

originally have been nearer 400mm. Unfortunately, it was more decayed than the others, though the damaged upper face was recorded in detail *in situ* (Fig. 5). The eastern end was found to have been the original top, carved to resemble a breastplate. The surfaces of the carving were covered with a thin layer of dark grey paint.

### Summary

Both documentary sources and archaeological evidence suggest that the dock was built by the shipbreaker and merchant Thomas Gould between 1660 and 1663, and rebuilt around 1667-1670. The names of the parent vessels from which the timbers derive is hard to ascertain, though it is possible that the timbers from the first phase of dock construction derive either from ships sold by the Navy around 1669 or from a ship previously owned by the Gould family, perhaps the *Morningstar*, *Crow* or the *Heartsease*.

The ship timbers used in the rebuilding of the dock are likely to have come from at least two ships broken up by Thomas Gould around 1667-70, possibly casualties of the Dutch raid on the Medway in June 1667. Such vessels would have offered a convenient source of timber for dock building. The ship from which the stem [523] derived is likely to have been a large Dutch vessel which had been painted and repaired many times, suggesting the ship was old and maybe dated from the early to mid 17th century. Possibly it was the large Dutch ship Thomas Gould bought in 1667 or 1668; the *Charles V*, *West Friezland*, *Zealand* or *Vantrump*.

The second ship was also of large proportions, and is likely to have provided the large rudder stock

[520] and the beak timber [537], both of which showed signs of massive charring. This burning occurred on and above the waterline on both timbers; on the beak timber it occurs at the draft mark at 17-18 ft, and on the rudder stock at around 17 ft from the base. This may suggest a ship with a depth of around 15-17 ft, a 2nd or 3rd rate. Also, the beak timbers showed little sign of wear, suggesting it was not very old when broken up. Could these be timbers from the *Royal Oak* or *Loyal London*, two of the ships burnt by the Dutch in the Medway raid, or (less likely) from the *Defiance*, a ship built in 1666 and accidentally burnt in 1668?

This evidence is tantalising, but further study of the ship timbers, comparing them with timbers from other 17th-century ships, may yield more information about their origins.

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## Excavations and post-excavation work

**City of London.** Museum of London Archaeology Service, Walker House, 87 Queen Victoria Street, London EC4V 4AB (0171-410 2200).

**Croydon & District,** processing and cataloguing of excavated and museum collections every Tuesday throughout the year. Archaeological reference collection of fabric types, domestic animal bones, clay tobacco pipes and glass ware also available for comparative work. Enquiries to Jim Davison, 28 Blenheim Park Road, South Croydon, CR2 6BB.

**Greater London** (except north-east and south-east London), by Museum of London Archaeology Service. Excavations and processing in all areas. General enquiries to MOLAS, Walker House, 87 Queen Victoria Street, London EC4V 4AB (0171-410 2200).

**Borough of Greenwich.** Cataloguing of excavated and other archaeological material, the majority from sites in the borough. For further information contact Greenwich Borough Museum, 232 Plumstead High Street, London SE18 1JT (0181-855 3240).

**Hammersmith & Fulham,** by Fulham Archaeological Rescue Group. Processing of material from Fulham Palace. Tuesdays, 7.45 p.m.-10 p.m. at Fulham Palace, Bishop's Avenue, Fulham Palace Road, SW6. Contact Keith Whitehouse, 86 Clancarty Road, SW6 (0171-731 4498).

**Kingston,** by Kingston upon Thames Archaeological Society. Rescue sites in the town centre. Enquiries to Kingston Heritage Centre, Fairfield Road, Kingston (0181-546 5386).

**Surrey,** by Surrey County Archaeological Unit. Enquiries to Rob Poulton, Archaeological Unit Manager, Old Library Headquarters, 25 West Street, Dorking, RH4 1DE (01306-886 466).

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