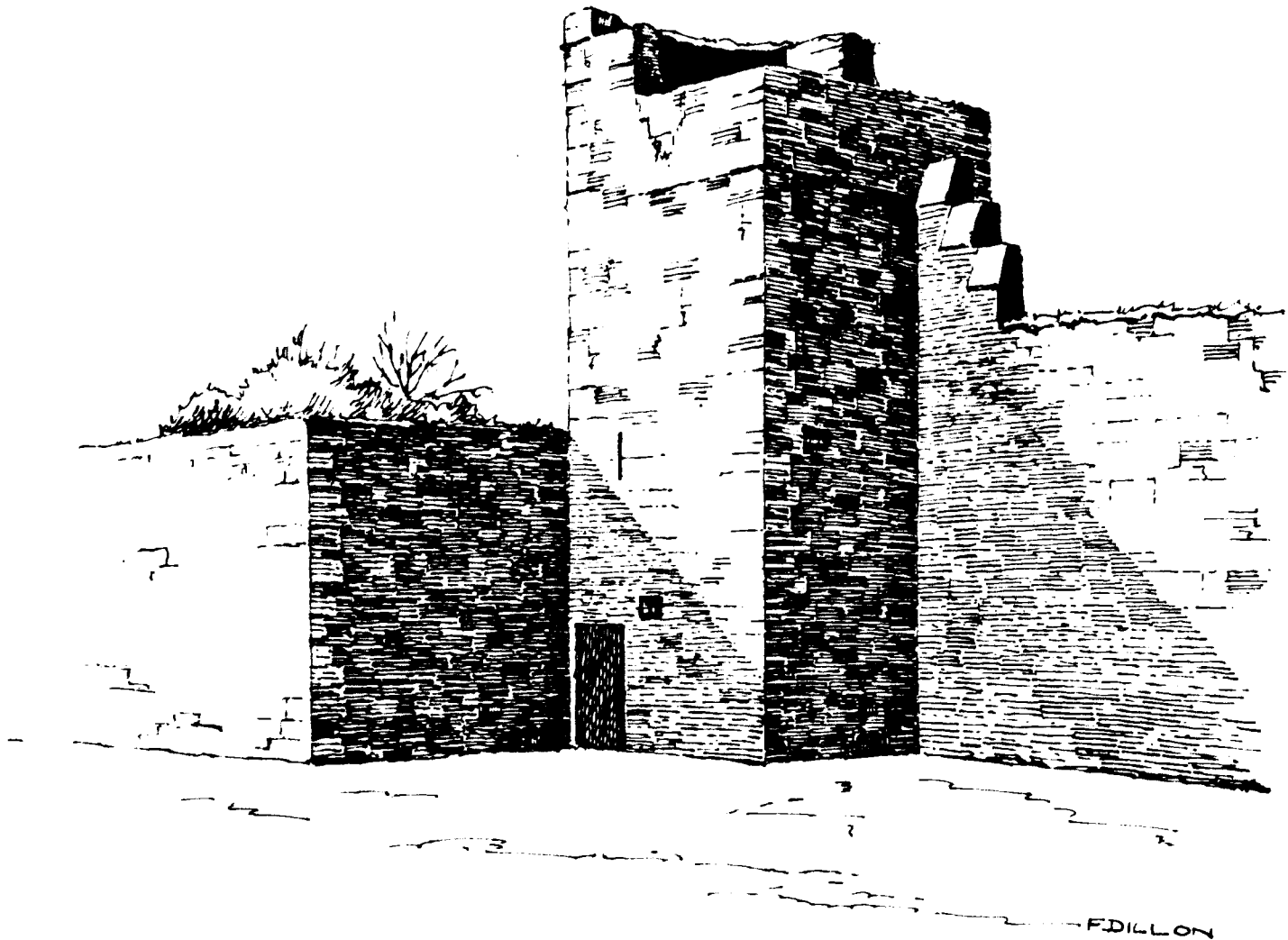


Old Waterford Society

DECIES

XXXVI

Autumn 1987



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FRONT COVER: Our cover illustration features the double tower on the portion of Waterford's city wall in Castle Street. This western section of wall is at present in course of conservation and when complete will form part of the projected development of the area as an historical centre.

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We wish to express our sincere thanks to Waterford Corporation and to Waterford Regional Technical College for their valued assistance in the production of this issue.

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EDITORIAL

All those interested in the historical and archaeological heritage of Waterford cannot fail to be gratified at the amount of exploration which has been carried out during the past three or four years. It is surely a sign of an enlightened attitude on the part of the Municipal Authority that before an area is developed commercially it is thoroughly investigated from the archaeological viewpoint.

This enlightened attitude was further demonstrated recently when proposals to highlight areas of the city of archaeological or historical value were publicly spoken of. Waterford is particularly rich in sites of this nature and it is desirable that they be given due prominence for the benefit of this and succeeding generations.

The current survey being carried out in the county for the Sites and Monuments Record will increase our knowledge of these places. If we follow the lead of other countries this survey will reveal at least as great a number of new archaeological sites as those already known. This, together with the work being carried out by the Urban Survey will further extend our knowledge of Waterford City.

The Historical Atlas in course of preparation by the Royal Irish Academy will include a volume devoted to Waterford City. This is a most satisfactory state of affairs as far as this area is concerned and it is to be hoped that now that the new Sites and Monuments Act has been passed into law, it will be rigidly enforced and will thus ensure the preservation of both sites and artifacts for posterity.

Flint Blade from Ballindud.

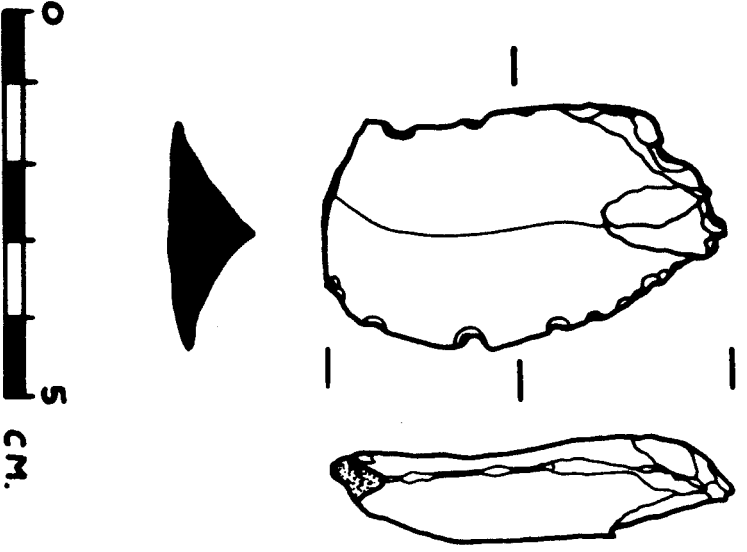


Fig. 1. Flint Blade from Ballindud.

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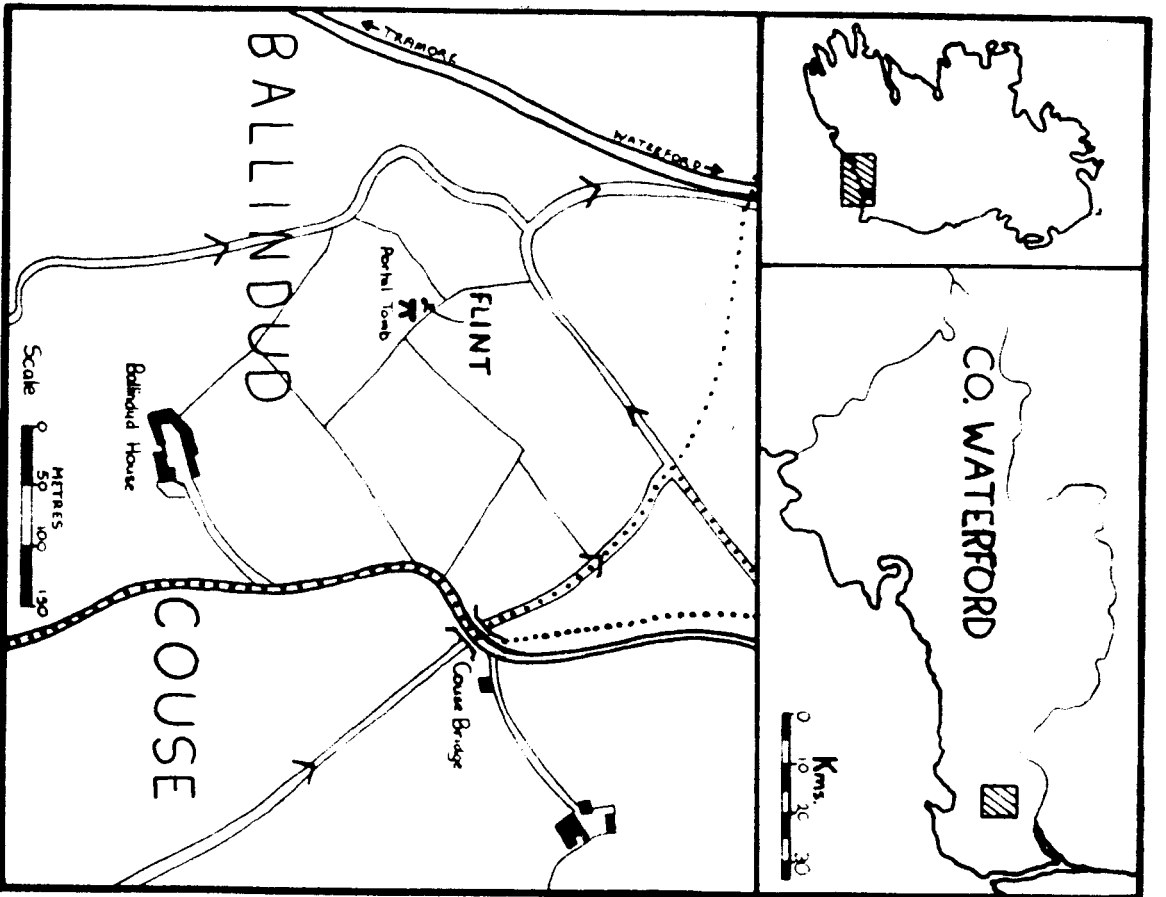


Fig. 2. Location Map.

A FLINT BLADE FROM BALLINDUD CO. WATERFORD

Alan Hayden.

In November 1986 I found the small flint flake, which is the subject of this Note, in a ploughed field in Ballindud townland, Co. Waterford.¹ (See map). The flint lay on the surface 5 metres to the North West of a Megalithic tomb. A careful search of the immediate area revealed no other material.

The flake (see fig. 2) is a leaf shaped blade struck from a poor quality mottled grey/purple flint and measures 50mm. long, 22.5mm. wide at base and varies from 8 - 12mm. in thickness at its centre. The underside of the flake is slightly concave in vertical profile and part of the original creamy white cortex of the nodule still adheres to the almost flat butt of the flake. The flint is worked only on its upper face where there is a small amount of secondary retouch on its edges notably the dexter side. The top of the flake appears to have been damaged at a later stage but it probably possessed a sharp point.

The flake was obviously struck from its butt where the cortex provided a good striking platform. A small depression 5mm. in diameter lies at the base towards the underside of the flake. This is most likely the mark left by the object used in striking off the flake. This was probably a bone or wooden piece with a bluntly pointed end which was placed on the nodule and struck by a hammer stone or similar object in the typical indirect percussion striking method. (Clarke et al (1985) fig. 5.2).

The tomb adjacent to the find spot of the flake is a collapsed portal tomb (though not recognised as such by Powell, who termed it 'unclassified' (Powell (1941), 22), the east end of the capstone having slipped off its uprights.² A group, at least 6 in number of portal tombs occurs in Co. Waterford being the southernmost members of a group that occurs in a band from E. Waterford North Eastwards to South East Co. Dublin. (O'Riordain 1979, Fig.7).

Over 20 of the tombs have been excavated in Ireland (O'Reilly, 1981, 117) more than a dozen producing finds.

Of the lithic material, and hollow scrapers, leaf shaped arrowheads, Bann flakes and stone axes are the dominant types represented.

The flake from Ballindud though bearing a superficial resemblance to a Bann flake (e.g. that from Drumanone, Co. Roscommon (Herity, 1964, Fig.2.18) it is probably best paralleled by the smaller blade with roughly flat butt that was found at Aghnaskeagh Cairn A Co. Louth,

Flint Blade from Ballindud, Co. Waterford.

(Herity, 1964 Fig.2.17). This type of flake is a relatively frequent occurrence in portal tombs. The Ballindud flake then would be quite at home in a portal tomb context.

Whether the flake was originally deposited in the tomb or dropped outside can not be determined. The tomb has suffered damage and as, according to O'Curry (1841, 3), the local also tried to destroy it, it is possible the flake might have been removed in some such activity. However it is also possible that the flake may have been used or deposited during some activity, in prehistoric times, around the tomb.

The flake then (as the tomb is also likely to, on morphological grounds) probably dates to the middle Neolithic period, say 3500 BC-2500 BC.

The flake was probably intended to be used as a small blade rather than an arrowhead due to the difficulty in hafting it (witness its shape), and, its lack of a point.

It is hoped that this note may go some way towards redressing the balance in interest between historic and prehistoric Waterford that has arisen in recent years due to the large amount of excellent work that has been undertaken on Waterford's history, which has unfortunately pushed prehistoric interests in the area, into the shade.

Acknowledgements:

I wish to express my thanks to Mr. Noel Cassidy without whose aid this article could not have been written and to Mary Murphy of the S.M.R. Office, Dublin.

NOTES:

1. O.S. 6" Sheet No.17 Co. Waterford, 17.76cms. from North margin 20.5cms. from East margin. (Parish:Kilbarry; Barony:Gaultier).
2. See O'Curry (1841),3, for a description; Borlasse (1897),Vol.I, 62, recognised it as a portal tomb however.

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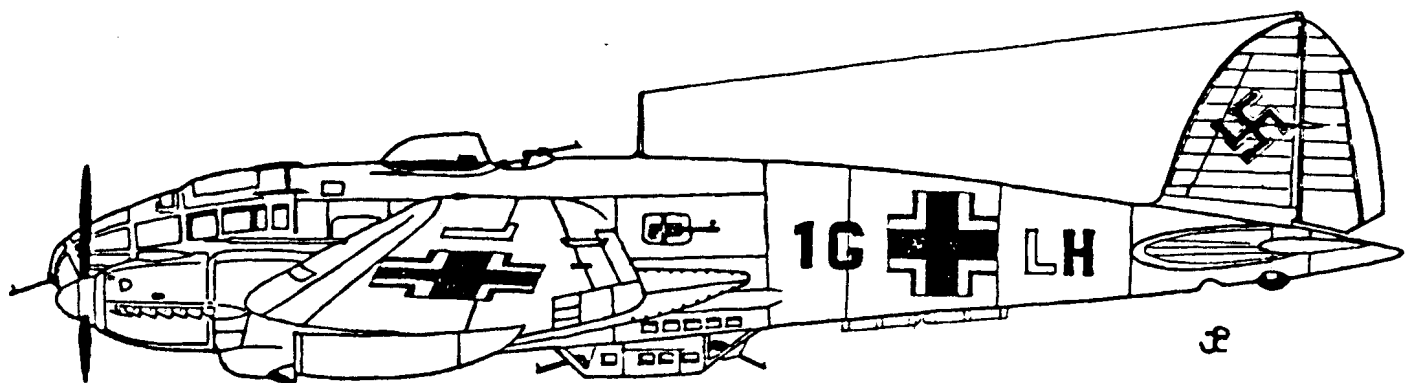
FOREIGN AIRCRAFT FORCED DOWN IN WATERFORD 1939 - 45

Patrick J. Cummins.

Throughout the Second World War, (also known as the Emergency in Ireland), both German and Allied aircraft on combat missions regularly flew over this country without permission, despite the Irish Government having adopted a policy of neutrality in the conflict. The Irish Army Air Corps did not have a sufficient number of fighter aircraft to intercept and drive away or force down any intruding aircraft. Instead, soon after the war started, a new unit of the Air Corps called Central Control, was established in a secluded monastery near Clondalkin, Co. Dublin. Central Control received information on the movement of aircraft, barrage balloons, shipping, mines etc. which was collected from a network of reporting centres throughout the twenty-six counties, which included Look Out Posts (LOPs) sited on headlands and peninsulas along the coastline, which were manned by the Marine and Coast Watching Service (M. & C. W.S.). Following confirmation of a report of a foreign aircraft violating Irish airspace, Central Control would then broadcast on a variety of radio frequencies, the height, course and identification (if possible) of the intruding aircraft. For the year 1941 approximately 20,000 reports were sent to Central Control about aircraft seen or heard flying over or near Irish territory and by 1944 this figure had risen to 30,000 reports.

From 1939-45, one hundred and sixty-five foreign aircraft crashed or force landed in this country, which included sixteen German aircraft, thirty nine American aircraft and one hundred and ten British aircraft. Battle damage, lack of fuel or navigational errors, were the main causes of foreign aircraft coming down in Irish territory. Detailed reports on all crashes and forced landings were sent to the Department of Defence by officers of G.2 Branch, (the Intelligence Section of the Irish Army), and survivors were interned in a special prisoner-of-war camp at the Curragh Military Camp.

The South East corner of Ireland, due to its proximity to the South of England and North West France, was flown over almost daily by German and Allied aircraft which were usually engaged on combat missions over the Allied convoys in the sea areas off the south and east coasts of Ireland. Twelve foreign aircraft crashed or force landed in the South East, of which five, three British and two German, came down in the Waterford area. The Local Defence Force (L.D.F.), Local Security Force (L.S.F.) or the Gardai were usually the first to arrive at the scene of a crash or forced landing and took charge of the survivors and the aircraft until soldiers of the Irish Army arrived from the Military Barracks in Barrack Street to remove the survivors to the Curragh Camp and the aircraft to Baldonnel Aerodrome.



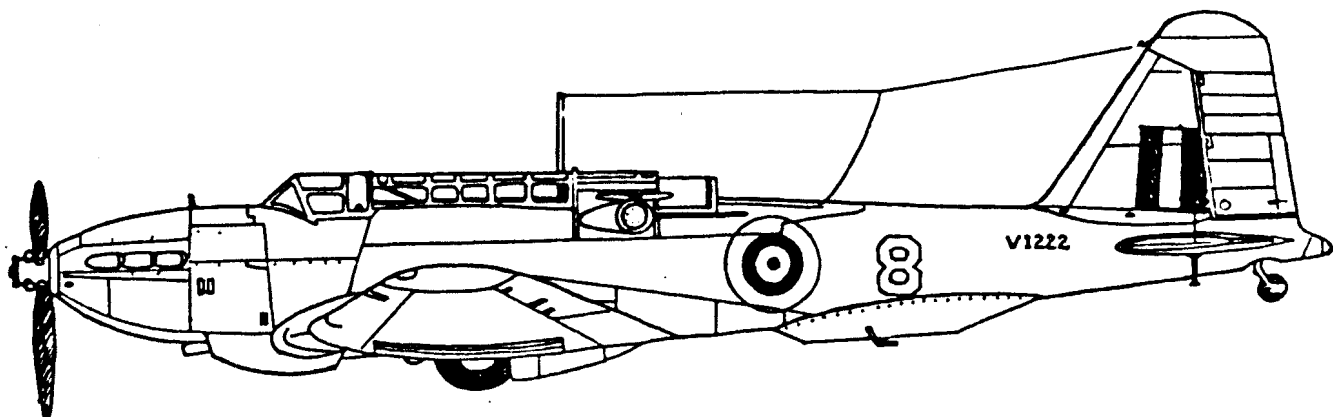
HEINKEL HE 111H-5 (1G+LH) OF 1 GRUPPE/KAMPFGESCHWADER 27.

The first foreign aircraft to come down in the Waterford area was a twin-engined Heinkel HE.111 bomber of the Luftwaffe (German Air Force). Early on the morning of April 1, 1941, several HE.111s of I/KG.27 (I Gruppe/Kampfgeschwader 27 = First Group of Bomber Squadron 27) left the Luftwaffe airfield at Tours in occupied France to attack Allied shipping in the Bristol Channel. A convoy of oil tankers was attacked, and despite intense anti-aircraft fire, three of the tankers were sunk. One of the German bombers, a HE.111H-5 (Luftwaffe unit code letters 1G + LH) had one engine put out of action by the anti-aircraft fire and the pilot, realising that he would not get back to base on one engine, headed towards Ireland and crash landed at Ballyristeen, near Bunmahon. Also the navigation officer, Lieutenant Heinz Gran, had his left arm broken by the anti-aircraft fire.

The crew of five, including the wounded officer, were not injured in the crash landing, and after getting out of the aircraft, attempted to set it on fire by firing their guns into the fuel tanks, but without success. Volunteer Robert Power of the M. & C.W.S., based at Dunabrattin L.O.P., and Jack Kirwan of the L.D.F., from Bunmahon, arrived and disarmed the Germans. Other members of the L.D.F. arrived from Bunmahon to keep people away from the crashed aircraft until army personnel from the Military Barracks came to take the German airmen into custody and remove the crashed aircraft. The wounded officer was taken to the County and City Infirmary where he was attended to by Dr. White. On April 2 he was transferred in an ambulance of the First Field Company to the Curragh General Military Hospital. The rest of the crew were interned in the Curragh Camp for the duration of the war and the Heinkel bomber was lifted on to a truck and transported to Baldonnel Aerodrome. The following report appeared in "The Waterford News", dated April 4, 1941,

GERMAN PLANE CRASHES IN WATERFORD

The Government Information Bureau issued the following statement on Tuesday :-
A German 'plane crashed this evening in Co. Waterford. The crew have been interned.

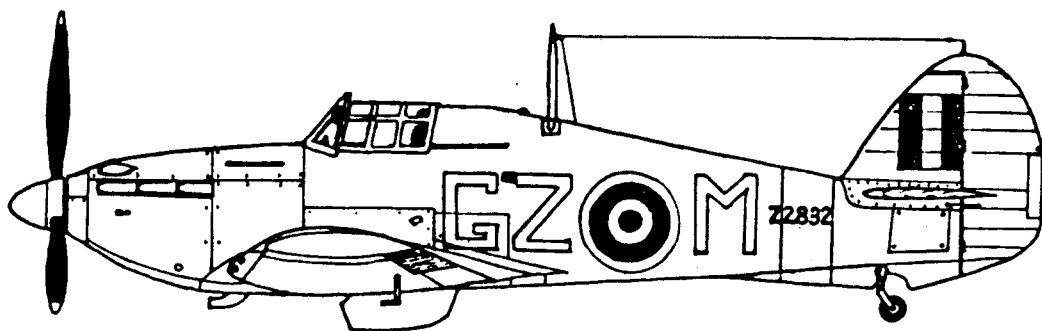


FAIREY BATTLE T.T.MK.1 OF NO.4 A.O.S., R.A.F.

The second foreign aircraft to come down in the Waterford area was a training aircraft of the R.A.F. (Royal Air Force). On April 4, 1941, a Fairey Battle T.T.1 (R.A.F. Serial No. V1222) which, after circling around over Waterford and Dunmore East, eventually landed in a field on the farm of Mr. Halley, Crobally, Tramore. According to the report on this incident by G.2 Branch, "the machine was undamaged and the pilot alighted from the plane and approached a boy named Devlin, aged 12 years, producing his identification card". He was taken into custody by Gardai Rice and Nolan, who were based in Tramore. Others who arrived on the scene were Mr. Gill of the L.D.F. and Mr. Malone of the L.S.F., both from Tramore. The pilot "of the Polish Air Force (serving with the R.A.F.) and dressed in French Air Force uniform, spoke very little English but was able to convey to the Gardai that he was short of petrol". Later, when in military custody, he said his "instruments were wrong".

The Battle T.T.1 was an obsolete light bomber which had been converted for training aircrew and this aircraft was from No.4 A.O.S. (Air Observer School), based at West Freugh, near Stranraer in Scotland. The Battle was equipped for towing a banner-type target for practice firing by other aircraft and anti-aircraft guns. The Battle was transported to Baldonnell Aerodrome, and as the Air Corps needed a target-tug aircraft, it was purchased from the British Government and used by the Air Corps (serial no. 92) in this capacity until 1946.

A Hawker Hurricane single-seat fighter aircraft was the third foreign aircraft to come down in the Waterford area. On June 10, 1941, two Hurricane Mk IIs of No.32 Squadron, R.A.F., based at Angle airfield, near Pembroke in South Wales, "scrambled" (took-off) to intercept a German aircraft heading north on a weather reconnaissance mission over the St. George's Channel and the Irish Sea. One of the Hurricanes was piloted by Flying Officer (Flg.Off.) Maurice Remy, of the Free French Forces, serving with the R.A.F. The German aircraft was being tracked by radar stations in Cornwall and South Wales and the Hurricanes were directed to search a designated area by the radar controller. After searching for half an hour the German aircraft, a Heinkel HE III bomber, was sighted and the Hurricane, accompanying Remy's aircraft, attacked the bomber with no apparent results and then disappeared into some



HAWKER HURRICANE IIA OF NO. 32 SQUADRON, R.A.F.

Ⓐ

clouds. Flg. Off. Remy then attacked from out of the sun and got in two bursts of his aircraft's machine gun at the bomber causing smoke to pour from its starboard engine. The bomber managed to escape into some clouds and the Hurricane searched around for about an hour and a half but could find no trace of the German aircraft. It eventually crashed half a mile north-east of Carnsore, Co. Wexford, and all the crew were killed in the crash.

Meanwhile, Flg.Off. Remy discovering that his fuel was very low, and thinking that he was over Wales, made a forced landing in a hayfield. The aircraft skidded along the grass and according to the G.2 Branch report on the incident, "the propeller was smashed and the undercarriage was broken". The Hurricane had come down in Ballybrack, north east of Kilmacthomas, and the pilot escaped without injury from the aircraft. Still thinking he was in Wales he made no attempt to destroy the Hurricane and very soon Mr. Coughlan, a member of the L.D.F. in Kilmacthomas, arrived at the scene of the landing. Other members of the L.D.F. arrived to take charge of the pilot and the Hurricane. Army Personnel from the Military Barracks arrived half an hour later and the pilot was brought to the Curragh Camp where he was interned.

The next day, June 11, two officers from the Air Corps arrived to inspect the Hurricane and decided that it was worth salvaging. It was a Hurricane Mk.IIa (squadron code letters GZ-M, serial No. Z2832) with the name "McDonnell's Squadron 17" inscribed on the nose. Two days later the Hurricane was transported to Baldonnel Aerodrome and the Irish Government started negotiations with the British Government to purchase the aircraft and sufficient spare parts to make it airworthy again. Following agreement to the purchase by the British Government, the Hurricane entered service with the Air Corps (as No.94). In 1943, following an agreement for a batch of earlier Hurricane Mk.Is to be supplied to the Air Corps (which had been ordered in 1940) this aircraft was returned to the R.A.F. on July 7, 1943.

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Old Waterford Society

PROGRAMME - Lecture Season 1987/1988.

Lectures and A.G.M. commence at 8 p.m. in Garter Lane Arts Centre,
O'Connell Street, Waterford.

1987:

- September 25th - Family Insights into the Life of Michael Collins -
Mr. Michael Collins.
- October 23rd - The Cistercian Monasteries of Ireland -
Mr. Roger Stalley; T.C.D.
- November 13th - Botany Bay - The Transportation of Convicts from
Ireland to Australia - Lt. Col. Con Costelloe.
- December 6th - Annual Lunch (Separate notice will be sent to
members).

1988:

- January 22nd - Parnell and the Leadership of Nationalist Ireland -
Dr. Martin Mansergh.
- February 12th - Excavations on the South City Walls of Waterford -
Mr. Ben Murtagh.
- March 5th - Environmental Evidence from Wood Quay - Mr. Vincent
Butler, M.A., National Museum.
- March 25th - The Environment in Archaeology - Dr. John Feehan.
- April 15th - Sites and Monuments Survey of Waterford -
Mr. Michael Gibbons.

Date of Annual General Meeting will appear in next issue.

Enquiries regarding 'DECIES' to: Mr. Fergus Dillon,
"Trespan",
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Waterford.

Membership of the Old Waterford Society is open to all. Subscription for
1987 is £7 and may be sent to: Mrs. R. Lumley,
28 Daisy Terrace,
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