
Ports and Harbours of Gwynedd: **Pensarn**



A Threat Related Assessment

GAT Project No. 1824

Report No. 671.3

April, 2007

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Prepared for CADW

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Ports and Harbours of Gwynedd: **Pensarn**

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PENSARN

1. Introduction

1.1 General Introduction

This report contains the results of an archaeological assessment undertaken as part of a wider assessment of ports and harbours throughout Wales. The assessments have been undertaken by the Welsh Archaeological Trusts and funded by CADW. The report has been compiled by the Gwynedd Archaeological Trust.

1.2 Aims of the project

The aim of the project is to identify the nature and status of the heritage resource within the study area and to aid and encourage the incorporation of the resource into the management and future development of the coastal zone.

1.3 Location and topography

Pensarn is the name given to a small quay on the north-east (landward) bank of the river Artro in Gwynedd, which, having gathered on the Rhinogydd, falls down west, seaward-facing mountain flanks in a glacial valley (NGR SH 579278). The quay itself is situated at the point where the Artro meanders across flatlands before reaching the sea north of Ynys Mochras (Shell Island). However, until the 19th century, the Artro flowed out to the south of the island (Ashton 254) and is believed to have been navigable by small vessels at one time up to or near the break of slope where the village of Llanbedr is situated (DRO ZM/1577).

The quay is situated in the historic parish of Llanfair, which here crossed the Afon Artro to its southern bank. It lay on Pensarn farm.

Pensarn lies between two important natural harbours which both developed to a considerable extent from the 18th century onwards, the Traeth Mawr-Traeth Bach and Barmouth. It also lies 2 miles due south of the Edwardian borough of Harlech, which formerly had its own water access and quay.

The Pensarn wharf is located in the parish of Llanbedr but lies close to the parishes of Llandanwg and Llanfair. All of these lay in the commote of Ystumgwern in the cantref of Ardudwy in the historic county of Merioneth. Llandanwg parish extended northwards to the parish of Llanfihangel y Traethau, to include the Medieval borough of Harlech. It is possible that Llanfair was carved out of the earlier Medieval parish of Llandanwg at some stage. The Afon Artro formed the boundary for the most part between the parishes of Llanfair (north of the river) and Llanbedr (south), except for an area of land known as *parcel tu hwnt i'r afon* (the piece of land beyond the river) south of the Artro which formed part of Llanfair. This may reflect the location and function of the commotal centre of Ystumgwern (Gresham 1986); the modern-day farm of Ystumgwern is situated at SH 5813 2450.

2. Historical Background

2.1 General introduction

The church of Llandanwg is situated at SH56882468, and appears to be in essence a structure of the 13th century lengthened about 1400. Two 6th-century inscribed stones and a churchyard that was circular suggest an early date for its foundation and it has been suggested that its location may well be associated with the harbour and the shelter. Colin Gresham suggested that there may have been an important cult of the Virgin Mary at Llanfair church nearby (Gresham 1986); Ellis Wynne, rector of Llandanwg recorded a tradition that Llandanwg functioned as a chapel of rest for corpses on their way to Bardsey (Davidson 343). The church could not be better situated for access by sea; at a time when the Artro flowed south-west to the southern tip of Mochras, just as at the present time, it could be accessed either from the open bay to the west or from the haven to the east.

However, the pre-Conquest patterns of secular and religious authority in the study area were supplanted in the late 13th century by the creation of the Edwardian castle-borough of Harlech, which replaced

Ystumgwern as the administrative centre. Although Harlech remained part of the parish of Llandanwg, it is possible that the parish of Llanfair was carved out of Llandanwg in this period as part of a deliberate process of restructuring the pattern of ecclesiastical authority within the area.

The creek of the Artro is mentioned by Dafydd ap Gwilym in 'Pererindod Merch'.

Unfortunately, only part of the creek of the Artro Lewis Morris' manuscript map of 1741-5 (Morris) and the map does not show either the northern end of Mochras island or the area of the present quay – the survey is not a complete record of the Welsh coast. The farmhouse at Mochras was the birthplace of Siôn Phylip, the bard (c. 1543-1620), who was drowned at Pwllheli on his way back to Mochras from a bardic tour of Anglesey and Caernarvonshire and buried at Llandanwg church (DWB).

2.2 Pensarn wharf

It has been suggested that at one time the Artro was navigable almost to Llanbedr and that place-name *pen y cei* (unlocated but believed to be in the village), where in 1825 one Moses Roberts lived is proof of this (DRO: ZM/1577/1). In fact, there may have been very many landing places on the lower reaches of the Artro. The site of the present-day wharf is on land that historically belonged to the most important local estate, Corsygedol. Its history was extensively researched by, amongst others, Dr Lewis Lloyd, who nevertheless was unable to identify the date at which the wharf was constructed, though suggested it was possibly in the time of Sir Thomas Mostyn (1776-1831). The wharf does not appear to be shown on a map of 1806 (UWB: Mostyn S8603A). A structure is shown on the Llanfair tithe map of 1840, possibly the limekiln, and the tenement is identified as *cae rodyn*, but there is no firm evidence for a wharf (DRO tithe maps). Even so, references such as the landing of coal at 'Mochras' in 1836 suggest that there may have been some sort of built up quay (*Carnarvon and Denbigh Herald* January 1836). One of the Richards family who operated an import-export business from the wharf is recorded as living nearby on the census of 1851 and the wharf, ship yard and the limekiln were offered for sale in 1858 (DRO: Z/F/97). Lloyd records that the office on the wharf was used for selling a tickets for a ferry service to Mochras. The Richards family operated from the wharf until the early 20th century. They come to notice in the early 19th century as local tenant-farmers, as landlords of the Goat Inn (later the Victoria) in Llanbedr. Robert Richards (1846-1930) may have benefited from relatives' capital in developing a business as a general import-export merchant, trading in coal, grain, cement, animal feed and flour. He built Pensarn Hall on the proceeds in 1895.

Buildings which date from the late 19th century include two large structures which are believed to have been a stable and a grain-store. Austin Richards continued the business until 1974, when it was taken over by Merioneth Farmers (DRO: Z/M/1755). It was purchased for use as a residential centre in 1978.

Amongst the changes that have taken place since then have been demolition of the mid-20th century garage built along the south-east wall of the lime-kiln, and the construction of a new block that effectively encloses the kiln and which extends along the south-west-facing gable ends of the putative stable and grain store.

2.3 Agriculture, enclosure and forestry

Documentary and archaeological evidence confirm that the hinterland of Pensarn was actively exploited by landowners and farmers from Prehistory onwards (*Register of Landscapes of Outstanding Historic Significance*). The existence of substantial upland farmsteads such as Gerddi Bluog and the solid corn barn at Corsygedol makes clear that agriculture in such potentially unrewarding climes could generate a healthy surplus (Gwyn 2006, 103). There is also evidence of a trade in timber (DRO: ZM/1577).

Papers from the Mostyn collection in UWB suggest vigorous strategies of land-management in the 16th and early 17th centuries, with reference to encroachments (eg UWB: Mostyn 3651; also 3621, 3628, 3629, 3632, 3634, 3638 and 3639). A number of significant sub-Medieval farmhouses survive within the locality, including Mochras (SH 5569 2677), substantially the dwelling that Sion Phylip would have recognised. Its outbuildings are situated a little way from the house (NMR ME Domestic SH52NE). A substantial field-barn associated with Morfa Mawr farm is noted at SH 5863 2728. Pensarn farm appears to be shown on Ogilby's map of 1675 (Ogilby 1675).

In the early 19th century the Mostyn estate was laying out small sums of money to their tenant-farmers and others for building and strengthening sea-banks (NLW: ms 4965E, 20 December 1805, 27 December 1806, 27 December 1811). The flatlands were enclosed by acts of 1806 and 1810 (awards 1827 and 1836 respectively – Chapman 1992, 109-110, DRO: Z/QR/EN/4 and 6), mainly to the advantage of the crown, Sir Thomas Mostyn, Mary Jane Ormsby, the Rev. John Nanney, Robert Williams Vaughan and the Rev. Frances Perry. However, despite the active improvements to the area, Samuel Lewis recorded in 1834 that 'Its surface is wild and cheerless, consisting chiefly of rugged rocks and sterile hills, and the surrounding scenery is dreary and uninviting' though he conceded that 2,600 acres had been enclosed 'of which a considerable portion has been brought under cultivation' (Lewis 1838, G1v). The 1839-1841 1st ordnance survey shows only the farms of Ymwllch, Argoed, Pen y Bryn and Talwrn fach in the immediate vicinity of the present quay, but the tithe maps suggest that the present pattern of enclosure and river-banking was more or less in place. It is likely that the lime-kiln on the quay (noted in the Llanfair tithe map of 1840 in the field name *cae rodyn*) was built in order to assist the process of returning these lands to cultivation. In any event, the soils of the area required lime for slaking. It has been suggested that an earlier kiln was located at Llandanwg beach. A lime-burner is described as living at Pensarn Isaf in the late 19th century (DRO: ZM/1577/1).

2.4 Industry

The immediate hinterland of Pensarn and the Artro creek saw little in the way of industrial development. There was some limited manufacture of flannel near Llanbedr (Lewis 1838, E5r). Two small slate quarries operated locally - Llanfair (SH 580 288) which is specifically recorded as having exported through Pensarn (DRO: ZM/1577/1), and Coed y Llechau (SH 590 266), as well as a smaller working at Pantgwyn (SH 593 252) and trials at Brydir (SH 597 243), possibly also Byrlysg (SH 595 242) (Richards 143-51). There was also a small granite quarry at SH 591 266 (DRO: Z/M/1905/1, National Archives: BT 31/28795/201822).

Some ship-building was carried on locally; a vessel is known to have been built at Mochras in 1761, a sloop of 16 tone burthen (DRO ZM/1577); however, the construction of small wooden sailing vessels tends to leave little archaeological record.

One small-scale local industry which did make use of Pensarn wharf was a manganese trial at Cwm Bychan, approximately 6km to the north-east of the wharf. The *North Wales Directory* of 1868 mentions the wharf and the office as the headquarters of S.J. Hennis' 'Roman Pottery and Granite Quarries, Cwm Bychan, near Llanbedr; office, Pensarn wharf, & Railway station, nr Llanbedr.' 'S.J. Hennis of London, now residing at Dyffryn, has found china clay of high quality at Cwm Bychan, a lake which is 2,300ft above sea level at Pensarn.' This material was, it was alleged, good for making 'crystal glass, porcelain, fancy images, bleaching powder, chemical utensils (on account of its resisting great heat in the manufacture), and for a great many other uses in the arts and manufactures' (*North Wales Directory* 1868, 51). There is no further mention of this or of the wharf until 1883 when the *North Wales Directory* mentions clay at Cwm Bychan but does not name Hennis or suggest that the deposits were being worked; Richard Roberts is identified as 'corn, flour & coal merchant, Pensarn', suggesting that he had taken over the lease of the wharf and was acting as a general local factotum (*North Wales Directory* 1883, 102-3). Samuel James Hennis is known to have taken out a mineral lease in the parish of Llanbedr in 1868 (National Archive: LRRO 16/38) as well as one other in the parish of Ffestiniog the following year (National Archive: LRRO 16/39). The glass, ceramics and bleaching powder applications are all indicative of manganese, and it may be that the 'clay' was the soft black weathered outcrop of the manganese ore bed. It is also possible that the lime-kiln on the wharf was used for calcining the ore before shipment.

There are references to the mining of manganese ore at Cwm Bychan in *The Mining Journal* for 1849 and 1867 (*Mining Journal* 1849, 403, 1867, 247, 254). The location of the clay beds is open to question as Llyn Cwm Bychan is only about 500' above OD (2,300' is not far short of the summit of Rhinog Fawr), but workings are believed to have been open in the vicinity of SH 637 308.

2.5 Transport

2.5.1 Roads

The quay lies near the A496, the main north-south road along the coast of Arddwy. Within the vicinity of the quay it runs along an embankment 700m, the *sarn* from which the quay and the adjacent farm take their name. To the south, the road crosses the Afon Artro on a two-arch bridge at Llanbedr which incorporates a date-stone of 1642 and the letters *TH* and a trowel motif – suggesting that it recalls a mason rather than the sponsoring landlord. Even so, its scale and construction implies that the resources of a local estate lay behind the decision to build it, and it is likely that it represents a deliberate improvement of the road communications system. Ogilby's 17th century map of the road from Welshpool to Caernarvon (Ogilby 1675) makes it clear that the *sarn* was already in existence; the map refers to it as 'pavement'. Furthermore his written description makes it clear that the traveller passes Llanbedr church on the right after crossing the bridge over the Artro and reaches Llanfair church 1 mile 4 furlongs later – exactly the length over the *sarn*, and slightly less than the (presumably older) road from Llanbedr to Llanfair that passes upslope of Cae Nêst (SH 5857 2737). Whether the 17th road followed, or approximated to, the route of the present day road to the north of the river crossing (in the study area itself) is not clear. However, tradition preserves the suggestion that this is the Medieval route (pers. comm., Enion Tomos). The *sarn* is shown clearly on a map of 1770 (NLW: Thorowgood, Tabor and Hardcastle map vol. 2). It may have been upgraded with the rest of the road from Barmouth to Harlech in the 1820s, when sections of the turnpike both north and south are known to have been under construction, and it has certainly been upgraded since.

2.5.2 Railway

The railway, operational from 1867 under the auspices of the Aberystwith (sic) and Welsh Coast Railway, and its successors (the Cambrian Railways; the Great Western Railway; British Railways; and Network Rail) seem to have had little impact on sea-borne transport. The railway is unlikely to have contributed much to the trade of the quay (though it is possible that construction materials might have been landed there) and there does not even seem to have been a siding onto it. The single-track railway crosses the Afon Artro on a timber bridge, 104 yards in length, one of thirteen timber bridges on the former Cambrian system to Aberystwyth and to Pwllheli, which are among the last few surviving in Europe and the USA (Lycett-Smith, 1994-6). Timber bridges were common on railways in the UK in the 'early modern railway' period (1830-1860) and were the rule rather than the exception in the USA, with its scarce supply of masons and bricks and abundant timber reserves.

Downgrading of the facilities along the line has led to the removal of all but the platforms at the station.

2.6 Defence

The possibility of sea-borne invasion and the need to provide air-training in the period 1939-1945 led to the creation of several camps along the Merionethshire coast, including one at Llanbedr, immediately to the south of the study area, though it is mentioned here for completeness' sake. As RAE Llanbedr, it remained operational until 2005, having latterly been operated by a private defence contractor (Airfield Study Group).

2.7 Leisure

Leisure figures as an economic activity in its own right from the beginning of the 20th century at least. The sale particular of Mochras island in 1908 specify the attraction of the shells and the fishing, and the far has become a major caravan park. Yachting has been established since ???

3. CONCLUSIONS

Pensarn wharf and its industrial archaeology are small-scale and in their own terms unremarkable. They represent an opportunistic 19th century development of a rural creek as part of the improvements put in place by a great estate and actively exploited by a local business dynasty. As such they may be said to illustrate a common but important social change in Victorian Wales.

However, the significance of these features is heightened by their proximity to, and visual relationship with, the wooden railway bridge of the mid-1860s, as one of the very few surviving examples of this form of technology, and with the *sarn*, the 18th-century or earlier road causeway. This feature suggests

an active promotion by local patricians of transport infrastructure in the pre-Industrial period, for which hitherto scant evidence has emerged in Gwynedd.

The quay also forms part of a broader cultural landscape of estate improvement which includes the extensive flood defences and water-control systems of the early 19th century, as well as the establishment of lowland farms such as Pensarn itself. These form a pattern of such systems that extend the length of west Wales, from Malltraeth in Anglesey to Aberaeron in Cardiganshire.

These may be said to overlie a potentially important Medieval cultural landscape, where the mouth of the Artro and the three adjacent parish churches of Llanbedr, Llandanwg and Llanfair (all within 3km of each other) clearly formed a focal point in the commote of Ardudwy. It is possible that the river may have given access at one time to the lands associated with the commotal centre to the south of the present village of Llanbedr. The development of the road system, with its evidence of pre-industrial-era estate investment is remarkable.

The dynamic changes to the course of the river particularly in the 19th century leave open the possibility of artefacts being identified in anaerobic mud, similar to the river-boat which emerged near Talsarnau in 1988 (Lewis 1989). The remains of one vessel are evident immediately north of the wharf.

4. MANAGEMENT

4.1 Harbour management

The northern part of the harbour is leased by the Crown Marine Estate to the Llanbedr and Pensarn Yacht Club, a club which has been in existence since 1957 and currently (2007) has about 120 members. The Yacht Club manages the part of the creek which is held under their lease.

The company that runs Shell Island rents the southern part of the creek from the Crown Marine Estate. The area is also used by farmers for grazing outside the tourist season.

4.2 Statutory designations

The area does not include any length of heritage coast.

Much of the area includes part of the Morfa Dyffryn SSSI.

All of the area within the inter-tidal zone forms part of the *Snowdonia National Park*.

The study area lies adjacent to, but does not form part of, the Morfa Dyffryn *National Nature reserve*.

4.3 Material considerations

The area lies entirely within the Dyffryn Ardudwy *landscape of special historic interest*.

The dunes to the south of Llandanwg church are owned and managed by the National Trust.

4.4 Archaeological potential

There is significant archaeological potential for understanding the dynamic between land and sea particularly in the late Medieval and early Modern/Industrial period. The evidence for elite intervention in terms of road-building and enclosure is strong, and could be studied in the context of environmental archaeology within the broader Ardudwy area.

There is also potential for the identification, recovery and analysis of organic materials eg ships and boats, their cargoes and other remains from within the areas enclosed in the late 18th and early 19th centuries.

5. RECOMMENDATIONS

It is recommended that liaison be maintained with stakeholders, such as the yacht club, the Christian Mountain Centre, the owners of Mochras/Shell Island and farmers with a view to identifying any sites or features of possible archaeological significance.

Further landscape- and environmentally-based studies have the potential to increase understanding of the economic and agricultural dynamic of this historic landscape; it is therefore recommended that consideration be given to an extended Arddudwy research project.

6. PRINCIPAL SOURCES

6.1 Cartographic sources

Llangefni Record Office WM/1905/22 (Lewis Morris, manuscript survey of Welsh coast - copy of original in Hydrographic Office)

1" ordnance survey of 1839-1841 (David and Charles reprint)

John Speed 1610 *Merionethshire Described*

John Ogilbie, *The Road from WELSHPOOL Com Montgomery to CARNARVAN in North Wales* (undated – 1675)

M Mackenzie, *The North Part of Cardigan Bay in North Wales* (n.d. – late 18th century?)

Ordnance survey 1" – 1839-41

25" XXV 8 (1901) – quay, Llandanwg church, Llanfair

25" XXV 12 (1901) – Mochras and enclosures

25" XXVI 9 (1901) – Llanbedr village and sarn hir

Tithe map parish of Llanfair, 1840

Tithe map, parish of Llandanwg

Tithe map, parish of Llanbedr

6.2 Secondary sources

Ashton, W., *The Evolution of a Coastline – Barrow to Aberystwyth* (1920)

Chapman J (1992), *A Guide to Parliamentary Enclosures in Wales* (Cardiff: UWP)

Davidson A (2001), Parish Churches in *History of Merioneth Volume 2 The Middle Ages* (Cardiff: published on behalf of the Merioneth Historical and Record Society by the University of Wales Press)

Lycett-Smith R (1994-6), 'Cambrian Timber Trestle Bridges and Viaducts in 1994: A Photographic Survey', *Historical Model Railway Society Journal* 15 7, 208-17.

Gresham, C (1986), 'Ystumgwern and Prysor – Medieval Administrative Districts of Arddudwy', *Journal of the Merionethshire Historical and Record Society* 10 II, 100-18.

Gwyn D (2006), *Gwynedd: Inheriting a Revolution: The Archaeology of Industrialisation in North-West Wales* (Chichester: Phillimore)

Lewis S (1838), *Topographical Dictionary* (London)

Lloyd L (1977)., 'Corsygedol, Arddudwy's principal estate' *Journal of the Merionethshire Historical and Record Society* 8 I, 27-60

- 'Corsygedol, Arddudwy's principal estate', *Journal of the Merionethshire Historical and Record Society* 8 II (1978) 157-90.

Mining Journal, as referenced in text

Pritchard RT (1960-64), 'Merionethshire Roads and Turnpike Trusts' *Journal of the Merionethshire Historical and Record Society* 4, 22-36.

6.3 Archival sources

UWB

Mostyn mss

3621 (quitclaim of 'an island called Mochras' - 1596)

3628 (gift of tenement and ten acres of land 'on the island of Moghres' - 1467)

3629 (copy of tenement 'called Mochroys' - 1521)

3632 (gift of all messuages 'in a place called Ynys Vochres' - 1538)

3634 (gift of a messuage 2 gardens 20 acres of arable land in a place called Mochres' - 1553)
3638 (bargain and sale of lands and tenements 'called pant y gelli vechan on the island of Mochres' - 1576/7)
3639 (bargain and sale enrolled 'of a tenement in a place called Mochres de mensura vchartro' - 1578)
3651 (bond for the conveyance of lletty Wallter and coed y Gwyndinie 'lying in length from the lands or encroachments of Anthony Poole and Gruffuth Vaughan called coed Llanbedr to the lands or encroachments of John Lloyd called coed erw gynfrig and in breadth from the river called Afon Llanbedr ...' - 1604)
S8603A (map of entire Corsygedol estate by R. Williams [1806] - very detailed, no valuation or identification of holdings. Notes 'Strand covered by High Water' and Poole's land to south)
S8606 - Thomas Mostyn's allotments in pa Llanfair
S8607 - Thomas Mostyn's allotments in Morfa Mawr (1815) in the parishes of Llanddwywe and Llanenddwyn

DRO

Z/QR/EN/6 (enclosure plan of 1840 - part only; photocopy of Commissioners' Award for Llandanwg and Llanfihangel y Traethau; permission to alter watercourses, embankments etc; usual conditions)
Z/QR/EN/4 (enclosure plan and allotments - very faded and allocation is mostly impossible to read; where they are legible they identify lands as 'Crown Allotments'. Relevant section of allotments is illegible, though it is possible that they might imply some earlier allotments within this area.)
Z/M/1036/1-64 (papers of Richard Roberts, local businessman, tenant of the wharf).
Z/M/1577 (Lewis Lloyd, ts., 'Mochras ["Shell island"] and Pensarn').
Z/F/97 (sale particulars of estate)

NLW

Dolfriog 324 - reference to 'Tythyn Pen y Sarn hir', 1636
Thorowgood, Tabor and Hardcastle collection, map vol. 2 (survey of Cae Nêst estate [noted thereon that the original Survey was made in 1770 but that it was partly copied and partly amended in 1801 or 1802]).
Ms 4965E (Corsygedol valuation)

National Archives, Kew

BT 31/28795/201822 (papers of quarrying concern; identified but not consulted)
LRRO 16/38 (manganese lease; identified but not consulted)
LRRO 16/39 (manganese lease; identified but not consulted)

6.4 Aerial photography

NMR

Oblique AP 2002/5043-4

Websites

<http://www.lpvc.org.uk>
<http://www.davel.f2s.com/hendrecoed/Wilkinson/downloads/grant.txt>, accessed 26 January 2007.

6.5 Consultation

Officers of Llanbedr and Pensarn Yacht Club
Staff of Christian Mountain Centre - Simon Walter
Dr Rhian Parry
Airfield Study Group

Appendix I: PENSARN GAZETTEER

The gazetteer is divided into three sections if applicable: Group A are extant sites that are outstanding, often remaining as buildings in use. Group B are sites with good potential for the recovery of archaeology. Group C are sites with little or no potential for the recovery of archaeology. Within the gazetteer the sites are identified by their primary reference number (PRN) as used within the Gwynedd Historic Environment Record and are assessed according to their importance, that is national (A), regional (B), Local (C), Other (D) and unknown (E). The site names are printed in capitals if they are already part of the Historic Environment Record, and in lower case they have been identified during the course of the project.

GROUP A: EXTANT SITES

6949	Llandanwg church		
Assessment of Importance	A		Site Status Reference
A 13 th century church with additions of c. 1400, set in a churchyard that was formerly circular and which contains two 6 th century inscribed stones.			
Eastings:	5688	Northing:	2824

7265	Pensarn wharf		
Assessment of Importance	B		Site Status Reference
A stone-built wharf with slipway. The date of the wharf's construction is not clear, but it is not positively identified on the Llanfair tithe map of 1840 but is referred to explicitly in the sale documents of 1858. The better quality of the stone-work to the north-west of the slipway suggest that it was built in two phases.			
Eastings:	5783	Northing:	2791

7266	Pensarn railway bridge		
Assessment of Importance	A		Site Status Reference
A timber single-track railway bridge, 104 yards in length and 14 spans. Each pier consists of five piles with a crosshead, tided by diagonals. This is one of thirteen timber bridges on the former Cambrian system to Aberystwyth and to Pwllheli, which are among the last few surviving in Europe and the USA. Pensarn bridge was completed for the opening in 1867 and was probably designed (or the design approved) by Henry Coneybeare, the Cambrian's engineer.			
Eastings:	5795	Northing:	2772

25045	Y sarn hir		
Assessment of Importance	A		Site Status Reference
A road, 700m in length, now forming part of the A496, in existence by the mid-17 th century; in essence, a straight embankment across the marshlands to the east of the Afon Artro, though it has clearly seen considerable rebuilding and some slight re-alignment to the west in the 20 th century. A gate is shown on a map of 1770 near a bridge at SH 5818 2757			
Eastings:	5811	Northing:	2768

25046	Pont y sarn hir		
Assessment of Importance	A		Site Status Reference
A single-arched bridge with an attractive pattern of recessed stonework, now only visible from the east, which allows the <i>sarn hir</i> to cross a tributary of the Artro. Immediately adjacent the south-east is a small inclined stone bridge over the field ditch which gives access to the fields from the <i>sarn</i> . To its east there appears to be a beam-bridge, probably of 20 th construction and dating from the re-alignment of the <i>sarn</i> .			
Eastings:	5796	Northing:	2789

25047	Pensarn Hall and farm		
Assessment of Importance	B		Site Status Reference
A double-fronted middle-class dwelling of 1895, typical of the more architecturally pretentious houses that characterise the area, directly overlooking the wharf, associated with an extensive farm complex. A 'tyddyn' is noted here in 1636. Pensarn Hall is understood to have been built with the profits from trading from the wharf.			

Easting:	5800	Northing:	2816
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25048	Cambrian Railway		
Assessment of Importance	B	Site Status Reference	
A length of single track railway, in use, part of the system from Dyfi Junction to Pwllheli, originally built by the Aberystwith and Welsh Coast Railway in 1867, subsequently operated by the Cambrian Railways, the Great Western Railway and the British Railways and successors.			
Easting:	5770	Northing:	2812

25049	Pensarn station		
Assessment of Importance	C	Site Status Reference	
A station on 04, now consisting of one platform on the east side of the track and no buildings or shelter, but which formerly involved a passing loop, signal box or ground frame and a longer goods loop and siding giving access to the buildings on the quay. All that remains is a loading-gauge bracket of GWR pattern. The platform is built of rubble in its lower section, increased in height with bricks and has been extended to the north in concrete blocks. Buildings are believed to have been demolished in 1987.			
Easting:	5785	Northing:	2795

25050	Pensarn wharf lime-kiln		
Assessment of Importance	B	Site Status Reference	
A stone-built single flue lime-kiln, incorporated into a late 20 th century building. The kiln is apparently shown on the 1840 tithe map for Llanbedr.			
Easting:	5783	Northing:	2793

25051	Pensarn wharf stable		
Assessment of Importance	B	Site Status Reference	
A stone-built two storey pitched-roof structure orientated north-east to south-west, believed to have been the stables associated with the wharf, now in re-use, heavily altered, as dormitory accommodation for the Christian Mountain Centre. Constructional details suggest a late 19 th century date – sawn stone and slab lintels, machine-sawn roof timbers.			
Easting:	5781	Northing:	2794

25052	Pensarn wharf grain-store		
Assessment of Importance	B	Site Status Reference	
A stone-built two storey pitched-roof structure orientated north-east to south-west, believed to have been the grain-store associated with the wharf, now in re-use, heavily altered, as dormitory accommodation for the Christian Mountain Centre. Constructional details suggest a late 19 th century date – sawn stone and slab lintels, machine-sawn roof timbers. This structure adjoins the putative stable but it is not clear whether it is coeval with it and forms part of the same construction.			
Easting:	5782	Northing:	2793

25053	Pensarn wharf reception building		
Assessment of Importance	B	Site Status Reference	
A small structure with pitched slate roof, indicated on the 1901 ordnance survey, now in use as a reception for the Christian Mountain Centre. Timbers in the attic are machine-sawn.			
Easting:	5781	Northing:	2792

25054	Pensarn wharf ferry office		
Assessment of Importance	B	Site Status Reference	
A structure which has now been demolished but surviving fragments suggest that it was timber-built with a scalloped slate roof.			
Easting:	5780	Northing:	2793

25055	Pensarn wharf office		
Assessment of Importance	B		Site Status Reference
A small office building of mid-19 th century type, with a pointed dormer over the central doorway; built of coursed stone and roofed with slate. Internally, arrangements have been much altered for the purposes of the Christian Mountain Centre. The 1901 ordnance survey shows a weighbridge here, fragments of which survive.			
Easting:	5784	Northing:	2792

25056	Slipway		
Assessment of Importance	B		Site Status Reference
A slipway associated with the Llanbedr and Pensarn Yachtr Club; not shown on the 1901 25" ordnance survey.			
Easting:	5788	Northing:	2789

25058	Mallory y Mor/Ty Cwch		
Assessment of Importance	C		Site Status Reference
A 20 th century timber flat-roofed dwelling in a nautical 'port-hole' idiom, in its own small garden.			
Easting:	5790	Northing:	2763

25059	Mallory y Mor/Ty Cwch jetty		
Assessment of Importance	C		Site Status Reference
A small timber jetty associated with the dwelling 'Mallory y Mor/Ty Cwch'			
Easting:	5792	Northing:	2771

25060	Water-control system		
Assessment of Importance	B		Site Status Reference
An extensive water-control system involving embankments, drains and tidal gates built to confine the Afon Atrô and the estuary waters, probably representing work of several different phases, beginning in the 19 th century if not earlier, including work authorised by the enclosure acts (as well, probably, as later upgrading and repair).			
Easting:	5740	Northing:	2719

GROUP B: SITES WITH GOOD POTENTIAL FOR THE RECOVERY OF ARCHAEOLOGY

25057	Sailing vessel		
Assessment of Importance	E		Site Status Reference
Some of the timberwork survives of a wooden vessel at this point. Local tradition speaks of it as having been abandoned after its crew were quarantined with malaria.			
Easting:	5758	Northing:	2808

25061	Jetty (1)		
Assessment of Importance	B		Site Status Reference
A decaying timber jetty.			
Easting:	5760	Northing:	2802

25062	Jetty (2)		
Assessment of Importance	B		Site Status Reference
A decaying timber jetty.			
Easting:	5769	Northing:	2795

25063	Road		
Assessment of Importance	B		Site Status Reference
A medieval road, the probably predecessor of 01, which hugs the lower contours just above the break of slope.			
Easting:	5668	Northing:	2764



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Figure 1: Location Map of Pensarn

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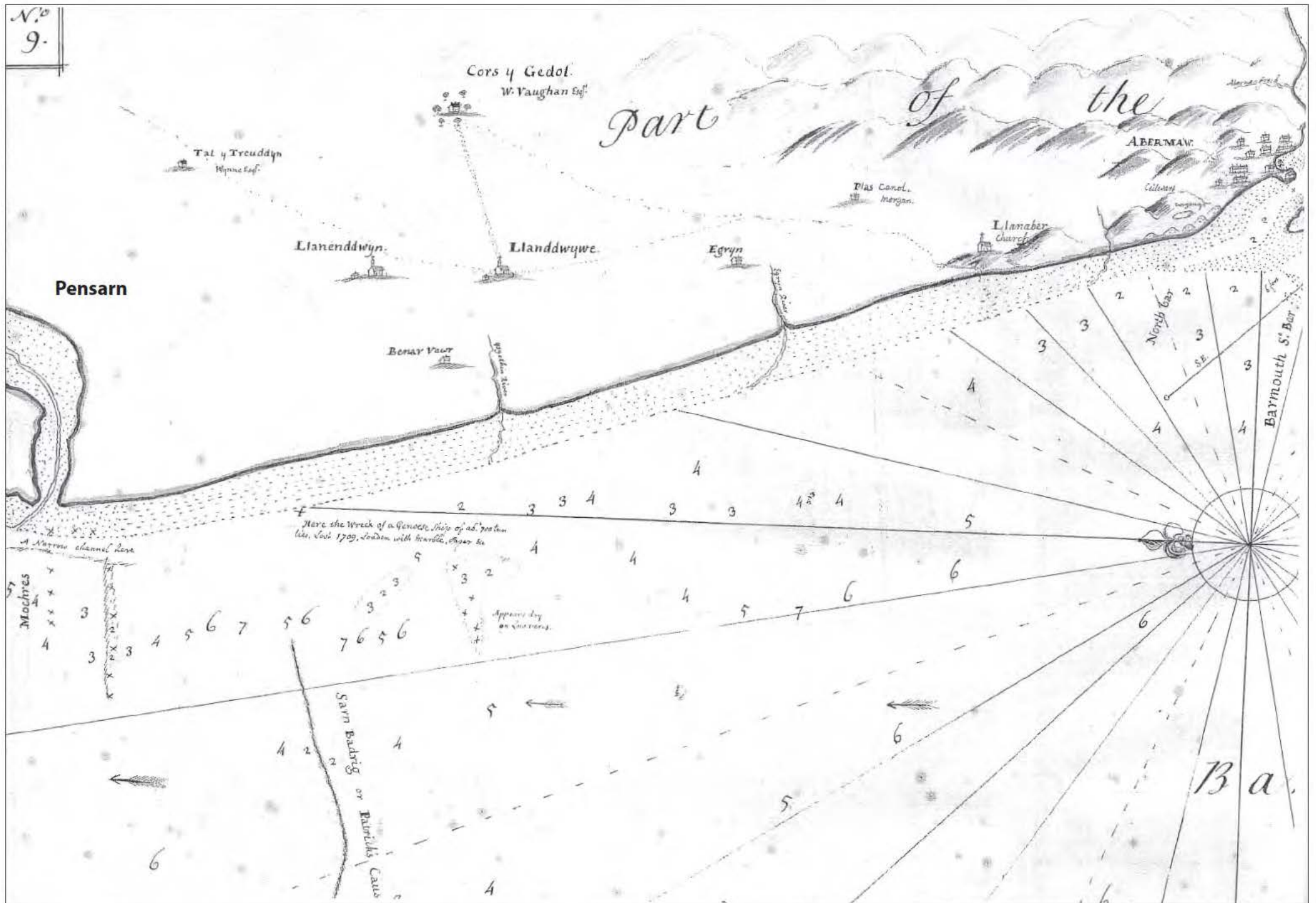


Figure 2: Lewis Morris' Map of Pensarn (1748). Not to Scale.

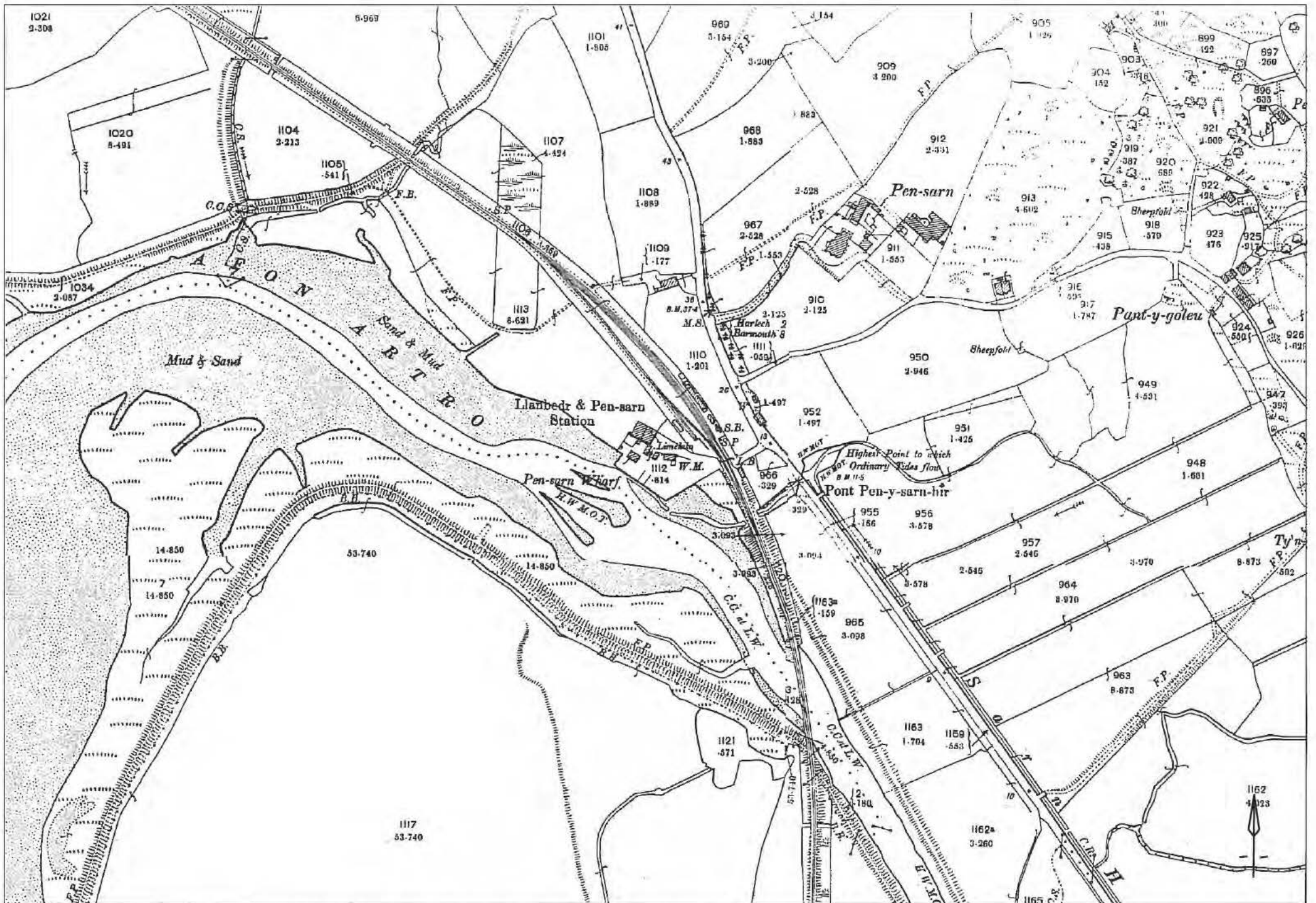


Figure 3: First Edition 25" Ordnance Survey Map of Pensarn XXV.8, XXV.12, XXVI.5 & XXVI.9 (1889). Scale 1:4000

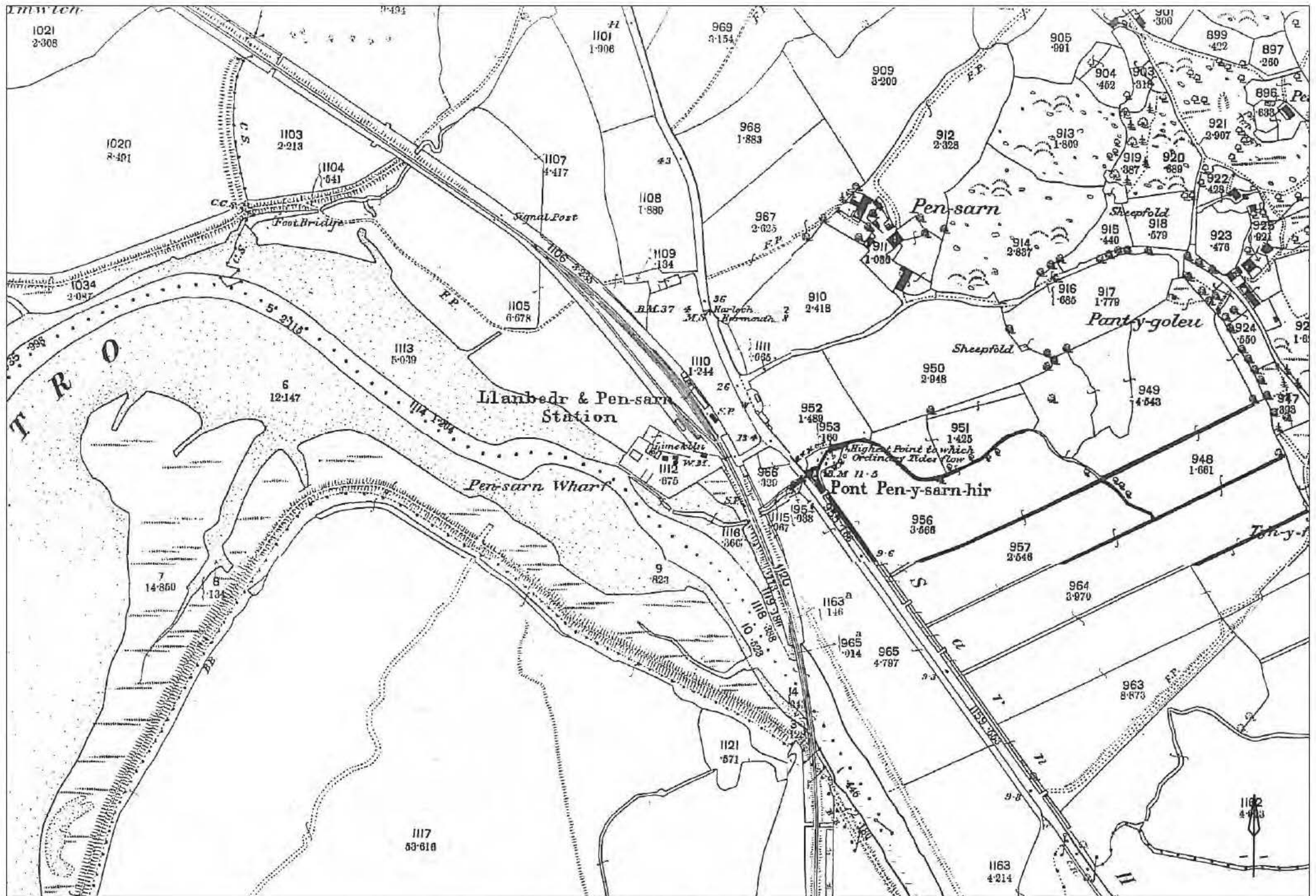


Figure 4: Second Edition 25" Ordnance Survey Map of Pensarn XXV.8, XXV.12, XXVI.5 & XXVI.9 (1901). Scale 1:4000

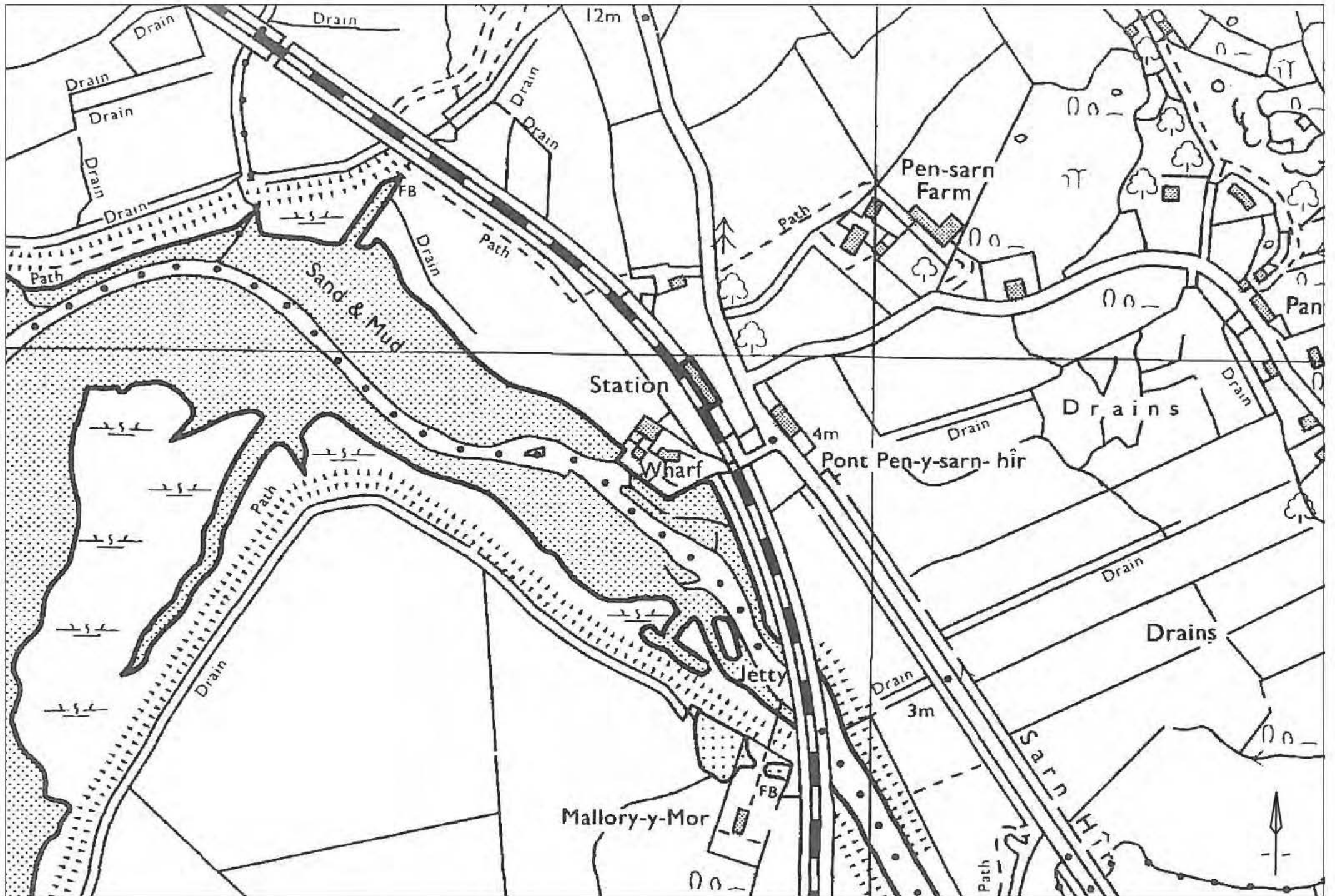


Figure 5: 1:10000 Ordnance Survey Map of Pensarn SH52NE (1978). Scale 1:4000

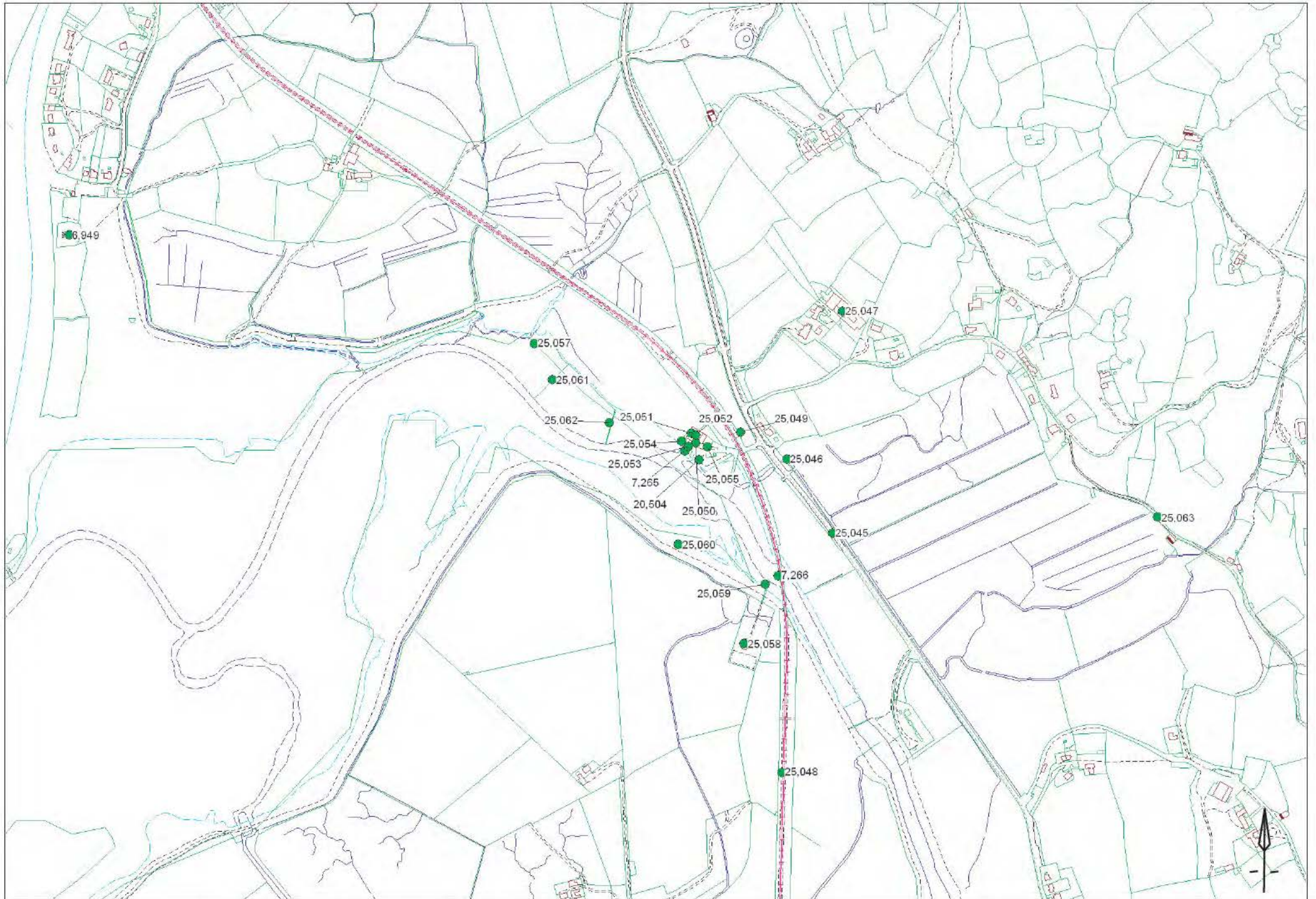


Figure 6: Location of Sites Discussed in Gazetteer: Pensarn. © Crown copyright. All rights reserved [CADW] 100017916 [2006]

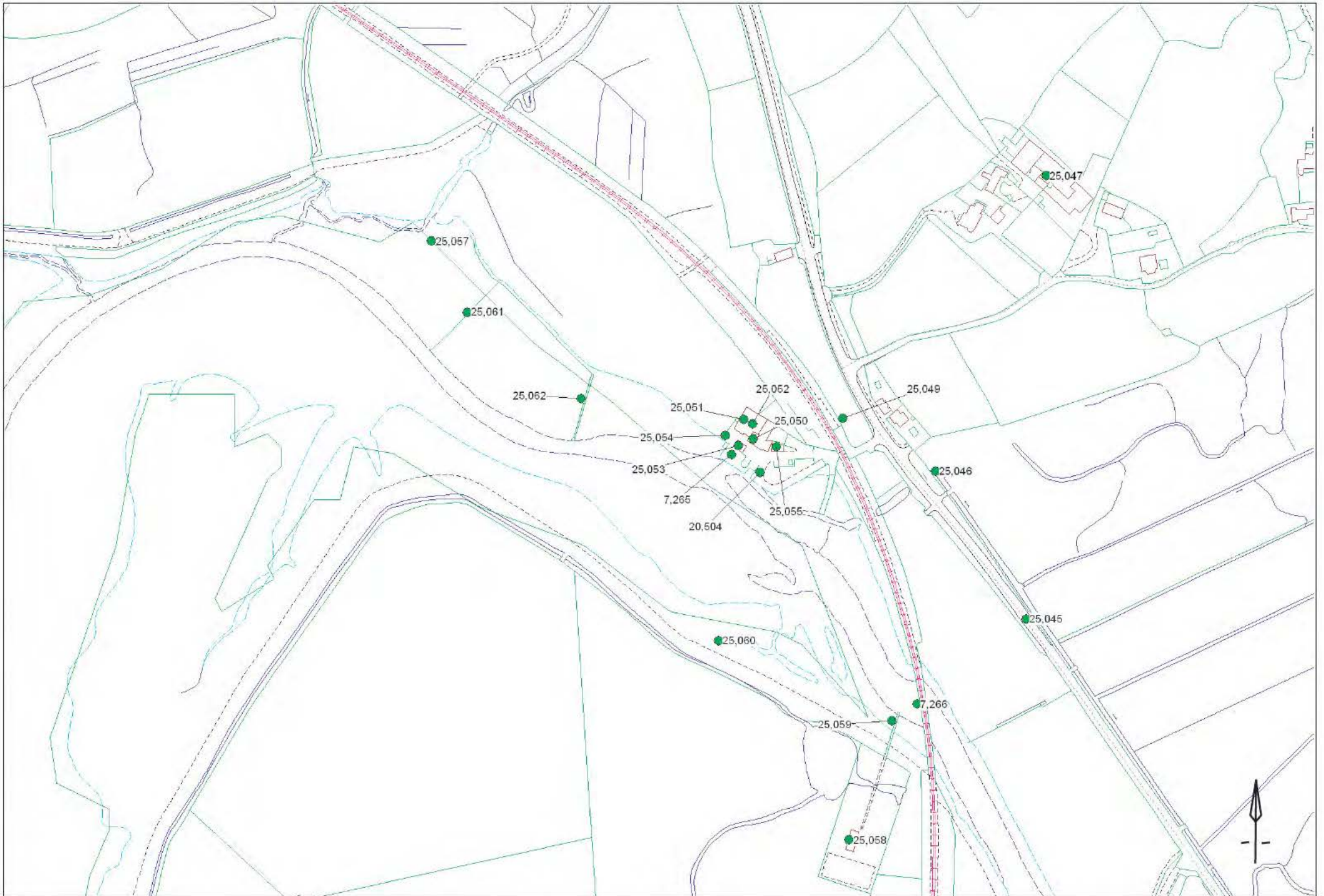


Figure 7: Location of Sites Discussed in Gazetteer: Pensarn. © Crown copyright. All rights reserved [CADW] 100017916 [2006]



Plate 1: Pensarn: View of A Former Pier



Plate 2: Pensarn: View of A Former Pier. Note remains of Boat in centre of image.



Plate 3: Pensarn: Former Limekiln incorporated into a Late twentieth Century Building (PRN25050)



Plate 4: Pensarn: nineteenth Century Wharf Office (PRN25055)



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