
Ports and Harbours of Gwynedd: **Trefor**



A Threat Related Assessment

GAT Project No. 1824

Report No. 671.4

April, 2007

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Prepared for CADW

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By

Dr. Gwynfor Pierce Jones
&
Andrew Davidson

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TREFOR, LLANAELHAEARN

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

The present settlement of Trefor is a mid-nineteenth century industrial development located within an area of much older agricultural occupancy in the north-western portion of Llanaelhaearn parish. The oldest surviving houses in this district are the 16th century Elernion (SH378464; PRN7332), which retains the name of a medieval township, and Llwyn-yr-aethen (SH375469). By the 18th century much of the land was in the ownership of the Glynllifon Estate, when other farm houses such as Morfa (SH370470) were erected.

Whereas districts involved in the slate industry were experiencing the birth of commercial quarrying from the early eighteenth century, the ‘granite’¹ stone reserves of Llanaelhaearn parish (and elsewhere on the Llŷn Peninsula) appear not to have attracted attention by entrepreneurs until the 1830s². From the end of that decade, several sites were exploited for hard rock which could be manually dressed into paving blocks, termed “sett-stones”, which were being increasingly sought-after by the developing towns and cities of Britain. This was particularly the case in the north-west of England, where the demand accelerated as civic improvements were undertaken towards the end of the nineteenth century and into the opening decades of the twentieth century³. Although land transport routes from the Llŷn quarries remained undeveloped, the fortuitous coastal location of suitable rock meant that the markets could be accessed by water-borne traffic.

2. HISTORICAL BACKGROUND

2.1. Introduction

The first commercial exploitation of the granitic rocks in the parish of Llanaelhaearn appears to have commenced on the coastal hillside of ‘Gorllwyn yr Hendref’⁴ (close to the present ‘Eifl Quarry’⁵) in the early 1840s⁶. The earliest known quarrying lease on that site was granted to one John Heyden of Liverpool in March 1844. The initial operations at this site appear to have concentrated on exploiting surface scree at a site known as ‘Hen Ffolt’ (approx SH 360 462), which might have then developed into a shallow quarry⁷.

¹ For convenience, the general and local term ‘granite’ is used in preference to the accurate geological identification of the various igneous rocks in these quarries

² See Ioan Mai (1990) *passim* for local background and Boyd (1990) pp.267-73 for summary details of quarrying sites.

³ See Dodd (1971), pp.222-228, and Gwyn (2006) pp.70-77, for background on this trade.

⁴ The exact location is unclear from the published sources, but Hendre Fawr farm is at SH373 459

⁵ Also known as the Trefor (or Trevor) Quarry, and sometimes as The Rivals Quarry. Colloquially, it was referred to as ‘Y Gwaith Mawr’ (the big works).

⁶ Jones & Williams (2006), p.4. Persistent claims (e.g. in Boyd and Bradley *q.v.*) that Samuel Holland opened the quarry seem to be based on confusion with the Gwylwyr Quarry, near Nefyn, from whence his foreman, Trefor Jones, moved to take charge of the Eifl/Trefor site. .

⁷ Jones & Williams (2006), pp.4-15 *passim*. The origin of this information appears to be Ioan Mai (1990), pp.24-25, who acknowledged the assistance of local historian Gwilym Owen (*q.v.*).

Heyden sold the Gorllwyn site to a Mr Hutton c1849 – 50. The subsequent partnership of Hutton and a Mr Roscoe, under the title The Welsh Granite Company, was responsible for the commencement of house-building nearby (from 1854) for the increasing quarry workforce. The new settlement developed into a village that was named ‘Trefor’, in honour of the quarry’s influential works manager, Trefor Jones. The partnership also opened a new quarry at an adjacent location known as ‘Mynydd Garnfor’ (SH 362 462)⁸. Leased from May 1854, this new development used rail transport to carry its produce to the coast (see below)⁹. This Company also operated other local stone quarries in the Nefyn district, to the south of Trefor, but there was no physical connection between the different sites.

The business appears to have had financial problems by the early 1860s, and was taken over in 1864 by the newly-formed Welsh Granite Co.Ltd, a concern which also initially operated other granite quarries in the contiguous Nefyn district¹⁰. This Company opened the present ‘Eifl Quarry’ higher up the mountain than the previous working, which was subsequently abandoned. The loading facilities were also improved by the construction of the first phase of the surviving breakwater/harbour wall (in 1869)¹¹, raising the level of the rail/ship transhipment facility from the beach level, and providing relatively-deep water adjacent to the dock side. Subsequently, further extensions and modifications were made to the facilities, although the exact details are unclear and the available sources either vague or contradictory.

The quarry came into the ownership of the Penmaenmawr & Welsh Granite Co Ltd in 1911 (an amalgamation of Trefor with one of the Penmaenmawr quarries), and further extensions and modifications were made to the loading quay. The market for sett-stones (see above) was diminishing in the early twentieth century (tarmacadam was increasingly being used instead), and appears to have ceased in the 1930s. Thus the quarries had to diversify into the production of crushed stone for uses such as railway ballast, although the Trefor quarry also produced ornamental stone and slab, processed in a new sawing and polishing shed. To cope with large bulk shipments, a timber pier was added at right angles to the seaward end of the stone quay, so that the larger steam ships could be used. This pier also had the advantage of dealing with ships on both sides, whereas the original quay had only one loading face on the lee side. Also, a small dock (‘Cei Bach’) was constructed within the landward shadow of the stone quay¹².

In the 1920s, a large concrete silo was erected on the stone quay to store sufficient crushed stone so that ships could be loaded more efficiently. This was top-fed by means of a conveyor belt ‘elevator’ that was itself fed from material tipped from railway wagons into a ground-level hopper. The silo was made up of individual hopper ‘cells’, presumably for different grades of crushed stone, and each hopper discharged via chutes directly into the ships berthed alongside¹³. Rail transport from the quarry to the quay was discontinued in 1959 in favour of motor lorries¹⁴.

In 1963, the quarry Company was taken over by the Bath & Portland Stone Co., which subsequently became Kingston Minerals Ltd., which closed the business in October 1971¹⁵, though work later resumed on part of the site on a small scale by a local concern, Gwaith Brics (Trefor) Ltd. It seems likely that the use of maritime transport for the produce of the quarry ceased in the 1960s, although details are uncertain.

A major redevelopment scheme was undertaken on the quay in the mid-1980s, involving removing the stone hopper, redesigning part of the quay wall, and refurbishing the timber pier¹⁶. This has obliterated much of the archaeology of the site, and made interpretation of the remaining features difficult.

⁸ At approximately SH 360 464..The site was later covered by a spoil tip from newer workings, but is presently being uncovered as the result of ongoing “quarrying” of that tip.

⁹ Jones & Williams (2006), pp.15-19 *passim*

¹⁰ Jones & Williams (2006), p.23

¹¹ Jones & Williams (2006) pp.19-23.

¹² Owen (1972), pp.23-25

¹³ Dwyfor (1987) *passim* gives the build date as 1926. Information on the loading system was kindly provided by Mr Peter Hughes of Holmfirth, quoting from his past researches into the granite quarries.

¹⁴ Owen (1972) p.22

¹⁵ Owen (1972) pp.25; 30.

¹⁶ Dwyfor (1987) *passim*

2.2 Transport

It is very possible that John Heyden's investment in the early 1840s in this district might have been influenced by the ongoing processing of a Parliamentary Act (of 1845) for the construction of a major railway, which would have passed through Llanaelhaearn parish relatively close to the new quarry site. However, despite being authorised, no work was ever started on this 'North Wales Railway', due to financial irregularities that caused the collapse of the railway Company at a time when the national economic climate was precarious¹⁷.

With no railway, the only feasible means of transporting stones from the 'Hen Ffolt' site was by sea. The coast was very close to the quarry, and presumably horse-drawn carts brought the products down to the beach. At a location known as 'Cerrig Mawr', a rough trench was cut in the pebbly beach to form a pool, where small sailing ships could be loaded in relative safety from the prevailing south-westerly wind and strong tides.¹⁸ One source gives different details (or possibly describes a contemporaneous alternative), whereby small boats were used to transfer the stone from the beach to larger vessels anchored offshore.¹⁹

The enlargement of the business by Messrs Hutton & Roscoe, marked by the opening of the new 'Mynydd Garnfor' quarry in 1854, would have required an improvement in the existing transport system, and the 'West End' beach was very windswept and unsuitable as a long-term loading point without an expensive large-scale breakwater. Fortunately, a dry shallow (glacial?) valley gave access northwards from near the beach to a much more suitable cove (the site of the present quay). A railway (2ft. gauge) on an inclined plane was built to bring the produce down from the new quarry to a convenient plateau just above beach level, from whence the dry valley could be accessed,²⁰ and a level railway (slight downhill, except for one steep portion) ran along it to the coastal plain to the north, to a location known as 'Traeth y Gwydir', the site of the present harbour. Part of the route crossed Morfa Farm, owned by Lord Newborough (Glynllifon estate), and dues had to be paid on this portion by virtue of a wayleave granted in October 1853.²¹

At first, the new railway (opened in 1854) terminated on the shingle beach, where a groyne had been constructed to provide shelter for ships, which were manually loaded when beached at low water.²² This had many disadvantages, including damage to the track-work by the sea in stormy weather, and the local specialist consultant, C.E.Spooner²³ (who might also have surveyed the railway route?) had been engaged to formulate an improvement in 1855-58, though nothing was done. About 1869, the present stone pier was built, allowing the use of side-tipping railway wagons, and a steam crane was also later provided to assist with the loading and unloading of the ships. An interesting feature of this transport system was a branch railway to carry coal and goods to the quarry village.²⁴

A third new quarry was opened higher up the slope of 'Yr Eifl' in the 1860s (from SH 3644 4619), necessitating the construction of a long railway incline in 1867 to access the new workings. At the foot of this incline was a new office and nearby was a large stockyard, required for the mad rush to load ships in favourable tidal and weather conditions.²⁵

¹⁷ Baughan (1980), pp.91-92. This was part of a proposed railway along the North Wales coast via Bangor and Caernarfon to the proposed new Irish Ferry port at Porthdinllaen, just to the south of Trefor. A financial fraud ruined the scheme.

¹⁸ Jones & Williams (2006), p.15.

¹⁹ Ioan Mai (1990), p.25. Women and children were said to be involved in this loading procedure, possibly because of the dearth of available labour in the early days.

²⁰ The lower portion (only) of this incline is still visible, but the remainder lies buried under a tip.

²¹ Jones & Williams (2006), p.19. This location was named after the adjacent farmhouse of Gwydir Mawr.

²² Jones & Williams (2006), pp.19-23 *passim*

²³ Charles Easton Spooner was engineer of the Ffestiniog Railway, but also had a private business as an engineering consultant to quarries in the region.

²⁴ Boyd (1981), pp.268-271. This is reminiscent of other industrial settlements, such as the later rail connection off the Talyllyn Railway to the quarry village of Abergynolwyn.

²⁵ Jones & Williams (2006), p.23; Boyd (1981), pp.268-271.

Up-rated to cope with steam locomotives from the 1870s, this railway was closed in 1959 (see above) and the trackbed was provided with a 'metalled' surface to convert it into a suitable road for the motor lorries which replaced the trains.²⁶

2.3 Other users

The Gwydir Fawr beach was a convenient sheltered cove that was (and still is) in common use by local residents over centuries. As the most likely 'port' of the district, it may well have had mediaeval origins, as seems to be a common feature of all convenient sheltered locations along the coast of the Llŷn Peninsula.²⁷ Apart from the passage of goods, some fishing was undertaken from this location, possibly more subsistence than commercial in nature, and this use continues to the present. As part of this wider use of the cove, there is a record of three small sailing ships being built here, one each in 1854, 1866 and 1874. Additionally, because of the dangers to shipping on this stretch of coast, a lifeboat station was built here in 1883, though it was closed in 1901.²⁸

There was also a short-lived use of the low-level shingle bank loading site in the 1850s by the unsuccessful iron-stone mine located on the sea shore at Trwyn Morfa.²⁹ There are footings of a pier adjacent to this mine, but the concrete structure is probably of early twentieth century origins (see below).

3. MANAGEMENT

The pier and moorings are managed by Gwynedd Council. There is no known commercial maritime activity at Trefor.

3.1 Environmental designations

Area of Outstanding Natural Beauty (AONB)
Llŷn AONB.

Sites of Special Scientific Interest (SSSI)
Gwydir Bay SSSI

Special Area of Conservation
None.

Marine Nature Reserve
None.

3.2 Heritage designations

World Heritage Status
None.

Landscape of historic interest
Llŷn and Bardsey Island.

Scheduled Ancient Monuments
None.

²⁶ Boyd (1981), pp.268-271; Bradley (1992) pp.405-407.

²⁷ Thomas (1952) *passim*

²⁸ Owen (1972) pp.64-68. The lifeboat was sponsored in memory of the heroism of Capt. Strachan of the *Cyprian*, which foundered in Caernarfon Bay in 1881, whereby he gave his life-belt to a stowaway, and was himself drowned.

²⁹ Boyd (1981), p.271. The history of this mine is not well-documented, but it appears to have been very short-lived.

Listed Buildings

There are no Listed Buildings that form part of the coastal range of sites, though several of the farmhouses inland of the coast, such as Morfa, Gwydir Fawr and Llwyn yr Aethnen are Listed.

Conservation Area

None.

4. MANAGEMENT RECOMMENDATIONS

Trefor is the best preserved of the industrial piers that were formerly associated with the granite quarries on the Llŷn Peninsula. No specific harbour was formed here, and the coast is relatively inhospitable, but a pier was provided to allow a minimum of shelter, storage of materials and rapid loading of ships in deep water. Though many of the industrial remains were removed during the mid-1980's re-development, the quarries above and the still-visible tramway linking them to the pier are significant components within the landscape. The stone setts were used within many of the industrial towns of northern England, and were an important element within these townscapes. The integrity of the relationship between the quarry and pier, and by inference the final destination, is important to allow full interpretation of the visible remains.

5. BIBLIOGRAPHY & SOURCES

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- Dodd, A. H., 1951 *The Industrial Revolution in North Wales* (2nd ed. by University of Wales Press, reprinted Bridge Books, Wrexham, 1971).
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- Owen, G., 1972 *Pentref Trefor a Chwarel yr Eifl* (G.Jones, Penrhyndeudraeth).
- Thomas, D., 1952 *Hen Longau Sir Gaernarfon*, (Caernarfon).

Manuscript Sources

Relating principally to the Trefor/Eifl Granite Quarry
Gwynedd Archives Service – Caernarfon Archive Office
XD/35/102
XD/35/426
XD/35/88
XM/4046. Ivor E.Davies Mss
XM/5226/40
XM/7114/2
X/Penmaenmawr Granite Co 526-598.

Photographs

Quarry, village and harbour

Gwynedd Archives Service – Caernarfon Archive Office
XS/1193

XS/1271/1 - 24. Photos 1-6 are specifically of the harbour and ships being loaded.
XS/1378/3/5, 6
XS/1660/6
XS/1853/60/115
XS/2068/6

Canolfan Hanes Uwchgwyrfai, Clynnog

This is a new education/archive establishment, dedicated to collecting and interpreting historical and cultural information, especially in relations to the parishes of Clynnog Fawr and Llanaelhaearn. The existing Collection has not yet been catalogued, but will be listed on-line in due course.

Published photographs

The following bibliographed publications contain a variety of photographs, including several of the harbour and its railway.....

Boyd (1981)
Dwyfor (1987)
Jones & Williams (2006)
Ioan Mai (1990)
Owen (1972)

Maps

Tithe Redemption map, Llanaelhaearn Parish (1839)
Ordnance Survey 1:2,500 1st–3rd edition (1889, 1900, 1915)

Appendix I: Trefor 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

6792 FORMER QUARRY PIER, N. OF MORFA

Assessment of Importance: D

Site Status Reference:

Two low-level concrete bases with a massive rock joining them, with cut-off remains of steel RSJ upperworks. A washed-out concrete-faced track (railed?) leads from the cliff above the site round the headland to the mine lower adit. This construction suggests an early twentieth century date, possibly associated with the re-working of the iron mines in the County during World War 1.

Easting: 237130

Northing: 347520

7384 MORFA HOUSE, N OF TREFOR

Assessment of Importance: A

Site Status Reference: LB

The house is probably of the early 18th century and became a major farm on Lord newborough's Glynllifon Estate, important as it controlled the tramway from Yr Eifl quarry to the quay at Trefor, for which a tonnage charge was levied. It appears on the 1840's tithe map. (Cadw Listed Building Description: site number 21727; RCAHMW 1960, p 101).

Easting: 237010

Northing: 347070

25012 Stone quay, Trefor

Assessment of Importance: B

Site Status Reference:

Built in 1869 on the site of low-level railway off-loading point on the beach. A substantial stone quay for loading ships lies on the lee side, with the seaward side being made up of a shingle bank. There is a concrete and stone extension on the outward (north) end, probably in connection with the construction of the timber pier. The main part of the structure has been considerably altered during the 1980s rebuild, and it is unclear at present whether a reference to heightening the wall in 1918 is correct. Some dock 'furniture' exists in the form of several timber rubbing strips and one granite bollard.

Easting: 237515

Northing: 347421

25013 Timber quay, Trefor

Assessment of Importance: C

Site Status Reference:

A substantial timber structure jutting out into deep water at right angles to the earlier stone quay structure.

The present structure was possibly erected c.1912 as an enlargement of loading capacity of the harbour, though here are primary references quoted in one published source which refer to one or more extensions of the quay in timber in the 1870s-80s. This is almost certainly a reference to different structures (now gone) from that which remains. The present pier was heavily refurbished as a public amenity in the 1980s landscaping scheme after falling into disrepair from the cessation of shipping in the 1960s, and the entire upper portion has been replaced. Consequently, the only original features are the braced timber leg units. The pier is presently condemned as unsafe due to substantial rot, and its future is in doubt.

Easting: 237563

Northing: 347497

25014 Small dock, Trefor

Assessment of Importance: C

Site Status Reference:

This is located in the highest corner of the harbour, under the lee of the stone quay, and adjacent to the

lifeboat station. It is an addition to the original facility, dating before 1900, but the reason for its construction or specialist function is not known. At present, only about half of the original length exists, the remainder having been infilled during the 1980s landscaping scheme.

Easting: 237484

Northing: 347378

25018 Stone Quarry, Trefor

Assessment of Importance: B

Site Status Reference:

The first commercial exploitation of the granitic rocks in the parish of Llanaelhaearn appears to have commenced on the coastal hillside of 'Gorllwyn y Hendref' (close to the present Eifl Quarry) in the early 1840's. The earliest known quarrying lease on that site was granted to one John Heyden of Liverpool in March 1844. The initial operations at this site appear to have concentrated on exploiting surface scree at a site known as Hen Ffolt, which might have developed into a shallow quarry.

Easting: 236125

Northing: 346172

25019 Stone Quarry, Trefor

Assessment of Importance: B

Site Status Reference:

Yr Eifl quarry was developed after 1850, and after 1864 by the Welsh Granite Company Ltd. In 1911 it was amalgamated with the Penmaenmawr and Welsh Granite Co Ltd. In 1963 the company was taken over by the Bath and Portland Stone Co, which subsequently became Kingston Minerals Ltd. The quarry ceased operating in 1971, though small scale local quarrying continued.

Easting: 236362

Northing: 346054

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

1477 FLINT FINDS, TREFOR

Assessment of Importance: E

Site Status Reference:

A small area where worked flint and chert (largely waste flakes but including some cores and the occasional retouched piece) may be picked up. Presumably a flint working site. Over 150 were picked up on 29.7.90 by three people in less than half an hour. The flints are being washed and worn out of the cliff, the site is crossed by a footpath <1>

Easting: 237170

Northing: 347460

6793 TRIAL LEVELS, N OF MORFA

Assessment of Importance: C

Site Status Reference:

One of a series of small 19th century trial levels along the coastline.

Easting: 237120

Northing: 347460

6794 TRAMWAY BED, N OF MORFA

Assessment of Importance: B

Site Status Reference:

The track bed of the 1854-built railway from the two quarries to the harbour is well-preserved, that portion from the quay to the later main Eifl Quarry (c1866-1971) having been converted into a metalled motor-lorry road in 1959. Old rails remain in secondary use as wayside fencing posts. The length of trackbed leading to the early quarry through the dry valley (see above), which was abandoned in 1867, remains as an un-metalled track and footpath.

Easting: 237120

Northing: 347320

15951 PEAT EXPOSURE, TREFOR

Assessment of Importance: E

Site Status Reference:

No peat visible. The inside of the bay is a boulder plain with occasional linear drains, some of which create intertidal pools that could make natural fish-traps. To the north the boulders give way to sand which probably overlies more boulders. The boulders must be a residue of eroded glacial till and cannot overlie peat. Just emerging at lowest low water are the erect stems of deeper water sea-weed - and possibly the exposure of these were what was called the 'Gardd Fawr' of early descriptions, rather than submerged tree trunks. At the southeastern part of the bay are the timber stumps of a quay or jetty belonging with the former granite quarry tramway. The boulders have been partly cleared from this area as well.

Summary of condition and deterioration.
Not applicable.

Summary of potential and recommendations.

Archaeological: Not applicable.
Environmental and dating: Not applicable.<1>

Easting: 237700

Northing: 347400

25016 Former lifeboat house and cottages

Assessment of Importance: C

Site Status Reference:

This was built in 1883, but was closed in 1901. The building was sold in 1905 to the quarry owners for use as a drying room for the work clothes of the harbour crew. It was demolished in the 1980s landscaping scheme.

Easting: 237452

Northing: 347356

25020 Site of former pier, Trefor

Assessment of Importance: D

Site Status Reference:

This pier was used to ship stone from the Tan y Graig Quarry (SH393465) which operated between 1864 and 1931. An aerial ropeway was installed in 1903 to a new 12ft wide pier (Boyd 1981, 266-7)

Easting: 232208

Northing: 347262

25041 Site of former pier and landing stage, Trefor

Assessment of Importance: D

Site Status Reference:

A pier that formerly served the Tyddyn Hywel quarry (SH400471). The quarry was in operation between 1877 and 1931. Hoppers situated on the pier could load a 500 ton ship in two hours. In the early 1920's the lower tramway was abandoned in favour of a ropeway to the pier, linking the storage bins with a new pier. (Boyd 1981, 267).

Easting: 238921

Northing: 348018

25042 Remains of tramway building, Trefor

Assessment of Importance: D

Site Status Reference:

Remains of a rectangular building that first appears on the 1900 OS map. From its location it is associated with the quarry tramway. Only one small upstanding section of mortared walling remains.

Easting: 237165

Northing: 347424

GROUP C: BURIED SITES WITH LIMITED OR NO ARCHAEOLOGICAL POTENTIAL

25015 Former stone storage silo, Trefor

Assessment of Importance: D

Site Status Reference:

Multi-hopper silo for storage of crushed stone, constructed of reinforced concrete in 1926, and located at seaward end of stone quay. It is said to have been fed by a belt elevator from a ground-level loading hopper. It was demolished in the 1980s landscaping scheme. Fleeting remains of some footings can be seen.

Easting: 237558

Northing: 347445

25017 Site of old loading point, Trefor

Assessment of Importance: D

Site Status Reference:

This was an alleged pool excavated on the stony beach that was also possibly used to load small rowing boats for transhipment to off-shore anchored ships. No remains were noted, though there are broken dressed stones scattered along the very windswept and eroded 'West End' beach.

Easting: 237384

Northing: 347448



Figure 1: Location Map of Trefor

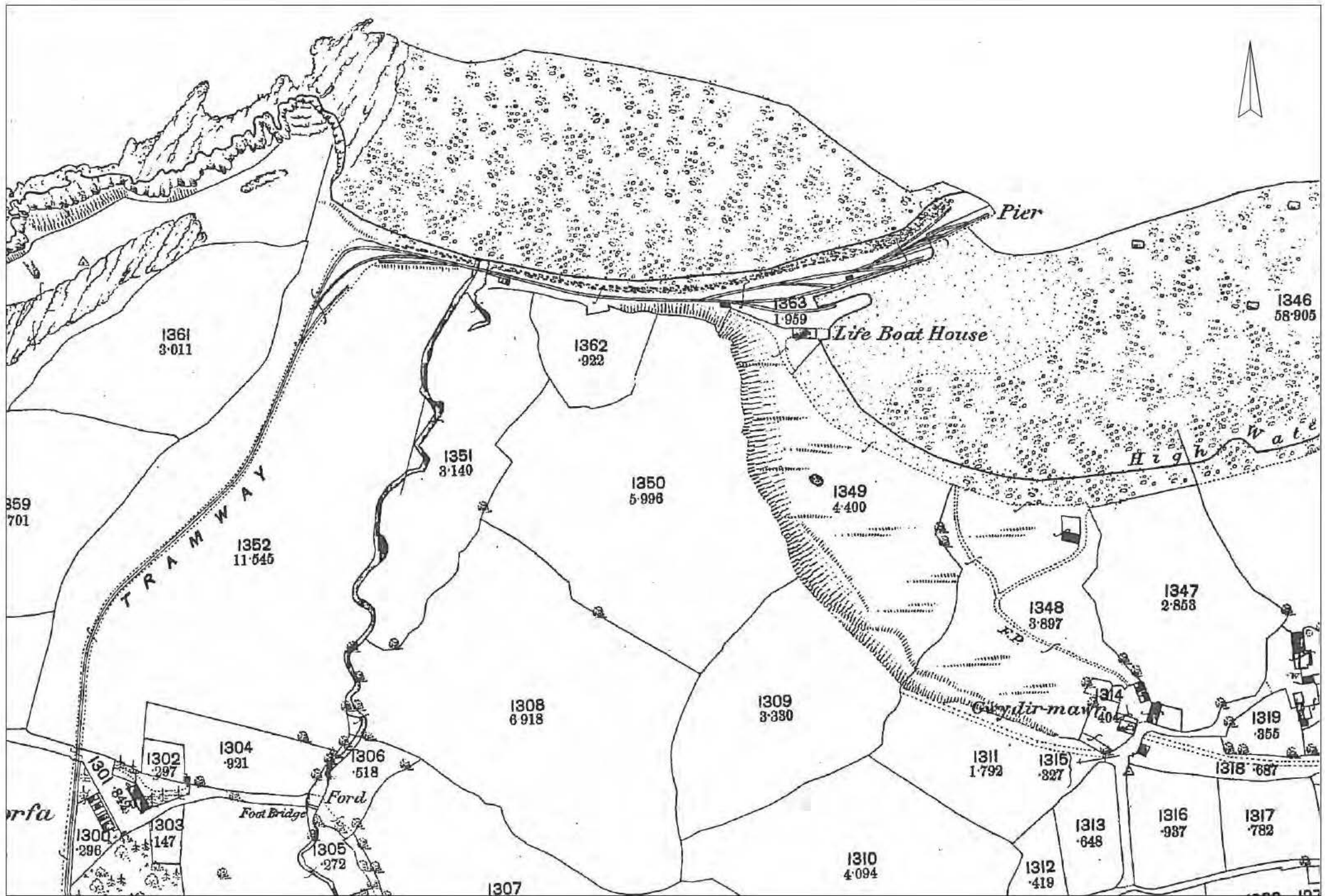


Figure 2: First Edition 25" Ordnance Survey Map of Trefor (1889). Scale 1:3000

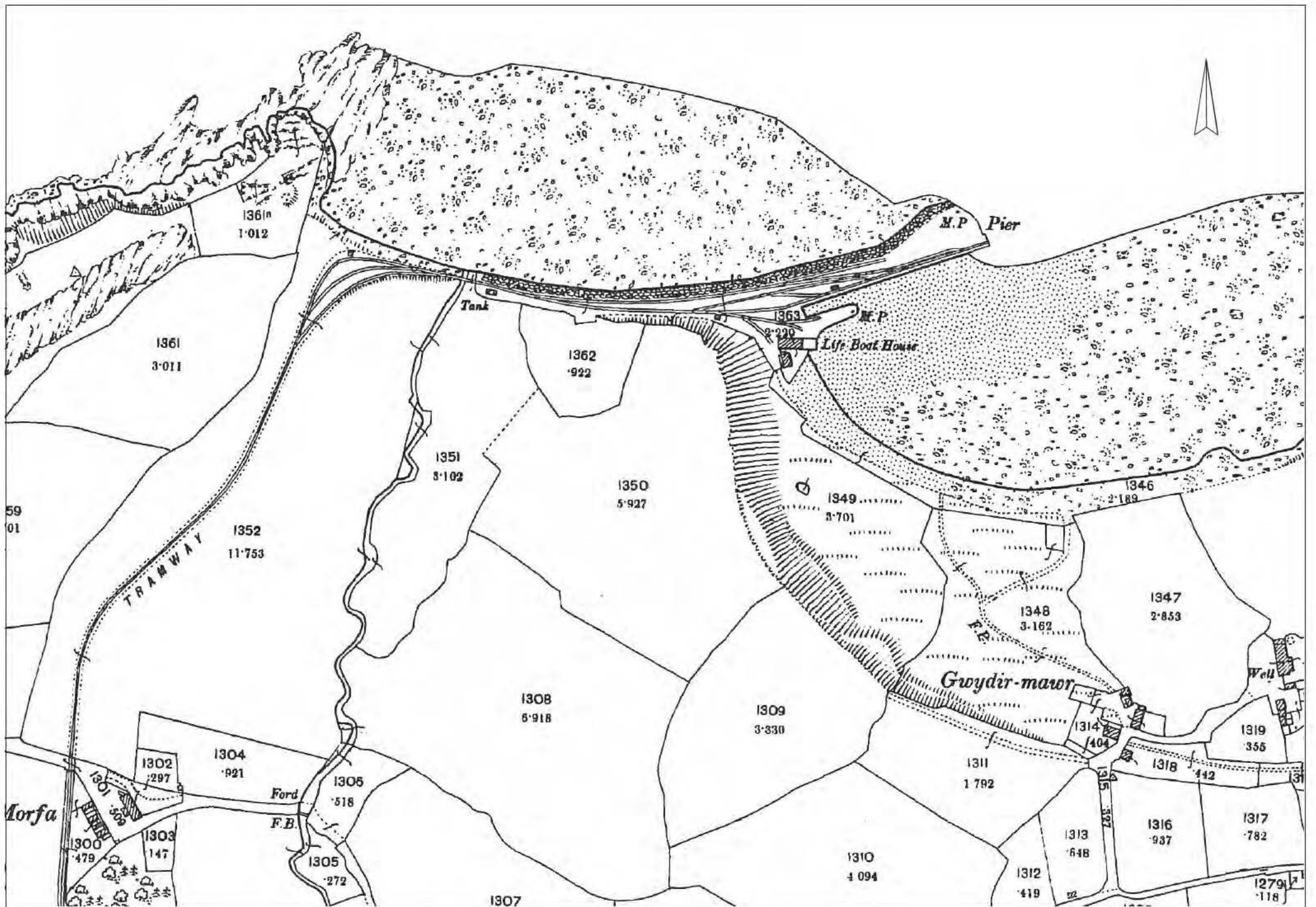


Figure 3: Second Edition 25" Ordnance Survey Map of Trefor (1900). Scale 1:3000

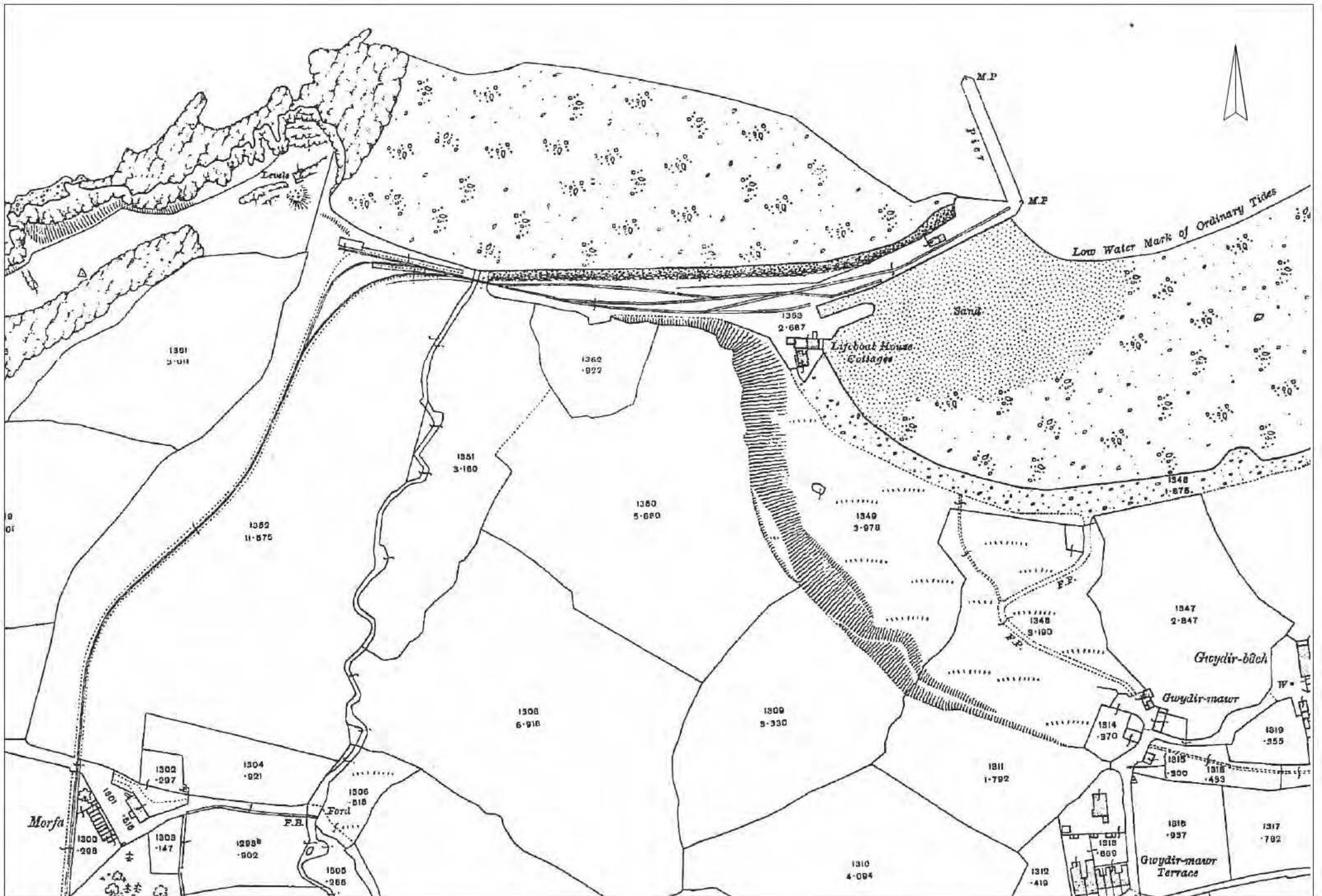


Figure 4: Third Edition 25" Ordnance Survey Map of Trefor (1913). Scale 1:3000

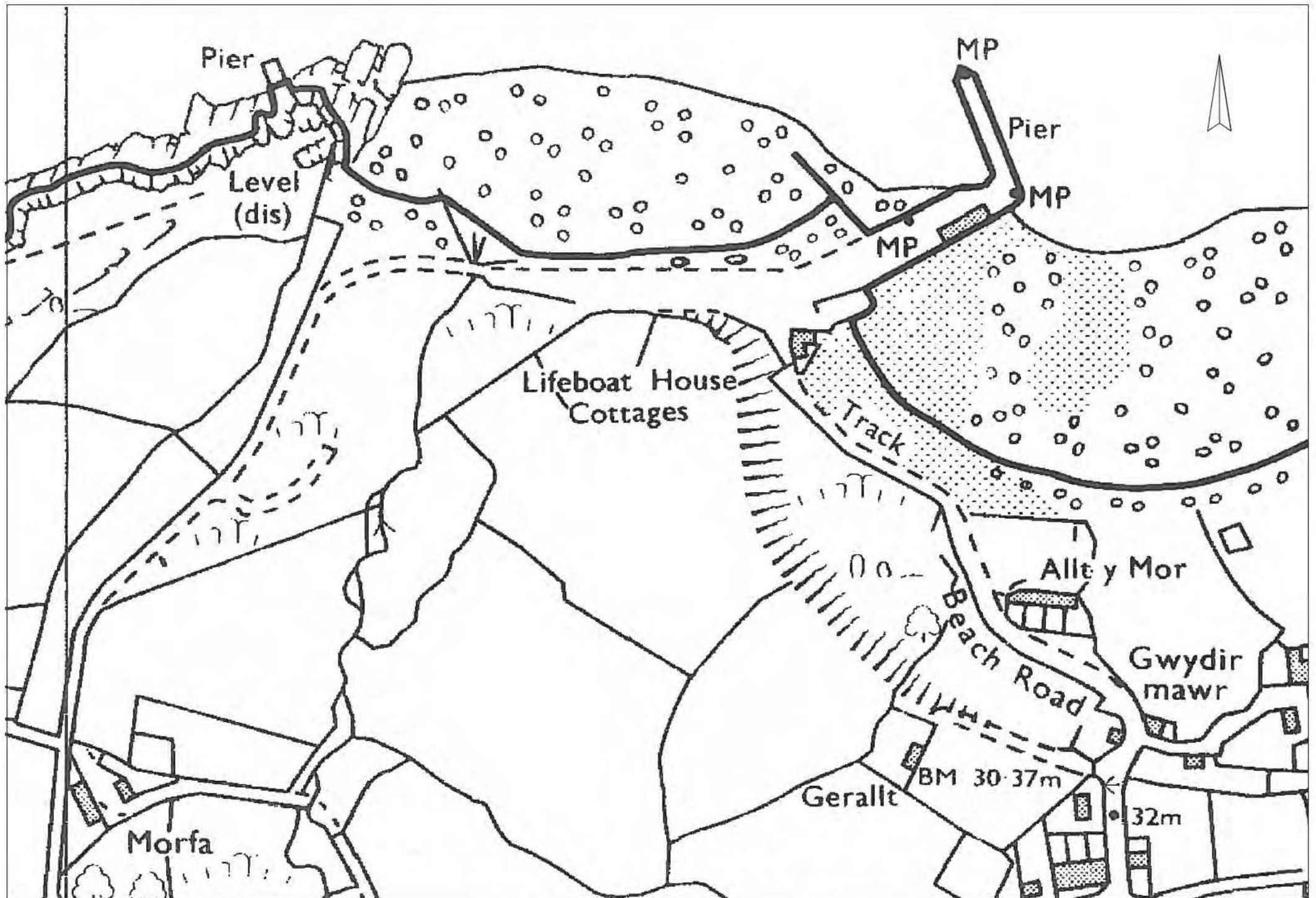


Figure 5: 1:10000 Ordnance Survey Map of Trefor (1980). Scale 1:3000

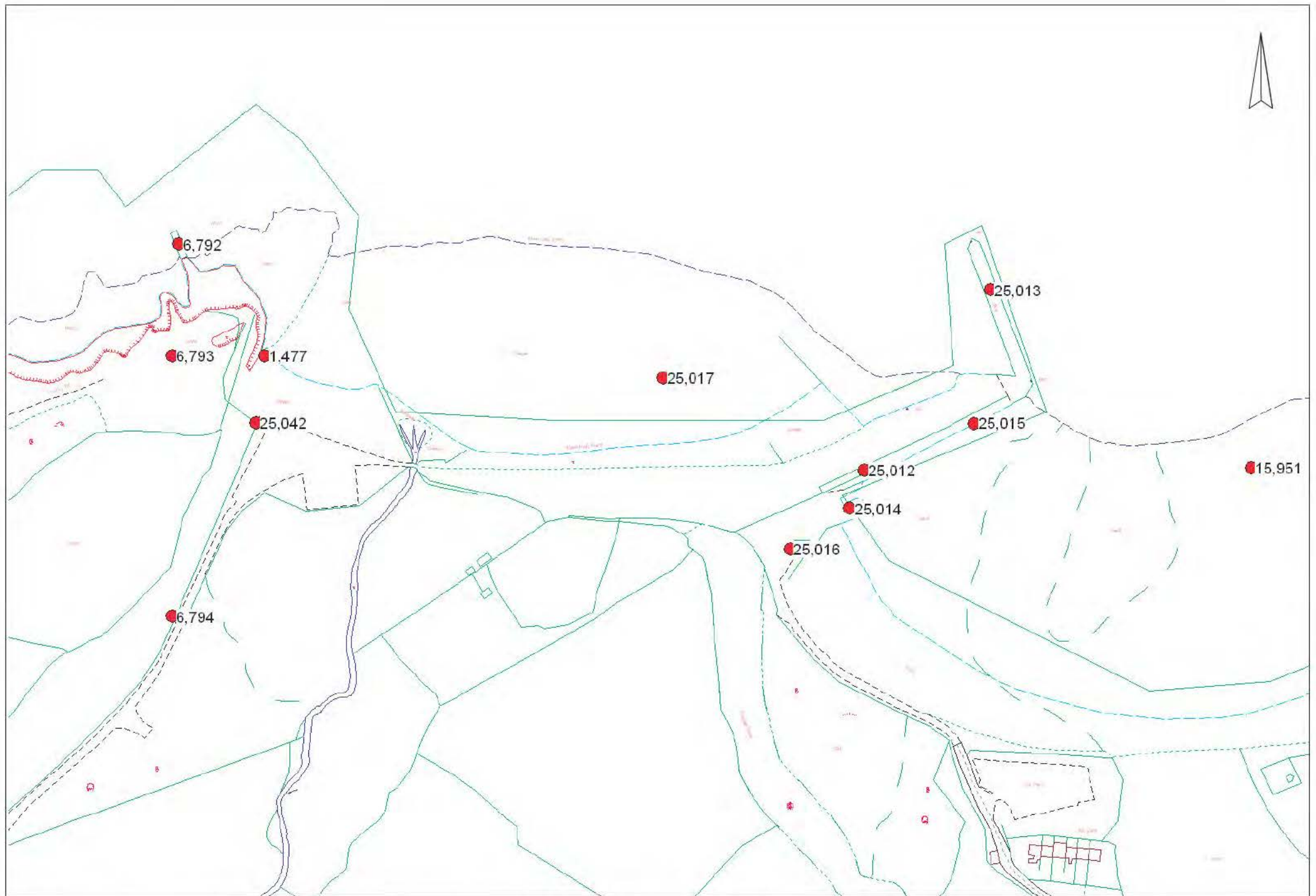


Figure 6: Location of Sites Discussed in Gazetteer: Trefor Harbour. © Crown copyright. All rights reserved [CADW] 100017916 [2006]

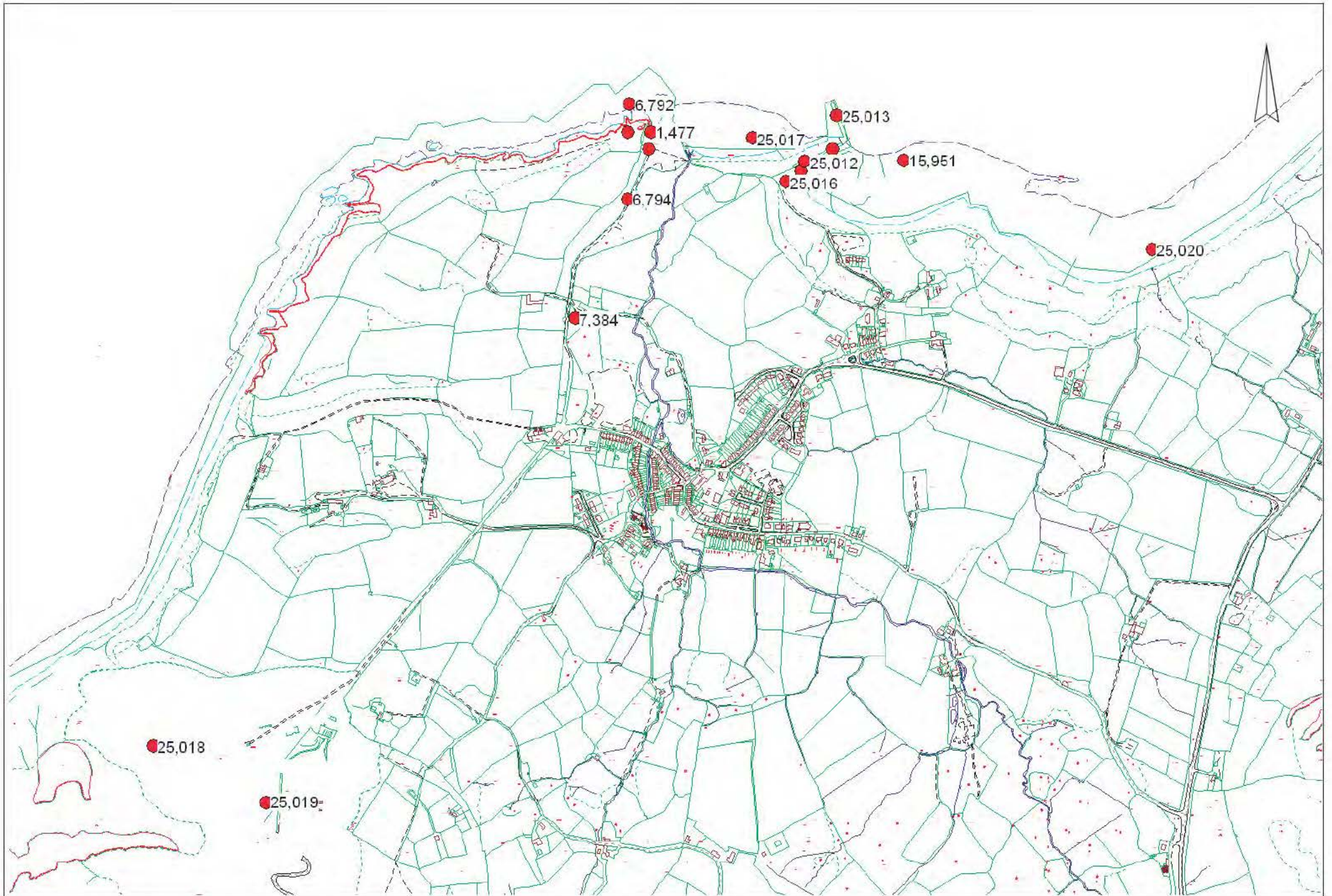


Figure 7: Location of Sites Discussed in Gazetteer: Trefor. © Crown copyright. All rights reserved [CADW] 100017916 [2006]



Plate 1: Trefor: View North of Nineteenth Century Stone Quay (PRN 25012)



Plate 2: Trefor: View North of Nineteenth Century Stone Quay And (PRN25012) Y Cei Bach (PRN25014)



Plate 3: Trefor: View West of Y Cei Bach (PRN 25014)



Plate 4: Trefor: View East of Nineteenth Century Wooden Pier (PRN25013)



Plate 7: Trefor: View East from Quay of Bay Detailing Current Use



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Craig Beuno, Ffordd y Garth, Bangor, Gwynedd. LL57 2RT
Ffon: 01248 352535. Ffacs: 01248 370925. email: gat@heneb.co.uk