

4. Archaeological & Historical Background

This section is a summary of the archaeological and historical background of the study area. Sources used were the Record of Monuments and Places (RMP) and the accompanying list of sites (Archaeological Survey of Ireland 1997). The information from these sources has been tabularised as per the NRA published guidelines on constraints studies for both archaeological and architectural heritage (NRA n.d.; NRA n.d.a; see section 5). The *Archaeological Inventory of County Cork VOL II: East and South Cork* (Power 1994), which is a publication of information held in the files of the Archaeological Survey of Ireland, held by the National Monuments Section, DOEHLG (also known as the SMR) were also consulted. This inventory records field work also. The National Museum of Ireland files, known as the Topographical Files were also checked to identify archaeological artefact sites that may be within the pipeline vicinity.

The yearly *Excavations Bulletin*, which summarises licensed archaeological work in the country, by county (Bennett, various dates) was checked for up-to-date information on recent archaeological discoveries the location of the study area. Excavation summaries for the years 1996-2003 inclusive were included. All information sources used have been referenced and listed in section 9. Please note that the maps included are for illustration only. The RMP maps are reduced for inclusion and their original scale is six inches to one mile (OS 6" map series). Other maps are for indication only in order to illustrate the archaeological potential for each location in the study area. Those maps were provided by the lead consultant on behalf of the client unless otherwise indicated (fig. 13; Table 2).

The study area covers portions of the following townlands:

Townland	OS 6" Sheet No.	Parish	Barony
Ardmore	87	Marmullane	Kerrycurrihy
Ballybricken	87	Barnahely	Kerrycurrihy
Ballyfouloo	87	Monkstown	Kerrycurrihy
Ballyleary	87	Clonmel	Barrymore
Ballynoe	87	Clonmel	Barrymore
Ballintaggart	87	Carrigaline	Kerrycurrihy
Ballywilliam	87	Templerobin	Barrymore
Ballyvoloon	87	Clonmel	Barrymore
Barnahely	87	Barnahely	Kerrycurrihy
Carrigaline	87, 99	Carrigaline	Kerrycurrihy
Carrigaline Middle	87	Carrigaline	Kerrycurrihy
Carrigaline East	87	Carrigaline	Kerrycurrihy
Carrignafof	87	Templerobin	Barrymore
Commeen	99	Carrigaline	Kerrycurrihy
Cuskinny	87	Templerobin	Barrymore
Dean & Chapter: Land of Cloyne	87	Clonmel	Barrymore
Kilgarvan	87	Templerobin	Barrymore
Lackaroe	87	Monkstown	Kerrycurrihy
Loughbeg	87	Barnahely	Kerrycurrihy
Maulbaun	75, 87	Monkstown	Kerrycurrihy
Monkstown	87	Monkstown	Kerrycurrihy
Raheens	87	Carrigaline	Kerrycurrihy
Rathanker	87	Monkstown	Kerrycurrihy
Ringaskiddy	87	Barnahely	Kerrycurrihy
Ringacoltig	87	Clonmel	Barrymore
Ringmeen	87	Clonmel	Barrymore
Shanbally	87	Carrigaline	Kerrycurrihy
Parkgarriff	87	Monkstown	Kerrycurrihy
Pembroke	75, 87	Marmullane	Kerrycurrihy
Passage West	75, 87	Marmullane & Monkstown	Kerrycurrihy

Table 2. Detail of Townlands within Study Area (from ... *Index to the Townlands...* 1992)

4.1 Background

The following is a synopsis of the study area as it relates to the archaeology and history of the Lower Cork Harbour region:

<p>Prehistory Early Mesolithic 8000-5500BC Later Mesolithic 5500-4000BC Neolithic 4000-2500BC Bronze Age 2500-500BC Iron Age 500BC-AD500</p>	<p>The earliest evidence for human settlement in Co. Cork now dates to the Early Mesolithic period (Woodman 1984, 1-11; 1989, 116-124). People living in the Mesolithic period ("middle stone age") were gatherers, hunters and fishers. It is thought they lived near the coastlines and along rivers, using flint and other suitable stones to make sharp tools (Anderson 1991, 35-8). Shell middens are refuse mounds or spreads of discarded sea-shells and can date from the Late Mesolithic, although the Cork Harbour oyster middens are quite recent (Power et al 1994). In addition Mesolithic people are found in the archaeological record by the material they left behind, usually in the form of stone tool-making waste ("debitage") and the tools themselves, and more rarely by habitation evidence such as house structures, pits and hearths. Burial evidence for this period is exceedingly rare with the latest evidence being located along the River Shannon, Co. Limerick (Collins and Coyne 2003; 2006). The Later Mesolithic period could be represented by the midden at Ringaskiddy CH12, although without datable material from this feature it is impossible to estimate its precise date of use (CO087-054---). The Neolithic ("new stone age") saw the introduction of farming into Ireland.</p>
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	<p>This change is seen in the archaeological evidence through domesticated plant and animal remains and a more sedentary lifestyle, although it is now thought that a certain amount of hunting and gathering would have continued (Waddell 1998). An important development in the Neolithic is the appearance of community burial places, megalithic tombs (of which there are 4 types), which took much time, effort and planning to construct (Twohig 1990). Evidence for Neolithic life in the archaeological record of Munster includes rectangular houses, farmsteads, pottery and megalithic tombs.</p> <p>The Bronze Age marks the first introduction of widespread metal use into Ireland, firstly copper and then bronze. It is thought that society in this period became more hierarchical, with stress in community evidenced in the archaeological record by the disproportionate amount of weapons, particularly those which appear to be ritually deposited in watery places. Farming continued with houses being characterised in this period by circular structures, some in unenclosed or enclosed farmsteads. Burial at this time moves from the community rite of the Neolithic to singular burial in much smaller burial monuments such as barrows, ring ditches, cists and pits, sometimes grouped together into "cemeteries" (Waddell 1990; 1998). Pottery continues to be used in a domestic context and also new pottery shapes are seen, which are made especially for funerary purposes. Of the most common monument types in the archaeological record in Ireland, the burnt mound, or <i>fulacht fiadh</i> tends to date to this period (although both earlier and later dated examples have been found) (Buckley 1990; Monk 2007). Although no surface trace survives of CH19 is such an example. Ritual stone monuments such as standing stones, pairs, rows and circles, as well as rock art tend to date to the Bronze Age, which are particularly common in the Munster region, especially west Cork and Kerry (Ó Nualláin 1984).</p> <p>An archaeological site dating to the Neolithic and Bronze Ages was excavated in advance of a golf course on Foaty Island excavated in 1992 (outside the study area), revealed a prehistoric complex of human occupation and possible burial pits.</p> <p>The Iron Age in Ireland is more elusive than the previous periods, with no definite site type or burial tradition attributable to the period. The Iron Age has been discovered in Co. Cork, however, most recently at excavations at Cashel Hill and on the Beara peninsula by Prof. William O'Brien of UCC (O'Brien 2006).</p>
<p>Medieval Early Medieval AD400-1100 Later Medieval AD1100-1600 Post Medieval AD1600-1700</p>	<p>The early medieval period in Ireland is characterised by the introduction to Christianity to the country and history (i.e writing, Edwards 1990; Sheehan and Monk 1998). Archaeological monuments attributable to this period include ringforts, cashels, (enclosed farmsteads) some hut sites, souterrains (underground chambers) and many monastic and ecclesiastical sites. These sites may occur in association in the landscape (Stout 1997). There are two ringforts located in the vicinity of the pipeline route CH1 & CH16, a ringfort and souterrain) and CH3 a ringfort in Parkgarriff. CH9 and CH10 are other probable examples of ringforts situated near the proposed location of the WWTP site. The end of the early medieval period in Ireland is marked by the arrival of the Vikings in AD795, firstly through raiding and later through trade and settlement. The Vikings are credited with establishing the first true towns in Ireland, at Cork, Dublin, Waterford and Limerick and smaller centres such as Wicklow and Arklow (Edwards 1990). There are no known early medieval archaeological remains in the immediate vicinity of the pipeline route. Other monuments represented within the study area which may be dated to the Medieval period are holy wells. The use of holy wells has continued from at least Early Medieval times until the present day (O'Sullivan and Sheehan 1996) and has its origins in pre-Christian Ireland although many</p>

	<p>of the sites are more recent in origin. The wells were usually visited for penitential purposes on saint's days and these pilgrimages followed a set pattern. During 19th century the Church became more and more disapproving of the trouble the patterns caused and the superstitious nature of the ritual associated with them, which has led to a decline in numbers in the recent past. Although CH2 in Ballywilliam is extant the holy well at Ballyfouloo (CH4) has not been located.</p> <p>The later medieval period begins historically with the invasion of the Anglo-Normans in AD1169 (Barry 1987; O'Keefe 2002). Their presence can be seen in the archaeological record through the towns they established and re-organised. Archaeological monuments dating to this period include ringworks, hall houses, moated sites and tower houses.</p> <p>The beginning of the post-medieval period was a turbulent time in Irish history. A new system of lordships emerged which eclipsed many of the earlier Anglo-Norman settlements. Irish lords came into conflict with the monarchy of England particularly Elizabeth I, when they tried to re-assert their control over the country, by establishing plantations, populated by settlers and by other means (Duffy <i>et al.</i> 2001; Robinson 1984). This resulted in the wars from 1560-1603.</p>
<p>Early Modern AD1700-1900</p>	<p>The 18th century was a time of general prosperity for the newly established protestant gentry. From 1691 until 1798 (the Rebellion) Ireland witnessed few dramatic events. By the end of the 18th century Cork Harbour was the lynchpin of British naval operations in Ireland (Rynne 1993, 68). Defence was always a consideration, and with political changes on Continental Europe, and the threat of a French invasion of British-controlled lands, a series of defensive features, such as barracks, forts, batteries and Martello towers were built. The fort of Cove or Carrignafoy fort (CH18) was built between 1743 and 1749 and in 1804 it had three batteries (<i>ibid.</i> 70). Martello towers (so named after Martello in Corsica where a similar type of gun tower had been used with success in 1794) and were built in Cork Harbour in 1813 and 1815 (Rynne 1993, 74; Rynne 2006, 204). The Cork Martello towers were placed strategically around the harbour on Haulbowline Island, at Monning, Belvelly and Rossleague on Great island and Ringaskiddy (Rynne 1993, 74). None of the Martello towers or their ZAP is predicted to be impacted, so they have not been included as CH features in this study.</p> <p>Industrialisation occurred in Ireland in this period with many industries been established throughout the country. The limekilns at Monkstown and Shanbally, CH5 & CH8 are located within the pipeline route. The primary use of lime was agricultural but it was also used in the manufacture of mortar (Rynne 2006; 197). In addition, in Irish coastal towns and ports limekilns were also used for refining salt, which was imported as rock salt and used in the manufacture of butter (Rynne 1999, 29; 2006, 159). Cork was internationally famous for its butter and the trade in rock salt created the largest urban salt processing industry in Ireland (Rynne 2006, 302). CH22 is an unusual occurrence of a previously unrecorded limekiln. It is clearly an excellent example of the type and its location is marked on the OS six-inch first edition map with the characteristic "ring and dot" symbol which indicates a kiln.</p> <p>Other features of industry dating to this period are mills (CH6 at Carrigaline). Running water was the main power source for the majority of flour mills built within the harbour area (Rynne 1993, 87). Traditional small-scale mills were gradually replaced by larger mills as mechanisation developed. Large scale milling could be undertaken on the quay sides where grain could be unloaded, reduced to flour and loaded to outgoing ships (Rynne 1999, 74). A similar mill complex was established in the eighteenth century at Raffeen. This is no longer extant and no trace of it could be found during the walkover. As</p>

the proposed development is only in its general vicinity it was not allocated a CH number on this occasion.

As part of this industrialisation the development of roads and railways became important in this part of Cork. Marked on the earlier OS maps as the Great southern Railway the railway line that skirts the study area is also known as the Cork, Blackrock, and Passage Light Railway. It passed through the study area from Cork City through Passage West, Glenbrook, Monkstown, Raffeen, Carrigaline and onward to Crosshaven. The Great Southern and Western Railway travelled from Cork to Cobh (it is still operational) CH26. The railway servicing Crosshaven through Passage West to Carrigaline ceased functioning by the 30s (Rynne 2005, 196). Two remnants of this line are the embankments and small bridges which allow outflows of smaller creeks to the harbour and are CH features of the study area: CH23 near Raffeen in the townland of Ballyfouloo and CH25 in the townland of Kilnaglery. The latter now forms part of an amenity walk from Carrigaline to Crosshaven.

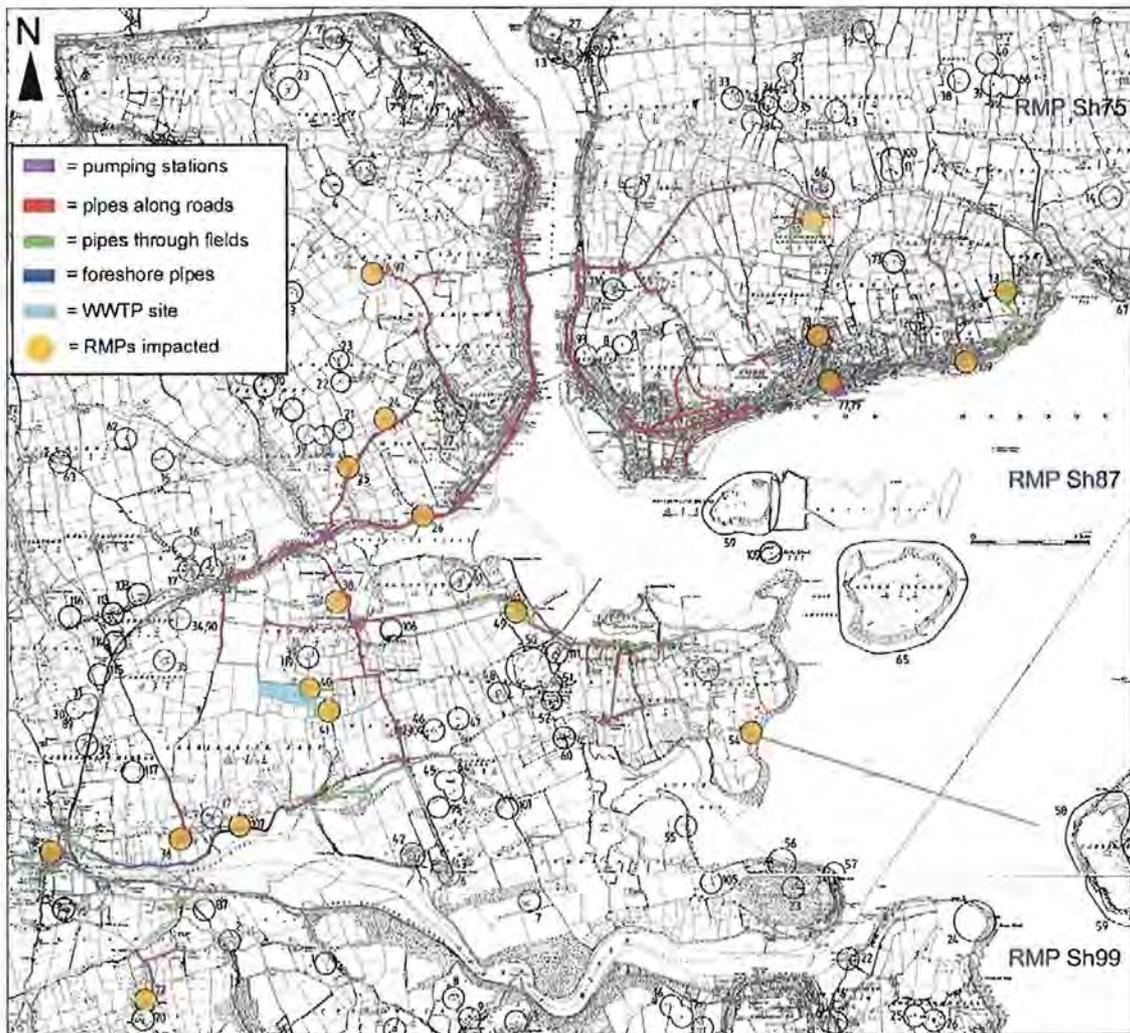


Figure 13. RMP map sheets 75, 87 and 99 with study area in blue (ASI 1997 with additions)

The histories below are not intended to be comprehensive historical backgrounds to each location in the study area (as this would be beyond the scope of such a report). Rather they should be considered an accurate and concise overview of the history of the places overtime. The information has been drawn from a number of published sources and also from reliable sources from internet research. All have been cited to source.

4.1.1 Passage West, Monkstown, Raffeen/Strawhill

This history is from published accounts and from a summary found at <http://www.passagewestmonkstown.ie/history-pre1600.asp> with some additions.

Passage West began life as a fishing village. It grew to port of national importance, ship-building centre of European importance and favoured holiday resort of the wealthy. In the last 100 years, the town suffered a reversal of fortune, poverty and dereliction. Now it is a busy and popular satellite to a burgeoning city hinterland. Monkstown grew up from a small monastic settlement. It became the haunt of the wealthy, the main embarkation and disembarkation point of the military in Cork Harbour and to this day remains one of the prime residential locations in South Cork. The tale of the growth of Passage West and Monkstown is a fascinating one and is summarised in this section of the Passage West/Monkstown website. Material used in the compilation of these website pages has been taken from the following references:

- Henry & Coghlan's General Directory of Cork (1867).
- Hurse, A.E. (1927). Monkstown and Passage West, Co. Cork. Some notes, historical, archaeological and otherwise.
- Lewis (1837). Topographical Directory of Ireland.
- Murray, P. (2005). Maritime Paintings of Cork, 1700 - 2000. ISBN: 0-948037-22-9. Published: Gandon Editions for the Port of Cork and the Crawford Gallery.
- O'Mahony, Colman (1986). The Maritime Gateway to Cork. A history of the outports of Passage West and Monkstown, 1754 - 1942. ISBN 0-902568-16-7. Publisher: Tower Books.
- O'Mahony, Colman (undated). The Industrial Heritage of Passage West and Monkstown.
- Pochin Mould, Daphne D.C. (1998). Captain Roberts of the Sirius. Engine power across the Atlantic. ISBN 0-951328-20-4. Cork Sirius Commemoration Committee.
- Power, D. et al. (1994). Archaeological Inventory of County Cork. Volume II - East and South Cork. Office of Public Works. Publisher: The Stationery Office, Dublin.
- Scoil Barra Naofa (1998 |). Our Heritage - Monkstown. Compiled by the children, parents and teachers with the assistance of the local community. ISBN: 0-902568-30-2. Publisher: Tower Books; Shanaway Press.
- Slater's Commercial Directory of Ireland (1846).
- Sweeney, A. (2005). A Penny for Your Thoughts: A Slice of life from Passage West. Printed: Carraig Print Ltd.
- West (1810). Directory & Pictures of Cork & its Environs.

Additional references on Passage West and Monkstown include:

- Creedon, C. (1992). *The Cork, Blackrock and Passage Railway and River Steamers 1850 – 1932. An Illustrated History.* Printer: Quality Print.
- Jenkins, Stanley C. (1993). *The Cork, Blackrock & Passage Railway.* ISBN: 0-853614-05-9. Publisher: The Oakwood Press.
- Newham A.T.(1970). *The Cork, Blackrock& Passage Railway.* Publisher: The Oakwood Press.
- Sweeney, A. (2006). *A Passage in Time. A historic trip through the Harbour town of Passage West.* Printed: Carraig Print.

There are a number of image collections of the subject site in question, such as the Angela Sweeney collection, and Robert Bateman photography, which is available at <http://www.cork.ie/ourservices/rac/archives/index.shtml>. It is too large to include here but it was consulted.

Records of a ferry running from Passage West to the Great Island date as far back as the early 1600s. Passage West was thought to have been thus called because of its association with the word “passage” and its location as the traditional crossing place of the West Channel. Belvelly Bridge connecting the Great Island to the mainland was not constructed until 1807 and, prior to this time, the only links the Great Island had with the mainland were two ferries, one of which ran out of Passage. The ferry crossed the channel at the south end of the town – after the dockyard and before the Granaries. Consequently, this area has long been known locally as Ferrypoint. Some time during the 14th century, a small group of Benedictine Monks from the Priory of St. John’s in Waterford established a settlement on a hill on the western shores of Cork Harbour. Legan Abbey, their settlement, was built on land granted by the MacCarthy family to their parent establishment. The little monastery these monks built fell into decay and its precise location is not known today. However, it is from this settlement that Monkstown derives its name.

A subsequent group of monks from the Benedictine Order of St. Peter and Paul in Bath arrived in Monkstown some time later. They built a monastery on the hill overlooking the sea. This too fell into decay and became a ruin. It is believed that the sites of these monasteries could have been either adjacent to the old church in Monkstown Demesne or on the site of Hazeldene, a large house overlooking Monkstown village.

Few relics remain today of Passage and Monkstown before the 1600s. It is possible that the area’s fast-flowing streams were used to power mills or other equipment. The remains of a culvert can be found less than 50 metres to the north of the old church in Monkstown, thus giving credence to the local theory that the Benedictine monks operated a mill close to their settlement. The original Marmullane Church, situated about a mile from Passage on the Rochestown Road, is one of the most ancient links with local past. It is thought to have been built in either the 13th or 14th century, but was already a ruin by the early 1600s.

During the 17th century, the Passage West and Monkstown infrastructure looked very different from that of today. Before the construction of Dock Street and the R610, Church Hill was the main road linking Passage West to Cork City. At the bottom of Church Hill, one turned right along Beach Road to access the ferry at Ferrypoint. Beach Road was thus named because during the 1600s, it was a very popular local bathing spot. Due to the subsequent construction of the Royal Victoria Dockyard, Beach Road is now removed from the water. Passage West and Monkstown were quiet places. Local fishing was the principal activity. In

1691, Gerald O'Connor of the Irish Brigade noted the extreme peace of the West Channel of Cork Harbour:

"Our transports dropped slowly down the stream of the Lee, its shores stretching in desolate plains for miles. We reached ere long a magnificent roadstead capable of being a haven for many scores of warships, but now with hardly a fisher's skiff on its waters."

The Earl of Marlborough noticed the value of Passage West as a safe haven for ships, landing some 80 ships at Passage West for the Siege of Cork on 23rd September, 1690. Tradition tells of the sailors of the fleet hauling the guns up Church Hill and on towards Cork. Marlborough shared command of the Williamite army with the Dutch commander, Wurtemberg. The forces encamped in the vicinity of the Lough. They attacked from the south side of the Lee, while the opposing forces under the command of Scramoer attacked from the north. Warships sailed beyond Passage up the river and on 28th September, the Williamite army had sufficient support to attack from both sides of the river. Situated as it was on low-lying ground surrounded by high ground to the north and south, Cork City stood little chance. Recognising that the situation was hopeless, Roger MacElligott, commander of the garrison in Cork, agreed to hand over Elizabeth Fort and to surrender the city on the following day.

The main road from Monkstown to Cork was over what is now known as the Glen. Castle Square, once known as Washerwoman's Square because of its laundry industry, marks the end of the old main Cork road.

Also here was the original entrance to Monkstown Castle. Monkstown Castle, a magnificent house in the Elizabethan style is situated on the high side of the Glen in Monkstown, dominating the old road. Mrs. Anastasia Gould had it built in 1636 for her husband, John Archdeacon, while he was in Spain working as an officer in the wars of King Philip of Spain. There is a story told that when John returned, he thought the castle had been built by the enemy and fired a cannon at it. Towards the end of the 17th century, John Archdeacon became involved with some of the leaders of the Catholic Association and fell into disfavour with King Charles II. He was dispossessed of his lands and the Castle was taken over by the Commonwealth. It is said that Captain Thomas Plunkett, a commander of one of the ships of the Parliamentary Navy, occupied the Castle some time thereafter. Later, Colonel Huncks, an officer who had been selected to witness the execution of Charles I in 1649, obtained a short tenancy. Then in 1685, the tenancy of all John Archdeacon's rights was handed over to Michael Boyle, Archbishop of Armagh.

Some histories tell us that John Archdeacon was acquainted with Michael Boyle and obtained Monkstown Castle back for a short period when James II came to power in 1685. However, he is thought to have lost it again in 1688. The Archdeacon family is buried in the old graveyard adjacent to the Castle and history therefore surmises that the family either remained in the Castle as tenants or returned to it as such. Either way, Monkstown Castle was passed down to the son of Michael Boyle, Viscount Blessington. On the death of Viscount Blessington, it went to Michael Boyle's daughters. Finally, it came by descent and marriage into the joint possession of the Earls of Longford and Viscount De Vesci, names associated with Monkstown to this day.

Before the 1800s, Passage West was a small fishing village. The town centre was between Penny's Dock and the Town Hall. The oldest house in the town stood on the site where the Convent now stands.

Some time in the 1730s, a church was built at Leemount, Pembroke. This was the church which the Catholics of Passage attended until its closure in 1791, when the present St. Mary's was built.

Evidence of industrial activity from this time still remains. During the 18th century, there was a mill near Horsehead in Passage. There was also a mill at Pembroke during the 1760s. Little is

known about these mills and it is possible that they were one and the same. Delea's Mills stood at the roadside next to the entrance to Ardmore House. Although no trace of a mill can be found, a stream still flows here and the area was known as Delea's Mills until recent times.

A large flour mill was located at Raffeen, with associated stores and kilns. The waters of Monkstown Creek were much deeper then than they are now and boats could travel right up to Raffeen to load their cargo. An oil mill and an oatmeal mill were also established at Raffeen in 1772. During the summer, there was sufficient water to drive only one pair of grindstones for about four hours each day. However, during the winter, both grindstones could be driven for a full 12 hours. Consequently, the mill was idle for about 6 months of the year. This is no longer extant. The proposed pipeline route while in its vicinity was deemed a sufficient distance not to label this a CH feature.

Mr. Parsons of Pembroke House set up Toureen fair and market in 1763. The market was held every Saturday in Chapel Square on the site of what is now the Catholic Young Men's Society (CYMS) Hall. The fair was held on 1st May and 25th July at an annual rent to Mr. Parsons of 13s 4d. Around this time, Toureen Terrace was known as Mariner's Row because it was here that seafaring captains used to reside while their ships were anchored in the West Channel. The name Toureen reflects the bleaching or drying practised on the adjacent green.

During the mid-18th century, shipping activity in the West Channel began to intensify. Before voyaging to America, many sailing ships anchored off Passage, sometimes for a number of weeks. Because the shipping channel between Passage and Cork was so shallow, large ships began to use Passage for the discharge of cargo which would then be transhipped to Cork. Around this time, evidence of small-scale shipbuilding and repairing in Passage begins to emerge. Small repairs would have been carried out by crew-members while at anchor off Passage. Larger repairs, however, would need workshops and craftsmen. There is little doubt but that the business generated by the shipping trade hastened the development of Passage. Before the end of the 18th century, the town began to respond to commercial development and five public houses, a shop, a haberdashery, a blacksmith were established and a range of skilled craftsmen set up business. By this time, Passage was like a little sea port.

In the early years of the 19th century, the town of Passage West played an important role in the commercial life of Cork City. By this time, Passage West was growing into a busy little township, a long street with somewhat dirty lanes off it and a busy seafront with dockyards where ships were being built and repaired. The main road from Passage West to Raffeen was up over the Carrigmahon hill to Ballyfouloo and then via Strawhall down to Raffeen. The route from Monkstown to Passage West also went up over Carrigmahon. The first post office in the town was opened in Passage West in 1806. Passage West served as the central dispatch for letters to Passage West, Monkstown and Cobh.

Monkstown served as one of the main military embarkation and disembarkation points in Cork Harbour during the 18th and early 19th centuries. Monkstown Castle was used as a barracks, accommodating 450 soldiers. Soldiers coming from Cork would march through Rochestown and through Rathanker to Monkstown, followed by their lamenting relations. The sorrowing families were stopped by a barricade of armed soldiers at the bridge at the top of the Glen road. This bridge has since been known as Hullabaloo Bridge. Similarly, the corner of Castle Terrace and Carlisle Place was called Hullabaloo Corner because of the outcry so often heard there.

Wealthy Cork residents began to discover Passage West and Monkstown as pleasurable summer resorts. A bathing house was established in June 1807 on the site of the present Garda station near Ferry Point. A special stage coach ran from Cork to these warm and cold sea baths three times a day.

In 1812, a new stage coach service started operating between Cork and Passage West. Known as jingles, these were little horse drawn cabs carrying four passengers under a covering hood.

The trip to Cork cost 2s 6d. Some 100 or so jingles used to travel between Cork and Passage West each day. Two years later, a jaunting car started running between Monkstown and Cork. The trip to Cork took one and a half hours.

The increased interest in Passage West and Monkstown hastened a concurrent interest in river transport between the city and harbour towns. The ferry operating from Passage West was extended to Monkstown and boats were run to the nearest point on the opposite side. Military activity in the area decreased as passenger-carrying paddle steamers began to ply the river and harbour for trade.

One of the first and the most famous of these paddle steamers was launched at Passage West. Both the Anderson family and Andrew Hennessey each ran shipyards on the site of what is now Fr. O'Flynn Park. In 1815, Hennessey launched the *City of Cork*, the first paddle steamer constructed in Ireland. Built for a Cork businessman for the run between Cork and Cobh, the *City of Cork* was 26.2 metres long and her 12 hp engine gave her a top speed of 6 1/2 knots. A luxurious saloon was available aboard, as were sea water baths should passengers so desire.

In the following year, the *Waterloo* was launched by Hennessey for two other Cork businessmen. She differed from the *City of Cork* in that she was powered by a single-cylinder engine. Because the engine had been manufactured in Cork by the Cork Hive Ironworks, the *Waterloo* was the first steam boat of totally Irish manufacture.

Both the *City of Cork* and the *Waterloo* ran in opposition to each other for many years. The tiny *City of Cork* survived until 1850, although it is said that she became so slow that she was once stopped by a shoal of jellyfish. A second cylinder was added to the *Waterloo's* engine in a later rebuild. She was finally broken up in 1865.

Passage West played an important role in the commercial life of Cork City in the first half of the 19th century. Although the river Lee ran all the way to Cork City, it was not of sufficient depth upstream of Passage West to be navigable by ships. Consequently, ships were often anchored off Passage West, cargoes were discharged and either transhipped to Cork in lighters or carried overland to the city. Likewise, emigrant and passengers ships frequently used Passage West as an embarkation/disembarkation point.

Although one of the first jobs of the Harbour Commissioners when formed in 1813 was to start dredging the river upstream of Passage West, it would take many years before adequate depth was available for any ships of greater than 400 or 500 tons. The people of Passage West began to recognise the commercial opportunities presented to them. In 1813, a ship's chandlery was set up. By the late 1820s, Passage West was the busiest anchorage in Cork Harbour but the repair facilities were totally inadequate for the volume of shipping. Vessels requiring other than minor repairs had to sail to Milford or Portsmouth. Furthermore, there were no proper landing facilities for either cargo or passengers.

In 1833, William Brown began construction of a dry dock between the Beach Road and the sea. Named the Victoria Dock after Queen Victoria, it could accommodate one 1,200 ton ship plus two smaller vessels. Its construction was a major feat at the time. Because of tidal changes, much of the work had to be carried out under water. In 1834, a forge, rigging and sail lofts and stores were established adjacent to the Victoria Dock. By the end of 1836, about 20 schooners had been launched at the yard. Infrastructural improvements continued. In 1835, two new sections of road were authorised: Glenbrook was to be connected with Monkstown and Monkstown with Raffeen. A major task was cutting and laying the road through one of the Harbour's most picturesque features: the Giant's Stairs at Monkstown. This was a natural rock formation at the site of the present Monkstown railway tunnel and, prior to the road project, was described as "12 - 14 projecting rocks, rising one above the other like a flight of steps.

The problem of alighting ships was solved in June 1836, when a stone quay was built at Passage West by the St. George Steam Packet Company. Designed by well-known architect,

George Pain, Steam Packet Quay could accommodate ships at all stages of the tide. Passengers no longer had to be carried in rowing boats to ships in the river.

Improved accessibility to Cork City increased the popularity of Passage West and Monkstown as a holiday resort. A row of beautiful marine villas in the Elizabethan style were constructed close to the shore at Monkstown for use as bathing lodges by well-to-do Cork families. In 1838, a new leisure and health establishment was developed on the river side of the new Glenbrook to Monkstown road. Marketed as the Royal Victoria Monkstown and Passage West Baths, these became very fashionable. Gardens and a promenade were developed at the Baths in the 1840s and fireworks displays were held regularly. Around this time, Passage West was thought to be a place conducive to good health:

"Its salubrity is attested by the longevity of the inhabitants; it is said to be no uncommon circumstance that people of 80 years of age are in rude health and earning their livelihood by labour; few have suffered during the visitation of contagious diseases; and, out of a large population, during the prevalence of cholera, in 1832, only 60, and those very aged and infirm, were afflicted."

For many years there had been talk of establishing a railway link between Cork and Passage West. However, this did not materialise until the mid-1840s, when an agreed route was selected from the city to Blackrock, through cuttings and over embankments to Rochestown, along a scenic riverside causeway to Horsehead and then along a newly-constructed quay to the Steam Packet Quay at Passage West. The Cork, Blackrock and Passage West Railway (CB&PR) opened for full public service on Saturday 8 June 1850. Because the city station was quite far downstream and the Passage West terminus did not extend to Monkstown, the company ran river steamers concurrently with the railway to offer customers a full service. An omnibus from the Passage West terminus also offered a connection to Monkstown.

Despite all this excitement, there was hardship in Passage West. The Great Famine of 1845 hit Passage West and Monkstown badly. Although the poor of the town were normally supported by private charity, a special Relief Committee was set up in 1846. A soup kitchen was opened at the corner beside Penny's Dock. This corner was subsequently known as "Soup House Corner". An application for some of the government's Indian meal was successful; this was ground at both the Carrigaline and Raffeen mills. In fact, during the famine years, the mill at Raffeen used to grind about 50 sacks of Indian meal each week. A temporary 75-bed fever hospital was opened near Strawhall in 1847. The hospital was successful in its treatment of patients but became required again in 1849, when an outbreak of cholera hit Cork City. Of the 87 cholera patients treated at the hospital during this time, 35 died.

William Brown's dockyard was going from strength to strength, offering invaluable employment to the people of Passage West and much further afield. Workers used to board the CB&PR at Cork to come to the dockyard in Passage West. In 1849, when Queen Victoria was visiting Cork Harbour, the Browns were given official permission to name their concern the Royal Victoria Dockyard. The dry dock itself, called the Victoria Dry Dock, could accommodate six vessels of about 150 tons each and ships repaired had included the largest steamers belonging to both Cork and Dublin companies. In the early 1850s, William Brown decided to extend his business by enlarging the Victoria Dry Dock by the mid-1850s; the Victoria dock had been extended to 350 feet. A second new dry dock, called the Albert Dry Dock, was built. The Albert Dock was the first of its kind to use a new and original design - a slide gate running on a rail. By this time, departments at the yard included sail and rigging lofts, block and pump makers' workshops and all kinds of up to date equipment. Over 300 people were employed daily.

Although the Harbour Commissioners had built a pier at Monkstown in 1840, it was for private use only. In the 1850s, they set about developing a public landing place which could be

used by the passenger river steamers. They chose to build a timber pier rather than a stone pier, believing that the latter would interfere with river navigation.

In the meantime, the Baths were going from strength to strength. They were further extended to include magnificent riverside gardens and a Turkish bath. In 1852, Carrigmahon House opened on the opposite side of the road to offer specialised hydropathic and homeopathic care. By 1858, this care also included a Turkish Bath. Demand exceeds availability for the services at Carrigmahon House while, between June and October 1857, some 15,000 bathers visited the Baths at Glenbrook. In that same year, a new T-shaped timber pier was built at Glenbrook so that the steamers could service the Baths directly.

In June 1861, the Browns extended their dockyard by another 150 metres to the south. The works included stores, a steam saw mill and an extensive quay. The possibility of building a third dry dock was also being considered. The following year, 181 ships completely discharged at Passage West and 73 others partially discharged before going on to Cork. Passage West was at its peak.

A new steamer pier had been built at Crosshaven and, in the early 1860s, the status of Passage West and Monkstown as holiday resorts began to be affected by the public's increased access to the open sea. The opening of the Cork to Queenstown (Cobh) railway in 1862 also eroded the importance of the Passage West ferry. The Harbour Commissioners were continuing in their efforts to dredge upstream of the West Channel and, by this time, ships of considerable depth were able to travel all the way to Cork City.

During the 1860s, the ordinary people of Passage suffered badly from inadequate water supply. The town was almost entirely dependent on a water outlet in the Toureen area of the town. Known as Spout Lane or Pump Lane, this was one of the oldest lanes in Passage. In the summer of 1865, the water shortage was so bad that fresh water had to be brought by train from Cork. Despite various attempts, there was little improvement until a scheme to provide Passage with water from a source near Rockenham was instigated in 1875. A tank and water fountains provided near Monkstown became connected to a supply from Parkgarraiffe.

In 1871, the Royal Victoria Dockyard changed hands. The property was extensively developed and by early 1873, it contained every branch of trade necessary for building, repairing and fitting out of vessels of all classes, whether of wood or iron. In the same year, two granaries were built to house grain from ships undergoing repair. These were very profitable. The dockyard's staff of artisans and labourers was the largest in Munster. The company also provided housing.

In 1875, a general depression in the shipping trade hit the dockyard. In 1876, the captain of a steamer was successfully sued for refusing to bring a cargo of corn upriver beyond Passage West. This marked the end of transshipping cargoes at Passage West. By the end of 1877, the dockyard company was in serious financial difficulty. Because the town was almost entirely dependent on the dockyard for employment, the poor of Passage West were badly affected.

Employment was still offered at the quarries. Ships of up to 17 tonnes used to travel from Monkstown to Raffeen to serve the extensive limestone quarries at the Board of Works road in Monkstown. According to local tradition, many of the headstones and material for the limestone vaults in the Monkstown graveyard were quarried at Raffeen. Limestone from Raffeen was also used in the construction of the deepwater quay at Queenstown (Cobh) during the 1880s. There were many limekilns in Passage West and Monkstown. Only one, at Bunkilla on the Strand Road, survives today.

In the mid-1880s, the Royal Victoria Dockyard was sold on again in mid-1880 to Sir John Arnott. The popularity of the Royal Victoria Monkstown and Passage West Baths had fallen to such an extent that the pier at Glenbrook fell into disrepair and was closed by the Harbour Commissioners. The fortunes of shipbuilding rose and fell over the following decade. In 1898,

the dockyard changed hands again, this time purchased by John J. Jacob & Co. The Baths, by this time known as the Glenbrook Hotel, finally closed around the turn of the century.

In 1900, there was talk of Harland and Wolfe coming to Monkstown and, although there was much enthusiasm for the project, it never materialised. The Royal Victoria Dockyard in Passage West had begun a policy of salvaging and reconstructing vessels. For a time, this was successful.

An extension of the CB&PR railway to Monkstown and onward to Crosshaven obtained approval in 1896. However, the line did not open to the public until 1st August 1902. It had been a difficult construction project. Rather than disturb the dockyard, the line was to cross the main street in Passage, run alongside the Beach Road in a 450 metre long tunnel and come back down to the water's edge at Ferrypoint. Excavating the line and tunnel at what is now the Cut and Cover into Monkstown was also troublesome.

The Sandquay at the centre of Monkstown village was constructed using waste material from the Cut and Cover. The old Passage railway station was converted into workshops, while the new station was built opposite the convent. New stations were also built at Glenbrook and Monkstown. While all this was being undertaken, the whole railway line from Cork was converted to a 3-foot narrow gauge system.

The line was further extended through Raffeen to Carrigaline in 1903 and the entire Cork to Crosshaven railway was officially opened on 1st June 1904. By the summer of 1909, 13 trains were running each way on weekdays between Cork and Monkstown. Of these, 11 ran to and from Crosshaven. The trip from Monkstown to the city took 25 minutes. Monkstown Golf Club was set up in 1908 to try to attract some of the railway passengers to the area.

Although the CB&PR was successfully operating five steamers at the time, the Glenbrook pier was removed in the early 1900s. Today, all that remains are some steps and railings and a single pole which marks the spot on which the pier stood.

Despite its varying fortunes, the Passage dockyard was highly regarded both at home and abroad. The Channel Dry Dock Shipbuilding & Engineering Co. was sold in 1906 and the new Queenstown Dry Docks Shipbuilding and Engineering Co. was formed. Market changes affected its fortunes again in 1908 and in mid-1909 a liquidator was appointed. The business and property was put up for auction. No bids were placed. When put on the market again in 1911, there was equally little interest. Eventually, the property was bought by Oliver Piper, the former company's managing director. He set about re-establishing the concern as the Queenstown Dry Docks Shipbuilding and Engineering Co. Ltd. By August, 300 men were working at the dockyard.

It was Oliver Piper himself who brought Winston Churchill, the First Lord of the Admiralty, on a guided tour of the Royal Victoria Dockyard when he came to view Cork Harbour in the summer of 1912. It was hoped that the visit would result in Admiralty work for the dockyard.

But Admiralty work was slow in coming and, although there were many ships needing repair, Piper decided to diversify. He established a large saw-mill which, by mid-1913 was employing 60 men and boys. Sadly, a fire on the morning of 28th August destroyed the factory and all its contents.

The Irish Volunteers were a paramilitary organisation established by Irish Nationalists in that same year, the aim of which was to secure rights and liberties for the people of Ireland and to help enforce the imminent Home Rule Act. When World War I broke out in 1914, the organisation split in two. One group under the leadership of John Redmond supported the British war effort and encouraged the Volunteers to support the call to restore freedom to "small countries". They became known as the National Volunteers. The other group, led by

MacNeill, was in the minority. Because they believed efforts were best applied to restoring freedom in one small country, they retained the name Irish Volunteers.

The Passage volunteers supported John Redmond. Lodgings for many of the army recruits from Munster to the British war effort were found in and around Monkstown. One of the main encampments was on the hillside between Raffeen and Shanbally. Another encampment was situated in the glen at Monkstown. More troops were put up in the granary at Ferrypoint. For a time, the Adelaide schoolhouse at Glenbrook was used as a temporary military hospital. Before their departure, the recruits were given some training in battle tactics. They practised trench digging near Monkstown Castle and the remains of trenches are evident beneath briars between the castle and the old graveyard to this day.

When the United States entered World War I, their navy took over duty from the Irish navy on the south coast of Ireland. The American destroyers, when not at sea, were anchored in Monkstown Bay and the smaller submarine chasers were anchored off Passage.

There were hardships during the war years. The CB&PR ran the train service at a loss. A bright light in the lives of the people of Passage West was the establishment of St. Mary's Young Men's Hall at Chapel Square. A hall for community use in Passage had been spoken about for some time and, in November 1916, it was officially opened by the Bishop of Cork. The cost of the site and construction totalled £1,300. While this was quite a large sum at the time, it was paid off by subscriptions, collections, bazaars, concerts, private donations, concerts and dances.

Early in 1917, Oliver Piper sold the Queenstown Dry Docks Shipbuilding and Engineering Co. to the English shipping firm of Furness, Withy and Co. Ltd. A new limited company, the Queenstown Dry Docks Shipbuilding and Engineering Co. Ltd., was formed and Oliver Piper's son was appointed managing director. By the end of 1917, some 800 workers were employed at Passage and Rushbrooke. By August 1919, the Albert Dry Dock had been extended into the river.

IRA headquarters instructed that Republican activity was to be kept at an acceptable level in Passage West because the dockyard offered such valuable employment. The IRA was also entirely aware that the dockyard's workshops were a vital source of parts and equipment for the Republican Army. Workshop staff, particularly during the night shifts, manufactured parts and repaired weapons.

A treaty was signed in London on 6 December 1921. Its terms were ratified by Dáil Eireann on 7 January 1922. A provisional government was formed on 14th January and the evacuation of occupation forces began almost immediately. The rift between the pro and anti treaty forces increased and armed conflict began in Dublin in June 1922. The Republicans withdrew after a week to the southern part of the country. Two vessels, the Arvonian and the Lady Wicklow, were commandeered by the Provisional government and on Monday, 7 August, some 450 men embarked for Cork. The Arvonian made her way to Passage, where fire was directed at her from the Republican headquarters at the Granaries. The ship continued and a gangway was put ashore at the dockyard. Free State troops began to disembark and in the ensuing skirmish, one Free State soldier was killed, one Republican was wounded and six Republicans were taken prisoner. Before long, the invading troops made their way through Dock Terrace, the granaries were captured and soon Passage and its vicinity were in Free State hands. The Republicans retreated inland and set up camp on the hills around Rochestown.

The advance on Cork began early the following day. An armoured car and a field gun were landed at the Passage dockyard. The road bridge at the Rochestown café was blown up at about 7 am and later Republicans seeking to delay the Free State advance destroyed one of the spans of the Douglas Viaduct with explosives. Raiders burned the station buildings at Blackrock, Monkstown and Passage to the ground. The signal boxes at these three stations and

at Rochestown were also destroyed and the railway workshop in Passage was badly damaged. Their efforts were in vain and the Free State gradually advanced to Douglas.

The destruction of its property hit the CB&PR hard. Having lost money during the war, the company had hoped to be reimbursed for its efforts when the war was over. Under no circumstances could the rebuild of the railway infrastructure be funded by the CB&PR alone and, until government money was forthcoming, the railway was out of action.

By early 1924, all the damaged station buildings had been repaired. The station at Passage and Monkstown were reconstructed. The Douglas Viaduct had been replaced with a permanent steel bridge capable of carrying the heaviest engine. All that had not been rebuilt was the workshop in Passage. The trains were running again. However, there was little work to be had in Passage. The Haulbowline dockyard had closed. The summer was wet. This poor season marked the beginning of the decline of the CB&PR railway.

The Royal Victoria Dockyard was still struggling, despite Oliver Piper's immense investment in the 1917 - 1919 period. Some ships came in from time to time but, for the most part, the Passage workers were destitute. Emigration was rife. In 1924, the government began paying a subsidy of ten per cent towards wages at the Passage and Rushbrooke dockyards. It was intended to be an incentive but, a year and a half later, the Public Accounts Committee deemed that because the payment was not for relief work, it should be discontinued. On 29th December 1930, it was proposed to wind up the Queenstown Dry Docks Shipbuilding and Engineering Co. Ltd. and the concern was put in the hands of a liquidator. A short time later, the Passage and Rushbrooke dockyards were both put up for sale and the machinery and equipment of the Royal Victoria Dockyard was auctioned in March 1931. It left poverty and destitution in its wake.

An article in the Cork Examiner remarked on the closure of the dockyard:

"The closing of the Passage West Dockyard was a tragedy for the localities, but the blow had been lightened by the fact that that very tragedy has made the district - which includes Glenbrook of course - what it never was before - a really restful and desirable place to live in. In the old prosperous times one could not sleep a wink at night with the clanging of hammers and screeching of cranes which kept up a continuous din that reached from Rushbrooke to Carrigaloe. Now the nights are as restful as the Venetian variety. But there is no doubt that Passage is poor. Visiting it the other day, I was made sad by the contrast it now presents to the gold mine and hive of industry it was during the Great War, when a number of the dock employees used to turn over from £10 to £12 a week between overtime and everything else. On Sunday I used to see them setting out in handsome and costly hired automobiles for a real good time in Cork. Today, alas, there are many who couldn't afford a bus fare to the city and that is only seven pence return ... Today one sees no more than a few fishermen's boats at the slip and though the place is now called a town, I bet it looked more prosperous in the days when it was called a village."

In 1931, the site of the Royal Victoria Dockyard was bought by a new company, Haulbowline Industries Ltd (HIL). The Harbour Board supported the HIL ship breaking venture by reducing tonnage dues on metal from scrapped ships. The company still specialises in the trade of scrap iron and today, some loading and unloading of cargo is also carried out at the dockyard.

On 31st May 1932, the Cork to Monkstown section of the CB&PR closed. The company found itself unable to compete with cars and the omnibus supported by government policy of using taxation to maintain roads. Despite public outcry for retention of the Cork to Monkstown section, the last train ran along the CB&PR line from Passage West to Cork on 10th September 1932.

In many ways, it is only in the last few decades that Passage West has ceased to reel after the closure of the Royal Victoria Dockyard. There was little change in either Passage or Monkstown until the 1960s. A number of voluntary movements were set up by the people of Passage to help them. The Credit Union was started in 1968. It continues to go from strength to strength and has recently moved into a new, purpose-built building located centrally at Chapel Square. In 1979, a group of volunteers established the Passage Association for Care of the Elderly (PACE) to cater for the aged who were unable to prepare meals for themselves. First based in the CYMS Hall in Chapel Square, PACE moved to new premises in the rear of the Town Hall in the mid-1980s. Today, there are 65 volunteers working with PACE on behalf of the elderly of the area.

In recent years, Passage and Monkstown have become popular residential areas and much sought after by developers. Although the quays and the site of the dockyard remain, the towns have moved on. Pembroke House, situated in a magnificent wood at the Cork side of the town, had been an integral part of Passage West since its construction in 1749. In 1971, the estate was sold and, the following year, the house was demolished. The site was used for construction of the Pembroke Wood housing estate. In 1980, material excavated from the side of the Board of Works road was used to fill the Ringaskiddy basin in preparation for the new car ferry terminal. During these excavations, the cholera hospital which had served so many during and after the Great Famine of 1845 disappeared. In 1983, Haulbowline Industries Ltd. filled the Albert Dry Dock as part of a reclamation project. The railway footbridges had been auctioned in 1943 by the CB&PR. Only one remained, at Marina View in Passage West. This last footbridge was removed to facilitate the construction of new townhouses on Beach Road. During the construction of the same development, public access to the northern end of the railway tunnel was cut off and the entrance to the tunnel blocked off. The site of the railway station in Monkstown is now a car park.

But as Passage West and Monkstown enter the 21st century, much of the past remains to be enjoyed. The disused railway line from Hop Island to Steam Packet Quay and from Glenbrook to the southern end of Monkstown has been developed into a delightful riverside walk. The water tower once serving the railway stands adjacent to the Town Hall, as does the stile over which railway passengers used to step when they got off the train. Some short length of the narrow gauge line is still evident at Toureen. Monkstown Castle, now derelict, still stands at the top of the Monkstown glen. Although the roof and floors have fallen, the walls are intact. The fine architecture of the 18th and 19th centuries has been noted by Cork County Council, who has designated most of the main streets of Passage West and Monkstown as Architectural Conservation Areas. Carlisle Place, once a military barracks, has been subdivided into residential houses. A plaque commemorating the visit of Queen Victoria in 1849 is fixed to the wall of the Royal Victoria Dockyard; that same wall is peppered with bullet holes from the guns of the 1920s.

From fishing hamlet to shipbuilding capital, from harbour ferry to port of Cork, from military base to holiday resort. Since the beginning, there have been two constants in the development of Passage West and Monkstown: proximity to Cork City and proximity to the sea. These constants remain and are now one of the keys to Passage West's new role as bustling satellite to a burgeoning city hinterland.

4.1.2 Carrigaline

The following was summarised from various publications and from information at <http://www.carrigaline.ie/pages/history.html>.

Carrigaline is situated in a limestone region in the Owenabue Valley 7 miles south of Cork City and is at the head of the Owenabue River and Estuary which forms part of Corks Lower Harbour.

Carrigaline is geographically located 12 Kms south of Cork City, at the mouth of the Owenabue River and at the Head of the Owenabue Estuary which forms part of Cork Harbour. The Locality lies within the Barony of Kerrycurrihy a name derived from the Ciarraige Cuircha, a clan who occupied the area prior to 1000AD. It was a very important Barony in early Norman Times. The landscape is dominated by the River and Estuary and gently rolling hills to the North and South of the Town.

For those who live in the locality Carrigaline is still referred to as the village. In so doing a lot is revealed about the nature of the people and the locality. It is still viewed as a small manageable friendly community where people are in first name terms with each other and have a strong sense of identity with the locality. This despite the fact that the population has grown rapidly to approx. 15,000 in recent years. This rapid growth is not unique within the country however it is rare to find such development while still retaining the sense of identity and belonging to an area. At first glance there appear to be little reason for this unique position, certainly a vibrant community existed in the locality within what was a relatively small population up to the 1970s.

Few remnants remain of the pre Christian era. However, there is an important lios in Kilmoney, next to Liosbourne and Lios rua estates and this is now subject to a preservation order and is being developed as a leisure area. There are Souterrains near the Rock and evidence of pre-historic settlements along the shore edge. Also a lios near Owenabue Heights and Carrigaline Middle.

The early Christian era influenced the development of the town and remains from that period include the settlements of Kilnagleary and Kilmoney Abbey. The name Kilnagleary is derived from the Irish Church of the Clerics and dates back to the time of St. Finbarr The monastery was located near the present Industrial Estate close to the Owenabue and was very important. It would have been subject to Viking raids and also raids from the powerful Irish clans such as the O'Briens. One of the raids is mentioned in the Annals of Innisfallen. With the arrivals of the Normans and the building of Castle the abbey lost its importance and a church was built on the rock near the castle. The site of the abbey of Kilmoney was located near the residence of the Riordan family which is known as Kilmoney Abbey. The name may have derived from Cille Moine or the church of the bog or the church of Moine perhaps the name of its founder or local saint. The abbey was an offshoot of Gill Abbey in Cork.

The village of Carrigaline took its present position in the 17th century, around the bridge at the head of the Owenabue Estuary. Over time the new village took over from the old town at The Rock.

Agriculture was the main industry in ancient times until corn and flax growing encouraged the development of Flax Mills and Flour Mills in the 19th century. Both Carrigaline Pottery and the Co-op Creamery were formed in 1928 and the Carrigaline Co-op Store was rebuilt in 2000 to become the largest of its kind nationally. In more recent years, industrial development at Carrigaline with the establishments of large plants such as Pfizers, Penn Chemicals- ADM,

GSK and Novartis (formerly Sandoz) built at Ringaskiddy have provided employment for locals with many others working in Cork City. In the 1970's, Biocon (now Quest) established a local Biochemical Industry at Crosshaven Road. Hele opened a factory on the Crosshaven Road. The premises are now occupied by P.R.P. Ireland Ltd. Kilnaglery Industrial Park and Carrigaline Industrial Park both situated on the Crosshaven road incorporate many large companies such as Pepsi and locally owned West Building Products (formerly Leo West Swish). Barry Collins Supervalu, owned by the local Collins family has extended over the eighties and nineties and is now the largest independent retailer in Ireland. Two local pharmacies Walshes and Phelans grew and developed over outlets around the county. In Carrigaline East Pat O' Farrell and the O'Farrell family operate a successful cottage industry producing Carrigaline Farmhouse Cheese.

The development of housing estates started in the 1970s, with Glenwood, Elmside and Mount Rivers Estate. Then in the eighties Ashbourne Court and Ardcarraig estates were constructed as well as large developments like Waterpark, Clevedon, Dun Eoin, Bridgemount and Herons Wood being constructed in more recent years

Carrigaline itself means Rock of the O' Lyons (family). Kilmoney Abbey is a historic building on the Captain's Boreen The Garrydhu is the big field south of the river. Ballea Castle overlooks the Ballea Bridge Lower with the famous White Horse painted on the rock under the Castle. Ravenswood is a period house on the Ballea Road

Education on a primary level is evident in the area since the 18th century. National schools were built in the 1960s. The eighties and nineties saw the building of the new St. Marys COI School and a Gaelscoil –both situated next to the Community School. Carrigaline Community School, caters for second level population of nearly one thousand students and a thriving adult educational programme for the locality. It was opened in 1981 and now has a staff of over sixty under the direction of principal Donal Murray. Irish President Mary McAleese visited the school for its 20th anniversary celebrations in 2001

The population of Carrigaline in 1971 was 971 when the County Council identified the village as an area for development as a satellite town to Cork City with a green belt between the two centres of population.

Housing developments, consisting mainly of housing estates have occurred on the wings with the result that the main street has retained its village atmosphere although now very congested with traffic. A bye pas bridge was opened in the eighties as well as a community complex and a large community school. New Boys and Girls schools were also opened as well as a new Church of Ireland school and a Gaelscoil. The Hurling and football club expanded with new pitches and clubhouse. New Soccer pitches were opened were opened on the Ballea Road and a new Clubhouse was opened last year. The opening of Carrigaline Court Hotel opened up new opportunities for the business life of the town. The Heron on the Roundabout is a millennium sculpture present to the people of the town by the local Lions Club. On the down side a fine Pitch & Putt Course also opened in the eighties closed and a planned sporting complex including indoor facilities on the Crosshaven road appear to suffer from lack of funding. The town had a cinema in the seventies, the Oakwood, it is now the Library. Commercial development of the old Pottery site is at the planning stage, this includes a new Town Centre. A Children's playground has just been opened on the old Pitch & Putt Course and plans for a people's park with two five a side facilities are advanced.

Population of Carrigaline is 11,282 with over 15,000 in the vicinity. Carrigaline does not yet have a town council. Community Association performs many of the acts of the town council in its absence such as running Community Complex, Tidy Towns and Youth Club.

Pipe Band: The Town is famous for its pipe band founded in the forties after the emergency. It has participated in numerous competitions all over Europe and represented us several times at

the famous Celtic festival in Lorient located a few miles from its twin town of Guidel. There is a fine Band Hall next to Church.

This place was in early times called 'Beavor', or 'Bebhor', and derived its name from the abrupt rocky cliff on which are the remains of the ancient castle, built by Milo de Cogan in the reign of King John, and for nearly two centuries occupied by the Earls of Desmond, by whom it was forfeited, in the reign of Queen Elizabeth. The castle, together with the lands of Carrigaline and Balinrea, was then granted by the queen to Anthony St. Leger, who demised them to Stephen Golding, Esq., from whom they were purchased by Sir Richard Boyle, afterwards Earl of Cork, and from him descended to the present proprietor, the Earl of Shannon. In 1568, the Lord-Deputy Sidney, after relieving the Lady St. Leger in Cork, advanced against this fortress, which he took from James Fitzmaurice after an obstinate resistance, and from this time during the entire reign of Elizabeth it had the reputation of being impregnable.

In 1589, Sir Francis Drake, with a squadron of five ships, being chased by a Spanish fleet of superior force, ran into Cork harbour; and sailing up Crosshaven, moored his squadron in a safe basin, sheltered by Corribiny Hill, close under Coolmore. The Spaniards pursued, but, being unacquainted with the harbour, sailed round the shores without discovering the English fleet, and giving up the search, left it here in perfect security. The basin in which Sir Francis lay has since been called Drake's pool.

There are three graveyards surrounding St. Mary's Church. The first and most historic dates back to the time of the castle and contains graves of both creeds. The second graveyard was opened in 1944 and the third extension was opened in the 1970s. Situated in the most historic area of Carrigaline. Dating back to 1824 it was extensively renovated and rededicated last year (2003).

The first graveyard dates back to the time of the castle and so family members kept their burial plots once the church was built regardless of religion. This tradition remained when the second and third phases were introduced with both churches using the sacred ground side by side.

After the fall of Carrigaline Castle the area around the rock lost its importance although a vibrant society continued to live in the area, and a church also remained there, the Church of Ireland church built in 1723 replacing an earlier church. The religious wars of the seventeenth century followed by the Cromwellian campaign had its toll on all churches.

It is generally accepted that the site of Carrigaline Village was moved up the river in the early/middle seventeenth century and a bridge was built at the highest navigable point where a network of roads opened to the south. The land around Carrigaline was rich, with the subsequent need for industry such as milling, agricultural implement, shopkeepers etc. The houses in the village were constructed mostly south of the river. Another settlement known as the Cross developed north of the river near the present Catholic Church. Roads ran from here to Cork, Ringaskiddy and Ballinassig and a connecting roadway between the two parts of the village. The Milling Industry developed between the two, the old structure at Robert's still remaining, the old mill stream near Cogan's still there and the weir and sluice gates at Ballea bridge.

Lewis records (1837) CARRIGALINE, a parish, partly in the county of the city of CORK, and partly in the barony of KINNALEA, but chiefly in that of KERRICURRIHY, county of CORK, and province of MUNSTER, 7 miles (S. E.) from Cork city; containing 7375 inhabitants The parish is situated on the road from Cork city to Tracton, and contains 14,254 statute acres, as apportioned under the tithe act, and valued at £16,606 per annum; the surface is pleasingly undulated, and the soil is fertile; a considerable part is under an improved system of tillage,

and the remainder is in demesne, meadow, or pasture land. There is neither waste land nor bog; coal, which is landed at several small quays here, is the chief fuel. A light brown and purplish clay-slate is found; and limestone of very superior quality is raised at Shanbally, in large blocks, and after being hewn into columns, tombstones, &c., is shipped to Cork and other places. The appearance of the country is beautifully varied: the views from the high grounds are extensive and picturesque, commanding the course of the river Awenbwuy, with the capacious estuary, called Crosshaven, and embellished with numerous gentlemen's seats.

The principal are Coolmore, the residence of W. H. Worth Newenham, Esq., situated in a beautiful demesne of 545 acres, with a lofty square tower a little to the east of the house, which commands a magnificent prospect of the town and harbour of Cove, and the rich scenery of the river; Mount Rivers, of M. Roberts, Esq.; Waterpark, of Robert Atkins, Esq.; and, on the border of the parish, Ballybricken, of D. Conner, Esq.

The village has a very pleasing appearance; it consists of several good houses and a number of decent cottages, extending into the parish of Kilmoney, on the south side of the river, over which is a bridge of three arches.

There are three large boulting-mills, the property of Messrs. Michael Roberts and Co., capable of grinding 20,000 sacks of flour annually, of which the greater part is shipped for England from Cork. The trade consists chiefly in the export of corn, flour, and potatoes, and the import of coal and culm. The channel of the river has been lately deepened six feet, principally at the expense of Mr. Roberts, and vessels can now deliver their cargoes at the bridge. A creek runs up to Shanbally, and another forms the channel of Douglas, both of which are navigable for vessels of 40 tons' burden, which being up lime, sand, and manure, and take away limestone and bricks, the latter of which are made near Douglas. The opening of several new lines of road has been of great advantage to the district. The river Awenbwuy, winding through a rich corn country, is well situated for commerce, and salmon and trout are caught in abundance. Fairs are held in Carrigaline on Easter-Monday, Whit-Monday, Aug. 12th, and Nov. 8th, for cattle, sheep, and pigs. There is a penny post to Cork; and a chief constabulary police force has been stationed here. Petty sessions are held in the court-house every Tuesday, and a manorial court once in three weeks.

The living is a rectory, in the diocese of Cork, and in the patronage of the Earl of Shannon: the tithes amount to £1080. The church is a very handsome edifice of hewn limestone, in the later English style of architecture, with a massive square tower crowned with pinnacles and surmounted by an elegant and lofty octagonal spire pierced with lights: it was erected in 1823, near the site of the former church, and enlarged in 1835, by the addition of a north transept; the windows are very light, chaste, and beautiful, particularly the eastern one, the upper part of which is ornamented with stained glass. near the west front is a lofty arch, beneath which is an altar-tomb of grey marble, with a recumbent leaden figure, now much mutilated, of Lady Suanna Newenham, who died in 1754. A chapel of ease has been built at the village of Douglas, in the northern division of the parish, within the liberties of the city of Cork. There is no glebe-house, but a glebe of 6a. 3r. 9p.

In the Roman Catholic divisions the parish partly forms the head of a union or district, comprising the four ploughlands called Carrigaline and the parishes of Templebready and Kilmoney, and is partly in the union of Douglas or Ballygervin, and partly in that of Passage: the chapel is in that part of the village of Carrigaline which is on the south side of the river.

The male and female parochial schools The male and female parochial schools are supported by subscription; the school-rooms were built in 1834. At Raheens are schools for boys and girls, the former supported by a donation of £50 per ann. from W. H. W. Newenham, Esq., and the latter by Mrs. Newenham; a school is aided by annual subscriptions, amounting to £4, and

there are other hedge schools in the parish, altogether affording instruction to about 450 children, and a Sunday school. Here is also a dispensary.

At Ballinrea there is a mineral spring, which is considered to be of the same kind as that of Tunbridge Wells, and has been found efficacious in cases of debility; and near it is a holy well, dedicated to St. Renogue, which is resorted to by the country people on the 24th of June.

The land around Carrigaline being prosperous meant that Carrigaline appeared to have not suffered badly at the time of the famine although the population began to decrease.

The penal laws enacted in 1795 forced the Catholic Church more or less underground, meeting in private houses and mass rocks. A Mass house was in place in the Main Street and in 1796 a site was obtained on Shinbone Hill and the building of the church of St John The Baptist was commenced and completed in 1800AD. The Chapel was extensively renovated in 1893 serving the people of Carrigaline until the existing church of our Lady & St. John was opened in 1957. Only the pillar of the old church remains. The original church of St. Mary built in 1723 near the Rock was replaced by the existing church in 1824, a fine gothic structure. It was re-furbished in 1992, but was damaged in an accidental fire in 2003, now fully restored.

During the eighteenth century Carrigaline featured in all the national movements of the time, such as the anti tithe campaign, the land league and the repeal movement. A massive anti tithe meeting was held near St Ranog's well attended by over 100,000 in the 1830's. In the latter part of the century Land League agitation was to the fore - Canon Carey of Carrigaline being very much involved before the matter was more or less settled in 1902. Carrigaline like almost rural areas in the rest of the country saw its share of evictions and memories were still vivid.

The population of Carrigaline is always difficult to assess, as even to-day the town is divided into three electoral areas, Cork South, Kinsale rural and Liscleary. Sean O'Mahony did a brilliant job on the population in the eighteen hundreds, listing population by dwellings. The population was over 600 in 1851 and gradually declined to a low in 1936 but rose to over 600 in 1966 due to the influence of the employment at the pottery. It rose to 6482 in 1991 and at the last census taking an area of a 1 mile radius from the Bridge the population was 11,282.

Carrigaline once boasted a Flax mill which was unusual to the south as the linen industry tended to be predominantly in the north of the country. It lasted only short time and closed in the early 20's due to lack of demand after the war. The building was then turned into the Crystal Ballroom and in more recent years the funeral home replaced it.

As mentioned earlier, the land around Carrigaline was rich with the resulting development of the Milling industry and associated agricultural enterprises. The milling industry had its ups and downs over the centuries- the Roberts family being much involved. - the remains of the lower mill still remains next to the main street , The upper Mill was located near Beaver Lodge next to the pottery site. The remains of the weir and sluice gates are at Ballea Bridge. The Cantillon family ran a successful Bakery in the main street until the eighties. Remains of the Flour Mill behind Robert's Shop still there, privately owned, and a reminder of Carrigaline's once thriving Milling Industry. Much of this building has now been made into apartments and retail units.

Carrigaline was a thriving market town since the last century and the venue for one of the biggest Animal fairs in the country attracting buyers from far and wide. With the creamery being placed in the centre of the village until 20 years ago. A local co- operative has taken its place. Within the village the thriving Pottery was to become the major employer employing over 200 people at its peak. Also, the bakery and creamery created great employment. This agricultural and industrial wealth enabled a community of approx. 800 to remain in the locality.

The flax industry continued for a few years in the early twenties again which was slightly unique as the Flax and Linen industry was concentrated mostly in Northern Ireland. It closed after a few years and the premises situated near Forde's Funeral Home became a Dance Hall run by one of the colourful characters of Cork, the late Jown W. Reidy. He was an independent member of Cork Corporation with the witty slogan of "The needy need Reidy and Reidy needs your votes". At the time of elections when Dev and other parties would have massed pipe bands, John W decided to have dance bands which drew massive crowds but not a great number of votes. Advertisements would appear on the evening echo against a background of Palm trees indicating Carrigaline as one of the most romantic places on earth. What the locals thought was another thing but the great character died young and the ballroom was bought as a Parish hall and it served as such for many years. However it fell into need of repair and also new fire regulations and in 1980 it was decided to build a new Community hall on a vacant site on the Church Road. It was funded by local effort and grants under the youth employment scheme and opened by President Hillery in 1986. The old Church of Ireland school situated the site of the permanent TSB bank also served as a Community hall for many years and the Community Association held many of their original meetings there.

Carrigaline for many decades was known for a Pottery. The pottery was a unique Industry started by Hoddie (Hodder) Roberts in 1928. He was convinced that local clay that was being used to make fire bricks could also be used to make pottery. He went over to Stoke on Trent to get expert advice, met Louis Keeling and so it began small at first but gradually employing over 200 people until its closure some years ago. It also revived Carrigaline's position as a port, with vessels such as the Kathleen and May bring clay for the pottery. It also scored entertainment wise with victory in what was then the television show "tops of the town" in 1978.

4.1.3 Ringaskiddy

The following information has been gathered from various publications and <http://ringaskiddy.org/>.

Ringaskiddy (Rinn an Scidigh in Irish) is village in County Cork, Ireland, situated South-east of Cork City. Located across Cork harbour south from Cobh. Ringaskiddy village is of a linear pattern and has few services, having only one shop and no bank. Business is focused on the numerous pharmaceutical production facilities, which surround the village. The sector provides relatively stable employment, because of its long product life cycle, it also provides a lot of employment it is estimated that pharmaceutical industry in Cork is directly responsible for 4000 jobs. By 1986 Ringaskiddy was the centre of pharmaceutical production in Cork, and perhaps Ireland. Novartis developed a 40 hectare site in the early 1990s, and existing facilities have been upgraded, such as those of Pfizer and ADM. Ringaskiddy is a textbook example of clustering, a theory that contends where one industry is established supplier industries soon follow, as does investment in education, training, research and development, and infrastructure.

Ringaskiddy is now a major ferry port and is one of two free ports in Ireland, the other being in the Shannon area. However the Bus service in Ringaskiddy is not ideal. It only links the area with Cork City, and does not pass through Carrigaline village, which is the dormitory town of many workers. This might explain why Carrigaline has the highest proportion of workers commuting to work by car in Ireland, viz 74 per cent (Central Statistics Office, 2002).

The National Maritime College of Ireland is in Ringaskiddy. This college provides the only training in Ireland of Merchant Navy personnel. The Irish Naval Service also carry out their non-military training in the College. Haulbowline island is connected to Ringaskiddy via a series of two bridges which meet on the intermediate Rocky Island. The postal town for Haulbowline is Cobh, and not Ringaskiddy. This is because the bridges were only constructed in 1967, and prior to that the island had more of a connection with Cobh, which is a larger town and closer as the crow flies. Haulbowline is home to the Irish Naval Service. Sections of the former railway line from Cork to Carrigaline and have been converted to a walking and cycling route. Many sections, such as the rock that through Passage West are segregated from road traffic and the amenity is well used.

Ringaskiddy village was once right next to the sea, and was a scenic area. A land reclamation project which was necessary for the development of the ferry port meant that the village found itself inland. History (as described in Lewis's Topographical Dictionary of Ireland, 1837) "... Coolmore, the residence of W. H. Worth Newenham, Esq., [is] situated in a beautiful demesne of 545 acres, with a lofty square tower a little to the east of the house, which commands a magnificent prospect of the town and harbour of Cove, and the rich scenery of the river".

4.1.4 Cobh and Environs

Cobh has several well-known publications and many excellent websites dedicated to its history. It has at the time of writing several walking trails detailing its history on a number of levels. The summary below is gathered from published sources and <http://www.cobliharbourchamber.ie/history.html>. The town also boasts a historic trail on the ill-fated Titanic <http://www.titanic-trail.com/>.

While the history of Cobh is relatively recent, the history of the Great Island itself stretches back into the mists of antiquity. Legend tells that one of the first colonists of Ireland was Neimheidh, who landed in Cork Harbour over 1000 years b.c. He and his followers were wiped out in a plague, but the Great Island was known in Irish as Oilean Ard Neimheadh because of its association with him. Later it became known as Crich Liathain because of the Lehane tribe who were rulers of it. It subsequently became known as Oilean Mor An Barra, (the Great Island of Barry & Barrymore) after the Barry family who inherited it.

1750 - 1800

The village on the island was known as Ballyvoloon, overlooking "The Cove" and this was first referred to as Cove village in 1750 by Smith the historian who said "it was inhabited by seamen and revenue officials". The Cork directory of 1787 shows about thirty businesses in the town including one butcher and one draper. The Water Club established at Haulbowline in 1720 was the progenitor of the present Royal Cork Yacht Club (now based in Crosshaven) and is the oldest in the world. The Royal Cork Yacht Club was based for many years in Cobh and the present Sirius Arts Centre was formerly a clubhouse of the organisation. The oldest recorded pub on the island is reputed to have been the "Anti Gallicon" situated in the Holy Ground, and apparently liable to flooding when the tide came in. This pub dated back to the 1780s and was named after opponents to the French "Gallicon" faction who opposed the powers of the Pope.

1800 - 1850

Cobh underwent rapid development in the early 1800s assisted by world events. The Napoleonic Wars meant the town became a British Naval port with its own admiral and much of the present day buildings were built. The cessation of hostilities dented its prosperity for a time but it became widely known as a health resort and many convalescents came to Cove to avail of its temperate climate. Amongst these was Rev. Charles Wolfe who wrote the "Burial of Sir John Moore at Corunna" and is buried in the Old Churchyard. The age of steam brought famous achievements to Cobh, most notably the first steam ship to sail from Ireland to England (1821) and the first steam ship to cross the Atlantic (Sirius 1838) which left from Passage West. In 1849 the name of the town was changed to Queenstown to honour Queen Victoria who visited Ireland in that year.

1850 - 1900

The development of Cove (now Queenstown) continued apace Philip Scott, the shipping merchant built Westbourne and the adjoining square for many years was known as Scotts Square. The architect was Desamus Burton who designed many of the buildings in the Pheonix Park, Dublin. Much admired by successive generations of visitors, Westbourne continues to set the standard for architecture in the town today. In 1857 the Inman Line began to operate a regular transatlantic service from Queenstown when the steamer "The City of Manchester" took on passengers here. Cunard, White Star, United States, Greek and other Lines have since been associated with Queenstown. St. Colman's Cathedral was commenced in 1868 and completed in 1919. This monumental undertaking cost £235,000 collected from various sources.

1900 - 1950

Cobh is famed for being the last port of call for the ill-fated "Titanic" which sank after striking an iceberg on Sunday 14th April 1912. Another tragedy which has entered popular mythology,

the sinking of the "Lusitania" in 1915 is connected also with the town. Many of the 1198 who drowned were brought to Queenstown and buried here where their graves can be seen in the Lusitania plot in the Old Churchyard. The Americans as well as the British were stationed in Queenstown during World War 1 as their country entered the war in 1917. After the War of Independence and with the signing of the Treaty in 1921 Queenstown became a Treaty Port along with Berehaven and Lough Swilly and this situation remained until 1938 when sovereignty was returned. The town changed its name once again in 1922 to the now familiar Cobh. In the 1930's Jack Doyle, the boxer and singer was at the height of his fame. Born in the Holy Ground in 1913, he died in England in 1978 but was brought home to Cobh for burial in the Old Churchyard. The liner trade ceased due to the outbreak of World War 11 and the town entered a depression. The forerunner of the Irish Naval service was set up in Haulbowline while Irish Shipping, the fledgling national shipping company set up a repair dockyard in Rushbrooke.

1950 - Present

Transatlantic sailings resumed after the War. However, competition from airlines meant they eventually ceased in 1963. However, today liners call again on a regular basis to visit Cobh as a Port of Call and not to take on emigrants. In 1988 the QE2 made a memorable first visit to commemorate the 150th year since the Sirius transatlantic crossing. In 1960 the Verolme Cork Dockyard was opened in Rushbrooke and operated successfully for 25 years before closing down in the mid 80's. The dockyard is once again thriving as a business park facilitating small industries. In 1991 Cobh once more saw the Golden Age of Sail when the Cutty Sark Tall Ships race ended its first leg here. Cobh has also seen one of her own achieve Olympic Silver medal status when Sonia O'Sullivan claimed second place in the 5000m in the Sydney 2000 Olympics to add to her wins in the World Cross Country Championships and World Championships.

Cobh and Harbour area

Cobh & Harbour Chamber represents the commercial interests of Cobh and Carrigaline and all areas of the lower Cork Harbour. The major built-up areas are the town of Cobh and the rapidly expanding "village" of Carrigaline. Carrigaline has developed over 30 years from a village with a population of less than 1,000 to a major urban centre with a population in excess of 10,000 people. The residents of Carrigaline largely work in Cork City and the lower harbour area where there is a concentration of Pharmaceutical Industries, a Deep Water Terminal and Naval Base. The retail and services sectors have expanded to provide, locally, facilities not previously available in Carrigaline. There are a variety of small to medium sized enterprises and industries around Carrigaline.

Other significant areas are **Little Island, Glounthaune, Passage West, Monkstown, Ringaskiddy, Crosshaven and Whitegate**. The economic mainstays of the area are Agriculture, Tourism, Processing and Manufacturing, the Naval Service and the Detention Centre on Spike Island. Other contributors of substance to the local economy are fisheries and of increasing importance, - service providers.

Cork Harbour is a natural harbour and is Ireland's second largest Port. The Port is capable of handling lift-on, lift-off, roll-on, dry bulk and liquid bulk at Ringaskiddy and, in addition, the Port now specialises in the provision of facilities to Cruise Liner traffic.

The siting of the Cobh Cruise Liner Terminal for use by visiting Liners brings visitors to the town of Cobh and is a great economic boom to the whole South Western Region. This is estimated as far back as 1997 to be contributing £5.7 million to the Region and 76 full-time jobs and this has increased since that date. In recent times a concerted effort has been made by the local and Cobh Town Council to upgrade and improve the visual aspects of the town. There is an excellent heritage Centre and an active railway, part of the Great southern railways of old.

4.1.6 National Museum of Ireland Topographical Files (Table 3)

The following is a list of finds recovered from the townlands within and adjacent to the study area as per the National Museum of Ireland Topographical finds:

Townland	Find Description
Carrigaline	<ul style="list-style-type: none"> • Stone ball 1.5 inch diameter with projecting knob on one side • 2 amber beads
Near Carrigaline	<ul style="list-style-type: none"> • 1 polished stone axe-head: 6.3cm long width at cutting edge 4.25cm; width at butt 3.1cm
Carrigaline (Ravenswood)	<ul style="list-style-type: none"> • 1 stone axe-head • 6 bronze pins; 1 amber ball; 1 bronze armlet; 1 flat copper axe head
Pembroke	<ul style="list-style-type: none"> • Dug-out canoe, 1.70m long x 0.45m wide, round bottomed with pointed stem; sides damaged, washed ashore in the townland of Pembroke in 1964

Table 3. List of finds from townlands along the pipeline (National Museum of Ireland Topographical Files)

4.2 Previous Archaeological/Architectural Work

As noted above there have been several surveys undertaken of the study area and this part of County Cork. The Record of Monuments and Places (RMP) shows the location and classification of known archaeological monuments while the Sites and Monuments Record files (SMR) detail the known archaeological monuments in this part of Cork. This archaeological work was followed by intensive fieldwork and "ground-truthing" of archaeological monuments by staff of the Archaeological Survey of Ireland, housed at the Department of Archaeology UCC. This work resulted in the publication of an archaeological inventory for Co. Cork. The part of County Cork in question is included in the inventory for East and South Cork - Volume II, published in 1994 (Power 1994). The number of archaeological monuments in Co. Cork continues to be added to as new archaeological sites are identified in the field. This is a very important resource for the archaeological heritage of County Cork.

The National Inventory of Architectural Heritage (NIAH) is presently commencing their survey work in this part of Co. Cork, and has not carried out any work to date in this region (W. Cumming pers. comm.). Cork County Council has included a Record of Protected Structures in its County Development Plan (volume 4, Cork County Council as varied).

The following is a list of archaeological investigations within the townlands of the study area, as per a search of the archaeological excavations database, www.excavations.ie. This public access database has information up to and including the year 2003. Therefore, it is likely that further archaeological investigations have taken place in the townlands of the study area in the period 2004-present but this information has yet to be made available.

The entries are provided by townland in alphabetical order. The entry detail is provided as follows: bulletin number; townland name; site type; NGR; Recorded Monument and Place Number; summary of results; name of archaeologist who undertook the work. Eleven archaeological investigations are recorded. All but one of these records of archaeological investigations in the townlands of the study areas did not reveal archaeological features of significance. One archaeological investigation in Carrigaline Middle by R. Sherlock, revealed substantial archaeological remains in the vicinity of known archaeological monuments, CO087-030---; CO087-031--- and CO087-089---. These sites are not in the vicinity of this proposed development.

1992:015

Ballintaggart

Possible ecclesiastical enclosure

W771 644

SMR 87:0061

This investigation was carried out to fulfil a condition on a planning decision for further development at the Pfizer Pharmaceuticals Production Corporation facility. The request was made due to the recording of a possible ecclesiastical enclosure on the site by the Co. Cork SMR. It was thought that the enclosure, the precise location of which had not been established, might extend into the area being redeveloped. Two long parallel, east-west test-trenches were opened along external wall-lines of the proposed building on the site. The trenches revealed graded soils covering a stripped surface. Field-drains cut into the subsoil were noted, indicating that the stripped surface had not substantially reduced the original ground level. There were no archaeological features.

Margaret Gowen, 5 St Catherine's Rd., Glenageary, Co Dublin.

1996:038

Barnahely

Assessment

W772637

96E086

Monitoring and trial excavation took place on the site of the Merfin factory at Barnahely, Ringaskiddy, to fulfil conditions of the planning permission for the scheme. Mechanical excavation took place in early April 1996, with ground clearance monitoring carried out later in the month. The archaeological excavation was carried out prior to the commencement of topsoil-stripping or development works. The site was landscaped at the turn of the century to facilitate the construction of a military barracks and its associated facilities.

Forty test-trenches were mechanically excavated to natural subsoil to establish the presence of any archaeological soils or features on the site. One trench revealed an area of burning which consisted of a circular, shallow, fire-reddened pit, 0.75m in diameter, filled with charcoal and ash. The area around this feature was later monitored.

During the site assessment, a millstone and two incomplete fragments of millstones were discovered with other stones against the field boundary. They may have been placed in this location during field clearance prior to the construction of the barracks. No associated archaeological structures were revealed in connection with the millstones during trenching and monitoring. The work fulfilled the archaeological requirements for the development.

Edmond O'Donovan for Margaret Gowen and Co. Ltd, Rath House, Ferndale Road, Rathmichael, Co. Dublin.

1999:079

CASTLE WARREN, BARNAHELY

Tower-house, bawn etc.

SMR 87:5201

99E0279

The site at Castle Warren consists of a complex of medieval and post-medieval buildings around a courtyard and includes a tower-house and bawn of probable late 16th-century date and Castle Warren House, which dates to the 18th century. It is currently owned by the Industrial Development Authority, who wished to secure the site by erecting a chain-link fence with an access gate around the tower-house and bawn, at a distance of 10m from the boundary walls.

Five trenches were excavated by machine just inside the line of the fence before the digging of the foundation pits for the fence. No archaeological features relating to the later medieval occupation at the site were uncovered during excavation of the test-trenches or monitoring of the excavation of the foundation pits.

Mary O'Donnell, Archaeological Services Unit, University College, Cork.

2001:130

Carrigaline Middle

Ringfort

17329 06371

SMR 87:30, 87:89

01E1148

Pre-development testing was carried out at this site in December 2001. The ringfort and associated possible souterrain were to be preserved in an area of open space within a proposed large housing development, and testing took place outside this area in order to determine whether archaeological remains outside the perimeter of the ringfort would be affected by the development. A geophysical survey of the area had identified a number of strong anomalies of potential archaeological significance and these were also targeted in the test-trenching.

Eleven 2m-wide trenches were excavated. The features uncovered included a number of pits, a hearth, a number of possible cremation burials, a portion of the ringfort ditch which extended beyond the limits of the area of open space, and a portion of an earlier ditch which was apparently truncated by the ditch of the ringfort. It is anticipated that these features will be excavated in 2002.

Rory Sherlock, Sheila Lane and Associates, AE House, Monahan Road, Cork.

2002:0246

Carrigaline Middle

Prehistoric; ringforts

17329 06371

SMR 87:30, 87:31, 87:89

01E1148 ext.

A phased programme of testing and excavation continued at this site before the development of a large, multi-phase housing development in the vicinity of two ringforts.

Area 1 (western ringfort)

After testing in December 2001 (Excavations 2001, No. 130), which identified significant areas of archaeological interest to the west and north of the western ringfort (SMR 87:30), an eight-week excavation was conducted in March-April 2002. A number of sections were excavated

across the western side of the ditch of the western ringfort, the only area where the planned development will impinge on the feature, and in this area the ditch was generally uniform in shape, 5.9m wide at ground level, 2.2m wide at the base and 2m deep. The upper fills of the feature, to a depth of 1m below surface level, were relatively modern, while the lower fills represented the gradual silting and filling of the feature.

An earlier ditched feature, which was oval and pre-dated the western ringfort, had been identified on a geophysical survey and noted in the earlier testing. The enclosed area measured 37.5m by 31m, and the ditch of this feature had been truncated by the later ringfort ditch. As a result, approximately two-thirds of the oval feature lay within the ringfort and was not affected by the planned development; the ditch defining the remaining one-third, to the west of the ringfort, was fully excavated. The excavated part of the ditch was c. 30m long and was generally found to be 1.6m wide at ground level and 0.9m deep. The sides of the feature sloped regularly to the flat base, which was generally 0.3–0.4m wide and filled with a stony, silty clay. No features of archaeological interest were noted in the interior of the excavated part of the oval enclosure. A number of other features of interest lay to the north and west of the intersecting ditches, including post-holes, pits, cremation burials and possible funerary pyres. It appears therefore that Area 1 at Carrigaline Middle has clear evidence of Early Christian settlement and considerable evidence of prehistoric activity.

Area 2 (eastern ringfort)

Testing in the vicinity of the eastern ringfort (SMR 87:31) during August 2002 identified a limited number of features of archaeological interest, and the excavation of these features, together with the part of the ringfort ditch in the area affected by the planned development, took place over six weeks in November–December 2002. As the ringfort had been largely levelled many years ago, there was no evidence of the original ringfort bank in the excavated area. The ditch, where excavated at the southern side of the ringfort, was found to be 3.6–4m wide at ground level, 1.4–2m wide at the base and 2–2.3m deep. The entranceway was formed by an unexcavated causeway, 2.7m wide, which led to a gateway defined by a pair of substantial post-holes. These post-holes, which had a 1.3m-wide gap between them, were situated inside the inner edge of the ditch, apparently at the terminals of the now levelled ringfort bank. A small number of features of limited archaeological interest were excavated to the east of the ringfort.

Rory Sherlock, Sheila Lane & Associates, AE House, Monahan Road, Cork.

2003:0187

Carrigaline

No archaeological significance

17540 06224

03E0471

The laying of an ESB cable across the Owenboy River, Carrigaline, Co. Cork, was monitored. Spoil from the cable trench was also metal-detected (02R196). No archaeological finds or features were uncovered.

Miriam Carroll, Archaeological Services Unit, University College Cork.

1996:055

Monkstown Castle, Monkstown

Fortified house

W765662

SMR 87:28

96E0082

The proposed house site lies within the zone of archaeological potential around Monkstown Castle. Test-pits were opened here prior to development of the site and no archaeological remains were noted.

Sheila Lane, 1 Charlemont Heights, Coach Hill, Rochestown, Cork.

2002:0342

Fairy Hill, Monkstown

No archaeological significance

17722 06646

02E1122

Monitoring was undertaken on the site as a requirement of a grant of planning permission. The site had been disturbed before the start of groundworks. No features or finds of archaeological significance were revealed.

Avril Purcell, Sheila Lane & Associates, AE House, Monahan Road, Cork.

2001:230

Ringaskiddy

No archaeological significance

17871 06399

01E0552

Following an assessment of this site in advance of a proposed industrial development, an area of potential archaeological interest was identified. The feature comprised an elongated grass-covered mound, 36m east-west by 9m and 1m high. It was at the top of a steep escarpment, overlooking a quarried area. A test-trench was excavated across the mound using a mechanical digger. The mound was found to be of recent origin and of no archaeological importance.

Sheila Lane, Sheila Lane & Associates, Consulting Archaeologists, AE House, Monahan Road, Cork.

1999:121

Ringacoltig

Possible enclosure site

17798 06679

SMR 87:9

99E0334

A possible enclosure site is marked on the 1st edition OS 6-inch map in an area of a proposed residential development site on the north-western outskirts of Cobh. The precise location, nature and extent of the site had not been determined because it had been levelled sometime in the mid-late 19th century and the area had been constantly ploughed over a long period of time. A geophysical survey was undertaken by GeoArc Ltd in the general area of the site in order to determine its extent, as well as to indicate whether any associated and/or additional features of archaeological interest might be discovered. It was believed that the enclosure may have been a ringfort with an external fosse and that this latter feature may still remain cut into the subsoil. However, no traces of the enclosure were found by the geophysical survey, although a number of subsurface anomalies were detected. It was suggested in the geophysical report that certain areas be subjected to investigation by intrusive excavation. In addition, it was decided to excavate more trenches to verify the results and conclusions of the geophysical report, as well as to determine the nature of the anomalies.

Testing was carried out at the site on 10 and 11 July 1999. This consisted of the combination of machine- and hand-excavation of eight trenches. In general, it was found that the topsoil/ploughzone material was deepest to the west and south, which would be expected given the existing slope down to these areas. Furthermore, it was found that the ploughzone contained occasional metal items such as nuts, bolts and nails, which probably explain the 'dipolar anomalies' suggested by the geophysical report. In addition, the negative geophysical anomalies appear to have been caused by both a modern burning episode and the compaction and rutting formed by a track used by heavy vehicles and machinery. The positive geophysical anomalies all appear to have been caused by natural variations in the depth of both topsoil and subsoil.

None of the geophysical anomalies reflected features or deposits of archaeological interest or potential. In addition, no finds of archaeological or historical interest were recovered during the archaeological testing.

It is suggested that the site depicted on the map may have been a circular enclosure comprising only a bank. This bank was levelled, and all traces of the site were subsequently destroyed by constant ploughing.

Martin E. Byrne, 31 Millford, Athgarvan, Co. Kildare.

2000:0152

Ringacoltig

No archaeological significance

SMR 87:7

99E0334

This licence was originally granted in 1999 to Martin Byrne, who carried out testing in advance of a housing development and found no significant archaeological levels (Excavations 1999, 34-5). The licence was extended to the writer to cover the monitoring of topsoil removal as a condition of planning in advance of development at the site. No archaeological sites or levels were noted.

Sheila Lane, 1 Charlemont Heights, Coach Hill, Rochestown, Co. Cork.

4.3 Townland and Barony Boundaries (figs 14-18)

The proposed pipeline follows for the most part existing roadways and so will not impact on any townland or barony boundaries in those areas (excepting where the road may form this boundary). However, areas where there is green field piping will impact a number of townland and barony boundaries. Where these occurred on private lands, access was not permitted, aerial photos and mapping had to suffice for the archaeological study. The figures below show the townland boundaries, which will be impacted by the green-field routes for the piping.

The townland unit is the smallest division of land in Ireland (*The Townland Index* 1982) and in the 1830s more than 62,000 townland units are recorded (Duffy 2006, 56). Since at least the medieval period every county and parish has been divided up into small land units known as "townlands". These units were formerly known by a variety of local and regional names, such as "balliboes" in parts of Ulster, "tates" in Counties Fermanagh and Monaghan and ploughlands in some of the southern counties. Even though many have been enlarged and divided the basic townland pattern of Ireland has remained to the present day. Townlands average 1.3km², which are large enough to contain a number of farms whose owners were kin and traditionally co-operated in various ways (summarised from Aalen *et al.* 1997, 21). This "parcellation" of land was part of a European phenomenon and formed the basis of landholding in medieval Gaelic and English Ireland, in many cases reaching back to the tribal septlands of pre-Norman Ireland (Duffy 2006, 56).

Townland boundaries manifest themselves on the ground, most obviously, by streams or deep ditches, banks and old hedges. They may represent more than one boundary and may also mark parish, barony or county bounds. McErlean (1983) believes that townlands represent,

... features of the Irish cultural landscape ... this system can be seen to be the spatial dimension of Gaelic society, the structural hierarchy of the land divisions reflecting the society's socio-economic and political structure. This close and complex example of man-land relationships articulates well with the concept of analysing settlement through the framework of the landscape (1983, 334).

As such, townland and barony boundaries may be the remnants of much earlier (early medieval or perhaps earlier) cultural divisions of the landscape, which have been maintained overtime, many to the present day. The figures below show the green field routes in relation to the boundaries marked on the first edition six-inch map (colour in red from osi.ie).



Figure 14. 1st edition six-inch map, showing location of green field pipelines (in green) & townland boundaries (in red) in the Passage West/Monkstown area (OS c.1840 sheet 87; for indication only)



Figure 15. 1st edition six-inch map, showing location of green field pipelines (in green) & townland boundaries (in red) in the Carrigaline area (OS c.1840 sheet 87; for indication only)

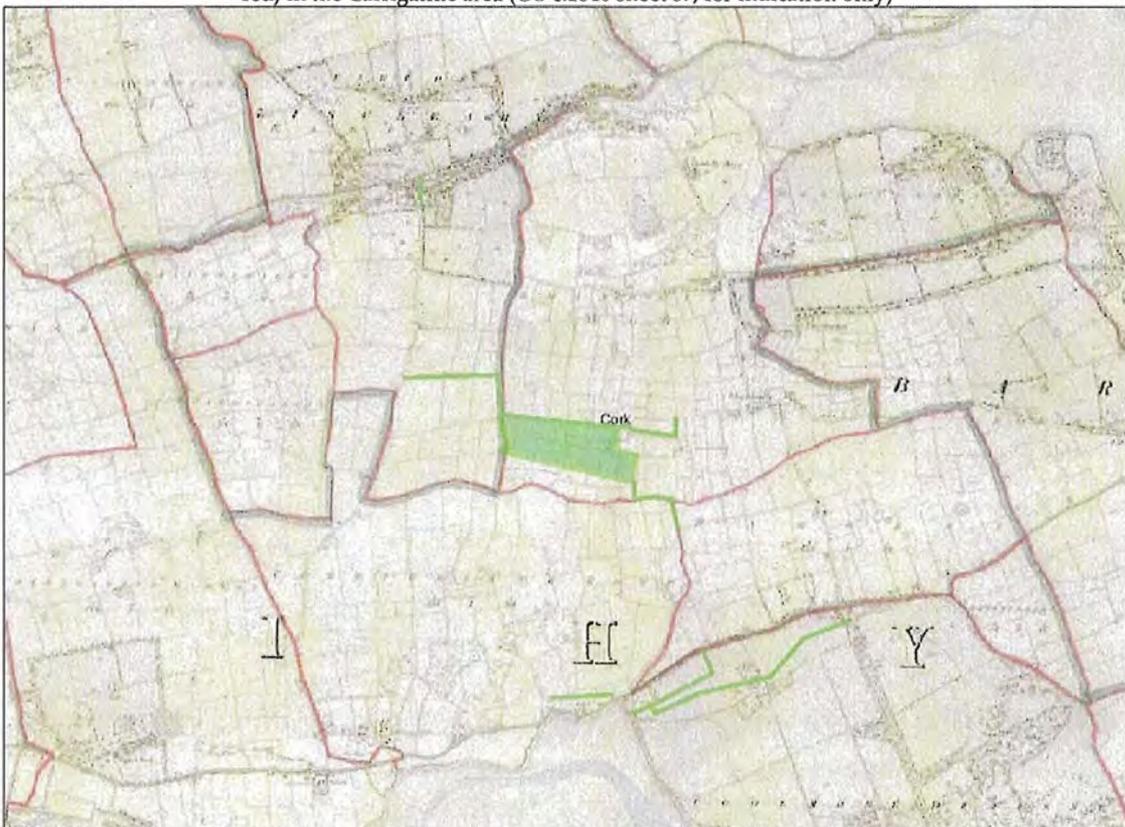


Figure 16 1st edition six-inch map, showing location of green field pipelines (in green) & townland boundaries (in red) in the Shanbally area of the WWTP site (OS c.1840 sheet 87; for indication only)



Figure 17. 1st edition six-inch map, showing location of green field pipelines (in green) & townland boundaries (in red) in the Ringaskiddy area (OS c.1840 sheet 87; for indication only)

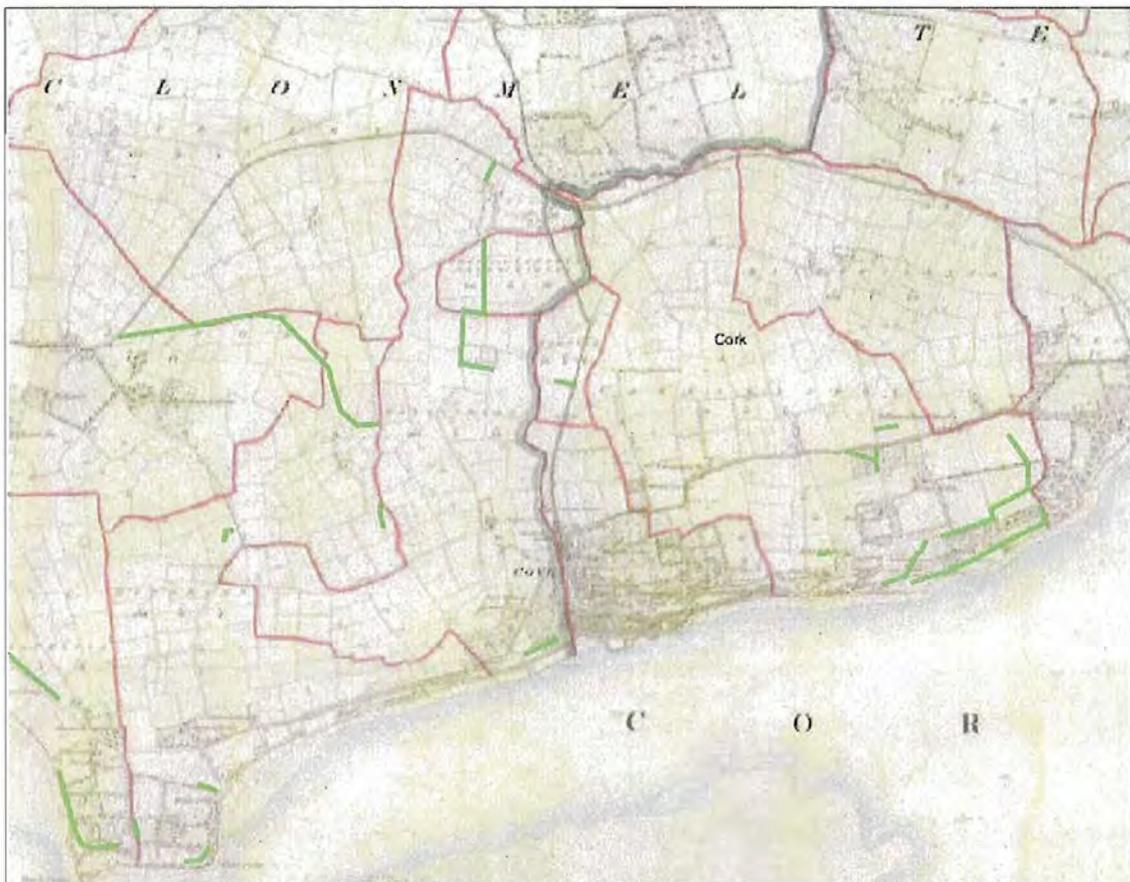


Figure 18. 1st edition six-inch map, showing location of green field pipelines (in green) & townland boundaries (in red) in the Cobh area (OS c.1840 sheet 87; for indication only)

4.4 Protected Structures (Table 4)

There are a number protected structures noted in the *Cork County Development Plan 2003* in the vicinity of the proposed pipelines. The National Inventory of Architectural Heritage (NIAH) has not yet compiled a survey of buildings of cultural and architectural heritage for this area of Cork (W. Cummins per comm.; www.buildingsofireland.ie) at the time of writing. Its results may affect the information contained in this report. In fact changes may be made to local authority information as variations of its various Development Plans. The following table shows the three digit Record of Protected Structure number (RPS No.). It notes the name of the structure and its townland location. They are:

RPS No	Name of Structure	Townland
00510	Rockenham House	Pembroke
00511	Horsehead Country House	Pembroke
00568	Old Parochial House	Monkstown
00569	Monkstown Castle	Monkstown
00570	Monkstown Castle House	Monkstown
00571	Monkstown Catholic Church	Monkstown
00572	St. John's Church	Monkstown
00573	Thornclyffe House	Monkstown
00575	Martello Tower	Ringaskiddy
00576	St. Mary's Church of Ireland Church	Carrigaline*
00577	Coolmore House (abandoned)	Coolmore
00579	Warehouse	Carrigaline East*
00634	Kilmoney Abbey	Kilmoney
00635	Kilmoney House	Kilmoney
00861	Clonmel Church	Ballyvoloon
00989	Former Methodist Church	Pembroke
01011	Passage West Catholic Church	Pembroke
01260	Castlewarren Stronghouse	Barnahely

Table 4. List of protected structures in vicinity of pipeline, excluding Cobh Town (after Cork county development plan 2003, as varied). Those in blue are those closest to proposed pipeline* (see section 5). None of the remainder is proposed to be impacted by the proposed development

4.41 Cobh Development Plan (CTC 2005)

Cobh town has its own development plan (CTC 2005). The following is important information on the treatment of Protected Structures within its jurisdiction. This is taken from that document.

Section 51 of Part IV of the 2000 Planning and Development Act requires that a development plan include a Record of Protected Structures "for the purposes of protecting structures, or parts of structures, which form part of the architectural heritage and which are of special

architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest...”

In order to appreciate the value of the Record of Protected Structures, it is important to see it not as an abstract list but as the end result of an implicit conservation survey strategy that included the following considerations:

1. The need to include a representative selection of both formal and vernacular heritage structures.
2. The need to include a representative selection of the various heritage styles from the 1700's to the present time. This would include structures from modern and contemporary eras.
3. The need to include a diverse portfolio of structure uses and purposes e.g. residential, retail, warehousing, infrastructural etc.
4. The need to include public domain structures as well as structures in private ownership.
5. The need to take cognisance of the eight categories of heritage structure included in section 51 of the Planning and Development Act, 2000, which are those structures of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest.

These considerations went some way to ensuring that a broad range of heritage structures was included in the Cobh Town Record of Protected Structures.

Both the conservation survey strategy and conservation strategy itself are themselves subject to evolving styles and tastes and over time the RPS can be expected to change and evolve with each revision of the plan. The effectiveness of the RPS conservation strategy will be reviewed at the two-year review stage.

It is not the intention of the RPS to “freeze” the structures in one particular condition determined at one particular point in time but to provide a flexible framework within which the use of the building can evolve and adapt to changing circumstances and demands while at the same time conserving what is most valuable of the heritage aspects of the structure.

A further aspect of the RPS mechanism is Section 57 of the 2000 Planning and Development Act that enables the Planning Authority “to issue a declaration as the type of work which it considers would or would not materially affect the character of the structure...” This declaration effectively indicates which types of specific works to the structure are exempted development and do not require planning permission and those works that do require permission.

Cobh Town Council will have a role, in conjunction with Cork County Council in the administration of the Department of the Environment, Heritage and Local Government's Conservation Grant Scheme. The planning authority in applying this Conservation Grant Scheme will support selected works.

Developers and owners considering the development of structures in the RPS should consult with the Town Architect concerning any adaptation or works they may wish to carry out. The Council may consider a grant to support the repair and retention of original or authentic elements of architectural heritage merit.

Development Control Objectives:

Development proposals for sites identified as a Protected Structure will be required to incorporate measures to protect, conserve and enhance the character and appearance of the structure(s).

Proposals for development involving alterations or additions to a protected structure or its setting will only be permitted where it can be clearly demonstrated that;

- a) Development will be compatible with and will not detract from the special character of the structure and its setting; and
- b) Development will complement and reflect the design and character of contiguous buildings and the surrounding area; and
- c) Features of architectural or historic interest and the historic form and structural integrity of the structure will be retained.

Proposals for development will not be permitted that compromise the setting of protected structure(s) or result in the material alteration or demolition of the structure(s) except where;

- a) The structure is not capable of repair; and
- b) There is no compatible or viable alternative use for the structure.

PROTECTED STRUCTURES OBJECTIVES:

It is an objective to seek the protection of all structures within the town that are of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest. Such structures include but are not exclusive to the Record of Protected Structures hereunder.

Record of Protected Structures List

The Record of Protected Structures list is a list of the structures that constitute the Cobh Town Record of Protected Structures. It is contained in Appendix 1. The location of the structures is indicated on Map 5a-5h of the Plan.

All of the Protected Structures listed in the *Cobh Development Plan* (CTC 2005) should be suitably protected (if necessary) during construction works. CH26 incorporates all of the information as detailed in the Cobh Development Plan.