



APPENDIX 12-2

UNDERWATER ARCHAEOLOGICAL IMPACT ASSESSMENT



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The Hodson Bay Waterfront Park Project is co-funded by the Government of Ireland and the European Union through the EU Just Transition Fund

PROJECT

Hodson Bay Waterfront Park and Marina Redevelopment, Co. Roscommon

SCOPE: Underwater Archaeological Impact Assessment

TOWNLAND: Barry More

LICENCE NO(S): 26R0326 (DETECTION); 26D0085 (DIVE)

CLIENT: MKO on behalf of *Roscommon County Council*

PREPARED BY: Caitlyn Haskins & Ciara McCarthy

DATE: July 2026

STATUS: Revision 1



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Government of Ireland



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 Mizen Archaeology, The Forge, Inishannon, Co. Cork

 (023) 8858707  (086) 3844831  www.mizen.ie  info@mizen.ie

Underwater & Land Based Archaeological Services

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Abstract

Mizen Archaeology were engaged by *MKO* on behalf of *Roscommon County Council* to undertake an Underwater Archaeological Impact Assessment (UAIA), including a dive survey of a proposed marina redevelopment and expansion at Hodson Bay (Lough Ree), Co. Roscommon. The proposed works include redevelopment of the existing Waterways Ireland operated marina comprising an extension to the existing breakwater and the creation of a new jetty extension, providing c. 29 additional berths. The UAIA comprised desktop study along with metal detection and dive survey of the proposed works area. Site survey was carried out in June 2026, under licence from the National Monuments Service (Lic. Nos. 26R0326 and 26D0085).

While no archaeological material was identified during the site survey, Lough Ree has long been subject to intensive boating activity. This includes a number of wrecking events recorded from the Viking period onwards, for which no precise location is known. As such, there is moderate potential for buried archaeological material or artefacts to be present within the proposed development footprint.

Acknowledgements

Mizen Archaeology would like to thank *MKO* on behalf of *Roscommon County Council* for their help during this project. *Mizen Archaeology* would also like to thank John McKeown and Scott McKeown of *Marine Specialists* for their assistance during the dive survey. The archaeological licence holder was Caitlyn Haskins. The dive survey was conducted by Caitlyn Haskins and Ciara McCarthy in June 2026. This report was completed by Ciara McCarthy and Caitlyn Haskins.

1 Introduction

1.1 General

Mizen Archaeology was engaged by *MKO* on behalf of *Roscommon County Council* to undertake an Underwater Archaeological Impact Assessment (UAIA) of a proposed marina redevelopment and expansion at Hodson Bay (Lough Ree), Co. Roscommon. The proposed works include redevelopment of the existing Waterways Ireland operated marina comprising an extension to the existing breakwater and the creation of a new jetty extension, providing c. 29 additional berths. The assessment incorporates the results of a detailed desktop study and site survey, comprising dive and metal detection components. The site survey was carried out in June 2026, under archaeological licence numbers 26R0326 and 26D0085.

1.2 Conventions, Legislation, and Guidelines

The following conventions, legislation, and guidelines relevant to the protection of cultural heritage were used to inform and structure this assessment:

- Historic and Archaeological Heritage and Miscellaneous Provisions Act 2023
 - Section 225 and a number of none-heritage related “miscellaneous” provisions in Part 13 of the Act have entered into force
 - National Monuments Act, 1930 to 2014 remains in effect
- National Monuments Act 1930, amended 1954, 1987, 1994, 2004 and 2014
- Heritage Act, 1995
- National Cultural Institutions Act, 1997
- The Architectural Heritage (National Inventory) and Historic Monuments (Miscellaneous) Provisions Act, 1999
- Planning and Development Act, 2024
 - Planning and Development Act, 2000, remains in effect as the 2024 Act is entered into force
- *Frameworks and Principles for the Protection of Archaeological Heritage*, 1999, Department of Arts, Heritage, Gaeltacht and the Islands
- Local Government (Planning and Development) Act, 2000
- European Convention on the Protection of the Archaeological Heritage (the ‘Valletta Convention’) ratified by Ireland in 1997

- Council of Europe Convention on the Protection of Architectural Heritage of Europe (the 'Granada Convention') ratified by Ireland in 1992
- UNESCO Convention on the Protection of the Underwater Cultural Heritage, ratified by Ireland in 2025

1.3 Archaeological requirements

A requirement for archaeological investigations was requested by the Development Applications Unit of the Department of Housing, Local Government, and Heritage as part of the EIA (Environmental Impact Assessment) scoping exercise carried out with statutory consultees.

This requirement includes an advance/pre-consent Underwater Archaeological Impact Assessment (UAIA)- including a dive and metal detection survey of the locations where underwater/in-lake works are proposed.

2 Receiving environment

2.1 Location

The proposed development site is located within Lough Ree, approximately 4km northwest of the town of Athlone, in the townland of Barry More, Co. Roscommon (Figure 1; ITM 600814 E, 746366 N). The proposed development covers an area of approximately 120m by 120m, while the assessment area included an area approximately 145m by 145m, to ensure full coverage of the proposed development.

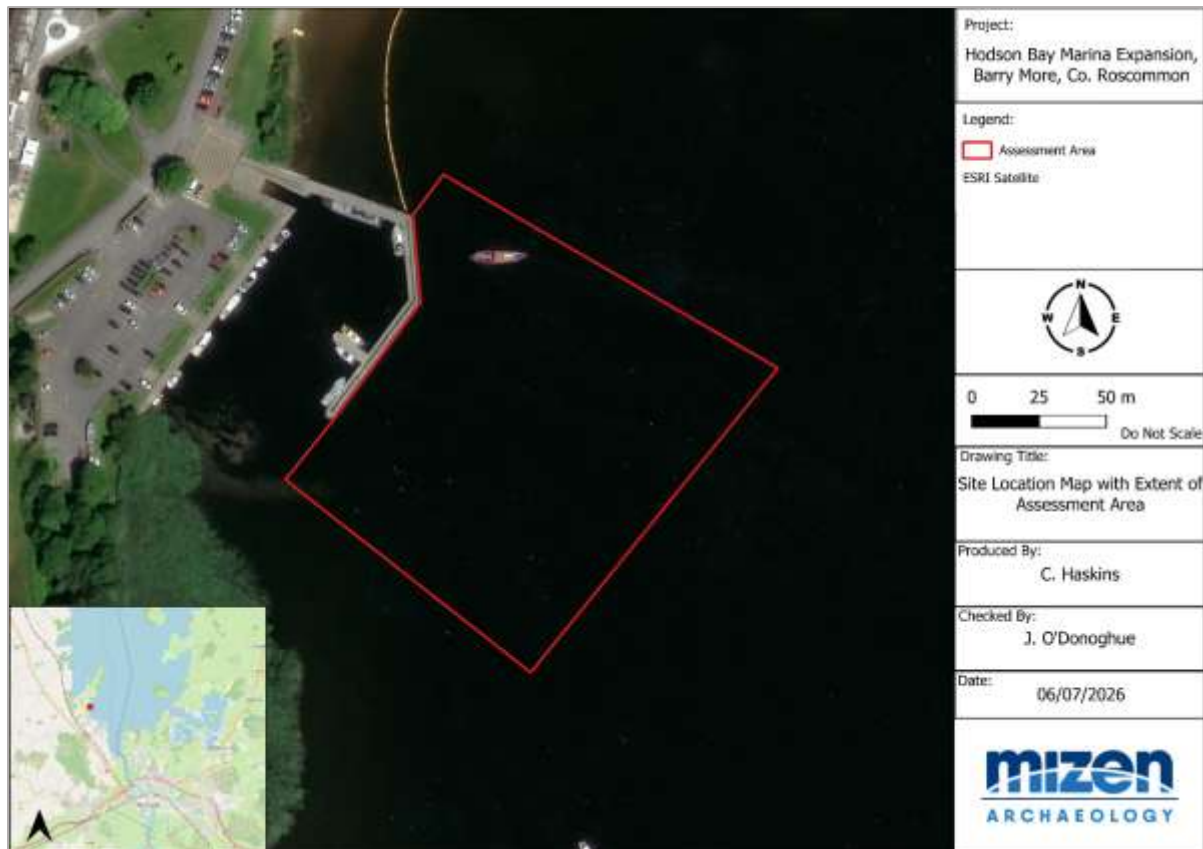


Figure 1: Site Location Map.

2.2 Geology and Topography

The bedrock geology of Hodson Bay and the Lough Ree area comprises primarily glacial till limestone and peat basins with inclusions of limestone and shale to the south, sandstone glacial till to the north, and limestone till in a minor pocket to the west (GSI). The principal soil type in Lough Ree is minimal grey brown podzolics and basin peat.

The area surrounding the underwater assessment area is located on relatively flat to undulating lowlands. The lakeshore consists of lowlands and has an irregular shoreline influenced by glacial drift.

3 Scope of works

The proposed marina development site will cover an area of approximately 1.7 hectares (Figure 2). It is proposed to carry out redevelopment and expansion works of the existing Waterways Ireland operated marina, comprising an extension to the existing breakwater and the creation of a new jetty extension for boats to berth. The redevelopment includes:

- The expansion of the existing marina providing for a new floating breakwater secured by guided piles and connected to the existing breakwater structure by a gangway;
- Upgrades to the marina utilities to include provision of electricity hook-up, potable water, and

- foul water pump-out for marina users;
- The provision of improved access for non-motorised recreation water activity such as canoeing, kayaking and paddle boarding;
- The provision of c. 29 no. additional berths, resulting in a total capacity of hosting c 59 berths for cruisers and visiting watercrafts; and,
- The provision of a new marina services building (c 33m² GFA) with toilets and showers.



Figure 2: Proposed scope of marina expansion.

4 Methodology

4.1 Aims and Objectives

This UAIA aims to:

- Ascertain the character, condition and extent of any archaeological areas, features or objects likely to be affected by the proposed works, including associated temporary works, and the likely impact of the proposed works on these remains;

- Accurately locate these archaeological areas, features or objects and document the findings in map form;
- Describe the same and discuss likely provenance;
- Recommend appropriate measures for the avoidance of these remains, or where this cannot be achieved,
- Assess the nature, depth, extent, and artefact-bearing potential of the lacustrine stratigraphy;
- Assess the potential for the remains of wrecks, logboats, lacustrine structures, and features, to be present within the lakebed;
- Facilitate further characterisation of underwater cultural heritage features and structures that have been identified in prior dive/wade surveys and by prior research, where applicable.
- Recommend measures to mitigate the impact of the works; and,
- Incorporate all of the above into a report for the project.

4.2 Desktop study

The following sources were consulted to compile the archaeological and historical background-

- The Record of Monuments and Places (RMP), compiled by the Archaeological Survey of Ireland, comprises lists, classifications of monuments, and maps of all recorded monuments with known locations and zones of archaeological significance. The monument records are accessible online from the National Monuments Service (NMS) of the Department of Housing, Local Government and Heritage at www.archaeology.ie. These were consulted to establish the wider archaeological context of the site.
- The Wreck Inventory Database of Ireland (WIID) and the Wreck Viewer include a broad range of cartographic, archaeological, and documentary sources concerning wreck data. Each entry in the inventory gives information on the ship's name, type of vessel, port of origin, owner's name, cargo, date of loss, and other relevant information where available. While the WIID contains information on approximately 18,000 shipwreck records (both those with known and unknown locations), the Wreck Viewer contains the same information for those wrecks but only those with known locations; see Wreck Viewer, accessible at www.archaeology.ie
- The Record of Protected Structures (RPS) is a list of all protected buildings in a given area, as designated by the Local Authority. This may be due to a structure's architectural, historical, archaeological, artistic, cultural, social, scientific, technical, or industrial importance.

- Tailte Éireann (www.tailte.ie) holds Irish land records, including the archive of the Ordnance Survey Ireland (OSI) historic and contemporary maps, which were examined to measure the changing landscape of the lakeshore and its surroundings.
- The Excavations Bulletin online database (www.excavations.ie), which contains summaries of all archaeological excavations in Ireland, was consulted to review previous archaeological investigations in the area.
- Cartography- several historic maps and charts were examined (see Bibliography below for a full list). These maps provide insight into the changes to the lakeshore over time, along with changes in structure locations and navigational routes.
- Aerial photography- a variety of low and high-altitude aerial photography was examined along with Open Topographic Data LiDAR where available (see Bibliography below for full list).
- Documentary sources- several sources were examined. For a full list of all sources examined see Bibliography below.
- Other National and International Monument Lists were also referenced, as relevant. The international lists include: UNESCO World Heritage Sites (WHS) and Tentative World Heritage Sites. National Lists include: National Monuments in State Care; Sites with Preservation Orders; Record of Historic Monuments (RHM); County Council Architectural Conservation Areas (ACAs); the Urban Archaeology Survey; the Walled Towns of Ireland; the Inventory of Historic Gardens and Designed Landscapes; the Irish Historic Towns Atlas; the National Inventory of Intangible Cultural Heritage.

4.3 Dive Survey

The dive survey was carried out of the proposed lacustrine development area in Hodson's Bay, Lough Ree. None of the assessment area was less than 0.70m in depth at the time of survey and therefore, wade survey was not suitable. Dive survey was used to cover the entirety of the assessment area. A hand-held metal detection device was used for survey in tandem with the visual dive survey.

Dive survey were carried out in 5m wide transects, based on a in-water visibility of 3m, and allowing for a 1m overlap in transects, to ensure 100% coverage of the assessment area.

A four-person dive team comprising underwater archaeologists Caitlyn Haskins and Ciara McCarthy with two support divers from diving contractor *Marine Specialist*, carried out the dive survey. All of

the divers are qualified to HSE accredited diving parts III and IV and hold HSA-accredited dive medical certification. Diving operations complied with SI No 254 of 2018 *Safety, Health and Welfare at Work (Diving) Regulations 2018/2019* as detailed in the *Code of Practice for Inland Diving and Inshore Diving* (Health & Safety Authority 2019).

Diving operations were carried out using commercial SCUBA equipment from a RIB. Underwater metal detection, using a Minelab Excalibur II device, was utilised in all locations.

The UAIA recorded all features and objects of archaeological/cultural heritage significance and potential, and included a description, photographic record and GPS position. A Trimble GPS with high accuracy and GoPro camera with underwater housing were also utilised. A plan to fully record any archaeological materials discovered was in place to create a written and photographic record. Additionally, first-aid for finds protocols were in order should it be necessary to recover any artefacts that were deemed too important or fragile to be left in situ.

The survey also recorded a number of aspects relating to the general setting of the assessment area, including water depth, flow direction (where relevant), visibility, bottom type, and topography of the lakebed.

4.4 Metal Detection Survey

The metal detection survey was undertaken using a Minelab Excalibur II metal detection device, in tandem with the dive survey. The discrimination settings on the metal detector were set to 'pinpoint' to enable the detection of all metals. Each transect of the dive survey was subjected to metal detection, thereby ensuring 100% coverage. Each potential object detected was carefully investigated through hand excavation. A plan was in place to recover any mobile artefacts including individually bagging and labelling with the licence number, unique identifier number, transect number, GPS location, depth at which the artefact was found and any other relevant information. In general, the treatment of all archaeological objects was to comply with the Code of Conduct for the Treatment of Archaeological Objects (www.iai.ie) and the Advice Notes for Excavators.

5 Desktop Study

5.1 Historical and Archaeological Background

Lough Ree is one of several loughs located along the Shannon waterway. Its shores and islands host numerous archaeological sites, indicating the importance of the waterbody throughout history.

It has been suggested that the *Raiba* marked on Ptolemy's Iron Age map of Ireland from AD 150, indicated a settlement associated with Loch Ríb (Lough Ree) (Condit & Moore, 2003).

There is significant evidence for Medieval settlement around the shores of Lough Ree, including the use of vessels across the lake.

There is a significant number of ecclesiastical sites located on the islands and shore of Lough Ree. Many of these ecclesiastical sites have an enclosure, indicating an early medieval date (Stout 2015, 78).

In AD 844, it was recorded that there was a permanent Viking encampment (*dunadh*) established along Lough Ree, which was used as a base to plunder both westwards into Connacht and eastwards in Mide, as well as further south along the Shannon (Stout 2015, 79). Some sources have suggested Safe Harbour at St. John's Point, close to the later medieval town of Rindoon, as the most likely location for this encampment (O'Connor *et al.*, 95). In 872, the Vikings were recorded as bringing many ships from the sea westward to Lough Ree (Murtagh 2015, 193).

The wrecking of thirty vessels (*ethair*) of the Delbna Nuadhat, who held territory on both sides of Lough Ree, was recorded in the Annals of Ulster, in AD 756. It was noted that the leader of the fleet drowned, along with the crew of all but one vessel (Doherty 2015, 50). The same group is referred to in a poem in the Annals of the Four Masters as *gamhanraidh Locha Ríbh*, 'the warriors of Loch Ríbh' (*ibid.*).

The Annals of the Four Masters also record, in AD 902, the plundering of the islands of Lough Ree by a great fleet of the Northern Uí Neill and the Munstermen, who were moving against the Southern Uí Néill and the Connachta (*ibid.*).

By AD 922, the Annals of Ulster indicate that the Viking fleet was brought to Lough Ree from Limerick (*Luimnech*), plundering Conmacnoise and the island of the Lough Ree. Another reference 10 years later again suggests the presence of a fleet on Lough Ree (*ibid.*).

In the late 10th and early 11th century, sources indicate that the Munster king, Brian Bóruma, used Lough Ree as a staging post for an attack against the kingdom of Breifne, at the northern limits of the Shannon. In AD 984, he was recorded as arriving in Lough Ree with 300 boats, and further mentions of his fleet on the lough are made in 988 and 992. Muster fleets are mentioned on the late kin 1015, 1089 and 1095 (Murtagh 2015, 194).

The Dindshenchas, which collects stories explaining the significant places of Ireland and which, it has been suggested was written prior to 1024, mentions *Lough Rí*. One poem about *Lough Rí* in that collection begins:

In lind-se lúadit ethair- “This lake that shallops stir”, with *ethar* referring to a boat or ferry-boat.
(Doherty 2015, 47).

In 1035, it was recorded that the men of Breifne came to Lough Ree with fourteen galleys (Murtagh 2015, 194). In 1137, a fleet of twenty ships was led by Toirrdelbach Ua Conchabair against the 200 vessels of the combined fleet of Breifne and Meath (*ibid.*). In 1082, a battle referred to as “the breach of the boats” was held on the lough, and seven years later, it was said that the fleet of Munster once more arrived to plunder the islands (*ibid.*).

The medieval Anglo-Norman town and castle of Rindoon are located on St. John’s Point, c. 7.5km from the assessment area, along the western shore of the lough. The castle, whose first masonry phases have been dated to the late 1220s/early 1230s, is located beside an inlet known as ‘Safe Harbour’, which is regarded as the most sheltered place on the whole lake during bad weather, indicating the importance of the waterway for travel (O’Conor *et al.*, 83-85). In the 1270s, galleys were stationed at Rindoon in reaction to the threat of the O’Conor naval forces raiding along the Shannon (*ibid.*, 87). A ferry linking Rindoon to Anglo-Norman Meath on the eastern shore, was mentioned in sources dating to the early fourteenth century (*ibid.*). Around the same period, there are references to a war galley stations at Rindoon, whose job it was to patrol the lake (*ibid.*). However, by 1315, Rindoon was destroyed by the men of Connacht during the Bruce Wars, and by 1342, the castle was abandoned by the Irish (Murtagh 2015, 198). By 1570, Rindoon was considered utterly ruined (Loeber 2015, 236).

Local Gaelic or Galicized-Normans groups controlled Lough Ree until Elizabethan Times, and it wasn’t until the 16th century that the area was brought back under the crown’s authority (Murtagh 2015, 199). In 1570, Christopher Davers was appointed water bailiff on the River Shannon, which was a new office established to reduce robberies facilitated by the boats and cots on the lough. The bailiff was to have two galleys- one of which would be stationed on Lough Ree. By 1580, the title was upgraded to overseer and keeper of the River Shannon, and he was authorised to employ two galleys, with the number increasing to four by 1588. The office, however, lapsed in 1591 upon the death of the last holder (*ibid.*, 200).

The Strafford survey of the mid-1630s indicates that the western shore of Lough Ree had only a few stone castles- including Gallagher (Galey), an O’Kelly tower house at the entry point of the passage

from the lake to Roscommon Castle, and the ruined Rindoon (Loeber 2015, 236). In 1682, Nicholas Dowdall wrote that Lough Ree:

Is navigable for boats of about 10 or 12 ton, but the vessels made most use of for fishing, portage of goods, timber etc. are made of one tree like a trough flat bottomed and some of them so large that they will carry 60 or 80 men and are called cots, they usually carry horses and other cattle in them besides they make great use of them for carrying of lime from adjacent woods, and by laying of long poles over across the said cot and fastening great beams of timber with widths to the said poles they will carry twenty ton of timber or more. (Murtagh 2015, 201).

In the mid-18th century, Thomas Hodson built the three-storey, five-bay residence known as Hodson's Bay (Loeber 2015., 144). On Goose Island, he erected a viewing tower, which has become known as Hodson's Pillar, which would have provided prospects of the lake and its nearby shores. The peninsula to the north of the house was also landscaped as a part of the grounds (*ibid.*). In recent years Hodson's Bay House has been converted into a hotel, and has retained a substantial portion of its park.

Records indicate that there may have been a canal in existence at Yew Point peninsula, similar to the canal identified alongside Rindoon at St. John's Point (Murtagh 2015, 205).

5.2 Previous Archaeological Investigations

There are two recorded archaeological investigations within 1km of the area of proposed works within the Database of Irish Excavation Reports.

One of recorded archaeological investigations (Lic. No. 04D0005) is located within the footprint of the proposed development. This involved a non-intrusive inspection of the lakebed in 2004 in advance of the proposed development of a jetty and boat-training centre, c. 100m south-east of Goose Island. No features of archaeological significance were identified.

Archaeological monitoring of a sewerage scheme (Lic. No. 09E0115) also took place c. 700m to the south of the present proposed development. No archaeological features were identified.

Table 1: Excavations within 1km of the development site.

Licence	ITM	Townland	Description (excavations.ie)
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04D0005	601176 746480	Barry More/Hodson Bay	The proposed jetty will be built directly north of the proposed boat-training centre c. 100m south-east of Goose Island and c. 250m east of Hodson's Island. A possible crannog, SMR 49:6, is located on Hodson's Island. A non-intrusive inspection of the proposed development area's lakebed was carried out in May 2004. Topography and lakebed composition were noted. No features of archaeological significance were identified.
09E0115	600800 745524	Barry More	Monitoring of a sewerage scheme did not locate archaeological deposits.

5.3 Sites and Monuments Record

There is one recorded archaeological site (RO049-005002- causeway) listed on the Sites and Monuments Record (SMR) within a 1km radius of the proposed development (Figure 3). The causeway connects the Goose Island to the west shoreline of Hodson's Bay, a distance of c. 60m. It is shown on the 1915 OS 6-inch edition map, but not on the earlier 1836 OS 6-inch map (Figure 6), indicating that the causeway may be of late 19th or early 20th century construction. The island itself is natural.

Just under 1.5km to the north of the assessment area, along the peninsula extending northwards into Lough Ree, is a large enclosure (RO049-010---). The Historic Environment Viewer describes the enclosure as:

Marked as a circular enclosed wood (diam. c. 70m) on the 1837 and 1915 eds of the OS 6-inch map, and situated on a gentle NW-facing slope of Yew Point peninsula (dims c. 2.5km NNE-SSW; c. 350-600m WNW-ESE). This is a circular grass-covered area (diam. 71m E-W-67m N-S) defined by the widely spread remains of an earthen bank (Wth c. 7-8m; max. H. c. 0.2m) with a single tree on the perimeter at W. There is no visible fosse or identifiable original entrance.



Figure 3: SMR Map within 1km of proposed development.

5.4 Architectural Heritage

There are no buildings within the footprint of the proposed development, or within a 1km radius listed on the National Inventory of Architectural Heritage (NIAH) or on the Record of Protected Structures (RPS) for Roscommon.

Hodson's Bay House on the shore to the northwest of the assessment area, was of 18th century construction, but is not a registered property. It has been converted into use as a hotel and retains much of its original parkland.

5.5 Place Names and Townlands

Barry More comes from the Irish *Bearaidh Mhór*. *Mór* meaning 'great' or 'big'. Notably, there is a Barry Beg townland to the south, with *beg* translating to 'small'. Barry or *Bearaidh* likely refers to a family name related to the area.

Lough Ree in Irish is *Loch Rí*, sometimes referred to as *Loch Ríb*. The name is said to refer to a mythic figure Rí, whose death on the location is tied to the mythology of the creation of the lough (Doherty 2015, 57-58).

5.6 Wreck Inventory

There are no recorded shipwrecks within the footprint or a 1km radius of the proposed development, however, there are three recorded wrecks within known locations within Lough Ree, and a fourth for which the only given location is Lough Ree. Two are located c. 1.5km southeast of the proposed development, and are identified as row boats (W18531 and W18532). The third record is a possible wreck (W18533), identified with side-scan sonar, situated 3.8km north of the proposed area.

As discussed in Section 5.1, Lough Ree has been subject to intensive boating activity since at least the early medieval period onwards. There are a number of wrecking events in Lough Ree which have been recorded in the annals, but for which the precise location is not known. These include wrecks from the 10th century onwards.

Table 2: Wrecks recorded as lost in Lough Ree.

Wreck No	Classification	Place of Loss	Location (ITM)	Date of Loss	Description
W18531	Row boat	Lough Ree	602387 E 745710 N	Unknown	One of two row boats (see also (W18532) discovered during a sidescan sonar survey of Lough Ree by Pat McManus. The two wrecks lie in approximately 7m of water and are approximately 25m apart from each other. They are most likely modern angling boats/wrecks.
W18532	Row boat	Lough Ree	602392 E 745710 N	Unknown	One of two row boats (see also (W18531) discovered during a sidescan sonar survey of Lough Ree by Pat McManus. The two wrecks lie in approximately 7m of water and are approximately 25m apart from each other. They are most likely modern angling boats/wrecks.
W18533	Unknown	Lough Ree	601759 E 750133 N	Unknown	Possible wreck discovered during a sidescan sonar survey of Lough Ree by Pat McManus. The wreck lies in approximately 11m of water and one end may be partially buried.
W18538	Sailing boat	Lough Ree	Unknown	1190	“O’Conor and the Sil-Murray went to Conmacnoise on that night and early next morning embarked in their fleet, and sailed up the Shannon until they came to Lough Ree. A violent storm arose on the lake, by which their vessels were separated from each

				other; and the storm so agitated the vessel in which O'Connor was that it could not be piloted. Such was the fury of the storm, it foundered, and all the crew perished, except O'Connor himself and six others. In this vessel with O'Connor (Cathal Crowderg) were Areaghtagh O'Rodiv and Conor, son of Cathal, who were both drowned, as were also Conor and Auliffe, the two sons of Hugh Megeraghty; O'Mulrenin, and the son of O'Monahan, and many others" (Annals of the Four Masters 1190, 90-91)
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5.7 Cartographic Survey

The County of Roscommon map from the Down Survey of Ireland (1656–58) shows Lough Ree and labels the townland of Barry More as 'Barrimore' (Figure 4). Richard Griffith's map of the county of Roscommon (1817) labels the inlet of Lough Ree as Hodson's Bay (Figure 5).

The First Edition six-inch OSI map (1838; Figure 6) and the 25-inch OSI map (1891; Figure 7) portray Goose Island and Hodson's Pillar (Figures 7 and 8). Each of these additionally refer to the area as Hodson's Bay.



Figure 4: Down Survey Map (1656-1658) Showing Lough Ree with survey area in red



Figure 5: Griffith's Map of the county Roscommon (1817) showing Hodson Bay in red.

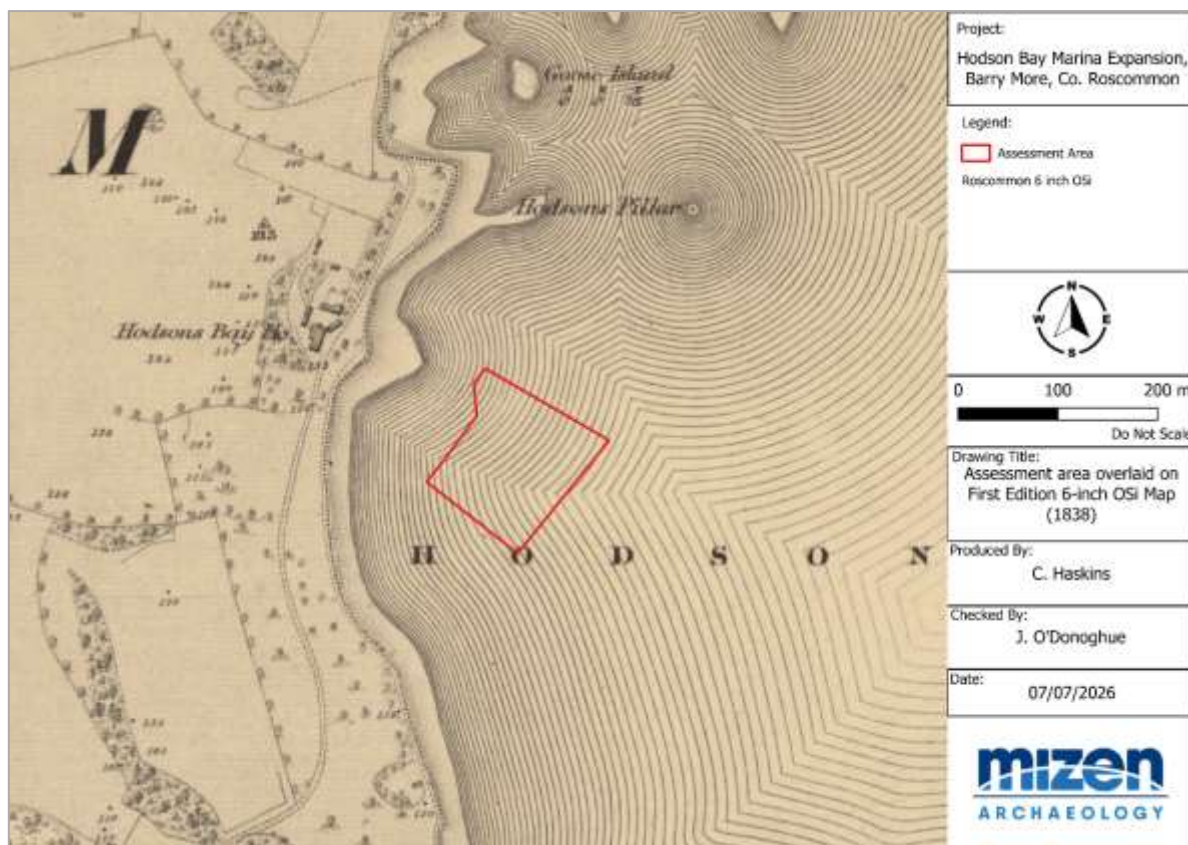


Figure 6: Proposed Development Area Extents overlaid 6-inch OSI Map (1838).

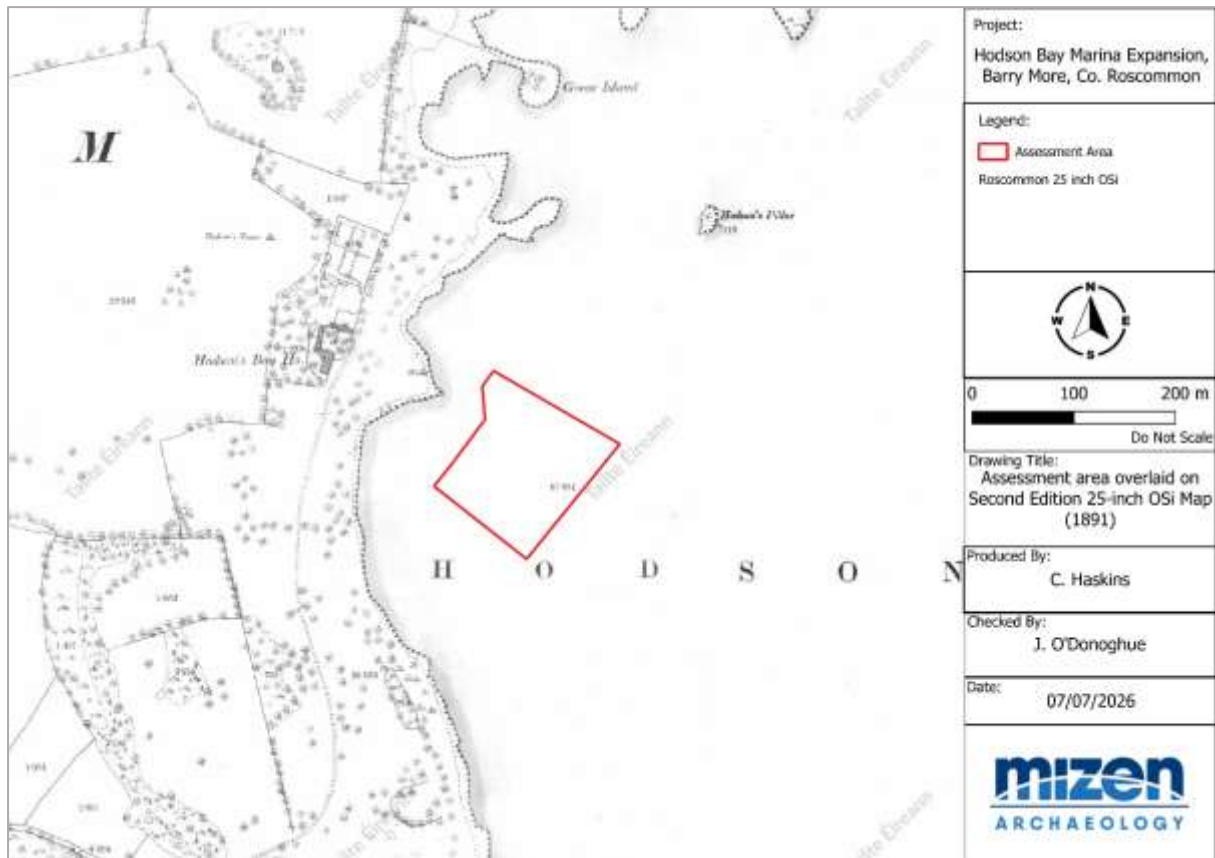


Figure 7: Proposed Development Area Extents overlaid 25-inch OSI Map (1891).

6 Site survey results

A dive survey took place in June 2026 over the course of one day. In-water visibility was greater than 3m, with little to no flow. Survey was carried out in 5m transects, accounting for a 1m overlap between survey lines, to ensure 100% coverage. Metal detection survey was carried out alongside visual survey.

Water depths throughout the area was between 2.6m-3.0m at the time of survey, which was during a period of seasonal low water. The area was generally flat, at about 2.6m depth, deepening slowly towards the north-east and along the south-west edge of the survey area, the latter forming the access channel for the marina.

The lakebed comprised a sandy silt with areas of vegetation consisting of river weed (Plate 1 & Plate 3). The river weed, in places, was dense enough to obscure visual inspection of the lakebed. Modern debris was found throughout the survey area, including bottles and tyres, the latter which had likely

been used as fenders for vessels using the marina (Plate 2). A significant concentration of zebra mussels were visible within the survey areas closest to the marina.

No archaeological material was identified.

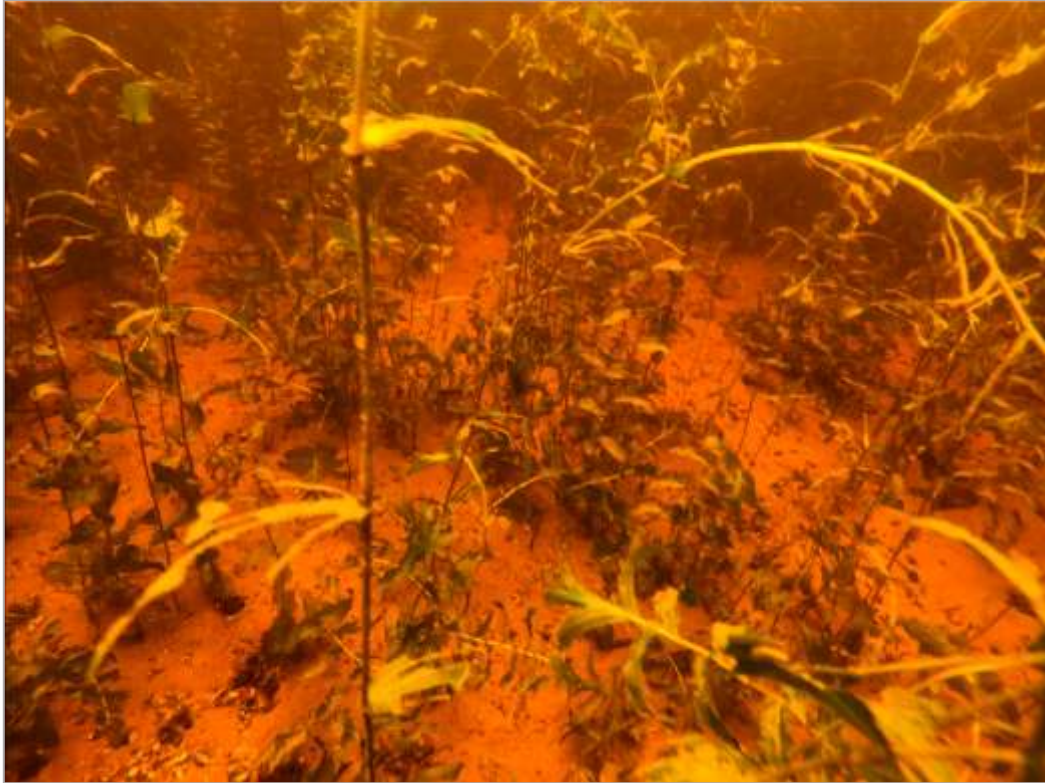


Plate 1: Underwater survey: river weed and sandy silt lakebed.



Plate 2: Underwater survey, modern debris and zebra mussels visible in lakebed.

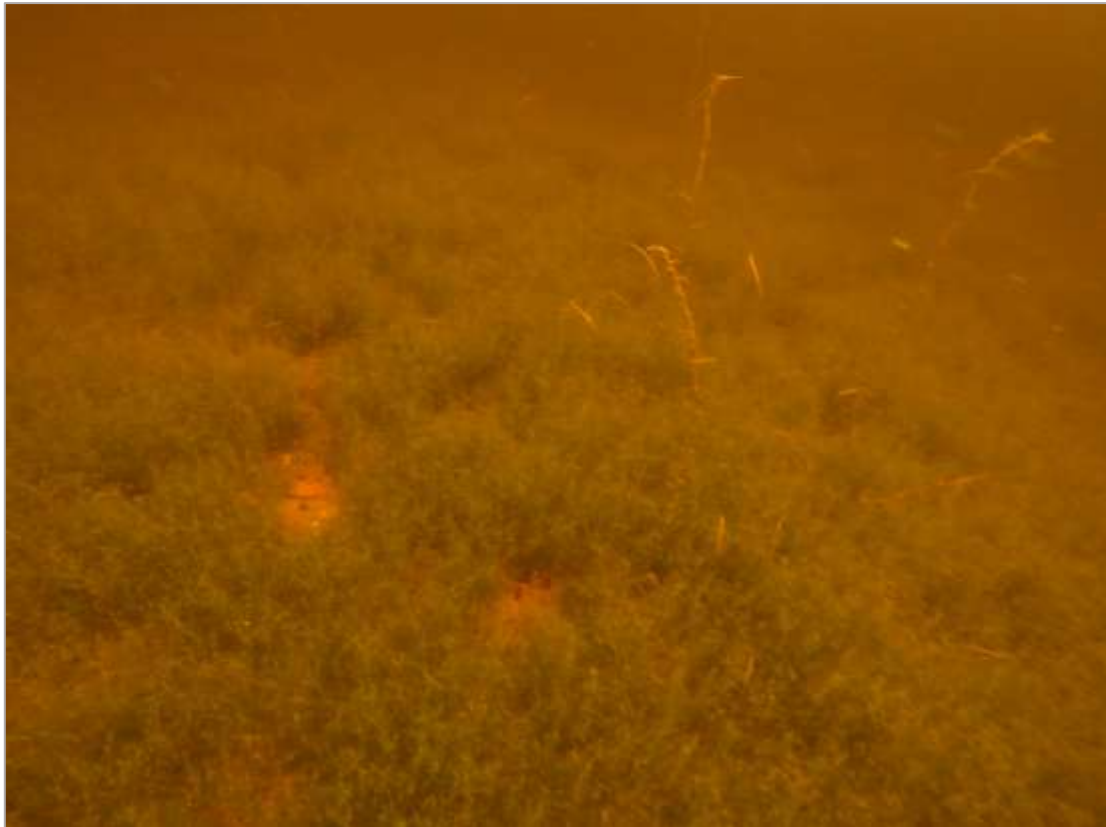


Plate 3: Underwater survey, dense river weed.

7 Discussion

Lough Ree has been subject to significant boating activity since at least the early medieval period onwards, as indicated by a number of references in the annals. Given the likely association of Lough Ree with the *Raiba* on the Iron Age Ptolemaic map of Ireland, it is possible that this waterway was particularly significant even at that time. While much of the activity along the lake seems to have focused on the islands and St. John's Point, further north along the western shore, it is likely that Hodson's Bay saw at least some of the significant boating activity, even prior to coming under the influence of the Hodson family in the mid-18th century.

Despite a significant number of references to wreck events in the annals, only three wreck locations are known within the lake, none of which are within 1km of the assessment area. Notably, two of these are thought to be modern rowing boats.

No archaeological material was uncovered during the site survey, and the sediment was found to be relatively compacted. However, given the intense history of boating along the lough, there remains a moderate potential for the buried, unrecorded archaeological features and artefacts within the lacustrine sediments.

8 Mitigation Measures

Following the results of this assessment, it is recommended that should any dredging works associated with the development be pursued, archaeological monitoring of such works should be carried out by an experienced underwater archaeologist under licence from the National Monuments Service.

Should archaeological material, wreckage, timbers, or other artefacts be recorded in the course of monitoring, the archaeologist will be empowered to suspend further dredging in that area to recover and record the material.

All mitigation measures are recommendations only. The ultimate decision rests with the National Monument Service of the Department of Housing, Local Government and Heritage in collaboration with the National Museum of Ireland and the county Archaeologist.

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10 Appendices

Appendix 1- Site and Monuments Record within 1km

SMR No	Town land	ITM	Monument Type	Description
RO049-005002-	BARRY MORE	600906 746689	Causeway	Marked only on the 1915 ed. of the OS 6-inch map in a bay (dims c. 200m N-S; c. 100m E-W) on the west coast of Lough Ree, connecting Goose Island (RO048-005001-) to the shore to the W (L c. 60m). The causeway has been modernised and raised. The island is too large to be a crannog and is patently not artificial.