestone pavement of northwest Clare.
- 5.3.15 Structures associated with the coast guard also stand as a testament to the sea and in particular the danger it can bring. The Eugene O'Curry College, a former coastguard complex in Kilcredaun is a fine example of such a structure. Its scale and design highlight the important role of the coast guard in the community. Another interesting and rare structure, included in the survey is a Coastguard

Rocket Launcher (CS091). This fine piece of equipment highlights the development of the Irish Coastguard in the Republic of Ireland in the early 20th century.



Plate 6: View of Blackhead Lighthouse (CS034)



Plate 7: View of Loophead Lighthouse (CS067)



Plate 8: Coastguard Rocket Launcher, Kilrush (CS091)

5 Shannon Navigational Canal

5.2 Construction on the 18th Century Shannon Navigational Inland canal began circa 1757 however it was not fully completed until 1799 (CRDS, 2006). The canal was constructed in two sections. The second artificial cut encompassed the area from Plassy to Cloonlara. In total six locks were constructed, some of which are overgrown and in disrepair today. However a fine example of the craftsmanship of Lock building can be seen at Newtown Lock, which has been restored in recent years. An additional cut was constructed to avoid the eel weirs in Killaloe with the lock at Moys culminating the Shannon Navigation Canal. For many years it served as an transportation and trade corridor for County Clare. However with the development of Hydro-Electric power and the commencement of construction of the scheme at Ardnacrusha, water levels fell dramatically and the canal fell into disrepair. In recent years there has been an attempt to restore the amenity that is the Shannon Navigation Canal by developing and promoting the walkways associated with it.



Plate 9: Newtown Lock, Shannon-Navigation Canal (SN005)

6 Shannon Hydro-Electric Scheme Canal

Construction began on the Shannon Hydro-Electric Scheme in 1925 attempting to harness the power of the Shannon as an energy resource for the region. The project was an amazing feat of engineering for its time and through it's opening in 1929 provided electricity for many rural homes across the southwest and further a field through the development of the national grid. Today the canal and its associated structures are a testament to the skills of those who created it.



Plate 10: O'Briensbridge Canal Bridge, Shannon Hydro-Electric Canal Scheme (HS004)

8.0 Stone Roofed Structures

- 5.1 In north and mid Clare the landscape is dominated by Dinantian limestone which forms the renowned Burren region. Elsewhere in Clare the geology is dominated by shales and sandstones of Namurian age.
- 5.2 The Namurian sandstone of Clare is composed of a hard thin-bedded sandstone which dominates the geology of Clare from Doolin south to Kilrush. In much of west Clare this material was used in all aspects of local construction such as field boundaries, gate piers, houses, floors and even roofs making it a highly regional vernacular material.
- 5.3 A small number of stone-roofed structures were surveyed in the Liscannor and Lahinch area however preliminary fieldwork has identified a significant number of previously unidentified structures particularly in the Liscannor-Doolin-Ennistymon region.



Plate 11: View of stone roofed house near Liscannor (SR003)

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- Mining Heritage Trust of Ireland: www.mhti.ie
- Industrial Heritage Association of Ireland: www.steam-museum.com/ihai
- The Irish Landmark Trust: www.irishlandmark.com
- Architectural Conservation section of Clare County Council: www.clare.ie/Planning/conservation.html
- Limerick City Museum www.limerickcity.ie/museum

Appendix 1: Inventory of Coastal Structures

List of Coastal Structures Surveyed

CS001 – Corranroo Pier,
CS002 – Corranroo Pier & Quay
CS003 – Munnia Pier
CS004 – Munnia Stone Jetty
CS005 – Aughinish Pier
CS006 – Aughinish Martello Tower
CS007 – New Quay Harbour, Ballyvelaghan
CS008 – Skerretts Quay, Rine
CS009 – Parkmore Quay, Ballyvelaghan
CS010 – Pier, Muckinish West
CS011 – Pier, Muckinish East
CS012 – Muckinish Castle, Muckinish East
CS013 – South Pier, Muckinish East
CS014 – Bell Harbour, Moneen
CS015 – Finvarra Point Martello Tower, Rine
CS016 – Lobster Pond & Breakwaters, Rine/Scanlons Island
CS017 – Landing Place, Muckinish West
CS018 – Quay, Muckinish West
CS019 – Breakwater, Bishopsquarter
CS020 – Landing Place, Bishopsquarter
CS021 – Quay, Bishopsquarter
CS022 – Coastguard Complex, Loughrask
CS023 – Pier & Quay, Loughrask
CS024 – Landing Place/Pier, Loughrask
CS025 – Seaweed Harvesting Area, Knocknagroagh
CS026 – Landing Place, Knocknagroagh
CS027 – Bournapeaka Pier, Ballyvaughan
CS028 – South Quay, Ballyvaughan
CS029 – North Quay, Ballyvaughan
CS030 – Landing Place, Ballyvaughan
CS031 – Ballyvaughan Pier, Lisnarde
CS032 – Harbour Hill Pier, Ballyconry
CS033 – Coolsiva/Gleninagh Pier, Aghaglinny North
CS034 – Balckhead Lighthouse, Murrough-toohy North
CS035 – Irish Coastguard Doolin Unit, Ballaghaline
CS036 – Ballaghaline Pier, Ballaghaline
CS037 – O'Briens Tower, Lislorkan North
CS038 – Hags Head Emergency Period Lookout Post, Ballylaan
CS039 – Hags Head Signal Tower, Ballylaan
CS040 – Lifeboat House, Liscannor
CS041 – Liscannor Harbour
CS042 – Sea Wall, Lahinch
CS043 – South Sea Wall, Lahinch
CS044 – Promenade and Stile, Lahinch
CS045 – Hydraulin Ram/Pumping Station, Lahinch
CS046 – Boat House, Freaghcastle
CS047 – Former Coastguard Station, Breaffy South
CS048 – Spanish Point Life Guard Hut, Leagard South
CS049 – Seawall & Slipway, Quilty West
CS050 – Seafeld Pier
CS051 – Signal Tower, Mutton Island
CS052 – Doonbeg Pier
CS053 – Doonmore Pier

CS054 – Signal Tower, Ballard
 CS055 – Bealnalíncka Landing Place, Ballard
 CS056 – Slipway, Farrihy
 CS057 – Byrne’s Cove Sea Baths, Corbally
 CS058 – Boathouse, Dough, Kilkee
 CS059 – Pier & Slipway, Dough, Kilkee
 CS060 – Sea Wall & Promenade, Kilkee
 CS061 – Life Guard Hut, Strand Line, Kilkee
 CS062 – Bandstand/Pavilion, Victoria Place, Kilkee
 CS063 – Slipway, Marine Parade, Kilkee
 CS064 – Sea Baths, Clifton Terrace, Kilkee
 CS065 – Sea Baths, Kilkee Upper
 CS066 – Fish Pond, Kilkee Upper
 CS067 – Loop Head Lighthouse, Kilbaha South
 CS068 – Loop Head Light Keepers House, Kilbaha South
 CS069 – Loop Head South Light Keepers House, Kilbaha South
 CS070 – Loop Head Stone Marker, Kilbaha South
 CS071 – Loop Head North Stone Marker, Kilbaha South
 CS072 – Emergency Period Lookout Post, Kilbaha South
 CS073 – Doondalhen Swimming Pool, Kilbaha South
 CS074 – The Turret Folly, Kilbaha South
 CS075 – The Little Ark in the Star of the Sea Church, Moneen, Kilbaha
 CS076 – Kilbaha Pier, Kilbaha North
 CS077 – Kilcredaun Lighthouse
 CS078 – Kilcredaun Emergency Period Lookout Post
 CS079 – Kilcredaun Battery
 CS080 – Coastguard Station, Eugene O’Curry Colege, Kilcredaun
 CS081 – Castle Pier, Rinemackaderrig, Carrigaholt
 CS082 – Pier, Moyarta West, Carrigaholt
 CS083 – Doonaha Fort, Doonaha West
 CS084 – Querrin Quay, Querrin
 CS085 – Cammoge Point, Querrin
 CS086 – Distillery & Quay, Leadmore West, Kilrush
 CS087 – Custom House & Quay, Leadmore West, Kilrush
 CS088 – Quay Walls and Slipways (2), Merchants Quay, Kilrush
 CS089 – Bridge, Cappagh, Kilrush
 CS090 – Railway Bank & Bridge, Cappagh, Kilrush
 CS091 – Coastguard Rocket Launcher, Kilrush Boatyard
 CS092 – Quay and Patent Slipway, Cappagh, Kilrush
 CS094 – Kilrush Lifeboat Station
 CS095 – Bathing Place, Cappagh
 CS096 – Cappagh Pier
 CS097 – Cappagh Slipway
 CS098 – Signal Tower, The Fort, Cappagh
 CS099 – Scattery Island Ice House
 CS100 – Pier, Scattery Island
 CS101 – Slipway, Scattery Island
 CS102 – Southern Slipway, Scattery Island
 CS103 – Master Gunners House, Scattery Island
 CS104 – Landing Place, Scattery Island
 CS105 – Light House Keeper’s Cottage, Scattery Island
 CS106 – Scattery Island Light House
 CS107 – Battery, Scattery Island
 CS108 – Landing Place, Ballynote, Cappagh
 CS109 – Quay, Moyne
 CS110 – Moneypoint Slipway, Carrowdotia
 CS111 – Quay, Poulmaddaree
 CS112 – Quay, Killimer
 CS113 – Bath House, Besborough, Killimer
 CS114 – Knock Quay

CS115 – Western Quay, Clonderalaw
CS116 – Quay, Clonderalaw
CS117 – Quay, Ballyvartney
CS118 – Quay, Ballina
CS119 – Southern Quay, Ballina
CS120 – Kilkerin Battery
CS121 – Kilkerin Boat House, Lakyle North
CS122 – Colmanstown Castle
CS124 – Castle, Mountshannon West
CS125 – Landing Place, Mountshannon West
CS126 – Western Quay, Labasheeda
CS127 – Labasheeda Quay
CS128 – Landing Place, Labasheeda
CS129 – Labasheeda Boat House
CS130 – Cahiracon House
CS131 – Inishmurry Pier, Cahiracon
CS132 – Killadysert Quay
CS133 – Killadysert Slipway
CS134 – Crovraghan Quay
CS135 – Ballynagard Quay
CS136 – Ballynagard Boat House
CS137 – Ballynagard Jetty
CS138 – Roscliff Slipway
CS139 – Roscliff Stepping Stones
CS140 – Cleanagh Castle
CS141 – Ayleroe Quay



Registration Number	CS001		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	003
<i>Town</i>		<i>NGR</i>	132192, 210679
<i>Townland</i>	Corranroo		
Classification			
<i>Original type</i>	Pier		
<i>In Use As</i>	No longer in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1780 – 1820		
Categories of Special Interest		Cultural & Historical	
<i>Condition</i>	Poor (Vestiges Only)	<i>Rating</i>	Local
Summary Description			
Remains of early pier/jetty consisting of linear seaweed covered line of stones projecting approximately 75m into the bay. The eastern side of the pier/jetty survives best, and measures up to 1.30 meters high. The western side is not visible. However the tide was largely in during the survey. Sidewalls are comprised of weathered limestone boulders covered in seaweed, with two or three courses of wall visible. Jetty/pier is largely covered by high tide max width 2.5m to 3m. Not shown on the first edition (1842) Ordnance Survey map, shown but not named on the 1915 Ordnance Survey map.			
Appraisal			
This modest jetty extends some distance out into the sea. Although not shown on the first edition (1842) Ordnance Survey, the style of construction would suggest an early date for this jetty.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	02/08/06



Registration number	CS002		
Location	Map Information		
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	003
<i>Town</i>		<i>NGR</i>	132113, 210659
<i>Townland</i>	Corranroo		
Classification			
<i>Original type</i>	Pier & Quay		
<i>In Use As</i>			
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1800 - 1840		
Categories of Special Interest		Architectural, Cultural & Technical	
<i>Condition</i>	Poor-Fair	<i>Rating</i>	Regional
Summary Description			
<p>Remains of limestone built pier and quay, built <i>circa</i> 1820, consisting of stone pier (15m surviving) and length of 55m quay wall to shoreline. Two mooring posts over 1m in height, circular in plan with square shafts to shoreline quay. Wall and kerbstones of pier to east side constructed of large cut ashlar limestone blocks (some measuring over 1m long by 0.60m wide). The north end and western side of the pier has been subject to weathering and damage over time and does not survive to the same extent. The west wall, where surviving, is constructed from rough limestone blocks and may represent an earlier section of pier. The interior of the pier remains of walkway on east side is constructed from large limestone blocks over 1m long placed at right angles to pier facing. The remains of a rubble infill remain. No cobbled surface survives however a small set of steps (4 in total) is located at junction of pier and quay wall. Quay wall measures up to 2.5m in height and is constructed from cut limestone blocks (up to 2m by 0.60m in size) in similar style to pier. Pier is marked but not named on the first edition (1842) Ordnance Survey map, and marked as <i>Quay</i> on the 1915 Ordnance Survey map.</p>			
Appraisal			
<p>This pier and quay although in some disrepair displays cut ashlar walls of limestone reflecting the craftsmanship and skill of the men that built it. The style and construction of its battered walls is similar to that of New Quay harbour to the west. This pier and quay probably replaced an earlier pier, evidence of which can be seen to the east (CS001).</p>			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	2/08/06

Additional Historic Information relating to Corranroo

Curranroe, a village, in the parish of Abbey, barony of the Burren: ‘It is a neat and improving place, several slated houses having been erected in the last few years; and is a station of the constabulary police. Here is a small quay, at which turf and sea manure are landed; but in consequence of the new road lately made towards the interior, it is about to be removed, and a more commodious one constructed by Burton Bindon, Esq., who employs a considerable number of labourers in clearing the ground of stones, and placing them on the slab in the bay, to promote the growth of seaweed, in which a great trade is carried on (Lewis 1998 ed., 35).

Currenroe, Co. Clare

1836? “Currenroe, eastward of New Quay, on the estate of Mr. Burton Bindon, is undergoing considerable improvements, at the expense of the proprietor” (First Report of the Commissioners of Inquiry into The State of the Irish Fisheries; with The Minutes of Evidence, and Appendix. MDCCCXXXVI. His Majesty’s Stationery Office, Dublin. 224)



Registration number	CS003		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	003
<i>Town</i>		<i>NGR</i>	3004 1208
<i>Townland</i>	Munnia		
Classification			
<i>Original type</i>	Pier		
<i>In Use As</i>	No longer in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	Late Medieval – Early Modern		
Categories of Special Interest		Cultural & Historical	
<i>Condition</i>	Poor (Ruined)	<i>Rating</i>	Local
Summary Description			
<p>Linear stone pier extending northwest – southeast into Aughinish Bay measuring approximately 3.6m in width. Pier constructed of two walls or leaves of uncoursed, rough, undressed limestone boulders infilled with gravel and stone. Maximum height of southwest sidewall measures 1m. No evidence that lime mortar was ever used as joints are very big. Southeast end of pier is largely covered in seaweed and pier is covered when tide is in. Full extent of pier is not known as tide not fully out. A line of seaweed probably marks extent which is approx. 50m maximum length. Marked Pier 1915 O.S map.</p>			
Appraisal			
<p>This linear stone pier appears to be no longer in use however it is still in reasonable condition. Despite not being shown on the first edition (1842) map it is likely that the pier predates the 1915 Ordnance Survey map, due to its proximity to the great oyster bank mentioned by Lewis in 1837 (Lewis 1998 ed., 2), which suggests that it was used at this time.</p>			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	02/08/06

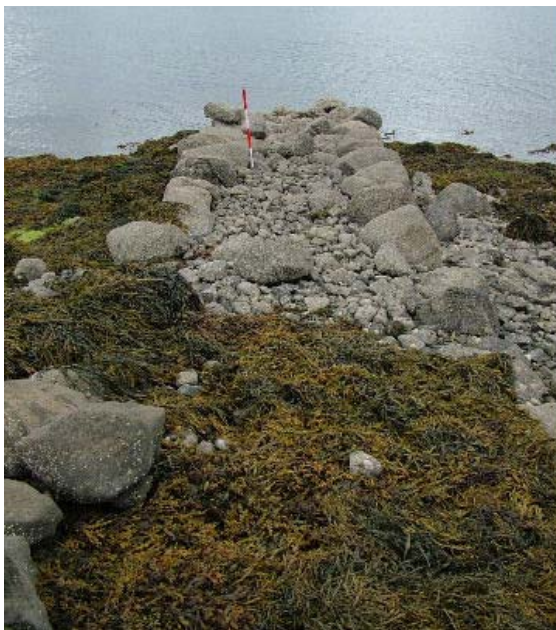
Additional Historic Information relating to Area

Mary John Knott refers to the Red Bank oysters in 1836 as follows ‘... along the southern side of which lies Ballyvaghane Bay, off the coast of Burren, whose shore furnishes the well known oysters of that name; and further in are taken the Red Bank Oysters, at Curranrere bay, for the sale of which, establishments have been opened in Dublin and many of the towns in the south-west of Ireland’ (John Knott 1836, 158)

One year later in 1837, Lewis when describing the Abbey Parish also mentions Red Bank (between New Quay and Curranroe): ‘The great oyster bed, called the Red Bank, to the east of the Burren, and said to be one of the most extensive on the Irish coast, was established some years since by Mr. Bindon, and is now in great celebrity: it is stocked with young oysters, chiefly women and children, are regularly employed. A considerable trade is also carried on in sea-weed with the farmers of the interior, which has greatly increased since the construction of a new line of road from this place leading through the parishes of Kinvarra and Killeny, in the county of Galway, and of Kilkeady and Inchicronan, in the county of Clare’ (Lewis 1998 ed., 2).



Registration number	CS004		
Location	Map Information		
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	003
<i>Town</i>		<i>NGR</i>	130025, 212079
<i>Townland</i>	Munnia		
Classification			
<i>Original type</i>	Stone jetty		
<i>In Use As</i>	No longer in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	Late Medieval – Early Modern		
Categories of Special Interest		Cultural & Historical	
<i>Condition</i>	Ruin	<i>Rating</i>	Local
Summary Description			
Remains of narrow stone jetty extending northeast-southwest from shoreline towards Red Bank Oyster Bed and Aughinish Bay dates to <i>circa</i> 1920. Measures approximately 40m long by 15m wide constructed of two walls or leaves of uncoursed limestone boulders, generally one course high but surviving up to two courses in places. Infilled with smaller stones. Jetty is covered by high tide. Probably associated with Red Bank Oyster Bed, which was largely worked in the early 19 th century and represents a continuation of the industry into the early 20 th century. However its style of construction may also suggest an earlier date. Jetty is not marked on first edition (1842) or 1915 edition Ordnance Survey map.			
Appraisal			
This modest jetty not marked on the first or 1915 edition Ordnance Survey maps suggests it dates to the early 20 th century. However its style of construction may suggest an earlier date and given its modest scale it may not have been included in the O.S. maps.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	02/08/06



Registration number	CS005		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	003
<i>Town</i>		<i>NGR</i>	12885, 212695
<i>Townland</i>	Aughinish		
Classification			
<i>Original type</i>	Pier		
<i>In Use As</i>	No longer in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	Late Medieval – Early Modern		
Categories of Special Interest		Cultural & Historical	
<i>Condition</i>	Ruin	<i>Rating</i>	Local
Summary Description			
Small limestone pier/jetty extending out south from Aughinish into narrow stretch of water. Composed of two sidewalls of large boulders infilled with smaller boulders and rubble. Measures approx. 20m long by 2.60m wide by a max of 0.09m high at its southern end. There is no mortar or pointing between the joints of the sidewalls. The pier is totally covered by high tide. Pier not shown on first edition (1842) Ordnance Survey map, marked <i>Pier</i> on 1915 Ordnance Survey map.			
Appraisal			
This modest pier, although no longer in use is an attractive feature in the shoreline standing testimony to a time when local use of the sea was an important aspect of the local economy. The pier is located a small distance west of the Red Bank Oyster Bed which Lewis mentions in 1837 as providing employment in the area. Features such as this are difficult to date and although not shown on the first edition (1842) O.S. map it may be earlier.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	21/08/06



Registration number	CS006		
Location	Map Information		
<i>Name</i>	Martello Tower	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	3A
<i>Town</i>		<i>NGR</i>	128698, 213617
<i>Townland</i>	Aughinish		
Classification			
<i>Original type</i>	Martello Tower and Gun emplacement		
<i>In Use As</i>	Private Residence (now empty)		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1800 – 1820		
Categories of Special Interest	Architectural, Historical & Social		
<i>Condition</i>	Fair	<i>Rating</i>	Regional
Summary Description	<p>“Detached, single-bay, three-storey, cut-stone-built Martello Tower, circa 1810, on an ovoid plan with base batter and roof parapet; extensively renovated, 1998, to accommodate residential use” (NIAH 2000). Modern aluminium stairs lead up to doorway. The house appears now longer to be used. Roof panels are missing and the access lane is overgrown. Tower appears to be no longer in use. Cut limestone marker is situated to the southwest of the Martello Tower. It is square profiled with chamfered edges to top and is inscribed “W ↑ D, No. 15”. It measures just over 0.40m high. An additional limestone upright is located to the southeast of the tower, measures approximately 0.70m in height, with a curving concave top. It is very weathered and the inscription is indecipherable however a bench mark is visible. Marked on first edition (1842) and 1915 Ordnance Survey map.</p>		
Appraisal	<p>This Martello Tower is situated on an isolated coastal position with great views of Galway Bay. Despite recent renovation works the defensive characteristics still prevail. Its location on this exposed stretch of coastline is typical of its former use.</p>		
<i>RMP</i>	CL003A-001	<i>RPS</i>	Not Protected
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	17/08/06



Registration number	CS007		
Location			
Name	New Quay Harbour	Map Information	
Number		County Code	Clare
Street Name		Map Type	6 inch
Town		Map Sheet	003
Townland	Ballyvelaghan	NGR	128059, 212279
Classification			
Original type	Harbour		
In Use As	Harbour		
Additional Use			
Historical Use			
Date	1820 – 1825		
Categories of Special Interest		Architectural & Cultural & Technical	
Condition	Good	Rating	Regional
Summary Description			
<p>Limestone built pier, built <i>circa</i> 1822, with further work carried out in 1882. Earlier pier visible on eastern side of harbour. Earlier pier is constructed out of random rubble limestone blocks. Two weathered limestone mooring posts and kerbing stones still intact. The later pier/harbour extension consists of an L-shaped pier constructed from ashlar limestone with cut and dressed limestone walls with base batter. A single flight of limestone steps leads down to the water with a single cylindrical tapered mooring post still in place. The harbour has undergone significant recent repairs and extension to the north end of the pier. Aluminium ladders and mooring rings now in place. No mortar visible is located between joints of newer stone built pier. The older section has been repointed in recent years with concrete. Marked on first edition (1842) as <i>Deep Harbour or New Quay Harbour</i> and as <i>New Quay Harbour</i> on the 1915 Ordnance Survey map.</p>			
Appraisal			
<p>Despite its recent inappropriate concrete repairs this harbour still retains much of its original character. The two phases of construction add textural variation and the survival of mooring posts is an interesting feature. According to the OPW archives a small quay was constructed in 1822 in the vicinity of one or two older jetties. Further work was carried in 1882 – which included an extension.</p>			
RMP		RPS	
Inspected By	Sarah Halpin	Date of Inspection	27/07/06

Additional Historic Information relating to New Quay Harbour

Abbey, parish and village, in the barony of Burren – ‘The small port of New Quay is situated about a quarter of a mile to the north of the village of Burren; a constant intercourse is kept up with Galway, on the opposite side of the bay, and a considerable trade in corn and fish is carried on; the boats employed in the Galway bay fishery rendezvous here, and more than 100 of them have at any one time taken shelter in stormy weather. The port affords great facilities for commerce, as vessels of considerable burden can approach at any time of the tide.... The Late Fishery Board built a small quay in the narrow part of the channel, at the village of New Quay (so called from the construction of this quay, about eight years since), a little to the east of an older one, of which there are still some remains: vessels of 100 tons’ burden can come close up to it and deliver their cargoes’ (Lewis 1998 ed., 1-2).

Burrin New Quay, Co.Clare

Site Name Burrin New Quay

1836 - “The harbour of Burrin New Quay, on the south coast of Galway Bay, near the Peninsula of Aughinish, is a great accommodation to the fishery of the bay, as it has a sufficient depth of water, and is a good place to run for from easterly winds. It consists of a quay and return, making together one hundred and forty-eight feet, and a pier measuring sixty-five feet from the quay.

In 1882, £184 12s. 4d. was allocated, which included £53 8s. 10d. from the funds of the London Committee, and £46 3s. 1d. from the government. Subsequent grants made a total of £413 16s. 1d. out of which £404 8s. 3d. was expended, and a balance remains of £9 7s. 10d.

It is a substantial and useful work, but sometimes too small to contain the numerous craft seeking shelter in it. It is deficient in accommodation for mooring crafts; I therefore recommend that the above balance be appropriated to providing mooring-rings and posts.

I place it in the second class, as a mere fishery harbour, but for general utility it stands in the first class (Mr. Donnell’s Report on the Fishery Harbours, Appendix, No.,XVII, p.113, First Report of the Commissioners of Inquiry into The State of the Irish Fisheries; with The Minutes of Evidence, and Appendix. MDCCCXXXVI. His Majesty’s Stationery Office, Dublin, 113)

1836 - 30 Hookers, of about 150 yawls of 3 tons each, frequent this place, giving employment to about 500 men in the Fisheries. Large quantities of corn, butter, pigs and ship are shipped here. In hard weather, 100 sail of small craft have been known to take refuge in this harbour.

Grant from Government, £351 0 0

Dublin Committee £ 53 7 0

£404 7 0

(First Report of the Commissioners of Inquiry into The State of the Irish Fisheries; with The Minutes of Evidence, and Appendix. MDCCCXXXVI. His Majesty’s Stationery Office, Dublin, 123).



Registration number	CS008		
Location	Map Information		
<i>Name</i>	Skerretts Quay	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	003
<i>Town</i>		<i>NGR</i>	126612, 211138
<i>Townland</i>	Rine		
Classification			
<i>Original type</i>	Pier		
<i>In Use As</i>	No longer in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1760 – 1800		
Categories of Special Interest	Architectural, Cultural & Historical		
<i>Condition</i>	Ruin	<i>Rating</i>	Local
Summary Description			
Limestone built pier, constructed <i>circa</i> 1780, no longer in use. Composed of random rubble and roughly squared limestone blocks, maximum height of sidewalls measures 1m. Pier is largely covered by seaweed thus indicating it is largely covered by high tide. Walkway is composed of rubble and sea rolled pebbles with evidence of weathering and erosion. Pier is flanked by two short breakwaters. No mooring posts survive. Given its rough style of construction and its association with Finavarra house, it is possible that the pier is earlier in date. Named <i>Skerretts Quay</i> on first edition (1842) and 1916 Ordnance Survey map.			
Appraisal			
This modest little pier called ‘Skerretts Quay’ is associated with Finavarra House, home of the Anglo-Norman family, the Skerretts, who were on of the tribes of Galway. The estate is recorded as having been in the hands of Hyacinth Skerrett in 1768. Although no longer in use this pier is of historical and cultural interest.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	27/07/06



Registration number		CS009	
Location		Map Information	
<i>Name</i>	Parkmore Quay	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	003
<i>Town</i>		<i>NGR</i>	127115, 211302
<i>Townland</i>	Ballyvelaghan		
Classification			
<i>Original type</i>	Pier		
<i>In Use As</i>	No longer in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1700 – 1820		
Categories of Special Interest		Architectural, Cultural & Historical	
<i>Condition</i>	Poor-Ruin	<i>Rating</i>	Local
Summary Description			
L-shaped limestone pier/quay composed of random rubble and roughly squared off limestone blocks now very weathered and covered in seaweed wall, measures 24.50m long by 4.30m wide by 1.20m high. No mooring posts survive. Walkway composed of limestone rubble and pebble infill which has been eroded away in places. Weathering and erosion by the sea has resulted in the removal of sections of wall. Two breakwaters are located in the vicinity of the pier. One extends south from the pier, possibly to guide and protect boats approaching the pier. No mortar survives to the walls. Shown as linear line and named <i>Parkmore Quay</i> on first edition (1842) O.S. map. Potential archaeological site located immediately to north (CL003-005).			
Appraisal			
Although no longer in use this former pier and associated breakwaters add cultural and historic interest to the shoreline reflecting a period when fishing and sea faring were an important element in every day life in the area.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	12/07/06



Registration number		CS010	
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	003
<i>Town</i>	Muckinish west	<i>NGR</i>	126093, 210350
<i>Townland</i>			
Classification			
<i>Original type</i>	Pier		
<i>In Use As</i>	Does not appear to be in use any longer		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	Late Medieval – Early Medieval		
Categories of Special Interest		Architectural, Cultural & Technical	
<i>Condition</i>	Ruin	<i>Rating</i>	Regional
Summary Description			
Former limestone built pier, built <i>circa</i> 1900, situated a short distance west of castle (RMP CE003-002) protruding from sea wall. Walls constructed of squared-off weathered limestone blocks and boulders built to rough courses with rubble in fill. Maximum of 1m high with kerbstones surviving in places. Three mooring posts still in situ, possible evidence for tooling and carved arises on two, possibly representing reused corbel from castle. Pier has suffered from damage and erosion by the sea. This especially apparent at the north end. No evidence for lime mortar however this may be as a result of weathering which is evident on lower castle walls. Marked as <i>Quay</i> on 1916 O.S. map.			
Appraisal			
This small pier though modest in scale and construction retains unusual and original features such as its moorposts and much of its sidewalls. It is testimony to the cultural and social history of the area reflecting a time when small piers and harbours were constantly in use.			
<i>RMP</i>	CL003-002	<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	26/07/06



Registration number		CS011	
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	003
<i>Town</i>		<i>NGR</i>	127332, 210131
<i>Townland</i>	Muckinish West		
Classification			
<i>Original type</i>	Pier		
<i>In Use As</i>	No longer in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	Late Medieval – Early Modern		
Categories of Special Interest		Architectural, Cultural & Technical	
<i>Condition</i>	Poor	<i>Rating</i>	Local
Summary Description			
Robust limestone built pier/quay, built <i>circa</i> 1900, extending out into Poul-na-clough Bay. Pier is in fairly good condition and is of robust and sound nature. Walls are largely built of large limestone blocks which retain a rubble filled interior. Two upright limestone-mooring posts are located at the eastern end of the pier. The pier is no longer in use. It was accessed from a lane way in Ballynacregga (between Muckinish and Poul-na-clough Bay) a wall now blocks access from the pier to the lane way. Later field walls also surmount the West end of the pier/quay. The pier is not shown on first edition (1842) O.S. map. Marked as <i>Quay</i> on 1916 map.			
Appraisal			
This robust and solid pier although no longer in use is still in good condition. Its condition and survival are unusual in an area where sea conditions over time have resulted in damage to older piers and landing places. Its sheltered and isolated position in Poul-na-clough Bay has probably contributed to its survival.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	26/07/06



Registration number		CS012	
Location		Map Information	
<i>Name</i>	Muckinish Castle	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	003
<i>Town</i>		<i>NGR</i>	127682, 209215
<i>Townland</i>	Muckinish East		
Classification			
<i>Original type</i>	Slipway (possible)		
<i>In Use As</i>			
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	Late Medieval		
Categories of Special Interest		Archaeological & Historical	
<i>Condition</i>	Poor	<i>Rating</i>	Regional
Summary Description			
An area of clearance, possibly representing a former slipway, immediately adjacent the ruined medieval tower house <i>Muckinish Castle (in ruins)</i> (RMP CL003-00801-803). The coastline in the immediate area is dominated by outcropping limestone which extends along the shoreline out to sea. However on the west side of the castle, the outcropping limestone has been removed possibly for construction purposes (relating to the castle) but it also provides an area where it would be feasible to pull up a boat. The area measures approximately between 10m – 17m wide.			
Appraisal			
This is a striking location with the ruined medieval castle perched on a rock out-crop overlooking the sea. The castle although in ruinous condition displays wicker centring and good examples of carved masonry. The possible slipway is located immediately to the west with the castle standing guard above it is testimony to a past era.			
<i>RMP</i>	CL003-008 (01-03)	<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	13/09/06



Registration number	CS013		
Location	Map Information		
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	003
<i>Town</i>		<i>NGR</i>	127941, 208994
<i>Townland</i>	Muckinish East		
Classification			
<i>Original type</i>	Pier		
<i>In Use As</i>	No longer in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1800 – 1820		
Categories of Special Interest		Cultural & Historical	
<i>Condition</i>	Ruin	<i>Rating</i>	Local
Summary Description			
Simple stone built quay/pier, built <i>circa</i> 1900, projecting out into Pouldoody Bay. Pier tapers at the end becoming a narrow linear pier. Pier was probably once associated with Muckinish House, now called Bell Harbour House. Pier walls are constructed out of uncoursed rough limestone boulders to a maximum height of 1m. No pointing is visible to wide joints. Pier wall best preserved to east side. West side of pier wall is not as well preserved except to north end of pier where it narrows considerably. Walkway comprised of infilled boulders and limestone rocks. Possible limestone mooring-post still <i>in situ</i> . Later concrete path along east side of pier probably once continued to end. Set of concrete steps to south of pier (now overgrown) once gave access to house. Pier measures approx. 23m long (originally longer, north end of pier has been subject to erosion) by 1.60m – 6.50m wide by 1m high. Marked on 1915 map as <i>Quay</i> .			
Appraisal			
Modest quay shown on 2 nd edition map may have undergone two periods of construction as evident in its construction style. This pier probably replaced a pier shown on the 1 st edition O.S. map a short distance to the west. No evidence of this pier now survives.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	13/09/06



Registration number		CS014	
Location		Map Information	
<i>Name</i>	Bell Harbour	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	003
<i>Town</i>	Moneen Townland	<i>NGR</i>	128245, 208456
<i>Townland</i>			
Classification			
<i>Original type</i>	Harbour (Quay & Pier)		
<i>In Use As</i>	Still in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	Early Period Quay: 1780 – 1820. Later Period Quay: 1840 - 1880		
Categories of Special Interest		Architectural & Technical	
<i>Condition</i>	Good	<i>Rating</i>	Regional
Summary Description			
<p>Limestone built pier and quay comprising two visible periods of construction.</p> <p>1. Earlier pier comprised U-shaped pier/quay with limestone walls of roughly coursed random rubble and roughly squared limestone blocks to earlier section with weathered limestone upright mooring posts and two flights of limestone steps to earlier section. Some original lime pointing visible in places to older pier section. Early pier is shown on first edition (1842) O.S. map and is marked <i>Quay</i>.</p> <p>2. Later section comprises a section of quay wall and short pier extending out into the bay. The walls are constructed of cut limestone blocks built to courses with some displaying rock-facing especially to kerbstones. Tapered cylindrical limestone mooring posts to later section. The walkway is tarmaced, with concrete repointing to walls. Later pier and extended quay is shown on 1915 O.S. map and is marked <i>Quay</i>.</p>			
Appraisal			
This large quay/pier is unusual as two periods of construction are visible. The quality of the craftsmanship visible in its construction, especially in the later period, is testimony to the craftsmanship of the workers who constructed the pier.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	27/07/06



Registration number	CS015		
Location		Map Information	
<i>Name</i>	Finavarra Point	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	002
<i>Town</i>		<i>NGR</i>	124066, 211603
<i>Townland</i>	Rine		
Classification			
<i>Original type</i>	Martello Tower (Gun emplacement)		
<i>In Use As</i>	No longer in use, associated structure in ruins		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1800 – 1820		
Categories of Special Interest		Architectural, Historical & Technical	
<i>Condition</i>	Fair	<i>Rating</i>	Regional
Summary Description			
<p>'Free-standing single-bay, two-storey, cut-stone built Martello Tower, built <i>circa</i> 1810, on an ovoid plan with three gun placements to roof parapet; now semi-derelict. Detached single-bay, single-storey outbuilding with dormer attic, now ruinous. Free-standing cut stone marker to site inscribed 'WD/NO XIII' (NIAH, 2000). The cut stone marker mentioned by the NIAH was not found. The nearest cut stone marker to the Martello Tower is located to the southeast of the tower and actually reads 'WD ↑ No XV'. It appears to have been moved from its original position. It is partially covered by stones and only the upper 0.60m of the marker is visible. This marker (No. 15 on map) and five others (No. 15-19) are shown on the 1915 Ordnance Survey map. However only three of the markers (No. 15, 16 & 19) shown on the 1915 map are <i>in situ</i> today. No. 16 is located in the rocky shore to the south of the tower. The marker measures approximately 1m in height. Its upper body is damaged but appears to have been curved on one side. A faint inscription on its south face reads 'WD ↑ No XVI'. No. 19 is located to the north of the tower again on the rock shore and measures approximately 1m in height with a curving head. The inscription reads 'WD ↑ No XIX'.</p>			
Appraisal			
<p>This Martello Tower and former barracks building serve as a reminder of the comprehensive coastal defences built at the beginning of the 19th century as a result of the threat of invasion by the French. <i>Note:</i> Stone clearance has occurred around the Martello Tower, which may have resulted in the removal of marker No. 20. No. 15 is also masked by stones. In the future, care should be taken when/if works are undertaken in this area. Marker no. 20 has been removed and placed in a roadside monument outside a farm to the east of the Martello Tower.</p>			
<i>RMP</i>		<i>RPS</i>	342
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	27.07.06



Registration number	CS016		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	002
<i>Town</i>		<i>NGR</i>	125318, 211415
<i>Townland</i>	Rine/Scanlons Island		
Classification			
<i>Original type</i>	Lobster Pond and Breakwaters		
<i>In Use As</i>	No longer in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1880-1920		
Categories of Special Interest		Technical	
<i>Condition</i>	Poor	<i>Rating</i>	Local
Summary Description			
Narrow inlet situated between Scanlon's Island and Rine townland on the mainland with breakwaters constructed across narrowest points to create largely enclosed lobster pond. An enclosed stone and concrete built rectangular tank (also marked lobster pond on 1915 O.S. map) is located on the western side of the enclosed pond. Later smaller concrete tanks are located adjacent the larger rectangular tank. A six-bay single-storey cottage with hipped roof is located on the western side of the pond. This structure and a number of derelict sheds a short distance to the northwest are marked on the 1915 O.S. map. A number of single-storey modern concrete sheds are located to the west of the house. The southwestern breakwater is in poor condition, while the two breakwaters at the eastern end of the pond are largely intact. The remains of a sluice gate is located in the eastern breakwater. Lobster pond and associated structures is shown on 1915 O.S map.			
Appraisal			
This lobster pond and associated structures are an interesting reminder of the reminder of the past economy of the area which utilised the natural resources and topography of the area.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	S. Halpin	<i>Date of Inspection</i>	21.07.06



Registration number	CS017		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	002
<i>Town</i>		<i>NGR</i>	125693, 210537
<i>Townland</i>	Muckinish West		
Classification			
<i>Original type</i>	Landing Place		
<i>In Use As</i>	Landing Place		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	Late Medieval – Early Modern		
Categories of Special Interest		Cultural & Historical	
<i>Condition</i>	Poor	<i>Rating</i>	Local
Summary Description			
<p>Limestone landing place, built <i>circa</i> 1900, with slight return. Located on foreshore of mainland looking out onto Scanlon's Island. Side walls are constructed from large squared off blocks of local limestone, now very weathered. The side walls of the landing place survive to a maximum height of 1m. The walkway appears to have been constructed from a limestone rubble infill. Both the side walls and walkway have been subject to damage and erosion. One intact upright mooring post measuring over 1m in height is located at the northern end of the landing place. The truncated broke remains of an additional mooring post is located nearby. The landing place measures 26.70m long by 7.10m wide with a slight return at its southern end measuring 5.30m long. Marked as <i>Landing Place</i> on 1915 O.S. map.</p>			
Appraisal			
<p>This modest yet robust landing place although eroded by the sea, still appears to be in use, as evidenced by the rope attached to the mooring post. The northern end of the landing place gives access to deeper waters to both swimmers and boat users and is an attractive feature of the foreshore.</p>			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	S. Halpin	<i>Date of Inspection</i>	27.07.06



Registration number	CS018		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	002
<i>Town</i>		<i>NGR</i>	125799, 210454
<i>Townland</i>	Muckinish West		
Classification			
<i>Original type</i>	Quay		
<i>In Use As</i>	Quay		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	Late Medieval – Early Modern		
Categories of Special Interest		Cultural & Technical	
<i>Condition</i>	Poor	<i>Rating</i>	Local
Summary Description			
L-shaped section of quay wall at end of lane-way and still in use. Composed of L-shaped limestone wall of weathered limestone blocks and boulders built to rough courses. Rough limestone kerbing still intact. Iron upright shaft also in use as mooring post. Some erosion evident to quay walls which retains a rubble stone and pebble bank. Wide joints to quay walls with no visible mortar. A concrete tank has been constructed abutting north wall. Longest section measures 15.30m in length. Marked as <i>Quay</i> on 1915 O.S. map.			
Appraisal			
This modest quay is still in use by local families resident nearby. Its construction and indeed survival is testimony to the craftsmen who constructed it.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	S. Halpin	<i>Date of Inspection</i>	26.07.06



Registration number	CS019		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	002
<i>Town</i>		<i>NGR</i>	2124433, 209306
<i>Townland</i>	Bishopsquarter		
Classification			
<i>Original type</i>	Breakwater		
<i>In Use As</i>	Breakwater		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	Late Medieval – Early Modern		
Categories of Special Interest		Technical	
<i>Condition</i>	Poor	<i>Rating</i>	Local
Summary Description			
Curvilinear breakwater located in the foreshore and obscured by seaweed indicating it is completely covered by high tide. Constructed from weathered limestone boulders with walls displaying a slight batter. Measures between 0.70m – 1.10m high by approximately 25m long by 0.80m high. Marked but not named on 1915 O.S. map.			
Appraisal			
This simple curvilinear breakwater is an interesting addition to the seashore. Its placement reflects a technical knowledge of the elements in an effort to protect the near by retaining sea wall to the east.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	S. Halpin	<i>Date of Inspection</i>	17.07.06



Registration number	CS020		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	002
<i>Town</i>		<i>NGR</i>	124426, 209137
<i>Townland</i>	Bishopsquarter		
Classification			
<i>Original type</i>	Landing Place		
<i>In Use As</i>	No longer in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	Late Medieval – Early Modern		
Categories of Special Interest		Cultural & Technical	
<i>Condition</i>	Ruin	<i>Rating</i>	Local
Summary Description			
Former landing place, linear in plan, comprising seaweed covered limestone boulders to side walls and rubble in fill to centre. Landing place measures over 2m in width by approximately 20m in length. It has been subject to erosion and degradation over the years and is covered as high tide. Marked <i>Quay</i> on 1915 O.S. map.			
Appraisal			
This former landing place is testimony to the cultural history of the area when locally constructed landing places and piers were in use providing income and sustenance to the local people. Although modest in nature it provides an insight into the past economy of the area.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	S. Halpin	<i>Date of Inspection</i>	17.07.06



Registration number	CS021		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	002
<i>Town</i>		<i>NGR</i>	124195, 209106
<i>Townland</i>	Bishopsquarter		
Classification			
<i>Original type</i>	Quay		
<i>In Use As</i>	No longer in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1830-1870		
Categories of Special Interest		Cultural & Technical	
<i>Condition</i>	Poor	<i>Rating</i>	Local
Summary Description			
<p>U-shaped quay, built <i>circa</i> 1850, no longer in use, situated southwest of Bishopsquarter beach. Walls composed of uncoursed random rubble limestone, now very weathered, no evidence of mortar surviving with max. height of 2m. Weathered limestone mooring post on western side of quay. Inner southern wall has been damaged by erosion. Only one or two large kerbstones still in situ to western wall. Walkway composed of rubble in fill. Marked <i>Quay</i> on 1915 O.S. map. A marker is situated directly southwest of the quay comprising a drystone pyramid of stones (NGR 2419 0906).</p>			
Appraisal			
<p>This small isolated quay is located in an isolated location between Green Island and Bishopsquarter. Although no longer in use, its sheltered position and unusual form make it unique. Its construction from the locally available limestone lend it a vernacular importance and it attests to the past economy of the area.</p>			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	S. Halpin	<i>Date of Inspection</i>	26.07.06



Registration number	CS022		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	002
<i>Town</i>		<i>NGR</i>	123834, 208456
<i>Townland</i>	Loughrask		
Classification			
<i>Original type</i>	Coastguard complex which included slipway & boathouse		
<i>In Use As</i>	Slipway no longer in use, boathouse used for storage		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1850-1900		
Categories of Special Interest		Architectural, Historical & Technical	
<i>Condition</i>	Good	<i>Rating</i>	Regional
Summary Description			
Boathouse and slipway, built <i>circa</i> 1870, represent surviving remains of former coast guard station, now gone. Site now occupied by tourist centre. Boathouse comprises single-bay, single-storey structure with pitched roof, recently re-roofed with cement tiles and decorative ridge cresting. Segmental opening to front. Limestone rubble stone walls with cut stone quoins. Remains of slipway to front of boathouse with limestone kerbstones and battered base. Rubble in fill to walkway with patchy concrete covering. Slipway measures approx. 14.80m long by 3.40m by 1.10m in height. Rubble stone walls enclose former coastguard site. Slipway and boathouse marked on 1915 O.S. map.			
Appraisal			
This attractive boathouse and associated slipway are a reminder of the former coastguard station at Ballyvaughan. Though simple in design this structure adds interest and variation to the coastline.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	S. Halpin	<i>Date of Inspection</i>	17.07.06



Registration number	CS023		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	023
<i>Town</i>		<i>NGR</i>	123760, 208390
<i>Townland</i>	Loughrask		
Classification			
<i>Original type</i>	Pier & Quay		
<i>In Use As</i>	Pier & Quay (does not appear to be regular use)		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1800-1840		
Categories of Special Interest		Architectural, Historical & Technical	
<i>Condition</i>	Poor	<i>Rating</i>	Local
Summary Description			
<p>Limestone pier and length of quay, built <i>circa</i> 1820, comprising robust weathered limestone rubble walls set to rough courses (approximately 5-6 courses high). Walkway largely grass covered however erosion has exposed north end of the pier revealing limestone rubble infill. Two weathered limestone mooring posts are visible. There is no evidence of the pointing to pier or quay walls and pier stands proud of the tide. Pier measures approximately 40m long by 7.5m wide. A pedestrian gateway with a simple wrought-iron gate is located directly to the south of the pier giving access to Clareville House. Marked as <i>Quay</i> on first edition (1842) and 1915 O.S. map.</p>			
Appraisal			
<p>This robust pier and quay although no longer in constant use still retains its scale and a number of original features such as kerbing and mooring posts. Its link to Clareville House, an early 19th century house, is of historic interest.</p>			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	S. Halpin	<i>Date of Inspection</i>	17.07.06



Registration number		CS024	
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	002
<i>Town</i>		<i>NGR</i>	123557, 208378
<i>Townland</i>	Loughrask		
Classification			
<i>Original type</i>	Landing Place/Pier		
<i>In Use As</i>	Landing Place/Pier		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	Late Medieval – Early Modern		
Categories of Special Interest		Cultural, Historical & Technical	
<i>Condition</i>	Poor	<i>Rating</i>	Regional
Summary Description			
Remains of linear landing place extending from shoreline into sea. Side walls of weathered limestone boulders with up to three courses visible and measuring up to 1m in height. No mortar visible to walls. Infilled with limestone rubble with a number of mooring posts located along its length. Measures approximately 3.60m wide by 140m long. Pier is covered by high tide. A pedestrian gateway to the south gives access to Clareville House. Not marked on first edition (1842) O.S. map, marked <i>Quay</i> on 1915 O.S. map.			
Appraisal			
This landing place although no longer in use is a reminder of the cultural and economic history of the area. Its proximity to Clareville House, an early 19 th century house is also of significance perhaps reflecting a leisure use and/or for delivering goods to the house by. Although not marked on the first edition (1842), its modest scale and inundation by high tide suggests an earlier date.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	S. Halpin	<i>Date of Inspection</i>	17.07.06



Registration number	CS025		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	002
<i>Town</i>		<i>NGR</i>	123402, 208328
<i>Townland 1</i>	Knocknagroagh		
<i>Townland 2</i>	Loughrask		
Classification			
<i>Original type</i>	Seaweed harvesting area		
<i>In Use As</i>	May still be in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	Unknown		
Categories of Special Interest		Cultural, Social	
<i>Condition</i>	N/A	<i>Rating</i>	Local
Summary Description			
Possible seaweed harvesting area identified by a clear trackway giving access to an area of rocky seaweed covered foreshore. Stone do not appear to form any discernible pattern.			
Appraisal			
This site reflects the past industrial and cultural history of the area.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	S. Halpin	<i>Date of Inspection</i>	17.07.06



Registration number	CS026		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	002
<i>Town</i>		<i>NGR</i>	123321, 208238
<i>Townland</i>	Knocknagroagh		
Classification			
<i>Original type</i>	Landing Place		
<i>In Use As</i>	No longer in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1800-1870		
Categories of Special Interest		Historical & Technical	
<i>Condition</i>	Ruin	<i>Rating</i>	Local
Summary Description			
Remains of former landing place situated on foreshore. Visible as linear lines of stone extending out from shoreline measuring up to two courses high. Sides constructed of weathered limestone boulders. No mortar is visible to sidewalls. Measures approximately 2.5m wide by approximately 27m long. Infilled with smaller stones which have largely been washed away leaving edging standing proud. Landing place is covered by high tide. Marked on 1915 O.S. map.			
Appraisal			
This simple modest landing place is a reminder of the historic/economic use of the coastline. Although not marked on the first edition (1842), its modest scale and inundation by high tide may suggest an earlier date.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	S. Halpin	<i>Date of Inspection</i>	17.07.06



Registration number	CS027		
Location		Map Information	
<i>Name</i>	Bournapeaka Pier	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	002
<i>Town</i>	Ballyvaughan	<i>NGR</i>	123164, 208498
<i>Townland</i>	Knocknagroagh		
Classification			
<i>Original type</i>	Pier		
<i>In Use As</i>	Pier		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1874-1881		
Categories of Special Interest		Architectural & Technical	
<i>Condition</i>	Good	<i>Rating</i>	Regional
Summary Description			
<p>Stone Built pier, constructed between 1874 and 1881. With concrete extension to north end and new car parking area to east. Pier extension and car-parking area opened 2005 (plaque in car park). Walls of pier display battered base however unfortunately concrete repairs to wall mask original stone construction. Ashlar limestone kerbstones to pier still visible and inset cut limestone steps also intact. Wall to side of pier displays tooled limestone coping. Cobbled walkway measures approximately 6.10m in width with cylindrical tapered mooring posts also intact. Pier is flanked by retaining wall to west side displaying battered base which continues along roadside leading back into village for some distance. The approach road to the pier with its retaining wall also dates to the construction of the pier. <i>Quay</i> and <i>Mooring Posts</i> are marked on 1915 O.S. map.</p>			
Appraisal			
<p>This fine pier has been subject to recent concrete repairs and construction work which detracts from its overall architectural integrity. However it still retains a number of original features such as its cobbled walkway and mooring posts.</p>			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	S. Halpin	<i>Date of Inspection</i>	12.07.06

Additional Historic Information relating to Bournapeaka Pier, Ballyvaughan

Site Name *Bournapeaka Pier*

1874-1881 - 'Construction of pier, approach road and other works' (OPW Archives Piers and Harbours, OPW 31019/81)

Site Name *Bournapeaka, Ballyvaughan*

1875 - At the time of this report work at this site was in progress (Report of the Inspectors of Irish Fisheries on the Sea and Inland Fisheries of Ireland for 1875. Her Majesty's Stationery Office, Dublin, 1876. page 9)

1876 - At the time of this report work at Bournapeaka was still in progress (Report of the Inspectors of Irish Fisheries on the Sea and Inland Fisheries of Ireland for 1876. Her Majesty's Stationery Office, Dublin, 1877, page 7)

1877 - At the time of this report work at Bournapeaka was still in progress (Report of the Inspectors of Irish Fisheries on the Sea and Inland Fisheries of Ireland for 1877. Her Majesty's Stationery Office, Dublin, 1878. page 6)

1878 - At the time of this report it was stated that work at Bournapeaka would be completed "early this year" (Report of the Inspectors of Irish Fisheries on the Sea and Inland Fisheries of Ireland for 1878. Her Majesty's Stationery Office, Dublin, 1879. page 7)

1879 - At the time of this report it is stated that work at Bournapeaka "will be completed early this year" (Report of the Inspectors of Irish Fisheries on the Sea and Inland Fisheries of Ireland for 1879. Her Majesty's Stationery Office, Dublin, 1880. Page 8)

1879 - At the time of this report the pier at Bournapeaka was said to be 'in good order' (Report of the Inspectors of Irish Fisheries on the Sea and Inland Fisheries of Ireland for 1879. Her Majesty's Stationery Office, Dublin, 1880. page 9)

1879 - At the time of this report the pier at Ballyvaughan was said to be 'in good order' (Report of the Inspectors of Irish Fisheries on the Sea and Inland Fisheries of Ireland for 1879. Her Majesty's Stationery Office, Dublin, 1880. page 9)

1880-81 - This pier/harbour was damaged during the winter storms of 1880/81 (Report of the Inspectors of Irish Fisheries on the Sea and Inland Fisheries of Ireland for 1881, page 9, Report of the Inspectors of Irish Fisheries on the Sea and Inland Fisheries of Ireland for 1881. 1882. The Queen's Printing Office, Dublin)

1882 - During the years 1846-9, 1852-3 and 1876-7, £1,850 13s. 2d. was spent on Ballyvaughan pier/harbour (Report of the Inspectors of Irish Fisheries on the Sea and Inland Fisheries of Ireland for 1882, p. 43, Report of the Inspectors of Irish Fisheries on the Sea and Inland Fisheries of Ireland for 1882. 1883. The Queen's Printing Office, Dublin).



Registration number	CS028		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	002
<i>Town</i>	Ballyvaughan	<i>NGR</i>	122951, 208117
<i>Townland</i>	Ballyvaughan		
Classification			
<i>Original type</i>	Quay		
<i>In Use As</i>	No longer in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	Possible medieval origins		
Categories of Special Interest		Archaeological & Technical	
<i>Condition</i>	Poor	<i>Rating</i>	Regional
Summary Description			
Protruding L-shaped section of quay, possibly medieval in origin, associated with Ballyvaughan Castle (CL002-052). Composed of uncoursed weathered limestone squared off blocks and rough boulders, some measuring up to 1m by 0.60m. Appears to be drystone built, however original mortar may have been eroded out. Maximum length of walls measures 14.5m with a return of 6.5m by a maximum height of 2m. Quay has been subject to erosion and damage by the sea as evidenced by large number of displaced boulders to base of quay wall. Situated adjacent to a retaining seawall with battered base. Not named on first edition (1842) or 1915 O.S. map.			
Appraisal			
This modest section of former quay wall may have archaeological origins. It is located immediately adjacent the site of Ballyvaughan Castle (CL002-052), now demolished.			
<i>RMP</i>	CL002-052	<i>RPS</i>	
<i>Inspected By</i>	S. Halpin	<i>Date of Inspection</i>	26.07.06



Registration number	CS029		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	002
<i>Town</i>	Ballyvaughan	<i>NGR</i>	122913, 208171
<i>Townland</i>	Ballyvaughan		
Classification			
<i>Original type</i>	Quay		
<i>In Use As</i>	No longer in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	Possible medieval origins		
Categories of Special Interest		Archaeological & Technical	
<i>Condition</i>	Poor-Fair	<i>Rating</i>	Regional
Summary Description			
Former quay wall, possibly medieval in origin associated with Ballyvaughan Castle (CL002-052), site of which is located immediately to the east. Situated directly southeast of present Ballyvaughan Pier (CS031). Constructed of random rubble limestone walls of large limestone boulders, some roughly squared off. Wall measures up to 2.5m in height and is completely obscured by seaweed. No surviving evidence for lime mortar. At least two mooring posts composed of weathered limestone uprights are visible to quay walkway which is largely covered in seaweed and large rocks. Quay wall measures approximately 40m in length. Not marked on first edition (1842) O.S. map. Marked but not named on 1915 O.S. map.			
Appraisal			
This modest section of former quay wall may have archaeological origins. It is located immediately adjacent the site of Ballyvaughan Castle (CL002-052), now no longer <i>in situ</i> .			
<i>RMP</i>	CL002-052	<i>RPS</i>	
<i>Inspected By</i>	S. Halpin	<i>Date of Inspection</i>	26.07.06



Registration number	CS030		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	002
<i>Town</i>	Ballyvaughan	<i>NGR</i>	122843, 208206
<i>Townland</i>	Ballyvaughan		
Classification			
<i>Original type</i>	Landing Place		
<i>In Use As</i>	No longer in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1760-1820		
Categories of Special Interest		Historical & Technical	
<i>Condition</i>	Ruin	<i>Rating</i>	Local
Summary Description			
Former landing place, built <i>circa</i> 1775, constructed of now weathered rough limestone blocks and boulders surviving up to three courses in height, now very eroded and largely obscured by seaweed. Measures approximately 2m wide by 14m long by 1m high. This former landing place is situated in front of the former coastguard station (now Ballyvaughan Tearooms). Associated retaining sea wall to south. The first edition (1842) O.S. map marks a <i>Quay</i> at this location and the 1915 O.S. marks a <i>Landing Place</i> .			
Appraisal			
This modest landing place predates the main Ballyvaughan pier (CS031) and is testimony to the history and development of the coastline and in particular the coastguards.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	S. Halpin	<i>Date of Inspection</i>	12.07.06



Registration number	CS031		
Location		Map Information	
<i>Name</i>	Ballyvaughan Pier	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	002
<i>Town</i>	Ballyvaughan	<i>NGR</i>	122829, 208310
<i>Townland</i>	Lisnarnard		
Classification			
<i>Original type</i>	Pier		
<i>In Use As</i>	Pier		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1837-1877 (OPW Archives)		
Categories of Special Interest		Architectural & Technical	
<i>Condition</i>	Good	<i>Rating</i>	Regional
Summary Description			
Ballyvaughan pier, built circa 1837-1877, constructed from local limestone. Ashlar walls of tooled limestone with battered base with cut stone kerbing to east side. Low roughly coursed wall to west side of pier. Two sets of inset cut limestone steps lead down to waters edge. Remains of limestone paving to north end of pier. Four cylindrical tapered limestone mooring posts, one iron mooring and four recent aluminium mooring rings to east side of pier. Pier measures 8m in width. A section of later repair work on the southeast side of the pier is discernible as a section of roughly coursed limestone blocks. Pier is flanked by retaining seawall to east and west which continues along coastline for some distance. Marked <i>Quay</i> on 1915 O.S. map.			
Appraisal			
This fine pier is located in a prominent position in Ballyvaughan. It retains many of its original features and style, such as mooring posts, steps and kerbing. It displays a high level of technical skill and craftsmanship in its construction.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	S. Halpin	<i>Date of Inspection</i>	12.07.06

Additional Historic Information relating Ballyvaughan Pier

Ballyvaughan, Co. Clare

Site Name Ballyvaughan

“Ballyvaughan is seven miles west of New Quay, and inside Blackhead, on the estate of Major Mac Namara, M.P. It contains a quay erected by the villagers, and now in a state of extremely bad repair. A quay at Ballyvaughan would be of much importance to the fisheries, as well as to the local trade. It would cost about £500. It is the practice of the fishermen who frequent the harbours to throw out ballast in them; and sometimes they take for ballast the stones from the pier. (First Report of the Commissioners of Inquiry into The State of the Irish Fisheries; with The Minutes of Evidence, and Appendix. MDCCCXXXVI (1836?). His Majesty’s Stationery Office, Dublin. p. 224)

1836? “From the bar of Burrin Quay the coast is a limestone cliff into Ballyvaughan Bay; the greater part of this bay is shallow, and only fit for boats, and a small quay for their use was built there many years ago; it is hardly worthy of much improvement” (Appendix No. XVII, Mr. Nimmo’s Coast Survey of Ireland, made for the late Commissioners of Irish Fisheries, First Report of the Commissioners of Inquiry into The State of the Irish Fisheries; with The Minutes of Evidence, and Appendix. MDCCCXXXVI. (1836?) His Majesty’s Stationery Office, Dublin. p. 105)

Site Name Ballyvaughan Pier

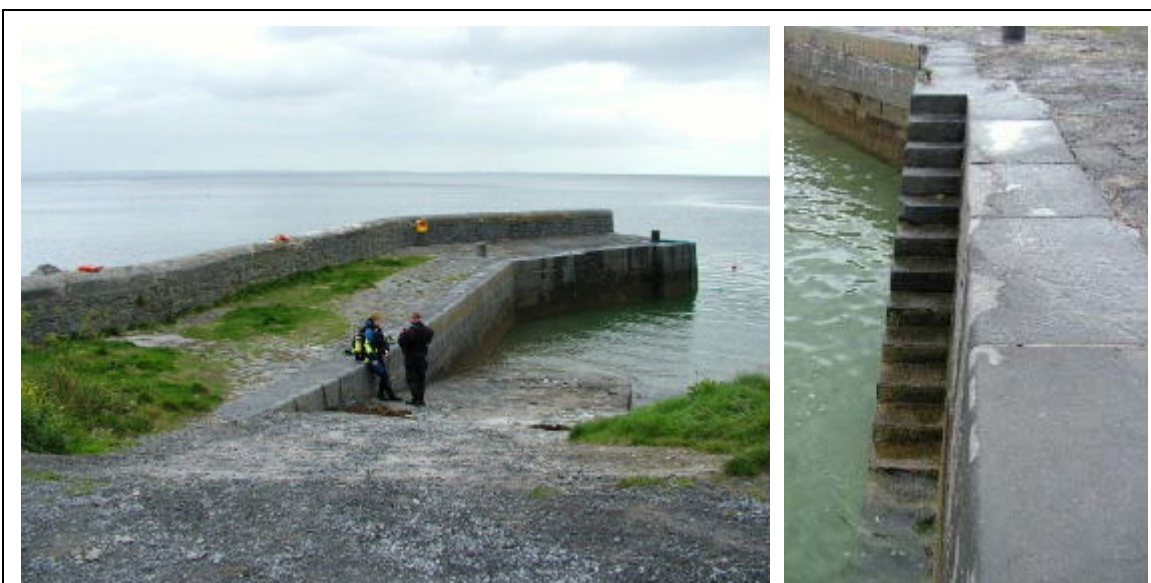
1837-1877 - ‘Erection of pier and subsequent repairs’ (OPW Archives Piers and Harbours, OPW 10225/77)

Site Name Ballyvaughan Pier

1848 - Progress reports of superintending engineer, April-July 1848 (No. of items – 4, Reference No. OPW8/Item No. 29, OPW Archives Piers and Harbours)



Registration number	CS032		
Location		Map Information	
<i>Name</i>	Harbour Hill	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	002
<i>Town</i>		<i>NGR</i>	121241, 209193
<i>Townland</i>	Ballyconry		
Classification			
<i>Original type</i>	Pier		
<i>In Use As</i>	Pier		
<i>Date</i>	1780-1820		
Categories of Special Interest		Historical & Technical	
<i>Condition</i>	Good	<i>Rating</i>	Regional
Summary Description			
<p>L-shaped quay wall and pier, built <i>circa</i> 1800, on the western side of Ballyvaughan Bay. Comprising limestone built pier with curving convex-shaped end. Pier walls are constructed of roughly coursed weathered limestone blocks. Upper walls and northeast end of pier have been subject to repair and in some places rebuilt by present owners and is distinguishable by use cement pointing. No lime pointing visible to earlier section. Walls measure approximately between 2m-3m in height with upper 0.40-0.50m constituting repair/reconstruction works. Walkway is largely grassed over with northeast end composed of modern road hardcore. Pier measures approximately 7.6m wide by 25.50m long. No original mooring posts to pier. L-shaped quay wall extends 35m northwest from pier. Quay wall is constructed of similar material to pier and measures between 1.20m – 1.80m high. A set of steps has recently been inserted into quay walls. Both quay wall and pier stands clear of high tide. Pier marked on first edition (1842) O.S. map as <i>Quay</i>. Section of quay wall and pier are shown on 1915 O.S. map as <i>Quay</i>. Pier was associated with Harbour Hill House which is shown on the first edition O.S. map but is gone by the 1915 O.S. map. According to Hugh Weir, the house dated to the late 18th/early 19th century. The original wrought iron gates and square-profiled limestone gate piers are still intact.</p>			
Appraisal			
<p>This solid pier with associated quay wall is an important surviving element of the former Harbour Hill house which once stood nearby. 'Harbour Hill House was the cottage residence of G. MacNamara Esq., in 1834 'who was magistrate in 1846' (Weir 1986, 145). The pier adds variety and texture to an attractive coastal environment.</p>			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	S. Halpin	<i>Date of Inspection</i>	21.08.06



Registration number		CS033	
Location		Map Information	
<i>Name</i>	Coolsiva Pier/ Also referred to as Gleninagh Pier	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	002
<i>Town</i>		<i>NGR</i>	118056, 210781
<i>Townland</i>	Aghaglinny North		
Classification			
<i>Original type</i>	Pier		
<i>In Use As</i>	Pier		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1880-1885		
Categories of Special Interest		Architectural & Technical	
<i>Condition</i>	Good	<i>Rating</i>	Regional
Summary Description			
Limestone built pier and slipway dating to 1881, projecting out to sea with ashlar walls displaying battered base to pier and rubble limestone pier wall with barrel coping (most consisting of concrete repairs but with some original dressed limestone coping surviving in places). Cut stone plaque '1881' to pier wall. Rock-faced limestone wall with battered base to north side of pier. Inset cut limestone steps to pier end. Roughly paved limestone surface to walkway with some concrete repairs and pointing in places. Tapered limestone mooring posts to pier. Slipway to south side of pier with roughly coursed limestone walls with cobbled surface. Some concrete pointing visible to pier wall.			
Appraisal			
This limestone pier was completed by the OPW in 1881 to facilitate fishing operations along this stretch of coastline. Although the importance of fishing to the local economy has since declined this pier is evidently still important to the local community for recreational purposes and is used by divers, swimmers and fishermen alike. The pier incorporates very fine stone work and attests to the skill of the engineers and stone masons that designed and built it.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	S. Halpin	<i>Date of Inspection</i>	21.08.06

Additional Historic Information relating to Coolsiva Pier

Glaninagh, a parish, in the barony of Burren: ‘A new line of Road, about four miles in length, is now in progress along the coast round Blackhead, which will nearly complete the line of communication round the coast of the county’ (Lewis 1998 ed., 50).

Site Name *Glaninagh*

1846 - “Memorials to construct a quay at Glaninagh, between Black Head and Finnavarra (No. of items –4, Reference No. - OPW8/Item No. –158, OPW Archives Piers and Harbours).

Site Name *“Glanina”*

1836? “Beyond Ballyvaughan the shore becomes steep, rising at length into the lofty limestone cliffs of Blackhead. As deep water is nearer the shore here than at any part of Galway Bay, and that great ships may ride close to the land, a small landing jetty somewhere about Glanina Castle would appear a very useful work, and could be made for about £200” (Appendix No. XVII, Mr. Nimmo’s Coast Survey of Ireland, made for the late Commissioners of Irish Fisheries; with The Minutes of Evidence, and Appendix. MDCCCXXXVI. (1836?) His Majesty’s Stationery Office, Dublin. 105)

Site Name *Glenina Breakwater and Excavation*

At the end of the year 1880 work on this site was in progress. The estimated cost of the work was £1,200 (Report of the Inspectors of Irish Fisheries on the Sea and Inland Fisheries of Ireland for 1880, The Queen’s Printing Office, Dublin, 1881. 6)

Site Name *Glenina Pier*

1881 - Work on this site was completed in 1881 (Report of the Inspectors of Irish Fisheries on the Sea and Inland Fisheries of Ireland for 1881, The Queen’s Printing Office, Dublin, 1882. 8)

1881 - “A small pier has been built at Glenina, which, it is hoped, will facilitate fishing operations. In any case it will afford shelter to the canoes or boats when coming in” (Report of the Inspectors of Irish Fisheries on the Sea and Inland Fisheries of Ireland for 1881, The Queen’s Printing Office, Dublin, 1882. 15)

1882 - During the years 1880-1 £1,268 11s. 3d. was spent on this pier/harbour (Report of the Inspectors of Irish Fisheries on the Sea and Inland Fisheries of Ireland for 1882, The Queen’s Printing Office, Dublin, 1883. 43)



Registration number	CS034		
Location		Map Information	
<i>Name</i>	Blackhead Lighthouse	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	003
<i>Town</i>		<i>NGR</i>	155425, 212213
<i>Townland</i>	Murroughtoohey North		
Classification			
<i>Original type</i>	Lighthouse		
<i>In Use As</i>	Lighthouse		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1935-1937		
Categories of Special Interest		Architectural & Technical	
<i>Condition</i>	Good	<i>Rating</i>	Regional
Summary Description			
<p>'Freestanding single-bay, two-storey lighthouse, built <i>circa</i> 1936, on a square plan with metal-framed glazed lantern' (NIAH, 2000). Parapet railing to flat roof around lantern with solar panels. Concrete smooth rendered walls with rendered plinth and square-headed openings. Cast-iron rainwater goods. Lighthouse accessed from coast road by concrete steps. 'The concrete tower was built by Mr. Robert MacDonald of Galway. Chance Brothers of Birmingham supplied the fourth-order optic. Steven and Sruthers of Glasgow provided the lantern. Glass for the lantern was by Seddon and Sons of St. Helens, Lancashire. W. Moyes of Glasgow supplied the twin 25.4 kilogram generators for the carbide-to-water acetylene generating plant. They also supplied the flashers. The tower measures 4metres square by 5.1 metres high (Taylor 2006, 68).</p>			
Appraisal			
This simple lighthouse is a visually striking structure on the edge of the Burren landscape at Blackhead.			
<i>RMP</i>		<i>RPS</i>	335
<i>Inspected By</i>	S. Halpin	<i>Date of Inspection</i>	13.09.06



Registration Number	CS035		
Location	Map Information		
<i>Name</i>	Irish Coastguard Doolin Unit	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	8A
<i>Town</i>		<i>NGR</i>	105915, 197091
<i>Townland</i>	Ballaghaline		
Classification			
<i>Original type</i>	Boathouse/Coast Guard boathouse		
<i>In Use As</i>	Coastguard Station		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1915-1955		
Categories of Special Interest		Architectural & Technical	
<i>Condition</i>	Good	<i>Rating</i>	Regional
Summary Description			
Detached single-bay, single storey, gable-fronted former boathouse, built circa 1925. Pitched slate roof with clay ridge tiles with some slates missing. Plastic rain water goods, which are in need of repair. Stone kneelers to gable eaves. Roughly coursed cut sandstone walls. Blocked window opening to side elevation. Roller door to front gable with narrow loop opening above. Yard to front limited by concrete wall. Modern porta-cabin to front yard. Situated in car park next to Doolin Camping and Caravan Park adjacent to road leading to pier.			
Appraisal			
This simple functional stone structure is testimony to the power of the sea and the need of emergency aid to the local sea faring community.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	12/09/06



Registration Number	CS036		
Location		Map Information	
<i>Name</i>	Ballaghahline Pier	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	008A
<i>Town</i>	Pier	<i>NGR</i>	105729, 197006
<i>Townland</i>	Ballaghahline		
Classification			
<i>Original type</i>	Ballaghahline Quay		
<i>In Use As</i>	Pier		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1900-1920		
Categories of Special Interest		Technical	
<i>Condition</i>	Good	<i>Rating</i>	Local
Summary Description			
Concrete pier and slipway, originally built circa 1910, repaired and possibly extended circa 1984. Concrete walls with base batter, inset concrete steps, cast-iron mooring posts, steel mooring ring and inset aluminium ladders. No surviving visible remains of stone pier. All probably encased in concrete.			
Appraisal			
No remains of the original pier are visible today. There is very little of architectural note surviving however the present mass concrete repair/extension does have some technical and engineering significance.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	12/09/06

Additional Historic Information relating to Ballaghahline Pier, Doolin

Killeilagh, a parish, in the barony of Corcomroe: 'Ballyaline Bay is well situated for fishing, and has a coast-guard station...' (Lewis 1998 ed., 77).

Ballyhaline, Doolin, Co. Clare (Underwater Archaeology Archives)

Site Name Ballyhaline

1847 - In 1847 £12 15s. 11d. was spent on Ballyhaline harbour / pier (Report of the Inspectors of Irish Fisheries on the Sea and Inland Fisheries of Ireland for 1882, 1883. The Queen's Printing Office, Dublin. p. 43)

1902 - In 1902 the Dept. offered to contribute to the construction of a boat slip at Ballyhaline (Report on the Sea and Inland Fisheries of Ireland for 1902, Department of Agriculture and Technical Instruction for Ireland, 1903, Dublin. p. xxii)

Site Name "Ballaghaline" Ballyhaline ?? (Underwater Archaeology Archives)

1905 - "Plans have been prepared for the erection of a pier by the Department at a cost of £1,500, towards which the County Council propose to contribute £300" (Report on the Sea and Inland Fisheries of Ireland for 1905, Department of Agriculture and Technical Instruction for Ireland, 1906, Dublin p. xxv).

Site Name Ballaghaline --Ballyhaline?? (Underwater Archaeology Archives)

1911 - "The pier here has been practically completed, and appears to give satisfaction. Some details remain to be finished and some rock removal done" (Report on the Sea and Inland Fisheries of Ireland for 1911, Department of Agriculture and Technical Instruction for Ireland, 1912, Dublin p. xvii).

Site Name Ballaghaline --Ballyhaline?? (Underwater Archaeology Archives)

1914 - "Just prior to the completion of this undertaking it sustained, as the result of a gale, some damage which has been made good" (Report on the Sea and Inland Fisheries of Ireland for 1914, Department of Agriculture and Technical Instruction for Ireland, 1915, Dublin. p. xiii).

Crab Island Harbour, Doolin, Co. Clare (Underwater Archaeology Archives),

Site Name Crab Island Harbour

1883 - 'Memorial for the construction of a small harbour' (OPW Archives Piers and Harbours, OPW 69922/83).



Registration Number	CS037		
Location		Map Information	
<i>Name</i>	O'Briens Tower	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	014
<i>Town</i>		<i>NGR</i>	103897, 192293
<i>Townland</i>	Lislorkan North		
Classification			
<i>Original type</i>	Lookout Tower/Viewing Tower		
<i>In Use As</i>	Lookout Tower/Viewing Tower		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1833-1837		
Categories of Special Interest		Architectural, Artistic & Historical	
<i>Condition</i>	Good	<i>Rating</i>	Regional
Summary Description			
<p>"Detached three-bay single and two-storey rubble stone-built gothic-style observation complex, built <i>circa</i> 1835, comprising single-bay two-storey to centre on a circular plan with base batter, battlemented roof parapet. Single-bay two-storey lower tower to left on a circular plan and single-bay single-storey battlement screen wall to right having segmental-headed door opening; renovated, <i>circa</i> 1970". (NIAH, 2000). Assigned regional rating by NIAH. Set in newly landscaped grounds as part of Cliffs of Moher redevelopment.</p>			
Appraisal			
<p>This early 19th century castellated lookout tower commands an elevated position overlooking the Cliffs of Moher and has uninterrupted views of the Aran Islands. Primarily built from the local sandstone, it displays fine craftsmanship in its construction. The O'Brien family crest is located above the doorway in the screen wall.</p>			
<i>RMP</i>	CL014-002	<i>RPS</i>	292
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	02/10/06

Additional Historic Information relating to Hags Head Signal Tower

Interestingly this tower and former coach-house (former visitors centre, now demolished) is described in an account of a holiday in Clare by Mary John Knott in 1836. She describes the actual construction of the tower and coach-house: 'The proprietor, Cornelius O'Brien, M.P. for the county, lately began to erect a small castle on the most elevated part, to consist of two towers, with furnished apartments, connected by large buildings for culinary purposes, and stables and coach houses adjoining - all for the accommodation of visitors to this stupendous scenery, who, on taking up provisions, can have servants to attend, and the only return allowed by the kind-hearted owner, is, that they should make a remark in a book kept for the purpose, stating the manner in which they have been accommodated' (Knox 1836, 156-157).



Registration Number		CS038	
Location		Map Information	
<i>Name</i>	Hags Head	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	014
<i>Town</i>		<i>NGR</i>	101379, 189584
<i>Townland</i>	Ballylaan		
Classification			
<i>Original type</i>	Emergency Period lookout post		
<i>In Use As</i>	In Ruins		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1939-1945		
Categories of Special Interest		Historical	
<i>Condition</i>	Ruins	<i>Rating</i>	Regional
Summary Description			
Former freestanding concrete Emergency Period lookout post built <i>circa</i> 1942. Now only concrete foundations survive with fragments of concrete walls to ground. Canted-bay to front elevation. Structure is located immediately to south of signal tower.			
Appraisal			
This structure is a reminder of the impact the 2 nd world war had on coastal Ireland. Its location adjacent to a Napoleonic signal tower also reflects the strategic importance of this location.			
<i>RMP</i>	CL014-010	<i>RPS</i>	Adjacent to 343
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	14/10/06



Registration Number	CS039		
Location			Map Information
<i>Name</i>	Hags Head Signal Tower	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	014
<i>Town</i>		<i>NGR</i>	101367, 189557
<i>Townland</i>	Ballylaan		
Classification			
<i>Original type</i>	Signal Tower		
<i>In Use As</i>	In ruins		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1800-1820		
Categories of Special Interest	Architectural, Historical & Technical		
<i>Condition</i>	Ruins	<i>Rating</i>	Regional
Summary Description			
<p>“Free-standing single-bay, two-storey rubble stone-built signal tower, c. 1810, on a square plan; now ruinous” (NIAH, 2000). Free-standing two-bay, three-storey former signal tower, built circa 1810, now ruinous. Remains of stone slates to roof. Constructed from local thin-bedded sandstone with cut stone stepped quoins to upper part of building. Lower quoin stones have been robbed out. Gun loops and some windows openings blocked up and two breaks in north in north wall. Bartizan to west wall and Machicolations to NE and SE corners. Fireplaces to interior of east wall. Floors are collapsed to interior. Good views in all directions.</p>			
Appraisal			
<p>This tower is an important example of the comprehensive sea defences built along the Clare coast during the Napoleonic wars. This signal tower is also an especially unique example as it still has the remains of a stone slate roof. It is sited on an impressive cliff top promontory. When Mary John Knott visited the signal tower in 1836 it had already been dismantled (Knott 1836, 151).</p>			
<i>RMP</i>	CL014-010	<i>RPS</i>	343
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	02/10/06



Registration Number	CS040		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	015
<i>Town</i>	Liscannor	<i>NGR</i>	106710, 188366
<i>Townland</i>	Liscannor		
Classification			
<i>Original type</i>	Lifeboat house		
<i>In Use As</i>	Shed		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1880-1920		
Categories of Special Interest		Architectural & Historical	
<i>Condition</i>	Poor	<i>Rating</i>	Regional
Summary Description			
Detached single-bay, two-storey gable-fronted former lifeboat house now in use as shed, constructed <i>circa</i> 1900. Replacement corrugated roof with concrete coping and rubble stone chimneystack with some render surviving in places. Rubble stone walls of local thin-bedded Namurian sandstone displaying large cut quoin stones. Square-headed opening to front gable with timber lintel. Square headed door opening to 2 nd storey with timber battened door. Flagged yard to front. Shown on 1916 Ordnance Survey map.			
Appraisal			
This modest yet picturesque former lifeboat house retains much of its original form and fabric. The boathouse enhances the harbour setting and attests to the importance of maritime activities in the past.			
<i>RMP</i>	Adjacent CL015-080	<i>RPS</i>	Adjacent 224
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	08/09/06



Registration number	CS041		
Location	Map Information		
<i>Name</i>	Liscannor Harbour	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	015
<i>Town</i>	Liscannor	<i>NGR</i>	106789, 188286
<i>Townland</i>	Liscannor		
Classification			
<i>Original type</i>	Liscannor Harbour		
<i>In Use As</i>	Liscannor Harbour		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1750-1790		
Categories of Special Interest	Architectural, Historical & Technical		
<i>Condition</i>	Good	<i>Rating</i>	Regional
Summary Description			
<p>“Harbour with cut-stone-built enclosing piers, c. 1830, & 1880, having cast-iron gas lamp standards, renovated 1997” (NIAH, 2000). Assigned regional rating assigned by NIAH. The harbour is constructed in a number of phases. It is first marked as new pier on Pelhams map of 1787. The earliest phase dates to the late 18th century. Harbour comprised of 2 piers enclosing a central basin with three slipways to NW end. The interior walls are comprised of ashlar sandstone walls with base batter, ashlar kerbstones and weathered sandstone mooring posts. Stepped sandstone parapet wall, cobbled walkway and inset stone steps to south pier. Cast-iron and limestone mooring posts and remains of two cast-iron lamp-standards (c. 1911) also to south pier. Some concrete pointing/repairs to south pier walkway and parapet walls. North pier largely composed of ashlar walls to interior with inappropriate concrete repairs to end section. Walkway is tarmaced and concreted over. Two slipways are concreted over, one cobbled surface still intact. Marked new pier – Pelham 1782, marked Quay – 1842 Ordnance Survey map, marked Quay & Harbour on 1916 Ordnance Survey map.</p>			
Appraisal			
<p>This multi-period harbour despite several periods of construction and repair still retains an overall sense of design. However on closer inspection at least two periods of construction can be discerned. Much of the stone fabric is still intact except to the north pier where inappropriate concrete repairs mask some earlier fabric.</p>			
<i>RMP</i>	CL015-080	<i>RPS</i>	224
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	08/09/06

Additional Historic Information relating to Liscannor Pier

Liscannor, a village, in the parish of Kilmacrehy, barony of Corcomroe: ‘...containing 77 houses and 506 inhabitants. The bay being exposed to the violence of the Atlantic, and having a rocky and dangerous shore, a pier was built at this place a few years since, by the late Fishery Board, for the protection and encouragement of the small craft employed in the fishery of the bay, to which, as well as to vessels engaged in general trading, it affords great shelter and accommodation, although it has been several times injured by the sea. Excellent lobsters, small turbot and a variety of other fish are taken in the bay’ (Lewis 1998 ed., 104).

Liscannor Pier (Underwater Archaeology Unit Archives)

Site Name Liscannor

1822-27 - Report and estimate of Alexander Nimmo for proposed pier, specification, contractors’ proposal, correspondence of Sir. A. Fitzgerald on the subject of raising funds and on subsequent progress, plan and section of proposed works, bond.

No. of items - 23

Reference No. - OPW8/

Item No. -236/1

OPW Archives Piers and Harbours

1827-28 - Inspecting engineer’s reports, letters from A. Fitzgerald about the progress of the works, correspondence on the subject of the effects of high spring tides on the pier and suggestions for further improvements.”

No. of items - 28

Reference No. - OPW8/

Item No. -236/2

OPW Archives Piers and Harbours

1829-85 - “Requests from contractor for payment of instalments, memorial of overseer about allegations against him, engineers’ reports, reports of damage, payment certificates, memorial from inhabitants (1846), specification, contract and prices schedule (1885).

No. of items - 20

Reference No. - OPW8/

Item No. -236/3

OPW Archives Piers and Harbours

1836 “The harbour of Liscannor is about three miles east of the remarkable point called Hags Heads, which is the northern headland of the bay of Liscannor. It is connected with the fishing village called Liscannor, on the estate of General Sir Augustine Fitzgerald. The plan was originally made by Mr. Nimmo, and was designed to have an interior excavated basin, and a pier extending six hundred feet from the silt of the experiment that had been made afforded, the objection on account of expenses caused Board to order a plan on a more limited scale. On the 20th April, 1825, I delivered a plan, specification, and estimate for it on a different principle, which was subsequently approved of.

The plan consists of a pier in continuation of the work that had been commenced, embracing a natural loch, and the only portion of anchorage ground which the place affords, nearly all the remainder being rock. This pier, including some work already done, measures five hundred and twenty-seven feet in length; and there is also a breakwater pier, one hundred and twenty feet in length. The estimate amounts to £2,307 9s. 5d.

A harbour in this position would be of the greatest importance for accommodating and extending the fishery, there being no safe inlet or shelter on this dangerous coast from Galway Bay to the Shannon’s mouth. The coast abounds with fish, and the inhabitants are compelled to use boats of wickerwork, covered with tarred canvass, as from their lightness they can, on

reaching the shore, be carried off immediately to a place of security.

In 1822 the Board granted £461 10s. 9d. for this work, which included £115 7s. 8d. from the funds of the mansion-house Committee, and £115 7s. 8d. from the government. In April 1824, a further grant of £461 10s. 9d. was made ; £501 12s. 8d. has been expended, and £421 8s. 10d. now remains, and is applicable towards completing the plan above mentioned.

I have had several interviews, on the subject of local contribution, with Sir Augustine Fitzgerald and the gentlemen of the country, who are endeavouring to raise one fourth of the estimated expense, £576 17s. 4d.

Sir A. Fitzgerald will subscribe £150; Major McNamara £50; other gentlemen have also agreed to subscribe, which so nearly makes up the required amount that I expect it will be raised. I therefore recommend that £1,309 be granted for this work, out of the fund accruing under the Act of the 5th George IV. c. 64, provided £576 17s. 4d. (one fourth of the expense) of local contribution in aid be raised and paid into bank to the credit of the commissioners, on or before the 1st day of February, 1827. In failure of which I recommend that the board direct officer to ascertain the amount of local contribution that will be raised, in addition to the sum of £421 8s. 10d., now standing to the credit of the work; and that the Board's engineer do furnish a plan for securing and improving the existing work, insofar as the sum ascertained will be capable of doing.

This work, if executed, will stand in the first class for its degree of utility in promoting the fisheries, and will moreover tend to increase the agricultural and commercial prosperity of an extensive district, at present destitute of public protection or assistance (Mr. Donnell's Report on the Fishery Harbours, Appendix, No. XVIII, p. 113; First Report of the Commissioners of Inquiry into The State of the Irish Fisheries; with The Minutes of Evidence, and Appendix. MDCCCXXXVI. His Majesty's Stationery Office, Dublin, 113)

1836 "This pier is situated on a very bold and dangerous shore, exposed to the force of the Atlantic, and has been several times much injured. It however affords considerable shelter to small craft, and is much used for the purpose of trade.

Grant from Government, £2309 0 0

Dublin Committee £ 115 0 0

Sir Augustine Fitzgerald £ 607 0 0

£3031 0 0

(Appendix, No., XIX p. 123; First Report of the Commissioners of Inquiry into The State of the Irish Fisheries; with The Minutes of Evidence, and Appendix. MDCCCXXXVI. His Majesty's Stationery Office, Dublin, 123).

1836 "The pier at Liscanor is in good repair, but it is insufficient even for the fishing boats of the harbour. It does not go into deep water, and is dry at three quarters ebb of the tide. However, it has been of great benefit to trade and to the fishermen. It has created a corn trade between the harbour and Galway; and though it affords but indifferent shelter, there are times that but for it a canoe could not leave the shore or return. It should have been carried more to the southward; at present, during southwest gales, the sea falls bodily on the pier, and renders full two-thirds of the quay unsafe for any vessels to moor alongside. Local contributions for its improvement could be obtained" (First Report of the Commissioners of Inquiry into The State of the Irish Fisheries; with The Minutes of Evidence, and Appendix. MDCCCXXXVI. His Majesty's Stationery Office, Dublin. 224).

1876 "...there being no safe harbours save at Liscannor for large boats. Near the entrance to this harbour there is a dangerous rock which the fishermen and persons interested in the locality are desirous of having removed, and are willing to subscribe or have themselves taxed towards the expense which it is stated, would not be large. There is also another important natural harbour largely frequented by canoes in this division, which requires, for the safety of the fishing boats and any development of the fisheries, some improvement, the cost of doing which

would it is stated be but small” (Report of the Inspectors of Irish Fisheries on the Sea and Inland Fisheries of Ireland for 1876. Her Majesty’s Stationery Office, Dublin, 1877. 15).

1887 - The estimated cost of the works at this site was £6000. The contract was for £4,307. It was expected to be completed on 31st. October 1886 but was not finished until December 1887 (Report of the Inspectors of Irish Fisheries on the Sea and Inland Fisheries of Ireland for 1887. 1888. The Queen’s Printing Office, Dublin. 16).

1879 - “No steps have been as yet taken to remove the rock which is so dangerous at the mouth of the Liscannor Harbour” (Report of the Inspectors of Irish Fisheries on the Sea and Inland Fisheries of Ireland for 1878. Her Majesty’s Stationery Office, Dublin, 1879. 12).

1880 - At the time of this report it was said that an improvement of the harbour was recommended (Report of the Inspectors of Irish Fisheries on the Sea and Inland Fisheries of Ireland for 1879. Her Majesty’s Stationery Office, Dublin, 1880. 9).

1881 - During 1881 work was in progress on this site under County Surveyor (Report of the Inspectors of Irish Fisheries on the Sea and Inland Fisheries of Ireland for 1881. The Queen’s Printing Office, Dublin, 1882. 9).

1881 - This pier/harbour was damaged during the winter storms of 1880/81 (Report of the Inspectors of Irish Fisheries on the Sea and Inland Fisheries of Ireland for 1881. The Queen’s Printing Office, Dublin, 1882. 9).

1881 “A great number of nets and curraghs were destroyed by the severe gales in winter. The pier at Liscannor was also seriously damaged” (Report of the Inspectors of Irish Fisheries on the Sea and Inland Fisheries of Ireland for 1881. The Queen’s Printing Office, Dublin, 1882. 15).

1882 “If the harbour at Liscannor were enlarged, and larger boats used, the fishing there would be highly lucrative” (Report of the Inspectors of Irish Fisheries on the Sea and Inland Fisheries of Ireland for 1882. The Queen’s Printing Office, Dublin, 1883. 15).

1884 - “they [fishermen] are badly in want of some improvement being made on Liscannor Harbour” (Report of the Inspectors of Irish Fisheries on the Sea and Inland Fisheries of Ireland for 1884. The Queen’s Printing Office, Dublin, 1885. 15)

1886 - The work at Liscannor was expected to cost £6,000 and expected to be finished by 31 October 1886 (Report of the Inspectors of Irish Fisheries on the Sea and Inland Fisheries of Ireland for 1884. The Queen’s Printing Office, Dublin, 1885. 10; Report of the Inspectors of Irish Fisheries on the Sea and Inland Fisheries of Ireland for 1886. The Queen’s Printing Office, Dublin, 1887. 11)

1901 - In 1901 the Department made contributions towards the improvement of the existing pier (Report on the Sea and Inland Fisheries of Ireland for 1901. Department of Agriculture and Technical Instruction for Ireland, 1902, Dublin, xx).

1903 - The Department offered “ the sum of £2,833, being one-third the estimated cost of improving the harbour, so that the special State assistance provided by the Marine Works (Ireland) Act, 1902 (on condition that this one-third were forthcoming), could be availed of” (Report on the Sea and Inland Fisheries of Ireland for 1903. Department of Agriculture and Technical Instruction for Ireland, 1904, Dublin xxi).

1903 - “£950 has been paid over to the Board of Works, being part of the Department’s contribution to the improvement of this harbour under the Marine Works Act of 1902” (Report on the Sea and Inland Fisheries of Ireland for 1903. Department of Agriculture and Technical

Instruction for Ireland, Dublin, 1904, xxiv).

1905 - "A further sum of £950 has been paid to the Board of Works in respect of the Department's contribution to the works executed under the Marine Works Act of 1902" (Report on the Sea and Inland Fisheries of Ireland for 1905. Department of Agriculture and Technical Instruction for Ireland, Dublin, 1906 xxv)

Site Name *Liscannor Harbour (Underwater Archaeology Unit Archives)*

1905-1907 - 'Compliance with docks regulations for Liscannor' (OPW Archives Piers and Harbours, OPW 9497/07).

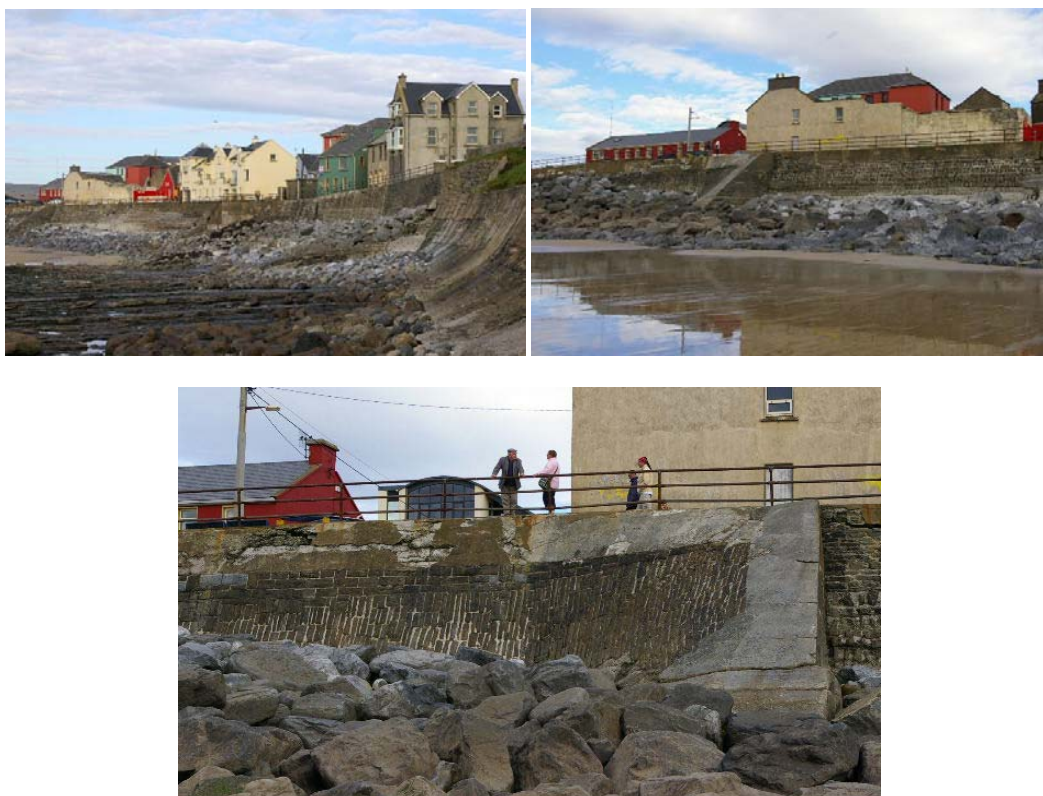
Site Name *Liscannor Harbour (Underwater Archaeology Unit Archives)*

1910-1911 - 'Lamp lighting arrangements' (OPW Archives Piers and Harbours, OPW 325/11)

Derreen Pier, Co. Clare

Site Name *Derreen Pier*


1883 - 'Memorial for the erection of a new pier near Liscannor' (OPW Archives Piers and Harbours, OPW 72446/83)



Registration number	CS042		
Location		Map Information	
Name		County Code	Clare
Number		Map Type	6 inch
Street Name		Map Sheet	023
Town	Lahinch	NGR	109442, 187668
Townland	Dough		
Classification			
Original type	Sea Wall		
In Use As	Sea Wall		
Additional Use			
Historical Use			
Date	1800 – 1900		
Categories of Special Interest		Architectural & Historical	
Condition	Fair	Rating	Regional
Summary Description			
One of the two surviving sections of sea wall displaying battered base at Lahinch promenade. Majority of wall is concrete rendered and/or masked by rock armour. This surviving section is located between O’Looneys pub and the Celtic T-shirt shop. It consists of three construction styles roughly coursed and roughly squared sandstone blacks, coursed cut sandstone blocks with one section displaying vertically laid long sandstone blocks. Shown on 1 st edition OS map.			
Appraisal			
This fragment of earlier sea wall represents an interesting survival. It displays three construction styles probably representing different periods of repair and construction. The presence of this feature enhances the coastal setting and adds textural variation to the otherwise plain concrete rendered wall.			
RMP		RPS	
Inspected By	Sarah Halpin	Date of Inspection	10/10/06



Registration number	CS043		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	023
<i>Town</i>	Lahinch	<i>NGR</i>	0951, 8757
<i>Townland</i>	Dough		
Classification			
<i>Original type</i>	Sea Wall		
<i>In Use As</i>	Sea Wall		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1800 – 1900		
Categories of Special Interest		Architectural & Historical	
<i>Condition</i>	Fair	<i>Rating</i>	Regional
Summary Description			
One of the surviving sections of the sea wall at Lahinch promenade. Majority of wall is concrete rendered. This surviving section of wall is located at the south end of promenade consists of a roughly coursed sandstone rubble wall with a base batter.			
Appraisal			
This fragment of surviving stone sea wall is of local historic interest. It adds textural variation to the promenade and enhances the coastal setting.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	10/10/06

			
Registration number	CS044		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	023
<i>Town</i>	Lahinch	<i>NGR</i>	0947, 8753 (taken at stile at s end of promenade)
<i>Townland</i>	Dough		
Classification			
<i>Original type</i>	Promenade and Stile		
<i>In Use As</i>	Promenade and Stile		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1900-1920		
Categories of Special Interest		Historic, Cultural & Social	
<i>Condition</i>	Good	<i>Rating</i>	Local
Summary Description			
<p>Lahinch promenade was constricted <i>circa</i> 1910. It comprises a raised concrete walkway overlooking Lahinch strand, which separates the town from the beach and sea. It has a largely concrete sea wall with base batter to the seaward side. Surviving stone sections described above in CS042 & CS 043. The original section of promenade as shown on 1919 Ordnance Survey map has a late 20th century tubular aluminium railing on its seaward side. A rubble stone stile is situated at the southern end of promenade which gives access to the former pumping station and rocky shore below. The stile is constructed from local sandstone with painted rendered coping.</p>			
Appraisal			
<p>Although constructed nearly 100 years ago this walkway is still in regular use today. Despite extensive replacement and repair the modest stone stile at the southern end of the pier still survives forming an attractive termination to the south end of the pier. Its setting is further enhanced by the survival of adjacent rubble stone walls, which add textural variation to an area otherwise, dominated by hard concrete and tarmac.</p>			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	10/10/06



Registration number	CS045		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	023
<i>Town</i>	Lahinch	<i>NGR</i>	0946, 8745
<i>Townland</i>	Lahinch		
Classification			
<i>Original type</i>	Hydraulic Ram / Pumping Station		
<i>In Use As</i>	No longer in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1850 – 1900		
Categories of Special Interest		Technical	
<i>Condition</i>	Derelict	<i>Rating</i>	Local
Summary Description			
Possible location of hydraulic ram which is shown on 1919 Ordnance Survey map, consists of flat-roofed rubble-stone-built hut with concrete tank to front. No longer in use and now full of rubbish. Cast-iron pipe to north side of hut. Hut consists of single bay structure built against side of hill with remains of concrete render. Probably old pumping station. An iron pipe extends WSW from structure out to sea.			
Appraisal			
This structure is of little architectural significance however it may mark the location of the hydraulic ram shown on the 1919 Ordnance Survey map.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	10/10/06



Registration number	CS046		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	030
<i>Town</i>		<i>NGR</i>	0337, 8149
<i>Townland</i>	Freaghcastle		
Classification			
<i>Original type</i>	Boat house		
<i>In Use As</i>	Now in ruins		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1850 – 1900		
Categories of Special Interest		Architectural, Archaeological & Historical	
<i>Condition</i>	In Ruins	<i>Rating</i>	Local
Summary Description			
<p>Detached single-bay, single-storey, former boat house, built <i>circa</i> 1810, now in ruins. Appears to have had a slate roof which was then replaced with a stone slate roof of thin sandstone flags, a number of which are still <i>in situ</i> at eaves level. Broken fragments of glazed terracotta ridge tiles to interior. Evidence of mortar bedding to slates and stone slates. Later concrete coping at gable ends. Walls are constructed of uncoursed rubble of the local thin-bedded sandstone with lime mortar visible in places. Large cut quoins stones and cut limestone kneelers to west side. Kneelers on east side are robbed out. Limestone kneeler to northwest corner displays a roughly dressed surface to north face and undressed surface west side displaying faint lettering 'M H'. The limestone kneeler to southwest corner displays a rough dressed surface on its south side and a plain surface on its west side. Unusual to find limestone in this area. Both limestone kneelers appear to be reused window jambs possibly originating from the now demolished Freagh Castle. No associated slipway or pier visible immediately north of the boathouse is a stream leading down to a stony beach and narrow inlet. Boathouse is marked and named <i>Boat Ho.</i> on the first edition (1842) O.S. map.</p>			
Appraisal			
<p>This former boathouse was probably built by the owners of the nearby late 18th/early 19th century house to the east known as 'Freagh Castle', which replaced the earlier coastal castle. Despite its condition it still forms an attractive structure reflecting the seafaring past and is of archaeological interest.</p>			
<i>RMP</i>	CL030-002	<i>RPS</i>	
<i>Inspected By</i>	S. Halpin	<i>Date of Inspection</i>	10.10.06



Registration number	CS047		
Location	Map Information		
<i>Name</i>	Atlantic Lodge	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	030
<i>Town</i>		<i>NGR</i>	102736, 178350
<i>Townland</i>	Breaffy South		
Classification			
<i>Original type</i>	Coastguard Station		
<i>In Use As</i>	Detached House/Private Residence		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1860-1880		
Categories of Special Interest		Architectural & Historic	
<i>Condition</i>	Good	<i>Rating</i>	Regional
Summary Description			
<p>'Detached three-bay, two-storey coastguard station, <i>circa</i> 1870, with single-bay advanced end bay to left having single-bay full height canted bay window, two-bay, single-storey projecting glazed porch and three-bay single-storey return to rear, partly refenestrated <i>circa</i> 1990; now in residential use (NIAH, 2000). According to owners, the rear return was the earliest part of the house and probably formed part of the coastguard station. A carved stone in the garden, now broken commemorates the death of D.P. Griffith & J. Griffith in October 1890. This may date to the time of the coastguard station. The first edition (1842) map shows two unnamed structures at this location. The house is named <i>Atlantic Lodge</i> on the 1914 O.S. map.</p>			
Appraisal			

House set in mature gardens with extensive views south towards Mutton island. House is primarily late 19th century in date and has retained many original features. Its former use as a coastguard station adds further historic interest to the structure.

<i>RMP</i>		<i>RPS</i>	19
<i>Inspected By</i>	S. Halpin	<i>Date of Inspection</i>	11.10.06



Registration number		CS048	
Location		Map Information	
Name	Spanish Point Beach	County Code	Clare
Number		Map Type	6 inch
Street Name		Map Sheet	030
Town		NGR	103469, 177822
Townland	Leagard South		
Classification			
Original type	Life Guard hut		
In Use As	Life Guard hut		
Additional Use	Changing Area		
Historical Use			
Date	1950-1970		
Categories of Special Interest		Architectural & Cultural & Social	
Condition	Fair	Rating	Local
Summary Description			
Free-standing two-bay single-storey lifeguard hut, built <i>circa</i> 1960 overlooking Spanish Point beach. Flat roof with single-bow-shaped-bay window to south side, with open changing area to east side. Concrete rendered walls, concrete sills with fixed pane metal window to changing area and timber framed window to bow-shaped-bay. Building surrounded by new concrete and timber decking overlooking beach. A plaque on its south elevation commemorates the establishment of the lifeguard service in 1936 at this location			
Appraisal			
This life guard hut and changing area is indicative of seaside architecture of this period.			
RMP		RPS	
Inspected By	S. Halpin	Date of Inspection	17.10.06



Registration number	CS049		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	038
<i>Town</i>	Quilty	<i>NGR</i>	101898, 175039
<i>Townland</i>	Quilty West		
Classification			
<i>Original type</i>	Seawall & Slipway		
<i>In Use As</i>	Seawall & Slipway		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1890-1930		
Categories of Special Interest		Cultural, Social & Technical	
<i>Condition</i>	Fair	<i>Rating</i>	Local
Summary Description			
Rubble stone seawall, built c. 1910 of local thin-bedded sandstone, built to rough courses, displaying base batter. Rubble stone parapet wall faced with 'crazy paving' with concrete coping to SE/street side. Concrete slipway to NE end of seawall with remnants of original cobbled surface visible on south side.			
Appraisal			
This attractive seawall appears to be in good condition and stands as testimony to the skills of the craftsmen that built it.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	S. Halpin	<i>Date of Inspection</i>	06.06.07



Registration number	CS050		
Location		Map Information	
<i>Name</i>	Seafield Pier	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	038
<i>Town</i>		<i>NGR</i>	99609, 174162
<i>Townland</i>	Seafield		
Classification			
<i>Original type</i>	Pier		
<i>In Use As</i>	Pier		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1820-1844		
Categories of Special Interest		Architectural & Technical	
<i>Condition</i>	Good	<i>Rating</i>	Regional
Summary Description			
<p>Stone built pier, originally built <i>circa</i> 1820, but with later additions and repairs spanning 1822 to the present day (see below for details). South side of pier displays battered base and constructed from roughly coursed sandstone blocks with inset stone steps. Concrete slipway to south side of pier. Work has been recently carried out to the pier includes a concrete parapet wall, concrete extension and breakwater to north side of pier. Concrete walkway with cast-iron mooring posts, aluminium mooring rings and inset ladder to pier. Cast-iron mooring post appears to read 'Ross & Walpole 1886, Dublin'. An iron rail runs along pier edge. Pier is marked on first edition (1842) O.S. map as <i>Quay</i> and as <i>Quay</i> and <i>Slip</i> on the 1914 O.S. map. A terrace of houses is shown on the first edition O.S. map, of these only one derelict cottage survives. No remains survive of the boathouse marked on the 1914 O.S. map. Other remains adjacent the pier include the ruins of a modern fish processing factory/canning factory.</p>			
Appraisal			
<p>This pier is a working fishing pier as evidenced by the number of fishing boats and associated equipment. Despite the inappropriate use of concrete to the original walkway and parapet wall, much of pier wall is this visible thus standing testimony to the skills of the craftsmen and engineers who designed and built it.</p>			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	S. Halpin	<i>Date of Inspection</i>	12.09.06

Additional Historic Information relating to Seafield Pier

Seafield Area in 1837

Lewis in 1837 gives an account of the parish of Kilmurry-Ibrickane and mentions that Seafield 'forms part of the dangerous western coast called 'The Malbay', where if a vessel be embayed, its only chances of being saved are on the northern side of Liscannor bay, on the northeastern side of Dunmore bay, or within the ledge of rocks opposite to Enniskerry, extending eastward from Seafield Point, in this parish. At each of these places a pier has been erected by the late Fishery Board; that at Seafield can only be approached at Spring tide by vessels of 12 tons' burden, but it would be considered capable of being much improved, and would then be of great service. Here is a station of the coast-guard, being one of the six comprised in the district of Miltown-Malbay' (Lewis 1998 ed., 89).

Seafield - A Description in 1845

A fishing hamlet in the parish of Kilmurry, barony of Ibrickane, Co. Clare, Munster. It is situated on the coast of Malbay, opposite Mutton Island, and 4¼ miles south-west of Milltown-Malbay. It stands on the property of the Marquis of Conyngham. A fishery pier was built here by means of a grant of £617 16s. from government, and £115 7s. from the Dublin Committee; but it can be approached by even a vessel of 12 tons only at spring tides. This pier is 330 feet in length, and is in good repair. Yet, with ludicrous absurdity, the pier was erected without any care being used to open a channel to it; and it confronts a sea-ground too obstructed with rocks to be possibly navigable. The consequence was that, a few years ago, no sea-craft or fishing-boats belonged to it except wicker-boats covered with tarred canvass; and yet the obstructing rocks on the way to it were capable of being easily removed without blasting; and the harbour, but for their being in the way, was capable of affording shelter at all times of the year, and of creating a large trade in local fisheries, and a considerable trade in corn with Galway. A coast-guard station exists at Seafield; and the fishing craft within its district in 1836, consisted of 80 row-boats, and were worked by 240 men. In the immediate vicinity are the hamlet of Kilmurry, the seats of Tromra-lodge and Seafield-house, and the ruins of a church and a castle (*The Parliamentary Gazetteer of Ireland, 1845*, Courtesy of Clare Local Studies Project).

Seafield, Co. Clare

Site Name Seafield Point

1822-44 - "Weekly wages sheets (June 1822-March 1823; October-November 1824), approval of contractor's proposal for repairs, bond, payment certificates, engineer's reports, memorial and proposal and specification to construct a new pier, plan of bay showing site" (No. of items – 52, Reference No. - OPW8/Item No. – 333, OPW Archives Piers and Harbours)

1836 "Seafield pier is on the coast of Mal-Bay, about seven miles south of Hags Head, opposite Mutton Island, on the estate of Marquess of Conyngham. The coast in the vicinity of this pier abounds with fish, and if a sufficient harbour were constructed, craft capable of going out for it would be created ; at present there is no fishing vessel belonging to this coast, except wicker boats covered with tarred canvass. The work consists of a pier extending three hundred and thirty feet from the root. It is one of these piers that were paid for by contract, and considered to have been finished. In 1822 the board granted £461 10s. 9d. for this work, which included £115 7s. 8d. from the Mansion-house Committee, and £115 7s. 8d. from the government. In January 1824 a further grant of £184 12s. 4d. was made the total amount £845 7s. 8d. ; and £360 4s. 6d., now stands to its credit. In September 1824 I represented to the Board the existing state of this pier, and described it as a work that had not been finished, and that parts which were done had been badly executed, and were in a state of dilapidation ; and on that occasion the above £66 3s. was granted to preserve it from the effects of storms on the previously damaged work. Subsequently, in compliance with the Board's order, I gave a plan and estimate for repairing and securing the work, which was approved of, and the above £133 1s. 2d., was granted, under date 24th May 1826, to complete the above £360 4s. 6d. which was the amount of my estimate. And in compliance with that order I took steps, by public

advertisement and private correspondence, to procure a competent contractor, but did not succeed in that object; in this state the business now stands, and I respectfully submit that no farther order is necessary at present concerning it. If finished, this pier would deserve to be placed in the first class for its degree of utility in promoting the fisheries (Mr. Donnell's Report on the Fishery Harbours, Appendix, No. XVIII, p. 113, First Report of the Commissioners of Inquiry into The State of the Irish Fisheries; with The Minutes of Evidence, and Appendix. MDCCCXXXVI. His Majesty's Stationery Office, Dublin, 113)

1836 "The pier at Seafield, constructed by means of a grant from the late Fishery Board, and a contribution from the proprietors of the soil, is in good repair, and would afford shelter to boats and small vessels, but extraordinary to say, there is no channel leading into it. If the rocks outside were removed, which can be easily done, without blasting, and a channel opened, the harbour would afford shelter at all times of the year, and create a trade in corn with Galway" (First Report of the Commissioners of Inquiry into The State of the Irish Fisheries; with The Minutes of Evidence, and Appendix. MDCCCXXXVI. His Majesty's Stationery Office, Dublin, 224)

1836 "Seafield, Co. Clare can be approached at spring tides only, by a vessel of 12 tons, but is capable of much improvement, and might then be very useful."

Grant from Government, £617 16 0

Dublin Committee, £115 7 0
 £733 3 0

(Appendix, No., XIX, p. 123, First Report of the Commissioners of Inquiry into The State of the Irish Fisheries; with The Minutes of Evidence, and Appendix. MDCCCXXXVI. His Majesty's Stationery Office, Dublin, 123).

Site Name Seafield Pier

1884 - 'Specification for works' (OPW Archives Piers and Harbours, OPW 596/84)

Site Name Seafield

1884-87 - The work at Seafield was expected to cost £3,400 and was expected to be finished on 1 October 1885 (Report of the Inspectors of Irish Fisheries on the Sea and Inland Fisheries of Ireland for 1884. 1885. The Queen's Printing Office, Dublin, 10; Report of the Inspectors of Irish Fisheries on the Sea and Inland Fisheries of Ireland for 1886. 1887. The Queen's Printing Office, Dublin, 11; Report of the Inspectors of Irish Fisheries on the Sea and Inland Fisheries of Ireland for 1887. 1888. The Queen's Printing Office, Dublin, 16)

1884-1917 - 'Construction of pier' (OPW Archives Piers and Harbours, OPW 5863/17)

1885 - At the time of the report work at Seafield was two-thirds completed. The delay in completion was due to the failure of the Contractor. The likely time for completion was given as 'early next spring' (Report of the Inspectors of Irish Fisheries on the Sea and Inland Fisheries of Ireland for 1885. 1886. The Queen's Printing Office, Dublin, 10)

Site Name Seafield Harbour

1885-1888 - 'Progress of the works' (OPW Archives Piers and Harbours, OPW 16173/88)

1886-1887 - 'Case of J.C. Maguire, clerk-of-works at Seafield Pier, who was fined for being drunk and in possession of a firearm' (OPW Archives Piers and Harbours, OPW 6020/87)

1887 - Work at Seafield was completed in April 1887 (Report of the Inspectors of Irish Fisheries on the Sea and Inland Fisheries of Ireland for 1887. 1888. The Queen's Printing Office, Dublin, 16)



Registration number	CS051		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	038
<i>Town</i>		<i>NGR</i>	96724, 174429
<i>Townland</i>	Mutton Island		
Classification			
<i>Original type</i>	Signal Tower		
<i>In Use As</i>	No longer in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1800-1820		
Categories of Special Interest		Architectural, Historic & Technical	
<i>Condition</i>	In Ruins	<i>Rating</i>	Regional
Summary Description			
Free standing single-bay, two-storey rubble stone built former signal tower, built <i>circa</i> 1810, on a square plan; now ruinous. Enclosed by high rubble stone walls with stone gate piers. Located on west coast of island with good views in all directions. Constructed from local sandstone.			
Appraisal			
This tower situated on a high cliff-top location on the west coast of Mutton Island is an important example of the comprehensive sea defences constructed along the Clare coast during the Napoleonic Wars. According to local tradition the signal tower was subsequently used by the coastguards in an attempt to curtail local smuggling.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Gráinne O'Connor	<i>Date of Inspection</i>	



Registration number	CS052		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	047
<i>Town</i>		<i>NGR</i>	96937, 166695
<i>Townland</i>	Doonbeg		
Classification			
<i>Original type</i>	Pier		
<i>In Use As</i>	No longer in use, now forms part of retaining sea wall		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1820-1825		
Categories of Special Interest		Historical	
<i>Condition</i>	In Ruins	<i>Rating</i>	Local
Summary Description			
Section of rubble stone built retaining sea wall and remains of former Doonbeg pier, built <i>circa</i> 1822, situated on east side of Doonbeg Bay. Remains of old pier is situated at the north end of sea wall and is comprised of a short surviving section of eroded wall constructed from the local thin-bedded sandstone which is found outcropping in this area. The sea wall is constructed from sea-rolled boulders and local thin-bedded sandstone and is surmounted by low concrete wall. The pier is marked on the first edition (1842) O.S. map as <i>Quay</i> . It is not shown on the later O.S. map.			
Appraisal			
This surviving section of pier and the associated sea wall are of historic interest and add interest to this section of coastline. The continued importance of this safe inlet for boats is attested to by the replacement pier constructed at the foot of Doonmore Castle at opposite side of the bay.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	S. Halpin	<i>Date of Inspection</i>	11.07.06

Additional Historic Information relating to Doonbeg Pier

Dunbeg, or Doonbeg, a village, in the parish of Killard, barony of Ibrickane: ‘The River Dunbeg flows into the harbour and is here crossed by a good bridge, near which stands the ruins of a lofty castle, formerly a defence to the harbour, and one of the ancient strongholds of the O’Briens. The harbour which is the only one, excepting Liscannor, between Loops Head and the Bay of Galway, an extent of nearly 40 miles, is rendered dangerous by the rocks at its entrance. The pier, built by the late Fishery Board, is small and not much frequented; seaweed is landed here, and flags of a superior quality, raised near the village are sent to Galway, Limerick and Cork; it also forms a place of refuge for small craft in bad weather. Here is a station of the coastguard... Near the bridge is a flour mill’ (Lewis 1998 ed., 39). *Note: both pier and flour mill are gone by the 1915 OS Map.*

Doonbeg, Co. Clare

Site Name Doonbeg

1836? “Doonbeg Harbour is a small creek, in which there is a depth of nine feet at low water of spring tides, and of twenty-four feet at high water. This is the only place from Loop Head to Ballyvaughan, fifty miles of coast, where it is possible at present to save a boat or vessel in bad weather. There is a pier at the east side of the creek, called Rhenogonoght Pier, erected by the late Fishery Board, and now in good repair” (First Report of the Commissioners of Inquiry into The State of the Irish Fisheries; with The Minutes of Evidence, and Appendix. MDCCCXXXVI. His Majesty’s Stationery Office, Dublin. 224)

1836 - “This pier is not much frequented by fishing boats. It is, however, very useful for agricultural purposes, and also as a place of refuge in hard weather for small craft.

Grant from Government,	£386 6 0
Dublin Committee	<u>99 10 0</u>
	£485 16 0

(Mr. Donnell’s Report on the Fishery Harbours, Appendix, No. XIX, p. 123, First Report of the Commissioners of Inquiry into The State of the Irish Fisheries; with The Minutes of Evidence, and Appendix. MDCCCXXXVI. His Majesty’s Stationery Office, Dublin, 123)

During the years 1833-4 £23 was spent on the harbour/pier (Report of the Inspectors of Irish Fisheries on the Sea and Inland Fisheries of Ireland for 1882, The Queen’s Printing Office, Dublin, 1883. 43).

Dunbeg, Co. Clare

Site Name Dunbeg

1826-46 - “Specification for three mooring rings and three mooring posts to be fixed in the quay, correspondence relating to suitability of the locality for a pier or harbour, including a letter seeking information about the whereabouts of a grant by the board” (No. of items – 4, Reference No. - OPW8/Item No. – 126, OPW Archives Piers and Harbours)

1836 - “The pier of Dunbeg is on the coast about eleven miles south of Hags Head in the southern extremity of Dunbeg Bay, on the estate of Mr. Andrew Stacpoole. The pier-head is considerably within high-water line, and therefore has not, except at spring tides, depth of water for large crafts; it is however, useful to the fisheries; and kelp, corn and flags in considerable quantities are loaded at it.

The work consists of a pier one hundred and eighty four feet in length.

In 1822 the board granted £369 4s. 7½d. for this work, which included £99 10s. 11d. from funds of the London Committee, and £92 6s. 2d. from the Government ; subsequent grants were made, making the gross total £485 17s. 1d. The gross expenditure is £477 6s 9d and £8 6s. 9d. and £8 10s. 4d. now stands in credit.

The commencing work of this pier was done by day-work, and the finishing was subsequently set by contract, but was not properly executed. In 1824 I found it had sustained damage, and was in a state of insecurity, and then gave in an estimate of the expense of securing it, and subsequently one for re-building and improving parts that indispensably required it; which was granted, and the work is now finished in substantial and respectable style.

There is a deficiency of convenience for mooring vessels, which exposes the quay to damage by the boatmen fastening their grapples in the pavement, coping, & c.; I therefore recommend that the above balance may be applied to putting down sufficient mooring-posts and rings. This pier may be placed in the third class for its degree of utility in promoting the fisheries (Mr. Donnell's Report on the Fishery Harbours, Appendix, No. XVIII, p. 113-4, First Report of the Commissioners of Inquiry into The State of the Irish Fisheries; with The Minutes of Evidence, and Appendix. MDCCCXXXVI. His Majesty's Stationery Office, Dublin, 113-4).



Registration number		CS053	
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	46/47
<i>Town</i>		<i>NGR</i>	96231, 166554
<i>Townland</i>	Doonmore		
Classification			
<i>Original type</i>	Pier		
<i>In Use As</i>	Pier		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1915-1955		
Categories of Special Interest		Technical	
<i>Condition</i>	Good	<i>Rating</i>	Local
Summary Description			
Concrete pier and slipway, built <i>circa</i> 1935, extending out into Doonbeg Bay. Pier is comprised of two phases of construction with later phase discernible by higher parapet wall. Concrete rendered walls and walkway. Cast iron mooring posts, aluminium mooring rings, aluminium rails and inset ladder to pier. Concrete slipway adjacent pier. Located immediately adjacent Doonmore Castle (CL046-019). Ground surrounding tower house has been subject to erosion. There is no sign of an earlier slipway of pier. Present pier and slipway is not shown on first edition (1842) or 1915 O.S. map.			
Appraisal			
No remains of the original pier are visible today. There is very little of architectural note surviving however the present mass concrete repair/extension does have some technical and engineering significance.			
<i>RMP</i>	CL046-019	<i>RPS</i>	
<i>Inspected By</i>	S. Halpin	<i>Date of Inspection</i>	02.11.06



Registration number	CS054		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	046
<i>Town</i>		<i>NGR</i>	90964, 165873
<i>Townland</i>	Ballard		
Classification			
<i>Original type</i>	Signal Tower		
<i>In Use As</i>	Now Demolished, remains of barracks & boundary walls still <i>in situ</i>		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1800-1820		
Categories of Special Interest		Historical & Technical	
<i>Condition</i>	In Ruins	<i>Rating</i>	Regional
Summary Description			
<p>'Remains of detached rubble stone fort, <i>circa</i> 1810, on a rectangular plan; ruinous. Remains of detached three-bay single-storey cottage, <i>circa</i> 1810; ruinous. Rubble stone built boundary walls' (NIAH, 2000). Enclosing boundary walls survive up to 2m in height. A mound of cut limestone in centre of enclosure marks the location of the former signal tower which was demolished in the 1960s the footings of the former tower are still visible. The tower, boundary walls and cottage were all built from the local thin-bedded Namurian sandstone with the limestone used for sills and other dressings. Assigned local rating by NIAH and marked signal tower on first edition 1842 O.S. map. This site is also an RMP site (CL046-005) as it was incorrectly believed to be the site of a medieval castle. Signal tower, barracks building and boundary walls are shown on first edition (1842) O.S. map. Complex is named <i>Telegraph Station</i>. The complex is marked <i>Baltard Tower (in Ruins)</i> on the 1915 revised edition O.S. map.</p>			
Appraisal			
<p>Remains of this signal tower complex is a reminder of the Napoleonic era when such structures/complexes were erected around the British and Irish coastline to resist the threat of French invasion. In subsequent years these structures were often utilised as coastguard station.</p>			
<i>RMP</i>	CL046-005	<i>RPS</i>	341
<i>Inspected By</i>	S. Halpin	<i>Date of Inspection</i>	11.07.06

Additional Historic Information relating to Ballard

Mary John Knott also describes the Mutton Island & Baltard Hill Signal Towers being used by the Water guards (coastguards) 'Mutton Island lies off that part of the coast, and is of considerable extent. A party of the waterguards were stationed at the telegraph there, to correspond with the signals made from Baltard tower on the approach of smuggling or suspicious vessels' (Knott 1836, 84). She also describes the extensive views from the tower and relates a story from its period of use as a coastguard station 'the view from the top of the Telegraph at Baltard, to which strangers are admitted, is very fine, including Mutton Island, the strand of Seafield, and over it Trummera Castle, the extensive hotel and villas of Miltown, the Isles of Arran, Hagg Head, Liscannor, and the numerous comfortable whitened cottages of the tenantry of Cornelius O'Brien, M.P.... We had heard of an interesting circumstance that occurred at these rocks, highly creditable to the humane feelings of the coastguard and the natives, which was fully confirmed and further explained to use by John Roche, the present sentinel at the Telegraph, who acted a conspicuous part on the occasion'. Relates story of water guards saving three natives who were left stranded on a rock below the cliff edge for several days due to bad weather and were passed down food by the water guards who were stationed at the telegraph until the weather calmed down and they could be picked up by canoes' (Knott 1836, 121-122).

Lewis in describing the parish of Killard in 1837 mentions that Ballard Signal Tower is already in ruins. 'This parish, which is on the western coast, and includes the cliff of Baltard, comprises 8824 statute acres.... Very fine salmon is caught in Dunbeg River; and the banks of Baltard, about three leagues from the shore, afford Turbot, cod, haddock, doree, mackerel, whiting, and other fish, in great abundance and perfection. The coast being very dangerous and the surf great, the fishermen use canoes of wicker work covered with pitched canvas... On the summit of Baltard cliff are the ruins of a signal tower...' (Lewis 1998 ed., 75-76).

According to Veronica Flynn Lynch (a former resident of the area), the signal tower was demolished in the 1960's and the flagstones sold in Kilrush (Pers. Comm. August 2006)



Registration number	CS055		
Location		Map Information	
<i>Name</i>	Bealnalincka	<i>County Code</i>	Clare
<i>Name 2</i>	Locally known as the Hubawns	<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	046
<i>Town</i>		<i>NGR</i>	90413, 165116
<i>Townland</i>	Ballard		
Classification			
<i>Original type</i>	Landing Place		
<i>In Use As</i>	No longer in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1880-1920		
Categories of Special Interest		Cultural, Historical & Technical	
<i>Condition</i>	Poor	<i>Rating</i>	Local
Summary Description			
<p>Landing place marked on the 1915 O.S. revision, but possibly earlier in date. Situated on rocky shore surrounded by high cliffs, it was once accessed via a narrow trackway along cliff edge which is now blocked due to small landslide. No structural remains can be discerned, however two lengths of outcropping rock can be distinguished. According to local information the landing place was built up around the section of outcropping stone and has been disused for some time. It is visible when the tide goes out. The bay is locally known as 'Hubawns Bay' and was locally used for fishing and swimming.</p>			
Appraisal			
<p>This former landing place is located in a deep natural harbour surrounded by high cliffs. It appears to be no longer used due to difficulty of access. It attests to a time when fishing and smuggling were an intrinsic part of the local economy. This period is long since gone and these former landing place act as a reminder of a way of life now consigned to local folklore.</p>			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	S. Halpin	<i>Date of Inspection</i>	02.11.06

Additional Historic Information relating to Bealnalicka Bay / Hubawns Bay

Hubawns is believed to derive from the French ‘Haut Bois’ which referred to the tall wooden masts of the French ships which were believed to bring smuggled goods in the 18th century to this area (Pers. Comm. Veronica Flynn Lynch, September 2006).

In 1836, Mary John Knott refers to Hubawn Bay as Ooubawn Bay, possibly reflecting local pronunciation at the time (Knott 1836, 85)

The OPW archives also record a request in 1883 by local fishermen to remove rocks at the landing slip known as “the Hoobawns” (Ref. OPW/8, Item No. 373). It does not record if this work was carried out or not.



Registration number	CS056		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	046
<i>Town</i>		<i>NGR</i>	90643, 163814
<i>Townland</i>	Farrihy		
Classification			
<i>Original type</i>	Slipway		
<i>In Use As</i>	No longer in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1880-1920		
Categories of Special Interest		Architectural & Technical	
<i>Condition</i>	Poor	<i>Rating</i>	Local
Summary Description			
Slipway, built <i>circa</i> 1900, extending steeply from rocky shoreline down to sea on south side of Farrihy Bay. Comprising finely built sidewalls of coursed rock-faced sandstone which display a battered base. Section of north face of wall largely concrete rendered. Inner face of walls composed of uncoursed random rubble. Remains of lime and later concrete pointing survive in places. The walkway is infilled with rubble made up of the local sandstone which has the remains of a concrete rendered walkway. Walkway is largely eroded away. Sidewalls measure approximately 0.60m thick. Slipway itself measures 4.9m wide by approximately 40m long.			
Appraisal			
This slipway is located in a visually stunning location overlooking Farrihy Bay. The seashore in this area is comprised of exposed beds of sandstone rising at an angle from the ground. This stone probably provided the building stone for the slipway.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	S. Halpin	<i>Date of Inspection</i>	18.10.06

<i>Additional Historic Information relating to Farrihy Bay</i>
<i>Kilfieragh, a parish, in the barony of Moyarta: ‘At Farahie bay, near the northern extremity of the parish, about 50 canoes are employed in the fishery; and at Kilkee, or Moore Bay, about half that number are similarly employed’ (Lewis 1998 ed., 67).</i>



Registration number	CS057		
Location		Map Information	
<i>Name</i>	Byrne's Cove	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	056
<i>Town</i>	Kilkee	<i>NGR</i>	88184, 161362
<i>Townland</i>	Corbally		
Classification			
<i>Original type</i>	Sea baths		
<i>In Use As</i>	No longer in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1940-1980		
Categories of Special Interest		Architectural & Technical	
<i>Condition</i>	In Ruins	<i>Rating</i>	Local
Summary Description			
Detached single-storey two-bay former bathing shelter/changing room, built c.1960, now in ruins, overlooking Byrnes Cove. Originally with flat roof, now gone, concrete rendered walls, concrete plinth and sill. Situated overlooking rocky inlet 'Byrnes Cove' beneath St. Georges Head. Concrete steps give access to rocky shore and former changing room. A concrete path has been laid on a piece of protruding bedrock leading to the waters edge.			
Appraisal			
This former bathing shelter/bathing area is testimony to the recreational and social development of Kilkee as a coastal resort.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	S. Halpin	<i>Date of Inspection</i>	26.04.07



Registration number	CS058		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	056
<i>Town</i>	Kilkee	<i>NGR</i>	88497, 160420
<i>Townland</i>	Dough		
Classification			
<i>Original type</i>	Boathouse		
<i>In Use As</i>	Boathouse		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>			
Categories of Special Interest		Architectural, Cultural & Technical	
<i>Condition</i>	Good	<i>Rating</i>	Regional
Summary Description			
<p>'Detached single-bay, single-storey, gable-fronted boathouse, <i>circa</i> 1890, originally with segmental-headed door opening and four-bay side elevations; renovated <i>circa</i> 1940, opening remodelled to accommodate commercial use and use as store' (NIAH, 2000). Section of cobbling survives to front of boathouse. The cobbling is composed of the local Namurian sandstone laid in narrow horizontal strips. This may reflect the earlier surface of the slipway.</p>			
Appraisal			
<p>This picturesque boathouse is sited adjacent to Kilkee pier and slipway overlooking Moore Bay and Kilkee seafront. The boathouse together with the associated slipway, pier and life boat building attest to the continuing importance of maritime activities in the area.</p>			
<i>RMP</i>		<i>RPS</i>	511
<i>Inspected By</i>	S. Halpin	<i>Date of Inspection</i>	02.11.06

Additional Historic Information relating to Kilkee

Kilfieragh, a parish, in the barony of Moyarta: ‘Near Kilkee is a quarry of good building stone, and nearly in the centre of the parish is Dough bog, containing about 200 acres, from which and other bogs extending into the adjoining parishes a vast quantity of turf is cut, and sent from Poulanshery harbour (formed by an inlet of the river Shannon) to Limerick. The boats employed in conveying the turf return with building materials and with limestone from the Limerick side of the Shannon. At Farahie bay, near the northern extremity of the parish, about 50 canoes are employed in the fishery; and at Kilkee, or Moore Bay, about half that number are similarly employed.... and there are several neat bathing lodges in the vicinity of Kilkee’ (Lewis 1998 ed., 67).

Kilkee, or Doogh, a village, in the parish of Kilfieragh, barony of Moyarta: ‘In 1831 it consisted of 153 houses; since which time several houses and bathing lodges have been erected, the village being much frequented as a bathing place, chiefly by the citizens of Limerick, on account of its remarkably fine strand, which is sheltered by a ledge of rocks stretching across one-third of Kilkee bay’ (Lewis 1998 ed., 69-70).



Registration number	CS059		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	056
<i>Town</i>	Kilkee	<i>NGR</i>	88458, 160380
<i>Townland</i>	Dough		
Classification			
<i>Original type</i>	Pier & Slipway		
<i>In Use As</i>	Pier & Slipway		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1885-1890		
Categories of Special Interest		Technical	
<i>Condition</i>	Good	<i>Rating</i>	Local
Summary Description			
Concrete L-shaped pier, originally constructed <i>circa</i> 1887, on north side of Moore Bay, with later repairs and possible extensions evident. Concrete rendered walls with battered base with steps to south end. End of pier accessed via a narrow pedestrian pathway. Concrete slipway to east side of pier. The slipway and pier was most likely constructed with the local stone and paved with cobbles. There is no surviving visible remains of stone pier today, it is all probably encased in concrete. A slipway and breakwater are shown on the 1915 revised O.S. map leading down from the boathouse to the shore			
Appraisal			
No remains of the original pier are visible today. There is very little of architectural note surviving however the present mass concrete repair/extension does have some technical and engineering significance.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	S. Halpin	<i>Date of Inspection</i>	03.11.06

Additional Historic Information relating to Kilkee from OPW Archives

Kilkee, Co. Clare

Site Name Kilkee

1836? “Kilkee has a natural breakwater, within which the depth varies from fourteen to two fathoms as it nears the shore. There is no pier or quay, but a quay would be of great utility. The harbour runs in between Kilkee and Dough, and is well calculated for fishermen. Local contributions, it is probable, would be obtained” (First Report of the Commissioners of Inquiry into The State of the Irish Fisheries; with The Minutes of Evidence, and Appendix. MDCCCXXXVI. His Majesty’s Stationery Office, Dublin. 224).

1836 - “My attention being specially called to Kilkee, by the local Inspector General, I have made an actual survey of the site. Kilkee is a fishing and bathing village on the western coast, about ten miles north-east of Loop Head, in the tenancy of Mr. Jonas Studdart. The very few places on this coast affording any degree of natural shelter, directed the attention of the inspectors to this point. It would require a pier and jetty to extend five hundred and eighty feet, which would cost about £3000” (Mr. Donnell’s Report on the Fishery Harbours, Appendix, No. XVIII, p. 115; First Report of the Commissioners of Inquiry into The State of the Irish Fisheries; with The Minutes of Evidence, and Appendix. MDCCCXXXVI. His Majesty’s Stationery Office, Dublin, 115).

The work at Kilkee was expected to cost £1,400. (Report of the Inspectors of Irish Fisheries on the Sea and Inland Fisheries of Ireland for 1884, The Queen’s Printing Office, Dublin, 1885. 10 Report of the Inspectors of Irish Fisheries on the Sea and Inland Fisheries of Ireland for 1886, The Queen’s Printing Office, Dublin, 1887. 11; Report of the Inspectors of Irish Fisheries on the Sea and Inland Fisheries of Ireland for 1887, The Queen’s Printing Office, Dublin, 1888. 16).

1887 - Work at this site was completed in December 1887 (Report of the Inspectors of Irish Fisheries on the Sea and Inland Fisheries of Ireland for 1887, The Queen’s Printing Office, Dublin, 1888, 16).

Site Name Kilkee Boatslip

1888 - ‘Trespass on boatslip by those drawing seaweed’ (OPW Archives Piers and Harbours, OPW 16154/88)

Site Name Kilkee Pier

1903-1910 - ‘Proposed repairs’ (OPW Archives Piers and Harbours, OPW 4131/10)



Registration number		CS060	
Location		Map Information	
<i>Street Name</i>	Strand Line, Victoria Place, Marine Parade, Clifton Terrace, MacDonald Terrace	<i>Map Sheet</i>	056
<i>Town</i>	Kilkee	<i>NGR</i>	88598, 160012
<i>Townland</i>	Dough		
Classification			
<i>Original type</i>	Sea Wall & Promenade		
<i>In Use As</i>	Sea Wall & Promenade		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1820-1840		
Categories of Special Interest		Architectural, Historical, Social & Technical	
<i>Condition</i>	Good	<i>Rating</i>	Regional
Summary Description			
<p>Stone built seawall of local thin bedded sandstone built largely in 19th century with later sections of repair evident. 'The sea wall and embankment around the bay was begun on the west side as part of famine relief work in 1846 and completed in the 1860's. The wall was badly damaged in 1886 and again in 1951' (Clare Library website: www.clarelibrary.ie). Walls are constructed from roughly coursed cut sandstone blocks. There are a number of details of skilled stone work. A now blocked arched opening at the northern end of the wall displays cut stone voissiors and there is a section of rock-faced cut sandstone walls near the slipway (CS061) with a flight of inset cut sandstone steps nearby (just below Wellington Square). The wall to the road appears to be later than the sea wall and is constructed from uncoursed rubble stone with large sandstone blocks laid as coping. During the 20th century much of the central section of the seawall was added to, forming a promenade and green spaces. This later section also displays rubble stone walls with a base batter. This later section contains a viewing area, the lifeguard hut (CS059) and bandstand (CS060).</p>			
Appraisal			
<p>This impressive seawall is of historic and technical interest. It was begun on the west side as a famine relief scheme and is testimony to the skills of the local community at that time. It is largely intact and later developments such as the promenade have largely respected it. It adds textural variation to the promenade and enhances the coastal setting. The later promenade is in continuous use for the purpose for which it was originally intended.</p>			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	S. Halpin	<i>Date of Inspection</i>	03.11.06



Registration number	CS061		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>	Strand Line	<i>Map Sheet</i>	056
<i>Town</i>	Kilkee	<i>NGR</i>	88471, 159868
<i>Townland</i>	Dough		
Classification			
<i>Original type</i>	Life Guard Hut		
<i>In Use As</i>	Life Guard Hut		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1940-1980		
Categories of Special Interest		Cultural & Social	
<i>Condition</i>	Good	<i>Rating</i>	Local
Summary Description			
Circular in plan, freestanding, three-bay concrete life-guard post, built <i>circa</i> 1960, overlooking Moore Bay. Rendered domed roof with rendered circular cap surmounted by aluminium railing and flagpole. Rendered walls with square-headed openings with replacement Upvc windows and double door all with security shutters. Circular plan former bathing shelter/changing area located immediately to the southwest, now in use as storage hut.			
Appraisal			
This life guard hut and changing area is indicative of the functional seaside architecture of this period. The building is still used for its original purpose.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	S. Halpin	<i>Date of Inspection</i>	03.11.06



Registration number	CS062		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>	Victoria Place	<i>Map Sheet</i>	056
<i>Town</i>	Kilkee	<i>NGR</i>	88353, 159772
<i>Townland</i>	Dough		
Classification			
<i>Original type</i>	Bandstand/Pavilion		
<i>In Use As</i>	Bandstand/Pavilion		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1920-1960		
Categories of Special Interest		Architectural, Social & Technical	
<i>Condition</i>	Fair	<i>Rating</i>	Local
Summary Description			
Octagonal in plan, freestanding bandstand, built <i>circa</i> 1940. Felted octagonal roof capped with a cast-iron spike. Overhanging eaves with timber battened lining to underside. Roof supported by eight tapered and fluted cast-iron pillars with only a small number of its decorative brackets still <i>in situ</i> . Replacement aluminium railing and concrete base.			
Appraisal			
This former bandstand although in need of some repair is still of architectural and technical merit. It is also of social and cultural interest reflecting the pastimes and entertainment of this seaside resort.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	S. Halpin	<i>Date of Inspection</i>	03.11.06



Registration number	CS063		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>	Marine Parade	<i>Map Sheet</i>	056
<i>Town</i>	Kilkee	<i>NGR</i>	88095, 159874
<i>Townland</i>	Kilkee Upper		
Classification			
<i>Original type</i>	Slipway		
<i>In Use As</i>	Slipway		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1880-1920		
Categories of Special Interest		Architectural, Social & Technical	
<i>Condition</i>	Good	<i>Rating</i>	Local
Summary Description			
Stone slipway, built <i>circa</i> 1900, leading steeply from roadside down to beach. Constructed from local thin-bedded sandstone with sidewalls of coursed rock-faced sandstone blocks with kerbstones comprised of long narrow upright sections also rock-faced. Cobbling still intact to surface consists of narrow lengths of worn sandstone. Some later concrete pointing visible in places. A modern aluminium railing is fitted on one side of the slipway. The slipway is flanked on either side by the sea wall, which also displays rock-facing. This slipway is not marked on the first edition (1842) O.S. map. It is marked <i>Slip</i> on the revised 1915 O.S. map.			
Appraisal			
This stone slipway displays expert craftsmanship in its construction and is testimony to the men who constructed it. It is still in use and is in good condition.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	S. Halpin	<i>Date of Inspection</i>	03.11.06



Registration number	CS064		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>	Clifton Terrace	<i>Map Sheet</i>	056
<i>Town</i>	Kilkee	<i>NGR</i>	88108, 160034
<i>Townland</i>	Kilkee Upper		
Classification			
<i>Original type</i>	Sea Baths		
<i>In Use As</i>	Sea Baths		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1940-1980		
Categories of Special Interest		Architectural, Social & Cultural	
<i>Condition</i>	Good	<i>Rating</i>	Local
Summary Description			
Flat-roofed, four-bay, single-storey concrete bathing shelter/changing room, built <i>circa</i> 1960, situated at the West End, overlooking Moore Bay. Built abutting sea wall. Flat roof with overhanging eaves with rounded corners. Rendered walls with rounded corners with square-headed openings now locked with security grills for until summer season. Set in green space with two sets of concrete steps leading to waters edge for swimmers. Accessed from road via stone stiles and cut stone steps with later wheel chair ramp also providing access.			
Appraisal			
This bathing area probably has a long tradition of use predating the construction of the changing facility, as evidenced by the cut stone stile and associated stone steps. It is testimony to the recreational and social development of the town as a coastal resort.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	S. Halpin	<i>Date of Inspection</i>	03.11.06



Registration number		CS065	
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>	MacDonald Terrace	<i>Map Sheet</i>	056
<i>Town</i>	Kilkee	<i>NGR</i>	87777, 160224
<i>Townland</i>	Kilkee Upper		
Classification			
<i>Original type</i>	Sea Baths		
<i>In Use As</i>	Sea Baths		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1940-1980		
Categories of Special Interest		Social	
<i>Condition</i>	Poor-Fair	<i>Rating</i>	Local
Summary Description			
Bathing area comprising two flat-roofed rectangular in plan, former changing room, built <i>circa</i> 1960, now boarded up. Concrete steps lead down to the rocky shoreline and display rendered side walls. Area is accessed from a small opening in the wall on MacDonald Terrace and a small flight of cut stone steps which lead to former changing facilities and later concrete steps.			
Appraisal			
Although the changing rooms are boarded up, this bathing area is still maintained. Like CS063 and the nearby Pollock Holes it probably has a long tradition of use predating the construction of the changing facility, as evidenced by stone steps leading down from opening in wall on MacDonald Terrace. It is testimony to the recreational and social development of the town as a coastal resort.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	S. Halpin	<i>Date of Inspection</i>	03.11.06



Registration number	CS066		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	056
<i>Town</i>	Kilkee	<i>NGR</i>	87519, 160185
<i>Townland</i>	Kilkee Upper		
Classification			
<i>Original type</i>	Fish Pond		
<i>In Use As</i>	No longer in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	Unknown, possibly 16 th – 17 th century		
Categories of Special Interest	Archaeological & Technical		
<i>Condition</i>	Poor	<i>Rating</i>	Regional
Summary Description			
<p>According to Westropp this was known as ‘Lady Isabella’s Fishpond’, ‘her date and surname unknown – some say she was an O’Brien’. Westropp describes the site as a ‘complex (earthwork) and of unusual interest. At the foot of a long slope, close to the end of the great natural breakwater of Duggerna, we can see a large oblong space, fenced by high mounds and fed by streams, which, in my recollection, have greatly diminished in volume. The banks area well made, 5 to 6 feet high, the north is almost exactly 300 feet long and the south about 340 to 350 feet, being hard to define and broken by the mouth and streamlet. The actual basin is still full of water and forests of tall yellow iris. It is from 21 to 24 feet wide, and has a low offset to the south, which was overflowed when the reservoir was quite full. The feeding drains and the group of house sites connected with it are curious. The south mound has been much dug away... The whole work measures about 300 to 350 feet east and west by 110 feet north and south’. Leo Morahan, from the Archaeological Survey of Ireland visited the site in 2003 and describes it as follows ‘Site consist of a well preserved fish pond whose interior still retains a certain amount of water... the reservoir of the fish pond is enclosed by a 130m long bank of earth along the northern sector’ (RMP Archives). Site is not marked on first edition (1842) O.S. map. Marked <i>Fish Pond</i> on the 1915-1918 O.S. map.</p>			
Appraisal			
This site is of archaeological and technical significance and is a unique example of a fish pond in the archaeological inventory of County Clare.			
<i>RMP</i>	CL056-035	<i>RPS</i>	
<i>Inspected By</i>	S. Halpin	<i>Date of Inspection</i>	03.11.06



Registration number	CS067		
Location		Map Information	
<i>Name</i>	Loop Head Lighthouse	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	071
<i>Town</i>		<i>NGR</i>	68995, 147188
<i>Townland</i>	Kilbaha South		
Classification			
<i>Original type</i>	Lighthouse		
<i>In Use As</i>	Lighthouse		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1850-1860		
Categories of Special Interest		Architectural & Technical	
<i>Condition</i>	Good	<i>Rating</i>	Regional
Summary Description			
<p>'Detached single-bay, four-storey light-house, built <i>circa</i> 1854, on a circular plan with base batter and consoled cantilevered stone walkway having metal-framed glazed lantern over' (NIAH, 2000). Assigned Regional rating by NIAH. The RMP notes on this site refers to a 'lighthouse of the cottage type, erected here in 1670 (Robinson 1988, 55-57)' A small outbuilding beside the lighthouse has a vaulted roof which is suggestive of an early date and may represent the vestiges of the original lighthouse (Pers. Comm. Risteard Ua Cróinín, Clare Conservation Officer, December 2006).</p>			
Appraisal			
<p>This picturesque lighthouse is located on a cliff top peninsula overlooking the River Shannon and the West Clare coastline. The building still retains its original form and character and is of particular significance due to the possible remains of an earlier 17th century lighthouse. The lighthouse, together with the attendant lighthouse keeper's houses (CS067 & CS068) forms an appealing self-contained group that enhances the visual appeal of Loophead.</p>			
<i>RMP</i>	CL071-002	<i>RPS</i>	336
<i>Inspected By</i>	S. Halpin	<i>Date of Inspection</i>	06.11.06



Registration number	CS068		
Location		Map Information	
<i>Name</i>	Loop Head	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	071
<i>Town</i>		<i>NGR</i>	68980, 147205
<i>Townland</i>	Kilbaha South		
Classification			
<i>Original type</i>	Light Keepers House		
<i>In Use As</i>			
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1820-1840		
Categories of Special Interest		Architectural, Historical & Technical	
<i>Condition</i>	Good	<i>Rating</i>	Regional
Summary Description			
<p>'Pair of semi-detached three-bay, two-storey lighthouse keeper's houses, <i>circa</i> 1855, on a u-shaped plan with three-bay single-storey central lookout monitor to attic and two-bay, two-storey returns to rear. Group of detached two-bay single-storey rubble stone built outbuildings incorporating fabric of earlier lighthouse, <i>circa</i> 1700' (NIAH, 2000). Assigned Regional rating by NIAH. Marked on first edition (1842) OS map, so probably earlier than 1855, possibly built <i>circa</i> 1830.</p>			
Appraisal			
<p>This impressive and attractive house still retains much of its original character. It is currently undergoing repair. The house is of particular importance for its associations with the adjacent lighthouse and lighthouse keepers house (CS066 & CS068), which together form an attractive self-contained group that enhances the visual appeal of Loophead.</p>			
<i>RMP</i>	CL071-002	<i>RPS</i>	338
<i>Inspected By</i>	S. Halpin	<i>Date of Inspection</i>	06.11.06



Registration number	CS069		
Location		Map Information	
<i>Name</i>	Loop Head	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	071
<i>Town</i>		<i>NGR</i>	68995, 147188
<i>Townland</i>	Kilbaha South		
Classification			
<i>Original type</i>	Light Keepers House		
<i>In Use As</i>			
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1860-1880		
Categories of Special Interest		Architectural, Historical & Technical	
<i>Condition</i>		<i>Rating</i>	Regional
Summary Description			
<p>‘Detached three-bay, two-storey lighthouse keepers cottage, <i>circa</i> 1870, with single-storey gabled projecting porch to centre and single-bay single-storey flat-roofed end bay to right. Detached five-bay single-storey flat-roofed radio station, <i>circa</i> 1960, comprising three-bay central block with single-bay recessed end bay’ (NIAH, 2000). Assigned Regional rating by NIAH.</p>			
Appraisal			
<p>This modest house still retains much of its original character. It was recently repaired by the Irish Landmark Trust who rent it out as a holiday home. The house is of particular importance for its associations with the adjacent lighthouse and lighthouse keepers house (CS066 & CS068), which together form an attractive self-contained group that enhances the visual appeal of Loophead.</p>			
<i>RMP</i>	CL071-002	<i>RPS</i>	337
<i>Inspected By</i>	S. Halpin	<i>Date of Inspection</i>	06.11.06



Registration number	CS070		
Location		Map Information	
<i>Name</i>	Loop Head	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	071
<i>Town</i>		<i>NGR</i>	69161, 147130
<i>Townland</i>	Kilbaha South		
Classification			
<i>Original type</i>	Stone Marker		
<i>In Use As</i>			
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1880-1920		
Categories of Special Interest		Historical & Technical	
<i>Condition</i>	Good	<i>Rating</i>	Local
Summary Description			
Upright granite marker stone, <i>circa</i> 1900, situated to south of Loop Head car park. Straight-sided with smooth surface to upper section. East face obscured by vegetation. Carved lettering 'C I L' to top face of stone. C I L, which stands for Commissioner of Irish Lights. Measures 0.45m high by 0.30m wide by 0.15m in depth. The stone is also listed in the Record of Monuments and Places (CL071-003). Stone is not marked on the first edition (1842). Marked <i>Stone</i> on the 1913-1918 revised O.S. map.			
Appraisal			
This simple granite marker is physical testimony to the work of the Commissioner of Irish Lights and forms part of the group of structures relating to Loop Head lighthouse.			
<i>RMP</i>	CL071-003	<i>RPS</i>	
<i>Inspected By</i>	S. Halpin	<i>Date of Inspection</i>	06.11.06



Registration number	CS071		
Location		Map Information	
<i>Name</i>	Loop Head	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	071
<i>Town</i>		<i>NGR</i>	69140, 147292
<i>Townland</i>	Kilbaha South		
Classification			
<i>Original type</i>	Stone Marker		
<i>In Use As</i>			
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1880-1920		
Categories of Special Interest		Historical & Technical	
<i>Condition</i>	Good	<i>Rating</i>	Local
Summary Description			
Upright granite marker stone, <i>circa</i> 1900, situated to north of present Loop Head car park. Straight-sided with smooth surface to visible upper section of stone. Carved lettering 'C I L' to top face of stone. C I L, which stands for Commissioner of Irish Lights. Measures 0.46m high by 0.30m wide by 0.15m in depth. The stone is also listed in the RMP (CL071-042). Stone is not marked on the first edition (1842). Marked <i>Stone</i> on the 1913-1918 revised O.S. map.			
Appraisal			
This simple granite marker is physical testimony to the work of the Commissioner of Irish Lights and forms part of the group of structures relating to Loop Head lighthouse.			
<i>RMP</i>	CL071-042	<i>RPS</i>	
<i>Inspected By</i>	S. Halpin	<i>Date of Inspection</i>	06.11.06



Registration number		CS072	
Location		Map Information	
<i>Name</i>	Loop Head	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	071
<i>Town</i>		<i>NGR</i>	68870, 147168
<i>Townland</i>	Kilbaha South		
Classification			
<i>Original type</i>	Emergency period lookout post		
<i>In Use As</i>	Now in ruins		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1939-1945		
Categories of Special Interest		Historical & Technical	
<i>Condition</i>	In Ruins	<i>Rating</i>	Local
Summary Description			
Remains of free-standing concrete Emergency Period lookout post, built <i>circa</i> 1942, with canted bay, now in ruins. Uninterrupted views to north, south and west. Built on site of former signal tower, now demolished. Nothing remains of the signal tower or its boundary walls. A cast-iron upright pole (NGR: 6885 4713) situated approximately 19m west of the lookout post may represent the remains of a flagstaff of the former signal tower marked on the 1913-1918 revised O.S. map.			
Appraisal			
This former lookout post is a reminder of the impact the Emergency Period had on the west coast of Ireland. Its location on Loop Head on the site of a former signal tower displays continuity of use on the site and also reflects the strategic importance of Loop Head overlooking the approach to the Shannon estuary.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	S. Halpin	<i>Date of Inspection</i>	06.11.06



Registration number	CS073		
Location		Map Information	
<i>Name</i>	Doondalhen House	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	071
<i>Town</i>	Kilbaha	<i>NGR</i>	73690, 147506
<i>Townland</i>	Kilbaha South		
Classification			
<i>Original type</i>	Swimming Pool		
<i>In Use As</i>	Appears to be no longer in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1830-1870		
Categories of Special Interest		Cultural and Social	
<i>Condition</i>	Fair	<i>Rating</i>	Regional
Summary Description			
Sub rectangular tidal pool dating to c. 1850. Cut into outcropping sandstone bedrock at base of small cliff. Pool measures approx 819m x 617m and is 1.5m deep in places. Pool is totally submerged at high tide. It appears to be no longer in use. Good views of turret to the northwest.			
Appraisal			
This tidal pool demonstrates the growing social importance of sea bathing in the 19 th Century. Today it is a quiet spot probably due to difficulty of access. It is now a haven for marine life and is full of all types of seaweed.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	19/04/06



Registration number		CS074	
Location		Map Information	
<i>Name</i>	The Turret (Doondalhen House)	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	071
<i>Town</i>	Kilbaha	<i>NGR</i>	73774, 147608
<i>Townland</i>	Kilbaha South		
Classification			
<i>Original type</i>	Folly		
<i>In Use As</i>	Derelict		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1830-1870		
Categories of Special Interest		Architectural, Historical	
<i>Condition</i>	Derelict	<i>Rating</i>	Regional
Summary Description			
<p>Octagonal folly built c. 1850 situated on cliff edge once associated with Doondalhen House. Folly is comprised of single-storey octagonal crenellated tower with narrow passageway giving access to tower via flight of cut stone steps. Flagstone roof originally to tower (now broken). Rubble stone walls of local sandstone with remains of lime render surviving in places especially to interior. Square headed openings, some blocked flag floors, largely intact to interior. Provides good views to the southeast and southwest.</p>			
Appraisal			
<p>The folly and swimming pool were built by Marcus Keane in the mid 19th Century. According to Hugh Weir the folly was constructed as Mrs. Keane did not permit any smoking in the house. The small folly known as the Turret is dramatically situated on a cliff edge overlooking the Shannon Estuary. The idyllic location and castle like appearance give this building a magical quality.</p>			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	19/04/06



Registration number		CS075	
Location		Map Information	
<i>Name</i>	The Little Ark in the Star of the Sea Church	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	071
<i>Town</i>	Kilbaha	<i>NGR</i>	73431, 149080
<i>Townland</i>	Moneen		
Classification			
<i>Original type</i>	Wooden box from which mass was spoken		
<i>In Use As</i>	No longer in use – now a visitor attraction		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1850-1855		
Categories of Special Interest		Cultural, Historical, Social	
<i>Condition</i>	Fair/Good	<i>Rating</i>	Regional
Summary Description			
Small timber hut with gable ends built c. 1853 by local priest Fr. Michael Meehan. Three fixed pane timber windows to side, single door opening to front. Remains of wallpaper to interior back wall. Remains of tarred canvas to rood originally sacred heart and crucifix to altar at the back wall of the hut, used between 1853-1857 to say mass in Kilbaha as there was no church in the parish and the landlords would not permit their land to be used for a site. Mass was said from the hut which became known as ‘The Little Ark of Kilbaha’			
Appraisal			
It is said that the hut was placed at the crossroads leading down to the quay at Kilbaha as being on a public highway it was outside the landlords control and on the beach as this was no man’s land. Despite this Fr. Meehan was prosecuted for placing a nuisance at the crossroads at Kilbaha however, the case was dismissed. This small modest structure is of historical and cultural significance reflecting a difficult and oppressive time for Catholics on Loophead when there was nowhere for them to celebrate their faith. In 1857 a suitable site was finally granted for a new church in Kilbaha.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	03/05/07



Registration number	CS076		
Location	Map Information		
<i>Name</i>	Kilbaha Pier	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	071
<i>Town</i>	Kilbaha	<i>NGR</i>	73839, 147946
<i>Townland</i>	Kilbaha North		
Classification			
<i>Original type</i>	Pier		
<i>In Use As</i>	Pier		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1820-1870		
Categories of Special Interest		Architectural & Technical	
<i>Condition</i>	Good	<i>Rating</i>	Regional
Summary Description			
<p>'Rubble stone-built pier, c. 1850 (sic), with stone steps to harbour, rubble stone-built parapet walls and cut-stone bollards; renovated c. 1995 (NIAH, 2000). Assigned regional rating by NIAH. OPW references suggest a construction date c.1822-1824. South side of pier displays battered base and constructed from roughly coursed sandstone blocks with inset ladders. Concrete walkway with two rough upright mooring posts still <i>in situ</i>. Rubble stone parapet wall with upright stone coping. Concrete repairs to sections of sidewalls. Marked on 1st edition OS Map.</p>			
Appraisal			
<p>This pier is attractively positioned on the mouth of the Shannon on the south side of Kilbaha Bay at Loop Head. Despite some inappropriate repairs this pier is still retains its original form and much of its original materials. Possible phases of construction are visible at the north end of the pier.</p>			
<i>RMP</i>		<i>RPS</i>	226
<i>Inspected By</i>	S. Halpin	<i>Date of Inspection</i>	16.01.07

Additional Historic Information relating to Kilbaha Pier	
<p>A village, in the parish of Kilballyhone, barony of Moyarta, county of Clare, and province of Munster, 151/2 miles (S. W.) from Kilrush, on the northern shore of the estuary of the Shannon; containing 77 houses and 460 inhabitants. It is situated on the small bay of the same name, which is the first on entering the Shannon, and forms an asylum harbour for fishing vessels and other small craft coming in from Loop Head. The pier, constructed by the late Fishery Board, affords accommodation for landing sea manure, of which a considerable quantity is used in the neighbourhood, and has proved of great benefit to the farmers. Turf of a superior quality is cut in the vicinity, and sent hence to Limerick; and the fisheries afford exclusive employment to upwards of 100 persons (Lewis, 1837).</p>	

A fishing village, and small sea-port, in the parish of Kilballyhone, barony of Moyarta, Co. Clare, Munster. It is situated on the estuary of the Shannon, about 3¼ miles east of Loop Head, and about 13 miles west of Kilrush; and stands on the estate of Mr. William Westby. A small open sweep of the estuary at the place is sometimes called Kilbaha bay. An artificial harbour was constructed here by means of grants of £200 from Mr. Westby, £115 7s. from the Dublin Committee, and £1,148 18s. from government; and consists of a cut right through the beach into a bog, a partially excavated basin within the bog, two retaining walls of 140 feet in length along the sides of the cut, and about 40 feet of quay-wall within the basin. "Owing to the facilities afforded by this pier for landing sea-manure," says an official report, "the country round it bears evident marks of agricultural improvement. It is also useful to the fisheries, in which about 110 persons are exclusively employed; and it is also and asylum-harbour for small craft coming in from Loop Head and other fishing-stations to the Shannon." Area of the village, 34 acres. Pop., in 1831, 460; in 1841, 531. Houses 82. Families employed chiefly in agriculture, 61; in manufactures and trade, 15; in other pursuits, 26. Families dependent chiefly on property and professions, none; on the directing of labour, 64; on their own manual labour, 38 (The Parliamentary Gazetteer of Ireland, 1845).

Kilbaha, Co. Clare

Site Name *Kilbaha Harbour*

1822-44 - Weekly wages sheets, June-December 1822, specification for a pier, acceptance of proposal of Michael Plunkett for £775, bond and contract, memorial for compensation due to accident, contractor's requests for payment, letter reporting damage to pier. No. of items –36, Reference No. - OPW8/, Item No. –197 (OPW Archives Piers and Harbours).

Site Name *Kilbaha Pier*

1827 - "Request from contractor for engineer to inspect works, engineer's report, certificate for payment". No. of items – 4, Reference No. - OPW8/, Item No. –203 (OPW Archives Piers and Harbours)

1836 "Kilbaha Harbour, is on the north shore of the river Shannon, about three miles east of Loop Head, on the estate of Mr. William Westby. It would be a great advantage to the fisheries, and a still greater to the trade of the Shannon, if a sufficient and safe harbour were established at Kilbaha, being so immediately within the northern headland of the river, and the lowest point where any shelter can be contemplated.

The work consists of a cut right through the beach onto a bog, in which a basin has been partly excavated. The sides of the beach are supported by two retaining walls, one hundred and forty feet in length, and forty-five feet asunder. About forty feet of quay wall has been built in the basin in continuation of these retaining walls.

The execution commenced by day labour, and was afterwards undertaken to be finished by contract. In august 1824 I inspected the works, and found the contract part in ruin. This part was rebuilt, by the Board's order, in a substantial manner. Various references were subsequently made on the embarrassing subject of securing and finishing this harbour. Under date the 19th August 1825, I delivered a plan for that purpose, the estimate for which amounted to £755 2s. 4d., and under date the 26th April 1826 another plan on a more limited scale ; but I did not, in any report, venture to express a positive conviction that the works took place between the Board's secretary and Mr. Westby, the proprietor of Kilbaha, on the subject of local contribution, and he has proposed to pay £130 13s. 8½d., which is one-fourth of £522 14s. 10d., the sum now necessary to make up £755 2s. 4d., the amount of my estimate for the work.

If this arrangement shall take effect, an additional grant of £392 1s. 1½d. will be required for

this work, from the fund occurring under the Act of 5th Geo. IV. c. 64.

I do not hesitate to avow my embarrassment on the question of this harbour; an effect is progressively and rapidly in operation that renders the outwork of this harbour insecure. It is the tendency of the beach to retire altogether from the masonry, being thrown back by the working of the sea, which has considerably exposed the backing of the groynes, and caused dilapidation in these protecting outworks.

In August 1825 I proposed to convert one of these groynes into a regular pier, with a turn or jetty at the end, to cast the sea off from the work, for the double purpose of covering and protecting the masonry and beach, and preventing the run into the basin, which produces a swell that has demolished its embankment and the public road that was carried along its crown, and which has done other considerable damage. This is the plan at present under consideration.

My reports and designs for finishing this harbour were made under the impression that I was not at liberty to propose change of the site ; were I at liberty to do so, I could suggest a plan that, according to my judgement, would be altogether more beneficial for the public.

A substantial harbour in this place would rank in the first class for utility in promoting the fisheries. There is a great trade in turf between this place and Limerick (*Extract from Mr. Donnell's Report for 1830*).

Kilbaha Pier, while even unfinished, saved property and several men from shipwreck ; and exclusive of accommodation to the extensive fishery of the district, the agriculture and valuable turf trade of that sequestered place will also derive important advantages therefrom (Mr. Donnell's Report on the Fishery Harbours, Appendix, No. XVIII, p. 114, First Report of the Commissioners of Inquiry into The State of the Irish Fisheries; with The Minutes of Evidence, and Appendix. MDCCCXXXVI. His Majesty's Stationery Office, Dublin, 114).

1836 "Owing to the facilities afforded by this Pier for landing sea manure, the country round it bears evident marks of agricultural improvement. It is also useful to the fisheries in which about 110 persons are exclusively employed, and it is also an asylum harbour for small craft coming in from Loop Head and other fishing stations, to the Shannon.

Grant From Government, £1,148 18 0

Dublin Committee, £ 115 7 0

Mr. Westby, £ 200 0 0

£1,464 5 0

(Appendix, No. XIX, p. 123, First Report of the Commissioners of Inquiry into The State of the Irish Fisheries; with The Minutes of Evidence, and Appendix. MDCCCXXXVI. His Majesty's Stationery Office, Dublin, 123)

Site Name *Kilbaha*

1836 "The pier at Kilbaha is so much exposed that it can only be approached in smooth water; a small breakwater would make it very useful to fishermen and local trade" (First Report of the Commissioners of Inquiry into The State of the Irish Fisheries; with The Minutes of Evidence, and Appendix. MDCCCXXXVI. His Majesty's Stationery Office, Dublin, 225).

1879 - At the time of this report the pier at Kilbaha was said to be "in good order, but almost useless; design defective; a good harbour much needed" (Report of the Inspectors of Irish Fisheries on the Sea and Inland Fisheries of Ireland for 1879. Her Majesty's Stationery Office, Dublin, 1880. 9).

1882 - During the year 1833 19s. 2d. was spent on this pier / harbour (Report of the Inspectors of Irish Fisheries on the Sea and Inland Fisheries of Ireland for 1882, The Queen's Printing Office, Dublin, 1883. 43).



Registration number	CS077		
Location	Map Information		
<i>Name</i>	Kilcredaun Lighthouse	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	072
<i>Town</i>		<i>NGR</i>	84130, 148964
<i>Townland</i>	Killcredaun		
Classification			
<i>Original type</i>	Lighthouse		
<i>In Use As</i>	Lighthouse		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1823-1825		
Categories of Special Interest	Architectural, Historical, Technical		
<i>Condition</i>	Good	<i>Rating</i>	Regional
Summary Description			
<p>“Freestanding single-bay, two-storey lighthouse, dated 1824, possibly originally three-storey on a circular plan retaining original fenestration with base batter, consoled cantilevered platform having cast-iron railings, glazed lantern over with conical roof and two-bay single-storey wing to right with single-bay single-storey screen wall having elliptical-headed carriageway to rear; renovated internally, 1931; renovated, 1941, with top floor removed; converted to electric light, 1979. Detached eight-bay single-storey rubble stone-built lean-to outbuilding. Cut-stone piers” (NIAH, 2000).</p>			
Appraisal			
<p>This attractive lighthouse complex is located on a cliff edge overlooking the Shannon Estuary with good views of the north Kerry coastline. Despite the loss of the original lighthouse keepers’ cottage, the complex still retains much of its original form and character. The complex displays views of Rehy hill to the west.</p>			
<i>RMP</i>		<i>RPS</i>	336
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	03/05/07



Registration number	CS078		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	072
<i>Town</i>		<i>NGR</i>	84153, 149215
<i>Townland</i>	Killcredaun		
Classification			
<i>Original type</i>	Emergency period lookout post		
<i>In Use As</i>	Now derelict		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1939-1945		
Categories of Special Interest		Historical, Technical	
<i>Condition</i>	Derelict	<i>Rating</i>	Regional
Summary Description			
Detached single-storey, six-bay former emergency period lookout post built c. 1942 with canted bay flat concrete roof, walls constructed of rendered concrete breezeblocks. Single opening to west elevation, door no longer intact. Remains of concrete render still largely intact. Small hearth to interior. Set on height of outcropping bedrock facing south towards Kilcredaun lighthouse with good views of the Shannon Estuary and Kerry. Windows now gone.			
Appraisal			
This former lookout post is a reminder of the impact the emergency period had on the west coast of Ireland. This example is of particular significance as it is still largely intact.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	03/05/07



Registration number	CS079		
Location	Map Information		
<i>Name</i>	Kilcredaun Battery	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	072
<i>Town</i>		<i>NGR</i>	85022, 149362
<i>Townland</i>	Killcredaun		
Classification			
<i>Original type</i>	Battery		
<i>In Use As</i>	No longer in use/ Falling into ruins		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1813-1815		
Categories of Special Interest	Architectural, Historical, Technical		
<i>Condition</i>	Ruin	<i>Rating</i>	Regional
Summary Description			
<p>“Free standing seven-bay, single-storey over basement coursed limestone built Napoleonic defence tower, dated 1814 on a rectangular plan with base batter and roof parapet; possibly in use as hall/meeting house c. 1940-1950; now disused and partly derelict” (NIAH, 2000). Assigned regional rating by NIAH. Remains of cut-stone ashlar limestone gate piers to entrance and flagstaff to site.</p>			
Appraisal			
<p>This battery was constructed at a strategic point on the Shannon Estuary to defend against a possible French invasion. It is one of a number of batteries along the Shannon; other examples include Doonaha and Scatterry. It is still remarkably intact and there are commanding views from the structure across the estuary.</p>			
<i>RMP</i>		<i>RPS</i>	344
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	16/06/07



Registration number	CS080		
Location		Map Information	
<i>Name</i>	Eugene O'Curry College	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	072
<i>Town</i>	Carrigaholt	<i>NGR</i>	84544, 149825
<i>Townland</i>	Kilcredaun		
Classification			
<i>Original type</i>	Coastguard Station		
<i>In Use As</i>	Irish College		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1850-1890		
Categories of Special Interest		Architectural & Historical	
<i>Condition</i>	Good	<i>Rating</i>	Regional
Summary Description			
<p>"Detached twelve-bay, two-storey coastguard station, c. 1870, with single-bay, single-storey gabled projecting porches to front; in use as college, c. 1970, renovated and extended, c. 1970, comprising four-bay, single-storey, double-glazed fronted projecting end bay with dormer attic to right and two-bay, single-storey flat roofed return to rear" (NIAH, 2000). Single-storey, gable-fronted boathouse to south and cobbled slipway to north end, now partially concrete covered rubble-stone boundary wall/sea-wall with battered base to front.</p>			
Appraisal			
<p>This former coastguard complex despite later extensions still retains much of its original scale and design especially when viewed from the shore. Its boundary walls, slipway and boathouse are also intact.</p>			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	S. Halpin	<i>Date of Inspection</i>	16/06/07



Registration number	CS081		
Location		Map Information	
Name	Castle Pier	County Code	Clare
Number		Map Type	6 inch
Street Name		Map Sheet	065
Town	Carrigaholt	NGR	84938, 151246
Townland	Rinemackaderrig		
Classification			
Original type	Pier		
In Use As	Pier		
Additional Use			
Historical Use			
Date	1880-1890		
Categories of Special Interest		Architectural, Archaeological, Historical & Technical	
Condition	Fair	Rating	Regional
Summary Description			
L-shaped stone built pier and quay wall, built <i>circa</i> 1885, with later concrete repairs which mask original stone work. Concrete rendered walls displaying base batter to quay section. Concrete parapet wall to pier with granite steps. Concrete walkway to pier with tapered granite mooring posts and inset granite steps leading to waters edge. Granite kerbing stones to pier and quay wall. Cobbled walkway to quay section still intact. Carrigaholt Castle (CL065-100-01) is located immediately adjacent the pier. Pier is named <i>New Quay</i> on the 1913-1918 Ordnance Survey map.			
Appraisal			
This pier and section of quay wall may have replaced an earlier pier called Lord Clare's pier mentioned by Lewis dating to 1608 but since fallen into decay (Lewis, 1837). Despite later inappropriate concrete repairs the original form of the pier still survives. Some original elements of the pier also survive such as its granite steps, kerbing stones and mooring posts. The use of granite in this sandstone area is very interesting and is testimony to the investment by the OPW in the late 19 th century when the pier was constructed.			
RMP	CL065-100-01	RPS	
Inspected By	S. Halpin	Date of Inspection	16.01.07

Additional Historic Information relating to Castle Pier

The castle pier at Carrigaholt dates to the late 19th century. It was constructed to provide a deep sea mooring point which was not available at the pier in the village.

It is located at the foot of Carrigaholt Castle (RMP CL065-100-01). Carrigaholt castle was built in the mid 15th century by the MacMahons, chiefs of West Corcobaskin, as their principal residence. Its history is about two prominent Clare families, the MacMahons and the O'Briens (UaCroinin & Breen, 1994).

In 1837 Samuel Lewis described the castle as the former 'fortified residence of the Mac Mahons, the chiefs of that part of this country which forms the peninsula called the 'Western Corkavaskin'. The last siege to which it was exposed was in 1649, when it was taken by Gen. Ludlow, and Teigue Keigh was the last of the Mac Mahons to whom it belonged. On his attainder it passed by grant from Queen Elizabeth to Henry O'Brien, brother to the Earl of Thomond, whose unfortunate grandson, Lord Clare, resided in it when he raised a regiment of horse, called the "Yellow Dragoons," which in 1689 was the flower of King James's army. The town now belongs to Lady Burton, whose ancestor was an officer in the army of King William. The ruins of the castle occupy a bold situation on the verge of a cliff overhanging the sea, enclosed by a court-yard and high walls on one side, and by rocks and the bay on the other' (Lewis, 1837).

Lewis also makes mention of the earlier pier in the village as describes it as shallow 'having no more than 21/2 or 3 fathoms of water within the line from Carrigaholt Castle to the opposite side of the bay. Capt. Manby, who was employed by the Irish Government to survey the Shannon, recommended that a small pier should be extended from the spot called Lord Clare's pier, (which was formed in 1608 but has gone to decay,) at nearly a right angle to the shore, sufficiently to afford shelter to the one that already exists, and that this should be carried out farther, so as to permit boats to sail from it till almost low water' (Lewis, 1837). It is likely that Lord Clare's Pier refers to an earlier landing place at the Castle (CL065-100-01).

The Parliamentary Gazetteer of Ireland also describes the village pier as of 'little use, and often wants sufficient depth of water in neap-tides for boats'. The Gazateer states that the Commissioners for improving the Navigation of the Shannon had prepared a plan for a new pier on the margin of the bay beside Carrigaholt Castle (CL065-100-01) (The Parliamentary Gazetteer of Ireland, 1845). However it appear that work on the new pier was not begun until the 1880's.

Site Name Carrigaholt (OPW Records)

1881 - "It has been urged that if a suitable harbour were made at Carrigaholt, the vessels would frequent it to have their fish discharged and iced; the steamers which attend the fleet would then have a much shorter distance to run, in going to Foynes, and the transport of fish would get much greater dispatch. Carrigaholt is admirably suited for a good harbour, having deep water, good anchorage ground, and shelter from the projecting land at Killcredane. An inquiry was held into an application for a grant in aid of a pier at this place, the result being that it was strongly recommended for favourable consideration. Should the mackerel fishing be continued at the mouth of the Shannon, as profitably as it has, there is little doubt that it will become of paramount necessity (Report of the Inspectors of Irish Fisheries on the Sea and Inland Fisheries of Ireland for 1881. The Queen's Printing Office, Dublin, 1882. 15).

1882 - "There is no doubt Carrigaholt is admirably suited for a good harbour, having deep water, good anchorage ground, and shelter from the projecting land at Kilcredane. There are other places also along this coast, where it would be of the greatest advantage not only to the fishermen, but the country round about, to have proper accommodation provided for boats and vessels" (Report of the Inspectors of Irish Fisheries on the Sea and Inland Fisheries of Ireland

for 1882, The Queen's Printing Office, Dublin, 1883. 15).

1884 - The work at Carrigaholt was expected to cost £13,500 and was expected to be finished on 1 November 1886. The contract was for £12,160 (Report of the Inspectors of Irish Fisheries on the Sea and Inland Fisheries of Ireland for 1884, The Queen's Printing Office, Dublin, 1885. 10; Report of the Inspectors of Irish Fisheries on the Sea and Inland Fisheries of Ireland for 1886, The Queen's Printing Office, Dublin, 1887. 11; Report of the Inspectors of Irish Fisheries on the Sea and Inland Fisheries of Ireland for 1887, The Queen's Printing Office, Dublin, 1888. 16).

1885 - "The Coast Guard Officer reports that the new fishing pier at Carrigaholt, when completed, will not be able to afford shelter to any vessels of greater draught than 5 feet. Only a few vessels of that draught can find shelter under the lee of the pier during bad weather at low water" (Report of the Inspectors of Irish Fisheries on the Sea and Inland Fisheries of Ireland for 1885, The Queen's Printing Office, Dublin, 1886, 17).



Registration number	CS082		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	065
<i>Town</i>	Carrigaholt	<i>NGR</i>	84350, 151662
<i>Townland</i>	Moyarta West		
Classification			
<i>Original type</i>	Pier		
<i>In Use As</i>	Pier		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1760-1800		
Categories of Special Interest		Architectural, Historical & Technical	
<i>Condition</i>	Fair - Good	<i>Rating</i>	Regional
Summary Description			
Multi-period stone built pier, built <i>circa</i> 1780, subject to different phases of repair and extension during the 19 th century. Sandstone walls of coursed cut sandstone blocks with at least one section of uncoursed rubble visible. Walls display a base batter. Sandstone kerbstones with rough sandstone mooring posts to walkway and tapered sandstone mooring posts to southern end. Rubble stone parapet wall with upright coping to southern end of pier. The original cobbled surface to the pier has recently been removed by the Department of Communications, Marine and Natural Resources. The northern section of the walkway has been tarmaced and the southern end of the pier is currently been covered with concrete. Marked <i>Quay</i> on first edition (1842) Ordnance Survey map, marked <i>Old Quay</i> on 1913-1918 Ordnance Survey map.			
Appraisal			
This pier was first constructed by the Grand Jury in the late 18 th century (Lewis 1837 & the Parliamentary Gazetteer of Ireland, 1845). It was subject to repair and extension funded by the Fishery Board (the Fisheries Commissioners) and later by the OPW (from 1831 onwards). At least two periods of construction can be discerned. The original form of the pier is still intact with much of its fabric still intact. However unfortunately recent works carried out by the Department of Communications, Marine and Natural Resources have resulted in the removal of the piers cobbled surface.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	S. Halpin	<i>Date of Inspection</i>	16.01.07

Additional Historic Information relating to Carrigaholt Pier

'Not far east of Rehey Hill, is Carrigaholt on the verge of the Shannon.... the court and offices are totally gone to ruin, and the grand, old, improvements very much decayed, the castle with it's additional apartment, are in excellent order: it was formerly deem'd a place of some strength; here is a safe harbour for the largest vessels, and a quay for the small craft. This delightful place, was an ancient estate and residence, of that heroic and noble Clare family; predecessors to the late Marshal Thomond, and for near a century, it belongs to that worthy and respectable family of the Burtons (Lloyd's Tour of Clare, 1780). This reference to a small quay in Carrigaholt probably refers to the village pier.

'A small port and village, in the parish and barony of Moyarta, county of Clare, and province of Munster, 113/4 miles (W.) from Kilrush : the population is returned with the parish. It is situated on the harbour and road-stead of the same name, within the estuary of the river Shannon. The castle, now in ruins, was formerly the fortified residence of the Mac Mahons, the chiefs of that part of this country which forms the peninsula called the "Western Corkavaskin," still denominated "the west." The last siege to which it was exposed was in 1649, when it was taken by Gen. Ludlow, and Teigue Keigh was the last of the Mac Mahons to whom it belonged. On his attainder it passed by grant from Queen Elizabeth to Henry O'Brien, brother to the Earl of Thomond, whose unfortunate grandson, Lord Clare, resided in it when he raised a regiment of horse, called the "Yellow Dragoons," which in 1689 was the flower of King James's army. The town now belongs to Lady Burton, whose ancestor was an officer in the army of King William. The ruins of the castle occupy a bold situation on the verge of a cliff overhanging the sea, enclosed by a court-yard and high walls on one side, and by rocks and the bay on the other. A small quay or pier was constructed partly by the late Fishery Board and partly by grand jury presentments: it is of considerable service to agriculture and the fisheries, and is frequented by six hookers, of seven tons each, and upwards of 500 corrachs, which give employment to about 400 persons, particularly in the herring fishery, which commences in July. This is the principal place in the neighbourhood for the shipment of agricultural produce; 900 tons of grain, 700 firkins of butter, and 3000 pigs, having lately been shipped here in one year, by three individuals: it also exports hides to Limerick. The bay of Carrigaholt lies opposite that part of the Kerry shore, within the mouth of the Shannon, which is called the Bale bar. It has good and secure anchorage with the wind to the northward of west, but being entirely exposed to the ocean swell, the sea, which sets in with southerly or westerly winds, renders it unsafe to lie there. The inner harbour, however, is better protected from those winds, but is shallow, having no more than 21/2 or 3 fathoms of water within the line from Carrigaholt Castle to the opposite side of the bay. Capt. Manby, who was employed by the Irish Government to survey the Shannon, recommended that a small pier should be extended from the spot called Lord Clare's pier, (which was formed in 1608 but has gone to decay,) at nearly a right angle to the shore, sufficiently to afford shelter to the one that already exists, and that this should be carried out farther, so as to permit boats to sail from it till almost low water. The roads in the immediate vicinity of the village are in bad condition, and must be repaired before the port can be easily accessible by land. The valley on the northside of Kilkadrane Hill having been often mistaken by night for the proper channel for entering the Shannon, a light has been placed on the top of the hill, red to seaward, and a fixed bright light as seen descending the river. In the village is a public dispensary, and near it is the R. C. chapel' (Lewis, 1837).

'A fishing-village in the parish and barony of Moyarta, Co. Clare, Munster. It stands at the head of a small bay of its own name, on the north side of the estuary of the Shannon, 8½ miles east by north of Loop Head, and about the same distance in a straight line west by south of Kilrush. The village conducts a comparatively important fishery, and has also a large turf trade with Limerick. The bay is small, very much exposed, and almost destitute of natural harbour advantages. An artificial harbour consisting of a pier 150 feet long, and a quay-wall extending 290 feet inland, with an excavated channel for the admittance of craft was constructed at the charge of the county on presentment, and afterwards repaired by the late Fishery Board; but, in

consequence of its having been built upon the minor part of an extensive flat, it is of little use, and often wants sufficient depth of water in neap-tides for boats. The Commissioners for improving the Navigation of the Shannon say, in reference to Carrigaholt bay: "From the mention that has frequently been made of this roadstead as a harbour of refuge, the urgent representations that have been put forth for improved accommodation for the shipment of agricultural produce, we caused a survey of the locality to be made; and, having given the subject every consideration, we are persuaded that no useful harbour could be formed without incurring an enormous outlay; nor could any sufficient improvement be made, even for the accommodation of boats and small vessels, except at an expense out of proportion to the advantages anticipated. We have, however, prepared a plan for a pier, on the smallest scale, suited to the situation, the estimate for which amounts to £5,600." Close on the margin of the bay, and at the spot where the pier planned by the Commissioners was proposed to commence, stands the old castle of Carrigaholt, similar in history to most of the one hundred and eighteen castles of the county, and not very many years ago inhabited. In the village is a Roman Catholic chapel; a little to the north is the mansion of Nicholas Wesby, Esq., the proprietor of the grounds around the fishing-pier; and a little to the south, but nearer Kilcredone, is a coast-guard station. The dispensary of Carrigaholt and Kilkee is within the Kilrush Poor-law union, and serves for a population of 17,730; and, in 1839-40, it expended £109 18s. 5d., and made 4,036 dispensations of medicine. Area of the village, 25 acres. Pop., in 1841, 426. Houses 69 (The Parliamentary Gazetteer of Ireland' 1845).

Carrigaholt, Co. Clare

Site Name Carrigaholt Pier

1822-24 - During the years 1822-4, 1844-6 and 1865-9, £2,293 0s. 7d. was spent on Carrigaholt harbour/pier (Report of the Inspectors of Irish Fisheries on the Sea and Inland Fisheries of Ireland for 1882, The Queen's Printing Office, Dublin, 1883. 43).

1824-84 - "Weekly wage sheets from October-November 1824 and April-June 1825, letter from Alexander Nimmo with respect to the incorrect measurement of the pier, progress reports of repair works carried out in 1833, memorial, specification and contract, 1884 (No. of items – 27, Reference No. - OPW8/, Item No. – 65, OPW Archives Piers and Harbours)

1836 - "A useful Pier both for both fisheries and trade. Six hookers of seven tons each and upwards of 500 canoes or corachs, (small cots, some covered with horse-hides, others with canvass laid over with composition,) give employment to about 400 persons in fishing, and to farmers occasionally. Turf shipped from hence.

Grant from government, £379 0 0

Dublin Committee £ 99 10 0

£478 10 0

(Appendix, No. XIX, p.123, First Report of the Commissioners of Inquiry into The State of the Irish Fisheries; with The Minutes of Evidence, and Appendix. MDCCCXXXVI. His Majesty's Stationery Office, Dublin, 123).

1836 - "The Harbour of Carrigaholt is on the north shore of the Shannon, about seven miles below Kilrush, adjacent to the village of Carrigaholt, on the estate of Mr. William Westby. There is a considerable fishery carried on by the inhabitants of the village, and the harbour is of general use to the fisheries of Shannon. There is also a great turf trade with Limerick. The harbour consists of a pier one hundred and fifty feet in length; and a quay wall has been built extending inland two hundred and ninety feet in length; which has an excavated channel to admit craft.

In 1822 the board granted £369 4s 7½d for this work, which included £99 10s. 11d. from the London Committee, and £92 6s 2d. from the government. Subsequently £87 7s. 3d. and £20 11s. 10½d. making a total of £477 3s 9d. which has been expended on the work.

This harbour has some old work; and in addition, the quay wall and excavation before mentioned were done. Subsequently the old work fell, and was rebuilt by the Board's order in a substantial manner, having about two feet greater depth of water than the original work had. It is a very useful work, is in good order, and has facilitated the fishery, and promoted the industry of the district. I place it in the second class for its degree of utility in promoting the Fisheries" (Mr. Donnell's Report on the Fishery Harbours, Appendix, No. XVIII, p. 114, First Report of the Commissioners of Inquiry into The State of the Irish Fisheries; with The Minutes of Evidence, and Appendix. MDCCCXXXVI. His Majesty's Stationery Office, Dublin, 11).

Site Name Carrigaholt

1879 - At the time of this report Carrigaholt harbour was said to be in good order (Report of the Inspectors of Irish Fisheries on the Sea and Inland Fisheries of Ireland for 1879. Her Majesty's Stationery Office, Dublin, 1880. 9).



Registration number	CS083		
Location			Map Information
<i>Name</i>	Doonaha Fort	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	066
<i>Town</i>	Doonaha	<i>NGR</i>	88546, 152889
<i>Townland</i>	Doonaha West		
Classification			
<i>Original type</i>	Battery		
<i>In Use As</i>	In ruins		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1790-1810		
Categories of Special Interest	Architectural, Historical, Technical		
<i>Condition</i>	Ruin	<i>Rating</i>	Regional
Summary Description			
D-shaped battery, surrounded by a dry moat with rectangular barracks to centre with remains of small structure to interior. The interior side of the dry moat walls are intact only and are constructed from local sandstone. They display a base batter. Barrack roof is falling in and one gable wall is missing revealing two vaulted roofs only one of which is fully visible. Walls of battery are constructed of coursed local sandstone with dressed limestone quoins and surrounds to openings. The walls display a base batter. A number of ordnance stones are visible, one at the gable of the adjacent house, one at the entrance way and one on the entrance avenue. Cut stone limestone gates to entrance.			
Appraisal			
Although damaged and partially in ruins this former battery is very well presented. It is located close to the coasts edge and commands views across the estuary. It attests to the turbulent chapter in Ireland and indeed in western Europe's history. It is one of a number of such structures on the river Shannon reflecting the strategic importance of this waterway.			
<i>RMP</i>	CL066-037	<i>RPS</i>	Proposed
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	16/06/07



Registration number	CS084		
Location	Map Information		
<i>Name</i>	Querrin Quay	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	066
<i>Town</i>		<i>NGR</i>	92531, 154069
<i>Townland</i>	Querrin		
Classification			
<i>Original type</i>	Quay		
<i>In Use As</i>	Quay		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1835-1845		
Categories of Special Interest	Architectural, Historical & Technical		
<i>Condition</i>	Good	<i>Rating</i>	Regional
Summary Description			
Three-sided projecting quay, built c. 1840, constructed of cut-limestone blocks with large kerbstones still intact. Walls display base batter. Recessed iron ladder to east and south sides. A number of original limestone mooring posts still in-situ displaying domed top and tapered sides. Cast iron mooring ring to east side. Surface is largely grasses with gravelled parking area. Picnic tables on west side. Querrin House (CL066-050) 18 th Century house on castle side. Three cut stone piers with arrows and lettering inscriptions.			
Appraisal			
References to querrin in the OPW Archives (1828-1836) refer to the need of a quay here. The new quay is shown as in progress on the 1 st edition (1842) OS map. The quay is well built of cut-limestone and is an attractive feature on the coastline.			
<i>RMP</i>	CL066-050	<i>RPS</i>	
<i>Inspected By</i>	S. Halpin	<i>Date of Inspection</i>	21/06/07

Additional Historic Information relating to Querrin Pier

Querrin, Co. Clare

Site Name Querin Harbour

1828-32 - "Letter claiming that the Inspector of Fisheries is hostile to improvement of the harbour, letter stating that plan submitted was defective, letter applying for a pier, enclosing plan of pier and rough sketch of harbour" (No. of items – 4, Reference No. - OPW8/Item No. –297, OPW Archives Piers and Harbours).

Site Name Querrin

1836? "A quay at Querrin in the shannon, four miles from Carrigaholt, is greatly wanted." "The tide rises at Querrin, from eighteen to twenty feet;" "Querrin is most in need of a pier, as it is the principal fishing station in the lower Shannon. The agents of the landlords say they would contribute; but no one will begin. The fishermen would contribute in labour, and use their boats for carrying materials" (First Report of the Commissioners of Inquiry into The State of the Irish Fisheries; with The Minutes of Evidence, and Appendix. MDCCCXXXVI. His Majesty's Stationery Office, Dublin, 224).

1836? "There is not any harbour on the Clare side of the Shannon, which requires a pier or quay more than Querrin. There are belonging to it twenty-five fishing boats, of from seven to twelve tons each, fouteen trading boats of from forty to forty-five tons, and about fifty canoes. The owners of the boats would each bring two loads of stone to assist in making a pier or quay; but there is not a probability that any other assistance would be obtained" (First Report of the Commissioners of Inquiry into The State of the Irish Fisheries; with The Minutes of Evidence, and Appendix. MDCCCXXXVI. His Majesty's Stationery Office, Dublin, 225)



Registration number	CS085		
Location		Map Information	
<i>Name</i>	Cammoge Point	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	066
<i>Town</i>	Querrin	<i>NGR</i>	95348, 155559
<i>Townland</i>	Cammoge		
Classification			
<i>Original type</i>	Ferry House & Slipway		
<i>In Use As</i>	In ruins		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1800-1840		
Categories of Special Interest		Historical	
<i>Condition</i>	Ruin	<i>Rating</i>	Local
Summary Description			
<p>The Ferry house and slipway long since disused are difficult to discern. The slipway located a short distance to the north way is only visible at low tide. Trees heavily screen the former Ferry house and only a small section of rubble wall is now visible. This ferry house and former slipway were associated with the ferry crossing from Cammoge Point across the narrow inlet to the opposite shore near Kilrush. It was this ferry crossing that resulted in the death of forty-one people on the 12th September, 1849, who were returning from Kilrush Workhouse after being refused entry.</p>			
Appraisal			
<p>This ruinous former ferry house even in its present state is of historical significance as a result of its association with the greatest famine period tragedy in Clare.</p>			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	S. Halpin	<i>Date of Inspection</i>	21/06/07



Registration number	CS086		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	067
<i>Town</i>	Kilrush	<i>NGR</i>	98618, 154703
<i>Townland</i>	Leadmore West		
Classification			
<i>Original type</i>	Distillery & Quay		
<i>In Use As</i>	Timber Yard, quay no longer in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1790-1830		
Categories of Special Interest		Historical & Technical	
<i>Condition</i>	Poor	<i>Rating</i>	Regional
Summary Description			
Remains of former distillery and quay (to west of former custom house & quay), built c. 1810, comprising rubble stone boundary walls to former distillery with arched entranceway and remains of rubble stone distillery buildings. Cobbled yard to front still largely intact. Grain store shown on 1 st edition OS map, long since demolished. Quay to south is no longer in use. Quay walls display construction of thin-bedded local sandstone with later rubble stone and concrete repairs.			
Appraisal			
Though largely masked by its use as a timber yard, this complex still boasts a number of attractive industrial structures. The complex serves as a valuable reminder of Kilrush's industrial and mercantile past.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	07/06/07

Additional Historic Information relating to Kilrush

Information from Lewis's Topographical Dictionary on Kilrush in 1837

Kilrush, a sea port, market and post town, and a parish, in the barony of Moyarta: 'The chief trade is in corn, butter, cattle, pigs and agricultural market. About 20 small hookers belonging to the port are engaged in fishing and dredging for oysters off the coast, in which about 200 persons are employed. The port is free of dues, except a small charge for keeping the pier in repair. The pier, which is of very solid construction, is protected by a sea wall of great strength, and is very commodious both for commercial and agricultural uses; it affords great facility for landing passengers from the steam vessels which regularly ply between this place and Limerick. During the bathing season at Kilkee these vessels ply daily, and at other times only on alternate days; public cars are always in attendance at the pier to convey passengers to Kilkee. The pier extends from the shore towards Hog Island in the Shannon, and was erected partly at the expense of the Board of Customs, and subsequently extended 168 feet by the late Board of Fisheries and Mr. Vandeleur, at an expense of £1800. The custom house, a neat modern building erected in 1806, is under the control of the port collector of Limerick. The harbour is nine miles below Tarbert; it is frequented by vessels that trade in grain and other commodities: its peculiar advantage arises from its depth of water, which admits the entrance of vessels of the largest size. Ships of war and Indiamen anchor in the roadstead, and there is a tide harbour with piers and quays; also a patent slip for repairs. Hence it is a good asylum harbour for ships in distress; its proximity to the mouth of the Shannon renders it easy of access and eligible for vessels to be put to sea at any time of the tide; and therefore it must be considered the best position for an American packet station... A coast guard station, forming part of the district of Miltown-Malbay is established at Kilrush, and a revenue cutter is stationed off the shore' (Lewis 1998 ed., 97).



Registration number	CS087		
Location	Map Information		
<i>Name</i>	Custom House Quay	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	067
<i>Town</i>	Kilrush	<i>NGR</i>	98729, 154706
<i>Townland</i>	Leadmore West		
Classification			
<i>Original type</i>	Custom House & Quay (marked on 1 st & 2 nd edition maps)		
<i>In Use As</i>	No longer in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1800-1810		
Categories of Special Interest		Cultural, Historical & Technical	
<i>Condition</i>	Poor	<i>Rating</i>	Regional
Summary Description			
Stone built quay, built c.1806, associated with former Custom House, now demolished. Quay is constructed of local thin-bedded sandstone laid on its long axis to rough courses. Quay is no longer used and is very overgrown. Remains of rubble sandstone boundary walls displaying string course and upright coping of former custom house partially intact including two pairs of cut stone gate piers with rusted remains of wrought iron gates.			
Appraisal			
Although no longer in use this former quay and associated stone walls are an important reminder of Kilrush's mercantile past. The quay and former custom house are described by Mason in 1816 as the <i>new quay</i> and <i>neat modern building</i> .			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	07.06.07

Additional Historic Information relating to Custom House quay

Information from Lewis's Topographical Dictionary on Kilrush in 1837

Kilrush, a sea port, market and post town, and a parish, in the barony of Moyarta.....'The custom house, a neat modern building erected in 1806, in under the control of the port collector of Limerick' (Lewis 1998 ed., 97).

Kilrush, Co. Clare

Site Name Kilrush

1833-49 - "Report of damage to pier, memorial, with plan and estimate, to extend the quay wall to the custom house, offers of security from proprietors, request for payment, monthly inspection report for July 1848, request for a handrail along the quay steps" (No. of items - 7 Reference No. - OPW8/Item No. -211, OPW Archives Piers and Harbours).

1836 "Kilrush is on the north shore of the river Shannon, about thirty miles below Limerick, on the estate of the Right Honourable John Ormsby Vaneleur. The town is rapidly rising into consequence and wealth, having a great trade in fish and corn. It having been represented to the Board that there was no pier or landing quay in the Shannon that had sufficient depth to admit the fishing craft at low water, and that the establishment of one would obviate the disadvantage of their being obliged to wait out in stormy weather until half flood; and that it would facilitate the landing of fish, as the boats are obliged to lie at anchor until the tide rises to float them to the quays, whereby opportunities are often lost for pursuing a successful take, and of bringing it in the freshest state to market ; it was resolved to co-operate with Mr. Vandeleur in extending the Revenue Quay into six feet below water of low spring tides, by adding one hundred and sixty-five feet to its present length. In June 1825, the Board granted £1367 1s. 8d. for this work from the fund accruing under the Act of the 5th Geo. IV. cap. 64, Mr. Vandeleur undertaking to contribute £456 13s. 10d. being one fourth of the estimated expense. No progress has been made in this work in consequence of the absence and illness of Mr. Vandeleur" (Mr. Donnell's Report on the Fishery Harbours, Appendix, No. XVIII, p. 114-5, First Report of the Commissioners of Inquiry into The State of the Irish Fisheries; with The Minutes of Evidence, and Appendix. MDCCCXXXVI. His Majesty's Stationery Office, Dublin, 114-5)

1836 "There are 20 small hookers engaged in fishing and dredging for Oysters, belonging to this port, affording employment to about 200 persons. The pier is of much use in a mercantile and agricultural point of view. A small steam vessel plies between Kilrush and Limerick."

Grant from Government,	£1,340 0 0
Bt. Hon. J. O. Vandeleur	<u>£ 500 0 0</u>
	£1,849 0 0

(Mr. Donnell's Report on the Fishery Harbours, Appendix, No. XIX, p. 123, First Report of the Commissioners of Inquiry into The State of the Irish Fisheries; with The Minutes of Evidence, and Appendix. MDCCCXXXVI. His Majesty's Stationery Office, Dublin, 123).

1836 "The pier at Kilrush was originally built by the Commissioners of Customs, and on the abolition of the Irish Board was handed over to the Commissioners of the Fisheries who repaired it. The proprietor of the soil, Mr. Vandeleur, now claims a right over it. A small toll, producing about £35 a year, is collected at it, and applied in protecting and repairing the pier and harbour: the toll is not charged on fishing boats. I am of opinion that the produce of the tolls in Kilrush is upwards of £100 a year. Resistance has been made to the tolls by the public, but no legal decision has been made" (First Report of the Commissioners of Inquiry into The State of the Irish Fisheries; with The Minutes of Evidence, and Appendix. MDCCCXXXVI. His Majesty's Stationery Office, Dublin. 225).

Site Name *Kilrush Pier*

1848-1885 - 'Proposed transfer of the piers at Kilrush, Querrin, Kildysart, Clare Castle, Saleen, Foynes and Kilteery to local authorities' (OPW Archives Piers and Harbours, OPW 43211/83)



Registration number	CS088		
Location	Map Information		
<i>Name</i>	Merchants Quay	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	067
<i>Town</i>	Kilrush	<i>NGR</i>	99096, 154848
<i>Townland</i>	Kilrush		
Classification			
<i>Original type</i>	Quay wall & two slipways		
<i>In Use As</i>	Quay (incorporated into Kilrush marina)		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1860-1900		
Categories of Special Interest		Architectural, Historical & Technical	
<i>Condition</i>	Good	<i>Rating</i>	Regional
Summary Description			
<p>Stretch of quay wall and slipway, circa 1880, on north side of Kilrush creek. Constructed from local thin-bedded Namurian sandstone. Walls are constructed in rough courses of thin-bedded local sandstone. Kerbing and remnants of cobbled surface of thin sandstone blocks laid on long axis. Two slipways are located at east end of quay and are constructed in a similar style to the quay. Seven cast-iron mooring posts are located along the quay. The western end of the quay has been extended and forms part of a marina. Marina building (built 1991) is constructed on a concrete extension to the quay wall. The quay edge is surmounted by a modern chain link fence. Infilling of land to the north of the quay has also occurred in recent years. Not shown on 1st edition (1842) OS map, shown on 3rd edition (1915) OS map.</p>			
Appraisal			
<p>This quay now forms part of Kilrush marina, constructed in 1991, and is still in use by people traversing or holidaying in the area. Its stone walls and two slipways are still in good condition and its mooring posts are still in situ. It forms a visually appealing and technically important group of structures with the adjacent quays to the west.</p>			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	31.08.06



Registration number	CS089		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	067
<i>Town</i>	Kilrush	<i>NGR</i>	99260, 154868
<i>Townland</i>	Cappagh/Kilrush		
Classification			
<i>Original type</i>	Bridge		
<i>In Use As</i>	Bridge		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1870-1875		
Categories of Special Interest		Architectural & Technical	
<i>Condition</i>	Good	<i>Rating</i>	Regional
Summary Description			
Single-arch stone bridge, erected 1873, with ashlar limestone walls with cut stone voussoirs to arch with string course, ashlar piers and cut stone coping. Flanked by rubble walls of local thin-bedded sandstone. Date plaque to west side of bridge reads <i>1873, built under the superintendence of John Hill Esq. C.E. by Michl Walsh, Foynes</i> . A sluice gate is located to the east side of the bridge.			
Appraisal			
Finely executed stone work is a notable feature of this bridge, its ashlar limestone walls complement the rubble stone walls and slipway of the adjacent merchants quay.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	07.06.07



Registration number	CS090		
Location	Map Information		
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	067
<i>Town</i>	Kilrush	<i>NGR</i>	99208, 154849
<i>Townland</i>	Kilrush/Cappagh		
Classification			
<i>Original type</i>	Railway bank & bridge		
<i>In Use As</i>	Pedestrian walkway		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1890-1900		
Categories of Special Interest		Architectural & Technical	
<i>Condition</i>	Fair	<i>Rating</i>	Regional
Summary Description			
Section of former railway bank and bridge abutments, built c.1897, part of South Clare Railway, now in use as pedestrian walkway. Steep sided rock-faced bank is now partially grass covered. Rock-facing comprises local thin-bedded sandstone. The bank leads to the abutments of a former railway bridge, now gone. Abutments are composed of sneaked rock-faced limestone with dressed cut stone kerbing. A modern pedestrian bridge now links the Kilrush activity centre to the park and marina.			
Appraisal			
This railway bank is part of the South Clare Railway which once brought travellers and holiday makers to Kilrush and Cappagh Pier. With the nearby former engine house and station building, it stands as a reminder of the once thriving railway system in south Clare.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	07.06.07



Registration number	CS091		
Location			Map Information
<i>Name</i>	Kilrush Boatyard	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	067
<i>Town</i>	Kilrush	<i>NGR</i>	99156, 154686
<i>Townland</i>	Cappagh		
Classification			
<i>Original type</i>	Coastguard Rocket Launcher		
<i>In Use As</i>	No longer in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1890-1923		
Categories of Special Interest	Historical		
<i>Condition</i>	Fair	<i>Rating</i>	Regional
Summary Description			
Cart with the words “Saorstát Éireann Coast Life Saving Service” painted over earlier title, dating it to before 1923. This humble cart would have carried ropes and other equipment for the rescue of people from ships close to land. More importantly it would have carried a rocket launcher to send ropes to stricken ships close to shore. Once a rope had been connected between the ship and shore a breeches buoy rescue system could be set up and people pulled to shore.			
Appraisal			
This modest cart is an important piece of history relating to the development of the Irish Coast Guard in the Free State. It is believed to originate from Cliften, Co. Galway.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	07/06/07



Registration number	CS092		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	067
<i>Town</i>	Kilrush	<i>NGR</i>	98420, 154386
<i>Townland</i>	Cappagh		
Classification			
<i>Original type</i>	Quay & Patent Slipway		
<i>In Use As</i>	No longer in use a commercial shipyard. Slipway is used by residents for pleasure boating.		
<i>Additional Use</i>			
<i>Historical Use</i>	Shipyard		
<i>Date</i>	1800-1840		
Categories of Special Interest		Architectural, Historical, Social & Technical	
<i>Condition</i>	Good	<i>Rating</i>	Regional
Summary Description			
<p>Stone quay and slipway projecting out into Kilrush Creek, located immediately adjacent to local gates of Kilrush Marina (opened 1991). U-shaped quay wall is composed of rubble stone walls of local thin-bedded sandstone with larger stone blocks to kerb edge. The quay wall displays an interesting construction style with vertical laid sandstone and then horizontal laid pieces with upright vertical kerbstones. A number of mooring posts are located on the quay, most comprised of circular tapered mooring posts with domed top. Quay wall measures 2.85m high. The quay wall is stepped on its eastern side with slipway on this side. Slipway is bounded on its eastern side by a later rubble stone walls built by owners father, however remains remains of earlier quay was found during the construction of this wall. Iron patent slip (0.55m wide by 0.10m deep) runs down centre of slipway. The iron patent slip rests on a timber track. It is then replaced by a low limestone track (0.80m wide by 0.35 deep) which is flanked by two smaller tracks (0.60m wide by 0.35m deep). According to resident who lives in former boathouse/engine house, a large iron capstan was located within this structure.</p>			
Appraisal			
<p>This former shipyard is a rare survival and still retains much of its original features such as its patent slip and boathouse. Part of the patent slip forms part of garden area which displays the cut stone construction to good effect. The former engine house which housed the capstan is now a dwelling house. The quay walls and associated patent slip and in good condition and are of interesting design and form. The complex which includes the boathouse attests to the long tradition and continued importance of marine activities in the locality.</p>			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	05.09.06



Registration number	CS094		
Location		Map Information	
<i>Name</i>	Kilrush Lifeboat Station	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	067
<i>Town</i>		<i>NGR</i>	98443, 154200
<i>Townland</i>	Cappagh		
Classification			
<i>Original type</i>	Lifeboat Station		
<i>In Use As</i>	Lifeboat Station		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	Coastguard station marked on 1842 map		
Categories of Special Interest		Cultural & Industrial	
<i>Condition</i>	Excellent	<i>Rating</i>	Local
Summary Description			
Detached five-bay, single-storey lifeboat station and slipway. Pitched artificial slate roof. Rendered walls with rendered stepped quoins and roundel to gable-fronted entrance. Timber battened doors and PVC windows. Concrete slipway to shore. Rubble stone wall with upright coping to front.			
Appraisal			
This modern lifeboat station is an important reminder of the power of the sea and the important work this voluntary organisation carry out saving lives in the Shannon Estuary area.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	05/09/06



Registration number	CS095		
Location			Map Information
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	067
<i>Town</i>		<i>NGR</i>	98538, 154073
<i>Townland</i>	Cappagh		
Classification			
<i>Original type</i>	Bathing Place		
<i>In Use As</i>	Bathing Place		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	Mid 19 th Century		
Categories of Special Interest	Cultural and Social		
<i>Condition</i>	Good	<i>Rating</i>	Local
Summary Description			
Modern bathing place comprising two sets of concrete step leading from shoreline to a pebble beach. High rubble stonewalls of local thin-bedded sandstone flanks steps. String course and base batter to wall. Former changing rooms no longer intact but new three-bay, single-storey flat-roofed concrete structure now stands on site.			
Appraisal			
This modest bathing place is still in use by local people demonstrating the intrinsic role the sea plays in local people's lives. The combination of concrete steps and rubble stonewalls are visually pleasing and compliment the pier directly to the east.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	05/09/06



Registration number	CS096		
Location			Map Information
<i>Name</i>	Cappagh Pier	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	067
<i>Town</i>	Cappagh	<i>NGR</i>	98541, 153989
<i>Townland</i>	Cappagh		
Classification			
<i>Original type</i>	Pier (marked revenue pier on 1 st edition, Cappagh Pier on 2 nd edition)		
<i>In Use As</i>	Pier		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1760-1765		
Categories of Special Interest	Architectural, Historical & Technical		
<i>Condition</i>	Good	<i>Rating</i>	Regional
Summary Description			
<p>“Ashlar pier circa 1820 (sic), with cut limestone steps and slipway to harbour and cut stone parapet wall having cut-stone inset steps” (NIAH, 2000). Associated paving on north end of pier also described by NIAH and assigned a local rating. “section of limestone paving, laid 1892, on a circular plan marking site of former railway turntable, renovated c. 1990, with turntable removed. Section of Liscannor Paving” (NIAH, 2000). Stone pier, circa 1764, with battered ashlar limestone walls to east side and cut limestone steps. Extensive concrete repairs to east side of north end of pier and quay wall. Limestone kerbstones largely intact. Walkway largely composed of limestone and sandstone, rubble stonewalls with upright coping. Pedestrian gateway to north end of wall gives access to stony shore on west side of pier. This is interesting as it suggests a number of stages of construction/development. The south curving limestone end of the pier, which also was the ashlar parapet walls rock faced with the remainder of the pier wall predominantly constructed from uncoursed local sandstone with a number of ashlar limestone courses. Some lime or concrete painting is visible. A number of painted limestone dome-headed tapered mooring posts, cast iron mooring posts with raised lettering (“H.Lee & Sons, Limerick”) and two painted limestone uprights with engraved lettering and arrow to pier and quay side. Pier flanked by concrete rendered quay to east side and stone quay to west side. Concrete repairs largely inappropriate and damaging to character and setting.</p>			
Appraisal			
<p>This late eighteenth century pier was once known as the “revenue pier”. The style and construction of the pier, which is of technical merit, incorporate fine stonework. Differences in materials are suggestive of a phased development.</p>			
<i>RMP</i>		<i>RPS</i>	223 (Clare RPS)/ K.3(Kilrush RPS)
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	05/09/06

Additional Historic Information relating to Cappagh Pier

1836 “Kilrush is on the north shore of the river Shannon, about thirty miles below Limerick, on the estate of the Right Honourable John Ormsby Vaneleur. The town is rapidly rising into consequence and wealth, having a great trade in fish and corn. It having been represented to the Board that there was no pier or landing quay in the Shannon that had sufficient depth to admit the fishing craft at low water, and that the establishment of one would obviate the disadvantage of their being obliged to wait out in stormy weather until half flood; and that it would facilitate the landing of fish, as the boats are obliged to lie at anchor until the tide rises to float them to the quays, whereby opportunities are often lost for pursuing a successful take, and of bringing it in the freshest state to market ; it was resolved to co-operate with Mr. Vandeleur in extending the Revenue Quay into six feet below water of low spring tides, by adding one hundred and sixty-five feet to its present length. In June 1825, the Board granted £1367 1s. 8d. for this work from the fund accruing under the Act of the 5th Geo. IV. cap. 64, Mr. Vandeleur undertaking to contribute £456 13s. 10d. being one fourth of the estimated expense. No progress has been made in this work in consequence of the absence and illness of Mr. Vandeleur” (Mr. Donnell’s Report on the Fishery Harbours, Appendix, No. XVIII, p. 114-5, First Report of the Commissioners of Inquiry into The State of the Irish Fisheries; with The Minutes of Evidence, and Appendix. MDCCCXXXVI. His Majesty’s Stationery Office, Dublin, 114-5)



Registration number	CS097		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	067
<i>Town</i>	Kilrush	<i>NGR</i>	98609, 154013
<i>Townland</i>	Cappagh		
Classification			
<i>Original type</i>	Slipway (marked slipway on 1 st edition)		
<i>In Use As</i>	Slipway		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1760-1765		
Categories of Special Interest		Historical & Technical	
<i>Condition</i>	Fair	<i>Rating</i>	Regional
Summary Description			
Boat slipway, constructed circa 1764, comprising slipway sloping from quayside into sea. Later concrete retaining walls mask original sidewalls. Cobbled surface predominantly of local sandstone with one cast iron mooring ring flanked by battered quay wall comprising concrete wall to west side and sandstone wall to east side comprising sandstone uprights with small drainage openings. Slipway measures approx 5.35m wide with a max height of 2metres.			
Appraisal			
This small slipway although modest in scale and design is an attractive coastal feature despite the use of inappropriate concrete which encases its sides. Its cobbled surface compliments the surviving stone sea wall and adjacent Cappagh pier.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	05/09/06



Registration number	CS098		
Location			Map Information
<i>Name</i>	The Fort, Cappagh	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>	Fort Road	<i>Map Sheet</i>	067
<i>Town</i>	Kilrush	<i>NGR</i>	98985, 154235
<i>Townland</i>	Cappagh		
Classification			
<i>Original type</i>	Signal Tower		
<i>In Use As</i>	In ruins		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1780-1820		
Categories of Special Interest		Architectural, Historical & Technical	
<i>Condition</i>	Ruin	<i>Rating</i>	Regional
Summary Description			
<p>“Detached single-bay, three-storey, rubble-stone built tower, circa 1800, on a square plan with base batter, hood mouldings over openings and battlemented roof parapet, originally part of an army barracks complex; remainder of complex demolished” (NIAH, 2000). Much of original crenellated rubble stone boundary wall still intact.</p>			
Appraisal			
<p>Despite the construction of holiday homes within its walls, this former army barracks still forms an attractive complex. The tower lends a medieval defensive atmosphere to this early 19th century complex. This site is a protected structure K20 in the Kilrush Development Plan.</p>			
<i>RMP</i>		<i>RPS</i>	K20
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	05/09/06



Registration number	CS099		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	067
<i>Town</i>		<i>NGR</i>	96813, 152637
<i>Townland</i>	Scattery Island		
Classification			
<i>Original type</i>	Ice House (shown on 2 nd edition map)		
<i>In Use As</i>	No longer in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1880-1920		
Categories of Special Interest		Historical & Technical	
<i>Condition</i>	Fair	<i>Rating</i>	Regional
Summary Description			
Detached single-bay, single-storey concrete icehouse, built circa 1900. Mass concrete walls, earth covered concrete barrel vaulted roof with hatch, now covered by flagstone. Square-headed door opening to west faces sea, concrete tank is located a short distance to the north. A number of other structures are shown on the 2 nd edition OS map immediately to the north/north west. No sign of these structures survive today except for a short low section of rubble stonewall. Internally the icehouse measures approx 5m long by 3m wide by 2.15m in height.			
Appraisal			
On the 2 nd edition OS map a salmon weir is shown directly west of the house. The ice house rank and other structures shown probably relate to the local fishing industry carried out on the island in the early 20 th century.			
<i>RMP</i>	CL067-024	<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	31/08/06



Registration number	CS100		
Location			Map Information
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	067
<i>Town</i>	Scattery Island	<i>NGR</i>	97501, 152504
<i>Townland</i>			
Classification			
<i>Original type</i>	Pier (shown on 1 st edition, but not named, shown on 2 nd edition as slip and pier)		
<i>In Use As</i>	Pier		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1750-1800		
Categories of Special Interest	Architectural, Historical & Technical		
<i>Condition</i>	Good	<i>Rating</i>	Regional
Summary Description			
<p>Stone pier and slipway, built circa 1775, extending out to sea directly in front of O'Cathain Castle (RMP CL067-02409). Modern concrete pier extension, circa 1998, separated from original pier by aluminium gangway. Battered uncoursed rubble stonewalls comprising predominately squared off sandstone and occasional limestone. East end of pier faced with later coursed cut limestone blocks, some pointing to walls, some concrete repair to both ends of walkway, otherwise roughly paved surface still intact. Three limestone-mooring posts to pier. Two tapered, dome headed mooring posts, one broken and one earlier rough limestone upright kerbstones to walkway consist of alternate lengths of narrow slabs of the local sandstone. Original pier measures approx 8.70m wide by 42m long.</p>			
Appraisal			
<p>This small pier and slipway retains much of its original features. Its styles of construction and materials reveal phases of repair and construction. Its location in front of O'Cathain Castle could suggest an earlier foundation date for the pier. The recent extension to the pier respects the earlier pier by its separation.</p>			
<i>RMP</i>	CL067-024	<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	31/08/06



Registration number	CS101		
Location	Map Information		
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	067
<i>Town</i>		<i>NGR</i>	97480, 152396
<i>Townland</i>	Scattery Island		
Classification			
<i>Original type</i>	Slipway		
<i>In Use As</i>	No longer in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1915-1945		
Categories of Special Interest		Architectural & Technical	
<i>Condition</i>	Fair	<i>Rating</i>	Local
Summary Description			
Stone slipway, circa 1935 leading from post office down to stony shore. Located above high tide. Comprises low battered rubble stonewall pointed with concrete with pebbled and concrete walkway. Now partially covered in weeds. Measures approx 9m long x 2m wide x max height of 0.60m.			
Appraisal			
This slipway runs from the area known as 'The Street' and former Scattery Island post office, down to the beach although difficult to date, this slipway is not shown on the 1 st or 2 nd edition OS maps so most likely dates to the 1 st half of the 20 th Century. The slipway is a reminder of the important role the sea played in the lives of the former island inhabitants. The slipway was subject to detailed survey by Eachtra Archaeological Projects in 2002, which is attached.			
<i>RMP</i>	CL067-024	<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	08.09.06



Registration number	CS102		
Location	Map Information		
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	067
<i>Town</i>		<i>NGR</i>	97579, 152283
<i>Townland</i>	Scattery Island		
Classification			
<i>Original type</i>	Slipway (not shown on 1 st or 2 nd edition OS map)		
<i>In Use As</i>	No longer in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1820-1860		
Categories of Special Interest		Historical & Technical	
<i>Condition</i>	Poor	<i>Rating</i>	Local
Summary Description			
Concrete and stone slipway, c. 1843, situated in front of derelict cottage once accessed from cottage via stepped sea wall. Cobbled slipway partially covered by concrete measuring 3.40m long x 4m wide x 0.40m high. A linear slipway leading from the top of the stony shore to the sea is located immediately to the south of the shorter concrete slipway. It is defined by two parallel running lines of sea boulder measuring a visible length (surveyed as tide coming in) of 17m x max width of 1.80m splay outwards to sea. Measures 2.50m at 13m long. Some concrete is visible to stones. This slipway was subject to a detailed survey in 2002 by Eachtra Archaeological Projects, which traced the slipway for approx 55m in length. Eachtra suggest a date of c. 1843 when the pilots re-established themselves on the island after the Windsor castle wreck of 1831.			
Appraisal			
This modest slipway although not shown on the 1 st edition or 2 nd edition OS map. Probably relates to the house shown directly to the west of it (built between the publication of the 1 st and 2 nd edition). It is likely that the slipway and house dates to circa 1843 when the pilots re-established themselves on Scattery Island upon receiving salvage payments from the Windsor castle wreck of 1831.			
<i>RMP</i>	CL067-024	<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	08/09/06



Registration number	CS103		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
		<i>Map Sheet</i>	067
<i>Town</i>		<i>NGR</i>	97217, 151589
<i>Townland</i>	Scattery Island		
Classification			
<i>Original type</i>	Master Gunners House		
<i>In Use As</i>	No longer in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1790-1810		
Categories of Special Interest		Architectural, Historical & Technical	
<i>Condition</i>	Poor	<i>Rating</i>	Regional
Summary Description			
Detached former master gunners house, built circa 1800, now derelict severely outgrown and difficult to read structure. Some demolition to north side apparent. A pile of slates and rubble is visible. South elevation consists of a gable-fronted section with an artificial slate roof section to west side still remaining. Roof in poor condition. Out buildings appear to have been located to north/rear of building. Rubble stone boundary walls to site. Tapered limestone marker to west of master gunners house situated on north side of rubble stone boundary wall. Displays chamfered edges and engraved lettering.			
Appraisal			
Given the amount of vegetation shielding the house it was difficult to access this structure given the name of the house it is no doubt it was associated with the battery. The house predates itself the lighthouse and lighthouse keeper's cottage. The structure will be completely overgrown in the near future.			
<i>RMP</i>	CL067-024	<i>RPS</i>	486
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	08/09/06



Registration number	CS104		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
		<i>Map Sheet</i>	067
<i>Town</i>		<i>NGR</i>	97245, 151609
<i>Townland</i>	Scattery Island		
Classification			
<i>Original type</i>	Landing Place (shown on 2 nd edition OS map)		
<i>In Use As</i>	Landing Place		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1865-1870		
Categories of Special Interest		Architectural, Historical & Technical	
<i>Condition</i>	Fair	<i>Rating</i>	Regional
Summary Description			
Landing place, built circa 1868, associated with lighthouse keeper's cottage. Comprising narrow linear landing place terminating in an ovoid-battered walls of narrow cut blocks of local thin-bedded namurian sandstone, laid vertically. The ovoid end of the pier is of unusual construction, being built in segments of long vertical slabs in filled with horizontal slabs. A curved upright stone, possibly used as a bollard, surmounts it. There are five iron mooring rings and one replacement aluminium ring to the landing place. The landing place measures approx 0.70m wide by max 0.90m high by 44m long. Ovoid end of landing place measures circa 1.30m wide by 2m long. There is evidence of concrete pointing in places along the landing place. A reinforced metal clap bank of stones has recently been constructed on the upper south side of the landing place.			
Appraisal			
This landing place, while modest in style displays unusual design features and is testimony to the technical ability of the engineers and craftsmen associated with its construction.			
<i>RMP</i>	CL067-024	<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	31/08/06



Registration number	CS105		
Location			Map Information
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
		<i>Map Sheet</i>	067
<i>Town</i>		<i>NGR</i>	97217, 151589
<i>Townland</i>	Scattery Island		
Classification			
<i>Original type</i>	Light House Keeper's Cottage (shown on 2 nd edition)		
<i>In Use As</i>	Private Holiday Home		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1865-1870		
Categories of Special Interest		Architectural, Historical Social & Technical	
<i>Condition</i>	Fair	<i>Rating</i>	Regional
Summary Description			
Detached three-bay, single-storey former lighthouse keeper's cottage with rear return and outbuildings to rear yard, built c.1868. Pitched slate roof with ashlar limestone chimneystacks and coping yellow clay chimneystacks, clay ridge tiles displaying scrolled motif. Coursed sandstone walls with ashlar limestone surrounds to square-headed openings. Stepped limestone quoins. Double timber sash windows to window openings and timber-battened door with glazed light. Flagstone yard to front and rear, front yard enclosed by sandstone rubble stonewall surmounted by limestone coping with cast-iron pedestrian gateway. Two additional gates to rear and side comprised of both cast and wrought iron. Rear yard with single storey outbuildings of similar style of construction to house but displaying brick surrounds to openings. Slate water tank, no longer in use, to rear yard. Good views of battery from rear. Master gunners house is largely obstructed by briars, which have largely engulfed the house.			
Appraisal			
This house retains its original form and character, although in need of repair, its variety of materials adds textual interest to the house. Its stone construction attests to high quality stone masonry and is an important reminder of the significant role of the lighthouse keeper in the past.			
<i>RMP</i>	CL067-024	<i>RPS</i>	485
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	31/08/06



Registration number	CS106		
Location			Map Information
<i>Name</i>	Scatterry Light House	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
		<i>Map Sheet</i>	067
<i>Town</i>		<i>NGR</i>	97229, 151525
<i>Townland</i>	Scatterry Island		
Classification			
<i>Original type</i>	Light House (shown on 2 nd edition OS map)		
<i>In Use As</i>	Light House		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1870-1875		
Categories of Special Interest	Architectural, Historical, Social & Technical		
<i>Condition</i>	Excellent	<i>Rating</i>	Regional
Summary Description			
Free-standing, single-bay, two-stage light house, built c. 1872, on a circular plan, with single-bay, single-stage glazed lantern. Painted tapered cap to lantern. Moulded cornice to top stage supporting platform with cast-iron railings. Painted coursed cut-stone walls to tower forming tapered shaft. Limestone ashlar plinth and door surround. Square-headed window openings with timber sash windows. Square-headed door opening with timber battened door and glazed over light. Square headed openings to lantern with fixed pane iron windows. Later single-bay, single-storey outbuilding adjacent to light house surmounted by aluminium railings and solar panels. Situated on southern end of Scatterry Island adjacent to Napoleonic Battery (RPS: 346, RMP CL067-024) and light house keeper's cottage (RPS: 485)			
Appraisal			
A picturesque light-house, the light was first established on the 1 st of December 1872, replacing a simple iron framework which was destroyed by a storm in 1868, when nearly completed. The light house keeper's cottage forms an appealing unit.			
<i>RMP</i>	CL067-024	<i>RPS</i>	484
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	31/08/06



Registration number	CS107		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
		<i>Map Sheet</i>	067
<i>Town</i>		<i>NGR</i>	97163, 151529
<i>Townland</i>	Scatterry Island		
Classification			
<i>Original type</i>	Battery (shown on 1 st edition OS map)		
<i>In Use As</i>	No longer in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1790-1810		
Categories of Special Interest		Architectural, Historical, Social & Technical	
<i>Condition</i>	Fair	<i>Rating</i>	Regional
Summary Description			
<p>D-shaped battery, surrounded by a dry moat. The southern side of the battery had six mounted 24-pounder guns arranged around the perimeter. A rectangular blockhouse protects the rear of the battery or bomb proof barracks capable of accommodating twenty men. On the rock of the battery were two howitzer guns. The remains of a later concrete rendered rubble stone gate house with a stone slipway. The dry moat is constructed from battered walls of coursed local sandstone. A drawbridge, the pulleys of which are still visible today, originally provided access to the barracks building. Above the entrance wall the barracks is a rectangular structure with ashlar limestone walls and splayed gun loop openings. Internally a barrel-vaulted roof is visible, the remains of a wooden floor, now falling in is also visible. The battery is extremely overgrown with briars obstructing views of the entire complex. Internally the remains of the magazine and well are also visible. The battery is situated at the southern end of Scatterry Island and would have uninterrupted views of the Scatterry roads (off the eastern shores an area of secure anchorage for large vessels) and of the Shannon Estuary.</p>			
Appraisal			
<p>Built at a strategic point in the Shannon Estuary to defend against a possible French invasion. This battery is one of six batteries constructed along the river, which includes Kilcredaun Point, Doonaha, Kilkerrin Point, Corran Point on Carran Island and Tarbert Island in Co. Kerry. Its design and use of materials is testament to the military engineers who designed it.</p>			
<i>RMP</i>	CL067-024	<i>RPS</i>	346
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	08/09/06



Registration number	CS108		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
		<i>Map Sheet</i>	067
<i>Town</i>	Cappagh	<i>NGR</i>	98830, 153888
<i>Townland</i>	Ballynote West		
Classification			
<i>Original type</i>	Landing Place (not shown on 1st edition, shown on 2nd edition)		
<i>In Use As</i>	No longer in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1850-1923		
Categories of Special Interest		Architectural, Historical & Technical	
<i>Condition</i>	Fair	<i>Rating</i>	Local
Summary Description			
Remains of mass concrete landing place with sidewalls c. 0.6 metres thick and 2 metres high at highest point. Located directly to the south of Cappagh Lodge (CL067-15) and opposite Scatterry Island. Original stone has probably been encased by mass concrete covering in more recent years. No longer in use.			
Appraisal			
This landing place was probably initially associated with Cappagh Lodge a "Detached three-bay two-storey house, c. 1945 (NIAH, 2000) which was built on site of earlier structure c. 1820. Landing Place and Cappagh Lodge marked on 2 edition (1923) OS map.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	G. O'Connor	<i>Date of Inspection</i>	11.09.07



Registration number	CS109		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
		<i>Map Sheet</i>	067
<i>Town</i>		<i>NGR</i>	101646, 152395
<i>Townland</i>	Moyne		
Classification			
<i>Original type</i>	Quay		
<i>In Use As</i>	No longer visible		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1850-1923		
Categories of Special Interest		Architectural & Technical	
<i>Condition</i>	Derelict	<i>Rating</i>	Local
Summary Description			
Former reinforced concrete quay now broken up and scattered across shoreline. Located opposite Money Point power station and may have had early associations with same. Quay has now been demolished.			
Appraisal			
Marked on 2 nd edition OS map (1923) but not visible on 1 st edition 1842 OS map.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	G. O'Connor	<i>Date of Inspection</i>	11.09.07



Registration number	CS110		
Location		Map Information	
<i>Name</i>	Moneypoint	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
		<i>Map Sheet</i>	067
<i>Town</i>		<i>NGR</i>	102606, 151844
<i>Townland</i>	Carrowdotia South		
Classification			
<i>Original type</i>	Slipway		
<i>In Use As</i>	No Longer in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1850-1923		
Categories of Special Interest		Historical & Technical	
<i>Condition</i>	Good	<i>Rating</i>	Local
Summary Description			
Boat slipway constructed circa 1852, comprising rubble stone slipway into sea; later concrete pier and concrete mooring posts in situ flanked by fencing. Marked on 2 nd edition OS map(1923).			
Appraisal			
This large slipway was constructed to accommodate barges entering Moneypoint with coal supplies. Slipway is no longer in use and boats have instead relocated to more modern facility to the east. Not marked on 1 st (1842) edition but flagstone miners recorded in area from 1901 census. Access to Money point is restricted and surveyor was informed that this was the only slipway remaining within the complex.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	G. O'Connor	<i>Date of Inspection</i>	12.09.07



Registration number	CS111		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
		<i>Map Sheet</i>	068
<i>Town</i>		<i>NGR</i>	105696, 151813
<i>Townland</i>	Poulnaddaree		
Classification			
<i>Original type</i>	Quay		
<i>In Use As</i>	Not in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1845-1922		
Categories of Special Interest		Architectural, Historical & Technical	
<i>Condition</i>	Ruins	<i>Rating</i>	Local
Summary Description			
Vestiges of old quay badly broken up by elements, circa 11m long by 5m wide. Constructed of large irregular blocks of shale set in lime mortar quarried from nearby Salthill quarry. Almost completely disappeared. Not marked on 1 st edition OS maps but marked as <i>Quay</i> on the 2 nd edition 1922.			
Appraisal			
Although no longer in use this former quay adds cultural and historic interest to the shoreline reflecting a period when fishing was an important element in everyday life in the area.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	G. O'Connor	<i>Date of Inspection</i>	12.09.07



Registration number	CS112		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
		<i>Map Sheet</i>	068
<i>Town</i>	Killimer	<i>NGR</i>	106552, 152355
<i>Townland</i>	Poulnaddaree		
Classification			
<i>Original type</i>	Quay		
<i>In Use As</i>	Quay		
<i>Additional Use</i>	Killimer commercial boat ferry service to Kerry		
<i>Historical Use</i>			
<i>Date</i>	1820-2000		
Categories of Special Interest		Historical & Technical	
<i>Condition</i>	Excellent	<i>Rating</i>	Local
Summary Description			
Modern concrete structure built to accommodate Shannon ferry. No evidence of original stone pier but probable that it is encased by existing concrete and steel façade. Dry concrete dock exists to the east. Marked as <i>Boat Quay</i> on 1 st edition (1842) OS map.			
Appraisal			
Quay now in commercial use by Shannon Ferry Group facilitating Killimer to Tarbert route.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	G. O'Connor	<i>Date of Inspection</i>	11.09.07



Registration number	CS113		
Location		Map Information	
<i>Name</i>	Besborough	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
		<i>Map Sheet</i>	068
<i>Town</i>	Killimer	<i>NGR</i>	107798, 152454
<i>Townland</i>	Poulnaddaree		
Classification			
<i>Original type</i>	Bath House		
<i>In Use As</i>	No longer in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1870-1920		
Categories of Special Interest		Architectural, Technical, Cultural and Social	
<i>Condition</i>	Ruins	<i>Rating</i>	Local
Summary Description			
Remains of bathhouse associated with nearby Besborough House. Constructed of local rubble and lime. Sparse remains of south, north and west wall in situ with north wall totally overgrown with vegetation. South wall circa 1.5 metres high at highest point. Located approximately 0.8km west of Killimer Quay with impressive views of the River Shannon.			
Appraisal			
This bath house is associated with nearby Besborough House a 'late eighteenth-century, Victorianised three-storey house which was inhabited from c.1800-1837 by Captain Edward Coplin-Langford who married Elizabeth Spellissy, daughter of the Ennis rector. In 1837 Besborough House and it's one hundred and seven acre demesne was inhabited by Reverend Theobald Butler' (Great Houses of Ireland, 1999). It is still inhabited today. This bathhouse is a testament of the recreational and social development of the sea to the residents of Besborough.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	G. O'Connor	<i>Date of Inspection</i>	11.09.07



Registration number	CS114		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
		<i>Map Sheet</i>	068
<i>Town</i>	Knock	<i>NGR</i>	109811, 153725
<i>Townland</i>	Knock		
Classification			
<i>Original type</i>	Quay		
<i>In Use As</i>	Quay		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1835-1842		
Categories of Special Interest		Architectural, Technical, and Historical	
<i>Condition</i>	Good	<i>Rating</i>	Regional
Summary Description			
Three sided projecting quay constructed of limestone (dressed) in regular courses, with cement plaster covering to the top and covered down the centre with grass. Stone steps and mooring posts also intact. Some original kerbstones remain built in sections; end section comprises of ashlar limestone blocks constructed in regular fashion. Middle section constructed of limestone rubble with concrete repairs. Original paving has been covered in concrete but kerbstones remain on end section. Three mooring posts in situ and three park benches also adjacent to more modern pier, which is in use. Second pier has four concrete mooring posts and metal ladder with iron railing to the front section. Concrete bottom layer with limestone rubble with cement plaster. Concrete paving and loose stone on top.			
Appraisal			
Pier noted in Lewis' History and Topography of County Clare as a "a small pier, where sea manure is landed and whence corn is occasionally sent in boats to Limerick" (Lewis, 1837). Marked on 1 st edition (1842) OS map.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	G. O'Connor	<i>Date of Inspection</i>	12.09.07



Registration number	CS115		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
		<i>Map Sheet</i>	068
<i>Town</i>		<i>NGR</i>	113083, 154909
<i>Townland</i>	Clonderalaw		
Classification			
<i>Original type</i>	Quay		
<i>In Use As</i>	No longer in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1830-1840		
Categories of Special Interest		Architectural, Technical, and Historical	
<i>Condition</i>	Ruins	<i>Rating</i>	Local
Summary Description			
Robust u-shaped projecting quay constructed of large limestone boulders with a possible rubble fill interior now covered by grass. Measuring circa 1 metre in height at highest point and circa 14 metres wide by circa 30 metres long. The quay is shown on both the 1 st edition (1842) and on the 2 nd edition (1922) OS maps.			
Appraisal			
According to a local resident this quay was used by local ladies to bath off whilst local men used the quay further to the east.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	G. O'Connor	<i>Date of Inspection</i>	12.09.07



Registration number	CS116		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
		<i>Map Sheet</i>	068
<i>Town</i>		<i>NGR</i>	113781, 155039
<i>Townland</i>	Clonderalaw		
Classification			
<i>Original type</i>	Quay		
<i>In Use As</i>	No longer in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1935-1940		
Categories of Special Interest		Architectural, Technical, and Historical	
<i>Condition</i>	Ruins	<i>Rating</i>	Local
Summary Description			
Impressive quay circa 45 metres long and 2 metres high at highest point. End section projecting southwards into bay largely intact with stone becoming more dispersed towards coastline. Constructed of rubble stone limestone boulders in an irregular fashion with larger blocks towards the end. Marked as <i>Quay</i> on both the 1 st edition (1842) and 2 nd edition (1922) OS maps.			
Appraisal			
The Barony of Clonderalaw is described as being located “7 miles (WSW) from Kildysart, on the road to Kilrush; containing 3859 inhabitants. It is situated on the northwestern side of the bay of Clonderalaw, and on the river Shannon. The bay is an open but insecure roadstead near the bottom of which is a creek” (Lewis, 1998 ed., 88 & 103).			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	G. O'Connor	<i>Date of Inspection</i>	12.09.07



Registration number	CS117		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
		<i>Map Sheet</i>	068
<i>Town</i>		<i>NGR</i>	113304, 153918
<i>Townland</i>	Ballyvartney		
Classification			
<i>Original type</i>	Quay		
<i>In Use As</i>	No longer in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1800-1845		
Categories of Special Interest		Architectural, Technical, and Historical	
<i>Condition</i>	Ruins	<i>Rating</i>	Local
Summary Description			
Vestiges of old quay badly broken up by elements. Extending out in Clonderalaw Bay. Constructed of local roughly cut limestone measuring circa 20 metres in length by 2 metres wide at widest point and 0.5 metres high at highest point. Marked as <i>Quay</i> on the 1 st (1842) edition and 2 nd (1922) edition OS maps.			
Appraisal			
The remains of this quay command fine views out onto Clonderalaw bay and extensive bird life is visible in the surrounding areas.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	G. O'Connor	<i>Date of Inspection</i>	13.09.07



Registration number	CS118		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
		<i>Map Sheet</i>	068
<i>Town</i>		<i>NGR</i>	112885, 153617
<i>Townland</i>	Ballina		
Classification			
<i>Original type</i>	Quay		
<i>In Use As</i>	No longer in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1845-1855		
Categories of Special Interest		Architectural, Technical, and Historical	
<i>Condition</i>	Ruins	<i>Rating</i>	Local
Summary Description			
Remains of quay constructed from large roughly cut limestone boulders circa 8 metres wide and circa 2 metres high at highest point. Visible as linear lines of stone extending out from shoreline measuring up to three courses in height. Marked as <i>Quay</i> on the 2 nd edition (1922) OS map however not recorded on the 1 st (1842) edition.			
Appraisal			
The remains of this simple quay is a reminder of the historic and economic use of the coastline			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	G. O'Connor	<i>Date of Inspection</i>	13.09.07



Registration number	CS119		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
		<i>Map Sheet</i>	068
<i>Town</i>		<i>NGR</i>	112233, 153214
<i>Townland</i>	Ballina		
Classification			
<i>Original type</i>	Quay		
<i>In Use As</i>	No longer in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1835-1845		
Categories of Special Interest		Architectural and Technical	
<i>Condition</i>	Ruins	<i>Rating</i>	Local
Summary Description			
Remains of former quay, built circa 1832. Now visible as linear lines of stone extending out from shoreline measuring up to two courses high and constructed of weathered limestone boulders. Possibly originally in filled with smaller stones. Marked as <i>Quay</i> on the 2 nd edition (1922) OS map.			
Appraisal			
This modest quay overlooks Clonderalaw Bay and is in close proximity to remains of two other quays in the area highlighting the importance of the coast as an economic and recreational facility for local residents. It may have been associated with Ballina House, which is located to the east of the quay.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	G. O'Connor	<i>Date of Inspection</i>	13.09.07



Registration number	CS120		
Location	Map Information		
<i>Name</i>	Kilkerin Battery	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
		<i>Map Sheet</i>	068
<i>Town</i>		<i>NGR</i>	109402, 150647
<i>Townland</i>	Lakyle North		
Classification			
<i>Original type</i>	Napoleonic Battery		
<i>In Use As</i>	No longer in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1790-1830		
Categories of Special Interest	Architectural, Historical and Technical		
<i>Condition</i>	Good	<i>Rating</i>	Regional
Summary Description			
<p>“Detached 6-bay single storey over basement limestone ashlar fort c. 1810 with moat, base batter, gun loops and glacis, detached 4-bay single storey magazine with moat and base batter” (NIAH, 2000, 68:5). Battery situated on raised ground, commanding views over Shannon Estuary. Well-preserved d-shaped battery consisting of a strong 3-storey building surrounded by a sunken rampart trench. The main stone building measures 18m by 11.6m and built of solid dressed limestone. Its entrance door on 1st floor of west wall leads to two rooms containing fireplaces. Spiral stone stairs leads to roof level with the roof having a large shelter wall with two circular iron runners with central erect iron bars at each end acting as additional fortification. Chimney is located on east side of roof. Sunken stone lined rampart trench runs from north to south from the main block, eventually forming a d-shaped plan. The thick rampart wall is from circa 6m to 9m thick, circa 2m high internally and circa 3m to 4m high externally. The trench is 4m to 5m wide and 3m to 4m deep externally. The grassy compound is entered through a causeway. The compound measures 36m to 42m internally.</p>			
Appraisal			
<p>Batteries were built in Ireland towards the end of the 18th century when the British government feared that the safe harbours and the French could use the landing places of the Shannon Estuary in the occurrence of an invasion. The British government undertook the construction of batteries at Kilcredaun Point, Doonaha, Kilkerrin Point, Scatterry Island and Tarbert Island in County Kerry. The batteries at Tarbert and Kilkerin are directly opposite each other with Tarbert Island located just over a mile to the northeast of Kilkerin Point. These batteries commanded the Shannon Estuary with the cross fire from their guns. Kilkerin Battery would have also provided accommodation for soldiers.</p>			
<i>RMP</i>	CL068-046	<i>RPS</i>	345
<i>Inspected By</i>	G. O'Connor	<i>Date of Inspection</i>	13.09.07



Registration number	CS121		
Location		Map Information	
<i>Name</i>	Kilkerin Boat House	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
		<i>Map Sheet</i>	068
<i>Town</i>		<i>NGR</i>	109626, 150441
<i>Townland</i>	Lakyle North		
Classification			
<i>Original type</i>	Boat House		
<i>In Use As</i>	No longer in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1810-1922		
Categories of Special Interest		Architectural, Historical and Technical	
<i>Condition</i>	Ruins	<i>Rating</i>	Local
Summary Description			
Ruins of detached single bay, single storey, stone built, now roofless, gabled 19 th century boat house. West gable intact with central doorway. Remains of north and south walls, east gable demolished. Built of local limestone rubble with large quoins. Not marked on the 1 st edition (1842) or the 2 nd (1922) edition.			
Appraisal			
Probable association with Kilkerin Battery, which is located circa 50 metres to the northeast and may have been constructed to accommodate the building of the battery, circa 1810. Despite its condition it still forms an attractive coastal structure reflecting the sea-faring past and its role in the development of the coastline.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	G. O'Connor	<i>Date of Inspection</i>	13.09.07



Registration number	CS122		
Location		Map Information	
<i>Name</i>	Colmanstown Castle	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
		<i>Map Sheet</i>	074
<i>Town</i>		<i>NGR</i>	111824, 149247
<i>Townland</i>	Colmanstown		
Classification			
<i>Original type</i>	Castle		
<i>In Use As</i>	No longer in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	15 th Century		
Categories of Special Interest		Architectural, Historical and Technical	
<i>Condition</i>	Ruins	<i>Rating</i>	Regional
Summary Description			
Tower House constructed circa 1450 of local undressed cold stone laid in irregular courses. Only the north, south and west walls remain measuring to a height of circa 5 metres to the south. "The eastern section of the tower which contained the stairwell and smaller chambers is now gone and may have been taken away to build nearby houses" (Clare Towerhouse Survey, 1994, OPW).			
Appraisal			
The castle is in bad repair due to animal damage and salt air erosion. Marked on Henry Pelham's Grand Jury Maps (1797) and the 1 st (1842) and 2 nd (1922) edition OS maps. This castle commands spectacular views over the River Shannon and is a testament to the importance of defence of the coastline from early times.			
<i>RMP</i>	CL068-049	<i>RPS</i>	
<i>Inspected By</i>	G. O'Connor	<i>Date of Inspection</i>	13.09.07



Registration number	CS124		
Location			Map Information
<i>Name</i>	Mountshannon Castle	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
		<i>Map Sheet</i>	068
<i>Town</i>		<i>NGR</i>	113378, 149871
<i>Townland</i>	Mountshannon West		
Classification			
<i>Original type</i>	Castle		
<i>In Use As</i>	No longer in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	15 th Century		
Categories of Special Interest	Architectural, Historical and Technical		
<i>Condition</i>	Ruins	<i>Rating</i>	Local
Summary Description			
Only vestiges remain of this castle constructed of local stone and covered in ivy. The castle itself stands on a low cliff circa 3.5 metres in height.			
Appraisal			
Marked as <i>Castle in Ruins</i> on the 1842 1 st edition and 2 nd (1922) OS maps.			
<i>RMP</i>	CL068-052	<i>RPS</i>	
<i>Inspected By</i>	G. O'Connor	<i>Date of Inspection</i>	13.09.07



Registration number	CS125		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
		<i>Map Sheet</i>	068
<i>Town</i>		<i>NGR</i>	114566, 150838
<i>Townland</i>	Mountshannon West		
Classification			
<i>Original type</i>	Landing Place		
<i>In Use As</i>	No longer in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1895-1922		
Categories of Special Interest		Architectural, Historical and Technical	
<i>Condition</i>	Ruins	<i>Rating</i>	Local
Summary Description			
Large limestone roughly cut limestone boulders measuring circa 0.5metres at highest point make up the remains of this former landing place.			
Appraisal			
Marked as <i>Landing Place</i> on the second edition (1922) OS maps.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	G. O'Connor	<i>Date of Inspection</i>	13.09.07



Registration number	CS126		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
		<i>Map Sheet</i>	068
<i>Town</i>	Labasheeda	<i>NGR</i>	114991, 152641
<i>Townland</i>	Labasheeda Point		
Classification			
<i>Original type</i>	Quay		
<i>In Use As</i>	No longer in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1850-1910		
Categories of Special Interest		Architectural, Historical and Technical	
<i>Condition</i>	Ruins	<i>Rating</i>	Local
Summary Description			
Former quay no longer in use, constructed of two faces of large limestone rubble boulders infilled with gravel and silt. Maximum height of 1 metre at highest point, circa 20 metres long and circa 6 metres wide. Quay extending northwards from shoreline into Labasheeda Bay at Labasheeda Point. Fairly well intact dating to circa 1900. Quay is largely covered with seaweed indicating that it is covered at high tide. Central walkway is composed of rubble gravel, silt and sea rolled pebbles, which show evidence of weathering and erosion. Quay is in ruins.			
Appraisal			
This quay is located directly opposite from former Labasheeda Roman Catholic Church and is extending north into Labasheeda Bay. Marked as <i>Quay</i> on the 2 nd edition (1922) OS map. Lewis refers to the village itself in his Topographical Dictionary 'From its situation on the Shannon a considerable quantity of corn is brought hither in winter and sent in boats to Limerick; culm obtained in the vicinity is also sent hence to Limerick, Ennis and other places: the erection of a small pier and quay would be of great advantage to the trade. There is a ferry across the Shannon to Tarbert' (Lewis 1998 ed., 103)			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	G. O'Connor	<i>Date of Inspection</i>	14.09.07



Registration number	CS127		
Location		Map Information	
<i>Name</i>	Labasheeda Quay	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
		<i>Map Sheet</i>	069/070
<i>Town</i>	Labasheeda	<i>NGR</i>	115659, 153035
<i>Townland</i>			
Classification			
<i>Original type</i>	Quay		
<i>In Use As</i>	Quay		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1800-1988		
Categories of Special Interest		Architectural, Historical and Technical	
<i>Condition</i>	Excellent	<i>Rating</i>	Regional
Summary Description			
L-shaped quay/pier, multi-period circa 1800-1988 circa 29 metres long and circa 3 metres high extending south from Labasheeda Village into estuary constructed of large ashlar limestone blocks set in lime mortar. Repaired and extended with mass concrete casing during the 20 th century. Possibly concrete faced steps in situ to water to the east side of the quay. Four cast iron-mooring rings in place, later crenelated parapets with railings between to the east wall of the quay. Nearby boat house with modern repairs also in situ directly adjacent to landing place which projects southeast into Labasheeda Bay. Aluminium ladders also in situ. Remains of original stone pier probably largely encased in concrete. Quay in excellent condition and in use.			
Appraisal			
Marked as <i>Quay</i> on 2 nd edition OS Map. Visible on the 1 st edition 1842 OS maps but not named. Remains of the original quay are difficult to see due to concrete encasing. The area has been modernised in recent years by Labasheeda Community Pride, Tidy Towns Committee in conjunction with Clare County Council and FAS Community Employment Scheme. Referred to in <i>Underwater Unit Record of Harbours and Piers in County Clare 1880-1895</i> which states that there have been “efforts to have a pier constructed” (OPW Archives Piers and Harbours, OPW 5672/95).			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	G. O'Connor	<i>Date of Inspection</i>	14.09.07



Registration number		CS128	
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
		<i>Map Sheet</i>	069/070
<i>Town</i>	Labasheeda	<i>NGR</i>	115535, 152632
<i>Townland</i>			
Classification			
<i>Original type</i>	Landing Place		
<i>In Use As</i>	No longer in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1850-1910		
Categories of Special Interest		Architectural, Historical and Technical	
<i>Condition</i>	Ruins	<i>Rating</i>	Local
Summary Description			
Former landing place circa 11 metres long by 1.5 metres high at highest point extending from southeast shoreline into Labasheeda Bay at Labasheeda Point. Constructed of large limestone roughly dressed boulders. Now derelict and in ruins.			
Appraisal			
Association with boathouse adjacent to it (see CS129). Marked on 2 nd edition (1923) OS map.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	G. O'Connor	<i>Date of Inspection</i>	14.09.07



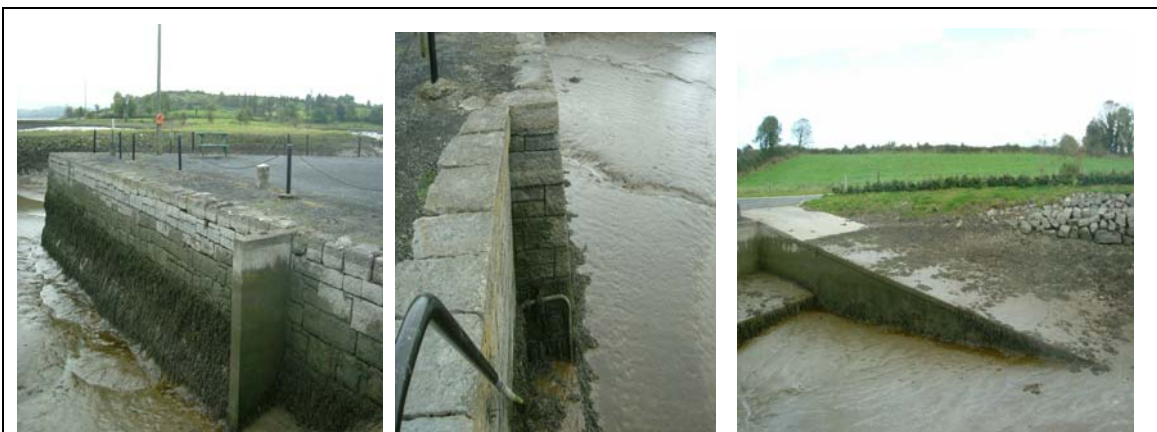
Registration number	CS129		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
		<i>Map Sheet</i>	069/070
<i>Town</i>	Labasheeda	<i>NGR</i>	11591, 152690
<i>Townland</i>	Labasheeda Point		
Classification			
<i>Original type</i>	Boat House		
<i>In Use As</i>	No longer in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1850-1920		
Categories of Special Interest		Architectural, Historical and Technical	
<i>Condition</i>	Ruins	<i>Rating</i>	Local
Summary Description			
Detached single-storey, single-bay ruins of former boathouse constructed of crudely dressed limestone rubble set in a lime mortar with brick arched opening facing southeast into Labasheeda Bay.			
Appraisal			
Not marked on OS maps but likely to be built mid 19 th century.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	G. O'Connor	<i>Date of Inspection</i>	14.09.07



Registration number	CS130		
Location	Map Information		
<i>Name</i>	Cahericon House	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
		<i>Map Sheet</i>	069
<i>Town</i>		<i>NGR</i>	123119, 155030
<i>Townland</i>	Cahiricon		
Classification			
<i>Original type</i>	Country House		
<i>In Use As</i>			
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1770-1810		
Categories of Special Interest	Architectural and Historical		
<i>Condition</i>	Fair	<i>Rating</i>	National
Summary Description			
<p>“Detached 5-bay, 3-storey over basement later-georgian house, c. 1790, with single-bay single-storey flat-roofed limestone ashlar projecting ionic porch to centre approached by curved flight of steps having dentilated cornice and baulustrade; renovated and extended, 1873, comprising 3-bay, 2-storey over basement flanking wings with single-bay full-height limestone canted bay windows having dentilated sill course, single-bay, single-storey lean-to conservatory to left with bowed end and two-bay, single-storey end bay to right; extended to rear, c. 1990, comprising 5-bay, single-storey return to accommodate use as convent and school. Detached 5-bay single-storey limestone ashlar gate lodge with single-bay pedimented central breakfront having round headed recessed central bays to corners having Doric pillars and consoled eaves, cut stone pillar piers with pediments having cast-iron gates and railings” (NIAH 2000, 69:1)</p>			
Appraisal			
<p>Inaccessible at time of survey. Complex includes former ferry house, signal pole and boat slip as marked on 1st edition (1842) OS maps. Battery is also evident further south of Cahiracon House as marked on Pelham’s Grand Jury Maps (1787), which was built directly opposite Foynes battery. However it is not marked on the 1st edition (1842) maps.</p>			
<i>RMP</i>		<i>RPS</i>	446
<i>Inspected By</i>	G. O’Connor	<i>Date of Inspection</i>	



Registration number	CS131		
Location		Map Information	
<i>Name</i>	Inishmurry Pier	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
		<i>Map Sheet</i>	059
<i>Town</i>	Killadysert	<i>NGR</i>	124867, 156264
<i>Townland</i>	Caheracon		
Classification			
<i>Original type</i>	Pier		
<i>In Use As</i>	Pier		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	c. 1820		
Categories of Special Interest		Architectural, Technical and Historical	
<i>Condition</i>	Good	<i>Rating</i>	Regional
Summary Description			
<p>“Cut-stone quay wall, c. 1820, on an L-shaped plan with cut-stone and cast-iron bollards; infilled, c. 1970, to accommodate use as pier” (NIAH, 200, 59:3). This is a large cut stone deep-water quay was built under the provision of the Board of Public Works and highlights the importance of fishing and trade in Clare before the famine. The pier protects a small harbour which has been filled in recent years and subject to significant change. The pier measures 78metres by 28 metres wide and is connected to the land by a stone causeway which is circa 156metres long and has remains of a storm stone wall on top.</p>			
Appraisal			
<p>This pier is significant due to it's magnitude and overall design. It highlights the importance of trade and export in county Clare in the early 1800s. The pier's construction in such deep waters is a testament to the craftsmanship of the marine engineers who built it. Inishmurry or Cahiracon pier as it sometimes referred to may have also been used as a port for the British Army when they were landing ammunition and supplies for the battery at Kilkerin (CS120). A waiting room also existed on the pier indicating that this pier may have been a stage stop for the steamers which travelled between Limerick and Kilrush (UaCroinin, 2005). Marked on the 1st edition (1842) OS map and the 2nd edition (1923).</p>			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	G. O'Connor	<i>Date of Inspection</i>	13.09.07



Registration number		CS132	
Location		Map Information	
<i>Name</i>	Killadysert Quay	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
		<i>Map Sheet</i>	59/60
<i>Town</i>	Killadysert	<i>NGR</i>	125618, 158144
<i>Townland</i>	Killadysert		
Classification			
<i>Original type</i>	Quay		
<i>In Use As</i>	Quay		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1800-1840		
Categories of Special Interest		Architectural, Historical and Technical	
<i>Condition</i>	Good	<i>Rating</i>	Regional
Summary Description			
<p>Killadysert Pier is situated within the Shannon Estuary and is referred to in Lewis' Topographical Dictionary of Ireland 1837 as in the process of an application to the Board for improvement. The pier is constructed of dressed cut ashlar limestone blocks in regular fashion. New concrete steps have been constructed extending down from quay to slipway. Quay has been subject to modernisation in recent years and has been resurfaced on top. Two mooring posts and seven mooring rings are also in situ. Two metal ladders also exist. Modernised boathouse also in situ.</p>			
Appraisal			
<p>"Kildysart or killadysert, a post town in the parish, in the barony of Clonderalaw; 'Application has been made to the board of public works for aid in the erection of a pier at Carriginriree, and to improve the pier near Killadysert; from the latter pigs, corn, butter and other agricultural produce are sent to Limerick in boats; and building materials, grocery and corn are brought in return: vessels of 105 tons have been freighted at this quay (Lewis, 1998, Ed., 60-61). Lewis' Topographical Dictionary was originally published in 1837 and the above highlights the existence of the pier at Killadysert well before this date. Marked on 2nd edition (1922) OS maps.</p>			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	G. O'Connor	<i>Date of Inspection</i>	15.09.07



Registration number	CS133		
Location			Map Information
<i>Name</i>	Killadysert Slipway	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
		<i>Map Sheet</i>	059/060
<i>Town</i>	Killadysert	<i>NGR</i>	125556, 158172
<i>Townland</i>			
Classification			
<i>Original type</i>	Slipway		
<i>In Use As</i>	Slipway		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1850-1922		
Categories of Special Interest		Architectural & Technical	
<i>Condition</i>	Good	<i>Rating</i>	Local
Summary Description			
Modern mass concrete slipway possibly encasing older limestone slipway. Adjacent steps to Killadysert Quay. Circa 4 metres high at highest point. Rubble stonewall exists to left with two cast iron mooring rings in situ also. Circa 6 metres wide and 19 metres long.			
Appraisal			
Not marked on 1 st edition OS (1842) maps but marked on 2 nd edition (1922). Still in use today. Kildysart is a progressive village. In 1703 the Moland Survey reported "Kildizert is distant from Lymerick 25 miles and 10 from Ennis, has on it ye ruins of an old church and several cabins". By 1837 the village and parish contained a total of 4501 inhabitants scattered over 9485 acres. Most of the land was given over to tillage. Seaweed and sand were in general use for manure and the state of agriculture was improving. In 1837 the village contained about 60 houses, irregularly built. Most of the islands in the Fergus estuary are in the parish of Kildysart. (Lewis, 1837). A pleasure steamer yacht known as <i>The Ithurial</i> was recorded as being docked in the town of Killadysert in the 1901 census with three crew members aboard.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	G. O'Connor	<i>Date of Inspection</i>	09.09.07



Registration number	CS134		
Location		Map Information	
<i>Name</i>	Crovraghan Quay	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
		<i>Map Sheet</i>	060
<i>Town</i>	Killadysert	<i>NGR</i>	127772, 160095
<i>Townland</i>	Lackannashinnagh		
Classification			
<i>Original type</i>	Quay		
<i>In Use As</i>	Quay		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1910 - 1930		
Categories of Special Interest			
<i>Condition</i>	Fair	<i>Rating</i>	Local
Summary Description			
Remains of old quay reconstructed in staggered phases. Rebuilt with modern concrete and mortar blocks c. 3.5metres in height. Slipway located to west of quay. Gated animal holding area on top of quay. Still in use by farmers transporting stock across to Inishcorker Island			
Appraisal			
Not marked on 1 st edition but marked on 2 nd edition. Slipway is covered in seaweed but still in use by local farmers. Located beside tramway. This quay is a testament to the ongoing importance of agriculture and the sea as a means of income to locals.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	G. O'Connor	<i>Date of Inspection</i>	09.09.07



Registration number	CS135		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
		<i>Map Sheet</i>	050
<i>Town</i>	Killadysert	<i>NGR</i>	128185, 162213
<i>Townland</i>	Ballynagard		
Classification			
<i>Original type</i>	Quay		
<i>In Use As</i>	Quay		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>			
Categories of Special Interest		Architectural & Technical	
<i>Condition</i>	Poor	<i>Rating</i>	Local
Summary Description			
Covered by high tide at time of survey. No longer in use and in poor condition.			
Appraisal			
Sixty-five people recorded in the 1901 census as residents of Ballynagard. Recorded on 2 nd edition OS maps but not shown on 1842 1 st edition maps.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	G. O'Connor	<i>Date of Inspection</i>	09.10.07



Registration number	CS136		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Town</i>	Ballnacally	<i>Map Sheet</i>	050
<i>Townland</i>	Ballynagard	<i>NGR</i>	128105, 162370
Classification			
<i>Original Type</i>	Boat House		
<i>In Use As</i>	No longer in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>			
Categories of Special Interest		Architectural, Historical and Technical	
Condition	Ruins	Rating	Local
Summary Description			
Derelict remains of boathouse associated with Paradise House complex. Remains of original road running from ruins of house to boat house is also still visible. Built of ashlar limestone arranged in an irregular fashion with upper area covered with plaster render in more recent times c. 6metres high. Almost completely overgrown and structurally unsound.			
Appraisal			
Not marked on first edition (1842) OS maps but marked the second edition (1923) OS maps.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected by</i>	G. O'Connor	<i>Date of Inspection</i>	14.09.07



Registration number	CS137		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
		<i>Map Sheet</i>	050
<i>Town</i>	Ballynacally	<i>NGR</i>	128142, 162527
<i>Townland</i>	Ballynagard		
Classification			
<i>Original type</i>	Jetty		
<i>In Use As</i>	No longer in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1910-1925		
Categories of Special Interest		Architectural & Technical	
<i>Condition</i>	Poor	<i>Rating</i>	Local
Summary Description			
Impressive jetty used for recreational and economic exploits in the Shannon Estuary extending significantly from shore into water. Built of ashlar limestone arranged in an irregular feature. No longer in use and partially covered at high tide.			
Appraisal			
Inaccessible due to high tide at time of survey. Part of Paradise House complex. Not shown on 1 st edition (1842) OS maps but visible on 2 nd edition OS maps.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	G. O'Connor	<i>Date of Inspection</i>	09.10.07



Registration number	CS138		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
		<i>Map Sheet</i>	050
<i>Town</i>	Ballynacally	<i>NGR</i>	128800, 163204
<i>Townland</i>	Rosscliff		
Classification			
<i>Original type</i>	Slipway/Quay		
<i>In Use As</i>	Quay		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	c. 1900		
Categories of Special Interest		Architectural & Technical	
<i>Condition</i>	Good	<i>Rating</i>	Local
Summary Description			
Quay projecting east towards Deer Island. Used primarily for ferrying stock to and from mainland with animal holdings adjacent. Located in Shannon Estuary and constructed of roughly cut limestone blocks with mortar, c. 2 metres high with adjacent concrete steps leading to substantial concrete slipway into estuary measuring circa 70 metres long.			
Appraisal			
In use by local farmers and fishermen travelling to Deer Island and Coney island. Not marked on 1 st edition OS maps (1842) or 2 nd edition (19 th century)			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	G. O'Connor	<i>Date of Inspection</i>	09.10.07



Registration number	CS139		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
		<i>Map Sheet</i>	050
<i>Town</i>	Ballynacally	<i>NGR</i>	129077, 163265
<i>Townland</i>	Rosscliff		
Classification			
<i>Original type</i>	Stepping Stones		
<i>In Use As</i>	No longer in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1860 – 1920		
Categories of Special Interest		Architectural, Technical & Cultural	
<i>Condition</i>	Derelict	<i>Rating</i>	Local
Summary Description			
Not visible at high tide. Large cut stone limestone blocks connecting mainland with ferry to Deer Island across the sand banks of the Shannon Estuary. No longer in use.			
Appraisal			
Not marked on 1 st edition OS maps (1842) but marked on 2 nd edition (1915)			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	G. O'Connor	<i>Date of Inspection</i>	09.10.07



Registration number	CS140		
Location	Map Information		
<i>Name</i>	Clenagh Castle	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
		<i>Map Sheet</i>	051
<i>Town</i>	Newmarket-on-Fergus	<i>NGR</i>	136525, 165078
<i>Townland</i>	Clenagh		
Classification			
<i>Original type</i>	Tower House & Bawn		
<i>In Use As</i>	No longer in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1590-1610		
Categories of Special Interest	Architectural, Archaeological, Technical, Historical, Personality Association & Cultural		
<i>Condition</i>	Fair	<i>Rating</i>	Regional
Summary Description			
A large rectangular 16 th century tower house, vaulted over the ground floor only with remains of impressive 17 th century fireplaces, mullioned windows and a well in the ground floor. There are vestiges of an enclosing bawn wall surrounding the complex.			
Appraisal			
An important example of a large McMahon tower house with rare Sile na gCig inscribed on a stone beside the main entrance door. The harp of Brian Boru, now housed in Trinity College hung on the walls of Clenagh Tower House for over a century. It was presented as part of a dowry to Turlough MacMahon of Clenagh on his marriage to Lady Eleanor de Burgh, daughter of Ulick de Burgh who was created 1 st Earl of Clanrickard by Henry VIII in 1543.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	G. O'Connor	<i>Date of Inspection</i>	28.11.08



Registration number	CS141		
Location		Map Information	
<i>Name</i>	Ayleroe Quay	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
		<i>Map Sheet</i>	051
<i>Town</i>	Newmarket-on-Fergus	<i>NGR</i>	136987, 162634
<i>Townland</i>	Ballycally		
Classification			
<i>Original type</i>	Quay		
<i>In Use As</i>	No longer in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1830-1900		
Categories of Special Interest		Architectural, Technical & Cultural	
<i>Condition</i>	Poor	<i>Rating</i>	Local
Summary Description			
Quay constructed of roughly cut limestone blocks located in Carrigerry Creek. Only one side remains today and partially covered at high tide. Marked as 'Alyroe Quay' on 1842 OS map. Circa 3metres high at highest point and c10metres long. No longer in use.			
Appraisal			
Located in Carrigerry Creek opposite Inishmacnaghtan Island			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	G. O'Connor	<i>Date of Inspection</i>	28.11.07

Appendix 2: Inventory of Lough Derg Structures

List of Lough Derg Structures Surveyed

- LD001 – Williamstown Quay
- LD002 – Williamstown Harbour
- LD003 – Williamstown Lodge
- LD004 – Mountshannon Boat House
- LD005 – Mountshannon Jetty
- LD006 – Mountshannon Quay/Harbour
- LD007 – Knockaphort Quay & Boat House, Mountshannon
- LD008 – Scarriff Dock
- LD009 – Reddens Quay, Tuamgraney
- LD010 – Tinarana House Boat House, Ogonnelloe
- LD011 – Tinarana House Quay, Ogonnelloe
- LD012 – Tullies Harbour Boathouse & Quay, Ogonnelloe
- LD013 – Ballycuggaran Quay, Killaloe
- LD014 – Knockyclovaun Pier Head & Dry Dock, Killaloe
- LD015 – Johnson’s Store House, Knockyclovaun, Killaloe
- LD016 – Knockyclovaun Canal, Killaloe
- LD017 – Knockyclovaun Milestone, Killaloe
- LD018 – Shantraud Lock/Bridge & Lock-Keepers Cottage, Killaloe
- LD019 – Goods Store, Shantraud, Killaloe
- LD020 – Shantraud Slipway & Quay, Killaloe
- LD021 – Castle Bawn Tower House, Caher
- LD022 – Landing Place, Holy Island
- LD023 – Jetty, Holy Island
- LD024 – Landing Place, Youngs Island



Registration number	LD001		
Location		Map Information	
<i>Name</i>	Williamstown Quay	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	021A
<i>Town</i>		<i>NGR</i>	178006, 189013
<i>Townland</i>	Drummaan East		
Classification			
<i>Original type</i>	Quay		
<i>In Use As</i>	No longer in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1840-1860		
Categories of Special Interest			
<i>Condition</i>	Fair	<i>Rating</i>	Regional
Summary Description			
Stone quay/pier built circa 1850, no longer in use. Walls display base batter especially on southeast side and are constructed of rough sandstone boulders up to approx 1.5m. No pointing now survives			
Appraisal			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	S. Halpin	<i>Date of Inspection</i>	23.05.07



Registration number	LD002		
Location		Map Information	
<i>Name</i>	Williamstown Harbour	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	021A
<i>Town</i>	Whitegate	<i>NGR</i>	178185, 188416
<i>Townland</i>	Drummaan East		
Classification			
<i>Original type</i>	Pier		
<i>In Use As</i>	Pier		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1840-1880		
Categories of Special Interest		Architectural, Historical, Social and Technical	
<i>Condition</i>	Poor	<i>Rating</i>	Regional
Summary Description			
<p>"The Harbour at Williamstown was constructed by the Inland Steam Company c. 1829. The pier is constructed of square rubble limestone and crennellations have been added to its eastern end. The company also constructed a hotel to the west of the harbour which closed in the 1860s when the steamers ceased to use the Shannon". The inner harbour was substantially altered and enlarged in the 1970s. Very little if any original material survives from this period. Late 19th century pier built after original harbour is still intact. Built of squared rubble limestone. Pointing has eroded away some kerbstones at west end of pier but still visible otherwise. Masked by later concrete repairs. Parapet wall of rubble stone to east end with later mass concrete extension of wall to southeast side of pier and later mass concrete crennellations. Two floating pontoons to north west side of pier walkway covered in grass to west end and largely gravelled to east end. No steps visible to main pier. Steps still intact at west end of pier. Corrugated iron boathouse at entrance to harbour possibly that which is shown on the 1920s OS map.</p>			
Appraisal			
<p>Despite alterations to the inner harbour, the main pier is still remarkably intact. It is an attractive stone built structure which is of historical significance as a result of its association with the inland steam company.</p>			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	S. Halpin	<i>Date of Inspection</i>	23/05/07



Registration number	LD003		
Location		Map Information	
<i>Name</i>	Williamstown Lodge	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	021
<i>Town</i>	Whitegate	<i>NGR</i>	178031, 188373
<i>Townland</i>	Drumaan East		
Classification			
<i>Original type</i>	Hotel		
<i>In Use As</i>	Private Accommodation		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1810-1850		
Categories of Special Interest		Architectural and Historical	
<i>Condition</i>	Fair	<i>Rating</i>	Regional
Summary Description			
Williamstown Hotel burnt down during War of Independence. Only stable block survives. Renovated circa 1970's for holiday accommodation. Stone boundary wall to front still largely intact though the entrance has been widened. Former two-storey multiple bay stable blocks, built circa 1830 renovated in 1970's. Artificial slate roof replacement, timber sash windows, pebble-dashed walls. Steps to hotel still intact. Used as a hotel between c. 1830-1860.			
Appraisal			
The stables of Williamstown lodge/hotel are all that remains of the inland steam company hotel who constructed the harbour and the hotel in the late 1820's. The hotel closed in the 1860's when the steamers ceased to use the Shannon. The stable block is a remainder of the cultural landscape once associated with the inland steam navigational company.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	S. Halpin	<i>Date of Inspection</i>	23/05/07



Registration number	LD004		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	029
<i>Town</i>	Mountshannon	<i>NGR</i>	178031, 188373
<i>Townland</i>	Mountshannon		
Classification			
<i>Original type</i>	Boat House		
<i>In Use As</i>	Boat House		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1850-1890		
Categories of Special Interest		Architectural and Historical	
<i>Condition</i>	Fair	<i>Rating</i>	Local
Summary Description			
Detached single storey, single bay boathouse, built c. 1870 recently extensively rebuilt/restored. Corrugated steel roof, concrete barges, rendered concrete walls except to west elevation which reveals rubble sandstone and granite walls pointed in concrete. Steel door to west elevation, metal garage door to front gable. Concrete slipway in front of garage leads to waters edge. Boathouse not shown on 1 st edition OS maps.			
Appraisal			
Despite some intensive restoration works this small boathouse attests to the importance of boating in the past in this area which continues up to the present day. Possible association with Mountshannon House.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	S. Halpin	<i>Date of Inspection</i>	22/05/07



Registration number	LD005		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	029
<i>Town</i>	Mountshannon	<i>NGR</i>	171321, 186600
<i>Townland</i>	Mountshannon		
Classification			
<i>Original type</i>	Jetty		
<i>In Use As</i>	Jetty		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1900-1960		
Categories of Special Interest		Historical	
<i>Condition</i>	Fair	<i>Rating</i>	Local
Summary Description			
Three concrete jetties/landing places situated to the north east of Mountshannon quay/harbour. Small line is shown on 1920 OS map on shoreline to south of rectory near a corresponding break in the wall attesting to the long history of use. Mooring posts of modest design such as simple metal poles and small iron rings adorn the jetties. Near the northeast jetty there is a stone mooring post comprised of an octagonal pier displaying a cut-stone top and fine tooling. Possibly a former gate pier once associated with the rectory.			
Appraisal			
These modern concrete jetties stand on the site of an earlier jetty shown on the 1914-1920 3 rd edition OS map attesting to a long history of use.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	S. Halpin	<i>Date of Inspection</i>	22/05/07



Registration number	LD006		
Location		Map Information	
<i>Name</i>	Mountshannon Quay/Harbour	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	029
<i>Town</i>	Mountshannon	<i>NGR</i>	171069, 186490
<i>Townland</i>	Mountshannon		
Classification			
<i>Original type</i>	Quay/Harbour		
<i>In Use As</i>	Quay/Harbour		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1840-1850		
Categories of Special Interest		Architectural, Cultural & Technical	
<i>Condition</i>	Good	<i>Rating</i>	Regional
Summary Description			
<p>“A small pier was constructed in 1845 for the purpose of landing the rich marls dredged from the lake bottom in the settlements vicinity. Extended by the Board of Works in the 1970s” (CRDS 2006). Concrete rendered wall to north (inner) wall. Rubble lime stone parapet wall to earlier pier with rendered battered base barrel top coping and stone coping. Concrete pointing and tarmac walkway, cast-iron mooring c. 1970, and concrete L-shaped extension. Floating pontoons extend into sheltered harbour to provide more mooring posts. Not shown on 1st edition.</p>			
Appraisal			
<p>Although substantially altered in the last 30/40 years e.g. concrete walkways, walls, replacement mooring posts, this harbour still retains much of its charm and sense of place probably due to its retention of at least one element of its original construction (stone parapet wall). Small mud jetties to the northeast and a sailing club to the northwest attest to the importance and popularity of cruising and sailing to this area.</p>			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	S. Halpin	<i>Date of Inspection</i>	21/05/07



Registration number	LD007		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	029
<i>Town</i>	Mountshannon	<i>NGR</i>	169506, 185511
<i>Townland</i>	Knockaphort		
Classification			
<i>Original type</i>	Quay & Boat House		
<i>In Use As</i>	Quay		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1820-1880		
Categories of Special Interest		Historical	
<i>Condition</i>	Fair	<i>Rating</i>	Regional
Summary Description			
Boat house, built c.1880 now demolished. Only lower sidewall remains constructed of uncoursed rubble. Two modern concrete landing places and a concrete slipway are located to the northeast of the original boathouse and quay. Original quay appears to be no longer in situ. Possible remains adjacent to former boathouse. Landing places were at one time used to bring visitors and livestock out to holy island. Two modern concrete jetties are now insitu.			
Appraisal			
A small quay is marked here on the 1 st edition 1842 map on the 3 rd edition (1914-20) map. A boathouse is also visible on this map whilst a further boathouse is shown to the northeast. Today only the lower walls of one of the boathouses survive. Two modern concrete jetties attest to the continued use of this area for coastal activities.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	S. Halpin	<i>Date of Inspection</i>	22/05/07



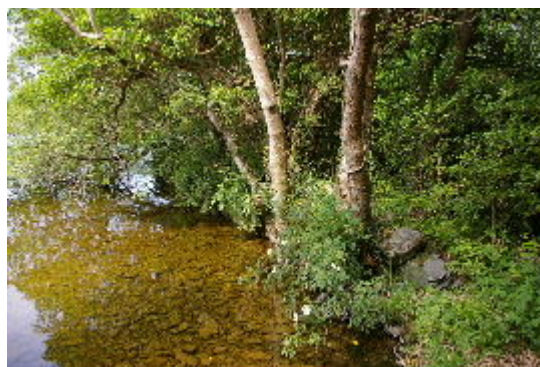
Registration number	LD008		
Location		Map Information	
<i>Name</i>	Scarriff Dock	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	028
<i>Town</i>	Scarriff	<i>NGR</i>	164434, 184021
<i>Townland</i>	Drewsborough		
Classification			
<i>Original type</i>	Quay		
<i>In Use As</i>	Quay		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1840-1860		
Categories of Special Interest		Architectural, Social and Technical	
<i>Condition</i>	Good	<i>Rating</i>	Regional
Summary Description			
<p>“Cut-stone quay wall, c.1850 with cast iron bollards and crane; renovated c. 1985” (NIAH 28:5). “Scarriff Dock on Scarriff River was constructed in the mid 19th century by the Shannon Commissioners. Following the extension upstream of the navigational system, the harbour served as a distribution point for goods being transported by barge down the Grand Canal from Dublin into the River Shannon through Lough Derg and up the Scarriff River” (CRDS, 25). Cut stone quay limestone wall displaying rough tooling and pointed with concrete kerbstones still largely visible. Three limestone-mooring posts with tapered bases and rough tooling also in situ. Modern cast iron moorings bolted to quay edge. Mooring pontoon to north end of quay. Nine cast concrete jetties with timber walkways separated from stone quay wall. Iron crane to quayside walkway largely paved and area is landscaped with benches and parking area. Waterways Ireland building to south end of original quay.</p>			
Appraisal			
This attractive quay although subject to extension and development has respected the architectural integrity of the original pier. The recent work here has followed best practice in its separation of old and new works.			
<i>RMP</i>		<i>RPS</i>	227
<i>Inspected By</i>	S. Halpin	<i>Date of Inspection</i>	23/05/07



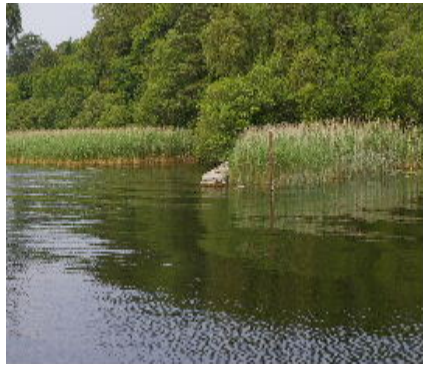
Registration number	LD009		
Location		Map Information	
<i>Name</i>	Reddens Quay	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	028
<i>Town</i>	Tuamgraney	<i>NGR</i>	164329, 183400
<i>Townland</i>	Tomgraney		
Classification			
<i>Original type</i>	Quay		
<i>In Use As</i>	Quay		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1800-1840		
Categories of Special Interest		Architectural, Historical, Social & Technical	
<i>Condition</i>	Good	<i>Rating</i>	Regional
Summary Description			
Limestone quay, built c.1829, composed of roughly tooled limestone blocks built to courses. Kerbstones still intact. Four limestone-mooring posts, curricular tapered profile displaying rough tooling. Modern cast iron mooring posts to edge of quay. Concrete bollards mark edge of pathway. Tarmacked car park to west of quay. Marked on 1 st edition as “Reddedns Quay”			
Appraisal			
“The earliest quay in the vicinity of Scarriff and Tuamgraney was on the north side of Scarriff Bay. A new quay, named Redden’s Quay, constructed on the Scarriff River, replaced this in 1829. A small laneway extends from it to Tuamgraney (Delany 1987, 198). In the mid-19 th century the Shannon Commissioners dredged the river and were able to extend the navigation upstream and a new harbour was constructed at Scarriff. The harbour served as a distribution point for goods being transported by barge down the Grand Canal from Dublin into the River Shannon, through Lough Derg and up the Scarriff River” (CRDS, 8). This section of quay wall is still in use by pleasure cruisers and fishermen. Its construction demonstrates the craftsmanship and skill of the men that built it.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	S. Halpin	<i>Date of Inspection</i>	22/05/07



Registration number	LD010		
Location		Map Information	
<i>Name</i>	Tinarana House	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	037
<i>Town</i>	Ogonnelloe	<i>NGR</i>	169959, 179337
<i>Townland</i>	Islandcosgry		
Classification			
<i>Original type</i>	Boat House & Quay		
<i>In Use As</i>	No longer in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1900-1920		
Categories of Special Interest		Historical & Social	
<i>Condition</i>	Poor	<i>Rating</i>	Local
Summary Description			
Detached two-bay, single-storey boathouse, built c. 1910 constructed of corrugated iron painted green with timber battened door and fixed pane timber window. Decorative barge boards to gable ends. Concrete plinth walls support timber frame on which corrugated sheeting is applied. Line of stones to south side of boathouse may represent remains of quay situated to east of Tinarana House. Nestled in almost a line of trees on the lakeshore.			
Appraisal			
This modest corrugated iron boathouse would have been built by the occupants of Tinarana House for boating on Lough Derg. Although largely masked now by vegetation it is an attractive lakeside structure. It is one of a number of structures that make up Tinerana demesne. Tinerana House is a protected structure (RPS 95) and as such this boathouse is also protected.			
<i>RMP</i>		<i>RPS</i>	95
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	22/06/07



Registration number	LD011		
Location		Map Information	
<i>Name</i>	Tinerana House	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	037
<i>Town</i>	Ogonnelloe	<i>NGR</i>	169521, 179039
<i>Townland</i>	Islandcosgry		
Classification			
<i>Original type</i>	Quay		
<i>In Use As</i>	In ruins (overgrown)		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1880-1920		
Categories of Special Interest		Historical	
<i>Condition</i>	Ruins	<i>Rating</i>	Regional
Summary Description			
Remains of stone built quay, built c.1900 now heavily overgrown. Projecting out from shoreline. Kerbstones to south side are still visible otherwise sidewalls are collapsed and masked by vegetation. Later timber jetties to north of original quay are still in use. It is located not far from the former stables of Tinerana estate. Not shown on the 1 st edition OS map (1842).			
Appraisal			
This former quay was once located in the grounds of Tinerana House. It is now in private ownership although very little visible remains of this quay survive. It does however attest to the recreational and economic activities of the former Tinerana estate (protected structure RPS 095)			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	11/06/07



Registration number	LD012		
Location	Map Information		
<i>Name</i>	Tullies Harbour	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	037
<i>Town</i>	Ogonnelloe	<i>NGR</i>	169393, 179075
<i>Townland</i>	Rahena Beg		
Classification			
<i>Original type</i>	Boathouse & Quay		
<i>In Use As</i>	No longer in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1780-1820		
Categories of Special Interest	Architectural, Historical, Social & Technical		
<i>Condition</i>	Derelict	<i>Rating</i>	Regional
Summary Description			
<p>Detached square in pan, two-storey, single bay tower and associated u-shaped quay, built c. 1800. Pitched pointed slate roof with scalloped slated. Rubble stone built single chimney to roof. Rubble stonewalls with remains of rough cast render timber framed windows to tower. U-shaped quay is silted up. Quay walls and parapet walls are rubble stone built with evidence of rendering still in place. Parapet wall capped with flagstones. Flagstones to walkway. Quay is no longer in use and is in need of repair. Two sets of cut stone steps to quay and cast iron mooring ring. This structure is protected (RPS 228). It is also in the grounds of a protected structure, Tinerana House (RPS 95). Two jetties and a modern boathouse are also located nearby.</p>			
Appraisal			
<p>This boathouse and quay, although overgrown, is still an attractive feature. The “boathouse” is more a folly than a working boathouse and compliments the quay with its rough cast rendered walls. Although now in private ownership, it was once the original quay and boathouse to Tinerana House which originally stood just to the north. The present Tinerana House is a 19th century rebuild located further north. It is one of a number of surviving demesne structures dating to the Georgian period of Tinerana.</p>			
<i>RMP</i>		<i>RPS</i>	228
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	11/06/07



Registration number	LD013		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	037
<i>Town</i>	Killaloe	<i>NGR</i>	168736, 176395
<i>Townland</i>	Ballycuggaran		
Classification			
<i>Original type</i>	Quay		
<i>In Use As</i>	Quay		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1870-1910		
Categories of Special Interest			
<i>Condition</i>	Good	<i>Rating</i>	Local
Summary Description			
Projecting rubble stone built quay and slipway built c. 1890 with concrete pathway, slipway and tarmacked parking area. Rubble stone built sidewalls visible and stone kerbstones are largely in place. Cast concrete bollards to quayside. Set in landscaped park setting. Not shown on first edition.			
Appraisal			
Despite the introduction of inappropriate materials such as concrete and tarmac, resurfacing and concrete bollards; this quay is still an attractive feature on the lakeside. It is located adjacent to a public park and is obviously regularly used for recreational purposes.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	11/06/07



Registration number	LD014		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	045
<i>Town</i>	Killaloe	<i>NGR</i>	169765, 173282
<i>Townland</i>	Knockyclovaun		
Classification			
<i>Original type</i>	Pier Head & Dry Dock		
<i>In Use As</i>			
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1780-1800		
Categories of Special Interest			
<i>Condition</i>	Good	<i>Rating</i>	Regional
Summary Description			
<p>“The pier head, dating to c. 1790, is located at the northern end of the Killaloe canal and is constructed of square limestone blocks. To the immediate north of this is a dry dock used for boat-repairs. The sides of the dry dock comprise cut limestone blocks. Not listed” (CRDS, 2006, 26). Walls to pier head and quay are constructed of cut stone displaying base batter. Cast iron mooring rings and mooring posts to quay walls. Kerbstones still intact. Lock gates give access to dry dock which displays stepped sides, now concrete rendered. Small corrugated iron pump house adjacent to lock gates. Covered boathouse gives access to dry dock. Also covered dry dock is later, c. 1860.</p>			
Appraisal			
<p>This complex was used for repairing boats. Its cut stone construction, lock gates and dry-docks displays the technical skills and expertise of the time. It is still in use. Site is owned by ESB.</p>			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	22.06.07



Registration number	LD015		
Location		Map Information	
<i>Name</i>	Johnson's House	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	045
<i>Town</i>	Killaloe	<i>NGR</i>	169808, 173209
<i>Townland</i>	Knockyclovaun		
Classification			
<i>Original type</i>	House		
<i>In Use As</i>	Store House		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1780-1820		
Categories of Special Interest		Architectural, Historical & Social	
<i>Condition</i>	Good	<i>Rating</i>	Regional
Summary Description			
Detached seven-bay, single-storey house, built c. 1820, with hipped Killaloe slate roof. Painted rubble stonewalls (sandstone & limestone). Probably originally associated with canal and later dry dock complex. Now owned by ESB and used as storehouse. Bounded by rubble stonewalls. A holy well is situated just to the west (CL045-032).			
Appraisal			
This structure is of architectural, historic and social interest due to its association with the Killaloe Canal & Dry dock complex. It still retains much of its original fabric and despite its present use as a storehouse, it is still an attractive structure.			
<i>RMP</i>	CI045-032	<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	22.06.07



Registration number	LD016		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	045
<i>Town</i>	Killaloe	<i>NGR</i>	169875,173219 (N) 170339,171461 (S)
<i>Townland</i>	Knockyclovaun		
Classification			
<i>Original type</i>	Canal		
<i>In Use As</i>			
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1780-1800		
Categories of Special Interest		Historical, Social & Technical	
<i>Condition</i>	Derelict/Good (between sections)	<i>Rating</i>	Regional
Summary Description			
<p>“The Killaloe Canal runs parallel to the Shannon from a point immediately to the north of the bridge to the townland of Moys to the south of the town. The canal forms part of the Shannon Navigation and was constructed c. 1790 to bypass the falls and ell weirs at Killaloe. The canal is stone-lined and has three locks (Killaloe Lock, Moys Lock and Cussane Lock)” (CRDS 2006, 26). The southern section of the canal was removed as part of the Shannon Hydro-electrical scheme including Cussane Lock. The northern section of the canal is most intact. Its cut stonewalls have been robbed out to the south of the ESB offices (site of old marble mills). Structures such as good sheds, slipways, and cranes, mooring posts, locks and cast-iron mooring rings are still intact. Derelict corrugated boathouse to north end with barrel roof. Further corrugated iron boathouse (south of old mill/ESB offices) in better condition, though appears not to be in use. Gable ended with pitched roof.</p>			
Appraisal			
<p>The Killaloe Canal was constructed to bypass the eel weirs on the Shannon. It is of considerable historical, social and technical significance. Associated structures including mills, locks bridge, goods shed, slip, cranes etc. are also of merit. It encouraged the industrialisation of Killaloe. Its cut stonewalls reveal a high standard of masonry which is also apparent in its associated structures.</p>			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	22.06.07



Registration number	LD017		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	045
<i>Town</i>	Killaloe	<i>NGR</i>	169783, 173274
<i>Townland</i>	Knockyclovaun		
Classification			
<i>Original type</i>	Milestone		
<i>In Use As</i>	Milestone		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1780-1800		
Categories of Special Interest		Archaeological, Historical and Social	
<i>Condition</i>	Good	<i>Rating</i>	Regional
Summary Description			
Free-standing milestone, c.1790, on a triangular plan with instructions indicating distances to Killaloe – “0 Miles” and Limerick “12 Miles”. Situated adjacent to Killaloe Canal.			
Appraisal			
This milestone is an attractive, if subtle, piece of street furniture. The milestone is of considerable social and historic interest attesting to the use of the canal in the late 18 th and 19 th centuries. The milestone also displays fine craftsmanship to the inscriptions.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	22.06.07



Registration number	LD018		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	045
<i>Town</i>	Killaloe	<i>NGR</i>	170287, 172603
<i>Townland</i>	Shantraud		
Classification			
<i>Original type</i>	Lock & Lock-keepers Cottage & Bridge over Canal		
<i>In Use As</i>	Lock no longer in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1780-1800		
Categories of Special Interest		Archaeological, Historical, Social and Technical	
<i>Condition</i>	Fair	<i>Rating</i>	Regional
Summary Description			
<p>“Killaloe Lock was constructed immediately to the north of Killaloe Bridge, c.1790. ashlar limestone walls to chamber. The lock-keepers house, which formally stood on the piece of ground between the canal & the bridge was demolished in the early 1990’s and is now the location of the Heritage Centre. Not listed” (CRDS 2006, 26). The former lock-keepers cottage is described as an attractive structure (Bowie, 1973). Cut stone arched road bridge over canal.</p>			
Appraisal			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	22.06.07



Registration number	LD019		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	045
<i>Town</i>	Killaloe	<i>NGR</i>	170527, 172868
<i>Townland</i>	Shantraud		
Classification			
<i>Original type</i>	Goods Store		
<i>In Use As</i>	Goods Store		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1860-1900		
Categories of Special Interest		Architectural, Historical & Social	
<i>Condition</i>		<i>Rating</i>	
Summary Description			
Detached two-bay, single storey goods shed built c. 1880, on narrow piece of ground between the Killaloe Canal and the Shannon. Pitched slate roof with two roof lights, ridge tiles. Random rubble and snecked sandstone walls with painted stone quoins. Square headed opening with timber sliding double door with brick relieving arch to gable end. Segmental headed window to north end with stone sill. Cast-iron crane to canal bank and number of stone and cast iron mooring posts.			
Appraisal			
This goods store relates to a time when the Killaloe Canal was an important artery for the importing and exporting of goods. The associated crane would have been used for loading and unloading goods. The structure is still an attractive canal bank structure.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	22.06.07



Registration number	LD020		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	045
<i>Town</i>	Killaloe	<i>NGR</i>	170534, 172628
<i>Townland</i>	Shantraud		
Classification			
<i>Original type</i>	Slipway & Quay		
<i>In Use As</i>	No longer in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1780-1800		
Categories of Special Interest		Historical, Social and Technical	
<i>Condition</i>	Fair	<i>Rating</i>	Regional
Summary Description			
Former slipway and canal quay, built c. 1790, on west side of canal, now no longer in use. Slipway was used to hoist boats up to dry dock for repair and quay was used for unloading and loading of goods. Rubble stonewalls to slipway with set of steps. Three rails to slipway with cradle to allow barges to be pulled out of water for repair etc. two capstans to upper quay edge of slipway hoisted boats out. Cut stone quay walls with cranes running on two rails to north of slipway.			
Appraisal			
This slipway and associated capstans, cradle and cranes relate to an important period in Killaloe's industrial past. Although no longer in use this complex is of considerable historic, social and technical importance.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	22.06.07



Registration number		LD021	
Location		Map Information	
<i>Name</i>	CastleBawn (Carrowena Castle)	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	
<i>Town</i>		<i>NGR</i>	167684, 183187
<i>Townland</i>	Caher		
Classification			
<i>Original type</i>	Tower House		
<i>In Use As</i>	Holiday Home/Visitor Attraction		
<i>Additional Use</i>			
<i>Historical Use</i>	Tower House		
<i>Date</i>	1550-1590		
Categories of Special Interest		Architectural, Archaeological, Historical, and Cultural	
<i>Condition</i>	Good	<i>Rating</i>	Regional
Summary Description			
Located on a small island in Scarriff Bay. Originally constructed of squared sandstone blocks set in lime mortar in erratic courses with limestone features. The base is battered in places and stands on a narrow plinth extending from the base wall. Above the porch exists a small hole, which may have been the 'murder hole'.			
Appraisal			
This island tower house has been extensively renovated in recent years and is now a visitor attraction as well as a family home. It can be accessed by visitors by boat in the summer months. When the castle was purchased in 1995 it was in very poor condition. It was rebuilt using original stone from the site whilst the roof was restored using Bangor Blue slate, which was salvaged, from a church whilst Irish Oak was used to recreate the original wooden floor beams and roof trusses. The restoration project at Castle Bawn was Highly Commended at the Clare Design and Conservation Awards Scheme in 2005. The Castle was originally built by the McNamara chieftains in the mid 16 th century.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	G. O'Connor	<i>Date of Inspection</i>	14.02.08



Registration number	LD022		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	029
<i>Town</i>		<i>NGR</i>	169998, 185071
<i>Townland</i>	Holy Island		
Classification			
<i>Original type</i>	Landing Place		
<i>In Use As</i>	Landing Place		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1850 - 1915		
Categories of Special Interest		Historical & Technical	
<i>Condition</i>	Fair	<i>Rating</i>	Local
Summary Description			
Concrete landing place situated to the east of Holy Island (Inishcaltra). Original landing place appears to be no longer visible but instead encased by Projecting out from shoreline This landing place.			
Appraisal			
Not marked on 1 st edition (1842) but marked on 2 nd edition (1920) OS maps.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	G. O'Connor	<i>Date of Inspection</i>	14.02.08



Registration number	LD023		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	029
<i>Town</i>		<i>NGR</i>	169776, 185329
<i>Townland</i>	Holy Island		
Classification			
<i>Original type</i>	Jetty		
<i>In Use As</i>	Jetty		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>			
Categories of Special Interest		Historical & Technical	
<i>Condition</i>	Derelict	<i>Rating</i>	Local
Summary Description			
Grass and reed jetty projecting out into Lough Derg. Circa 5m wide and c. 25 metres long. No longer in use.			
Appraisal			
Not marked on 1 st edition (1842) or on 3 rd edition (1920) OS maps.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	G. O'Connor	<i>Date of Inspection</i>	14.02.08



Registration number	LD024		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	029
<i>Town</i>		<i>NGR</i>	170626, 185166
<i>Townland</i>	Youngs Island		
Classification			
<i>Original type</i>	Landing Place		
<i>In Use As</i>	Landing Place		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1940-1960		
Categories of Special Interest		Historical & Technical	
<i>Condition</i>	Poor	<i>Rating</i>	Local
Summary Description			
Mass concrete landing place used by fishermen. Not marked on any maps.			
Appraisal			
Not marked on 1 st edition (1842) or on 3 rd edition (1920) OS maps.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	G. O'Connor	<i>Date of Inspection</i>	14.02.08

Appendix 3: Inventory of Shannon Navigation Canal Structures

List of Shannon Navigation Canal Structures Surveyed

- SN001 – Plassy Bridge
- SN002 – Anabeg Lock
- SN003 – Gilloge Bridge
- SN004 – Wooden Bridge
- SN005 – Newtown Lock
- SN006 – Cloonlara Bridge
- SN007 – Cloonlara Lock
- SN008 – Monaskeha Lock
- SN009 – Errina Lock
- SN010 – Errina Bridge
- SN011 – Ardnacrusha Power Station



Registration number	SN001		
Location		Map Information	
<i>Name</i>	Plassy Bridge	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	63/63A
<i>Town</i>		<i>NGR</i>	160857, 158658
<i>Townland</i>			
Classification			
<i>Original type</i>	Bridge		
<i>In Use As</i>	Bridge		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>			
Categories of Special Interest		Architectural, Historical & Technical	
<i>Condition</i>	Good	<i>Rating</i>	Local
Summary Description			
Narrow hump back bridge. Wooden bridge constructed originally in 1770 and replaced in 1975 by current single-arch limestone built bridge. Concrete repairs evident. Circa 1.2metres high. 'Constructed in 1975, to replace the original canal bridge constructed circa 1770', (CRDS, 2006).			
Appraisal			
Erina Canal runs from the Shannon to the northeast of Clonlara for a distance of circa 9km before re-entering the Shannon at Plassy to the northeast of Limerick City. The canal forms part of the Shannon Navigation and was constructed circa 1770 to bypass the falls at Castleconnell and Doonass (CRDS, 2006)			
<i>RMP</i>		<i>RPS</i>	CT20 (Limerick County)
<i>Inspected By</i>	Gráinne O'Connor	<i>Date of Inspection</i>	29.11.07



Registration number	SN002		
Location			Map Information
<i>Name</i>	Annabeg Lock	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	63/63A
<i>Town</i>		<i>NGR</i>	160876, 158800
<i>Townland</i>	Garraun		
Classification			
<i>Original type</i>	Lock		
<i>In Use As</i>	Lock		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1770		
Categories of Special Interest	Architectural, Historical & Technical		
<i>Condition</i>	Poor	<i>Rating</i>	Local
Summary Description			
Constructed circa.1770. Ashlar limestone lock chamber. No longer with any lock gates. This section of the Errina Canal is now almost completely overgrown. Annabeg Lock is the most southerly of the locks on the Errina Canal.			
Appraisal			
Errina Canal runs from the Shannon to the northeast of Clonlara for a distance of circa 9km before re-entering the Shannon at Plassy to the northeast of Limerick City. The canal forms part of the Shannon Navigation and was constructed circa 1770 to bypass the falls at Castleconnell and Doonass (CRDS, 2006)			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Gráinne O'Connor	<i>Date of Inspection</i>	29.11.07



Registration number	SN003		
Location		Map Information	
<i>Name</i>	Gilloge Bridge	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	63A
<i>Town</i>		<i>NGR</i>	161380, 159508
<i>Townland</i>	Garraun		
Classification			
<i>Original type</i>	Bridge		
<i>In Use As</i>	Bridge		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1760		
Categories of Special Interest		Architectural, Historical & Technical	
<i>Condition</i>	Good	<i>Rating</i>	Regional
Summary Description			
Single arch limestone bridge built over canal c. 1760. Constructed of ashlar limestone with squared rubble limestone parapet walls and voussoirs. Soffits are constructed of ashlar limestone. A narrow towpath runs under the east side of the bridge and an earthen embankment runs along the west side of the canal.			
Appraisal			
This Bridge provides an access point to the East Clare Walkway trail. Somewhat overgrown but testament to the importance of the inland canal system in county Clare in the 1700s. Erina Canal runs from the Shannon to the northeast of Clonlara for a distance of circa 9km before re-entering the Shannon at Plassy to the northeast of Limerick City. The canal forms part of the Shannon Navigation and was constructed circa 1770 to bypass the falls at Castleconnell and Doonass (CRDS, 2006)			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Gráinne O'Connor	<i>Date of Inspection</i>	29.11.07



Registration number	SN004		
Location		Map Information	
<i>Name</i>	Wooden Bridge	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	054
<i>Town</i>	Mountcatherine	<i>NGR</i>	161910, 161687
<i>Townland</i>	Springfield		
Classification			
<i>Original type</i>	Bridge		
<i>In Use As</i>	Bridge		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1770-1975		
Categories of Special Interest		Architectural, Historical & Technical	
<i>Condition</i>	Good	<i>Rating</i>	Local
Summary Description			
Narrow hump back bridge. Wooden bridge constructed originally in 1770 and replaced in 1975 by current single-arch limestone built bridge. Concrete repairs evident. Circa 1.2metres high. 'Constructed in 1975, to replace the original canal bridge constructed circa 1770', (CRDS, 2006).			
Appraisal			
Erina Canal runs from the Shannon to the northeast of Clonlara for a distance of circa 9km before re-entering the Shannon at Plassy to the northeast of Limerick City.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Gráinne O'Connor	<i>Date of Inspection</i>	29.11.07



Registration number	SN005		
Location		Map Information	
<i>Name</i>	Newtown Lock	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	053
<i>Town</i>	Cloonlara	<i>NGR</i>	162205, 162290
<i>Townland</i>	Newtown		
Classification			
<i>Original type</i>	Lock		
<i>In Use As</i>	No longer in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1792		
Categories of Special Interest		Architectural & Historical	
<i>Condition</i>	Good	<i>Rating</i>	Regional
Summary Description			
Only lock on the Erina Canal with date carved 1792. Used to raise or lower the level of the canal to accommodate boat passage where levels of surrounding land change. The lock is constructed of ashlar limestone blocks set in lime mortar. Gates have been removed. Single storey lock keepers house adjacent with modern extension. Modern pedestrian bridge over canal also in situ.			
Appraisal			
Erina Canal runs from the Shannon to the northeast of Clonlara for a distance of circa 9km before re-entering the Shannon at Plassy to the northeast of Limerick City. Marked on the 2 nd edition (1939) OS maps and the 1 st edition (1842) Os map.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Gráinne O'Connor	<i>Date of Inspection</i>	21.02.08



Registration number	SN006		
Location		Map Information	
<i>Name</i>	Cloonlara Bridge	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	053
<i>Town</i>	Cloonlara	<i>NGR</i>	162839, 163576
<i>Townland</i>			
Classification			
<i>Original type</i>	Bridge		
<i>In Use As</i>	Bridge		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1770-1780		
Categories of Special Interest		Architectural & Historical	
<i>Condition</i>	Good	<i>Rating</i>	Local
Summary Description			
Cloonlara Bridge is located on the Erina Canal. Extensively repaired in 1975 as a replacement to the original bridge, which was constructed circa 1770. Single arch limestone bridge built over canal. Constructed of ashlar limestone blocks with lime mortar arranged in an irregular fashion. Soffits are constructed of ashlar limestone blocks.			
Appraisal			
Erina Canal runs from the Shannon to the northeast of Clonlara for a distance of circa 9km before re-entering the Shannon at Plassy to the northeast of Limerick City. A narrow roadway exists to the west of the canal. Marked on the 1 st edition (1842) OS map and the 2 nd edition (1939) OS map.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Gráinne O'Connor	<i>Date of Inspection</i>	08.01.08



Registration number	SN007		
Location		Map Information	
<i>Name</i>	Cloonlara Lock	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	054
<i>Town</i>	Cloonlara	<i>NGR</i>	162999, 163933
<i>Townland</i>			
Classification			
<i>Original type</i>	Lock		
<i>In Use As</i>	Lock		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1770-1800		
Categories of Special Interest		Architectural, Historical & Cultural	
<i>Condition</i>	Good	<i>Rating</i>	Local
Summary Description			
Single chambered lock dating to circa 1770.			
Appraisal			
Erina Canal runs from the Shannon to the northeast of Clonlara for a distance of circa 9km before re-entering the Shannon at Plassy to the northeast of Limerick City. The canal forms part of the Shannon Navigation and was constructed circa 1770 to bypass the falls at Castleconnell and Doonass (CRDS, 2006)			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Gráinne O'Connor	<i>Date of Inspection</i>	

Inaccessible at time of survey.			
Registration number	SN008		
Location		Map Information	
<i>Name</i>	Monaskeha Lock	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	053
<i>Town</i>	Cloonlara	<i>NGR</i>	163184, 164327
<i>Townland</i>	Coollisteige		
Classification			
<i>Original type</i>	Lock		
<i>In Use As</i>	No longer in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1770-1790		
Categories of Special Interest		Architectural, Historical & Technical	
<i>Condition</i>		<i>Rating</i>	Regional
Summary Description			
Single Lock dating to c. 1770.			
Appraisal			
Inaccessible at time of survey. Marked on Pelham's Grand Jury Maps 1787 and on 1 st edition (1842) OS maps. Erina Canal runs from the Shannon to the northeast of Clonlara for a distance of circa 9km before re-entering the Shannon at Plassy to the northeast of Limerick City (CRDS, 2006). The canal forms part of the Shannon Navigation and was constructed circa 1770.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Gráinne O'Connor	<i>Date of Inspection</i>	29.11.07



Registration number		SN009	
Location		Map Information	
<i>Name</i>	Erina Lock	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	053
<i>Town</i>	Cloonlara	<i>NGR</i>	163972, 164727
<i>Townland</i>	Coollisteige		
Classification			
<i>Original type</i>	Lock		
<i>In Use As</i>	No longer in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1770-1790		
Categories of Special Interest		Architectural, Historical & Technical	
<i>Condition</i>	Good	<i>Rating</i>	Regional
Summary Description			
The lock at Erina was originally a triple-chambered lock, constructed circa 1770. The middle chamber was removed by William Chapman to form a double-chambered lock. The walls of the lock chamber are constructed of ashlar limestone. No longer in use and overgrown. (CRDS, 2006)			
Appraisal			
Marked on 1 st edition (1842) OS maps. Now forms part of the Lough Derg Walkway. Erina Canal runs from the Shannon to the northeast of Clonlara for a distance of circa 9km before re-entering the Shannon at Plassy to the northeast of Limerick City. The canal forms part of the Shannon Navigation and was constructed circa 1770 to bypass the falls at Castleconnell and Doonass (CRDS, 2006). Area referred to in <i>Parliamentary Gazetteer of Ireland, 1845</i> as being “A hamlet in the barony of Tullagh. It stands on the road from Limerick to Killaloe, and immediately west of the hill of Doonass”.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Gráinne O'Connor	<i>Date of Inspection</i>	29.11.07



Registration number		SN010	
Location		Map Information	
<i>Name</i>	Errina Bridge	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	053
<i>Town</i>	Cloonlara	<i>NGR</i>	164015, 164752
<i>Townland</i>	Coollisteige		
Classification			
<i>Original type</i>	Bridge		
<i>In Use As</i>	Bridge		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1770-1800		
Categories of Special Interest		Architectural & Technical	
<i>Condition</i>	Good	<i>Rating</i>	Regional
Summary Description			
Errina Bridge is a single-arch bridge, constructed circa 1770, carrying a local road over Errina Canal, which at this point is in a deep rock cut. Rubble limestone parapet walls with what appears to be small viewing apertures.			
Appraisal			
Errina Canal runs from the Shannon to the northeast of Clonlara for a distance of circa 9km before re-entering the Shannon at Plassy to the northeast of Limerick City. The canal forms part of the Shannon Navigation and was constructed circa 1770 to bypass the falls at Castleconnell and Doonass (CRDS, 2006)			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Gráinne O'Connor	<i>Date of Inspection</i>	29.11.07

Appendix 4: Inventory of Hydro-Electric Scheme Canal Structures

List of Hydro-Scheme Canal Structures Surveyed*

HS001 – Moys Lock

HS002 – Ardcloony Bridge

HS003 – O’Briensbridge Canal Bridge

HS004 – Hydro Scheme Canal Embankemnt

HS005 – Athlunkard Bridge

HS006 – Ardnacrusha Power Station

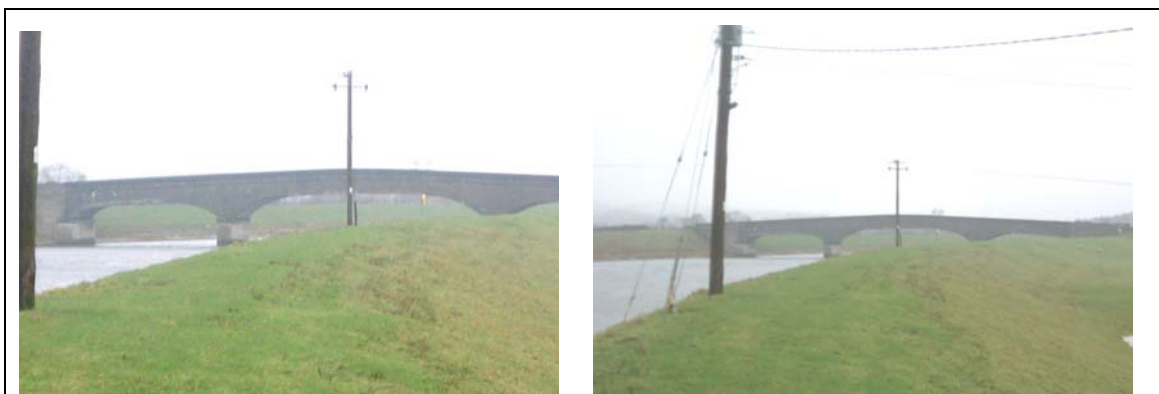
***Note:** There is an element of overlap with structures contained on the Hydro-Scheme Canal and structures surveyed in the Industrial Survey for the county, which is due for completion in November 2008



Registration number	HS001		
Location		Map Information	
<i>Name</i>	Moys Lock	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	045
<i>Town</i>	Killaloe	<i>NGR</i>	170306, 171507
<i>Townland</i>	Moys		
Classification			
<i>Original type</i>	Lock		
<i>In Use As</i>	No longer in use		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1790-1800		
Categories of Special Interest		Architectural, Historical & Cultural	
<i>Condition</i>	Ruins	<i>Rating</i>	Local
Summary Description			
Constructed circa 1790, fell into disuse following the completion of the Shannon Hydro-Electric Scheme. Now in bad disrepair and overgrown. Located down a cul-de-sac in what appears to be a boat-yard complex. Circa 0.3m high.			
Appraisal			
This lock at the mouth of Lough Derg is a testament to the importance of the canal waterways around east Clare. Marked on the 1 st edition (1842) OS map and on the 2 nd edition (1938) OS map.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Gráinne O'Connor	<i>Date of Inspection</i>	08.01.08



Registration number	HS002		
Location		Map Information	
<i>Name</i>	Ardclloony Bridge	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	045
<i>Town</i>	Killaloe	<i>NGR</i>	167539, 169221
<i>Townland</i>	Ardclloony		
Classification			
<i>Original type</i>	Bridge		
<i>In Use As</i>	Bridge		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	Late 18 th – Early 19 th Century.		
Categories of Special Interest			
<i>Condition</i>	Good	<i>Rating</i>	Regional
Summary Description			
Double-arched road bridge over Ardclloony River. Late 18 th – Early 19 th Century. Constructed of dressed limestone voissors on dressed cut waters with crudely dresses stone spandrel and parapets. Square piers to parapet stops.			
Appraisal			
Marked on the 1 st edition (1842) OS map and 2 nd edition (1938) OS map.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Gráinne O'Connor	<i>Date of Inspection</i>	08.01.08



Registration number		HS003	
Location		Map Information	
<i>Name</i>	O'Briensbridge Canal Bridge	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	054
<i>Town</i>	O'Briensbridge	<i>NGR</i>	165812, 166956
<i>Townland</i>	O'Briensbridge		
Classification			
<i>Original type</i>	Canal Bridge		
<i>In Use As</i>	Canal Bridge		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	c. 1925		
Categories of Special Interest		Architectural, Historical & Cultural	
<i>Condition</i>	Good	<i>Rating</i>	Local
Summary Description			
"Three-arched reinforced concrete hump-back road bridge over canal, c.1925; renovated c.1990". (NIAH, 2000). Bridge narrows towards centre. Renovated circa 1990 with inclusion of public walkway on one side. Connects O'Briensbridge with main R463.			
Appraisal			
Marked on 2 nd edition (1939) OS maps but not marked on 1 st edition (1842) OS maps.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Gráinne O'Connor	<i>Date of Inspection</i>	08.01.08



Registration number	HS004		
Location		Map Information	
<i>Name</i>	Hydro-Scheme Canal Embankment	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	045
<i>Town</i>	Parteen-Killaloe	<i>NGR</i>	165597, 166765
<i>Townland</i>	N/A		
Classification			
<i>Original type</i>	Embankment		
<i>In Use As</i>	Embankment		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1925-1930		
Categories of Special Interest		Architectural and Historical	
<i>Condition</i>	Good	<i>Rating</i>	Local
Summary Description			
High earthen banks running southwards from the town of Killaloe to Parteen. These banks were constructed c. 1925 as part of the Shannon Hydro-Electric Scheme. Their function was to assist in the prevention of flooding during heavy rainfall.			
Appraisal			
<i>RMP</i>		<i>RPS</i>	193
<i>Inspected By</i>	Gráinne O'Connor	<i>Date of Inspection</i>	08.01.08



Registration number	HS005		
Location			Map Information
<i>Name</i>	Athlunkard Bridge	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	045
<i>Town</i>		<i>NGR</i>	158801, 159043
<i>Townland</i>	Athlunkard		
Classification			
<i>Original type</i>	Bridge		
<i>In Use As</i>	Bridge		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	c. 1830		
Categories of Special Interest		Architectural and Historical	
<i>Condition</i>	Good	<i>Rating</i>	Regional
Summary Description			
Five-arch road bridge over river Shannon completed c. 1830 funded through the Directors general of Inland Navigation. The parapet walls are constructed of squared limestone masonry with a projecting string course. The five arches are segmented and have dressed stone voussoirs and keystones. The bridge has rounded cutwaters. The piers and soffits are constructed of square limestone blocks with a projecting string course. The bridge was initially tolled after construction but only for a short period. The toll house is still in existence on the west side of the bridge but is not a protected structure and is now derelict.			
Appraisal			
Walkway runs behind toll house and to the west of the River Shannon and is in regular use. The two-way carriage way above connects Clare with Limerick city.			
<i>RMP</i>		<i>RPS</i>	193
<i>Inspected By</i>	Gráinne O'Connor	<i>Date of Inspection</i>	22.02.08



Registration number	HS006		
Location	Map Information		
<i>Name</i>	Ardnacrusha Power Station	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	053
<i>Town</i>	Ardnacrusha	<i>NGR</i>	158630, 161729
<i>Townland</i>	Ballykeelaun		
Classification			
<i>Original type</i>	Power Station		
<i>In Use As</i>	Power Station		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1924-1930		
Categories of Special Interest	Architectural, Cultural & Technical		
<i>Condition</i>	Good	<i>Rating</i>	National
Summary Description			

“Hydro-electric Power Station complex, built 1925-1929, comprising detached 12-bay, 6-storey, Germanic style power station with double attic over river with 9-bay, 2-storey flat-roofed projecting wing to front, two-bay advanced bay to left and four-bay side elevation; interior completed, c. 1940-1950, partly refenestrated, c.1985. Three turbines replaced, 1993-97; attached 20-bay, 3-storey flat-roofed dam/sluice house to rear on a t-shaped plan with 4 pen stock tubes. Single-arch cast concrete road bridge over river with pair of cast concrete pylons (one of four bridges over ‘canal’): pair of detached 4 and 6-bay, 3-storey flat roof weirs over river; group of detached 3-bay, single-storey, flat-roofed outbuildings (NIAH 2000, 53:8)

Appraisal

This power station has been integral to the economic, social prosperity and electrification of the region over the past 80 years. It is still in use today as is an important component of the ESB’s continued development in Ireland.

<i>RMP</i>		<i>RPS</i>	190
<i>Inspected By</i>	G. O Connor	<i>Date of Inspection</i>	21/05/08

Appendix 5: Inventory of Stone-Roof Structures

List of Stone-Roof Structures Surveyed

- SR001 – St. Brigid’s Well, Ardnacraa
- SR002 – Farm House, Dereen
- SR003 – Farm House, Ardnacraa
- SR004 – Farm House, Dereen
- SR005 – Farm House, Kineilty
- SR006 – Farm House, Kilconnell (Derelict)
- SR007 – Farm House, Kilconnell
- SR008 – Farm House, Kilconnell
- SR009 – Farm House, Kilconnell
- SR010 – Farm House, Ballylaan (1800-1840)
- SR011 – Farm House, Ballylaan (Derelict)
- SR012 – Farm House, Ballylaan (1800-1920)
- SR013 – Old Quay Cottage, Liscannor
- SR014 – House, Lahinch Road, Liscannor
- SR015 – Old Farmhouse, Liscannor (Hags Head)
- SR016 – Farmhouse, Ballymaclinaun
- SR017 – Farmhouse, Ballymaclinaun
- SR018 – Farmhouse, Cloughaundine
- SR019 – Cottage, Caherycahill, Liscannor
- SR020 – Restaurant, Kettle St., Lahinch
- SR021 – Celtic T-Shirt Shop, First Lane, Lahinch
- SR022 – Clairville House, Lahinch



Registration number	SR001		
Location		Map Information	
<i>Name</i>	St. Brigids well	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	008
<i>Town</i>		<i>NGR</i>	0444 8997
<i>Townland</i>	Ardnacraa		
Classification			
<i>Original type</i>	Holy well and graveyard		
<i>In Use As</i>	Holy well and graveyard		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>			
Categories of Special Interest		Archaeological, Historical, Cultural & Social	
<i>Condition</i>	Good	<i>Rating</i>	Regional
Summary Description			
Holy well and graveyard sat on side of road overlooking Liscannor village and bay. Concrete and timber cross beams support stone roof that is covered in ivy to exterior. The well is accessed via a narrow curving flagged passageway with a ledge on one side and alcove on the other. Religious memorabilia cover interior walls. A lean-to shed is situated on the southwestern side of the well entrance. It has a pointed stone slate roof with rendered coping and chimneystack. Whitewashed rendered walls with square-headed openings. Statue of St. Brigid to front. Well is set back from Liscannor Road and bounded by rubble stone walls with a pedestrian entrance gate. Marked on the 1842 and 1916 Ordnance Survey maps.			
Appraisal			
St. Brigid's Well is still a place of pilgrimage especially on February 1 st and on Garland Sunday at the end of July. A tangible atmosphere of contemplation and tranquility surrounds the site.			
<i>RMP</i>	CL008-021	<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	17/09/06



Registration number	SR002		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	014
<i>Town</i>		<i>NGR</i>	0421 9007
<i>Townland</i>	Dereen		
Classification			
<i>Original type</i>	Farm house		
<i>In Use As</i>	Farm house		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1880-1920		
Categories of Special Interest		Architectural, Cultural & Social	
<i>Condition</i>	Good	<i>Rating</i>	Regional
Summary Description			
Four-bay, single-storey, detached cottage with lean-to outbuilding and associated outbuildings to side, built <i>circa</i> 1900. One outbuilding to west side of house is shown on 1842 Ordnance Survey map. Stone-slate roof to outbuildings and cottage. Cottage roof is pointed and the slates appear to be locally quarried as they display mollusc trails. Rendered chimneystack with clay ridge tiles and rendered coping. Double course of slates at eaves. Painted, smooth rendered walls. Square-headed openings with replacement timber windows and doors. Interestingly there are no openings to rear elevation. Flagged front yard. Rubble boundary walls. House and outbuildings marked on 1916 Ordnance Survey map.			
Appraisal			
This farm complex forms part of an attractive group of buildings with the adjacent stone rock farmhouse. It is well maintained and displays stone slates on a variety of farm buildings.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	17/09/06



Registration number	SR003		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	014
<i>Town</i>		<i>NGR</i>	0420 9003
<i>Townland</i>	Ardnacraa		
Classification			
<i>Original type</i>	Farm house		
<i>In Use As</i>	Farm house		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1800-1840		
Categories of Special Interest	Architectural, Cultural & Social		
<i>Condition</i>	Fair	<i>Rating</i>	Regional
Summary Description			
Four-bay single-storey, detached cottage, built <i>circa</i> 1820 and still occupied. Lean-to outbuilding to rear garden and range of outbuildings to side. Pointed stone slate roof with clay ridge tiles and rendered chimneystack. Stone roof appeared to be the local Moher stone as has distinctive mollusc trails. Smooth rendered walls, with square-headed openings with replacement windows. Flagged front yard. Upright flag boundary to field to north. Interestingly there are no openings to the rear elevation. The house is shown on the 1842 and 1916 Ordnance Survey maps.			
Appraisal			
This farmhouse is still occupied. It forms an attractive group of structures with the adjacent stone roofed farmhouse and outbuildings (SR002). The local stone is used in all aspects of the building: floors, walls, roof, outbuildings, yard, boundary walls.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	17/09/06



Registration number	SR004		
Location	Map Information		
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	014
<i>Town</i>		<i>NGR</i>	0373 9035
<i>Townland</i>	Dereen		
Classification			
<i>Original type</i>	Farm house		
<i>In Use As</i>	Derelict		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1860-1900		
Categories of Special Interest	Architectural, Cultural & Social		
<i>Condition</i>	Derelict	<i>Rating</i>	Regional
Summary Description			
Four-bay, single storey, detached cottage, built <i>circa</i> 1880, now derelict. Lean-to outbuilding to eastern side gable and detached lean-to out building adjacent western end of house. Moher stone roof with double course at eaves. Concrete pointing to roof, clay ridge tiles, single rendered chimneystack and rendered coping to gable ends. Smooth rendered walls. Square-headed openings with replacement timber windows and door. Original interior largely intact and displays flag floors of impressive size. Rubble stone outbuildings. Flagstone front yard bound by rubble stone walls. Cottage is currently derelict and up for sale. House is not shown on 1842 Ordnance Survey map as road was not built at that time, however it is shown on 1916 map.			
Appraisal			
An attractive modest stone-roofed house overlooking Liscannor bay. Constructed from local stone that features throughout. A quarry is situated opposite the house.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	17/09/06



Registration number	SR005		
Location	Map Information		
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	014
<i>Town</i>		<i>NGR</i>	0317 8993
<i>Townland</i>	Kineilty		
Classification			
<i>Original type</i>	Farm house		
<i>In Use As</i>	Currently being restored		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1800-1840		
Categories of Special Interest	Architectural, Cultural & Social		
<i>Condition</i>	Fair	<i>Rating</i>	Regional
Summary Description			
Four-bay, single-storey, detached cottage, built <i>circa</i> 1820, currently undergoing restoration work. Flat-roofed porch to front door with outbuildings to side gable and to rear yard. Stone slate roof with pointing to slates and double course of slates at eaves, clay ridge tiles, rendered chimneystacks and rendered coping to gable ends. Smooth rendered walls. Square-headed openings with replacement timber sash windows. Range of roofless former outbuildings to rear house currently undergoing restoration work. Interestingly there are no openings in the rear wall. House is set on side of narrow country road. Shown on the 1842 and 1916 Ordnance Survey maps.			
Appraisal			
This low single storey cottage nestles into the landscape as if in a bid to protect it from the prevailing winds. Its stone roof gives it a solid ageless quality that makes it one with the landscape, apt as it has been forged from the very stone it sits on.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	17/09/06



Registration number	SR006		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	014
<i>Town</i>		<i>NGR</i>	0251 0901
<i>Townland</i>	Kilconnell		
Classification			
<i>Original type</i>	Farm house		
<i>In Use As</i>	Now derelict/ no longer occupied		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1800-1840		
Categories of Special Interest		Cultural & Social	
<i>Condition</i>	Derelict	<i>Rating</i>	Regional
Summary Description			
Four-bay, single-storey, detached cottage, built <i>circa</i> 1820, now derelict. Briars to front blocking entrance. Stone slate roof of local Moher stone. Some pointing visible to roof. Rendered coping to gable ends. Cast iron rain water goods. Smooth rendered walls. Square-headed openings with replacement uPVC windows and timber battened door. Complex of outbuildings to west, most of which are stone slated. Shown on the 1842 and 1916 Ordnance Survey maps.			
Appraisal			
Although no longer in use, this house still appears to be in good condition. It forms one of four stone slated houses in a small clochan/village in the townland of Kilconnell overlooking Liscannor bay which also includes a number of stone slate out buildings.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	17/09/06



Registration number	SR007		
Location	Map Information		
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	014
<i>Town</i>		<i>NGR</i>	0244 8899
<i>Townland</i>	Kilconnell		
Classification			
<i>Original type</i>	Farm house		
<i>In Use As</i>	Holiday house		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1880-1920		
Categories of Special Interest	Architectural, Cultural & Social		
<i>Condition</i>	Good	<i>Rating</i>	Regional
Summary Description			
Five-bay, single-storey, detached cottage, built <i>circa</i> 1900, now used as holiday home. Range of lean-to outbuildings to side. Stone roof of local Moher stone to house and one of the outbuildings. Stone roof is pointed with double course at eaves and clay ridge tiles. Concrete rendered chimneystacks with cast iron rainwater goods to house and plastic gutters to outbuilding. Concrete smooth rendered walls. Square-headed openings with replacement uPVC windows and replacement timber doors. Front garden bounded by rubble stone wall, partially painted with pedestrian gate with gate piers surmounted by buoys. Gate flanked by rotary quern stones set into wall flagstones to yard. First marked on 1916 Ordnance Survey map.			
Appraisal			
Another good example of a stone slate roof. This house is located in a clochan/village, nearly all of which retain their stone roofs making this a visually attractive group of vernacular houses.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	17/09/06



Registration number	SR008		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	014
<i>Town</i>		<i>NGR</i>	0241 8899
<i>Townland</i>	Kilconnell		
Classification			
<i>Original type</i>	Farm house		
<i>In Use As</i>	Holiday house		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1800-1840		
Categories of Special Interest		Architectural, Cultural & Social	
<i>Condition</i>	Good	<i>Rating</i>	Regional
Summary Description			
Four-bay, single-storey, detached cottage, built <i>circa</i> 1820, now in use as a holiday house. Lean-to shed to gable end and detached outbuilding to rear. Mix of Moher slate and smoother (perhaps Luogh??) stone slate to roof which has a modern skylight. Double course of slates at eaves, pointing to slates and plastic rain water goods. Square-headed openings with replacement timber doors and windows. Smooth rendered concrete walls. Rubble stone enclosing wall to garden. Marked on the 1842 and 1916 Ordnance Survey maps.			
Appraisal			
This holiday house has been subject to number of modern changes and alterations, however its essential vernacular character as intact and this group of associated stone slate buildings make an attractive group of buildings.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	17/09/06



Registration number	SR009		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	014
<i>Town</i>		<i>NGR</i>	0240 8899
<i>Townland</i>	Kilconnell		
Classification			
<i>Original type</i>	Farm House		
<i>In Use As</i>	Holiday House		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1800-1840		
Categories of Special Interest		Cultural & Social	
<i>Condition</i>	Good	<i>Rating</i>	Regional
Summary Description			
Four-bay, single-storey, detached holiday house, built <i>circa</i> 1840, with stone roofed outbuildings to rear. Moher stone slate roof with pointing, clay ridge tiles, plastic guttering, and concrete rendered chimneystacks. Smooth rendered concrete walls. Square-headed openings with replacement timber and uPVC windows and doors. Two large openings to front comprising sliding door and full height window set on height with garden running down to road. Garden bounded by rendered wall with pedestrian gate.			
Appraisal			
This house has been subject to various changes, including some use of inappropriate materials, which has resulted in some loss of character. However the survival of its stone slate roof and its location within a small clochan/village has meant that it still contributes to the unique vernacular character of the area.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	17/09/06



Registration number	SR010		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	014
<i>Town</i>		<i>NGR</i>	0199 8894
<i>Townland</i>	Ballylaan		
Classification			
<i>Original type</i>	Farm house		
<i>In Use As</i>	Detached house		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1800-1840		
Categories of Special Interest		Cultural & Social	
<i>Condition</i>	Good	<i>Rating</i>	Regional
Summary Description			
Single-storey, four-bay, detached cottage, built <i>circa</i> 1820, with stone roof and single-storey lean-to shed with corrugated roof. Moher stone roof to cottage, with pointed slates and concrete rendered chimneystack. Smooth rendered concrete walls. Square-headed openings with replacement uPVC windows and doors. Concrete sills to windows. Concrete path to front of house. Rubble stone boundary to front garden. House has just been. Shown on 1842 and 1916 Ordnance Survey map.			
Appraisal			
Despite recent renovation works and the introduction of inappropriate materials this structure still retains its stone slate roof, there-by retaining one of its more important vernacular characteristics.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	17/09/06



Registration number	SR011		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	014
<i>Town</i>		<i>NGR</i>	0196 8889
<i>Townland</i>	Ballylaan		
Classification			
<i>Original type</i>	Farm house		
<i>In Use As</i>	Derelict		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1800-1840		
Categories of Special Interest		Architectural, Cultural & Social	
<i>Condition</i>	Derelict	<i>Rating</i>	Regional
Summary Description			
Single-storey, four-bay, detached cottage, built <i>circa</i> 1820, now derelict. Remains of flat-roofed extension to rear, with remains of stone roofed outbuildings situated a short distance to the west. Moher slate roof with remains of pointing visible, stone slates slipping in places, rendered coping and clay ridge tiles. Rendered chimneystacks with concrete finials to ridge ends. Double course of stone slates to eaves and the remains of cast-iron guttering. Smooth rendered walls with square headed openings with the remains of timber sash windows. Over grown yard/garden to front bounded by random rubble wall of local stone. Marked on the 1842 and 1916 Ordnance Survey maps.			
Appraisal			
This derelict cottage is larger in scale with larger window openings and a complex of former outbuildings, which suggests that a prosperous farmer may have built it. Although derelict it is still in reasonably good condition and retains many original features. Its roof is of particular note.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	17/09/06



Registration number	SR012		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	008
<i>Town</i>		<i>NGR</i>	0200 8866
<i>Townland</i>	Ballylaan		
Classification			
<i>Original type</i>	Farm house		
<i>In Use As</i>	Farm house		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1880-1920		
Categories of Special Interest		Cultural & Social	
<i>Condition</i>	Good	<i>Rating</i>	Regional
Summary Description			
Single-storey, four-bay, detached cottage, built <i>circa</i> 1900 with flat roof extension to rear and outbuildings to rear farmyard. Moher stone slate roof with pointing to slates. Two rendered chimneystacks, clay ridge tiles and cast iron rain water goods. Smooth rendered walls. Square-headed openings with replacement timber windows and doors. Front yard is bounded by a low concrete wall. Fronted door flanked by protruding overhanging ledge with angled supports. House is first marked on 1916 Ordnance Survey map.			
Appraisal			
This farmhouse surrounded by working farmyard still retains its stone slate roof, traditionally the roofing material used in this area. It is an important survival in time when numbers are depleting.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	17/09/06



Registration number		SR013	
Location		Map Information	
<i>Name</i>	Old Quay	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	015
<i>Town</i>	Liscannor	<i>NGR</i>	
<i>Townland</i>	Liscannor		
Classification			
<i>Original type</i>	Cottage		
<i>In Use As</i>	Out building		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1800-1840		
Categories of Special Interest		Cultural & Social	
<i>Condition</i>	Fair	<i>Rating</i>	Regional
Summary Description			
Detached one and a half storey, three-bay outbuilding with lean-to shed abutting west gable, built circa 1820. Constructed of roughly coursed local sandstone. Moher stone slate roof has cement rendered coping and ten courses of slates (including double course at eaves); slates measure approx. half inch thick. Situated on laneway off main street leading down to harbour (Halpin 2003, 103). Marked on 1842 and 1916 Ordnance Survey map.			
Appraisal			
This modest outbuilding is an increasingly rare example of a vernacular stone-roofed out building in Liscannor. It may once have been used as a dwelling house. It is in good structural condition and displays a Moher stone slate on its roof and attached lean-to shed.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	15/11/06



Registration number	SR014		
Location	Map Information		
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>	Lahinch Road	<i>Map Sheet</i>	015
<i>Town</i>		<i>NGR</i>	
<i>Townland</i>	Liscannor		
Classification			
<i>Original type</i>	Semi-detached house		
<i>In Use As</i>	Semi-detached house / holiday home		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1915 – 1935		
Categories of Special Interest	Architectural, Cultural & Social		
<i>Condition</i>	Good	<i>Rating</i>	Regional
Summary Description			
Semi-detached, three-bay, two-storey house, built <i>circa</i> 1925, with Moher stone slate roof and out buildings to rear. Cement rendered coping to roof, 10 courses of stone slates include a double eaves course, concrete pointing to slates. Cement rendered façade. Square-headed openings with replacement uPVC windows and door. Range of single-storey lean-to rubble stone built sheds to rear, now derelict, some with stone slate roof still intact. Roofed with thick stone slate up to 1½” to 2” thick. Set back slightly from road. (Halpin 2003, 103). Not marked on 1916 Ordnance Survey map.			
Appraisal			
This building is the only two-storey vernacular stone slated house surviving in Liscannor village, and is testimony to a time when most buildings in the area were roofed with the local thin-bedded sandstone. Its roof and structure appear to be in very good condition.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	15/11/06



Registration number	SR015		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	014
<i>Town</i>	Liscannor (Hags Head)	<i>NGR</i>	102350, 189026
<i>Townland</i>			
Classification			
<i>Original type</i>	Farmhouse		
<i>In Use As</i>	Outbuilding		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1800 – 1840		
Categories of Special Interest		Cultural and Social	
<i>Condition</i>	Fair	<i>Rating</i>	Local
Summary Description			
Former single-storey, four-bay cottage, c. 1820 now in use as outbuilding to side and barn forming yard. Pitched stone slate roofs pointed with clay ridge tiles. Slates display mollusc trails. Rendered painted walls. Roof system to outbuilding displays trenched pulins colled trusses set into sidewalls with rafters above set into timber wallplate. Former quarry to rear.			
Appraisal			
This former cottage forms part of a cluster of stone-roofed cottages, which make an attractive group.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	16.06.07



Registration number	SR016		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	014
<i>Town</i>	Liscannor	<i>NGR</i>	103962, 188547
<i>Townland</i>	Ballymaclinaun		
Classification			
<i>Original type</i>	Farmhouse		
<i>In Use As</i>	Farmhouse/Holiday House		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1800 – 1840		
Categories of Special Interest		Cultural and Social	
<i>Condition</i>	Good	<i>Rating</i>	Local
Summary Description			
Single-storey three-bay farmhouse, built c. 1820 with lean to shed to side. Pitched stone roof, recently pointed house has been repaired with concrete rendered walls, gable-fronted porch and replacement wood effect, PVC windows and doors.			
Appraisal			
Despite inappropriate repairs this house still retains its original scale and form.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	16.06.07



Registration number	SR017		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	014
<i>Town</i>	Liscannor	<i>NGR</i>	104402, 188141
<i>Townland</i>	Ballymaclinaun		
Classification			
<i>Original type</i>	Farmhouse		
<i>In Use As</i>	Holiday Home		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1800 – 1840		
Categories of Special Interest		Cultural & Social	
<i>Condition</i>	Good	<i>Rating</i>	Local
Summary Description			
Detached three-bay, two-storey house built c. 1820 with rear return renovated in 2002 and stone roof replaced with new stone roof, lime render also applied at this time. New timber sash window and timber battened door. Front garden bounded by rubble stonewalls of siliceous sandstone with wrought iron pedestrian gate.			
Appraisal			
This attractive stone-roofed house is the only two-storey stone-roofed house on this road and one of only three in the area. It still retains its vernacular charm and original setting.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	16.06.07



Registration number	SR018		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	014
<i>Town</i>	Liscannor	<i>NGR</i>	105253, 188388
<i>Townland</i>	Cloghaundine		
Classification			
<i>Original type</i>	Farmhouse		
<i>In Use As</i>	House		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1800 – 1840		
Categories of Special Interest		Cultural and Social	
<i>Condition</i>	Good	<i>Rating</i>	Regional
Summary Description			
Single-storey, four-bay cottage built c. 1820 with later flat-roofed porch to front. Rendered walls with replacement timber casement windows, lean-to shed and garage to side. Front garden bounded by a fence of upright flags.			
Appraisal			
This stone-roofed cottage is one of only three surviving stone-roofed houses on this road. It still retains its vernacular charm and contributes positively to the streetscape.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	16.06.07



Registration number	SR019		
Location		Map Information	
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>		<i>Map Sheet</i>	014
<i>Town</i>	Liscannor	<i>NGR</i>	105851, 189125
<i>Townland</i>	Caherycahill		
Classification			
<i>Original type</i>	Cottage		
<i>In Use As</i>	Derelict		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1910 – 1950		
Categories of Special Interest		Cultural & Social	
<i>Condition</i>	Derelict	<i>Rating</i>	Regional
Summary Description			
Detached, single-storey, four-bay cottage, built c. 1920, now derelict. Stone slate roof to house still intact. Smooth rendered walls and timber casement windows.			
Appraisal			
Though derelict this stone roofed cottage is still in good condition and is a positive contribution to the streetscape. It represents the continued use of the local thin-bedded sandstone in the first half of the 20 th century.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	16.06.06



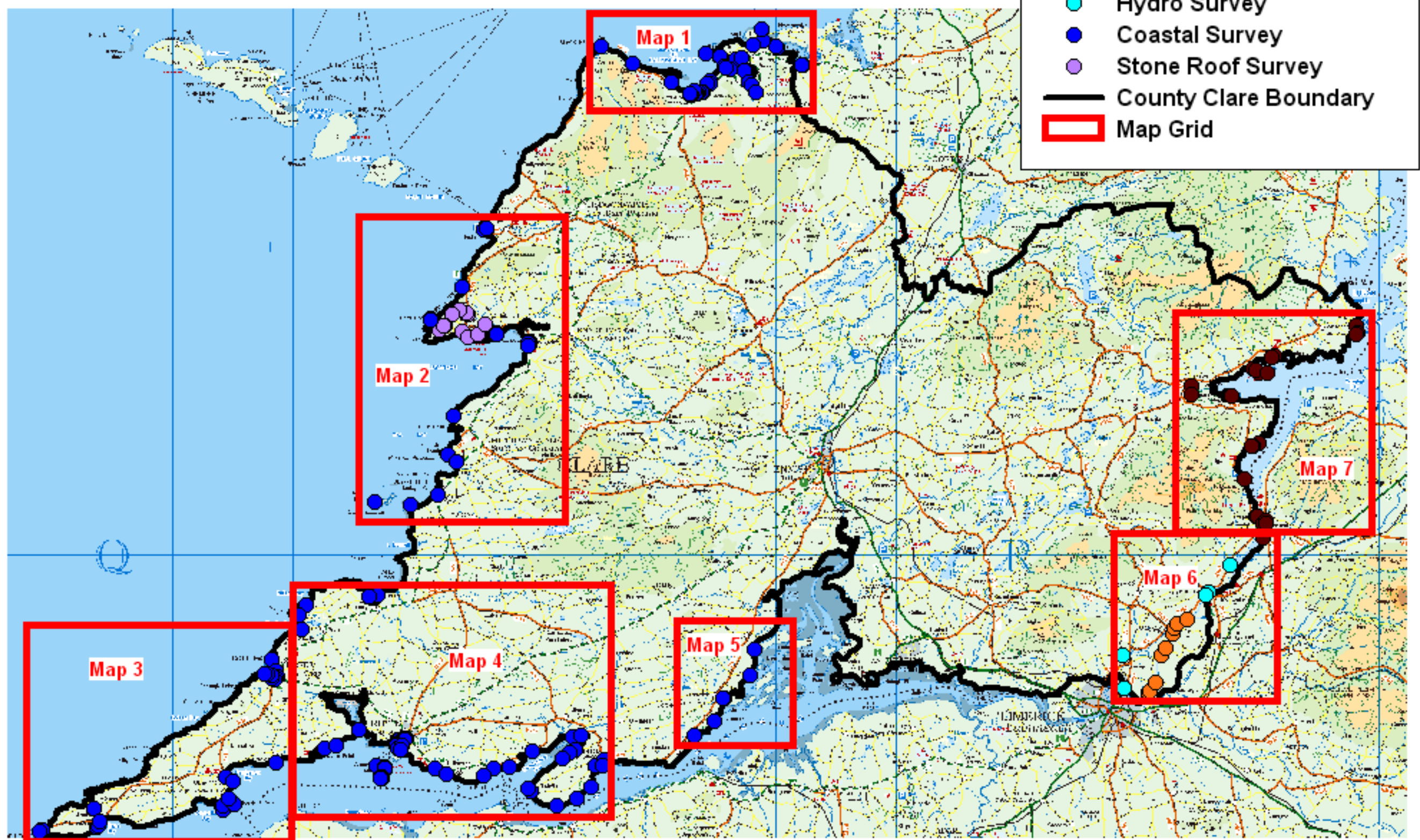
Registration number	SR020		
Location	Map Information		
<i>Name</i>		<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>	Kettle Street	<i>Map Sheet</i>	023
<i>Town</i>	Lahinch	<i>NGR</i>	109546.40
<i>Townland</i>	Lahinch		187725.48
Classification			
<i>Original type</i>	House		
<i>In Use As</i>	Restaurant		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1845-1855		
Categories of Special Interest		Cultural & Social	
<i>Condition</i>	Good	<i>Rating</i>	Local
Summary Description			
Terraced, 2-storey, 3-bay building, built c.1850. Roof appears to be in good condition, slates are cement pointed. Chimneys at both gable ends and coping are cement rendered. Façade has a ruled & lined cement render. Building shown on Griffith's Valuation (1855) map (Halpin 2003, 96). Not shown on 1 st edition (1842) map.			
Appraisal			
This building located on a busy road leading from Ennistymon into Lahinch. Although subject to a number of inappropriate alteration such as uPVC windows and wooden shutters, it is one of only two surviving two-storey stone roofed buildings in Lahinch which elevates its importance.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	16.06.07



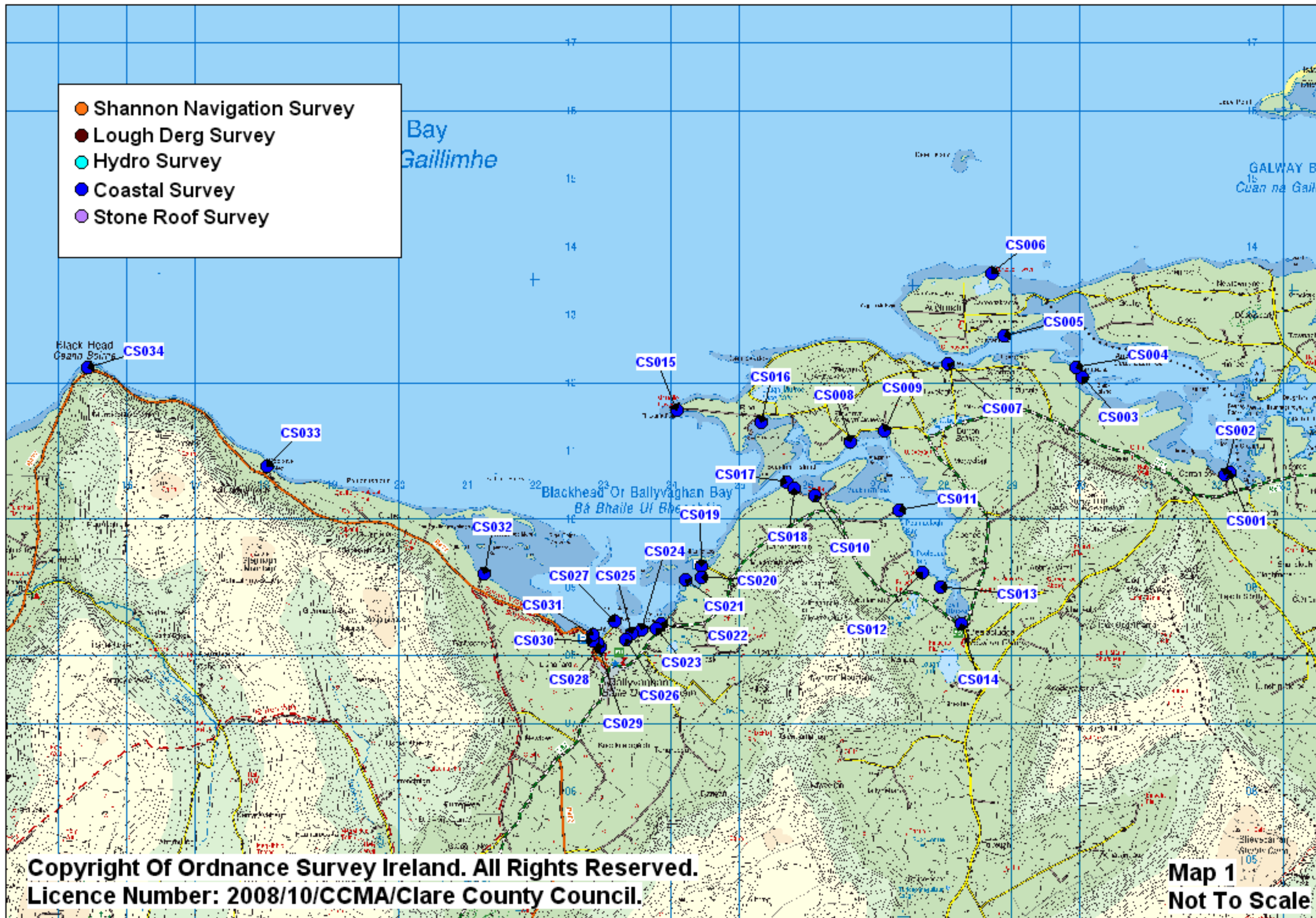
Registration number	SR021		
Location	Map Information		
<i>Name</i>	Celtic T-Shirt Shop	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>	First Lane	<i>Map Sheet</i>	023
<i>Town</i>	Lahinch	<i>NGR</i>	109478.12
<i>Townland</i>	Lahinch		187653.90
Classification			
<i>Original type</i>	House		
<i>In Use As</i>	Shop		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1820-1860		
Categories of Special Interest		Cultural & Social	
<i>Condition</i>		<i>Rating</i>	
Summary Description			
Detached, 3 bay, single storey house, built c.1840, with stone slated roof. Left hand side window opening has been widened for use as shop window. Two-storey rear return also with stone slated roof. Building appears to be on 1 st edition (1842) map and is also shown on Griffith's Valuation (1855) map (Halpin 2003, 99).			
Appraisal			
Only surviving stone slate roofed building along this laneway. Nearly every other building has been added to or totally rebuilt. Building and roof appears in good condition.			
<i>RMP</i>		<i>RPS</i>	
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	16.06.07



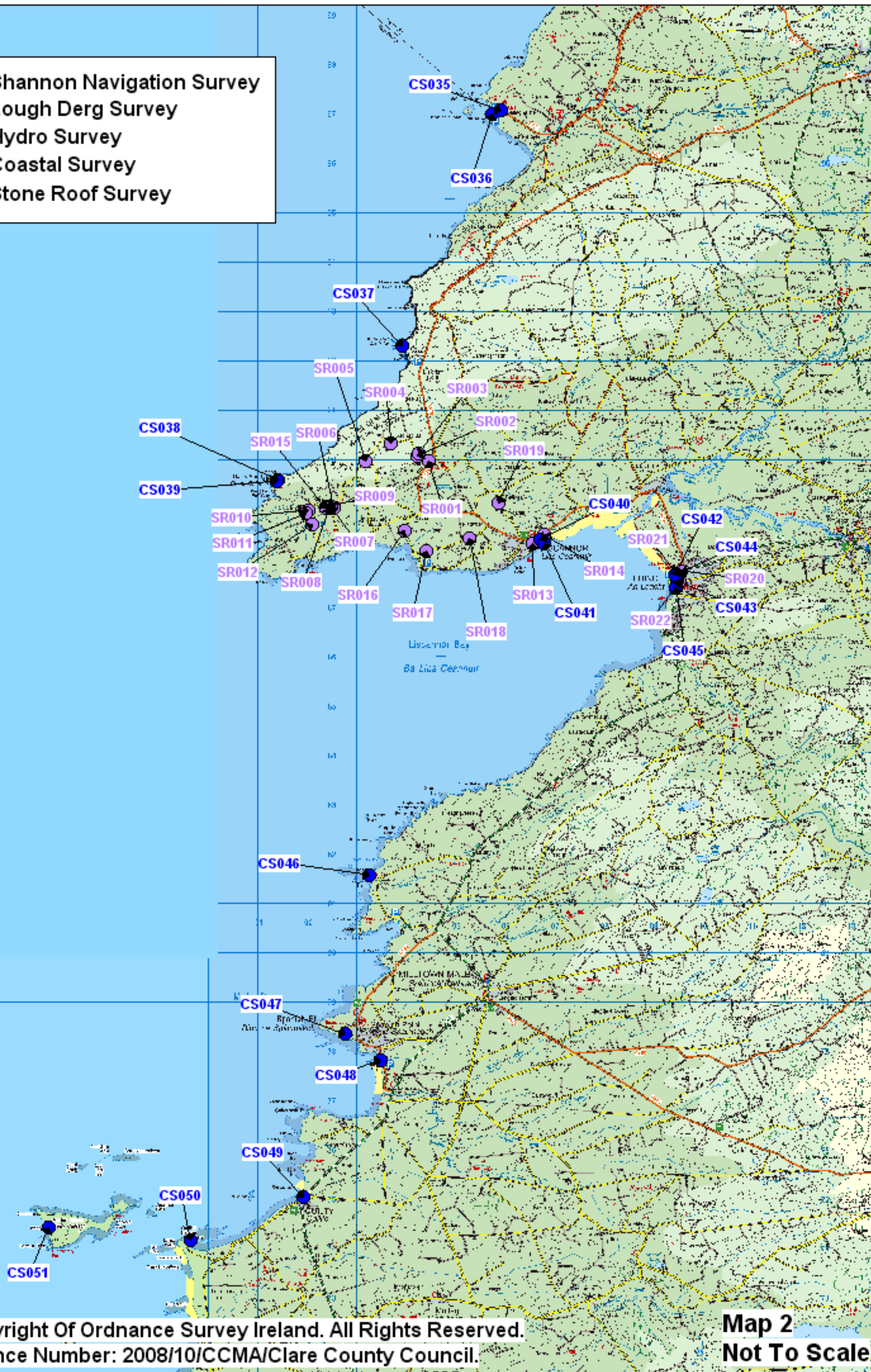
Registration number	SR022		
Location		Map Information	
<i>Name</i>	Clairville	<i>County Code</i>	Clare
<i>Number</i>		<i>Map Type</i>	6 inch
<i>Street Name</i>	Church Street	<i>Map Sheet</i>	023
<i>Town</i>	Lahinch	<i>NGR</i>	109522.66
<i>Townland</i>	Lahinch		187531.88
Classification			
<i>Original type</i>	House		
<i>In Use As</i>	House		
<i>Additional Use</i>			
<i>Historical Use</i>			
<i>Date</i>	1850-1890		
Categories of Special Interest		Cultural & Social	
<i>Condition</i>		<i>Rating</i>	Regional
Summary Description			
End of terrace, 3 bay, 2 storey dating to c. 1870. Façade is ruled and lined cement render with plaster quoins. Stone roof still intact with clay ridge tiles and cement rendered coping. Windows are replacement wooden sliding sash windows. New rear return has natural slate rather than stone slate. Building shown on site since 1 st Ed. (1840) map (Halpin 2003, 100).			
Appraisal			
This house is one of only two surviving two-storey stone slate houses in Lahinch. It still retains its original scale and vernacular characteristics.			
<i>RMP</i>		<i>RPS</i>	519
<i>Inspected By</i>	Sarah Halpin	<i>Date of Inspection</i>	16.06.07



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