

Fingal Coastal Zone Project Toolkit

Raising awareness of Fingal's rich maritime heritage and providing participants with guidance towards the identification, recording, and reporting of information for maritime heritage assets



Written by AMS on behalf of Fingal County Council Heritage Office.
Cover Image: Balbriggan Harbour lighthouse (Dr Conn Herriott, AMS)



**Comhairle Contae
Fhine Gall**
Fingal County
Council



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Inside this toolkit

1.	INTRODUCTION	3
2.	ROLE OF THE PARTICIPANT	7
3.	FIELD SURVEY WORK – SOME GUIDELINES	10
4.	THE RECORD FORMS EXPLAINED	16
5.	FINGAL COASTAL ZONE TOOLKIT – MARITIME HERITAGE FEATURE RECORD FORM GUIDANCE .	18
6.	FINGAL COASTAL ZONE TOOLKIT – WRECK RECORD FORM GUIDANCE	21
7.	MARITIME SITE TYPES AND DEFINITIONS	28

1. INTRODUCTION

What is this toolkit for? The Fingal Coastal Zone Project is designed to complement the ongoing work already established as part of [Fingal Heritage X Climate](#) | [Fingal County Council](#). The following covers the basics of what the Fingal Coastal Zone Project aims to achieve and how you can help.

Why are we doing this project?

This project aims to raise awareness of Fingal County's rich maritime heritage and to promote the 'stewardship' of this resource and demonstrate how you can help to record sites and finds in order to safeguard your maritime heritage. By getting involved you can help Fingal County Council understand the extent and nature of maritime heritage in the county and develop appropriate plans to prioritise those aspects of the resource most at risk from potential loss through climate change.



Early medieval church on St Patrick's Island Skerries (rcahmw.org.uk)

What is maritime heritage?

Maritime heritage and archaeology encompasses all human interaction with the sea, rivers and lakes. This comprises associated physical remains from prehistory to the recent past, be they vessels, shore-side facilities, port-related structures, cargoes, human remains or submerged landscapes – in this case, located along our coast, foreshore and intertidal zone (the zone between high tide and low tide).



Skerries (© Fingal County Council)

The maritime heritage of Fingal through the ages...

Fingal has as long, rich, and varied maritime heritage along its 88km-long coastline. Many of Fingal's historic harbours are still in use (e.g., Balbriggan, Skerries, Rush, Howth); only mysterious traces remain of others, such as 16th century Newhaven near Bremeore. Historic ruins and monuments found right along the coast and on the islands located off Fingal's coast are ever-present reminders of how Fingal's history is bound up with the sea. These range from Iron Age promontory forts, early medieval ecclesiastical remains on St Patrick's Island at Skerries to numerous Martello towers, batteries and other historic structures built to guard the coast and reap the bounty of the sea.

Less visible are the many ongoing archaeological discoveries along Fingal's coast: the Stone Age artefacts and quarries on Lambay Island, the Neolithic passage tombs at Bremeore, unexpected coastal burials with grave goods, and evidence of contact with the Roman Empire as shown by imported goods found in excavations under way at the Iron Age promontory fort of Drumanagh. A large number of shipwrecks of all ages have been found along this coastline, from a Bronze Age logboat discovered in 2002 offshore near Gormanstown, just c.1.6km north of Fingal, to the 19th century timber wrecks featured on RTÉ News (9 September 2024), when they were exposed by shifting sands on Portmarnock Strand.¹

¹ [Work to identify historic shipwrecks on Portmarnock beach](#)



Passage tombs at Bremeare, with Balbriggan in background (Tuatha.ie)



Howth Harbour lighthouse (© Fingal County Council)

Fingal Heritage and Climate Change Risk Assessment – main risks from climate change to maritime and coastal heritage

The Heritage X Climate Project and Fingal Coastal Zone Project have emerged as a result of a climate change risk assessment carried out by Fingal County Council in 2021.² This looked at all the risks faced by the cultural heritage assets in the county including historic gardens and demesnes, geological heritage sites, architectural conservation areas, historic structures, as well as archaeological sites and monuments.

The Heritage X Climate Project was developed to encourage participants to identify recorded and previously unrecorded sites of cultural heritage interest in Fingal County and monitor how these discoveries are impacted by climate change. The Fingal Coastal Zone Project concentrates along the coast and within the intertidal zone, where sites can be affected by climate change. In addition to coastal erosion and the exposure and potential loss of archaeology along the foreshore, climate change events might also include more frequent storm events where remains can be uncovered and potentially damaged or washed away and totally dispersed – or alternatively, archaeological remains can be protected by being covered in several metres of sand!



Martello tower at Balcarrick, Donabate (© Mark Broderick)

² [Fingal Cultural Heritage & Climate Change Risk Assessment | Fingal County Council](#)

Other projects, initiatives, and useful information that may be of relevance and interest to participants...

- Fingal Cultural Heritage & Climate Change Risk Assessment (Fingal County Council):
 - Report: [fingal-cultural-heritage-risk-assessment-report_1.pdf](#)
 - Interactive Map: luc.maps.arcgis.com/home/webmap/viewer.html?webmap=d3ab54100756429e803104c490f8131e
- CHERISH Coastal Zone Assessment in Fingal: [Understanding Pressures to Archaeological Heritage in the Face of Climate Change: An Integrated Approach to Coastal-Zone Assessments in Ireland | Historical Archaeology](#)
- [Historic Environment Viewer](#)
- [National Monuments Service: Wreck Viewer](#)
- [dúchas.ie | National Folklore Collection UCD Digitization Project](#)
- Ongoing excavation at Drumanagh Promontory Fort:
 - [Digging Drumanagh | Fingal County Council](#)
 - [Drumanagh Promontory Fort - Conservation Study and Management Plan 2018-2023r.pdf](#)
- Fingal Coastal Architectural Heritage Project: <https://www.fingal.ie/sites/default/files/2019-04/Fingal%20Coastal%20Architecture%20Study.pdf>
- Martello Towers Research Project: <https://www.fingal.ie/sites/default/files/2019-04/Martello%20Towers%202008.pdf>
- Dublin Port Archive: <https://www.dublinportarchive.com/>
- [Ireland's National Inventory of Intangible Cultural Heritage](#)
- "Active Hope: Climate Change and Heritage in Fingal" by Christine Baker. *Archaeology Ireland*, Vol. 36, No. 2 (Summer 2022), pp. 30-34 (5 pages) <https://www.jstor.org/stable/27198726>

2. ROLE OF THE PARTICIPANT

The Fingal Coastal Zone Project aims to encourage participants in the identification, recording, and reporting of maritime archaeological remains along the immediate foreshore and intertidal zone of the coastline of Fingal County. Local knowledge is key, and whether you just have an interest in maritime archaeology in your area, or are a budding enthusiast actively involved in archaeology projects, your involvement with the Fingal Coastal Zone Project is crucial!

This toolkit provides a summary and background to the project and augments four 1-day training sessions to help participants learn the skills required when recording a site or feature. The training includes an introductory session followed by a walkover survey of the beach and intertidal zone at a pre-arranged venue where participants will receive on-site training in recording methods.

Don't worry if you can't attend one of the training sessions – this toolkit will help you!

The proposed outcomes for the project are to raise the awareness of the maritime heritage of the county and provide a platform from which participants can explore the coastline in their own locality, or venture further afield and record any discoveries of maritime archaeological interest.

By participating in this project, you will be providing valuable information that will be used in years to come to provide a lasting record of your discovery and to monitor both the changing condition of and risks to these sites.



Shipwreck on Portmarnock Strand, dated to 19th century (Nigel Motyer)

Important things to consider when embarking on your maritime archaeology adventure:

- Complete Fingal Coastal Zone Record Form/s – you can either fill out the form online (via <https://www.fingal.ie/fingal-coastal-zone-project>) or print out the form, complete on site, and send to: Dr Conn Herriott, AMS, Fahy's Road, Kilrush, V15 C780, Co. Clare.
- Learning the basic skills of recording your archaeological discovery
- Understanding how to complete the Record Forms (one for maritime heritage features and another for wrecks)
- The important health and safety considerations when planning your visit
- How to access the coast and intertidal zone safely



Balbriggan Harbour (John Channing)

Getting started – checklist!

- Kit List: appropriate clothing and footwear; wet weather gear; you might consider wearing a high visibility vest or jacket to ensure you and others are recognised easily by other members of the public or the emergency services in the event of an incident.
- Recording: you will need some basic measuring equipment such as a 3m or 5m measuring tape (can also be used as a scale in your photographs), camera, smart phone and/or iPad, a notebook and clipboard, the Feature/Wreck Recording Forms, a pencil, rubber and sharpener. Binoculars may also be very useful. Please note for the training sessions, limited spare kit will be available as required.
- Safety: please review the health and safety advice in the following section.



Walkover survey at Malahide as part of Heritage X Climate Project (© Christine Baker)

3. FIELD SURVEY WORK – SOME GUIDELINES

This section provides some brief guidelines and things to consider when undertaking field surveys. While not necessary, if you are interested, you may also want to read in conjunction with the Heritage X Climate Project toolkit (available at: [fingal-heritage-x-climate-toolkit.pdf](https://www.fingal.gov.ie/HeritageXClimateProject/toolkit.pdf)).

What to look out for in the intertidal zone

There are a wide variety of archaeological features that can be found along the foreshore and in the intertidal zone and which date from prehistoric times to the recent past – from the remains of coherent structures and deposits, to more fragmentary evidence such as archaeological debris and artefacts. Some things to look out for include:

- **Structures and features** – such as coastal defences that may have eroded out of a cliff or sand dune; abandoned or wrecked vessels or fragments of hull remains; evidence of fishing, such as fish traps often built of wood (e.g. stake nets); evidence of lost coastal settlement and/or ports and harbours; industrial sites such as salt-working; shell middens

- **Submerged landscapes** – such as evidence of former land surfaces and deposits (e.g. the development of salt marshes and organic peat layers) and ancient woodlands that were once dry land but are now inundated by rising sea-levels; evidence of past human activity such as footprints and trackways

Recording your discovery:

Once you have identified a site or feature, please use the **Maritime Feature Record Form** and the **Wreck Record Form** as required. Guidance on how to fill out the forms is provided below.



The site of Newhaven Quay, Broomore (© Christine Baker)

Health & Safety

Participants are responsible for their own safety. Always avoid taking unnecessary risks in relation to any hazard to minimise the likelihood of accidents and injuries.

Coastal and intertidal safety

- Be aware of tide times. Being cut off by a rising tide is the most obvious, but commonest, reason for coastguard callouts. Always know the time of high tide so you can plan your visit

safely, giving yourself time to get off the shore well before high tide. Tides can come in very quickly especially around rocky headlands with an onshore wind. Tide tables are available at <https://www.tidetime.org/europe/ireland/> or you can purchase a booklet in local shops.

- Stay back from the base of cliffs. Loose rockfalls and landslides are more frequent than you think.
- Stay away from the cliff edges, especially during high winds. The rocks and soil are loose at the cliff edge and can be dangerous to walk on. Your weight may cause a slippage that brings you with it. Coastal cliff tops are generally unfenced, so your safety is your responsibility.
- Do not walk on coastal defences such as rock armour and boulders.
- High seas can be dangerous. Stay away from sea walls, slipways, rocky shores etc. during stormy weather as large waves can sweep you off your feet. We advise against site visits during extreme weather.
- Suspicious objects — very occasionally, objects such as chemical containers or unexploded ordnance are washed ashore. Keep your distance and report it to the Gardaí, giving the time and location.

General safety advice

- Walking surfaces can vary considerably with the weather. Always wear strong footwear with a good grip. Some kind of footwear is always advisable on beaches due to sharp objects in the sand.
- Check the weather forecast and be sure to dress appropriately (e.g. warm and waterproof clothing and sunscreen).
- Always supervise children, especially near cliff edges, water and traffic.
- If possible, when visiting a remote location, let someone know where you are going.
- If visiting a site on the roadside, always remain aware of passing traffic.
- If operating in larger groups consider carrying a First Aid kit and identifying anyone in the group who has a First Aid ticket or is medically trained, to provide support in the event of an accident or injury.

Other hazards to be aware of:

- drains, ditches, rivers and open water
- horses, bulls, cattle and other livestock
- farm machinery
- barbed wire fencing and electric fencing
- unstable gates, fences and stiles
- unstable buildings
- uneven, slippery or otherwise hazardous ground
- traffic

You should avoid taking unnecessary risks in relation to any hazard to minimise the likelihood of accidents and injuries. Please follow our general safety advice. You should not bring dogs onto farmland, but they will love the beach!

In case of Emergency:

In case of an accident or other emergency, **call 999 or 112** and ask for the relevant service (Gardaí, ambulance, coastguard, fire service).



Examining a coastal cliff in Fingal (© Christine Baker)

Other Important considerations

While some heritage sites are easily and freely accessible, you should always be aware that depending on where they are located, visiting them can require the permission, co-operation and goodwill of landowners and others. It is important to behave respectfully and with due courtesy when dealing with landowners and carrying out survey work. It is also important to be aware of potential hazards in the countryside and on the coast and avoid taking unnecessary risks.

For sites located on private property, if you don't know the farmer or landowner personally, you should seek out a mutual acquaintance or someone known to them who can make an introduction. Explain the purpose of the project when requesting permission to enter onto private land. If you are visiting farmland, you should familiarise yourself with the Country Code and the Leave No Trace Principles (below) and observe these at all times. These also apply when visiting coastal and intertidal sites.

The Country Code

1. Respect the people who live and work in the countryside, on the foreshore and intertidal zone.
2. Respect private property, farmland, working harbours, and all rural areas.
3. Park carefully; avoid blocking farm gateways or narrow roads.
4. Use approved walking routes where they exist.
5. Where possible ask permission before crossing farmland.
6. Dogs should be kept under close control and should not be brought onto hills or farmland without the landowner's permission.
7. Avoid damage to fences, hedges and walls; use gates and stiles when crossing.
8. Leave all gates as you find them (open or closed).
9. Do not interfere with machinery, crops, animals, or equipment and vessels. Protect wildlife, water sources, plants, trees, and the intertidal environment.
10. Walk on the centre of tracks; don't trample vegetation on the edges.
11. Take your litter home; even biodegradable items can take years to disappear.
12. Guard against all risk of fire and avoid making unnecessary noise.
13. Always keep children closely supervised during a walk.

Leave No Trace Principles

1. Plan ahead and prepare
2. Be considerate of others
3. Respect farm animals and wildlife
4. Travel on durable ground
5. Leave what you find
6. Dispose of waste properly
7. Minimise the risk of fire



Prehistoric worked flint flake found on Fingal's coast (© Fingal County Council)

What to do if you discover an artefact....

Where an archaeological site is actively eroding or beach sand has shifted, it is possible for artefacts to become exposed. If you discover an artefact, take careful note of exactly where you found it, store it carefully, and report it to the National Museum of Ireland. If you find maritime artefacts or parts of a wreck then you should also report it to the Underwater Archaeology Unit (UAU) of the National Monuments Service (NMS). Wrecks over 100 years old and underwater archaeological objects irrespective of age are automatically protected by Law. **By law, you must report artefacts within 96 hours. Failure to do so can result in a fine of up to €111,100 and/or 5 years imprisonment.**

Please note that it is also against the law to dig for artefacts. If an artefact is only partially exposed, please do not try and remove it. Just take a photograph and report it.

How to report an artefact to the National Museum:

Phone the Duty Officer in the Irish Antiquities Division at (01) 6777444 or use the museum's [Contact Us form](#) on its website.

How to Report the Discovery of a Monument or Wreck:

First, please consult the [Historic Environment Viewer](#) or [Wreck Viewer](#) applications to check whether the monument/wreck is already recorded. If not, print out and complete a [Monument Report Form](#), and forward it to the address supplied.

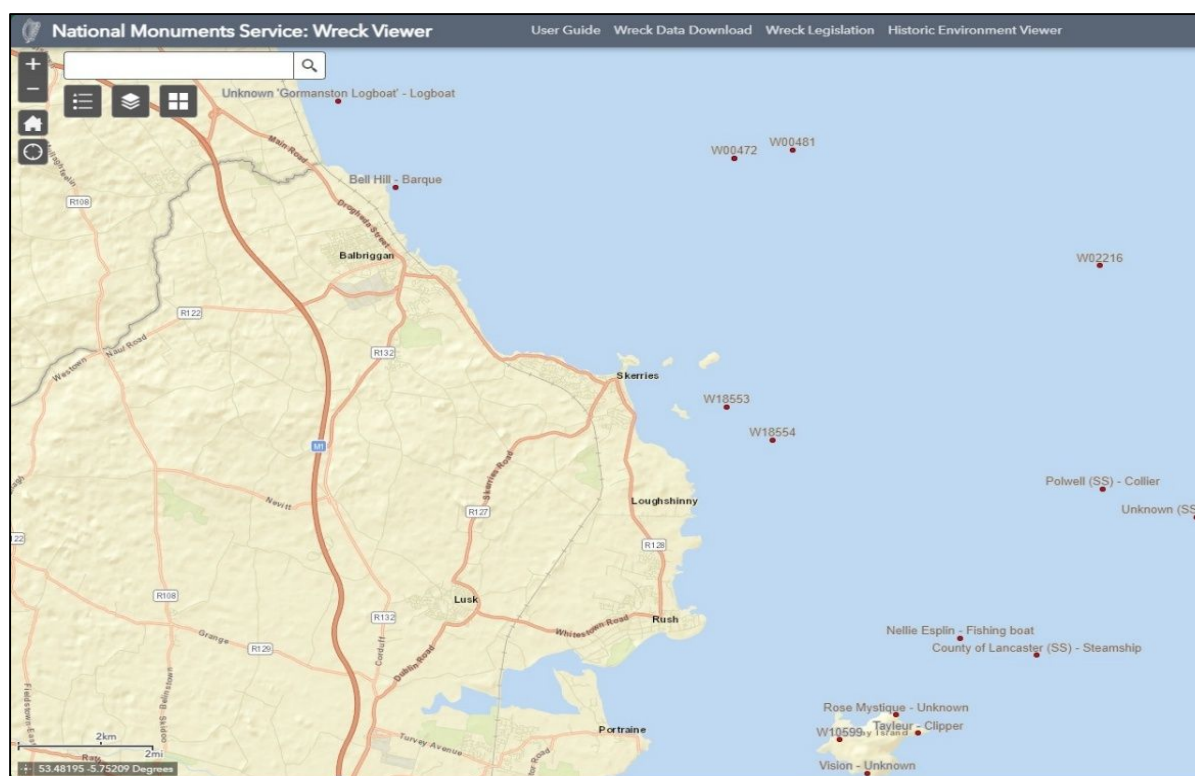
4. THE RECORD FORMS EXPLAINED

Locating your site/discovery – is it already recorded?

First, please consult the [Historic Environment Viewer](#) and [Wreck Viewer](#) applications (screenshots below) to check whether the monument/wreck is already recorded, by navigating to the location of the feature/wreck you are recording. If it is already a recorded monument or wreck, you can find out its reference number, townland, classification/type, and location coordinates. This information can then be copied into the form. If not, print out and complete a [Monument Report Form](#), and forward it to the address supplied.

An explanation of how to use the Historic Environment Viewer can be found [here](#).

An explanation of how to use the Wreck Viewer can be found [here](#).



Wreck Viewer screenshot ([Wreck Viewer](#)).

Filling out the record forms

There are two Fingal Coastal Zone Project record forms for participants to use: the Maritime Feature Record Form, and the Wreck Record Form (both available at: <https://www.fingal.ie/fingal-coastal-zone-project>). This section briefly introduces the forms and explains how participants fill them out. Please read these guidelines and familiarise yourself with the details of the record forms before venturing out.

- ***The Maritime Heritage Feature Record Form:*** This record form should be used to record all sites and features other than wrecks or wreck fragments.
- ***The Wreck Record Form:*** This record form should be used to record the remains of wrecks and wreck fragments.

Step-by-step guidelines on how to record

Training and demonstration of basic recording techniques will be provided during the on-site sessions. The recording techniques that will be used for the Fingal Coastal Zone Project will be broadly the same as that highlighted in the Heritage X Climate Project toolkit ([fingal-heritage-x-climate-toolkit.pdf](#)). See the following sections to understand how to fill out the recording forms. You don't have to fill out all elements of the recording form but please include key information such as type of discovery, location, date, and brief description/sketch as a minimum.

5. FINGAL COASTAL ZONE TOOLKIT – MARITIME HERITAGE FEATURE RECORD FORM GUIDANCE

Form (electronic and print versions) available at: <https://www.fingal.ie/fingal-coastal-zone-project>

If printing and filling out forms, please send to: Conn Herriott, AMS, Fahy's Road, Kilrush, V15 C780, Co. Clare.

Feature ID

For the feature you are recording, please provide an ID. This can be the location and the feature type (e.g. 'PORTMARNOCK BEACH – WOODEN POST'). If there is more than one of the same features being recorded, then give each a number (e.g. 'PORTMARNOCK BEACH – WOODEN POST 1' etc.).

Grid Reference

There are a number of different ways to provide a reference (ITM) for a location:

- GPS (Global Positioning System): Obtained from a handheld GPS device
- Mobile: Using your smartphone (Google Maps, Apple Maps, or other apps)
- Manual: Using Ordnance Survey maps and compass
- Other: (please specify!)

Placename/Townland

If this site has a locally known name, please input this for reference. Otherwise, the townland or locality can be written. If the feature is in the intertidal zone, the nearest townland will suffice.

Site Conditions (weather and tide)

It is important to record the environmental conditions during a survey. Features and their recording can easily become confused in very wet/very dark conditions. Providing information on site conditions allows us to make adjustments for this. The state of the tide (low or high) is also very important to record. The foreshore conditions (e.g., sandy/rocky) will help us assess how easy it is to access the site.

Visible Dimensions

These can be measured or estimated – it is important that you clarify which. Measurements must be in the metric system (metres/centimetres/millimetres).

Construction

Please circle the construction method of the feature if applicable.

Function

Please circle and provide comments as to the original function of the feature (e.g. *'Shell midden'*).

Comments/Identification Marks

Please provide details of any features which demonstrate the monument type if known/applicable.

Date Range

Please mark the applicable date range (with an 'X'), if known. If you don't know the specific date range as shown, then just mark the period (e.g. *'Prehistoric'* or *'Medieval'*) or leave blank.

Detailed Feature Description/Comments

Please provide any additional information regarding the feature. Continue overleaf if necessary. This information could be about its condition, current state, past uses or current uses.

Associated Features

Please provide details of any associated Fingal Coastal Zone Project features.

Current Location Type

Please tick the most appropriate option. If the feature is above the high-tide mark, please select *'terrestrial'*. If at the high tide mark, please tick *'coastal edge'*. If fully exposed at low water, please tick *'intertidal'*. If protruding above sea level at low water (but not fully exposed), please tick *'submerged'*.

Original Location Type

This aims to establish where the feature may have been in relation to the coast during the period of its use or deposition. For example, the remains of a pillbox would not have always been located in the intertidal zone but has since eroded from the former coastline onto the beach. Please select the most appropriate option.

Photo Nos.

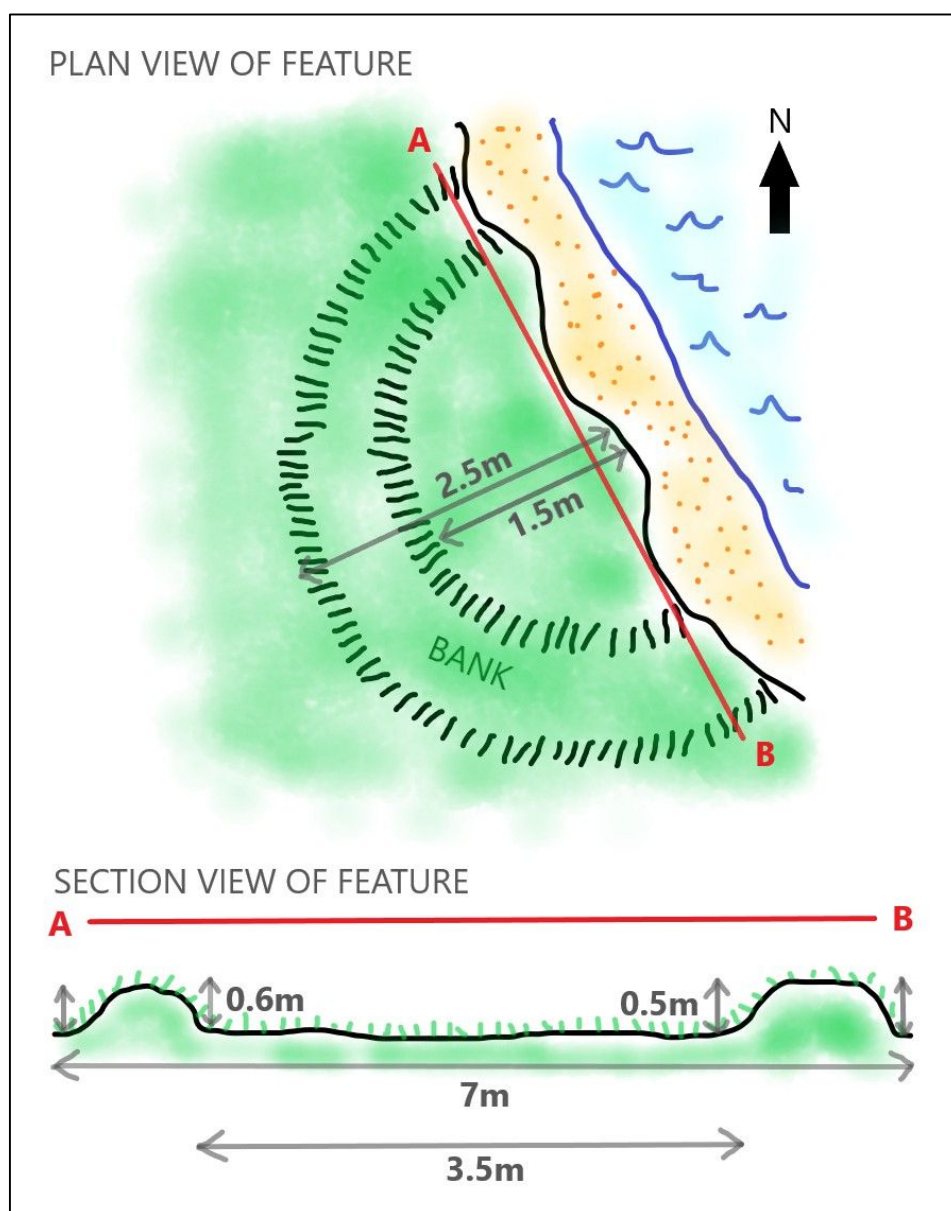
If any photos have been taken during the survey, please provide the phone/camera images and number them sequentially in order to assist with cross-referencing. You could always label the photo with the location name too to make referencing easier.

Name and Date

Please provide your name and the date/s of the survey. This will help us with collating information and marking your contribution to the Fingal Coastal Zone Project.

Annotated Sketch / Further Notes

Please provide a simple sketch with general dimensions of the feature on the reverse of the record form (usually drawn in plan, as though viewed from above, as well as in section/elevation view). Include north arrow, scale and any location references. This will be demonstrated during the on-site training sessions.



How to measure and sketch a banked archaeological feature eroding into the foreshore.

6. FINGAL COASTAL ZONE TOOLKIT – WRECK RECORD FORM GUIDANCE

Form (electronic and print versions) available at: <https://www.fingal.ie/fingal-coastal-zone-project>

If printing and filling out forms, please send to: Conn Herriott, AMS, Fahy's Road, Kilrush, V15 C780, Co. Clare.

Wreck ID

For the wreck or wreck fragment(s) you are recording, please provide an ID. This can be the location and the wreck type (e.g. 'LOUGHSHINNY BEACH – WOODEN WRECK'). If there is more than one wreck being recorded, then give each a number (e.g. 'LOUGHSHINNY BEACH – WOODEN WRECK 1').

Grid Reference (ITM)

There are a number of different formats to provide a reference for a location:

- GPS (Global Positioning System): Obtained from a handheld GPS device
- Mobile: using your smartphone (Google Maps, Apple Maps, or other apps)
- Manual: Using Ordnance Survey maps
- Other (please specify!)

Placename/Townland

If this site has a locally known name, please input this for reference. Otherwise, the townland or locality can be written. If the wreck is in the intertidal zone, the nearest townland will suffice.

Site Conditions (weather and tide)

It is important to record the environmental conditions during a survey. Features and their recording can easily become confused in very wet/very dark conditions. Providing information on site conditions allows us to make adjustments for this. The state of the tide (low or high) is also very important to record. The foreshore conditions (e.g., sandy/rocky) will help us assess how easy it is to access the site.

Visible Dimensions

These can be measured or estimated – it is important that you clarify which. Measurements must be in the metric system (metres/centimetres/millimetres).

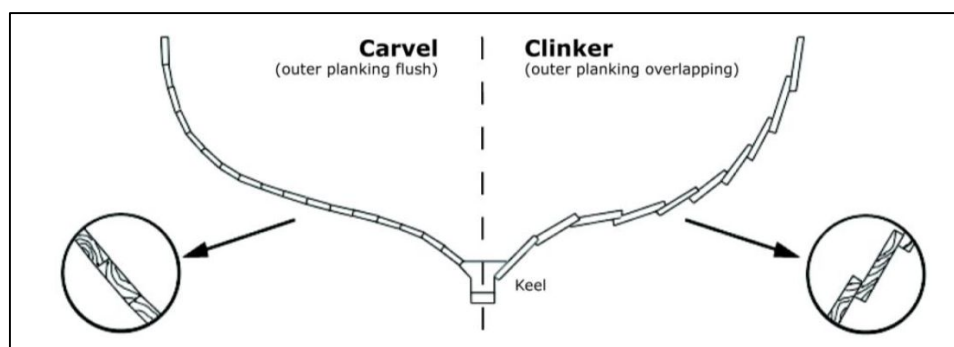
Size Class

- **Logboat:** a dugout canoe, generally formed by hollowing out a tree trunk or log. They can vary in size – for example, the Gormanstown logboat is 7m long, and the Lurgan logboat is 15m long.

- **Barge:** a flat-bottomed vessel designed for inland and coastal waters. Can be of any size, although usually 10m long or more.
- **Boat:** often defined as a vessel small enough to be carried on a larger vessel or for use in sheltered environments and inland waters. However, large boats such as fishing vessels can also be of significant size. In general terms, the distinction between ship and boat is in function—a boat is used for a shorter duration to get from one location to another and is usually less than 20m in length.
- **Ship:** For our purposes, a ship is arbitrarily defined as a large vessel over 20m in length that is self-contained and can operate on voyages over longer distances for several days or more.

Construction (timber vessel)

- **Carvel:** a technique where the frames of the vessel are built first, the planks then being fastened on and joined edge to edge.
- **Clinker** (also known as lapstrake): a technique where the hull comprises overlapping planks, constructed before frame elements are inserted for stiffening. The frames have distinctive rebates known as joggles to accommodate the overlap of the planking. This technique is well represented in the archaeological record in Ireland, originating from the Viking era.
- **Dugout:** involves the hollowing out of logs by fire or hand-tools to create simple or more complex forms of logboat. There are many examples that survive in Ireland – one of the most notable is the Gormanstown logboat, discovered just up the coast from Fingal.



Difference between carvel and clinker-built wooden vessels (CITiZAN Project)

Materials (non-timber vessel)

Circle all that apply:

- Aluminium
- Concrete
- Fibreglass/GRP (glass-reinforced plastic)
- Iron
- Steel
- Other
- Don't know

Propulsion

- Oars
- Towed
- Sail
- Paddle
- Screw (i.e., propeller)
- Don't know

Comments/Identification Marks

Any further comments. Note vessel name / number / shipwrights' timber marks etc.

Associated Features

Please provide details of any associated Fingal Coastal Zone Project features.

Date Range

Please mark the applicable date period (with an 'X'), if known.

Visible Elements

Indicate which sections of the vessel are visible by circling.

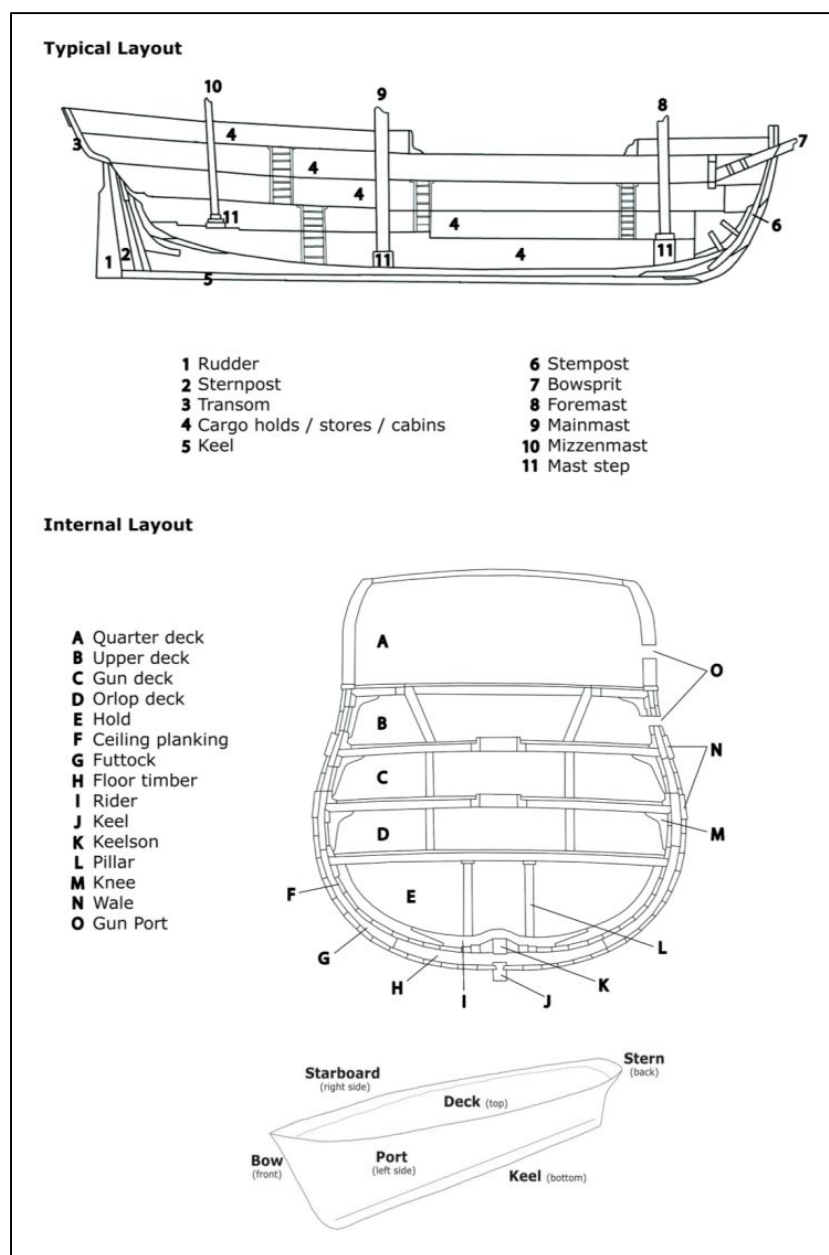
- Bow: front end of vessel
- Midships: central part of vessel
- Stern: back end of vessel

Element Details

Indicate which *structural features* are visible by circling the appropriate category and indicating the dimensions or **scantling** (length x height x width in m) of those features where the information is requested.

- **External planks:** outboard (outer) planking.
- **Internal planks:** inboard (inner) planking, sometimes known as ceiling planking.

- **Floor timbers:** frame timbers that cross the keel, spanning the bottom of the vessel, the central piece of a compound frame. Sometimes referred to as floors.
- **Side frames:** transverse timbers, or assemblies of timbers, to which the internal and external planking is attached. Internal frames or riders are positioned inboard of internal planking for extra stiffening. Some frame elements on timber vessels may be metal.
- **Keel:** the main longitudinal timber or line of timbers, upon which the frames are mounted; the backbone of the hull. On carvel-built ships they may have a 'wine glass' shape caused by the rebate or 'rabbet' (a groove/cut where a timber fits into another timber to make a tight joint) for the hull planking.



Elements of a wooden vessel (CITIZAN Project)

- **Stem post:** a vertical or upward curving timber or assembly of timbers, scarfed (joined) to the keel at its lower end, into which the two sides of the bow were fitted.
- **Stern post:** a vertical or upward curving timber or assembly of timbers stepped into or scarfed to the after end of the keel.
- **Bulkheads:** upright partitions dividing a boat/ship into compartments, adding rigidity and preventing the spread of leakage or fire.
- **Plates:** the plates of metal or other material which make up the hull.

Deck

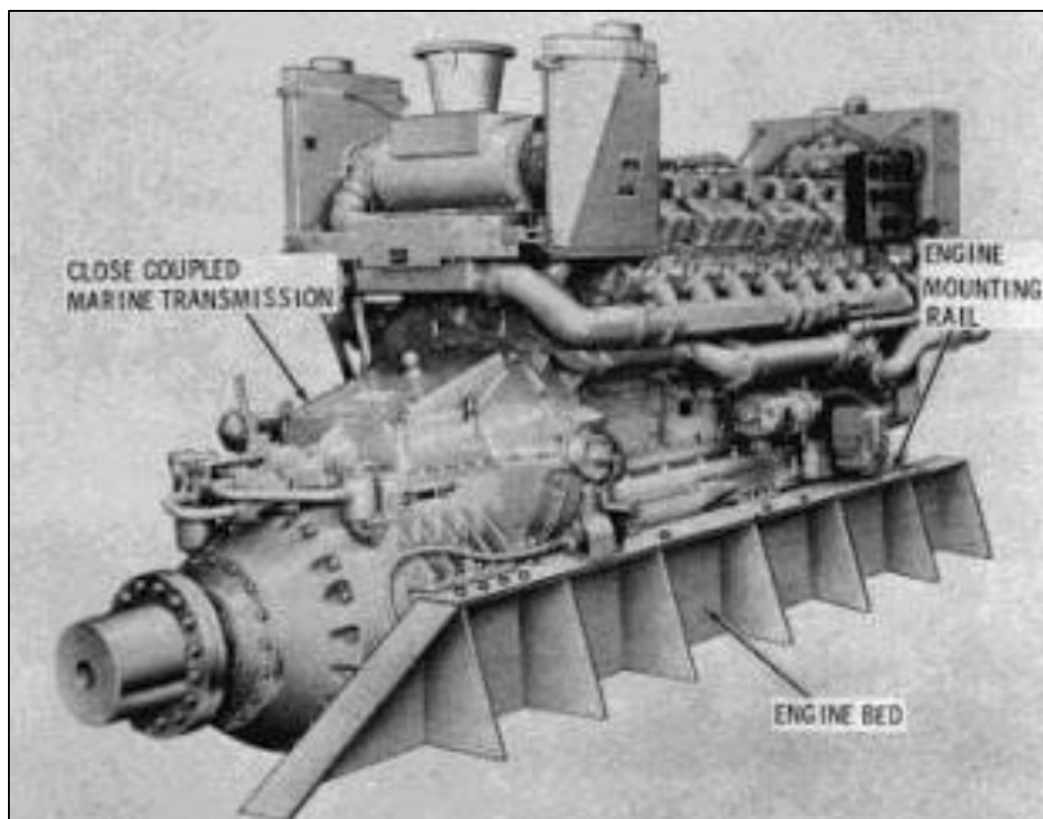
Is there any evidence of decks?

Deck Structures

Is there any evidence of a cabin or wheelhouse?

Engine Remains

Are there any visible remains of an engine or gearbox?



Ship engine (CITIZAN Project)

Mast / Spars / Rig

Is there evidence of masts, spars (poles that support rigging), wires or ropes?

Mooring Gear

Is there evidence of a windlass (horizontal cylinder used to haul anchors), capstan (spool-shaped vertical cylinder used for hauling anchors), cables or hawsers (strong rope used to tie up / tow a vessel), or anchor?

Rudder

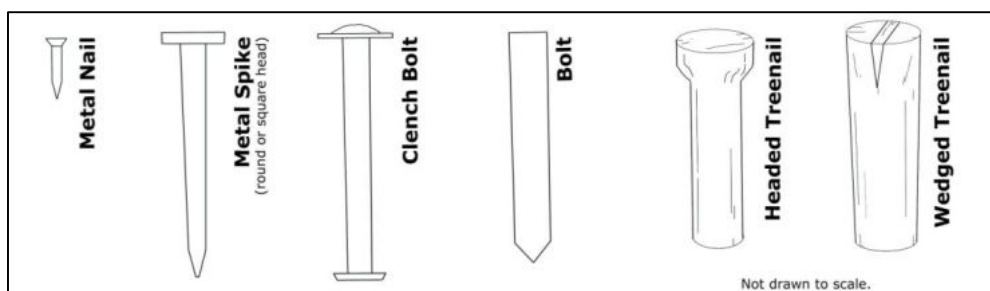
Is the rudder visible? If so, what are its dimensions?

Other

Do you see anything else that you think is notable?

Fastenings

- **Copper-alloy:** metal alloys that have copper as their principal component, including bronze and brass. Often green or bronze in colour.
- **Iron:** Nail, bolt, spike. Generally orange if corroded.
- **Treenail:** wooden pegs (often wedged with a number of wedge types; e.g. straight, cross, diamond)
- **Other**



Wooden vessel fastenings (CITiZAN Project)

Further Notes/Comments

Is there anything else of relevance and potential importance that you would like to add?

Photo Nos.

If any photos have been taken during the survey, please provide the phone/camera images and number them sequentially in order to assist with cross-referencing. You could always label the photo with the location name too to make referencing easier.

Name and Date

Please provide your name and the date/s of the survey. This will help us with collating information and marking your contribution to the Fingal Coastal Zone Project.

Annotated Sketch / Further Notes

Please provide a simple sketch with general dimensions of the feature on the reverse of the record form (usually drawn in plan, as though viewed from above). Include north arrow, scale and any location references. This will be demonstrated during the on-site training sessions.

7. MARITIME SITE TYPES AND DEFINITIONS

In addition to those site types and definitions identified in the Heritage X Climate Project toolkit [[fingal-heritage-x-climate-toolkit.pdf](#)], the following provides some useful common definitions for maritime archaeology:

Ballast - Heavy material that is placed in the hold of a ship or the gondola of a balloon to enhance stability.

Beach - a strip of land covered with sand, shingle, or small stones at the edge of a body of water, especially by the sea between high- and low-water marks

Fish trap - a fishing device, often a stationary structure (stone or wood), net, or cage, designed to capture fish by allowing them to enter but preventing escape

Flotsam / Jetsam - Flotsam is defined as debris in the water that was not deliberately thrown overboard, often as a result from a shipwreck or accident. Jetsam describes debris that was deliberately thrown overboard by a crew of a ship in distress, most often to lighten the ship's load. Under maritime law the distinction is important

Foreshore - the part of a shore between high- and low-water marks, or between the water and cultivated or developed land

Hard - a road leading down across a foreshore

Hulk - a ship or vessel that has been deliberately abandoned as a wreck or shell, or a ship whose propulsion system is no longer maintained or has been removed altogether

Intertidal zone - the area of the shore that is alternately covered and uncovered by the tide, typically between the high and low tide marks

Jetty - a landing stage or small pier at which boats can dock or be moored

Midden - an old dump for domestic waste, possibly including food waste (e.g., seashells, animal bones and plant remains) as well as artefacts from past human activity

Pier - a platform on pillars projecting from the shore into the sea, typically incorporating entertainment and leisure facilities

Quay - a stone or metal platform lying alongside or projecting into water for loading and unloading ships

Slipway - a slope built leading down into water, used for launching and landing boats and ships or for building and repairing them

Stake net - A kind of fishing-net, consisting of netting vertically hung on stakes driven into the ground and often several hundred metres long extending across a beach perpendicular to the shore, usually with special contrivances for entrapping or securing the fish

Wharf - a level quayside area to which a ship may be moored to load and unload

Wreck - a ship or vessel that has been abandoned due to adverse natural conditions such as groundings or storm events or through human error such as foundering or running aground