
Moelfre Lifeboat Station: **Moelfre, Anglesey**



Archaeological Assessment & Building Record

GAT Project No. 2104

Report No. 844

January, 2010

Moelfre Lifeboat Station: **Moelfre, Anglesey**

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Prepared for

Royal Haskoning UK Ltd

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ARCHAEOLOGICAL ASSESSMENT

Project No. G2104

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MOELFRE LIFEBOAT STATION, ANGLESEY (G2104)

ARCHAEOLOGICAL ASSESSMENT

SUMMARY

An archaeological assessment and photographic survey has been carried out at the RNLI Lifeboat station, Moelfre, Anglesey. The lifeboat house and slipway were constructed on their current site in 1909, replacing a lifeboat house built 200m to the south in 1875. Moelfre had become well known as a place of maritime tragedy following the loss of the 'Royal Charter' in 1859.

The building was seen to be constructed on a limestone plinth of squared blocks, dating from the earliest phase of building in 1909. The lifeboat house was altered a number of times, most notably in 1930 and 1992 in order to accommodate larger vessels. The slipway has also been lengthened on a number of occasions. A significant amount of fabric from the 1909 and 1930 buildings was identified. The boathouse is considered to be a significant element in the cultural heritage of Moelfre, particularly as Moelfre has been the scene of a number of well known rescues, notably that of the 'Hindlee' by Coxswain Evans and his crew in 1959.

A programme of photographic building recording has been carried out for the lifeboat station in advance of its demolition, and an archaeological watching brief is recommended during ground works on the site, as there is some possibility that archaeological evidence could be recovered during the excavation of previously undisturbed ground.

1 INTRODUCTION

Gwynedd Archaeological Trust has been asked by Haskoning UK Ltd. to carry out an archaeological desk based assessment at the Royal National Lifeboat Institution (RNLI) lifeboat station at Moelfre, Anglesey (NGR SH 5152 8652), in advance of building work at the station, which involves the demolition of the existing lifeboat station, building a new station and extending the length and width of the slipway (James 2009). This is required as a result of the need to increase the size of lifeboat houses and slipways to accommodate and allow the operation of modern lifeboats with increased speeds in order to improve search and rescue operations.

1.1 Acknowledgements

Randolph Velterop at Royal Haskoning has been helpful throughout the project. Colin Rattray at the RNLI archives, Haywards Heath is thanked for supplying the historic plans relating to alterations at the lifeboat station. Jeff Morris, archivist of the Lifeboat Enthusiasts' Society is thanked for providing helpful information regarding the lifeboat house and its history. The help and advice of Ashley Batten of GAPS is greatly appreciated.

2 DESIGN BRIEF AND SPECIFICATION

2.1 Project Background

Gwynedd Archaeological Trust has been asked by Haskoning UK Ltd. to carry out an archaeological desk based assessment and photographic record at the Royal National Lifeboat Institution (RNLI) lifeboat station at Moelfre. The level of work undertaken follows the recommendations of Gwynedd Archaeological Planning Services (GAPS), contained within the Environmental Impact Assessment (EIA) Scoping Report (James 2009, 5) which requested a pre-determination archaeological assessment in accordance with national planning guidance (*Planning Policy Guidance Wales 2002*) and Welsh Office Circular 60/96 (*Planning and the Historic Environment: Archaeology*).

This report conforms to the guidelines specified in *Standard and Guidance for Archaeological Desk-based Assessment* (Institute of Field Archaeologists, 1994, rev. 2001).

2.2 Desk-based Assessments

A desk-based assessment is defined as ‘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’. (*Standard and Guidance for Archaeological Desk-based Assessment*, IFA 2001, 2).

The aims of the assessment as given in the specification are:

- to identify and record the cultural heritage within the defined study area;
- to evaluate the importance of what has been identified;
- to recommend ways in which impact upon the cultural heritage can be avoided or minimised.

To comply fully with the aims expressed above it can be necessary to undertake a programme of Field Evaluation following the Desktop study and Field Visit. This is because some sites cannot be assessed by desktop or field visit alone, and additional fieldwork is therefore required. This typically takes the form of geophysical survey or trial excavation, although measured survey is also a possible option. A full programme of assessment and evaluation may therefore consist of:

- Desktop study
- Field walkover
- Initial report
- Field evaluation
- Draft report
- Final report

The phase of the project concerns the first three phases only, and recommendations will be made for any field evaluation required. GAPS however remains responsible for advising the Local Authority on the suitability of the work undertaken.

3 METHODS AND TECHNIQUES

3.1 Desk top study

The desktop study comprised the consultation of maps, documents, computer records, written records and reference works, which form part of the Historic Environment Record (HER), located at Gwynedd Archaeological Trust (GAT), Bangor. The archives held by the Anglesey Record Office, Llangefni and Bangor University were also consulted. Information about listed buildings was consulted by means of the CARN (Core Archaeological Index), which is the online index of the Royal Commission on Ancient and Historic Monuments, Wales. Relevant aerial photographs from the collection at RCAHM, Wales were examined

Sites, buildings and find spots listed in the GAT HER were identified within 500m of the study area were identified in order to give background information relevant to understanding the area, and these are listed in the appendix.

3.2 Field Search

The field search was undertaken on the 7th January 2010, when the area of the proposed development was examined. Notes were taken, sketches and measurements were taken of sites of potential archaeological interest and a photographic record was made. Conditions were frozen and icy, although this did not make conditions unreasonable for a site visit.

3.3 Photographic Record

A level 2 record (as defined in *Understanding Historic Buildings: A guide to good recording practice*, English Heritage 2006) was undertaken, and incorporated into the field visit (3.2 above).

A Level 2 Record is a descriptive record. Both the exterior and the interior were viewed, described and photographed. The record presents conclusions regarding the building's development and use.

Existing plans of the Lifeboat stations have been obtained from RNLI, and these will be used to mark on significant features and locations of photographs.

Site photography included

- General views of the exterior in its wider context
- The buildings external appearance
- External detail
- Internal detail
- Machinery detail
- Dates or inscriptions

3.4 Report

The available information was synthesised to give a summary of the archaeological and historic background and of the assessment and recommendations, as set out below. The separate features, their evaluation and recommendations are listed separately, and a summary of the overall assessment of the area is given at the end.

The criteria used for assessing the value of features was based upon those used by the Secretary of State for Wales when considering sites for protection as scheduled ancient monuments, as set out in the Welsh Office circular 60/96. The definitions of categories used for impact, field evaluation and mitigation are set out in Appendix II, and the definitions of Categories of Importance are given below.

3.4.1 Categories of importance

The following categories were used to define the importance of the archaeological resource. For definitions of impact and mitigation see Appendix II.

Category A - Sites of National Importance.

Scheduled Ancient Monuments, Listed Buildings of grade II* and above, as well as those that would meet the requirements for scheduling (ancient monuments) or listing (buildings) or both.

Sites that are scheduled or listed have legal protection, and it is recommended that all Category A sites remain preserved and protected *in situ*.

Category B - Sites of regional or county importance.

Grade II listed buildings and sites which would not fulfil the criteria for scheduling or listing, but which are nevertheless of particular importance within the region.

Preservation *in situ* is the preferred option for Category B sites, but if damage or destruction cannot be avoided, appropriate detailed recording might be an acceptable alternative.

Category C - Sites of district or local importance.

Sites which are not of sufficient importance to justify a recommendation for preservation if threatened.

Category C sites nevertheless merit adequate recording in advance of damage or destruction.

Category D - Minor and damaged sites.

Sites that are of minor importance or are so badly damaged that too little remains to justify their inclusion in a higher category.

For Category D sites, rapid recording, either in advance of or during destruction, should be sufficient.

Category E - Sites needing further investigation.

Sites, the importance of which is as yet undetermined and which will require further work before they can be allocated to categories A - D are temporarily placed in this category, with specific recommendations for further evaluation. By the end of the assessment there should usually be no sites remaining in this category. In this case several areas of unknown potential have been allocated to this category. These require environmental sampling which should be carried out during the pipeline works.

4 ARCHAEOLOGICAL ASSESSMENT RESULTS

4.1 Topographic description

The lifeboat station at Moelfre is located on the eastern side of the headland at Porth Lydan, Moelfre, about 370m south of the northern point of the headland (SH 5152 8652). It lies to the east of the village of Moelfre within the shelter of the bay, and about 200m north of the earlier lifeboat station and slipway.

4.2 Archaeological and historical background

4.2.1. Earlier Prehistoric

Prehistoric activity is widely evidenced with the wider area around Moelfre, though no finds or sites are known from the immediate vicinity of the lifeboat house. Located some 1.5Km east is the Lligwy Burial Chamber. This Neolithic chambered tomb is formed from eight variously shaped stones supporting a massive capstone, 5.9m by 5.2m and 1.1m thick. It is constructed over a natural fissure in the rock so that the chamber had a height of about 2.0m. There is no trace of the original cairn, although over the centuries soil has crept up around the stones. The chamber was excavated in 1909, when two layers of deposits were recorded, separated by a layer of paving (Baynes 1909, 217-31). The deposits contained un-burnt bone representing both humans and animals, prehistoric pottery sherds and flints. The upper deposit was covered by a layer of limpet shells. Between fifteen and thirty individuals were represented in the tomb chamber. Some of the pottery appears to be Bronze Age and at least one of the layers may represent the re-use of the tomb (RCAHMW 1937, 133; Lynch 1991, 52-5).

4.2.2 Late Prehistoric / Romano-British

A beehive quern, of probable late prehistoric or Romano-British date (PRN 3599) has been found to the west of Moelfre at Cocyn Newydd (NGR SH 51198664). No sites of this date are known within 1km of the lifeboat station, however there is significant evidence of late prehistoric settlement in the wider area. A hut group north of Glanrafon (PRN 3595, NGR SH 50088547) consists of a visible hut circle, which is probably part of a wider hut group or farmstead settlement. It is a Scheduled Ancient Monument (Ref: AN 095).

Din Lligwy is the most impressive surviving later prehistoric settlement in the area (PRN 2132, NGR SH 49708613). It is a walled settlement set on the summit of a limestone plateau close to its precipitous northern edge. The internal buildings were excavated from 1905 onwards when significant quantities of Roman material were recovered, mostly of the late third-fourth century AD. It is a Scheduled Ancient Monument (Ref: AN 023), and consists of a number of round houses and rectangular buildings within a walled pentagonal enclosure (Baynes 1908, 183-210, RCAHMW 1937, 133-135).

4.2.3 Medieval

Moelfre lies within the ecclesiastical parish of Llanallgo. The principal medieval monument within the parish is the church of St. Allgo (NGR SH 50138505), which lies 1.8km south-west of the lifeboat station (PRN 6938) within a rectangular churchyard. It is a grade II listed building, and consists of a chancel and transepts of probable late 15th century date, with a nave of late 19th century date. The building has been extensively modernised.

Capel Lligwy, a medieval chapel of ease to St Michael's Church, Penrhos-Lligwy, lies 1.8km to the west (PRN 8104, NGR SH 49908631). A burial chapel and vault were added in the sixteenth century for the Pierce Lloyd

family of Lligwy. The chapel was appropriated to Plas Lligwy until the start of the eighteenth century after which it was abandoned. The walls stand to their full height, but the roof is gone. The remains consist of a single cell twelfth century chapel, largely rebuilt in the fourteenth century. The south doorway is at least partly original. The upper walls and the remaining openings are fourteenth century. The west wall rises to a gabled bellcote. The sixteenth century south chapel is built over a burial vault, roofed in stone slabs and entered by a flight of steps from the east end of the main chapel. It is now a Scheduled Ancient Monument (Ref: AN 056).

Strip fields, evidence for medieval agricultural practice, partially survive on Moelfre headland, and are more clearly visible on maps which show the village before more recent development, in particular the Bodrwyn and Park estate map of 1821 and the tithe map of 1847 (Figs.2, 4).

4.2.4 Post-Medieval

The post-medieval period sees the formalisation and development of the town of Moelfre. The medieval strip fields noted on the early maps account for some of the development pattern in the town. Fields 43 and 44 on the tithe map are clearly former strip fields, and their outline is reflected in the layout of the town.

A substantial fish trap has been noted off the coast to the north- west of Moelfre, about 1.7km from the lifeboat station (PRN 7228, SH 50008723). It consists of a 'C'-shaped curving stone wall on the foreshore. The fish trap is now a Scheduled Ancient Monument (Ref: AN 144), and has been recorded during RCAHMW aerial reconnaissance on a regular basis. It is of unknown date, but may have been in use in post-medieval times.

4.2.5 Early-Modern/Modern

The settlement, as indicated on the tithe map of 1847 was relatively small (Fig.4). The land was held by several large estates, including those of Lord Dinorben of Llysduelas and Lord Stanley of Alderley. The tithe schedule for the Moelfre part of the parish of Llanallgo is appended below:

Landowner	Occupiers	Numbers referring to plan	Name and Description of Lands and Premises	State of Cultivation	Quantities in Statute Measure A R P
Dinorben, the Right Honble Lord	Richd Matthew	7	Part of achlwyd ucha		1 4
		10	“		6 1 35
		16	“		1 3
		50	“		2 2 -
	Elizabeth Williams	58	Tan y fron		3 30
	William Evans	39	Tyn y Gongl		1 2 17
	Zachariah Pritchard	41	Bryn tirion		2 1 8
	Trustees of chapel	45	Chapel		16
	Lewis Williams	46	Shop		17
		49	Part of shop		1 22
	Thomas Owen	63	Quillet in Landrin		28
Roose Stephen Esq	Owen Edwards	6	Part of Bryn Llwyd		3 14
		9	“		1 32
	Grace Jones	44	House and Garden		39
		11	“		10
	Owen Williams	8	Bryn golau		1 - 15
	Richard	43	House and Garden		1 3

	Evans				
	Richard Hughes	52	Storehouse		2 3
	Wm Jones & others	53	House and garden		30
Stanley, The Right Honble Lord of Alderley	Thomas Owen	62	Quillet		28
	Elizabeth Matthew	66	Tan y bryn		3 5
Parry Jones Esq	David Owen	90	Dalar gain		6 1 8
Rowlands, Willm	Lewis William	61	Ty'n y Coed		2 1 1
		65	“		1 5
		84	“		3 15
		86	“		2 15
		89	“		2 4
Jones, William	William Parry	48	Llain y Porth		1 10
		47	Aelwyd isaf		20
		51	“		2 5
Hughes Rice	Thomas Owen	42	Ty Powder		1 4
	Robert Thomas	55	Cwm		1 15
	Ann Jones	56	Ty Powder		2 25
Hughes Richard	Thomas Owen	60	Landrin		1 35
		64	“		1 2 34
		68	“		1 3 14
Edwards Jane	Owen Owens	94	Tyn y ffrwd		60 3 29
Griffith Owen	Richd Jones	95	Tan y graig		17 3 30
Hughes Richard	Hugh Jones	1	Part of Pen y bonc		2 2 20
		4	“		5
		5	Pen y bonc		1 2 -
	Richard Prichard	2	Part of Swnt		1 32
	John Hughes	3	“		1 34
	David Owens	54	Glan y don		1 2 6

Moelfre had expanded significantly by the time of the 1st edition ordnance survey map of 1889 (Fig. 5), although it still retains elements of the land divisions noted on earlier maps. A number of non-conformist chapels were built in the area in the 19th century, including Carmel Chapel (PRN 7691, NGR SH 51378652) and the unusual offshore Hen Gapel (PRN 8123, SH 51358624). A woollen mill was also located alongside the small stream which fed into the sea at Moelfre (NGR SH 51228627). A lifeboat station had been built at NGR SH 5143 8637 in 1875 (Feature 2); about 300m south of the current lifeboat station (Feature 1; Figs. 5, 6).

The need for a lifeboat station at Moelfre was brought into sharp focus by the loss of the Royal Charter off the Moelfre coast in 1859. The *Royal Charter* was returning to Liverpool from Melbourne. Her complement of some 371 passengers (with a crew of about 112 and other company employees) included many gold miners, some of whom had struck it rich at the diggings in Australia and were carrying large sums of gold. A consignment of gold was also being carried as cargo. As she reached the north-western tip of Anglesey on 25 October the barometer was dropping and it was claimed later by some passengers, though not confirmed, that the master, Captain Thomas Taylor, was advised to put into Holyhead harbour for shelter. He decided to continue on to Liverpool however.

Off Point Lynas the *Royal Charter* tried to pick up the Liverpool pilot, but the wind had now risen to force 10 on the Beaufort scale and the rapidly rising sea made this impossible. During the night of 25/26 October the wind rose to hurricane force, in what became known as the *Royal Charter gale*. As the wind rose its direction changed from E to NE and then NNE, driving the ship towards the east coast of Anglesey. At 11 p.m. she anchored, but at 1.30 a.m. on the 26th the port anchor chain snapped, followed by the starboard chain an hour later. Despite cutting the masts to reduce the drag of the wind, the *Royal Charter* was driven inshore with the steam engines unable to make headway against the gale. The ship initially grounded on a sandbank, but in the early morning of the 26th the rising tide drove her onto the rocks at a point just north of Moelfre on the eastern coast of Anglesey. Battered against the rocks by huge waves whipped up by winds of over 100 mph, she quickly broke up (McKee 1961).

One member of the crew, Joseph Rogers, managed to swim ashore with a line, enabling a few people to be rescued, and a few others were able to struggle to shore through the surf. However most of the passengers and crew, a total of over 450 people, died. Many of them were killed by being dashed against the rocks by the waves rather than drowned. Others were said to have drowned, weighed down by the belts of gold they were wearing around their bodies. The survivors, 21 passengers and 18 crew members, were all men. A memorial to those lost is located in Llanallgo churchyard. The exertions of the rector, the Rev. Stephen Roose Hughes, in finding and identifying the bodies is described by Charles Dickens in the *Uncommercial Traveller*.

The need for a lifeboat had become readily apparent, and a slipway boathouse was first established at Moelfre in 1875 (Fig. 9, Plate 22), but was moved to its current site in 1909, when the present boathouse was built (Fig. 10). The building, with deep water slipway was built at a cost of £2850 by the firm *Lester* of Plymouth (Morris pers. comm.). This boathouse was adapted in 1930 to accommodate the first motor lifeboat, and was subsequently enlarged again in 1983 and 1992. In 1959 the *Hindlea* was wrecked in an almost identical spot to that of the *Royal Charter*. All the eight crew were saved by the Moelfre lifeboat the Edmund and Mary Robinson. The coxswain of the lifeboat, Richard Evans was awarded the RNLI's Gold medal and four other crew members were also awarded medals.

4.3 Statutory and non-statutory designations

No Scheduled Ancient Monuments are located within 1km of the lifeboat station, however a number of scheduled sites of national importance are located just beyond this. These include the Neolithic burial chamber at Lligwy, and the late prehistoric enclosed settlement at Din Lligwy.

4.4 The Archaeological Survey (Fig. 2)

Feature 1 (Plates 1, 2) Lifeboat Station

SH 5152 8652

Period: Modern

Category: B Impact: Considerable

A RNLI lifeboat station and slipway, built in 1909 replacing an earlier one built in 1875 about 300m to the south. It has been modified on a number of occasions between 1930 and 1992 in order to accommodate larger vessels. The building is further described below.

Recommendations for further assessment: None

Recommendations for mitigatory measures: Level 2/3 Photographic Building Recording (this has been carried out). Partial Watching Brief.

Feature 2 (Fig. 9; Plate 3) Former Lifeboat Station

SH 5143 8637

Period: Modern

Category: B Impact: None

The remains of a lifeboat station and slipway built in 1875, and replaced in 1909 by a new lifeboat house and slipway located about 300m to the north (Feature 1).

Recommendations for further assessment: None

Recommendations for mitigatory measures: None

Feature 3 Beehive Quern

SH 51198664

Period: Late prehistoric/Romano-British

Category: B Impact: None

A beehive quern, of probable late prehistoric or Romano-British date was found at this location.

Recommendations for further assessment: None

Recommendations for mitigatory measures: None

Feature 4 Carmel Welsh Independent Chapel

SH 5143 8637

Period: Modern

Category: B Impact: None

A 19th century independent chapel is noted at this location.

Recommendations for further assessment: None

Recommendations for mitigatory measures: None

Feature 5 Hen Gapel

SH 5135 8624

Period: Modern

Category: B Impact: None

A place-name on OS maps locating a chapel on rocks in the bay.

Recommendations for further assessment: None

Recommendations for mitigatory measures: None

5. ARCHAEOLOGICAL ANALYSIS AND LEVEL 2 PHOTOGRAPHIC RECORD

5.1 Site Description

The lifeboat house was built in 1909 with a deep-water roller slipway at a cost of £2,850 by Lester's of Plymouth. The boathouse and slipway were altered in 1928/9 to accommodate the Station's first motor lifeboat. Subsequent alterations have taken place since to accommodate larger boats, in particular in 1983 and 1992. In the latter year, a northern extension was built to house the inshore lifeboat.

The lifeboat house consists of a rectangular stone-built structure with rendered walls and slate roof. It is orientated approximately east-west, with an extension on the north side (Plate 1). The slipway runs down from the east gable. The boathouse is built on a plinth of coursed, squared limestone masonry, which ends approximately 2m landward of the current gabled boathouse, being the extent of a former boathouse (Plate 2). The slipway is constructed of concrete on four pillars, the landward one supporting the eastern gable end of the building. About 30m east of the boathouse the slipway becomes a solid concrete plinth (Plate 6).

The exterior appearance reflects the purpose and internal layout of the building. The internal floor slopes at a relatively steep angle for the lifeboat to free-fall out of the building and down the slipway. The windows reflect this, and in the south wall the three windows are staggered to the angle of the sloping floor. (Plates 2, 4). The same is true on the north side, but these are set within the 1992 extension, and the original south wall of the lifeboat house is hidden behind (Plates 9, 10). The extension is supported on a plinth of irregular rubble blocks abutting the squared limestone plinth (Plate 10). A short slipway extension has also been constructed (Plate 19).

The western gable end of the building contains a door (3m x 1.4m wide) to provide access into the boathouse from the carpark. Another doorway (2m x 1.4m) gives access to the extension (Plate 1).

On the south side of the boathouse a short length of retaining wall can be seen, built up against the cliff face (Plate 3). It is of a later date than the limestone plinth of the boathouse as it butts up against it. No equivalent section of walling can be seen on the northern side of the boathouse, but this could have been removed when the northern extension was built.

The eastern gable contains the principal opening onto the slipway through which the boat is launched and re-housed (Plate 8). It occupies the major part of the east gable wall of the building, and has folding wooden doors. Two plaques in roundels of rope commemorate the LBI and the RNLI on either side of a first floor window. The roundels probably date from the time of the first lifeboat house built on the site in 1909.

Internally the lifeboat house contains a first floor crew room above the east end of the building (Plate 20), accessed by a stair from the floor of the main boathouse, and offices adjacent to the inshore lifeboat space (Plate 17). There is hydraulic winch for hauling in the vessel, and a high level fuel tank (Plate 12). A mid 20th century telephone kiosk is located on the south west side of the building.

Commemoration boards and other articles of memorabilia relating to past rescues carried out by the Moelfre Lifeboat are housed within the building (Plate 15), as well as the lifeboat house bell (Plate 14). These will be retained and housed within the new lifeboat station.

6. SUMMARY OF ARCHAEOLOGICAL POTENTIAL

6.1 Location Summary

The Moelfre lifeboat station and slipway is situated in Moelfre Bay on the north-east coast of Anglesey at NGR SH 5152 8652.

6.2 Aerial Photographs

Six vertical aerial photographs taken by the RAF, dating from 1945 to 1957 were examined at the NMR in Aberystwyth. These include 106G/UK/655 4214-4215 taken on 13th August 1945, 106 3G/TUD/UK/172 frame 5134 taken on 3rd May 1946 and 106 58/2196 frames 290-292 taken on 14th June 1957. Both lifeboat stations are clearly shown, as is the layout of the town and the field system showing relict remains of medieval strip fields and later enclosed fields on Moelfre Head. No previously unidentified archaeological sites were noted however close to the lifeboat station.

6.3 Environmental Remains and Soil Morphology

As the proposed works involve the demolition and rebuilding of an existing structure, with limited disturbance of any potential archaeological deposits, the potential for the recovery of interesting environmental remains and soil morphology is thought to be low to moderate. However the rebuilt slipway will be wider than the current one in order to accommodate the new Tamar Class lifeboat (James 2009, 12), therefore there remains some potential.

6.4 Artefactual Potential

The potential for the recovery of archaeological artefacts is thought to be low, however there is the possibility that artefacts might be recovered from the foreshore and during excavation works for the widening of the slipway.

7. SUMMARY OF RECOMMENDATIONS

7.1 Summary

Feature Number	Name	PRN	Importance	Impact	Recommendation for further evaluation	Mitigation recommendations
1	RNLI Boathouse		B	Considerable	None	Level 2 Photographic

	and Slipway					building recording (carried out). Partial Watching brief.
2	Former RNLI Boathouse and Slipway		B	None	None	None
3	Beehive quern stone find	3599	C	None	None	None
4	Carmel Independent chapel	7691	B	None	None	None

7.2 General Recommendations

The impact of the proposed development on the archaeology of the surrounding area is considered to be slight. No known archaeological sites will be affected, so no further archaeological evaluation is required. An archaeological watching brief should be undertaken when construction of the new lifeboat house is carried out, as the footprint of the new building will be larger than the current structure.

8. CONCLUSIONS

The lifeboat station at Moelfre, dating from 1909 and altered in a number of major and minor construction projects between 1930 and 1993 is considered to be of significance to the cultural heritage of Moelfre. There will, therefore, be a loss of historic fabric when it is demolished. This has been partially mitigated against by completion of a photographic record. In addition many of the historic internal fittings, which include memorabilia relating to rescues carried out by the Moelfre lifeboat, and well-known figures associated with them, will be transferred to the new boat house.

It is recommended that a partial watching brief (as and when seems appropriate) be carried out during ground works on both the site itself and any compound areas that might be disturbed.

9. ARCHIVE

The archive consists of historic maps, plans and aerial photographs, along with notes and 112 digital images taken on the field visit.

Three copies of the bound report will be sent to the client, a copy to Ashley Batten at GAPS, and a further copy sent to the HER Archaeologist at the curatorial division of Gwynedd Archaeological Trust, Bangor, for deposition in the Regional HER. A copy of the report will be provided to the National Monument Record, Royal Commission on the Ancient and Historic Monuments of Wales, Aberystwyth.

10. REFERENCES AND OTHER SOURCES CONSULTED

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WDA/344 1870 BILL- William Hughes, smith to the RNLI for the sum of 6s 8d for repairing the red iron for Moelfre lifeboat

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Maps Vol. 91 Map 39. 1821 *Maps and Surveys of Bodrwyn and Park Estates in the County of Anglesey the Property of William Lewis Hughes Esq.*

Royal National Lifeboat Institution Archives, Haywards Heath

Lewis and Duvivier Plan 1007A/45C 1986 *Moelfre Slipway extension for fast slipway boat*
Posford Duvivier Plan 1007A/60 1991 *Proposed side extension*

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Verticals

RAF

Aerial Photographs

106G/UK/655 Frames 4214-4215 Taken 13th August 1945
106 3G/TUD/UK/172 Frame 5134 Taken 3rd May 1946
F22 58/2196 RAF 290-292

Ordnance Survey

F49 71 033 50 Taken 10th April 1971

APPENDIX 1

Site within 1km of Moelfre Lifeboat House noted on the Gwynedd HER					
PRN	NPRN	SITENAME	NGR	SITETYPE	PERIOD
3599	58826	QUERNSTONE (BEEHIVE) - FINDSPOT, TRIGFA, MOELFRE	SH51198664	FINDSPOT	Prehistoric
7691	8691	CARMEL	SH51378652	NONCONFORMIST CHAPEL	Post- Medieval
8123	11846	HEN-GAPEL	SH51358624	PLACENAME	Post- Medieval
17123	0	MOELFRE CHARACTER AREA	SH51018615	LANDSCAPE	Multi- period

APPENDIX II

Definitions of Impact; Evaluation and Mitigation techniques

Definition of Impact

The impact of the road development on each site was estimated. The impact is defined as *none, slight, unlikely, likely, significant, considerable or unknown* as follows:

None:

There is no construction impact on this particular site.

Slight:

This has generally been used where the impact is marginal and would not by the nature of the site cause irreversible damage to the remainder of the feature, *e.g.* part of a trackway or field bank.

Unlikely:

This category indicates sites that fall within the band of interest but are unlikely to be directly affected. This includes sites such as standing and occupied buildings at the margins of the band of interest.

Likely:

Sites towards the edges of the study area, which may not be directly affected, but are likely to be damaged in some way by the construction activity.

Significant:

The partial removal of a site affecting its overall integrity. Sites falling into this category may be linear features such as roads or tramways where the removal of part of the feature could make overall interpretation problematic.

Considerable:

The total removal of a feature or its partial removal which would effectively destroy the remainder of the site.

Unknown:

This is used when the location of the site is unknown, but thought to be in the vicinity

Definition of field evaluation techniques

Field evaluation is necessary to fully understand and assess most class E sites and to allow the evaluation of areas of land where there are no visible features but for which there is potential for sites to exist. Two principal techniques can be used for carrying out the evaluation: geophysical survey and trial trenching. Topographic survey may also be employed where sites are thought to survive as earthworks.

Geophysical survey most often involves the use of a magnetometer, which allows detection of some underground features, depending on their composition and the nature of the subsoil. Other forms of geophysical survey, including resistivity survey and ground penetrating radar might also be of use.

Trial trenching allows a representative sample of the development area to be investigated at depth. Trenches of appropriate size can also be excavated to evaluate category E sites. Trenching is typically carried out with trenches of between 20 to 30m length and 2m width. The topsoil is removed by machine and the resulting surface is cleaned by hand, recording features. Depending on the stratigraphy encountered the machine may be used to remove stratigraphy to deeper levels.

Definition of Mitigatory Recommendations

Below are the measures that may be recommended to mitigate the impact of the development on the archaeology.

None:

No impact so no requirement for mitigatory measures.

Detailed recording:

This requires a full photographic record and measured survey prior to commencement of works.

Archaeological excavation may also be required depending on the particular feature and the extent and effect of the impact.

Basic recording:

Requiring a photographic record and full description prior to commencement of works.

Strip, Map and Sample:

The technique of Strip, Map and Sample involves the examination of machine-stripped surfaces to identify archaeological remains. The stripping is undertaken under the supervision of an archaeologist. Stripping and removal of the overburden is undertaken in such a manner as to ensure damage does not take place to surfaces that have already been stripped, nor to archaeological surfaces that have not yet been revealed.

Stripping is undertaken in as careful a manner as possible, to allow for good identification of archaeological features. A small team of archaeologists will be responsible for subsequently further cleaning defined areas where necessary. Complex sites which cannot be avoided will need to be fully excavated.

Watching brief:

This is a formal programme of observation and investigation conducted during any operation carried out for non-archaeological reasons. This will be within a specified area or site on land, inter-tidal zone or underwater, where there is a possibility that archaeological deposits may be disturbed or destroyed. The programme will result in the preparation of a report and ordered archive. The archaeologist shall establish the scope of the watching brief, whether comprehensive (present during all ground disturbance), intensive (present during sensitive ground disturbance), intermittent (viewing the trenches after machining), or partial (as and when seems appropriate).

Avoidance:

Features, which may be affected directly by the scheme, or during the construction, should be avoided. Occasionally a minor change to the proposed plan is recommended, but more usually it refers to the need for care to be taken during construction to avoid accidental damage to a feature. This is often best achieved by clearly marking features prior to the start of work.

Reinstatement:

The feature should be re-instated with archaeological advice and supervision.



0 50 Miles



0 200m

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Figure 1: Location Map
Scale: 1:5000@A4



Fig. 2 Location of sites referred to in the text. Base map taken from Ordnance Survey 1:10 000 sheet SH 58 NW. Crown Copyright Licence Number AL 100020895



Fig. 4 Part of the Tithe Map for the Parish of Llanallgo of 1847 showing Moelfre. The approximate position of the current lifeboat station is outlined in red, and the former lifeboat station in green. Map not to scale

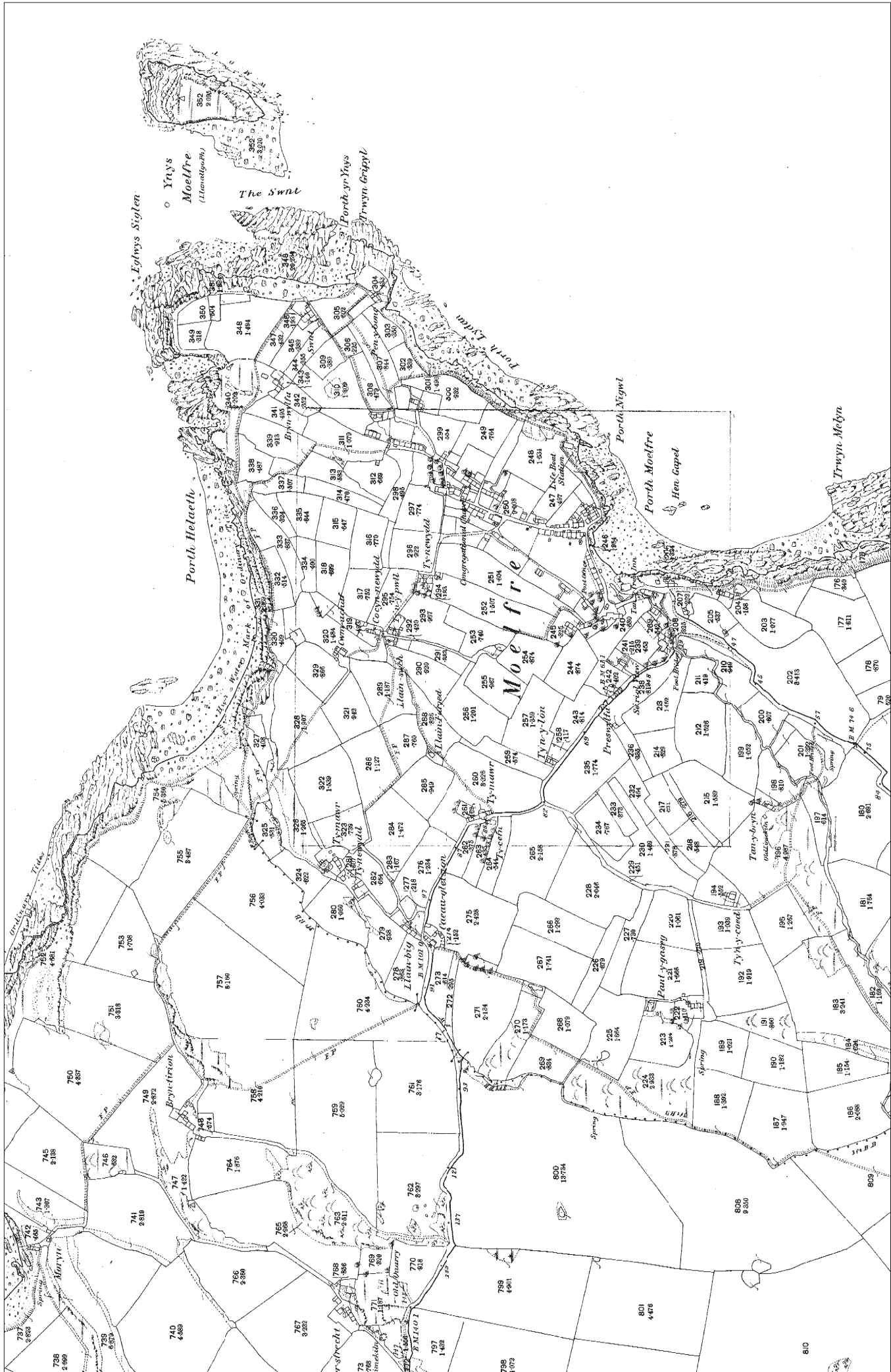


Fig. 5 Ordnance Survey 25 inch 1st edition Map of 1889, Anglesey Sheet VIII.5 showing Moelfre and the location of the pre 1909 lifeboat station. Scale 1:5000 at A4

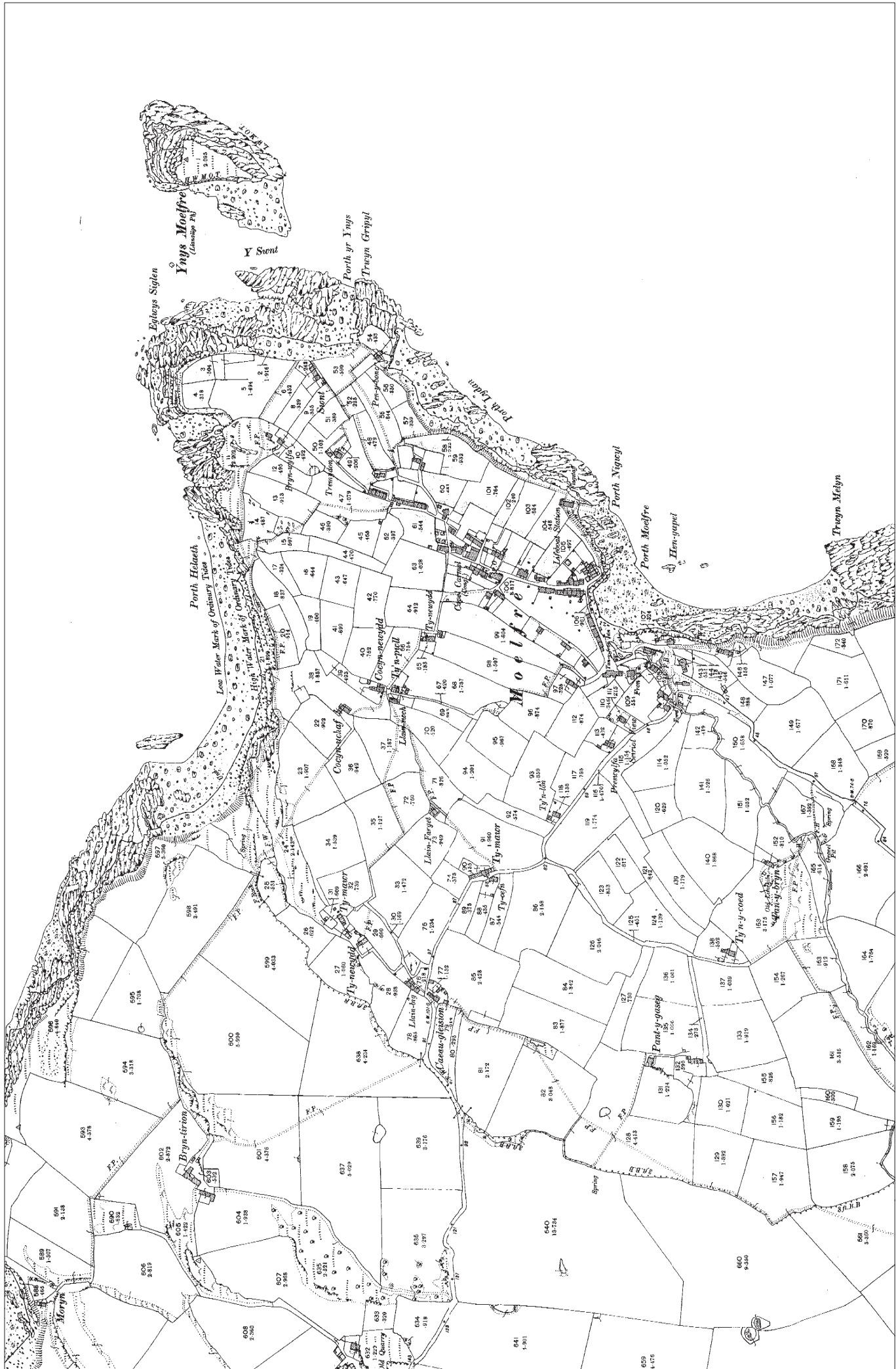


Fig. 6 Ordnance Survey 25 inch 2nd edition map of 1900, Anglesey sheet VIII.5 showing Moelfre. Scale 1:5000 at A4

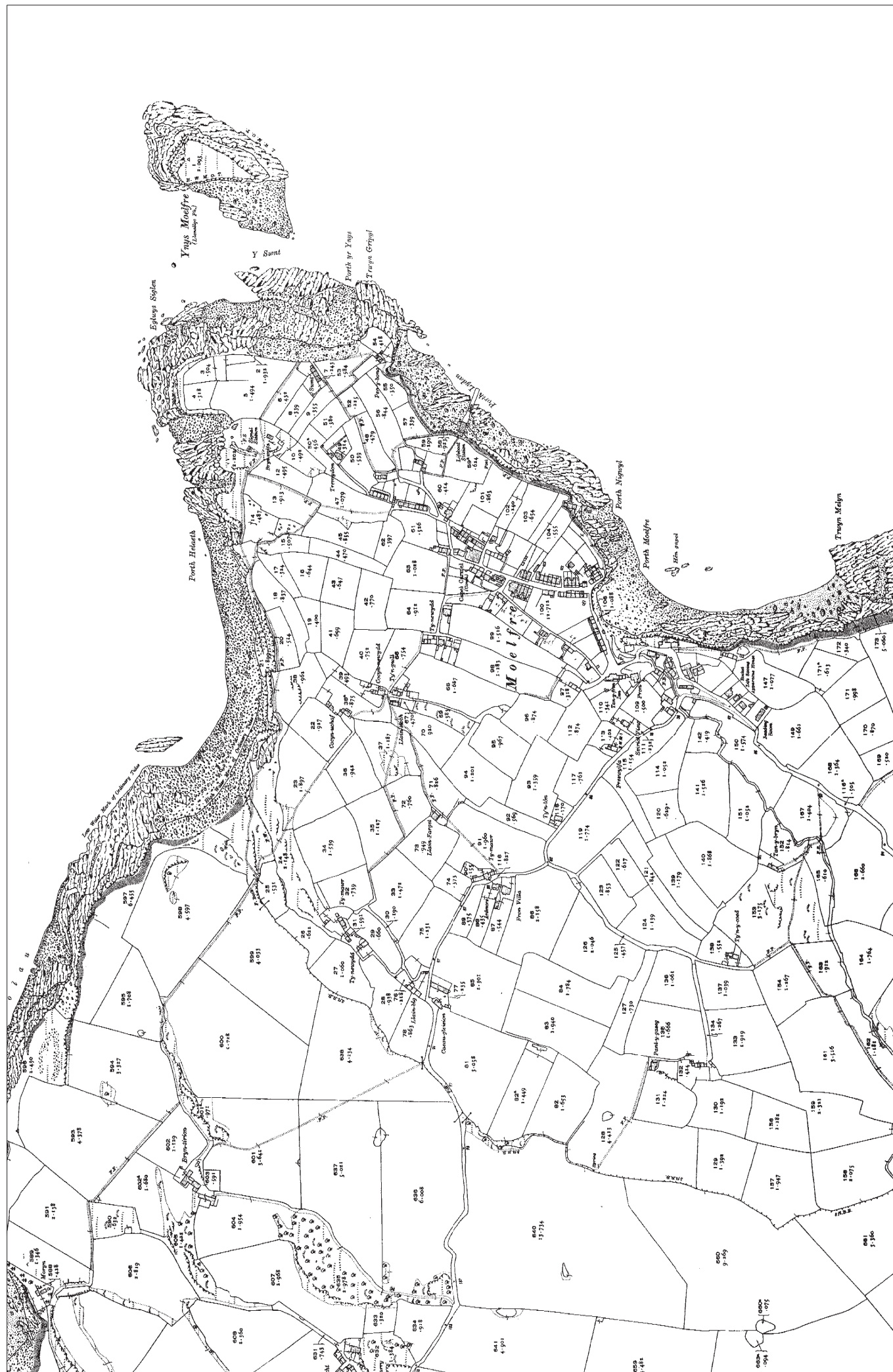


Fig. 7 Ordnance Survey 25 inch 3rd edition map of 1920, Anglesey sheet VIII.5 showing Moelfre and the new lifeboat station of 1909. Scale 1:5000 at A4



Fig. 8 Detail from RAF aerial photograph 58/2196 frame 0291 of Moelfre, taken 14th June 1957

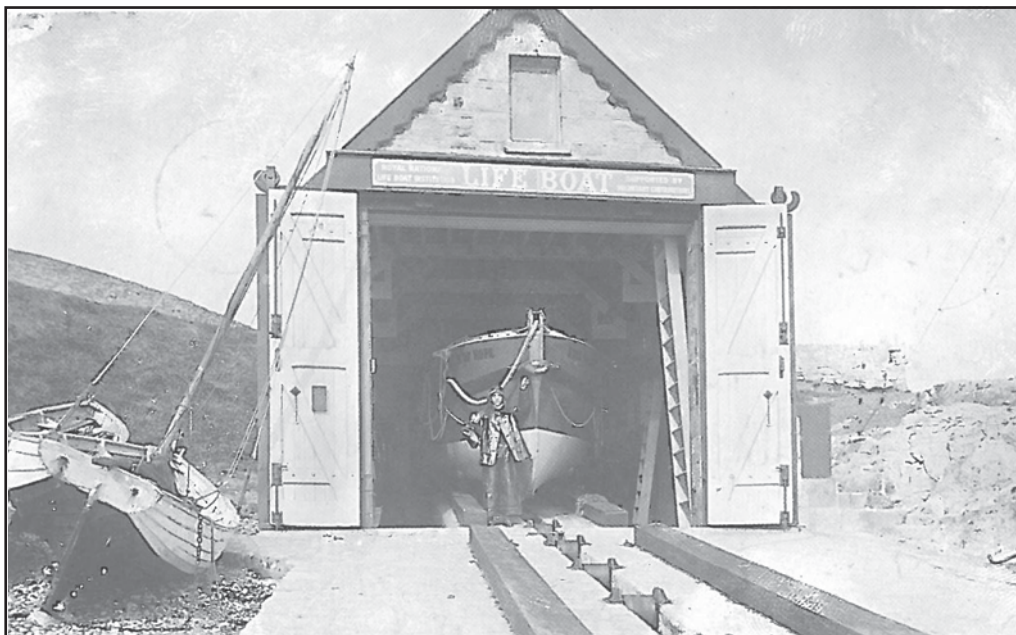


Figure 09: Moelfre Lifeboat House in 1908, with Lifeboat *Star of Hope*.
(from Cowell 1991)

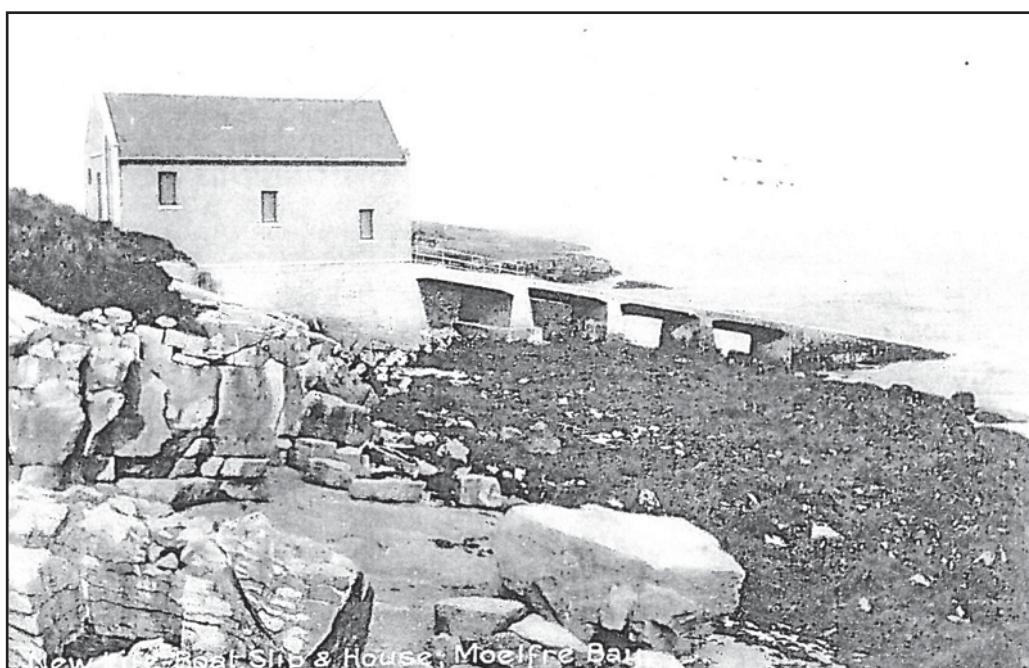


Figure 10: Postcard of New Lifeboat House and Slipway at Moelfre dated to about 1930
(Source: Anglesey Archives WSH/3/15)

1007A/60



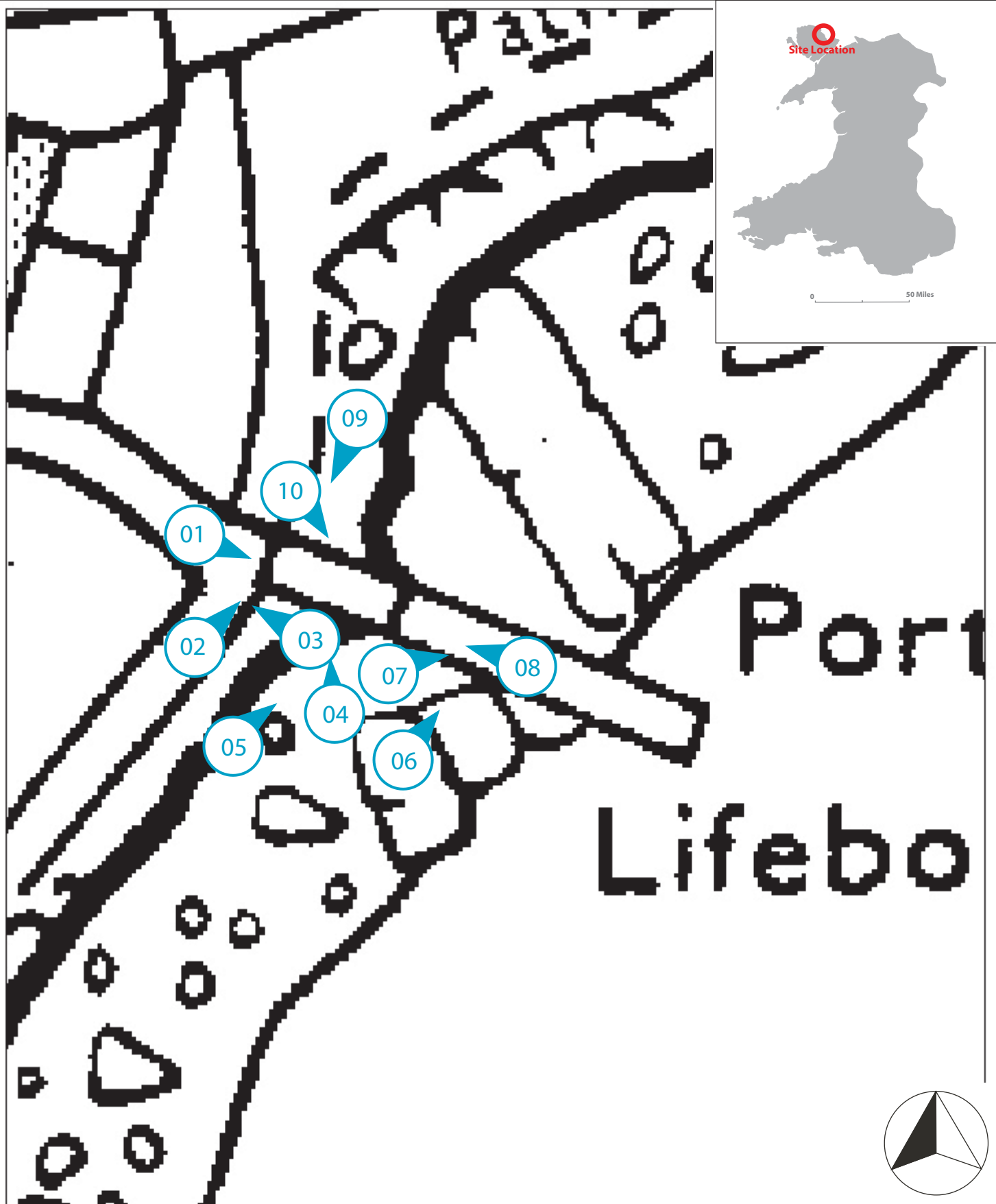


Figure 12: location of plates and direction taken: external elevations
SCALE: 1 to 750@A4

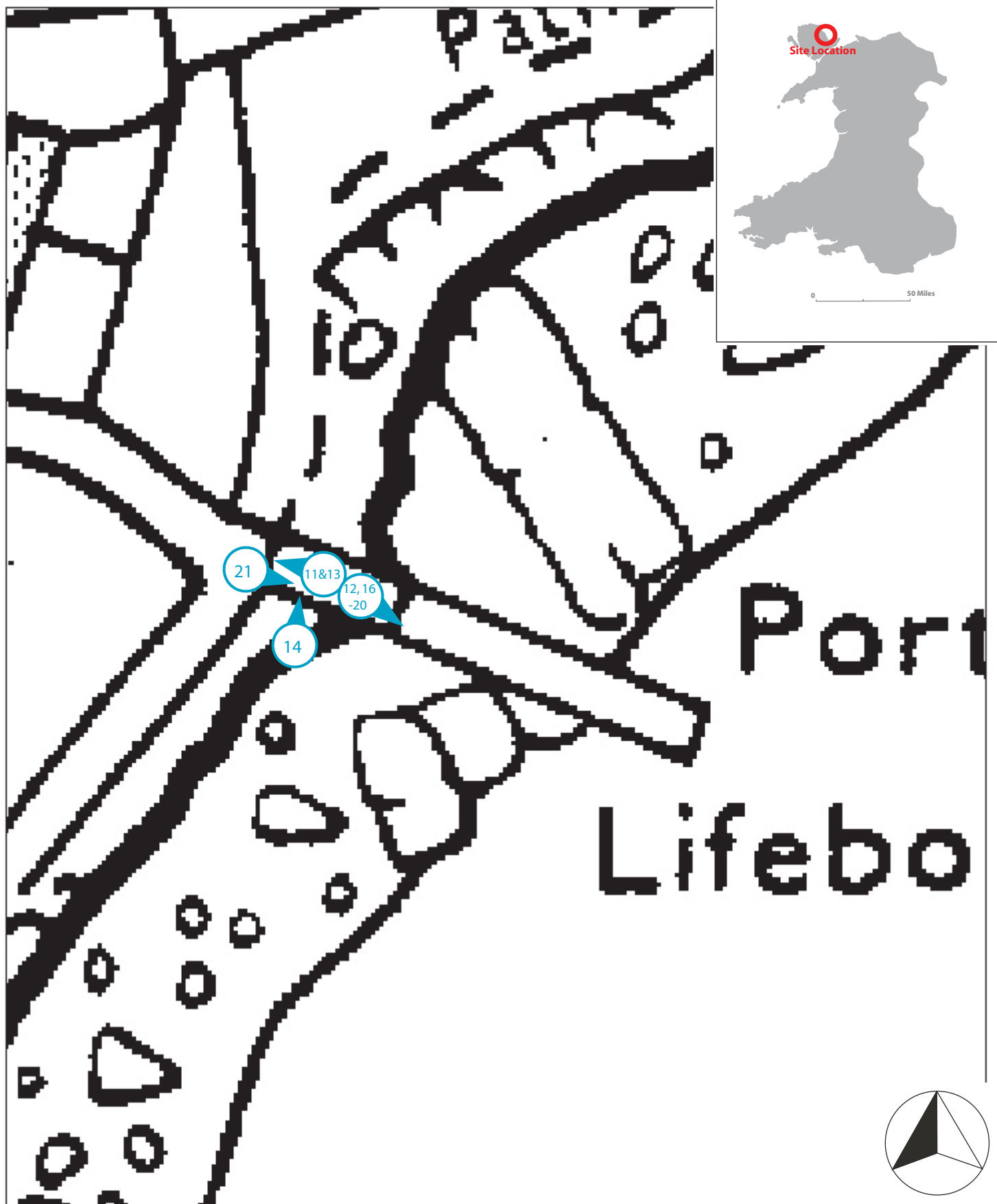


Figure 13: location of plates and direction taken: internal elevations
SCALE: 1 to 750@A4



Plate 01 – Lifeboat station from the northeast



Plate 02 – Lifeboat station from the southwest



Plate 03 – Detail showing retaining wall south of lifeboat station; scale 2.0m



Plate 04 – 1909 plinth and later slipway of lifeboat house; the slope is reflected in the positioning of the lifeboat house windows



Plate 05 – The lifeboat station from the south; the 1983 adaption can be seen in the extension of the building in the first few metres of the slipway



Plate 06 – Detail of concrete construction of slipway



Plate 07 – The slipway from the west



Plate 08 – The lifeboat house from the east



Plate 09 – The lifeboat house from the northeast



Plate 10 – The 1992 plinth extension to the north of the lifeboat house



Plate 11 – Commemoration board showing medals won by the crews of the Moelfre lifeboat



Plate 12 – Hydraulic winding gear within lifeboat house



Plate 13 – Detail of roof structure



Plate 14 – The lifeboat house bell



Plate 15 – Commemoration boards



Plate 16 – Workshop in lean-to north of main boathouse



Plate 17 – Inshore lifeboat looking southeast



Plate 18 – Hydraulic lift to place inshore lifeboat on slipway

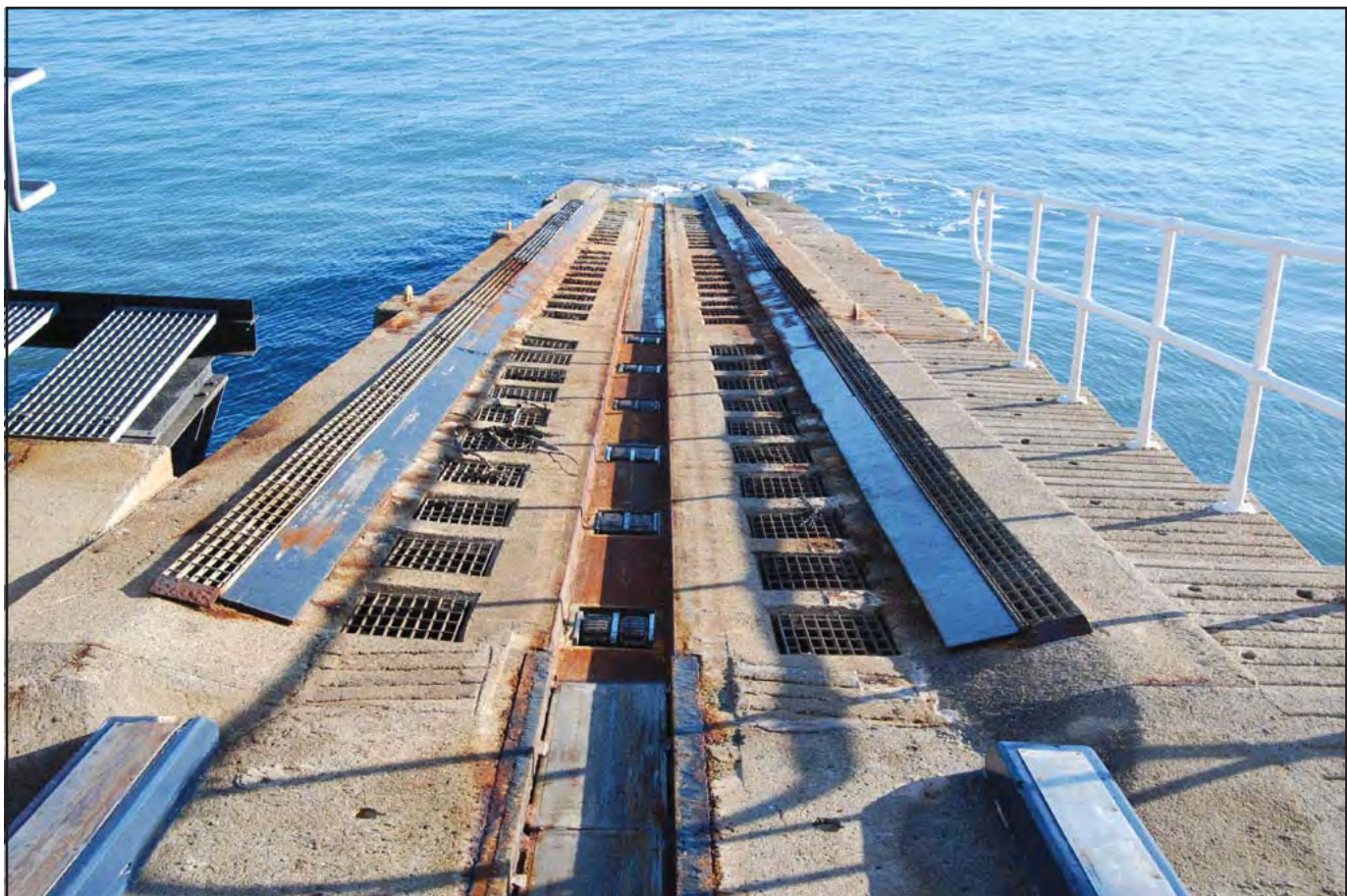


Plate 19 – The slipway, taken from the boat house

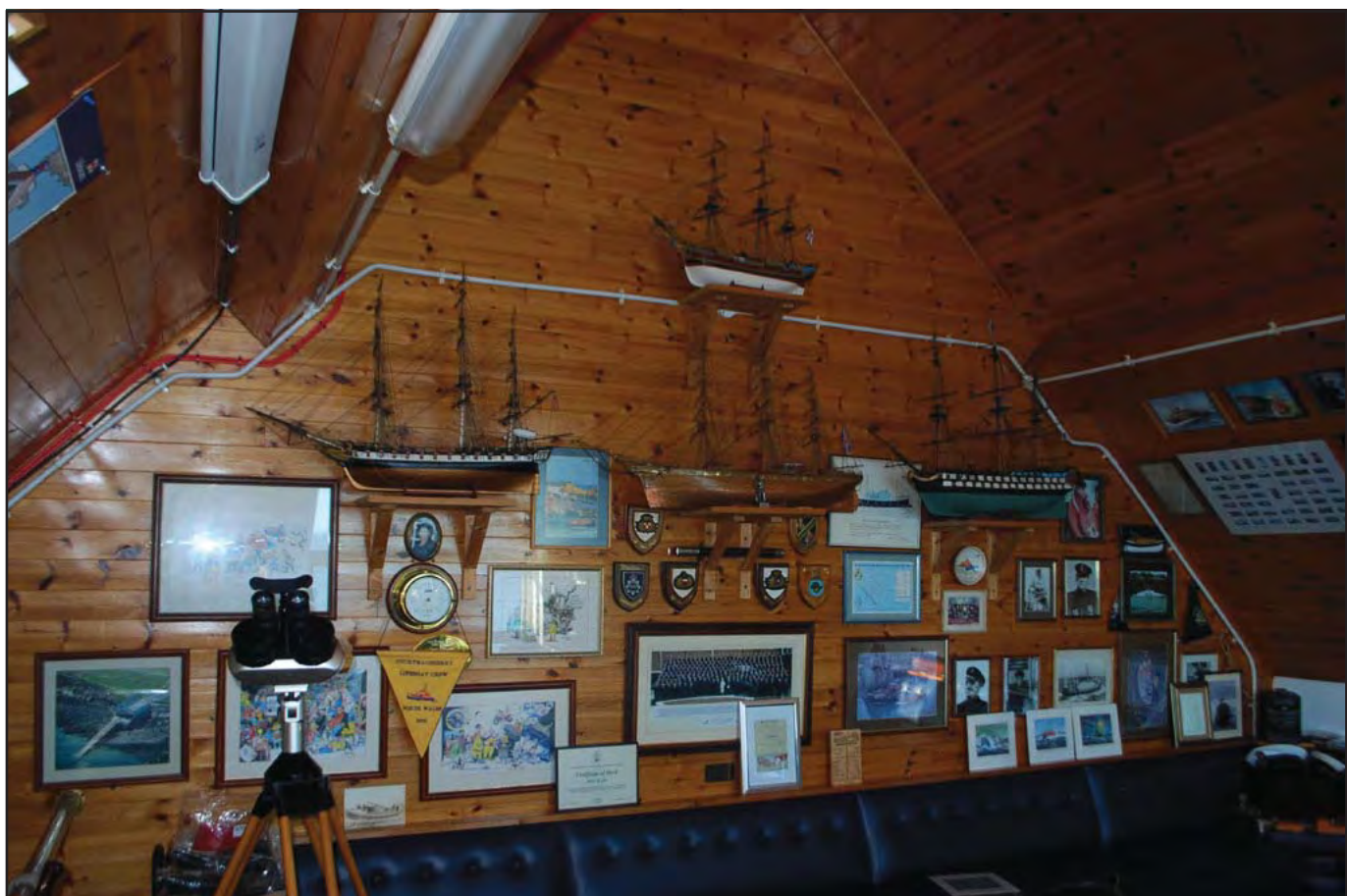


Plate 20 – The crew room, looking west, showing memorabilia collected by the station



Plate 21 – General view of interior of lifeboat station from the northwest



Plate 22 – Former RNLI boathouse dating from 1875 (ranging pole: 2.0m)

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