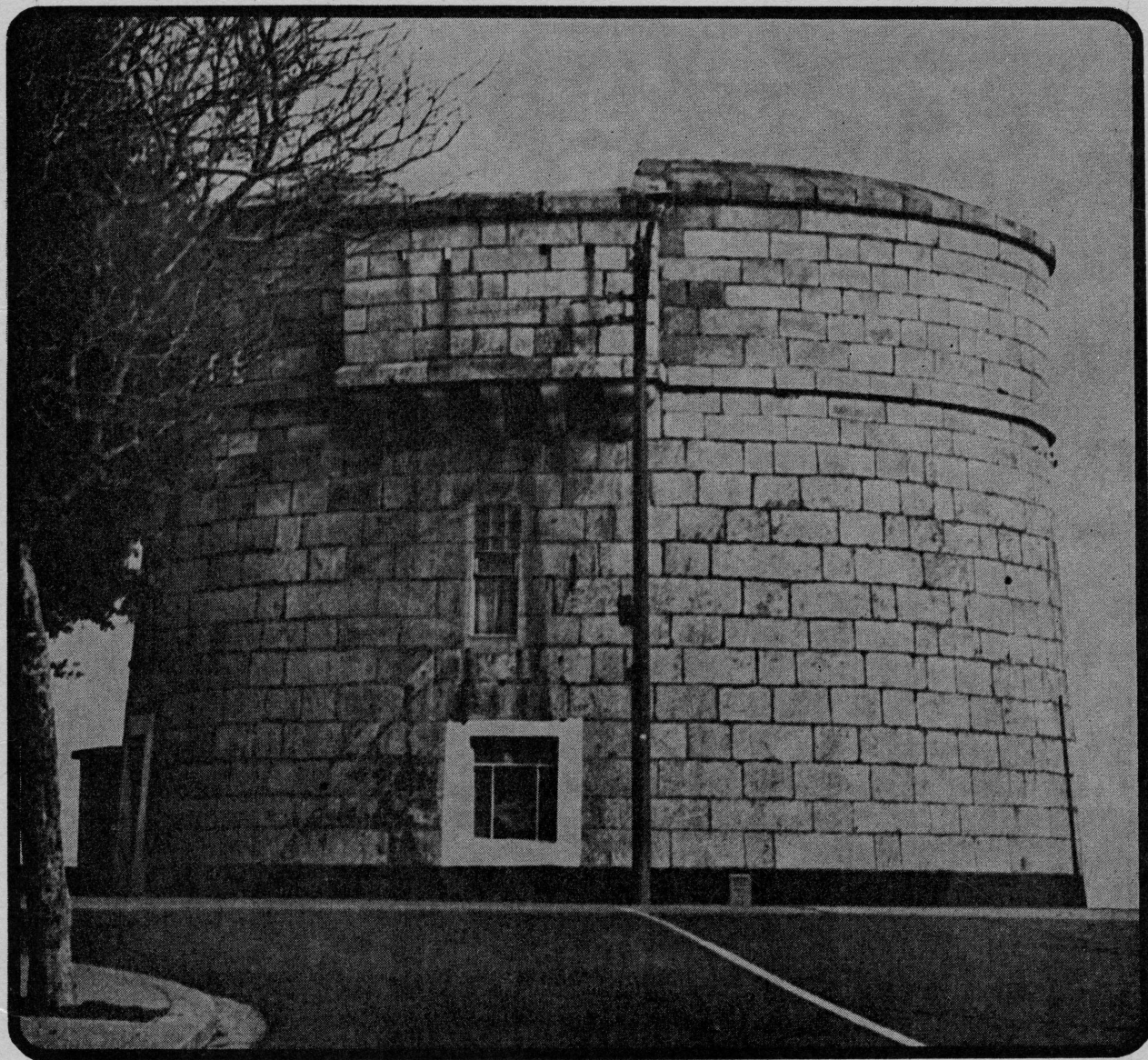


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Martello Tower No. 16 at Sandymount, south of Dublin. Paul Kerrigan describes these structures in the second instalment of a new series "Defences of Ireland 1793-1815" inside.

(Picture by courtesy Dublin Corporation News Letter.)

Defences of Ireland 1793-1815

Paul M. Kerrigan

The Historical Background

IN 1793 the newly established French Republic found itself at war with Great Britain and with other Continental countries aiming to restore the monarchy in France.

In Ireland, the Society of United Irishmen, failing to achieve their aims of an independent Ireland governed by a truly representative parliament, and forced by government pressures and arrests to become a secret society, turned increasingly to the idea of French military intervention in Ireland.

Between 1793 and the end of 1798, there were five attempted expeditions to Ireland; French, and joint French and Dutch naval and military forces being involved. The intention was to assist and equip the United Irishmen in an armed uprising to set up an Irish Republic.

Theobald Wolfe Tone's efforts in Paris, in discussions with the French Government, together with the enthusiastic support of General Hoche, were largely responsible for these expeditions.

In the following years there were proposals for further French landings in Ireland, some of these plans naturally coming from Irish exiles in Paris, and from among the many Irishmen in the armies of the Republic and later, the Empire. The British authorities were aware in many instances of the existence of these plans, if not of the details.

So it was the recent memory of the attempted French landings in Ireland, particularly at Bantry Bay in 1796, the 1798 Rising itself, Humbert's successful landing and short campaign after the Rising, together with the very real danger of a further expedition, that set in motion the building of the coast defences and the defences of the Shannon river-crossings, in the early years of the nineteenth century.

Wolfe Tone, after several leading United Irishmen had been arrested, was obliged by government pressure to leave Ireland, sailing from Belfast in June, 1795, for the United States. Having obtained letters of introduction to the French

Government, he later sailed for France, arriving in February, 1796.

In Paris he had interviews with Minister of War Carnot, and eventually after long delays the decision was made to invade Ireland with 15,000 men. General Lazare Hoche, one of the youngest of the Republican generals, was given the command, and had detailed discussions with Tone during July. Naval and military preparations were begun in August at Brest. The French fleet at this time was badly equipped and organised, having a shortage of trained seamen and due to the revolution, few experienced officers. A poor relationship existed between the naval and military commands, which was to be a major factor in the failure of the Bantry Bay operation.

The French managed to evade the British fleet off Brest, eventually sailing after long delays on 16th December, 1796. The 44 ships carried a force of about 14,000 soldiers.

After various separations on the voyage, eight ships of the line and seven other vessels anchored in Bantry Bay on 21st December, with twenty other ships further off-shore, tacking against the strong easterly headwind. The wind increased to a gale, and on 24th December there were sixteen ships remaining in the Bay; at this stage 6,000 men could have been landed together with several pieces of artillery, under Generals Grouchy and Humbert.

The naval command was against landing in the absence of General Hoche, and was afraid of being trapped by the arrival of the British fleet.

Disembarkation was at first arranged for December 25, but was not carried out. These ships and the other French ships reaching the anchorage over the next ten days, eventually returned to France. Tone, who was on board the *Indomptable*, was in favour of landing even a small number of men and some field-pieces.

This lack of co-ordination and co-operation, the indecision due to the absence of General Hoche in a frigate which had failed to arrive, and the headwinds, at times of gale force, combined to lead to the failure of the expedition.

There was in West Cork at this time no adequate military force to defend Bantry or the approaches of Cork City. Naval defence only had been relied upon; the British fleet eventually arrived off Bantry on 7th January, 1797, the last French ships having departed the previous day. The British authorities realised how close had been the possibility of the French capturing Cork City and the important naval base of Cork Harbour. It was estimated that the French could have marched from Bantry to Cork in four days.

The troops in Ireland were scattered in small detachments, there being some 3,000 regulars in Munster, the only large detachment being the Cork garrison.

It would have taken maybe up to two weeks to concentrate an army superior in numbers to the French had they landed in force.

There was, in fact, no proper scheme of military defence in Ireland in 1796. The Army consisted of a total of about 15,000 men, regular and fencible, in Ireland at this time. The militia, of about 16,000, was regarded as unreliable in the event of a French landing.

Major General Vallency had already prepared a report on the Defence of Ireland, following a military survey; correspondence dealing with this, dated from June and August, 1796, is in the State Paper Office, Dublin Castle. At this time there were fears of a French invasion of Ulster, where the United Irishmen had been well organised, a French descent on Dublin itself, or a landing in Wexford.

The next expedition following the Bantry failure was organised jointly by the Dutch and French, the Dutch 'Batavian Republic' were to provide ships and the majority of the troops. Tone describes the delays during July and August 1797 while the Dutch fleet was at the Texel. Due to the British blockade, and continuous adverse winds, the troops were eventually disembarked from the ships.

In September, 1797, the Irish cause suffered a great blow by the death of General Hoche. The Dutch fleet was later ordered to sail, and was defeated at the Battle of Camperdown on 11th October by a British Fleet under Admiral Duncan.

General Humbert's force of 1,019 men landed at Killala in County Mayo, on August 21, 1798, far too late to assist in the Rising, which had been mainly concentrated in Wexford, and in the North of Antrim and Down. However, he was joined by about 2,000 Irish, and six days later defeated a British Force at Castlebar. On September 8th, Humbert was eventually surrounded by a vastly superior force at Ballinamuck, County Longford, the 840 or so French remaining being made prisoners of war, their

Irish allies being executed on the field, or captured and shot during the following days.

On October 27th, a French squadron of three frigates and a corvette put into Killala. These were the same frigates that had brought Humbert two months earlier. On board were 1,090 French soldiers, but learning of Humbert's defeat they did not land and returned to France.

Meanwhile, to co-operate with Humbert's expedition, and not knowing of his defeat, a larger fleet had set out from Brest on 16th September, 1798, carrying about 3,000 soldiers. The ship of the line *Hoche* (having on-board Wolfe Tone), eight frigates and a schooner were met off the Donegal coast by a superior British squadron, on 11th October. The *Hoche* was captured after a gallant resistance lasting several hours, and the floating wreck was brought into Lough Swilly.

British naval superiority defeated this French attempt, but the absence of both coastal defences and a properly organised defence force had been clearly demonstrated by these French expeditions.

It is worth emphasizing that Michael Dwyer, who fought gallantly in 1798, held out in the Wicklow mountains until December 1803 in the hope of French aid. The activities of Dwyer and his small band caused the military authorities to build the military road with its line of barracks through the Wicklow mountains from Rathfarnham to Aughavanagh. Dwyer was in contact with

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Robert Emmet, and was prepared to bring his Wicklow men into Dublin if Emmet's plans for a rising in the city were successful.

It is with this background in mind that the coastal defences constructed from 1796 and in particular from 1804 onwards, must be considered.

General Dumouriez, previously for a short period Minister for foreign affairs in France, and was in command of the French army at the Battle of Valmy in 1793. He later went over to the Austrians and eventually arrived in England. He submitted a report on the 'Defence of England' to the British Government, and in 1808 he drew up a detailed 'Military Memorandum' on the defence of Ireland. This contains proposals for numerous coastal batteries and forts, and for the holding of mobile bodies of troops in key positions, ready to march to the scene of a French invasion.

Dumouriez was well informed of the events of 1796 and 1798, and aware of the many Irishmen in Paris and in the French Army attempting to persuade Napoleon to send a large expedition to Ireland.

Many of the later coastal defences, such as

those of the Shannon estuary and Lough Swilly, were sited in the locations suggested by Dumouriez.

Significantly, he makes a strong case for Athlone being the Headquarters of the General in Chief of the Army in Ireland, together with a reserve division. Advance divisions were to be at Enniskillen, Limerick and Cork and one division acting as rear guard at Dublin; these terms are used assuming a French landing on the West, South-West or North-West coasts. Dumouriez emphasises the central position of Athlone and the importance of the Shannon line as a natural line of defence.

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The Defences of Ireland 1793 - 1815

2. The Martello Towers:

Paul M. Kerrigan

In February 1794 a British landing-party finally managed to capture a small circular tower at Cape Mortella in Corsica.

The French garrison surrendered only after part of the structure caught fire, having held out for two days against a four gun battery.

The tower had previously repulsed a British naval attack, forcing the Ship of the line, *Fortitude*, 74 guns, and the 32 gun frigate *June* to withdraw with considerable damage and many casualties.

The gallant defence of this tower, evidently armed only with two 18 pounder and one 6 pounder guns, caused great interest in the British army and navy.

As a result, similar towers were built in 1796 in South Africa and later in Halifax, Nova Scotia. However, the most well-known examples of what were later known as 'Martello Towers' were those built along the south and east coasts of England, and around the Irish Coast, between 1804 and 1815.

In 1803 an act of parliament was passed to allow for the acquisition of land for coastal defences in Britain and Ireland.

The first line of Irish Martello Towers was built on the east coast in 1804, from Bray, Co. Wicklow, north to Balbriggan. Most of these survive today, some mutilated into house-conversions, others used as cafés, and several remaining in good condition. The tower at Sandycove is now restored as the James Joyce Museum.

These towers vary in some details, while several are of larger diameter. They were circular in plan, unlike the English South-Coast towers of a year later, which were elliptical, providing a thicker wall on the seaward side.

The first-floor entrance, with its strong iron-sheeted door, was about ten feet above the ground, approached by means of a step ladder.

The interior at ground-level consisted of the powder magazine, ammunition and food stores, and in some cases living quarters.

The access was down a stone spiral staircae built in the wall thickness, and by a trap-door in the timber first-floor. The first-floor room served as living accommodation for the small garrison, the spiral staircase giving access to the gun-platform above. This circular platform was surrounded by a massive rampart.

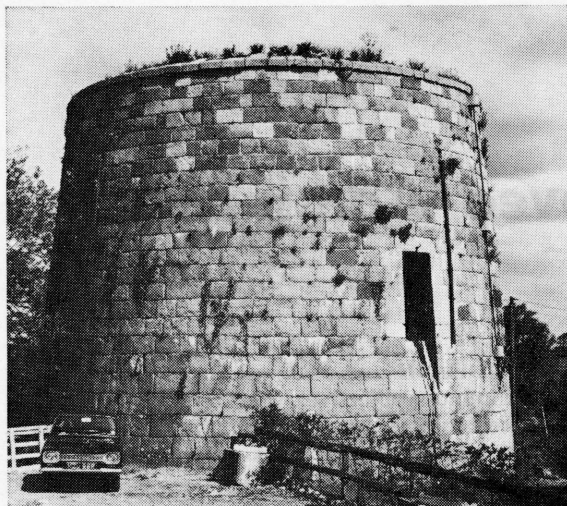
Bullock Tower, No. 10 south of Dublin (No. 1 was at Bray), shows the main characteristics of these east-coast towers, more particularly those south of Dublin. The perimeter iron track on the gun platform and the smaller circular track and iron pivot at the centre, carried the revolving traverse-platform or 'slide,' on which was mounted the gun carriage.

Each of the towers generally mounted one gun, though some are noted as having two or three.

The lines of Martellos north and south of Dublin were built to protect the city and Dublin Bay against a French landing. They covered harbours anchorages and possible landing-places on the coastline with the line of fire from their guns. The extreme range of these guns, most likely 18 or 24 pounder cannon, was somewhat over a mile. They could be loaded with solid iron shot, or with 'canister' or 'grape shot,' the former consisting of a can of musket balls, the latter somewhat larger shot held together with netting. Both musket balls and grape shot had a devastating effect on close-packed groups of men, spreading out when fired.

The towers were provided with a small furnace built into the parapet, for heating shot red-hot; this involved a particular technique for loading the cannon, the objective being to set on fire the wooden sailing ships of the period.

However, the towers themselves offered only limited protection to the gun-crew, particularly when loading and firing the gun, and would have been very vulnerable to accurate mortar fire. The mortar shell of the period consisted of a hollow shell filled with gunpowder fired from a



Martello Tower, on the Shannon at Banagher.
(Photo: Ruth Delany.)

mortar or from a short barreled field-gun or 'Howitzer.' A fuse was timed to explode the shell if possible on impact. 'Bomb Ketches,' small sailing vessels, used heavy mortars to bombard shore defences.

The number of Martellos in the Dublin area was evidently 15 south of Dublin (No. 8 at Killiney Beach was a battery only) while north of Dublin there were 12, starting at Sutton, the most northerly being at Balbriggan.

Moving south along the coast from Dublin, to County Wexford, a tower was built at Baginbun Head and two near Duncannon Fort. These are later than the Dublin towers and of a different design.

At Cork Harbour, as well as the harbour forts of Camden and Carlisle, and Fort Westmorland on Spike Island, 5 Martellos were built in various locations. These are considerably larger in diameter than the Dublin and Wexford towers, drum shaped with vertical as opposed to battered wall surfaces. To the west, in Bantry Bay, evidently 4 towers were built on Bere Island, while three much larger circular redoubts or forts were sited on Whiddy Island. Also in Bantry Bay Glengarriff Harbour was defended by a further tower, being one of the earliest on which work started in 1804. A gun emplacement or battery is placed next to this tower. The memory of the arrival of the French Fleet at Bantry in December, 1796 had evidently made a considerable impression.

On the West Coast, 3 Martellos were built to cover the coasts of Galway Bay, 2 on the south, on the Clare Coast, each with batteries at Fina-

varra Point and Aughinish, and 1 to the North at Rossaveal, near Cashla Bay.

On the North Coast, along the shores of Lough Swilly, which had witnessed the capture of the French Ship of the Line *Hoche* in October, 1798—forming part of yet another invasion fleet, several more Martello Towers and batteries were built.

Further east, two towers were sited at the narrow entrance to Lough Foyle, that at Greencastle, County Donegal, was built in conjunction with a small fort or battery, the tower on the opposite shore being at Magilligan Point.

Inland, on the middle reaches of the river Shannon two Martellos were built, and in conjunction with other works, defended river-crossing points. The tower at Banagher is on the west bank, and defended Banagher bridge. This tower, like the English south-coast towers is elliptical in plan, not circular. The Meelick tower, at a ford some miles downstream is 'cam' shaped with a gun platform for three cannon. In this it is similar to later English east-coast towers built between 1810 and 1812.

In many instances, the Irish Martello's were built as strong points to small batteries which were sited directly on the seaward side of them, or on the coast nearby.

Wherever possible, the towers were sited to give mutual support to each other, and overlap in their field of fire.

Records suggest that 74 towers were proposed for Ireland; the towers built in the areas outlined above amount to less than 50.

It is possible that the projected towers were not all built, or that documentary evidence still has to be discovered giving the location of towers that were built and demolished early in the 19th Century, between the end of the Napoleonic Wars in 1815 and the publication of the first Ordnance Survey Maps of 1830-42.

Further parts in this series will describe and illustrate in more detail the Martello Towers and other defence works in the various coastal districts of Ireland outlined above, and on the Shannon.

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ACKNOWLEDGEMENTS

I should like to thank Dr. John de Courcy Ireland, Hon. Research Officer, Maritime Institute of Ireland, for help on both Martello and Signal Towers. Also Richard Stapleton for assistance in the survey of Martello No. 10, South of Dublin.

The Defences of Ireland 1793-1815

3.—The Signal Towers

Paul M. Kerrigan

THE SIGNAL towers around the Irish coast were evidently under construction at the same time as the Martello and coastal batteries, in the early years of the nineteenth century. They can be considered as part of the defence system of Ireland at this time, their function being to signal information of the movement of shipping to the naval and military authorities.

A line of signal towers, known as "Telegraph" stations was in action by 1805 between Portsmouth and London, and also another line between the Kent coast and London, with a "branch line" to Chatham.

This signal system, known as Murray's System which dated from 1796, consisted of six large shutters or panels, fixed in pairs in a large frame. The shutters were operated by ropes from a building at the base of the frame, and various arrangements of closed and open shutters related to coded messages, letters and numbers.

Presumably this was the system used on the Irish Signal Towers when they were first constructed.

"Semaphore," the system of signalling with pivoted arms fixed to a vertical staff, rather similar to modern railway signals, had its origin in France.

The "T" telegraph of Claude Chappe dates from the period of the French Revolution and by 1794 a line was in operation between Paris and Lille. It is suggested that the system of a pivoted arm at each end of the "T"-shaped frame may have originated in the practice of signalling by arranging windmill sails in certain positions. By 1795, the system was set up in Switzerland, and in operation in Belgium and Denmark by 1802, eventually extending across Prussia and Poland to Moscow.

The name "Semaphore" appears to have first been applied to the French coastal telegraphs, in wide use by 1803 a development of the system invented by Chappe some ten years earlier. Both Chappe's system, which evidently allowed for 92



Ballylinchy Signal Tower, Kedge Point.

Photo: Denis Robson.

alternative arrangements of the signal arms, and the later semaphore, would have been far more versatile than the British shutter telegraphs. up to 1820

However, by about 1820, the British naval coastal signal stations were being converted to the French three-arm semaphore system. Presumably, this also applied to those signal towers along the Irish coast still in operation after this time.

Of particular Irish interest is the fact that Richard Lovell Edgeworth (the father of Maria Edgeworth) was experimenting with a telegraph system in the 1790's, and put his proposals to the Government authorities in Dublin. The State Paper Office in Dublin Castle also has references

to his proposed telegraph, dating from 1803-4.

In 1807, Joseph Connolly, a Master-at-Arms in the Royal Navy, put forward several proposals for telegraph systems, and in 1821 published a system having stations about 9 miles apart, the distance being as much as 16 miles in clear hill country, such as in parts of India. Crews were to consist of three men; one operator, the other two using telescopes. A line was built in India by 1823, possibly being equipped with Connolly's apparatus.

In 1830 a line of Semaphore stations was in action between Holyhead and Liverpool, until superseded like the other lines, by the electric telegraphs in the 1860's.

The Irish Signal Towers

The National Library of Ireland has in the map collection a set of site plans of a line of signal towers built along the Cork coast. Two of these were located East of Cork Harbour, the remaining sixteen are sited from Cork Harbour Westwards, as follows: Roberts Head, Barry's Head, Old Head of Kinsale, Seven Heads, Galley Head, Glandore Head, Toe Head, Kedge Point (Ballylinchy near Baltimore), Cape Clear Island (Lighthouse later built on this site), Leam Con, Brow Head, Mizen Head, Sheeps Head, Bear Island, Black Ball Head and Dursey Island.

The Ordnance Survey Maps of 1839-42 show the location of nearly all of these towers; they are variously noted as "Telegraph," "Signal Tower," "Watch Tower," or "Signal Tower" (in ruins).

The National Library site plans are dated between September and November, 1806; evidently at this time the signal towers were recently built, but in many cases the road up to the building is noted as not yet completed. The plans are by a John Hampton, and are evidently record or survey maps. All the towers, including smaller buildings nearby, are within enclosures having a semi-circular or almost circular extension on the seaward side. The boundary is a stone wall or earth bank.

The towers are square on plan, but the wall on the landward side is splayed to form two faces, possibly to increase the wall thickness to accommodate the chimneys and fireplaces.

The Signal Tower on the Old Head of Kinsale is 14' 0" square internally, the walls being of rough stonework 2' 0" thick, originally faced with slates. It is two storeys high, presumably with a roof platform, and having at the parapet level a projecting machicolation at each of the two landward corners, such that these towers might be confused from a distance with a 15th or 16th century "tower house" castle.

The towers on Toe Head and on Mizen Head

are similar slate-clad towers of the same plan, but are three storeys in height. The Seven Heads Tower suggests that the original entrance to some of these signal towers was at first floor level, directly below the seaward machicolation. The towers vary in distance apart for between four to ten miles, an exception being the 2½ miles distance between the Brow Head and Mizen Head towers.

There was possibly a signal tower at Hogs Head (noted on the present Admiralty charts as 'Old Watch House'), while further to the North-West the line of Signal stations continued on, with towers at Bolus Head, Bray Head on Valentia Island, Great Blasket Island, Sybil Head, Ballydavid Head, Kilshannig Point and Kerry Head, all in County Kerry.

There is a reference to the "Kilshannick" signal tower, and to the Mizen Head tower in County Cork, in the State Paper Office, Index of Official Papers not Extant, dated January and December, 1812. There are also references to signal stations at Cleggan and Ardcastle, Co. Galway, and references to the discontinuance and re-establishment during the American War of signal stations, dated 1813. American privateers captured a large number of British Merchant ships at this time between 1812-1814, in British and Irish waters.

There were evidently proposals to abandon some of the signal stations as early as 1809, as the Calendar of State Papers Index lists correspondence between Col. Sir E. B. Littlehales and Admiral Whitshed on this topic in September, 1809. (Admiral Whitshed was evidently also involved in superintending the building of the Irish Martello towers.)

As well as in Counties Cork and Kerry, signal towers were built in Donegal, Sligo, Mayo, Galway and Clare, while the tower well-known to Dubliners on Killiney Hill was a signal tower, and is noted as "Signal Station" on a military map of 1815 of the Eastern District of Ireland, in the manuscript collection in Trinity College Library (MS 2182).

The County Donegal towers are also documented in the State Paper Office, where they are referred to as "defensible guard houses with signal apparatus" and evidently five of these, including that at Malin Head were completed by October, 1806. There is a reference to "Melmore Signal House," having commenced building in August, 1804, and to a Mr. Taylor, Architect, in Derry who was concerned with this tower and those at Horn Head and Bloody Foreland.

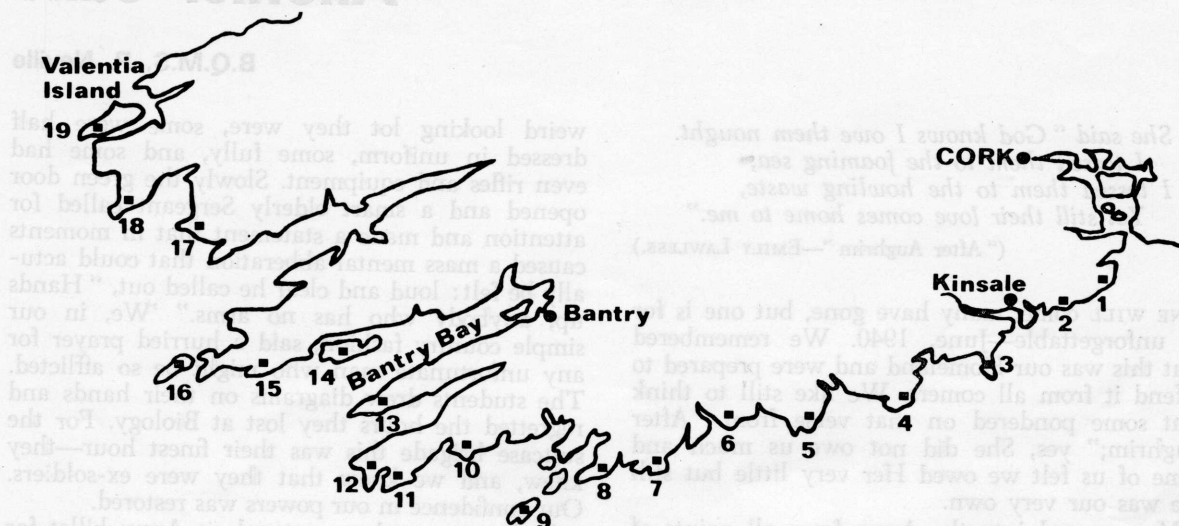
Evidently, these signal stations came under the control of the "Sea Fencibles" as an inventory concerning them is signed by "Midshipman

Garret and Capt. Hill, R.N., commanding Sea Fencibles, Lough Swilly.

Signal towers in Donegal were evidently located (moving from the south-west coast) at Carrigan Head, Malin Beg, Glen Head, Crohy Head, Bloody Foreland, Horn Head, Melmore Point, Fanad Head and Malin Head, the most northerly

Mayo, Sligo, and in Donegal. There were also towers on the coast of Clare and Waterford.

A preliminary investigation of the Ordnance Survey 6" maps of 1831-42 has not so far positively identified Signal towers on the north-east and south-east coasts of Ireland, and considerable research has yet to be carried out to provide a



point in Ireland. Those at Carrigan Head, Malin Beg and Glen Head still survive; possibly many of the others still exist.

The Tower at Malin Beg is well built of stone, similar generally to those of the Cork coast, but does not appear to have been clad in slate.

A similar tower, in good condition, survives on the coast of Sligo, north of the road from Ballysodare to Ballina. Again, similar to the Seven Heads Tower, it would appear to have been originally at first-floor level, below the machicolation on the seaward facing wall, presumably approached by a step ladder as were the entrance doors to the Martello towers. The corbels supporting the machicolation above the entrance and at the two landward corners of the parapet wall, are very well built, as are the door and window opening, in dressed stone-work.

The arrival of the French Fleet in Bantry Bay in December, 1796, the French landing in Kilalla, Co. Mayo, in August, 1798 (some miles from the tower in Sligo described above) and the Naval action off Lough Swilly with the French Fleet carrying some 3,000 soldiers intended to be landed in Ireland, evidently influenced the British authorities in their location of the signal towers. There appears to have been a predominance of towers along the south-west coast, in Galway,

definitive list of the Irish signal towers built during the Napoleonic Period.

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- Dr. John de Courcy Ireland, Hon. Research Officer, Maritime Institute of Ireland, and information and photographs from Mr. Walter McGrath, of the *Cork Examiner*.
 Mr. Denis Robson, Architect, for sketch-survey plans and photographs of the Signal Towers at Ballyglinchy near Baltimore, and at Toe Head.

Map of Signal Towers, Cork Harbour, to Valentia Island.

Key: 1, Robert's Head; 2, Barry's Head; 3, Old Head of Kinsale; 4, Seven Heads; 5, Galley Head; 6, Glandore Head; 7, Toe Head; 8, Kedge Point; 9, Cape Clear Is.; 10, Leam Con; 11, Brow Head; 12, Mizen Head; 13, Sheeps Head; 14, Bear Island; 15, Black Ball Head; 16, Dursley Island; 17, Hogs Head, Old Watch House?; 18, Bolus Head; 19, Bray Head, Valentia Island.

The Defences of Ireland 1793-1815

4.—The Dublin Area and Wicklow Mountains

Paul M. Kerrigan

THE most well known defences of the Napoleonic Period in the Dublin area are the Martello Towers along the coast, from Bray in the south, north as far as Balbriggan. The Pigeon House Fort on the South Wall, in Dublin Bay, a circular structure in Drogheda, the majority of the Barracks in Dublin and the barracks and Military Road in the Wicklow Mountains also date from this time. The building of the Martellos began in 1804, about a year earlier than those built on the Sussex and Kent coasts of England.

The State Paper Office has a list documenting the area of land required for each tower dated 29th January, 1806 (S.P.O. 531 No. 230/2). The towers and batteries are listed from Bray north to Sandymount, No's 1 to 16. In this statement No. 4 is noted as 'Tower and 2 Batteries,' No. 5 as 'Battery,' and No. 8 also as 'Battery.' The towers north of Dublin are listed, numbered 1 to 12, Sutton Creek to Balbriggan. No batteries were built in conjunction with these towers. This 'General Statement of the Quantity and Tenure of Land required by the Government' also lists proposed works, or works already commenced at Athlone, on the Shannon and at Bantry Bay.

'A map of the Eastern (Military) d'strict' in Trinity College Library shows the 'Permanent and Temporary Barracks, with the Towers and Batteries North and South of Dublin Harbour 1815.' South of Dublin 16 towers are noted mounted with 19 guns and having 480 men, while 10 Batteries are mounted with 34 guns and 450 men. North of Dublin 12 towers are listed, 'mounted or proposed to be mounted with 13 guns and 350 men.' Evidently some of the southern towers had more than one gun and presumably one of the northern towers mounted two guns. Tower No. 5, South of Dublin is noted as dismantled, although in the S.P.O. statement No. 5 is listed as a 'Battery.'

The line of Martellos and batteries along the

coast south of Dublin, using the evidence of the S.P.O. statement of 1806, the military map of 1815, and the 6" Ordnance Survey Map of 1837, is as follows:

Bray Head 1—Tower on waterfront, about $\frac{1}{2}$ mile south of No. 2.

Bray Point 2—Tower and Battery. This tower is between the railway station and Bray Harbour, and originally had a battery on its seaward side.

Old Cork 3—Tower.

Killiney Bay 4—Noted in S.P.O. statement as tower and 2 batteries.

Loughlinstown River 6—Tower and Battery. ^{← No 5.}

Tarah Hill 7—Tower and Battery. On high ground $\frac{1}{4}$ mile inland from the sea.

Limekiln Battery 8—Battery evidently demolished in 1868 by the railway company. Shown as 'battery (in ruins)' on 1837 map. ²

Dalkey Island 9—Tower and Battery. The 'Topographical Dictionary of Ireland' by Lewis notes the Battery as mounting 3 24 pounder cannon.

Bullock 10—Tower.

Sandycove 11—Almost identical to No. 10, Sandycove Martello is now the James Joyce Museum. Nearby is the Battery and Sandycove Harbour.

Glasthule 12—Tower and Battery. The tower evidently demolished in the 1860's was sited in the centre of the present Park, the battery for 3 guns being on the water side, noted as Battery No. 12 on early plans of 'Kingstown Harbour.'

Dunleary 13—Tower and Battery. Presumably this tower was demolished when the Dublin-Kingstown Railway was built, as early 19th century maps show it in line with the end of the pier of the original Dunleary Harbour, now known as the Coal Harbour. Battery No. 13 was sited nearby where the Irish Lights Depot now stands.

Seapoint 14—Tower.

Williamstown 15—Tower.

Sandymount 16—Tower.

The engraving below the title of the County Map of 1821 by Duncan, shows Glasthule Tower, Battery No. 12, and in the distance beyond the Royal Marine Hotel, the Dunleary Tower.

The list gives a total of 15 towers and 10 batteries, or 14 towers if No. 5 was in fact a battery only. The batteries, in most cases, evidently had three guns each, as at Dalkey Island No. 9, and Battery No. 12 at Glasthule.

North of Dublin all twelve towers are shown on the 1837 6" Ordnance Survey Maps and correspond to the 1806 Statement and the Military Map of 1815. From the South they are:

Sutton Creek 1.

Tower No. 2 (Howth).

Tower No. 3 (Ireland's Eye).

Carrick Hill 4.

Robswall 5.

Balcarrick 6.

Portrain 7.

Rush 8.

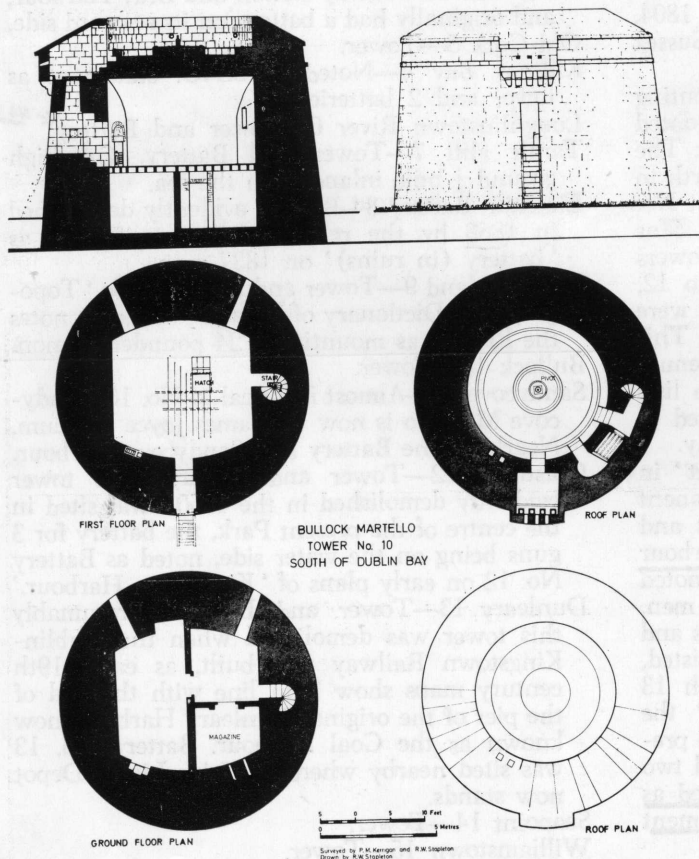
Drimmanagh 9.

Shenix Is. 10.

Skerries 11.

Balbriggan 12.

The plans and section of the Bullock Martello



Tower, No. 10 South of Dublin, indicate the main characteristics of the southern towers, well-built circular structures, constructed of regular courses of granite blocks.

The entrance to the tower was at first floor level, on the landward side, reached by a step ladder. The door was heavily constructed of two thicknesses of timber planking, covered with iron sheeting on the exterior. Above the doorway was a machicolation, or projecting loop-holed structure in the parapet, to provide close defence of the approach and doorway. The first floor provided living accommodation for the small garrison, while the vaulted ceiling of this room supported the gun-platform at roof level. Access to the stores, powder magazine and living accommodation on the lower floor, and to the gun-platform above was by a narrow spiral staircase in the wall thickness. The masonry work of the Bullock Tower, and the construction of the staircase in particular, is of a very high standard.

At roof-level a massive parapet surrounded the circular gun-platform. The perimeter iron track and the smaller central track and iron pivot car-

REVERIE

Fifty Years Ago

On Wednesday, 9 July, 1924, the marriage took place between Capt. T. B. Gunn and Lily, daughter of Madame Rock. Major A. T. Lawlor was Best Man. (Didn't our good friend Colonel Tony marry a sister of the bride?)

* * *

A Government white paper on Army Establishments boasted an Artillery Corps that consisted of two four-gun 18 pounder batteries.

* * *

A lady correspondent writing in the *Irish Independent* lamented the drab appearance of the Army uniforms at the President's Garden Party. (A case of being upstaged by the peacocks, perhaps.)

* * *

A fly past of four planes and a salvo of Artillery (from the two batteries alluded to in the White Paper, one assumes) heralded the opening of the Tailteann Games.

* * *

One Year Ago

Reverie first (dis)graced the distinguished pages of AN COSANTOIR.

SCHERZO.

ried the revolving traversing platform or 'slide,' which in turn carried the gun carriage.

The towers generally mounted one gun, although some evidently mounted two or three. The guns fired over the parapet, and could be pulled round to be trained in any direction. Having a range of just over a mile they were loaded with solid cast-iron shot (a 24 pounder cannon ball bieng 5 $\frac{1}{4}$ " in diameter), which if required could be heated red-hot in the shot furnace built into the parapet. The wooden sailing ships of this period could be set on fire by these projectiles. The towers, being sited on average between $\frac{1}{2}$ and $1\frac{1}{2}$ miles apart, over-lapped in their field of fire. The gun could also be loaded with 'cannister,' a can of musket balls, or with 'grape-shot,' larger shot held together with netting. Ships boats carrying an invading force, or groups of soldiers landed at beaches or harbours within range would have been particularly vulnerable to cannister and grape-shot, which spread out when fired.

The towers vary in details of design. While the Sandycove Martello is almost identical to the Bullock Tower, and that at Seapoint again is very similar, the Williamstown Martello with continuous corbels supporting the projecting parapet and its absence of a projecting machicolation over the doorway, is quite different in character. The tower on Dalkey Island, and the Sandymount tower appear to be larger in size than the other towers to the south of Dublin.

The towers north of Dublin appear to have been built to a different specification, possibly because of using local stone they are in several cases, such as at Balbriggan and Portrane, roughly built with a rendered or plastered surface on the exterior. Otherwise they appear to be basically the same design as the towers south of Dublin.

The Pigeon House fort on the South Wall in Dublin Bay commenced construction in 1813, ultimately costing over £100,000.

The hotel there, serving passengers arriving and leaving by sea from the small harbour, formed the nucleus of the fort, which was built partly for the purpose of a repository for state papers and bullion, and partly for the defence of the port of Dublin. Strong batteries commanded the passage of the wall from the city, indicating that an attack was feared more from the landward approaches than the sea. The memory of the 1798 Rising and the more recent episode of Robert Emmet in 1803 presumably had an influence here. Emmet's plans included an attack on the Pigeon House, at the time partly defensible, as well as the capture of Dublin Castle, the Royal Barracks, and other military posts. The plan to capture the key points of the city was well thought out, and caught the authorities by

surprise. They realised that the rising could easily have succeeded, particularly as the capture of Dublin was to be co-ordinated with action elsewhere.

In Drogheda a circular defence-work was built on top of the Millmount. The Topographical Dictionary of Ireland (Lewis) describes this: "Adjoining the latter (infantry barracks at Millmount) is Richmond Fort erected in 1808 in which are two 9 pounders on a moveable platform . . ."

The Military Road and Barracks in the Wicklow Mountains

Michael Dwyer, one of the local leaders of the 1798 Rising, held out in the Wicklow mountains until December 1803. The first public reference to the projected military road through the mountains was evidently in the *Freeman's Journal* of 10th June, 1800. The earliest official reference would appear to be in a letter from the Military Secretary, 7th August, 1800, stating that the Lord Lieutenant had commanded that 200 soldiers of the Fencibles and Militia were to be employed in building a road through the Wicklow Mountains. Early in 1802 Major Taylor of the Royal Engineers arrived in Glencree with a company of Highlanders to work on the road, assisted by local people and the 72nd regiment and others. The road from Enniskerry up Glencree formed part of the new road system.

Early in 1803 plots of ground were being acquired as sites for the erection of barracks along the line of the road.

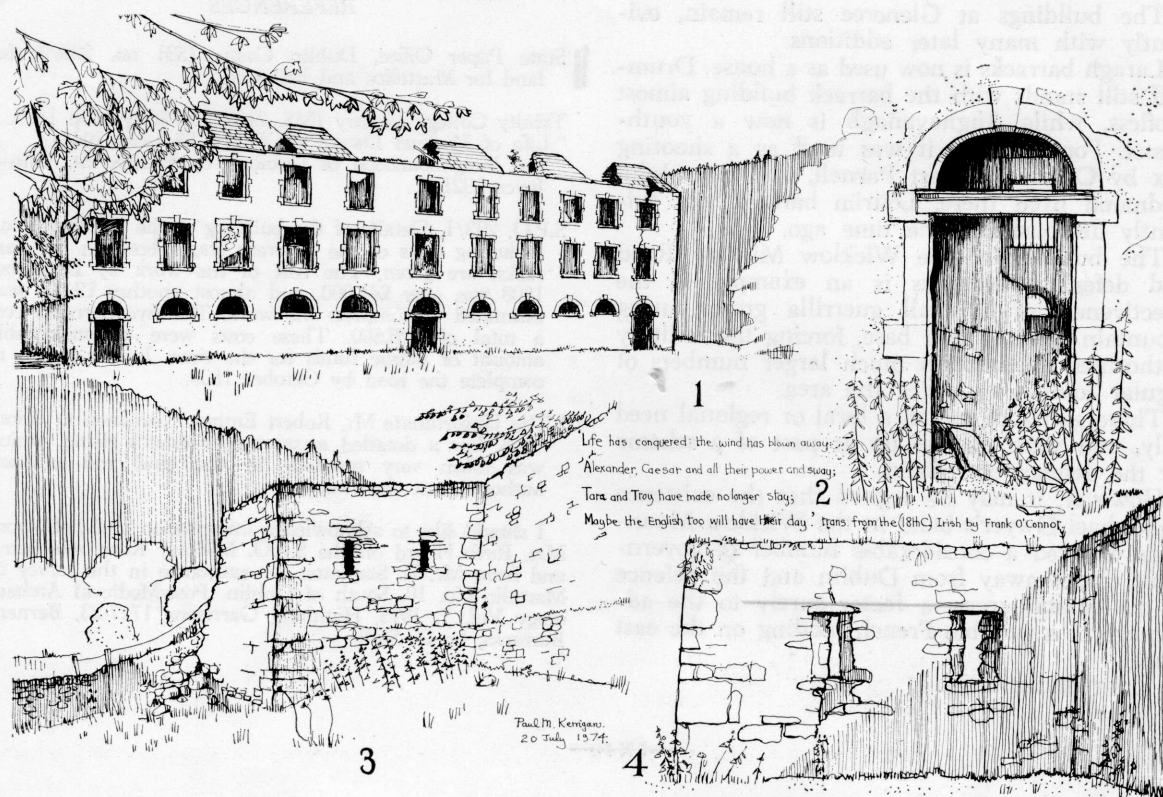
The Military road starting from Rathfarnham, South of Dublin, passed the new barracks at the

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DRUMGOFF BARRACKS

1. Barrack building from N.E. 2. Central doorway to barrack building. 3. N.W. corner bastion with musket loops. 4. Interior of N.W. bastion.

head of Glencree, South across the Sally Gap to Laragh barracks near Glendalough, on to Drumgoff barracks in Glen Malure ending at Aughavanagh. A detached barracks was built in the Glen of Imaal, to the west, known as Leitrim barracks. A connecting road linked this barracks with the Military road.

The *Freeman's Journal* of 3rd March, 1803 stated that the barracks were to each have a captain and 100 men in garrison, except Leitrim barracks which was to have 200 men.

The construction of the road started in August 1800, the barracks being built during 1803. A letter from the Inspector of Yeomanry, Captain Myers, in June 1803 describes some trouble at the barracks in the Glen of Imaal, then under construction, and states that Michael Dwyer and his men had visited the workmen on the site. (The road was nearly complete in December 1808, except for the part between Laragh and Drumgoff.)

Dwyer had been in contact with Robert Emmet and had agreed to bring his Wicklow men into Dublin in the event of a successful rising. He

eventually surrendered in December 1803 having held out for five years in the hope of a French landing, on agreement that he be allowed to leave the country. He was in fact imprisoned in Kilmainham jail from December 1803 to August 1805, when he was transported to Australia.

The 'Map of the Eastern (Military) District' of 1815 shows the military road and the barracks all of a standard plan, with only small variations in layout. A square enclosure, surrounded by a high perimeter wall, provides room for a large parade ground with the barrack building and smaller out buildings occupying somewhat less than half the area. At two of the external corners of the perimeter wall, diagonally opposite to each other, are bastion-shaped projections provided with musket loops. These each provided for flank fire along the outside of the two adjacent walls.

Similar barracks had been built in the Highlands of Scotland between 1717 and 1723 each having two projecting bastions at the diagonally opposite corners of the perimeter wall. The barrack grounds and buildings were however considerably smaller in area than those in Wicklow.

The buildings at Glencree still remain, evidently with many later additions.

Laragh barracks is now used as a house, Drumgoff still stands with the barrack building almost roofless, while Aughavanagh is now a youth-hostel. For a period it was used as a shooting box by Charles Stewart Parnell, and later John Redmond lived there. Leitrim barrack was evidently demolished some time ago.

The building of the Wicklow Military Road and defensive barracks is an example of the effectiveness of a small guerrilla group, using mountain country as a base, forcing the military authorities to maintain much larger numbers of regular soldiers to police the area.

These garrisons served a local or regional need only, and were not set up as part of a scheme for the defence of Ireland.

However, it may be argued that the existence of Michael Dwyer's band in the Wicklow Mountains diverted a considerable number of government troops away from Dublin and the defence of the coastal areas, a factor surely to the advantage of a possible French landing on the east coast.

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S.P.O. 293/1. Details of the building of the Military Road including costs of the different stages between the barracks, are given. The cost of the work by December 1808 was over £41,000, and almost another £2,000 was estimated to complete the work. The five barracks cost a total of £26,500. These costs were a considerable amount of public funds for the time. It was hoped to complete the road by October 1809.

"The Unfortunate Mr. Robert Emmet" by Leon Ó Brion, 1958. For a detailed account of Emmet's rising, which was taken very seriously by the civil and military authorities at the time.

I should like to acknowledge information and help from Mrs. Ruth Heard on the S.P.O. Military Road references, and from Mr. R. Stapleton for assistance in the survey of Martello No. 10, South of Dublin. Post-Medieval Archaeology Vol. 7, 1973, Highland Garrisons 1717-23, Bernera Barracks, by G. Stell.

FAMILY PLANNING

AN amendment to the Constitution restricting the size of the family to three could be the ideal answer with imprisonment for the offenders. As the need becomes more pressing, no individual should have a right to have more than three children. Raising the minimum age of marriage to 20 for girls and 24 for boys may also help us to tackle this problem.

(Current Events, India.)

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