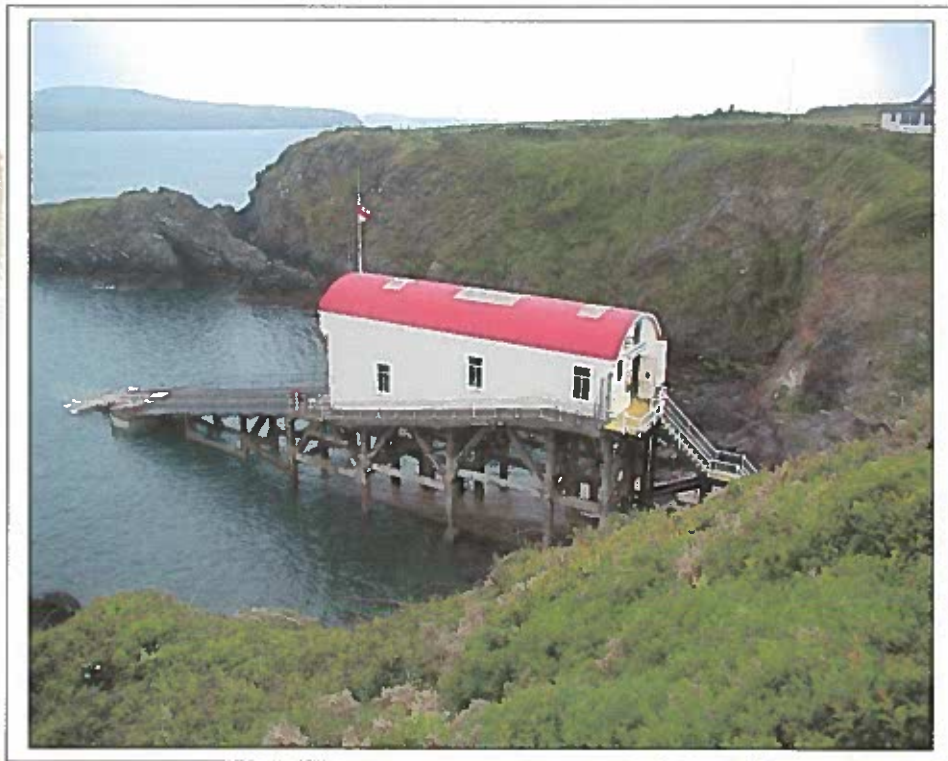


CAMBRIAN ARCHAEOLOGICAL PROJECTS LTD.

St. Justinians Lifeboat Station, St. Davids.

Archaeological Impact Assessment



By

Richard Scott Jones (BA Hons, MA)



CAP Report No. 257
ACAHM PRN: 48148

ARCHAEOLOGICAL IMPACT ASSESSMENT

**St. Justinians Lifeboat Station,
St. Davids.**

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Contents

i) LIST OF ILLUSTRATIONS

NON TECHNICAL SUMMARY	Page 01
1. INTRODUCTION	Page 01
2. AIMS AND OBJECTIVES	Page 02
3. METHODOLOGY	Page 03
4. GEOLOGY	Page 04
5. RESULTS OF DESK BASED ASSESSMENT AND FIELD SURVEY	Page 04
6. ASSESSMENT OF POTENTIAL IMPACTS	Page 28
7. CONCLUSIONS AND RECOMMENDATIONS	Page 04
8. ACKNOWLEDGEMENTS	Page 32
9. REFERENCES AND BIBLIOGRAPHY	Page 32
APPENDIX I: Photographic plates	
APPENDIX II: IFA Standards and Guidance notes	
APPENDIX III: Archive Cover Sheet	

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i) List of Illustrations

Figures

Fig 01: Location Plan

Fig 02: Historic Landscape Characterisation area.

Fig 03a: Site plan with proposed locationc 'A' of Lifeboat station.

Fig 03b: Site plan with proposed location 'B' of Lifeboat Station.

Fig 04 - 08: 1900 photos.

Fig 09 - 10: 1969 Garside launch.

Fig 11-14: 1900 photos and aerial oblique.

Fig 15: RAF 1958/9 Aerial Photo.

Plates

Plate 01- 03: St. Justinians 1911 Lifeboat House exterior

Plate 04 - 06: St. Justinians 1911 Lifeboat House exterior

Plate 07 - 09: St. Justinians 1911 Lifeboat House exterior

Plate 10 - 12: St. Justinians 1911 Lifeboat House exterior

Plate 13 - 15: St. Justinians 1869-1885 Lifeboat House exterior

Plate 16 - 17: St. Justinians present Lifeboat House interior

Plate 18 - 20: Present Lifeboat Hse and Development area.

Plate 21 - 22: Present Lifeboat Hse and Development area.

Plate 23 - 26: St. Justinians Chapel and Bungalow.

Plate 27 - 29: Watchtower, Holy Well and Boulder in field.

Non Technical Summary

The following report is the result of an archaeological assessment undertaken by Cambrian Archaeological Projects Ltd. on behalf of Posford Haskoning as part of an Environmental Impact Assessment (EIA) for a proposed new lifeboat station at St. Justinians, St. Davids Peninsula. The report has two main components, the desk-based assessment and the field investigation. The desk-based assessment is an appraisal of all known and designated archaeological sites and landscapes within close proximity to the existing lifeboat station and the proposed new Lifeboat Station. The field investigation is designed to assess the character, extent, significance and vulnerability of all designated and undesignated archaeological sites, features or deposits within the area of the proposed development. In its entirety the Archaeological Assessment provides information about the likely impacts of the proposed scheme on the archaeological resource.

1. Introduction

The following report details the results of an Archaeological Assessment undertaken by Cambrian Archaeological Projects Ltd (CAP Ltd.) for Posford Haskoning on behalf of the Royal National Lifeboat Institution (RNLI). The Archaeological Assessment was required as part of a larger Environmental Impact Assessment (EIA) for a proposed new RNLI Lifeboat Station at St. Justinians, St. Davids, Pembrokeshire (see Figs 1 and 2).

CAP Ltd. submitted a tender and specification in accordance with a design brief laid out by the Heritage Management Section of the regional archaeological trust, Cambria Archaeology. Cambria Archaeology advised that for an EIA a full assessment of the known historic environment be undertaken, to include designated and non-designated archaeological sites and landscapes and the potential for further as yet unrecorded features will be required. As part of the EIA, the archaeological assessment provides information about the likely impacts of the proposed scheme on the archaeological resource. CAP Ltd's application to undertake the assessment was accepted and the work was carried out accordingly in June 2003.

All works were undertaken in accordance with both the IFA's *Standards and guidance: for an archaeological Desk based Assessment and Field Evaluation* and current Health and Safety legislation.

Site Location and Description

The existing RNLI Lifeboat Station at St. Justinians is located at the south-west section of St. Davids peninsula, Pembrokeshire (SM 72292513) and looks out toward Ramsey Island. The station is set within the small cove of Porth Stinan, flanked either side by the small rocky island of 'Ynys Dinas' to the north-west and a rocky outcrop and cove to the south-east called 'Penrhyn' or 'Promontory'. The cove of Penrhyn is one of the proposed areas for the new Lifeboat House and slipway (*Site A*). Access to the cove of Penrhyn from the narrow coastal path above is restricted by steep crumbling cliffs. The cove may be viewed from above easily however from a small platform area at the head of Penrhyn itself. The other possible location for the new station is located almost immediately south-east of the present station, access still being from the same present access route (see Figs 3a and 3b)

The landscape surrounding the development area lies within the Register of Landscapes of Outstanding Historic Interest in Wales, 'St. Davids Peninsula and Ramsey Island' (Ref No: HLW - D- 4). It is also included as an Historic Landscape Character Area No: 289. This historic landscape is entirely within the Pembrokeshire Coast National Park, St. Davids Peninsula and also within the Preseli Environmentally Sensitive Area boundary.

Historical & Archaeological Background

Cambria Archaeology curatorial section have prepared a design brief outlining the requirements for an archaeological assessment to be undertaken within the immediate landscape surrounding the proposed development area. This assessment is necessary as the proposed development area lies within an area of national, regional and local archaeological importance. In terms of historic content and significance the landscape contains extensive and well preserved evidence of land use and intense ritual and religious activity from the prehistoric period onwards. Of supreme cultural significance and importance in Wales is *Menevia*, the early medieval cult centre of St. David and of course St. Davids Cathedral, close and city, all of which make up *Dewisland*. This historic landscape has been divided into Historic Landscape Character Areas, of which St. Davids is 'Treleddyn' (Treginnis) No: 289 (see Fig 2).

Within the south west section of St. Davids there are 32 listed buildings, of which two are in St. Justinians. The existing Lifeboat House (PRN: 26670) stands on high reinforced concrete latticed piers and within the small cove of Porth Stinan. It was built in 1911 over the remains of the old Lifeboat House stone slipway. This former slipway is still visible directly beneath the present lifeboat station and a certain number of the concrete latticed piers have been constructed on top of it. The building has a grade II listing (*Cadw Ref: 25/C/160(1)*). The existing Lifeboat House replaced an earlier old stone Lifeboat House (PRN: 26671) which was built in 1869 and enlarged in 1886. This building also has a grade II listing (*Cadw Ref: 25/C/161 (1)*).

Within the boundary of the archaeological assessment area there are 5 other known designated sites recorded in the National and Sites and Monuments Record. The most culturally important of these sites is the remains of St. Justinians Chapel (SM 72362525). The visible standing remains are supposedly early 16th century in origin, however visible earthworks and excavations indicate pre-conquest foundations. The location of the present chapel was reputedly the burial place of 'St. Stinan' or 'St. Justinian' in its Latinized form, who was a Breton contemporary of Saint David supposedly beheaded on Ramsey Island. St. Justinians Chapel is a Scheduled Ancient Monument (SAM Pe14).

Associated with St. Justinians Chapel and only approx. 30m east of the steps that lead down to the Lifeboat House, is the circular stone walled Holy Well of St. Justinian (PRN: 7502 / *Cadw Ref: 25/C/158 - 1*). This well is likely contemporary in date to the early foundations of the chapel but may well have had much earlier prehistoric connotations.

Approx. 80m north-west of the Chapel ruins is the circular Watch Tower of St. Justinians (PRN: 26669). This structure was built in the early 20th century as a look-out tower by the then owner of St. Justinians bungalow which dates from c.1909 (*Cadw Ref: 25/C/159 - 1*).

With regards the prehistoric periods the National and Sites and Monuments Record's list only two sites, of which both are located in the same area. The first of these is only evidenced by a *place name*, that of Ynys Dinas or 'Island Fort' (PRN: 13934), the other is the discovery of a small quantity of Mesolithic flint flakes within Porth Stinan itself (PRN: 9842), in the area of the coastal path immediately above the Lifeboat Station. Just out of the bounds of the assessment area, about 1km away to the south east at the edge of the coast, is the former location of the Iron Age Promontory Fort 'Heinif'.

2. Aims and Objectives

The objectives of the archaeological assessment are primarily to assess the character, the extent, the significance and the vulnerability of any archaeological sites, features or deposits within the area of the proposed development of the new and existing Lifeboat Station. The readily available archaeological resource of the study area has been assessed in its local, regional and national contexts.

In conjunction with the results of the prime objective, an assessment of the potential impact on the archaeological sites themselves and on the archaeological context of the immediate surrounding landscape

has also been undertaken. The impact on the wider historic environment and the historic landscape character has also been assessed.

3. Methodology

For the desk based top part of the archaeological assessment a full study was made of all the readily available documentary records, inclusive of cartographic and photographic records. These included records held at the following repositories;

- RCAHMW (national Monuments Record, Aberystwyth).
- Regional Sites and Monuments Record (SMR), Cambria Archaeology, Llandeilo).
- National Library of Wales, Aberystwyth.
- County Records Office, Carmarthenshire.
- Misc. other documentary sources, e.g RNLI.

The desk based research covered a radius of approx. 0.5km from the central area of the proposed development area.

Following the desk based assessment a field survey was undertaken in order to assess the area and review the current state of the known archaeological sites, features and deposits identified during the documentary research. This review included an assessment of the location, description and condition of all known sites and features. Rapid field recording of archaeological sites, features and deposits by photography, site notes and dimensioned sketch plans was undertaken.

All photographs were taken in two formats, 35mm colour slide and digital (TIFF format).

The field survey also intended to identify any new archaeological sites, features and deposits within the defined area, as well as identifying any potential areas of buried sites.

Discuss the vulnerability of known archaeological sites, features and deposits both to direct and indirect development impact. Any new sites recorded were allocated a new PRN (Primary record number) for the (SMR) Regional Sites and Monuments Record and their location was plotted using GPS (Ground Positioning System) in order to ensure accuracy.

Following the results of the desk based research and the field visit an assessment was made of the potential impact of the development on individual identified sites and features and on the historic landscape as a whole.

The archaeological assessment followed the standards and guidance as laid down by the Institute of Field Archaeology's '*Standard and Guidance for an archaeological desk based assessment and field evaluation*'

Impact Assessment

The methodology used to assess the likely direct and indirect impacts of the scheme on the existing archaeology and historic landscape has been based in accordance with the following criteria: *(These criteria are based on those specified in the design brief supplied by the Regional Archaeological Trust)*

- magnitude of the impact (local/strategic);
- spatial extent of the impact (small/large scale);
- duration of the impact (short term/long term);
- reversibility of the impact;
- probability of occurrence of the impact (likelihood); and
- confidence in the impact prediction.

In addition, in order to classify the significance of predicted impacts, and in an effort to provide a consistent framework, the terminology in the following table has also been adopted.

IMPACT	DEFINITION
Negligible	The impact is not of concern
Minor Adverse	The impact is undesirable but of limited concern
Moderate Adverse	The impact gives rise to some concern but it is tolerable (depending on its scale and duration).
Major Adverse	The impact gives rise to serious concern; it should be considered as unacceptable.
Minor Beneficial	The impact is of minor significance but has some environmental benefit.
Moderate Beneficial	The impact provides some gain to the environment
Major Beneficial	The impact provides significant positive gain to the environment

Where any potentially significant adverse impacts are identified, recommendations for mitigation measures are made.

4. Geology

The geology of the area under proposed development is dominated geologically by Pre-Cambrian and Cambrian rock with igneous intrusions. The British Geological Survey shows the cliffs of St Justinians to be Cambrian rock of the Caerfai Series. This series is confined to Pembrokeshire, the full sequence of which is found between the northern extent of St Davids and to the south-east near Newgale. Within the vicinity of the newly proposed Lifeboat Station at Porth Stinan, the cliffs are mainly composed of green micaceous sandstone called St Non's sandstone. Red sandstone is also prevalent in the immediate cliff area. This cliff geology extends along the coast between Port Clais, St Non's Bay and Caerfai Bay.

It has also been noted that a small vein of Caerbwidi sandstone (a purple coloured sandstone) is located immediately south-east of the old slipway (NGR: SM 7236 2517). An outcrop of this stone predominates in Caerbwidi Bay some distance from the development area. This stone has been used as masonry stone in parts of the Bishops Palace in St. Davids. The rock out-crop in Caerbwidi Bay has been accessed by Cadw for restoration purposes for the Bishops Palace in the past. If during the construction phase for the new lifeboat station any of this rock is to be cut through, it is recommended that Cadw be contacted (*pers comm.* Rick Turner, Cadw Inspector)

The study area is included within the St David's Peninsula Coast and Ramsey Island SSSI, designated for its geological and biological importance. In terms of geology, the study area qualifies for the designation by being included within the Cambrian and Pre-Cambrian exposure from Porth Clais to Whitesand Bay cliffs (*extracted from* Environmental Scoping Report for St. Justinians Lifeboat Station).

Within the SSSI Management Statement by CCW, the conservation objectives specify that geological features should be kept visible, accessible for study and, wherever possible, maintained by natural processes such as marine erosion. (CCW, SSSI Management Statement, draft copy 2002).

5. Results of Desk Based Assessment & Field Survey

Desk Based Assessment

The assessment area is located within the Registered Historic Landscapes of Wales, (HLW) of St. David's, Pembrokeshire, which is divided into Historic Landscape Character Areas, of which St. David's Peninsula and Ramsey Island is No: 289 *Treleddyn – Treginnis*. The following relevant text has been extracted and adapted from the Historic Landscapes Register and Historic Landscape Character Areas.

5.1 Historic Landscape Register & Character Area (see Fig 2)

CHURCHES AND CHAPELS

'The city of St David's features some of the best-quality ecclesiastical architecture in Wales. The cult of Dewi, and the tradition of pilgrimage, may extend back to the 7th century. By the 9th century the cult was firmly associated with St David's itself, an association which received impetus from the recognition of the episcopate by the Norman kings and from the indulgence of Pope Calixtus, of 1123, that two journeys to St David's were equal to one journey to Rome (James 1993, 105). The entire Cantref of Pebidiog appears to have become an episcopal possession by c.1100, largely through the gift (or confirmation) of the king of Dyfed, Rhys ap Tewdwr, in 1082 (James 1981, 28). Its churches and chapels by the later medieval period at least were very numerous, and variously became prebends or advowsons of the cathedral.

As James has noted, 'even today the environs of St David's preserve a remarkable ecclesiastical topography' (James 1993, 105). The peninsula is in every sense a ritual landscape, with a high number of chapels and lost chapel sites, cemetery sites, holy wells and early Christian monuments. Though the chapel buildings themselves are all post Anglo-Norman conquest, some - St Justinian's and St. Non's, for example - are associated with wells and cemeteries that may well have pre-conquest origins, and the latter site had certainly become associated with the cult of Dewi's mother, Non, by the time of Giraldus Cambrensis' observations in the late 12th-century. The presence, moreover, of such an ecclesiastical 'infrastructure' associated with dateable pre-conquest early Christian monuments, and its devotional rather than formal context, argues that its origins are earlier.

PREHISTORIC FIELDS

Evidence for prehistoric fields only survives on marginal land, such as St David's Head, Skomer Island and the Preseli Mountains, though there is no doubt that such fields were once present across much of the land under study here. It is not entirely certain what influence prehistoric fields had over the later historic landscape, but it is suspected that later field systems have almost entirely erased these earlier boundaries. Two types of field system have been recognised. On St David's Head long, straight boundaries which can still be traced for several kilometres divide the landscape into large blocks (Murphy 2001), known as a co-axial field system. These divisions were established as a unified system under the aegis of a powerful individual or group probably in the second millennium BC. They have had little influence on the modern landscape of the St David's Peninsula, as only a few extant field boundaries are aligned onto them, though elsewhere in Pembrokeshire Kisson (1993) has identified several parishes where a presumed co-axial field system has strongly influenced the shape and form of extant fields. The second form of field system comprises sinuous boundaries often associated with hut circles and enclosures. Skomer Island (Evans 1990) has the best example of this type of system, followed by St David's Head, with many disparate sites on the Preseli Mountains. It is assumed that these systems date from the iron age, but this has not been conclusively demonstrated. It would seem that this type of field system has had little impact on the modern agricultural landscape.

OPEN-FIELDS AND THEIR ENCLOSURE

During the medieval period virtually all farmland was cultivated in open-field systems (also called subdivided fields or common fields). In this system land was held communally, and apart from small closes and paddocks attached to farmsteads, enclosures were rare, and the land was divided into strips or shares within large open-fields. Uncultivated common and waste lay beyond the open-fields. Traditionally, strips within the open fields were not assigned to a farmer, but were rotated on an annual basis. However, by the 16th- and 17th-century rights of cultivation of certain strips within the open-fields became the prerogative of single farmers. By exchange and barter several adjoining strips could be amassed. It was then a simple process to throw a hedge around the amassed strips. By this process the open, communally held, fields were transformed into the privately-held field systems that still exist.

The date and pace of the enclosure of the open-fields varied considerably. On the rich farmland of north Pembrokeshire, north of the Preseli Mountains, open-field systems were ubiquitous when George Owen wrote his description of Pembrokeshire around about 1600, but it would seem that within a generation or two almost all had disappeared and were replaced by fairly large, regular fields surrounded by banks topped by hedges. There is now very little physical evidence for the former open-fields. The speed of their replacement and the coherent character of the new fields suggests that the process was undertaken with the consensus of the farming population as part of a programme of agricultural improvement.

To the south of the Preseli Mountains, the physical remains of former open-fields are much more evident in the modern landscape. Here the process of change seems to have been much slower, with the enclosure of single and engrossed strips by banks and hedges left to individual farmers. This has resulted in the fossilisation of former open-field strips in the modern landscape. A good example of this is at Maenclochog where the community's former open-fields, and even individual strips, are reflected in the shape of extant fields. Here the enclosure of the open-fields was only completed by the late 18th-century.

In contrast, the enclosure of the open-fields of St David's peninsula, and Pebidiog generally, was not completed until the early to mid 19th-century. It was still largely unenclosed 'and exposed to tempests' when Owen wrote in c. 1600, and remained so until the 18th- early 19th-century, as witnessed by Charles Hassall in 1794 (Howells 1987). Late 18th-century estate maps in the National Library of Wales and in the Pembrokeshire Record Office record a landscape under rapid change. Surrounding the City of St David's some strips were still under open open-field cultivation in the late 18th-century, while others were enclosed into long, curving fields. By the tithe survey of the 1840-41 enclosure was complete. Although many of the long, curving fields created as a result of enclosure have now been amalgamated into more regular-shapes, and some have disappeared beneath the expanding city, the pattern of the underlying open-field system is still discernible. The St David's city open-field system was a conventional English system, established for and by the burgesses of the city. Elsewhere on the peninsula open-fields took an entirely different character. Tretio, Treleidr and Treleddy are among the hamlets shown as small nucleated settlements on estate maps of the late 18th-century, some of which are shown surrounded by a sub-divided field system. The sub-divisions or strips in these systems are not the lone narrow curving strips typical of an 'English' open field system, but rather short strips and rectangular 'shares' (*lleini* in Welsh) scattered across a wide area in a survival from Welsh tenure. During the late 18th- and early 19th-century these open-field systems were rapidly transformed into a landscape of large, regular fields. Evidence for the former open fields is not now readily apparent in the landscape.

PARLIAMENTARY ENCLOSURE

Only a small portion of the St David's peninsula was enclosed by Act of Parliament, but to the

south of the Preseli Mountains this formal method of land enclosure had a great impact on parts of the landscape. Two enclosure awards were enacted, one in 1815 centred on the parish of Llangolman on the southern flanks of the Preseli Mountains, and the other in 1812 in the parish of Llanfymach, on the southeastern flanks of the mountains. In both cases prior to enclosure the land comprised open moorland. Enclosure created a landscape of dispersed farms, regular fields and straight roads. In Llanfymach parish the landscape established in the early 19th-century survives virtually intact. The landscape of enclosure at Llangolman has suffered from depopulation; farms at higher levels have been abandoned and coniferous forestry planted across some former fields.

FIELDS AND FIELD BOUNDARIES

As described above, the vast majority of the modern field pattern either evolved from open-field systems during the 17th- to 19th-century or was newly created by the enclosure of moor and waste during the same period. The form and character of the fields often provide clues to their date and method of creation. For instance, enclosure by Act of Parliament resulted in a very regular, rectilinear pattern, while small-scale encroachments on common land produced a landscape of small, irregular fields.

Differences in the detail are also detectable. Field boundaries constructed as a result of an Act of Parliament tend to be of a common type and size across the enclosure area. This contrasts with areas of more organic field development where there is a greater diversity in the type of boundary. However, there is a limited range of field boundary types present in Preseli and St David's.

The most common historic boundary is undoubtedly the earth and stone bank; though this type includes the Pembrokeshire hedgebank - alternate layer of turf and stone - it was only occasionally recorded in either St David's or Preseli. Simple banks of earth mixed with stone predominate. The proportion of earth to stone varies according to local availability. In some locations, but particularly alongside roads and tracks, and often for quite short lengths, these banks are faced with dry-stone walling, presumably to afford protection from traffic and stock. At higher elevations, but also at lower levels, banks composed almost entirely of stone rubble can be found.

It is the norm for boundary banks to be topped with hedges. The type, quality and management condition of hedges can be important in determining the character of an area. At lower altitudes in sheltered locations well maintained hedges sometimes with hedgerow trees provide the appearance of a tightly enclosed landscape. On higher more exposed slopes hedges are often reduced to straggling lines of bushes or have entirely gone and been replaced by wire fences. This creates a softer aspect to the landscape and provides a zone of transition between the lower, tightly enclosed landscape and higher open moorland. Owing to the extremely exposed aspect of the St David's peninsula hedges are low, windswept straggling lines of gorse and other bushes. Because these rarely provide stock-proof barriers in their own right, the banks are massive. Hedge banks in excess of 2m high are not uncommon.

Dry-stone walls are the second most common type of historic boundary, although they are not numerous and it is only in a few locations that they are the predominant type. Groups of them occur on the southern slopes of the Preseli Mountains, on the far western extremity of the St David's Peninsula, on Ramsey Island and on Skomer. In the latter two locations they are the main historic boundary type. Apart from modern post and wire fences, which are ubiquitous, other types of field boundary are rare and are often only minor components of the historic landscape.

Apart from modern post and wire fences, which are ubiquitous, other types of field boundary are rare and are often only minor components of the historic landscape.

A feature of the St David's agricultural landscape, but not so common in the Preseli area, is the

use of mortared stone gate-pillars at field entrances. Arable farming is, and was, an important element in the agricultural economy of St David's and wide field gateways to allow for agricultural machinery with the pillars providing protection for the hedge banks are essential. Many of the pillars have been replaced by concrete block. In the more pastoral Preseli area field gateways are narrow and usually provided with timber or stone-pillar posts.

MOORLAND AND COMMON LAND

The unenclosed, common land in southwest Wales existed in two distinct forms -

- i) Formal common land under which grazing rights were held by freemen as part of their manorial obligations and privileges, or
- ii) areas of poorer land, often wet, that were set aside as informal waste.

In St David's, in particular, the distinction is still apparent in the use of the two place-name elements 'common' and 'moor'.

Unenclosed land of both forms was widespread throughout Preseli and St David's areas, though particularly within the Preseli area, dominated as it was, and is, by the unenclosed upland massif of Mynydd Preseli itself. Though evidence of prehistoric farming survives on the slopes of Mynydd Preseli, the land has historically always been open moor, the exploitation of which was formalised in a charter of the Lord of Cemaes, Nicholas Fitzmartin, in the late 13th-century, in which the freeholders of Cemaes were granted rights of pasture *and turbary* or turf-cutting (Howells 1977, 23). The extent of the common was defined in a survey of 1594 which gives the boundaries as "the Flemings' Way and Windypete (Bwlch-gwynt) indirectly eastwards to Blaen banon and thus descending.... as far as Whitchurch (Eglwyswen), Meline.... and Cilgwyn" (*ibid.*). "The Flemings' Way" (or '*Via Flandrensica*') of this and earlier documents is a pronounced earthwork that has been regarded as a prehistoric track.

The 1594 survey makes it clear that 'the (common) was never improved by the lord as yet', and it is unenclosed today. However, the enclosure of informal common or waste on the southern side of Mynydd Preseli had begun during the 16th century. For instance, St Dogmaels grange of *Nigra Grangia* (Mynachlog-ddu) comprised 5 carucates which were worth £8 15s 6d in 1535 (Lewis 1969), but its assessment at only half a knight's fee suggests that much of it was probably unenclosed during the medieval period. In the 16th century, moreover, the parishioners of Monington, near St Dogmaels, claimed exclusive rights of common to 'certain lands called Llethr' in Mynachlog-ddu parish (*ibid.*). A direct reference to such distant transhumance is unusual within southwest Wales, and appears to be a continuation of practise under St Dogmaels Abbey. However, in the mid 16th-century the Court of Augmentations described lands within Mynachlog-ddu as 'tenements' suggesting that some formal enclosure of the grange had already taken place, and the present pattern of boundaries within the area is typical of early post-medieval enclosure.

The manor of Maenclochog, also on the southern side of Mynydd Preseli, contains several discrete areas of common representing the remnants of a larger area which remained unenclosed well into the post-medieval period and within which rights of turbary were claimed in 1724 (Howells 1987) suggesting the presence of a large, formal common. However, in 1301, the Lord of Maenclochog David de la Roche granted the monks of Whitland Abbey grazing rights for horses 'on Preseli and the *waste* places thereabouts for seven years, at one penny and thereafter 2 shillings' (Hunter 1852), which presumably relates to the same area.

In contrast, common land in the St David's area was much more scarce and was managed on a more formalised basis. The dominant settlement pattern of the area is represented by a high density of small hamlets largely based on vills, assessed within *the Black Book of St David's*, of 1326 (Willis Bund, 1902). Many of them appear to have been associated with two small separate areas of common land, one called 'common' and one called *Waun* or 'moor', the latter

being waste. The same association of common land occurs, however, within vills not recorded before the 17th century. In the south of the area, a large unenclosed belt of waste was divided between at least five vills, each of which had rights to a portion. No physical distinction between these can now be defined, but much of the area is occupied by the site of the 20th century St David's Airfield. A larger area of relict common within the entire of the peninsula, Dowrog, represents an area of waste that was never enclosed, but clearly defined encroachments around Tretio appear to be 'quilllets' of open fields rather than squatter encroachments, possibly representing 13th- or 14th-century *assarts*.

FORESTRY AND WOODLAND

Semi-natural deciduous woodland is not a prominent component of the Preseli landscape, and is absent from the St David's peninsula, Ramsey Island and Skomer.

COMMUNICATIONS

A Roman Road between Carmarthen and St David's, the so-called *Via Julia* as proposed by a number of 18th- and 19th-century antiquaries may, while spurious, have some basis in fact. Recent fieldwork has demonstrated that a road did in fact run west of Carmarthen into modern Pembrokeshire (Page forthcoming). Fenton and Colt-Hoare suggested that the road terminated at Forth Mawr or Whitesands Bay, the wide sandy beach to the west of St. David's where, for ages, it was usual to take shipping for Ireland" (Fenton 1903, 65), but the true destination of the road is as yet unknown.

However, Forth Mawr is just one of a number of natural harbours around St David's, including St Justinian's, where the presence of a late medieval chapel built on an earlier site has been demonstrated, suggesting that the use of these harbours began at an early date. There are in fact several early medieval references to Irish *peregrini*, as well as kings and raiders, using these landing places (James 1993, 106), which may help confirm the continuing use of a pre-existing routeway. St Justinian's also served Ramsey Island where references to two early chapels can be found.

Among the more sheltered harbours of the south coast are Porthlysgi, and Porth Clais from which trade was being conducted by the chapter of St David's Cathedral by at least 1381. Porth Clais harbour was the centre of a thriving trade in grain, lime and culm during the 18th- and 19th-century.'

(Extracted from the *Historic Landscape Characterisation: Preseli; St. David's Peninsula and Ramsey Island; and Skomer Island*)

'The Historic Landscape Character area of '*Treleddyn – Treginnis*' (No: 289) is an area of modern Pembrokeshire at the southwest end of St David's Peninsula. It lay within the medieval Cantref Pebidiog, or 'Dewisland', which was held directly by the Bishops of St David's, having represented the core of the bishopric from 1082 when it was granted (or confirmed) by Rhys ap Tewdwr, king of pre-Conquest Dyfed, to Bishop Sulien. The character area lies within the parish of St David's, which had a number of subordinate chapels, and even today preserves a remarkable ecclesiastical topography. However, there is evidence of an underlying, earlier landscape at the southwest tip of the promontory with clearance caims and a putative field system, possibly from the bronze age. The early medieval significance of the area is confirmed by the archaeology; the late medieval St Justinian's Chapel has produced evidence of a probable early medieval cemetery, there is a possible *Ilys* site at Henllys, while Clegyr-Boia appears to be named from a 6th century chieftain. There may also have been a chapel at Porthlysgi during the Middle Ages. From 1115, when Bernard, was appointed Bishop of St David's, Anglo-Norman systems of feudal government and ecclesiastical administration were

introduced into Pebidiog, which was conterminous with the later Hundred of Dewsland created in 1536. However, Welsh tenurial systems appear to have persisted, though variously adapted, and many feudal rights and obligations continued into the early 20th-century. Pebidiog was renowned for its fertile arable land and was particularly productive of barley, and had a high population density.

The *Black Book of St David's*, of 1326, lists among the villis of the 'manor' of Welsh Hundred, Treleddyn (and 'Trefuergu' nearby) and, within the 'manor' of Crughely, the vill at Castell Heinif. Not mentioned are Treginnis, which was first recorded in 1335, Clegyr-Boiawich was first recorded in 1472 and Rhosson, first recorded in 1490 the latter two both associated with sub-medieval houses - and Pencaman first recorded in 1602. All were semi-manorial, held by a version of Welsh custom in which an infield-outfield system was practised, whereby land was held not by an individual but by two persons and their co-owners. In fact 'gavelkind' had only recently been abolished in Pebidiog when Owen wrote in c.1600, that the land was still unenclosed 'and exposed to tempests'.

18th- and early 19th-century maps show much of the land still unenclosed. This tenure has given rise to the dominant settlement pattern of the area, represented by a high density of small hamlets, mainly with Tre- place-names and largely based on the medieval villis. Each hamlet is now occupied by a group of post-medieval farm buildings. Each appears to have been associated with two small separate areas of common land, one called 'common' and one called *Waun* or 'moor', the latter being waste. This may have origins within the medieval period but it is interesting to note that Trefeiddan (Pwll Trefaiddan character area), which was not recorded until 1614, shows the same double association of common land so the system could be post-medieval in date. There is also common land at St Justinian's. Treleddyn, Pencaman and Trefeiddan are among the hamlets shown as small nucleated settlements on two estate maps of 1762 and 1811, surrounded by extensive tracts of unenclosed field systems, probably held as 'shares' in a survival from Welsh tenure. The open field system is very clear on the 1762 map, but by 1811 it had been partially enclosed and transformed to a system of irregular, rectangular fields. The process was complete by the tithe survey of 1840. The tithe map does, however, show the last remnants of a subdivided strip system at Clegyr-Boia, as a few strips present in large enclosures, but elsewhere the present field pattern was already in place. The economy of the area has remained overwhelmingly agricultural, characterised since the mid 20th-century by early potato growing, but there is a post-medieval animal fold at Trefeiddan. In addition, many quarries were established along the coast during the post-medieval period, as well as at least one copper-mine, which was operational during the first few decades of the 19th century. A lifeboat station was established at St Justinian's during the late 19th-century, and a look-out tower was constructed - apparently by private enterprise - nearby. More recently there has been an emphasis on tourism and leisure with the provision of a caravan park at Pencaman.

Description and essential historic landscape components

Treleddyn - Treginnis historic landscape character area occupies the extreme southwestern point of the St. David's peninsula. Sea cliffs border the area to the west and south. These rise to about 30m, the land then levels out to a gently undulating plateau lying between approximately 30m and 50m. Tor-like rock outcrops - monadnocks - which rise 10m to 20m out of the plateau are a distinctive feature of the natural landscape. The historic landscape is characterised by dispersed farms and fields. The field pattern is of small irregular enclosures. Rubble banks, dry-stone walls, and earth and stone banks comprise the main field boundary types. Hedges are absent on the banks close to the exposed coastal fringe and where present further inland they consist of low straggling lines of wind swept bushes and gorse. It is a treeless landscape. Land-use is mainly improved pasture, with some arable land. Rough grazing and scrubby land is mainly confined to the rocky tors and the narrow coastal strip,

which lies between the limit of enclosed land and the top of the sea cliffs. An unusual and distinctive aspect of the settlement pattern is the location of farms in the lee of the rocky tors, so affording some protection from the prevailing southwesterly winds. These sheltered locations are often shared by more than one farm, as at Rhosson and Clegyr-Boia, giving the impression of small agricultural hamlets, rather than isolated, dispersed farms, though this pattern is not so pronounced as that in the Treleddydd - Tretio - Caerfarchell historic character area to the north and east.

For such a relatively small historic landscape character area there is a great variety in the type of farmhouses, ranging from a sub-medieval house complete with circular 'Flemish' chimney at Rhosson through to an 18th century, two storey, double pile gentry house at Treleddydd. Most houses are, however, of 19th century date, fairly modest in size, two storey, three bay and generally in the vernacular tradition, though there are examples in the more polite Georgian style. 20th century farmhouses and other dwellings in a variety of styles and materials are present, but, apart from along some coastal sections, do not form a strong element of the landscape. Old farm buildings are stone-built and 19th century in date. Most consist of just one small range, though larger assemblages exist at Rhosson and Treginnis Isaf. At the latter site the buildings have been converted for accommodation. Modern agricultural buildings in steel, concrete and asbestos sheet are relatively modest in size and rarely overwhelm the older buildings. A small collection of buildings at St Justinian's, including the ruined medieval chapel, lifeboat stations and modern buildings, provide a tourist attraction. There are several camp sites and caravan parks, most lying close to the coast. Local-use roads and tracks are narrow and winding and enclosed by high banks.

There are 32 listed buildings in the area. Rhosson Uchaf farm, a classic example of the sub-medieval North Pembrokeshire house with a round chimney and lateral outshut, is Grade II* listed. Clegyr-Boia and Trefaiddan farmhouses were also similar examples of the sub-medieval North Pembrokeshire house. The wellhead at Rhosson Uchaf, and Waun Rhosson cottage, are also both Grade II listed, as are Rhosson-ganol and an outbuilding, and Rhosson Sunday School, built in 1864. Most of the remaining listed buildings are 18th-19th century. Treginnis Uchaf farmhouse, with a round chimney, and its range of outbuildings, are both Grade II listed. Eight buildings at Croeswdig, including the farmhouse and three ranges of outbuildings, are all Grade II listed, as are Treleddydd Isaf farmhouse and two ranges of outbuildings. The garden wall with built in crosshead at Treleddydd Uchaf is Grade II* listed, while one of the farm outbuildings is Grade II listed. Six buildings at Treginnis Isaf comprising the farmhouse, four ranges of outbuildings and the dovecote, are each Grade II listed. Plyg-y-tywyn at the northern edge of the area, on The Burrows, is a Grade II listed early 19th-century cottage. Both the lifeboat stations at St Justinian's, one from 1885 and the other from 1911, are Grade II listed, as is the early 20th century look-out tower.

Recorded archaeology is fairly diverse. There have been mesolithic finds at St Justinian's and a flintworking floor at Porthlysgi, while there is a scheduled neolithic chambered tomb, and a neolithic settlement at Clegyr-Boia beneath the later iron age hillfort, also scheduled. From the bronze age are a findspot, clearance cairns and a possible field system, two possible standing stones and a possible round barrow. There is another scheduled iron age hillfort, and Roman finds on the shoreline. A place-name may record a possible *llys* site, while the scheduled and Grade I listed, later medieval chapel at St Justinian's is associated with early medieval and post-medieval findspots, an early medieval cemetery, and a scheduled and Grade II listed holy well. There is another holy well at Clegyr-Boia and a possible medieval chapel at Porthlysgi. There is a post-medieval fold at Trefaiddan, building platforms at Porthlysgi, and post-medieval quarries, a copper mine, and a possible mining feature on the coast.

Treleddydd - Treginnis historic landscape character area is defined to the west and south by sea cliffs. To the north there is good boundary definition against an area of former unenclosed

wind-blown sand. It is only to the east that there is no hard-edged boundary but rather a zone of change. Here the neighbouring areas share many similar characteristics, but there are sufficient differences to warrant the division into separate historic landscape character areas.

Conservation priorities

Maintain traditional field boundaries. New developments within or close to historic farms should be discouraged. Historic farm buildings form an important component in this landscape. Although most are in use and in a good state of repair, some consideration may have to be given as to how they can be best used/reused and maintained for future generations.'

(Extracted from the Historic Landscape Character Area Register – St. David's Peninsula and Ramsey Island - 289).

The following list details, with history and archaeological descriptions, all of the known designated archaeological sites located within the prescribed 0.5km radius of the St. Justinian's Lifeboat Station.

5.2 Prehistoric Period

There are only two known archaeological sites within the National and Regional Sites and Monuments Records covering the prehistoric period within the assessment area.

The 1977 CBA Gazetteer of Mesolithic sites in Wales records that a total of 9 Mesolithic flint flake blades and flakes (PRN: 9842) have been found along the coastal footpath that runs immediately above the Lifeboat Station (WYMER 1977) in the area of Porth Stinan. These flint blades are now held by the Pembrokeshire County Museum (*PCM Card Index entry F580*).

The other prehistoric site exists only in the form of a place name, 'Ynys Dinas', or 'Island Fort' (PRN: 13934). Ynys Dinas is a small island area, only approx. 0.5 hectares in extent, located close to St. Justinian's Lifeboat Station, Porth Stinan. Within medieval and post medieval land apportionments this area is termed as 'Common Land', however, the word 'Dinas' within the Welsh landscape is normally associated with an area of former defence or a fort of likely Iron Age origin, so it is possible that at some time this small rocky island may have held a very small promontory defensive structure of some description.

5.3 Roman and Romano-British Period

No known Roman or Romano-British sites are recorded within the documentary sources relating the study area, however it may well be possible that Ynys Dinas and indeed the later medieval site of St. Justinian's Chapel and associated holy well may have had earlier pre-Christian connotations.

In the 1925 excavation report on the Chapel of St. Justinian's, the results of pottery and glass analysis by the National Museum of Wales state that:- '...of greatest interest, in my own opinion, are a few fragments of coarse gritted ware. The paste with its included grit resembles pre-Roman and Roman-British wares, but the texture is typically medieval, and here and there patches of brownish-green mottled salt glaze are present. I think we have here examples of a local fabric...' (Cyril Fox, Keeper of Archaeology NMW, in Arch Camb 1925).

5.4 Medieval

The early medieval period in the area of St. Justinian's is marked in the main by archaeological evidence having resulted from the 1923/4 excavations performed by E. J. Boake on the St. Justinian's Chapel.

Boake was at this time the owner of the chapel and associated enclosure. The results of his excavation were published in the *Archaeologia Cambrensis* 1926 Vol 6.

St. Justinian's Chapel (PRN: 2639) (see plates 23, 24, 26)

St Stinan (St. Justinian in its *Latinized* form) was supposedly a Breton who was Saint David's coadjutor or confessor in the 6th Century. He was apparently slain on Ramsey Island by his servants, who rebelled against his strict discipline. Legend has it that the decapitated saint walked across Ramsey Sound to St. David's carrying his bleeding head in his hands. His remains were supposedly buried in the early chapel of St. Stinan, but his remains were supposedly reburied in the St. David's Cathedral. (JONES 1992; JONES + FREEMAN 1856; FARMER 1978).

St. Justinian's Chapel (PRN: 2639) is a simple rectangular stone structure that stands to almost full height, approx. 3m, with all four walls still standing and the remains of a spiral stairway in the south-west corner. The chapel has three doors, one on the west and two on the north; there are also three windows, small apertures on each side of the nave and one at the east end. Around the wall top on the outside is a corbel table, which is cut into by the east window. E. J. Boake in his excavation report to the chapel describes a bell tower at one end, but nothing now survives of this. A step runs across the chapel dividing it into two equal sections. On either side of this step is a hole in the wall, which probably held the beams for a rood screen.

It appears that St. Justinian's Chapel underwent three stages of restoration. The first was likely undertaken under the auspices of Peter de Leia who was Bishop of St. David's in 1176. The next reconstruction seems to have been undergone in the years 1330-1340 when Bishop Gower was the Bishop. The final restoration and construction is likely attributed to Bishop Vaughan, bishop of St Davids from 1509 to 1522. References to a chapel here in 1492, mention the income it generated for the cathedral. The excavations on the site in 1923/24 exposed several burials, some of which may belong to the early medieval period, perhaps even to the 6th / 7th centuries, the time of Saints. The following is a selection of extracts taken from the results of the Excavations at St. Justinians by E.J Boake published in the 1926 *Archaeologia Cambrensis*:-

'.....The soil in the centre of the smaller chapel was then carefully cleared away, and in the south-east corner, at the position marked 1, a skeleton was discovered, which was completely exposed with a disturbance of only a few of the feet and hand bones (see "Fig. 2). In the centre of the chapel the remains of two children were discovered.

Professor Fleure examined the skeleton *in situ* and removed the skull, upon which he made the following interesting comments :—

" The skeleton was that of a full-grown man. He was buried, lying on his left side with his forearm flexed at about 90°. His knees were very slightly flexed. He lay lengthwise in the chapel, feet towards the altar end. His head lay in a cavity apparently excavated in the wall of the little old chapel, so the burial is probably subsequent to the erection of the newer chapel.

" As the right femur was about 475 mm in length, and one may estimate that for such measurements the femur is not quite 27.2% of the stature, the man was probably about 1,750 mm in height, or nearly 5 ft. 9 in. The measurements of the skull were rather large. The skull was slightly deformed, after death, on the left side and the frontal was cracked, but the defects could not alter measurements much. The supraciliary ridges were well marked and so was the sulcus above each. The supra-orbitals were weak. The glabella was only moderately developed; but the nasion was deeply depressed. The skull has been returned, to St. David's and is, I understand, in the custody of the cathedral authorities.....One might suggest that the skull and skeleton as a whole suggests a Nordic type, but unfortunately the facial region was not preserved, so it is not possible to say anything of much value here. So far as one could judge from sutures and teeth, the man could not have been over middle age. One should note the white quartz pebbles, one on the vertex, one near

the hands, and one behind the slightly bent knees."

The work was viewed by Mr. Caroe, F.S.A., and Mr. W. J. Hemp. Mr. Caroe subsequently expressed his opinion that the foundations were those of a much earlier chapel, obviously destroyed when the present St. Jutinian's Chapel was erected. He drew attention to the fact, that the foundations clearly showed antae at the east end only, as at Tempul Molaise on Inis-Murray, where also a large number of white pebbles were found. He is inclined to the view that the larger chapel—attributed to Bishop Vaughan—may have been of much earlier origin, which is to some extent corroborated by certain entries in the *Liber Communis*, which contains the existing accounts of the receipts and payments made by the Communarius of the Cathedral in respect of the Common Fund of the Canons. An interesting feature to which Mr. Caroe calls attention in connection with the burial in the inner chapel is the fact that a white pebble was found at the crown of the skull, another on the abdomen and a third beneath the knee joint of the skeleton.

In the north-west corner, at the site marked 2, a structure was encountered built up of slate sides and having pieces of slate on the top, the highest stone of which was 5.5 in. below the wall of the inner chapel. Over and between the slates were scattered large quantities of white pebbles; this structure was evidently a tomb. The stones were not level but were heaped towards the feet, or east end. This was opened up and the soil carefully removed to a depth of 2 ft., but nothing of interest was found except a few detached bones. At this depth, however, a large flat slate was exposed at the west end, touching the west wall. On raising the slab a well-defined chamber, or cist, was brought to light. The covering slates were then removed towards the east end, exposing the cist, made up of large irregular slates about 9 in. deep and 1 in. to 3 in. thick..... The width of the cist at the head was 1 ft. 2 in. ; in the region of the pelvis 1 ft. 6 in., and at the foot 8 in. ; the foot-stone was missing. The floor of the cist was lined with rough dressed slates about 0.5 in. thick. The cist contained the skeleton of a person (sex unknown). The bones were so fragile that they were broken with the least disturbance. The body had been placed on its back, the head supported in position by a large stone on each side. As the skull had become fragile owing to damp and age it was no longer able to sustain the weight of one of these stones, which had rolled over and crushed the skull against the stone on the opposite side. Another stone had been placed under the neck. The only other bones to be seen were those of the arms, legs and part of the pelvis ; the spine, ribs and foot bones had all disappeared. A small quantity of soil had fallen in. After photographing the remains *in situ* the cist was very carefully examined, but no object of interest—was found. Outside the east end, i.e. at the foot, a large slate was exposed on a level with the floor of the grave. On its removal, another and apparently similar cist was opened about 9 in. below the first. As its axis followed an east-north-easterly direction, its foot would have been under the northern wall of the chapel. In view of the danger to the wall, it was decided not to open this cist, but its direction and general dimensions were ascertained by passing a -stick through the opening. The covering stone was replaced and so far this second cist has not been examined. The fact that it did not lie east and west suggests that the interment may have been of pre-Christian date.

From the west wall of the inner building work was continued in a westerly direction, the soil in the centre of the main chapel being removed in layers—first a layer of 6 in. and then a layer of 1 ft. 3 in. to 1 ft. 6 in. Three or four yards from the west end a number of flat stones were exposed lying roughly in the same plane. When these had been fully cleared, evidence of a portion of the old floor of the chapel was revealed.

About 5 or 6 square yards of paving were thus unearthed, consisting of slabs of slate, irregular in shape and size, laid down roughly on the bare earth.

In several places hearths were found and other evidences of fire, while in the north-west corner mortar had evidently been mixed, there being a layer of about 1 in. over a square yard. A number of human bones were found scattered promiscuously throughout the *debris*, which would point to the fact that interments had taken place and that the soil had been subsequently disturbed.

With regards medieval pottery remains from the 1920's excavation the fragments, according to the Keeper of Archaeology at The National Museum, they covered a wide range of dates, from the early medieval period to the 18th/19th centuries.

The harbour at Porth Stinan was used as a landing place for travellers to and from Ireland, and the chapel may have served as a place of worship for those embarking on or returning from the sea voyage.

Presently the chapel is a Scheduled Ancient Monument (SAM Pe14) and has a grade I listing (Cadw Ref: 25/C/157 – 1).

St. Justinians Well (PRN: 7502) (see Fig 12; plate 28)

In Pembrokeshire there are over 236 known holy wells and 33 of these have a chapel or church association. The holy well at St. Justinian's (PRN: 7502) is generally attributed to Saint Justinian himself, however it may well have had an earlier pagan character until Christian missionaries established a chapel on the site, thereby converting the pagan well to a Christian usage. During the height of the Christian conversion 6th century, the emergence of a well was a characteristic of the martyrdom of a saint and locomotion after death and the carrying of a severed head is sometimes a popular story.

The well today is located on the southern side of the lane some 30m E of the steps that lead down to the lifeboat house. It is visible by a rubble stone enclosure over fresh water spring, rounded with flat front to west, boarded door and monopitch stone slab roof. The structure is some 1.5m wide and deep and 1.2m high. The well has a grade II listing (Cadw Ref: 25/C/158 - 1).

5.5 Post Medieval

By the end of the late 1800's St. Justinian's chapel had already begun its fall into ruin. The travel historian George Owen in Browne Willis's Survey of St. Davids says that;

'...Capel Stinnan lies next. This has been a very fine strong building; I know few churches in Wales of a better kind of building, with battlements round it and a tower at one end in which there were bells formerly. The walls are still strong, tho' there has been no covering upon it these many years.'

The 1926 excavations of the Chapel ruins managed to recover a fairly extensive range of post medieval pottery. According to the Keeper of Archaeology at the National Museum in the 1920's the sample included

'.....numerous fragments of pots and bowls; glazed mostly on the interior, with a mottled brownish-green glaze. These I should place in the late sixteenth or early seventeenth century. To approximately the same period belong fragments of jugs, of a ware with rich chocolate-black glaze on both faces. The paste is hard pinkish-red. Vessels of such ware occur, not infrequently, in Elizabethan deposits, and I think the earliest specimen in this collection may be of that date.' (Cyril Fox, Keeper of Archaeology, in *Arch Camb* 1926, Vol 6, pp381-388)

Throughout the 16th-18th centuries St. Stinan, as it was then called was primarily an area of Common Land and Porth Stinan was still only been used as a landing stage to and from Ramsey Island, as well as a small port to and from Ireland. It was in the late 18th century however that the area came under Enclosure and most of the former open fields and Common Land became enclosed by dry stone and turf field walls. In 1869 however Porth Stinan began a new lease of life with the arrival of the Royal National Lifeboat Institution (RNLI).

The history of the RNLI Lifeboats at St. Stinan or St. Stinian or St. Justinian as it is sometimes called is in essence the history of Porth Stinan and St. Justinian's itself and as such is an important social and local community history of St. David's. This being the case it is important to give an account of the history of the Lifeboats at St. David's. The history of the RNLI Lifeboats and Stations is, as one would expect, a

history of technological innovation and hence change. In total since 1869 there have been 7 lifeboats at Porth Stinian, The first being the *'Augusta'* (1869-1885); *'The Gem'* (1885-1910); *'The General Farrel'* (1911-1936); *'The Swn-y-Mor'* (1936-Replaced 1963); *'The Joseph Soar'* (1963 -Replaced); *'The Ruby and Arthur Reed'* (Replaced 1988); *'The Garside'* (1988- Present). A history of these lifeboats has been done admirably by George Middleton in his *'The Story of the St Davids Lifeboats'* volume, from which the following text has been extracted. (see Figs 4-10)

The Augusta(1869-1885)

'The first Lifeboat at St. Davids was 32ft long by 4.5ft wide requiring a crew of 10 oarsmen plus three officers, coxswain, 2nd coxswain and bowman. The boat was donated to the Institute by the Earl of Dartmouth and his tenantry, being named *'Augusta'* after the Countess of Dartmouth. The following is an extract from the Lifeboat Journal of October 1869.

"It was in April 1869 that the boat was taken for exhibition to his Lordship's seat at Patshall Park near Wolverhampton en route to St. Davids. In the presence of members of his family, many from the surrounding neighbourhood, Lord Dartmouth formally presented the lifeboat to the Institute, which was represented by the Inspector. The boat was named by Lady Dartmouth and launched into a lake in the Park being manned by an amateur crew of young gentlemen resident in the locality, amongst whom were Lord Dartmouth's two eldest sons, this crew rowing the boat remarkably well. The lifeboat was afterwards forwarded to its station via Haverfordwest, being first publicaly launched at Solva and St. David's in the presence of large numbers of persons. The boathouse is now being built at Forth Stinian, the boat at the present being kept on a carriage in enclosed premises in the town of St. Davids, ready to be used when needed."

The enclosed premises mentioned above was the front garden of what is now the Old Cross Hotel. The boat stayed on its carriage in the City for some time, before being moved to Porthlysgei where it could be kept under the watchful eye of its first coxswain David Hicks, who farmed Porthlysgei farm. Local history suggests that the move was requested by certain elders of the parish because of "goings on", beneath the storage canvas at night. The temporary boathouse was situated on the right hand side of Porthlysgei beach, looking south, and when required the boat was launched over wooden skids. On one occasion the Augusta was damaged on the beach and this hastened the building of the slipway at Forth Stinian. The bulk of the stone used in building was carted from quarries at Caerfai and Caerbwydi to Porthclais where it was loaded onto a tender. This vessel then took the stones as far as St. Justinian and was then secured to a lifeboat buoy. It was from the tender that Mr. W Mortimer, his son, Tom, and Mr. Alfred Stephens, ferried the stones to the mason who was constructing the slipway. The mason was Mr. James Stephens, the grandfather of the late Miss M. Stephens and Mr. O. J. Stephens who lived here in St. David's.

The area in which this first lifeboat had to work is described in an extract from the Lifeboat Journal in 1877.

"Probably no wilder or more secluded spot could be found on the coasts of these islands than that selected as the station of the Augusta.

The boathouse is built in a small inlet at the foot of cliffs, which tower perpendicularly over it and which are the westernmost sea boundaries of a district of peculiarly weird aspect; an irregular expanse of dark grey rocks rising abruptly from a treeless expanse of field and bog. A scene, in fact, that notwithstanding a certain wild charm it possesses, requires the sun of the brightest summer to render it cheerful.

The tide races through the Sound for almost twenty four hours a day with such speed that even the fastest boats would have difficulty stemming it.

From the exposed position of the rocks which everywhere abound and the deep waters which surround them, vessels once ashore were rarely saved, and any sort of boat-work whether with lifeboat or fishing boat is extremely perilous.

Three miles West of the South end of Ramsey is the South Bishop Rock. About the same distance West of the North end of Ramsey is the North Bishop Rock and between them are numerous rocky islets, around and over which rapid tides for ever race and the troubled sea is rarely calm.

Before the erection of the South Bishops Lighthouse no more fatal maze in which to be caught than that of the 'Bishops and his Clerks' existed, even on the wild coast of Pembroke."

George Owen, the antiquary, wrote:

"The bishop and these his clerks preach deadly doctrine to their winter audience, such poor sea-fairing men as are forced thither by tempest; only in one thing are they to be commended, they keep their residence better than the rest of the Canons of that See are wont to do."

It was Ramsey Sound which provided the Augusta with its second successful rescue on November 22nd in 1870, after two false alarms.

Snow was falling as the lifeboat made for the disabled Chester, which had been sailing from Neath to Liverpool with her cargo of bricks. She had lost her main mast, most of her sails and the ship's boat when she encountered a westerly gale just outside Ramsey Sound. She lay in a helpless state.

The rowing lifeboat made good headway despite the atrocious conditions and soon reached the 66 ton Chester. The lifeboat crew helped to lay out the Chester's anchors but the ship's crew decided to board the lifeboat for safety. On the return journey to her base the lifeboat went alongside two smacks and took off their crews as the vessels were threatened. The smacks did in fact drag their anchors during the night, fouling the Chester's so it was lucky that all crews had been taken off on the lifeboat..... The Augusta stayed at St. David's from 1869 to 1885 being launched seventeen times saving 23 lives. Coxswain David Hicks, and the Hon. Sec. Capt. Rees were both awarded vellums of the Institution for their part in the dramatic rescue of nine persons from the vessel Mystic Tie, which was wrecked in Ramsey Sound. Coxswain Hicks served as Coxn. for 23 years after which he was awarded the Institute's long service medal. Not to be parted from his boat, the Augusta, he bought her when she was due to be replaced and used her on his farm as a chicken coop.

The Gem (1885-1910)

This second lifeboat was a twelve oared sailing and pulling boat costing £3980 (paid for by a legacy of John Metcalfe of York). She was stationed at St. Justinian and launched over the stone slipway and was again under the command of Coxswain David Hicks of Augusta' fame. She was launched a total of nineteen times saving sixteen lives. Coxswain Hicks remained as her coxswain from the time of her arrival until 1892, her succeeding coxswain being Thomas Davies until 1903. William Narbett until 1904 and John Stephens until 1910. The Honourary Secretaries were Captain Davies 1882-1903 and Dr. Wilfred Williams 1903-1919. The three officers of the boat were coxswain, 2nd coxswain and bowman, which with twelve oarsmen made a complement of fifteen men. During the time the Gem was at St. David's, extensive repairs were carried out to the slipway (1890), a mounted messenger was appointed in 1901 to carry messages from the Lifeboat Station to the Post Office at St. David's, 2 miles away, and in 1903 a telescope was provided for the look out at Rhosson. It was against this background of change that the Gem, in 1903, went out on a dangerous rescue to the aid of the S.S. Graffoe, a 1986 ton steamer from Grimsby. There

was an angry sea whipped up by a moderate gale from the South West. Under oars the Lifeboat slowly gained against the wind and tide and the wreck was reached, the bows of the steamer were high upon the rocks whilst her stern was completely submerged. Fourteen of her crew of 23 had taken to the steamer's lifeboat whilst seven were high up in the rigging, a further two being drowned. With great difficulty a line was got aboard the wrecked vessel and one by one the men were pulled, through the water, from the rigging to the Lifeboat. One man was dead and another thought to be dying and several badly injured from clinging to the rigging. Back at the lifeboat house all was made ready for the return of the Gem with her shipwrecked men. A doctor was in attendance preparing for the injured. At last the lifeboat arrived and the rescued men made comfortable in the boathouse. That evening the survivors were transferred to St. David's including the man thought to be dying but happily recovered, where they were given warm clothes and every comfort. Later the shipwrecked crew expressed their deepest gratitude for the humanity, kindness and care of all the lifeboat crew who showed their ability to give efficient aid in the hour of need. Following the rescue, the Silver Medal of the R.N.L.I. was awarded to the acting coxswain William Narbett in recognition of "gallant and meritorious conduct".

In 1906 the mortar signals were abolished and sound rocket signals introduced. It was four years and many rescues later that came the dramatic and fateful rescue of the crew of three from the Barnstaple ketch Democrat.

It was the night of October 12th, that Captain Welsh of the Democrat had anchored his small vessel in the lee of Ramsey Island, sheltering from the storm. Aboard with him were the cook and the mate, Sam Mitchell. The storm increased and conversation between the men became impossible. Captain Welsh knew that the mate was thinking of his wife and thirteen children in Barnstaple, and this weighed heavily on his own conscience as he tried to decide what to do. The little boat heaved and strained against her anchor, then at about 10.30 p.m. the ketch started dragging that anchor. Captain Welsh's decision had been made; he would have to send for help, so rockets were fired.

In St. Davids the plight of the vessel was being discussed by young Sidney Mortimer and his father, a seaman of many years standing, and the local Lloyds agent. Both knew that as the wind swung North East and the flood tide ebbed, the Sound was no place to be. They were not surprised therefore, to hear the maroons being fired summoning the lifeboat crew. The time was 10.40 pm. Around St. Davids, men busied themselves dressing in warm clothes and oilskins before running down to the Lifeboat Station at St. Justinian. A crew was formed and the lifeboat Gem slid into the dark wild night. Her crew of twelve oarsmen strained to pull away under the guidance of the coxwain, John Stephens, a man who knew the coast as well as his own hand. Out they rowed into the teeth of that savage gale, disappearing in the troughs between the waves. Eventually they reached the Democrat and by tremendous courage and seamanship got the lifeboat alongside long enough to take off the three man crew. The lifeboat crew now redoubled their efforts in an attempt to pull the bows of their boat into the wind but the howling gale beat them back. Coxwain Stephens realised that they were being swept broadside on to that treacherous row of rocks known as the Bitches. The only possible chance was to head for a narrow channel between the Bitches themselves. A channel difficult to navigate in daylight on a calm day. That night all around was foaming broken water and Coxwain Stephens knew the risk. That fateful night the lifeboat Gem struck the rocks throwing the crew and rescued men into the sea. Many managed to cling to the rocks themselves. As daylight approached one man managed to set fire to his oilskins to attract attention; it was then that those on shore realised that Gem would not be returning.

The General Farrel (1911-1936)

Before the arrival of the first motor lifeboat, the General Farrell, St. Davids had as a rescue craft the rowing and sailing boat Charlotte. This boat was stationed at Porthclais harbour and was

launched over wooden skids when required for service. At this time a new slipway was being built at St Justinian in preparation for the new lifeboat, the new boathouse and slipway to be above the original slipway. The work was eventually completed at a cost of about £3,000. Thus as the Charlotte left, Sidney Mortimer became the man to take the last pulling and sailing lifeboat from St. Davids and bring the first motor lifeboat to St Justinian. He, with mechanic Black and others, brought the General Parrell from Blackwall, London, by sea to St. Davids, taking just over two days. The General Farrell was a gift from Mrs. C. M. Leckie of Walton-on-Thames, being launched twenty six times on service saving seventeen lives. The cost of the boat was £5,000 and she served at St. Davids until 1936 performing many notable rescues. Several are briefly described.

It was on the 7th October, 1911, that the Sarah MacDonald, with her cargo of china clay, got into difficulties and ran aground on the Smalls. The Captain and crew of the vessel clambered onto rocks and were rescued by the St. Davids lifeboat under the command of Coxswain Arnold. Before the lifeboat had arrived the stricken vessel had refloated and with all sails still set she had sailed away with no one aboard. The lifeboat gave chase and overhauled the "ghost" ship, putting the Captain back on board. However, after a brief examination it was decided that the Sarah MacDonald could not be saved and she was left to sink. On the return trip a rope fouled the propeller of the lifeboat and for twelve hours she battled against headwinds to sail into the calmer waters of St. Brides Bay where the fouled propeller could be freed.

Another rescue took place on the 15th August, 1914, when the S. S. Ellerbeck ran aground on the Hats and Barrels - a small rocky island about 20 miles off the Pembrokeshire mainland and about seven miles from the Smalls lighthouse. The Ellerbeck was bound for the Pentland Firth with 2,000 tons of coal from Barry. The General Farrell was launched and when she reached the area the 19 crew of the Ellerbeck were in their own ship's lifeboat. Ten of the crew wanted to go back aboard the ship but the remainder transferred to the lifeboat complete with all their belongings which included the ship's gramophone. The Ellerbeck never refloated and became a total wreck.

It was a year later when this next rescue took place. The 1500 ton three masted barque Formosa, loaded with timber, was seen to be in difficulties off St. Davids Head. The lifeboat was launched but before leaving Ramsey Sound it had to return to base as mechanic Black had found a fractured oil pipe. Suitably repaired the General Farrell once again set off to the assistance of the Formosa. Eleven men were rescued whilst several others had managed to get ashore in a second ship's lifeboat.

The Swn-y-Mor (1936- Replaced 1963)

The Swn-y-Mor (Civil Service No.6) came to St. Davids in 1936, and was launched on service 90 times and saved 108 lives. Many of these rescues were in the war years 1939-1945 and received little publicity, partly because of the Official Secrets Act and the censors and partly because in those troubled years disaster was a daily happening.

The Swn-y-Mor was a gift from the Civil Service Lifeboat Fund and originally cost £7,618. She was 46ft. long and was petrol driven with an open cockpit and covered single cabin forward.

On 25th April, 1943, at the height of the war, two fully manned tank landing craft were lost when they capsized in heavy seas South of St. Ann's Head. The Lifeboat was launched when the request for help was made even though the disaster was in the area covered by trouble about 4.5 miles off Skokholm island. A coastal command Shackleton marked the spot with flares and the crew of eight on the trawler were successfully rescued during several encircling runs alongside, requiring considerable seamanship by Coxswain Lewis. The Lifeboat then made for Milford Haven rather than return to St. Justinian as the weather was so bad. Twice the Swn-y-Mor was submerged by following waves when the Lifeboat was off St. Ann's Head. When she righted herself leuan

Bateman had gone. His body was washed ashore at West Dale two days later. The French Government posthumously awarded him the Lifesaving Silver Medal 1st Class and the French Lifeboat Society awarded the Bronze Medal and Diploma. Coxswain Dai Lewis was awarded the Bronze Medal of the R.N.L.I. for this difficult rescue carried out in extremely severe and dangerous conditions.

The loss of the crewman is remembered by a plaque in the Memorial Hall alongside that in memory of those lost in the Gem Disaster, 46 years before.

During the years 1926 to 1963, the Hon. Sec. of the St. Davids Station was Dr. Joseph Soar, M.B.E., Mus. Doc., D.L. - the Cathedral organist. He held the R.N.L.I. Bronze Medal for gallantry for his action, along with Gwilym Davies, in saving a man trapped on the cliffs, a rescue carried out in pitch darkness. Dr. Soar was also an Honourary Life Governor of the Institution. Dr. Soar's house was named Swn-y-Mor, as was the Lifeboat at St. Davids from 1936-1963.

The Swn-y-Mor made an emotional return to St. Davids in 1994. Since leaving the R.N.L.I. fleet she has travelled the four corners of the world from Alaska to New Zealand and the Atlantic to the Pacific.

Her owner had promised to bring Swn-y-Mor back to St. Davids one day and she looked splendid under sail to supplement her engines. She was still flying an R.N.L.I. flag which now hangs proudly in the boathouse.

On board the present lifeboat which launched to meet the Swn-y-Mor, was Dai Lewis, 92 at the time, who was Coxswain from 1956-1968. Also on board the Swn-y-Mor there is still a brass plaque in memory of Ieuan Bateman who was lost overboard in November 1956 whilst returning with eight crew members from the French trawler Notre Dame de Fatima. Brothers John and Rowland Bateman are crew members and another brother Byron had just retired following an injury on Lifeboat Service.

The Joseph Soar (1964- Replaced)

The Joseph Soar (Civil Service No. 34) arrived in 1963. She was provided from the voluntary gifts of civil servants and cost about £40,000. She was 47ft. in length and had an operational range of nearly 300 miles. Radar was added in the 1974 overhaul.

The naming ceremony of the Joseph Soar was performed by H.R.H. Princess Marina, Duchess of Kent on 19th May 1964.

The first operational service of the Joseph Soar was on 5th October, 1963, with Coxswain David Lewis in command.

A Polish trawler reported that she had hit a rock in the area of the South Bishops. The Lifeboat and a helicopter made a thorough search but nothing was found and no ship was ever reported missing. This episode highlights an aspect of R.N.L.I. work sometimes forgotten.

The 'May-day' call may be genuine or inaccurate or even a hoax. The Lifeboat must still search in possible disaster cases. If nothing is done and nothing found then no credit is given on the board in the boathouse. For instance on 24th March, 1968, a Viscount Aircraft with 61 people on board crashed on the Irish Route. The Lifeboat was launched at 1 p.m. - the crew in their Sunday best and most without lunch. Their search lasted 22 hours and was to no avail.

On Wednesday, 11th June, 1969, the Centenary of the lifeboat Station at St. Davids was commemorated in the Memorial Gardens in the City Centre (the site of the original Lifeboat Memorial) and by a service in St. Davids Cathedral followed by the presentation of a Centenary vellum to the Station Branch. This vellum hangs in the Memorial Hall.

The maroons were fired 67 times to assemble the crew in the years between 1964 and 1985 when the Joseph Soar was at St. Davids.

It is interesting to analyse what happened:-

12 boats and 27 people rescued, 16 searches (including 7 crashed aircraft), other help given to 17, medical assistance to 3, nothing found or no assistance given 19 and 1 malicious hoax.

In 1968 Coxswain Lewis retired and was succeeded by Coxswain W Morris.

Over the years as Lifeboats get bigger, longer and heavier it is well to remember the vital work of the winchmen and launchers who are responsible for launching and rehousing the Lifeboat and for placing the various ropes and hawsers needed. Crewing the landing boat in Porth Stinian in a full gale is no joke, neither is a wet slipway or handling wet ropes in an icy wind. Perhaps their task has less headline news value but it is nevertheless vital.

The Ruby and Arthur Reed

The Ruby and Arthur Reed was not a new boat but came to St. Davids from Cromer to replace the 47 foot Watson Class - the Joseph Soar - which completed the replacement of all Pembrokeshire's Watson class lifeboats.

This was a self-righting Oakley Class Lifeboat powered by twin diesel engines each developing 110 b.h.p. at 1,300 revolutions per minute to give a speed of 9 knots. She was 48 ft. long and was equipped with radar, echo sounding and direction finding equipment, and receivers and transmitters for medium wave, V.H.F. and U.H.F.

The Ruby and Arthur Reed had not been long on the station when on 11th December, 1986, "she was launched to the aid of a 40 ft. Motor Fishing Vessel, the Marigold, some four miles south of Ramsey Island. The weather was poor with sea state very rough and wind force 8-9.

The Marigold had two persons on board and was in difficulty in the heavy seas because the engine was cutting out. After considerable problems due to the weather and two ropes parting the vessel was towed safely into Milford Haven. The swell on the scene was 25 ft. and the wind speed 50 knots and the whole tow took about four and a half hours.

The Lifeboat remained in the shelter of the Haven all night in view of atrocious weather. Cox'n Fred John, who had been in command, was subsequently awarded a Vellum and his crew Vellum Service Certificates.

The Ruby and Arthur Reed took part in several other rescues - the Cariad, Cabaret 11, The Edward Birbeck and the Hell Cat of Solva along with the usual launches to investigate red flares and small boats or wind surfers in trouble.

In 1988 it was confirmed that the new lifeboat for St. Davids would be of the Tyne Class and would be called Garside.

There was a period of orderly chaos when storm damage repairs to the concrete structure of the boathouse and slipway was carried out whilst endeavouring not to put the lifeboat out of service because of the works.

A new crew room was built into the roof space of the boathouse over the main doors.

The Garside came on station on 25th May, 1988.

The Garside (1988 – Present)

This new Tyne class boat is slipway launched as before but has double the speed of previous lifeboats. The boat has a steel hull with a shallow draught, long straight keel and extended bilge keels to protect the propellers all of which are needed for slipway working. The lifeboat is of a size and design which enables it to fit into the existing lifeboat houses with minimum alteration.....'

(Extracted from *'The Story of St. David's Lifeboats'*, by George Middleton 2002. RNLI Publication)

The Old Lifeboat House (see Figs 13; plates 13-15)

The Old Lifeboat House (PRN: 26671) is a grade II listed building (Cadw Ref No: 25/C/161 – 1). It was built in 1869 for the housing of the lifeboat *'The Augusta'* and was enlarged in 1886 to house the new lifeboat *'The Gem'*. The building is of rubble stone with grouted slate roof with a gabled front of squared stone with bargeboards. Original high opening largely infilled and rendered with smaller double doors inserted.

Stone relieving arch over original lintel and 6-pane window in gable under window is marble plaque recording the repairing and enlarging of the lifeboat house and addition of the watch room 1886. S side has 3 windows with Caerbwdy stone sides and heads. Two windows on N side and small slate roofed addition at NE angle with rear round chimney, front door and N end window.

The building became disused as a lifeboat house in 1911 when the *'Gem'* lifeboat was replaced by *'The General Farrell'*, a motor lifeboat, which necessitated a new lifeboat House. The building is now used for storage.

The old lifeboat house had a stone built slipway some 40m in length which is now beneath the existing lifeboat house.

A further small stone structure (PRN: 48151) is located to the south-east just below the main access steps. This building is owned by the RSPB and was built at some time in the 1920's. Presently it is used for storage. The RSPB also own the iron hauling rails that climb the slope parallel to the main concrete access steps.

The Lifeboat House (see Figs 13; plates 1-12, 16-18, 21)

The new Lifeboat House (PRN: 26670) is a grade II listed building (Cadw Ref No: 25/C/160 – 1). It was built in 1911 to house the new *'The General Farrell'*, and was designed by W. T. Douglas of London, engineer and architect to the RNLI. The building is set on high reinforced concrete latticed piers supporting a flat deck to the east with steep steps up and a sloping slipway to west; the lifeboat house encloses the top end of the slipway.

The house has functional timber-framed walls clad in painted corrugated iron and a curved roof of similar cladding carried on thin bolted steel trusses. There are three windows on each side, casement pairs with top-lights, stepping down the slope. Rear central door with cambered-headed casement pair above. Front curved gable, with modern plastic-coated window, slightly overhanging full-width folding timber doors. Galleried room over front is later C20 addition. The Lifeboat House was built to accommodate the new motor lifeboat after the disastrous 1910 loss of the Lifeboat *'The Gem'* along with three of the crew.

St. Justinian's Bungalow (PRN: 48250) (see Figs 11& 14; plates 12, 25)

St. Justinian's bungalow was built in 1909 and is located some 60m north of the existing Boathouse and is within the enclosed grounds of St. Justinian's Chapel. The front façade faces south with a series of large framed windows running across the length. It was the owner of the St. Justinian's Bungalow in the early 1920's, one L. D. Whitehead who organised the restoration of St. Justinian's Chapel, upon which the ruins became scheduled.

A black and white photo (Fig 12) archived in the National Monuments Record at the RCAHM in Aberystwyth appears to show that the driveway entrance and access road into the walled enclosure surrounding the Bungalow and Chapel was considerably larger at this time, the well of St. Justinians having once been on the northeast side of the main access road to the lifeboat house. Today the situation is different, the post medieval driveway and track wall having been removed.

St. Justinian's Watchtower (see plate 27)

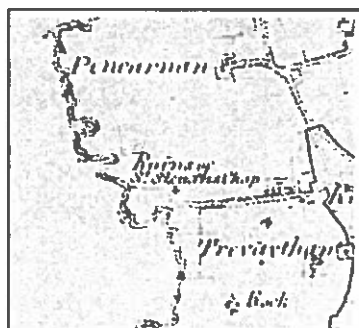
The St. Justinian's Watchtower (PRN: 26669) is a grade II listed building (Cadw Ref No: 25/C/159 – 1). It is said to have been built as a look-out by the owner of Saint Justinian's bungalow, which dates from c.1909. It is situated in the northwest corner of the grounds of St Justinian's, some 100m from the house and is prominently visible from land and sea. The early OS Provisional Edition map of 1948 marks the area of the Watchtower as a windpump. Also an old black and white photo of c. 1900 in the RCAHMW archive shows the watchtower as having wind vanes.

The tower is colour washed pink and constructed from rubble stone with a slate octagonal roof and modern red dragon iron weathercock. The structure has two storeys with four upper windows under eaves and a ground floor with similar windows to the south and west, all modern 4-pane sashes. The main entrance door is to east. Painted cambered brick heads to lower openings. Painted slate sills.

5.6 Cartographic Sources

The readily available cartographic sources consulted were the early OS Surveyors Drawings, the Tithe Map for St. David's parish and Schedule, the OS 1st, 2nd and Provisional editions and the RAF vertical aerial photograph. No early estate maps were found detailing the area under study. Each of these are discussed individually.

OS Surveyors Drawing c. 1809-1836

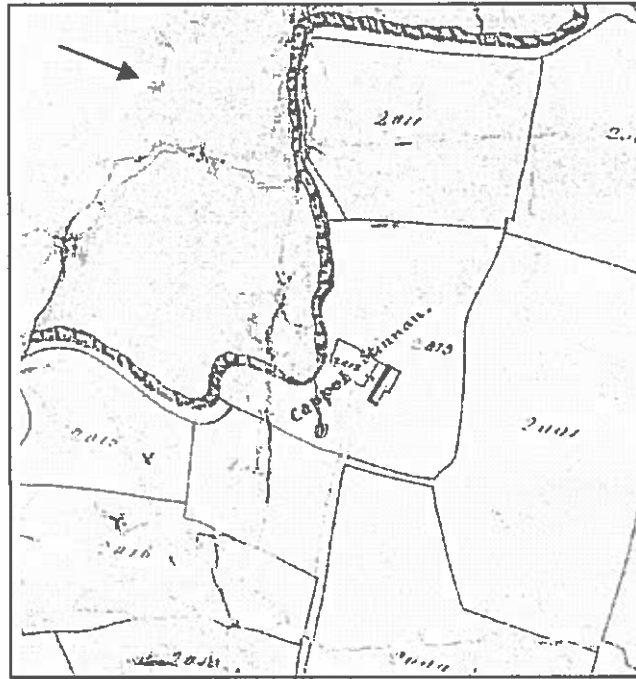


The early OS Surveyors drawing of the area of St. Justinian's is dated c. 1814. The only feature Named is that of the 'Ruins of St. Steuans Chap', otherwise known as St. Stinan's. Features marked in the area are the main access track that leads to the port area and field boundaries,

likely walls.

Tithe Map c.1842

The apportionment schedule for the Tithe map of St. David's was surveyed in 1840-1842. The main feature marked is that of the 'Cappel Stinnan', or St. Justinians Chapel (2012). It is hard to decipher the Tithe map of the chapel enclosure, as we know at this time that there was no structure other than the chapel itself, but the tithe map appears to show a long thin rectangular structure, which at first sight is presumably the Chapel and in front of it a small square enclosure (*Tithe apportionment No:2012*), which may be representative of a cemetery.



Below the possible chapel is a small circular mark which is likely the location of St. Justinian's well. The Chapel, well and cemetery is enclosed by a field wall (*Tithe apportionment No: 2013*). However, both apportionment's 2012 /2013 are listed in the schedule as being in the ownership at this time of the St. David's Charter and Chapter, and it also mentions that there was a small cottage 'Capel Stynnon Cottage' (2012) tenanted by one 'James Summers Boulais'. The enclosure field (2013) was also rented by him as pasture. So it is possible that the small circular mark on the tithe map may in fact be the chapel ruins and no well is marked, and the rectangular structure to the west was an earlier cottage and garden.

The fields that run along the coastal path (*Tithe apportionment No's:20122014 / 2015*) are still present however 2014 appears to have been cut through at a later period, possibly at the time of the later RNLi Lifeboat house.

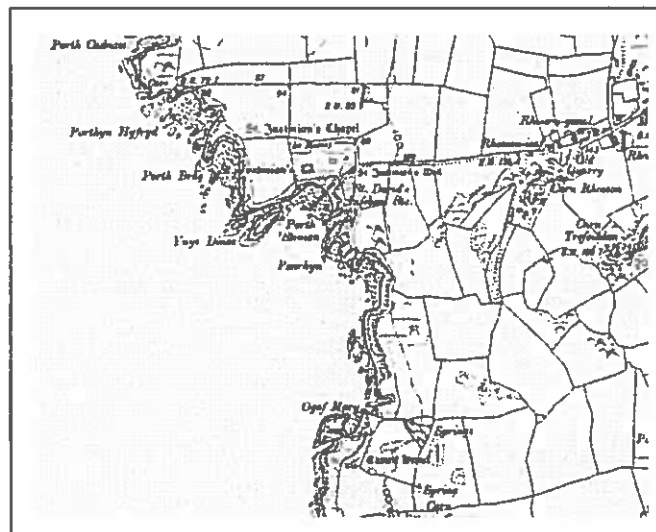
The immediate surrounding fields were owned at this time by one William Thomas Tucker who tenanted them out to one William Davies, and Mary Harris who tenanted hers out to one John Rees.

OS 1st Edition Map 1891



The Ordnance Survey First Edition 1891 map marks the first precision cartography. St. Justinian's Chapel is marked, as is the Well, and now so is Porth Stinian and the St. David's Lifeboat Station, having only been in service for 22 years. By the time of the first edition map the lifeboat at the Station was the 'Gem'. The main fields that run along the north and south coastal path still appear to be in their same form as they were as shown on the OS Surveyors drawing of 1814.

OS 2nd Edition 1908



The Ordnance Survey Second Edition 1908 map appears to have paid a little more attention to the area of St. Justinian's when compared to the first edition of 1891. Although St. Justinian's Chapel is marked, as is the Well, and again Porth Stinian and the St. David's Lifeboat Station, having now been in service for 40 years, the map also shows the appearance of the St. Justinian's bungalow and a further small enclosure to the north in the position of the Watchtower. St. Justinian's bungalow is thought to have been built in 1909 as was the Watchtower, however the OS Second edition map of 1908 says otherwise. It is likely that the foundations of the bungalow and watchtower may have been started in the early 1900's over the foundations of the former small cottage of Capel Stinnan. Also marked are one small roofed structure at the east end of St. Justinian's enclosure. This is today in ruin and appears to have been a former potting shed.

With regards Post medieval sites these exist in the form of St. Justinians Bungalow and Watchtower. Other important sites include the old St. Davids Lifeboat House and slipway and of course the existing Lifeboat House and associated slipway.

Post medieval boundary or enclosure walls are also in existence in the area of the development.

5.7 Field Visit

The field visit to St. Justinians managed to review the current state of all known archaeological sites, features and deposits identified during the documentary research. It also managed to identify two new archaeological features and assessed potential areas where archaeology may be buried. In the process of the field visit rapid recording of all known archaeological sites and features was undertaken by photography and site notes. No sketch plans were considered necessary. During the undertaking of the field visit the historic landscape character was assessed relative to the impact of the proposed development.

The two new archaeological features noted during the field visit are firstly; a large boulder stone (PRN: 48149) located in the field directly opposite the development area (on the Tithe Map this field is numbered 2015). The boulder is approx. 1.75m in width x 1m in height x 1.50m in depth. Around the front edge of the stone has been pushed or laid piles of stones (*see plate 29*). The stone or at least the top face leans outwards toward the sea. No markings or carvings are discernible on the stone. It appears to have been deliberately placed in the field and may have acted purely as a resting or look-out stone. The date of its having been placed in this position is obviously unknown, as is its original function, however because of its mere existence and its apparent deliberate positioning its archaeological significance should not be ignored.

The only other new feature noted during the field visit is the length of coastal field wall (PRN: 48150) that runs parallel to the cliff line (on the Tithe Map the fields in which this wall bounds are numbered 2014 and 2015) directly above the proposed development area (NGR: SM 72422516). This wall appears to be of dry stone and turf construction and is continuous all the way along the coastal path to the south east. A continuation of this wall also runs north-west following the coastal path to the north-west of the existing lifeboat house. Although much of the area of St. Justinians was likely open fields during the medieval period and didn't come under any enclosure acts until the 18th century, this boundary wall may be much earlier, possible medieval, however this is in no way conclusive at this stage without further investigation.

In terms of the potential for any buried archaeology within the area of the study there are four main areas.

The first of these is inevitably within and around the ruins of St. Justinians Chapel. The earthworks to the south and north of the chapel ruins are fairly extensive and are plainly evident to the eye. The stone field or enclosure wall surrounding the chapel appears to be post medieval in form, however below this wall, particularly to the north, the stone wall appears to have been built over a former high earthwork bank. This said however this bank may be geological in nature, especially as lock rock outcrop ridges are present further south-east along the coast.

The second area is that of Ynys Dinas and Porth Stinan itself. As Mesolithic lithic material has been found in and around this area it is highly likely that there is more present. Although no surface lithics were found during the field visit in this area the fact that lithic material has been discovered in the past indicates the high possibility of a prehistoric site, feature or else a surviving deposit in the immediate vicinity. Again, because of the place name 'Ynys Dinas' or 'Island Fort', there is also the possibility of Iron Age deposits in the immediate area.

The third area with potential buried archaeological deposits is in the area of St. Justinians Well (PRN: 7502). A photograph of the 1900's appears to show that a stone wall and access track used to run on the north-east side of the Well. This wall is no longer present, however the area in question at the time of the field visit was under heavy vegetation. Eventhough this former wall was likely only post medieval it is

possible however, because of the ritual nature and cultural significance of a Holy Well throughout all prehistoric and historic periods, that earlier archaeological material may well be buried in this area.

The fourth area with potential for buried archaeology is within the cove of 'Penrhyn' itself, the first area of the proposed new Lifeboat House (Fig 3a). As prehistoric material has been found in the area of Porth Stinan, only 60m or so from Penrhyn, then it is very likely that prehistoric material will also be buried in the intertidal zone of Penrhyn as well. The same will also be true of the proposed second potential area for the new lifeboat station (Fig 3b). At the time of the field visit it was impossible due to hazardous conditions and restricted access to climb down to the cove.

Within the enclosed fields (2014 and 2016) no visible surface features in the form of earthworks were observed, however this does not mean that no significant buried archaeology is present in these areas.

In terms of the historic character of the immediate landscape surrounding St. Justinians, the field visit observed that the area is characterised by occasional rock outcrops in the area to the east and by dispersed farms and fields. The field pattern is of small irregular enclosures. Rubble banks, dry-stone walls, and earth and stone banks comprise the main field boundary types. Hedges are mostly absent on the banks close to the exposed coastal fringe and where present further inland they consist of low straggling lines of wind swept bushes and gorse. Land-use is mainly improved pasture, with some arable land. Rough grazing and scrubby land is mainly confined to the rocky tors and the narrow coastal strip, which lies between the limit of enclosed land and the top of the sea cliffs.

6. Assessment of Potential Impacts

An assessment of the impacts of the proposed development on the known recorded archaeology and the historic heritage and landscape, is inevitably highly dependent on the sheer scale of the development itself, the scale of its operational phases, and of course access during the operational construction phases and the eventual route of the final access to and from the development area once the new lifeboat Station has been built. As such the impact table below can only act as a gauge or a framework at this time until further development strategies and plans are made available. A discussion of each of these impacts is also given below.

6.1 Direct Impact on known Archaeological Sites

PRN	Name	Type	Period	Impact
9842	Porth Stinan	Finds	Mesolithic	Negligible
13934	Ynys Dinas	Common land/Place Name	Iron Age ?	Negligible
2639	St. Justinian's Chapel	Chapel	Medieval	Moderate Adverse
7502	St. Justinian's Well	Holy Well	Medieval	Moderate Adverse
26670	Lifeboat House	Building	Post Medieval	Moderate Adverse
26671	Old Lifeboat House	Building	Post Medieval	Negligible
26669	St. Justinian's Watchtower	Building	Post Medieval	Negligible
48149	Field Boulder stone	Stone	Unknown	Minor Adverse
48150	Field Wall	Field Wall	Medieval ?	Moderate Adverse
48151	RSPB Shed	Building	Post Medieval	Negligible
48152	Chapel earthworks	Earthworks	Early Medieval	Minor Adverse
48250	St. Justinian's Bungalow	Building	Post Medieval	Negligible

Table 2: Potential direct impact on archaeological sites and features
(for definition of impacts see 'Methodology' section)

- PRN: 9842 – Porth Stinan (Mesolithic finds)

Although the proposed development of the new lifeboat house would have no direct impact or negligible impact on the potential survival of further mesolithic material in Porth Stinan itself, the proposed development however would have a Moderately Adverse direct impact on any potentially buried

Mesolithic materials that may be present in the intertidal zones of the Penrhyn cove. This would only be the case however during the construction phase of the new Lifeboat house, especially during the groundwork for the new lifeboat house constructional supports. It is very likely that other prehistoric material in the form of Mesolithic finds may well be present in the area. This will be the case for either of the proposed lifeboat station locations.

- PRN: 13934 – Ynys Dinas

The proposed development of the new Lifeboat House in either of the proposed locations would have negligible or no direct impact on the area of Ynys Dinas.

- PRN: 2639 – St. Justinians Chapel

The proposed development of the new Lifeboat House would have a Moderate Adverse impact on the ruins of St. Justinians chapel. Although there is no real direct impact to the site itself, the main concern however is with regards the construction phase, movement of and access for possible heavy plant machinery during the construction work of the new Lifeboat, which may cause stress to the surviving remains.

- PRN: 7502 – St. Justinians Well

The proposed development of the new Lifeboat House would have a Moderate Adverse impact on St. Justinians Well. Although there is no real direct impact to the site itself, the main concern however is with regards the construction phase, movement of and access for possible heavy plant machinery during the construction work of the new Lifeboat, which may cause stress to the surface structure. The Well is located immediately on the south-east side of the present access track to and from the present lifeboat house. Also of concern is the location of any final decision access track to and from the new proposed lifeboat house.

- PRN: 26670 – Existing Lifeboat House

The proposed development of the new Lifeboat House would have a Moderate Adverse impact on the existing Lifeboat House. Once the new lifeboat house is built the existing lifeboat house will fall into disuse, and as such will begin to decay unless conserved. The existing lifeboat house is a grade II listed structure and has played a highly important role in the history of the RNLI. As well as this, the building has played a significant part in the St. David's local community and been present in the landscape for over 90 years and as such is a significant part of the St. David's social and community history. However, the structure, particularly the concrete piers has over the decades been repaired on numerous occasions. The history of the RNLI over the centuries has been one of technological improvements, and hence change, and the new lifeboat house heralds another technological improvement.

- PRN: 26671 – Old Lifeboat House

The proposed development of the new Lifeboat House would have negligible or no direct impact on the old Lifeboat house. This said however, if the existing lifeboat house were to be demolished then the old stone slipway beneath would become visible again. Because this early stone launch or slipway heralded the first RNLI station at St. Davids then it is recommended that this slipway be preserved.

- PRN: 26669 – St. Justinian's Watchtower

The proposed development of the new Lifeboat House would have negligible or no direct impact on St. Justinian's Watchtower.

- PRN: 48149 – Field Boundary Stone

Although the proposed development of the new Lifeboat House would have no real *direct* impact on the Field Boundary stone located in field No: 2015, it may have a Minor Adverse impact to the site if access to the development site during the operational phase is taken into this field.

- PRN: 48150 – Field Wall

The proposed development of the new Lifeboat House for site 'A' would have a Moderately Adverse impact on the old field wall that runs parallel to the coast line adjacent to the development area. The main concern here is highly dependent on access to the development area during the operational phase as well as at the final stage for access to the developed site. The official Historic Landscape Characterisation conservation priorities state that traditional field boundaries should be maintained. The location for Site 'B' with the access route utilising the present access route would inevitably have no impact on this field wall.

- PRN: 48151 – RSPB Stone shed

The proposed development of the new Lifeboat House would have negligible or no direct impact on the existing stone shed by the existing lifeboat station.

- PRN: 48152 – Chapel Earthworks

The proposed development of the new Lifeboat House would have a Minor Adverse impact on the buried earthworks of the earlier St. Justinians Chapel. Although there is no real *direct* impact to the site itself, the main concern however is with regards the construction phase, movement of and access for possible heavy plant machinery during the construction work of the new Lifeboat, which may cause stress to the buried remains.

6.2 Summary of direct impact assessment

As already mentioned the assessment of the predicted potential impacts on the existing archaeological sites in and around the proposed development area can only act as a loose guide until further information is made available regards the strategy, operation, construction and plan of the proposed new Lifeboat House. At this stage the main concerns however are the potential impacts on the Dark Age and Medieval monuments, namely St. Justinians Chapel and Well, as well as their historic settings, but only during the construction and operation of the proposed development. Other concerns, particularly with regards the site 'A' location, are the field boundary walls that run parallel to the coast line. These walls may well have medieval origins and as such must be maintained as a priority.

6.3 Impact on the Historic Landscape

The landscape of St. Justinians is within the Historic Landscape Register of St. David's and is a registered historic landscape Character Area No: 289. As such the landscape of St. Justinians and the historic monuments set within it have great historic and indeed prehistoric significance. Any large development work within this landscape itself would have a dramatic impact on its heritage, its historic character and its value, however the newly proposed lifeboat house at St. Justinians, at either location 'A' or 'B' would be tucked away either within Penrhyn Cove (Site A) or else only just south of the lifeboat stations present location (Site B). From either of these locations the development would not be visible from the mainland landscape itself, except from the coastal path and Ramsey Island. As such once the new lifeboat station was operational, then little, if any, impact on the historic landscape would occur.

As already mentioned, the main concern is the direct impact the development would have on the historic landscape during the construction stage, especially with regards the problem of access. If access to

proposed Site 'A' were to be from the top and through the coastal wall of field 2015, then the historic landscape would be affected in a direct way. As already mentioned this field wall is likely fairly old and epitomises the enclosed historic landscape character of the immediate area. If Site 'A' were to be the preferred location of the development and access can be made through no other route, then it is recommended that an archaeological watching brief be maintained during the 'cutting through or reduction' of this wall, pending approval by Cadw and the regional archaeological trust, and all archaeological features recorded appropriately. The proposed location of the site 'B' lifeboat station would have no direct impact on the historic landscape character or setting, as its position is almost in the same location as the existing station.

Also of great significance is the future of the existing lifeboat station. A history of St. Justinians bay over the past 130 years has essentially been one founded on the history of the RNLI and the lifeboat station at St. Justinians. Over the series of decades there have been many emergency incidences involving rescue operations from the bay and many of these have involved the deaths of certain individuals, many of them past RNLI staff and locals of St. Justinians and St. Davids. In context with this history, the remains of the old and present lifeboat station could be seen as monuments to their memory. As such the destruction of the old and present lifeboat station could cause concern.

6.3 *Indirect Impact on unknown or buried Archaeological Deposits*

Once built the newly proposed lifeboat house, in either location 'A' or 'B' would have no predictable indirect impact on any buried archaeology, however it is very likely that the activities during construction would have an impact on as yet undiscovered archaeological deposits. The most likely of these would be prehistoric in the form of Mesolithic material in and around the cove itself.

6.4 *Mitigation Measures*

Because of the presence of Mesolithic material in and around Porth Stinan, It is advisable that during the operation and construction phase of the proposed lifeboat house, in either of the proposed locations, that an archaeological watching brief is in place during the digging and extraction of the intertidal sediments in and around Ynys Dinas and the cove of Penrhyn.

In reference to the proposed site 'A' location, depending on the proposed location of the top access area to and from the new lifeboat station, it is advisable that any ground work undertaken above the area of the development area again be undertaken under archaeological watching brief conditions.

7. Conclusion & Recommendations

The archaeological assessment at St. Justinians for the proposed new Lifeboat House in the area of Porth Stinan recorded the existence of 12 archaeological sites, and only four of these were new sites previously unrecorded in the Sites and Monuments Record. The assessment also noted that the area of St. Justinians is within the registered Historic Landscape of St. Davids and is also an Historic Landscape Character Area, No: 289.

The development of the proposed new Lifeboat Station in either of the proposed locations would, once constructed, have no direct impact on any of the known archaeology within the immediate area of St. Justinians, however the operation and construction work during its development could impact in an indirect way on the surviving remains of St. Justinians Chapel and Holy well. At this stage however it is impossible to gauge the extent of these impacts until further details are made available regards the structures plan and a decision is made regards the chosen location of the development and the projected plans for access to and from the site and its management.

In terms of direct impact during construction the two main concerns are firstly, the possibility of

prehistoric material becoming disturbed during the construction of the new lifeboat house platform in the intertidal zone. Archaeology in this area has already been evidenced by mesolithic material in the area of Porth Stinan. It is recommended therefore that this work be undertaken under archaeological watching brief conditions. Secondly, in context to the proposed 'site A' location, the other concern is that of the existing field walls that bound the coastal path. These walls appear to be of dry stone and turf construction and may well have medieval origins. These walls are marked on the earliest readily available map source, the OS Surveyors drawing of 1814, and appear to have remained unaltered throughout this time. Their foundation may well be the result of late 18th century enclosure, however they may well be earlier because of their location at the edge of the cliff. Again, the main concern in terms of the proposed development, is access to and from the site during construction work as well plans for future access to the lifeboat house. The registered Historic Landscape Character area, as part of conservation priorities, states that traditional field boundaries be maintained. If these walls are to be disturbed then it is recommended that this work be undertaken under archaeological watching brief conditions.

With reference to the proposed 'site B', this location would offer no problems with regards access as it will utilise the existing steps access to the present lifeboat station. As such, in terms of archaeological preference and in line with conservation priorities as stated within the registered Historic Landscape Character Area text, this location would inevitably be the preferred location.



OS Landranger 1:50000

FIGURE 1. Map showing location of St. Justinians and development area.

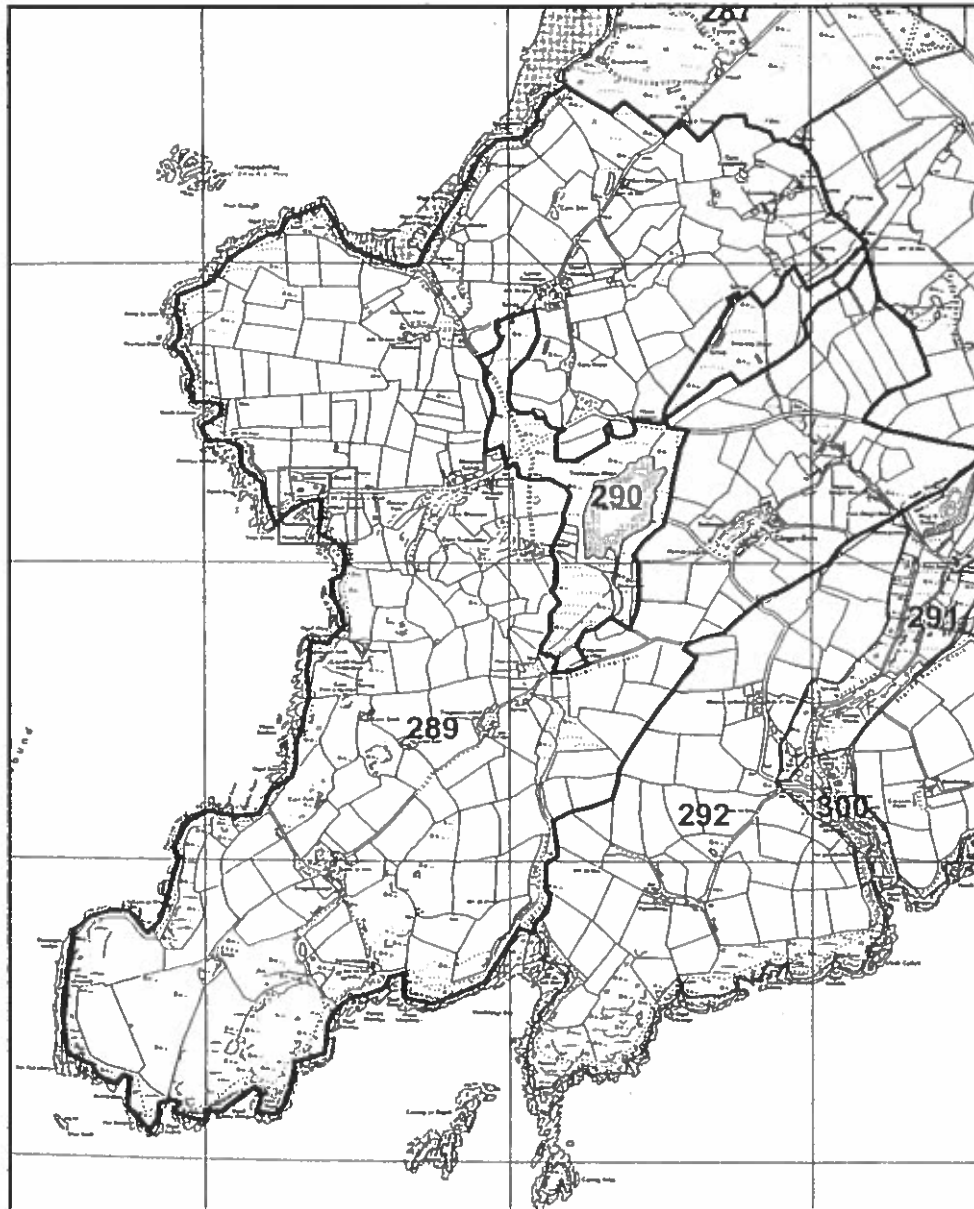


FIGURE 2. Historic Landscape Characterisation: St. Davids (No: 289).
Area of St. Justinians highlighted in red.

FIGURE 3a. Site Plan showing existing Lifeboat Station and slipway and proposed location of new Lifeboat Station and Slipway (Site A) in conjunction with results of Archaeological Assessment

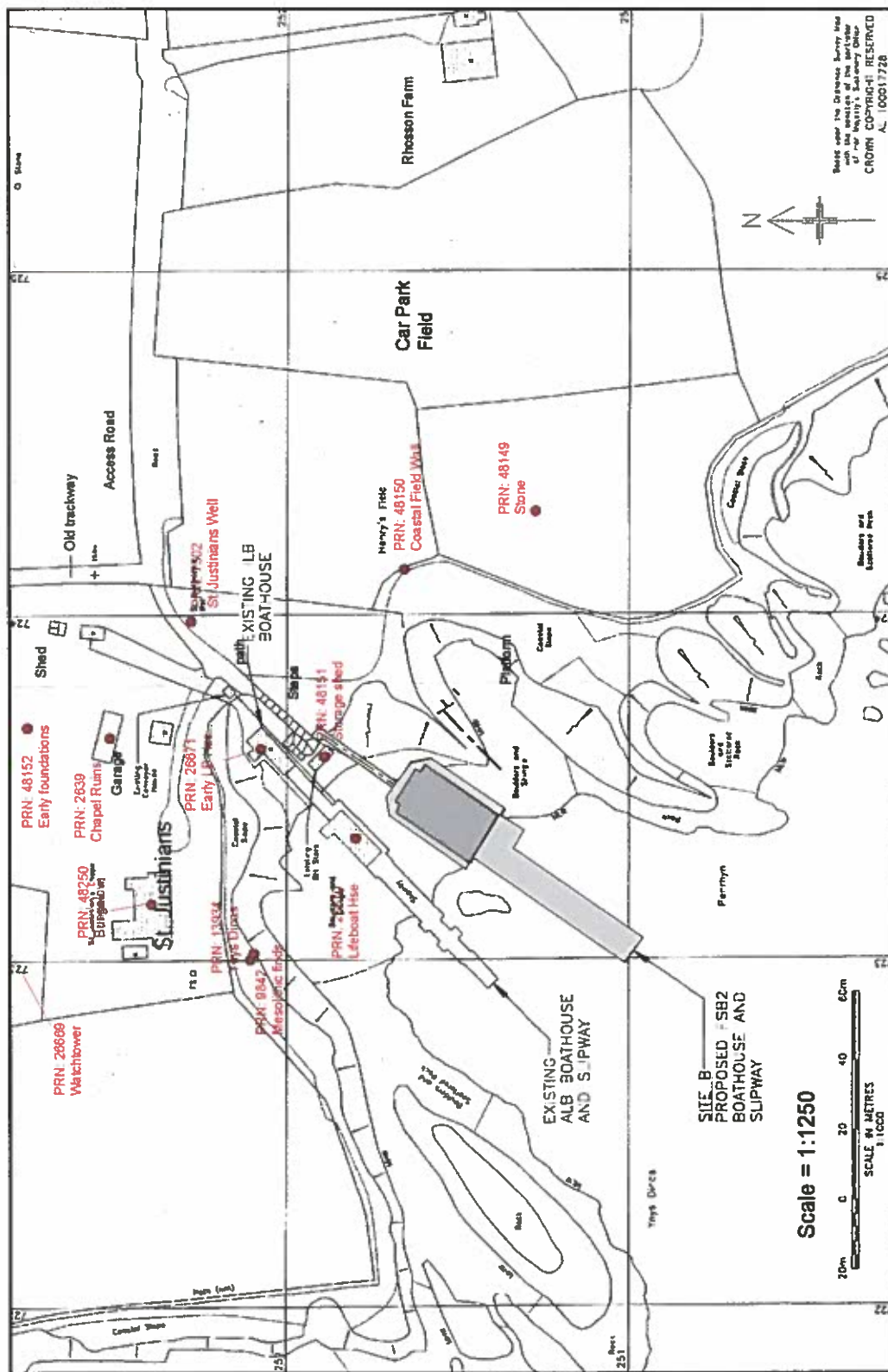


FIGURE 3b. Site Plan showing existing Lifeboat Station and slipway and 2nd proposed location of new Lifeboat Station and Slipway in conjunction with results of Archaeological Assessment.

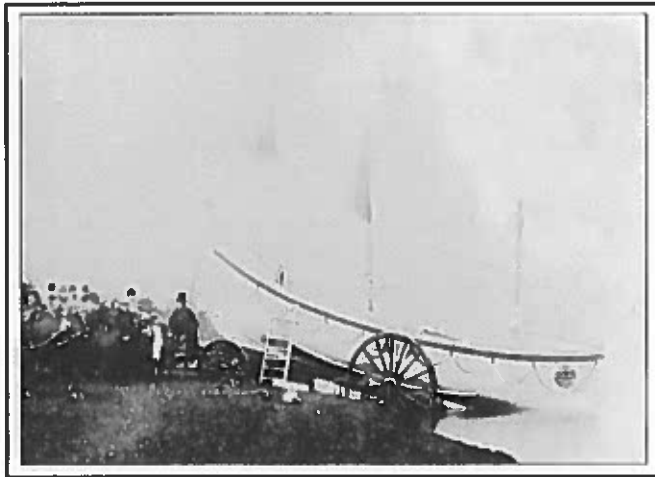


Photo extracted from G. Middleton

FIGURE 4. The Lifeboat 'Augusta'. 1869-1885

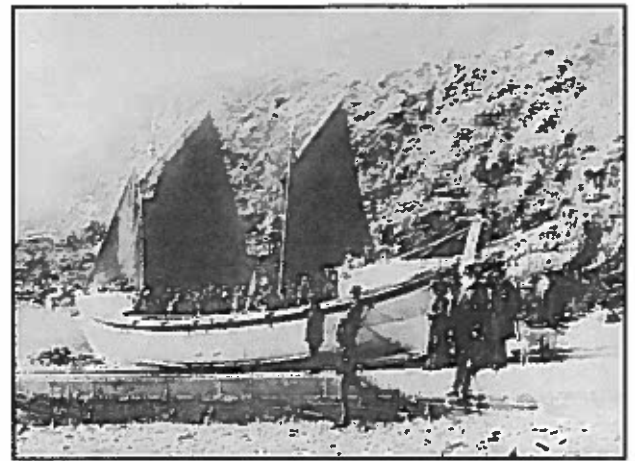


Photo extracted from G. Middleton

FIGURE 5. The Lifeboat 'Gem' on slipway, 1885-1910.



Photo extracted from G. Middleton

FIGURE 6. Launching of the 'Gem' 1885-1910.



Photo extracted from G. Middleton

FIGURE 7. Memorial being unveiled at ceremony after 'Gem' disaster 1910.



Photo extracted from G. Middleton

FIGURE 8. The Lifeboat 'Swn-y-Mor' on the slipway. 1936-1963



Photo extracted from G. Middleton

FIGURE 9. The Garside on the Slipway at launching ceremony 1988.



Photo extracted from G. Middleton

FIGURE 10. Launching of the Garside. 1988.

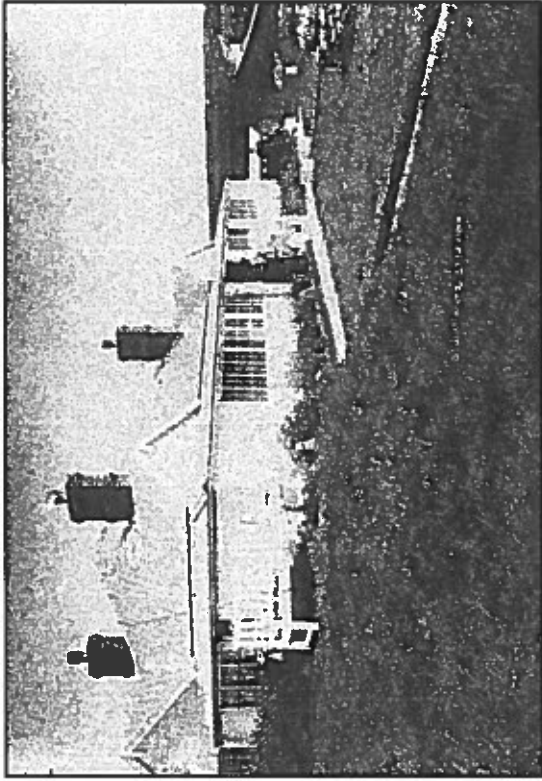


FIGURE 11. Photo c. 1909 of St. Justinians Bungalow

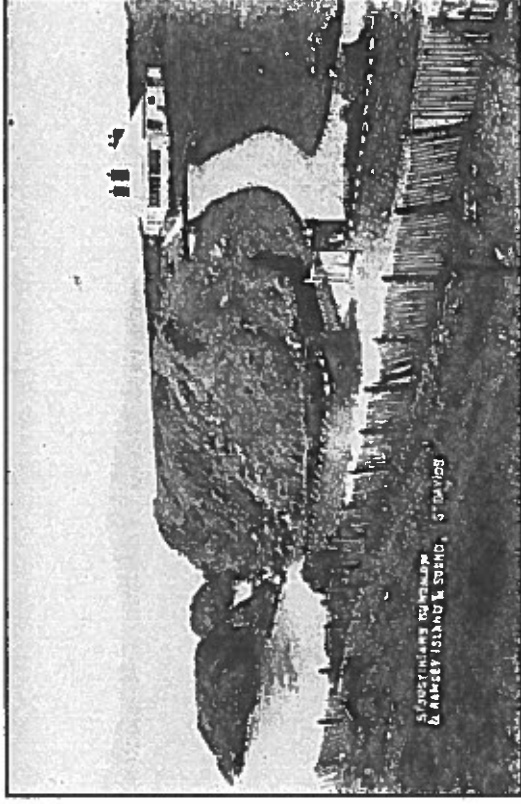


FIGURE 12. Photo c. 1909 of St. Justinians Bungalow, with Well and old track in foreground.



FIGURE 13. Photo c. 1911 of St. Justinians Lifeboat House.



FIGURE 14. Oblique photo c. 1970 of Porth Stinan showing Bungalow, Chapel, St. Justinians well and Lifeboat House.

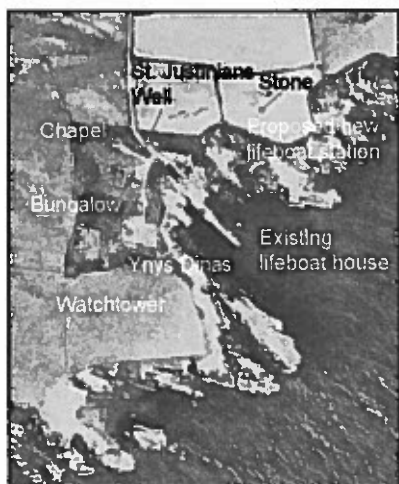


FIGURE 15. 1958 RAF Aerial Photograph showing area of St. Justinians and Porth Stinan in conjunction with known archaeology within area of proposed development.

8. Acknowledgements

Thanks to all those at the RNLI Lifeboat Station at St. Justinians, Porth Stinan, St. David's, Pembrokeshire for allowing me access to roam.

Also thanks to the Curatorial staff at ACAHM, The National Library of Wales and The Royal Commission for Ancient and Historic Monuments (Wales), and those at the Carmarthenshire County Records Office, for their help during the desk-based assessment.

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- OS 2ND edition Map (Surveyed 1886-87, Revised 1906)
- OS Provisional edition Map (Surveyed 1886-87, Additions 1948, Boundaries revised 1952.)
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Photographic Sources

RAF Aerial Photographic Sources

- 1958 / RAF / 2985 / 4351 Frame No: 21

RCAHMW Photographic Sources

FORMAT	PHOTOGRAPHIC ANGLE	REFERENCE	DATE
B/W print	Oblique	BB68 / 8780	c. 1900
B/W print	Oblique	BB68 / 8781	c. 1900
B/W print	Oblique	BB68 / 8779	c. 1969
B/W print	Oblique	BB68 / 8779	c. 1969
B/W print	Oblique	973502 – 15A	c. 1970



APPENDIX I: **Photographic Plates**

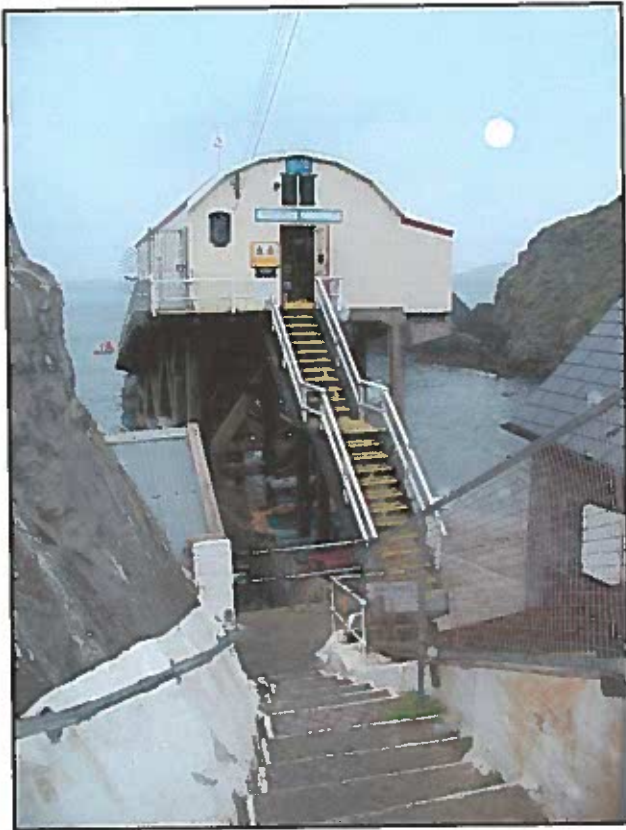


Plate 1. St. Justinians existing Lifeboat Station. Looking south-west.

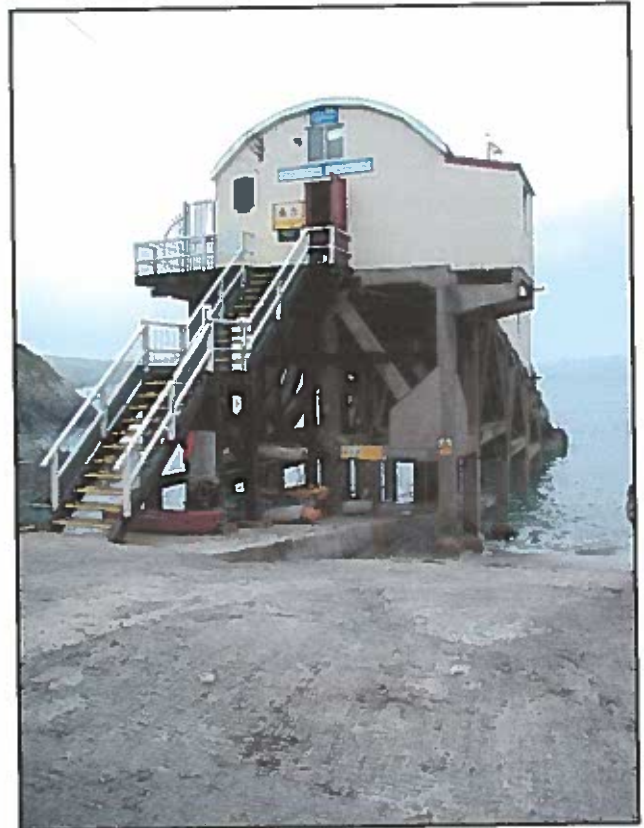


Plate 2. St. Justinians existing Lifeboat Station. Looking south.



Plate 3 St. Justinians existing Lifeboat Station. Looking south.

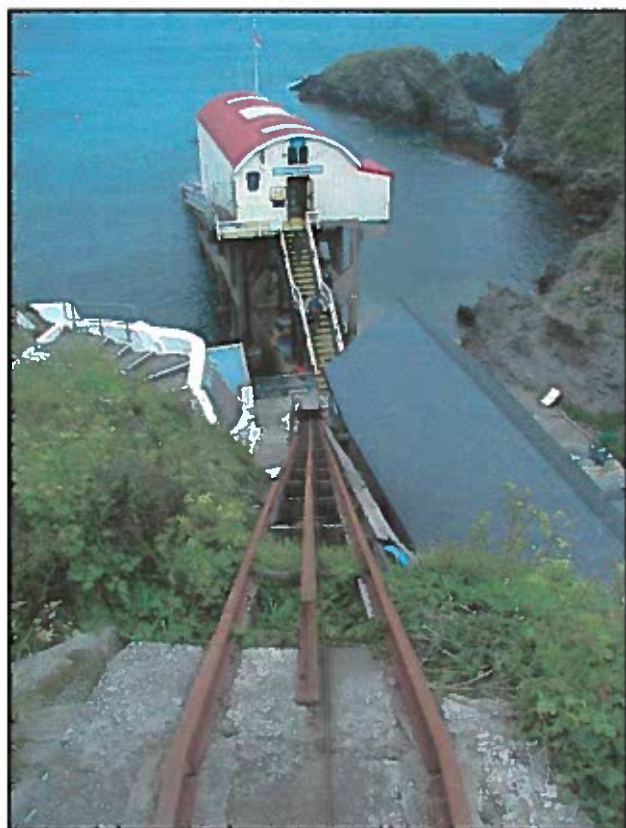


Plate 4. St. Justinians existing Lifeboat Station with earlier station roof in foreground. Looking down RSPB lifting rails south-west.

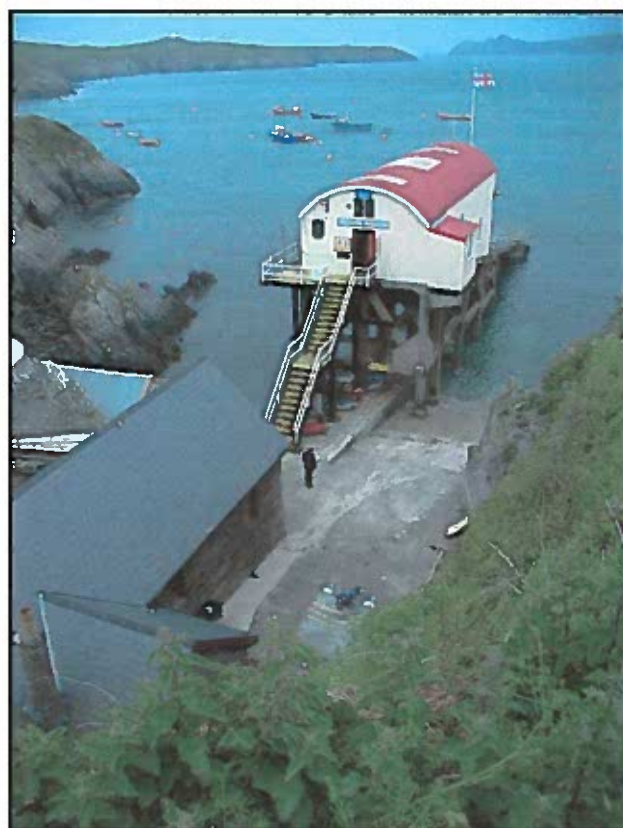


Plate 5. St. Justinians existing Lifeboat Station and roof of earlier station. Looking south.



Plate 6. St. Justinians existing Lifeboat Station and slipway. Looking south-east.



Plate 7. St. Justinians existing Lifeboat Station. Looking south-west.



Plate 8. St. Justinians existing Lifeboat Station. Looking north-west.



Plate 9. St. Justinians existing Lifeboat Station. Looking north-east.

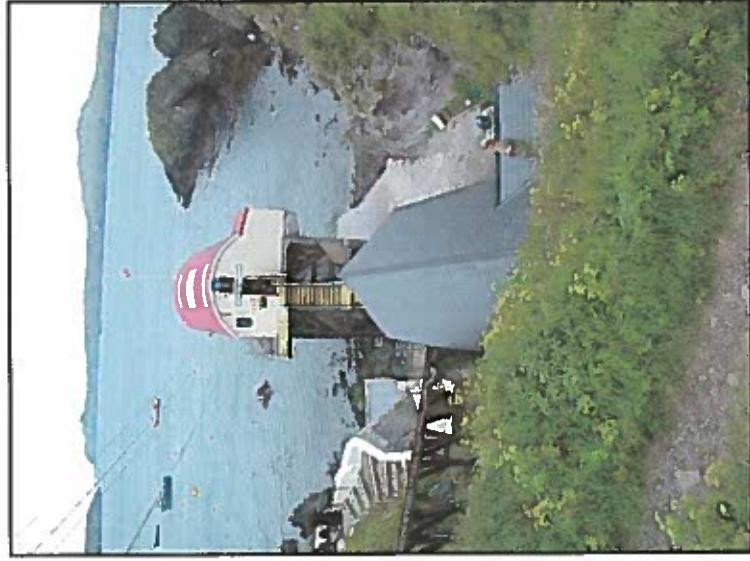


Plate 10. St. Justinian's existing Lifeboat Station. Looking south-west from coastal path.



Plate 11. St. Justinian's existing Lifeboat Station. Looking south-west.



Plate 12. St. Justinian's existing Lifeboat Station and St. Justinian's Bungalow and Watchtower in background. Looking south-west.



Plate 13. St. Justinians earlier late 19th and early 20th century Lifeboat Station. Looking north-east.

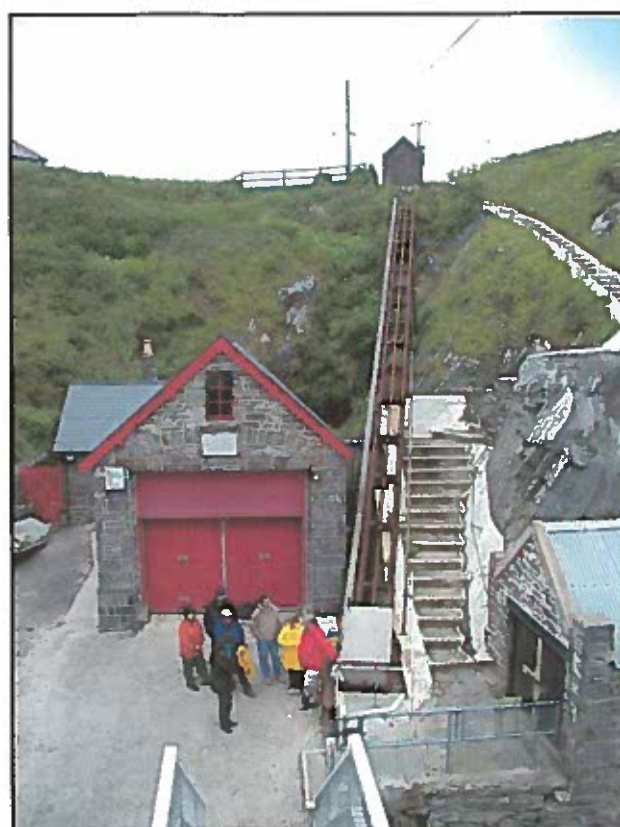


Plate 14. St. Justinians earlier late 19th and early 20th century Lifeboat Station and RSPB hauling ramp. Looking north-east.

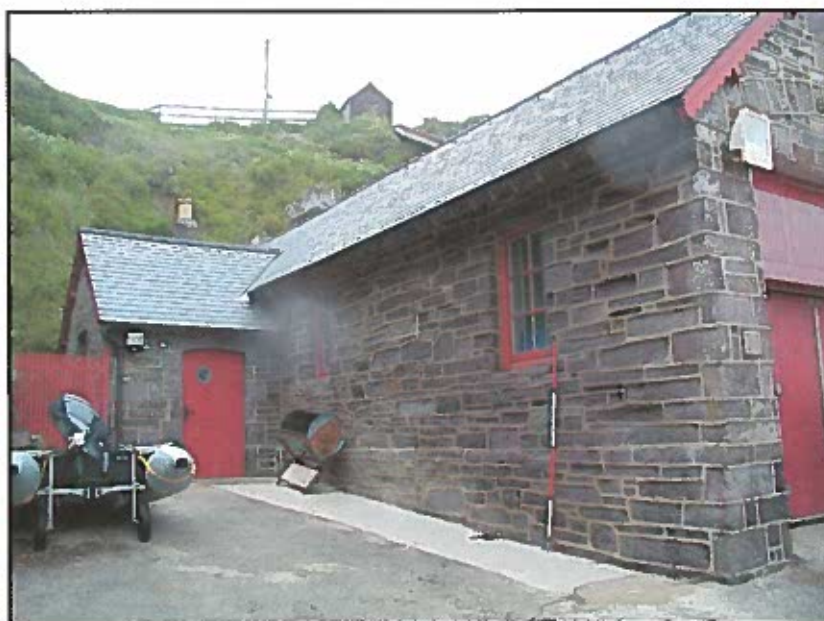


Plate 15. St. Justinians earlier late 19th and early 20th century Lifeboat Station. Looking north-east.



Plate 16. Interior of St. Justinians Lifeboat Station. Looking south-west.



Plate 17. Interior of St. Justinians Lifeboat Station. Looking north-east.



Plate 18. Present St. Justinians Lifeboat station and area of proposed new lifeboat station in foreground. Looking north-east.



Plate 19. Area of proposed new lifeboat station. Looking south-west.

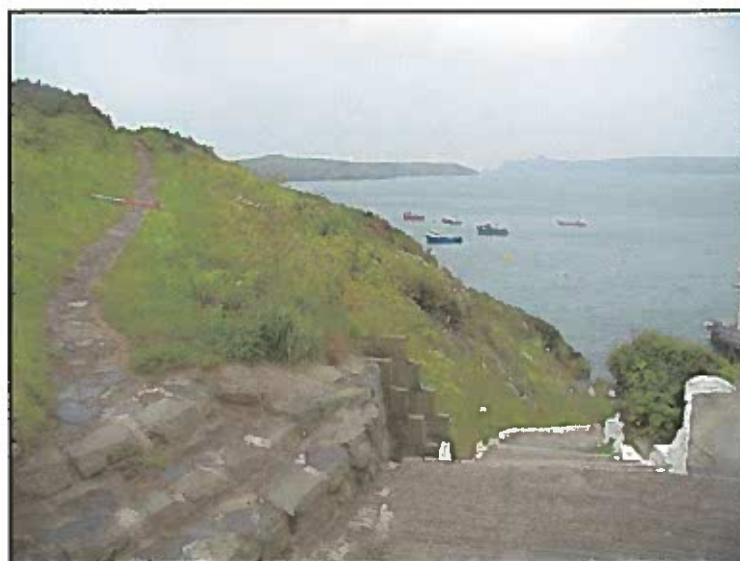


Plate 20. Steps running down to existing lifeboat station and coastal path leading to new proposed lifeboat station area.



Plate 21. Present St. Justinians Lifeboat station and area of proposed new lifeboat station in foreground. Looking north-east.



Plate 22. Area of proposed new lifeboat station. Looking south-west.



Plate 23. Ruins of St. Justinian's Chapel and Bungalow in background.
Looking south toward Ramsey Island.

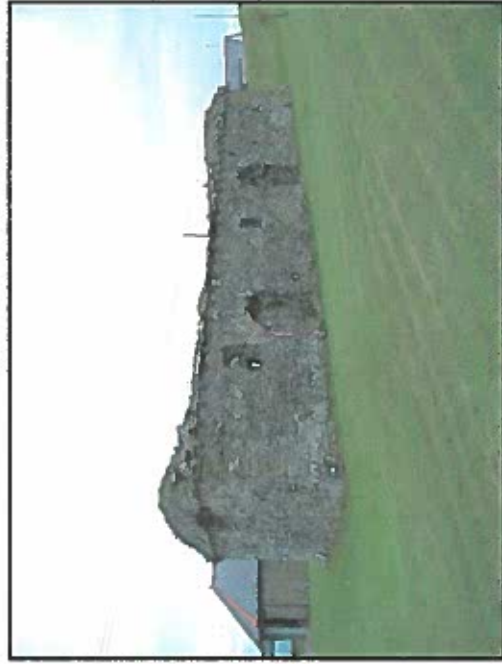


Plate 24 Ruins of St. Justinian's Chapel looking south.

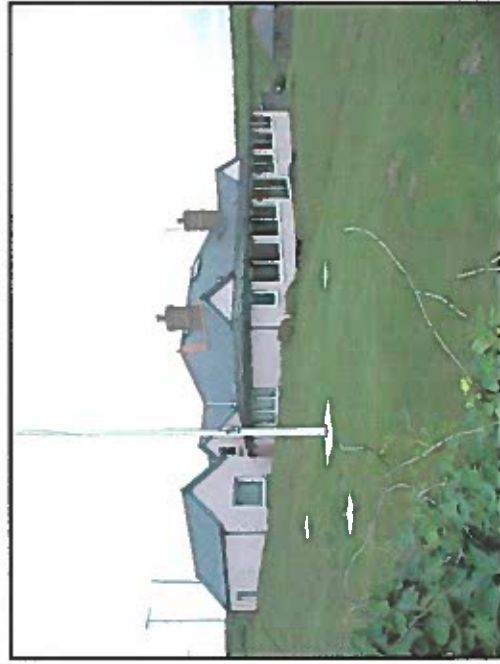


Plate 25 St. Justinian's Bungalow. Looking north-east.



Plate 26. Ruins of St. Justinian's Chapel interior.
Looking east.



Plate 27. St. Justinians Watchtower. Looking west.



Plate 28. St. Justinians Well. Looking north-east.



Plate 29. Boulder in field east of St. Justinian's Bungalow.



APPENDIX II:

IFA Standards & Guidance notes

ii) IFA Standards and Guidance

THE INSTITUTE OF FIELD ARCHAEOLOGISTS (IFA)

Standard and Guidance for a desk-based assessment

The Standard

A desk-based assessment will determine, as far as is reasonably possible from existing records, the nature of the archaeological resource within a specified area. It will be undertaken using appropriate methods and practices which satisfy the stated aims of the project, and which comply with the *Code of conduct*, *Code of approved practice for the regulation of contractual arrangements in field archaeology*, and other relevant by-laws of the IFA.

Definition of a desk-based assessment

The definition of an desk-based assessment is a programme of assessment of the known or potential archaeological resource within a specified area or site on land, inter-tidal zone or underwater.

It consists of a collation of existing written, graphic, photographic and electronic information in order to identify the likely character, extent, quality and worth of the known or potential archaeological resource in a local, regional, national or international context as appropriate.

This definition and *Standard* do not cover chance observations, which should lead to an appropriate archaeological project being designed and implemented, nor do they apply to monitoring for preservation of remains *in situ*.

Purpose of a desk-based assessment

The purpose of a desk-based assessment is to gain information about the known or potential archaeological resource within a given area or site (including presence or absence, character and extent, date, integrity, state of preservation and relative quality of the potential archaeological resource), in order to make an assessment of its merit in context, leading to one or more of the following:

- ◆ the formulation of a strategy to ensure the recording, preservation or management of the resource.
- ◆ the formulation of a strategy for further investigation, whether or not intrusive, where the character and value of the resource is not sufficiently defined to permit a mitigation strategy or other response to be devised.
- ◆ the formulation of a proposal for further archaeological investigation within a programme of research.

The Standard and Guidance for an archaeological desk-based assessment was formally adopted as IFA approved practice at the Annual General Meeting of the Institute held on 14th October 1994.

ii) IFA Standards and Guidance

THE INSTITUTE OF FIELD ARCHAEOLOGISTS (IFA)

Standard and Guidance for an archaeological field evaluation

The Standard

An archaeological field evaluation will determine, as far as it is reasonably possible, the nature of the archaeological resource within a specified area using appropriate methods and practices. These will satisfy the stated aims of the projects, and comply with the *Code of conduct*, *Code of approved practice for the regulation of contractual arrangements in field archaeology*, and other relevant by-laws of the IFA.

Definition of field evaluation

The definition of an archaeological field evaluation is a limited programme of non-intrusive and / or intrusive fieldwork which determines the presence or absence of archaeological features, structures, deposits artefacts or ecofacts within a specified area or site on land, inter-tidal zone or underwater. If such archaeological remains are present field evaluation defines their character, extent quality and preservation, and enables an assessment of their worth in a local, regional, national or international context as appropriate.

Purpose of field evaluation

The purpose of field evaluation is to gain information about the archaeological resource within a given area or site (including presence or absence, character, extent, date, integrity, state of preservation and quality), in order to make an assessment of its merit in the appropriate context, leading to one or more of the following:

- ◆ the formulation of a strategy to ensure the recording, preservation or management of the resource.
- ◆ the formulation of a strategy to initiate a threat to the archaeological resource.
- ◆ the formulation of a proposal for further archaeological investigation within a programme of research.

The Standard and Guidance for an archaeological field evaluation was formally adopted as IFA approved practice at the Annual General Meeting of the Institute held on 14th October 1994.



APPENDIX III: **Archive Cover Sheet**

ARCHIVE COVER SHEET

ST. JUSTINIANS LIFEBOAT STATION JLB/03/DBA

Site Name:	St. Justinians Lifeboat Station, St. Davids, Pembs
Site Code:	JLB/03/DBA
PRN:	48148
NPRN :	N/A
SAM:	St. Justinians Chapel
Other Ref No:	
NGR:	SM 72292513
Site Type:	RNLI Lifeboat Station
Project Type:	Archaeological Assessment
Project Officer:	Richard Scott Jones
Project Dates:	June 2003
Categories Present:	N/A
Location of Original Archive:	CAP Ltd.
Location of duplicate Archives:	N/A
Number of Finds Boxes:	1
Location of Finds:	N/A
Museum Reference:	Not assigned
Copyright:	CAP Ltd
Restrictions to access:	None

