



## THE LOWER THAMES IN 1994

A PHOTOGRAPHIC SURVEY FROM THE RIVER

BLACKWALL TO TILBURY

AND

GREENWICH TO GRAVESEND

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## INTRODUCTION

The Thames Estuary is England's greatest historic artery. London's growth into a city of European, then world-wide, economic importance depended on the Thames. The faces presented by the banks of the lower Thames have been frequently transformed, as the demands put upon the river frontages have changed. Yet they remain a revealing reflection of the history of England's relations with the wider world. Military significance is witnessed by installations ranging from Tudor dockyards to Second World War defences. Commercial and industrial importance is manifest in docks and manufacturing premises. The capital and its hinterland have been served from the area by an infrastructure of utilities. By contrast Londoners have also found resort and leisure on the lower Thames.

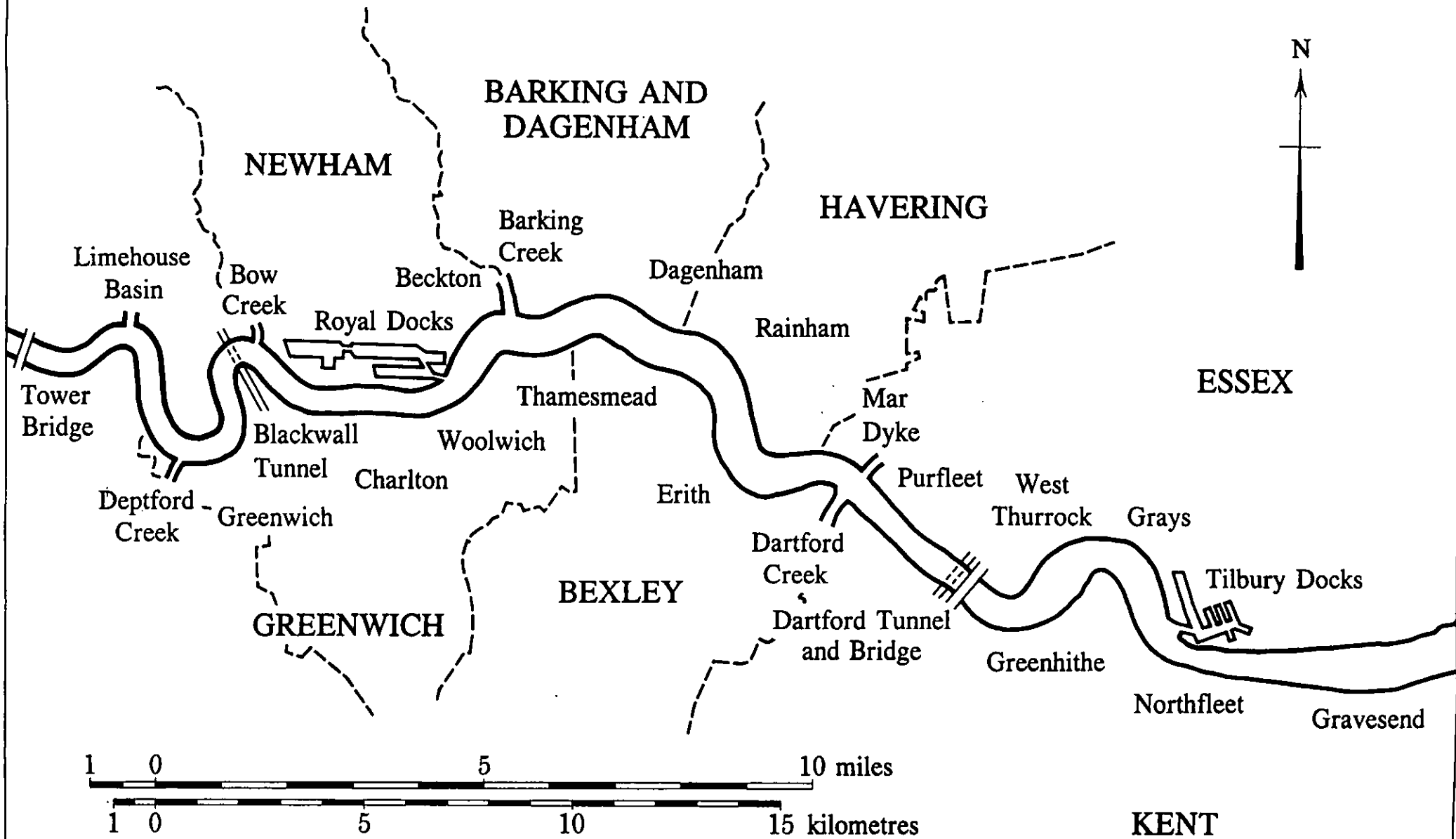
The Government's Thames Gateway initiative is creating a focus for development and environmental improvement in the lower Thames area. The Department of the Environment's Draft Planning Framework for Thames Gateway (formerly known as the East Thames Corridor) recognizes the historic environment as a key element for the success of future development. The Royal Commission on the Historical Monuments of England has accordingly undertaken a series of surveys to promote better understanding of the historic environment of the Thames estuary.

The photographic survey presented here is part of this programme. It documents the appearance of the riverside at a point prior to what is likely to be significant change. It thus has long-term value and forms a valuable addition to the National Monuments Record, the Royal Commission's public archive. It is also useful as an identification aid and as background for other survey and historical research in the area. The survey was made on 5 April 1994 and comprises 374 photographs taken with a medium-format camera. The coverage is from the river of frontages in the Thames Gateway area from its westernmost points at Blackwall and Deptford as far downstream as Tilbury Fort and Cliffe Fort, beyond which riverside structures become scarce and the banks become more difficult of approach from the water. A selection of 68 pictures from this survey is reproduced here with extended captions. Some of the sources of historical information on which the captions are based are listed at the end, followed by a full captions list with negative numbers. The full set of photographs is available for public consultation via the London office of the NMR at 55 Blandford Street, London W1H 3AF, tel 0171 208-8220, fax 0171 208-8221, under the Buildings Index references 93460 and 93461.

The RCHME photography was carried out from the Luxe motor barge Gretha by Sid Barker and Derek Kendall; the captions have been written by Peter Guillery and Joanna Smith. The Royal Commission is grateful to the Port of London Authority for its permission to carry out this survey.

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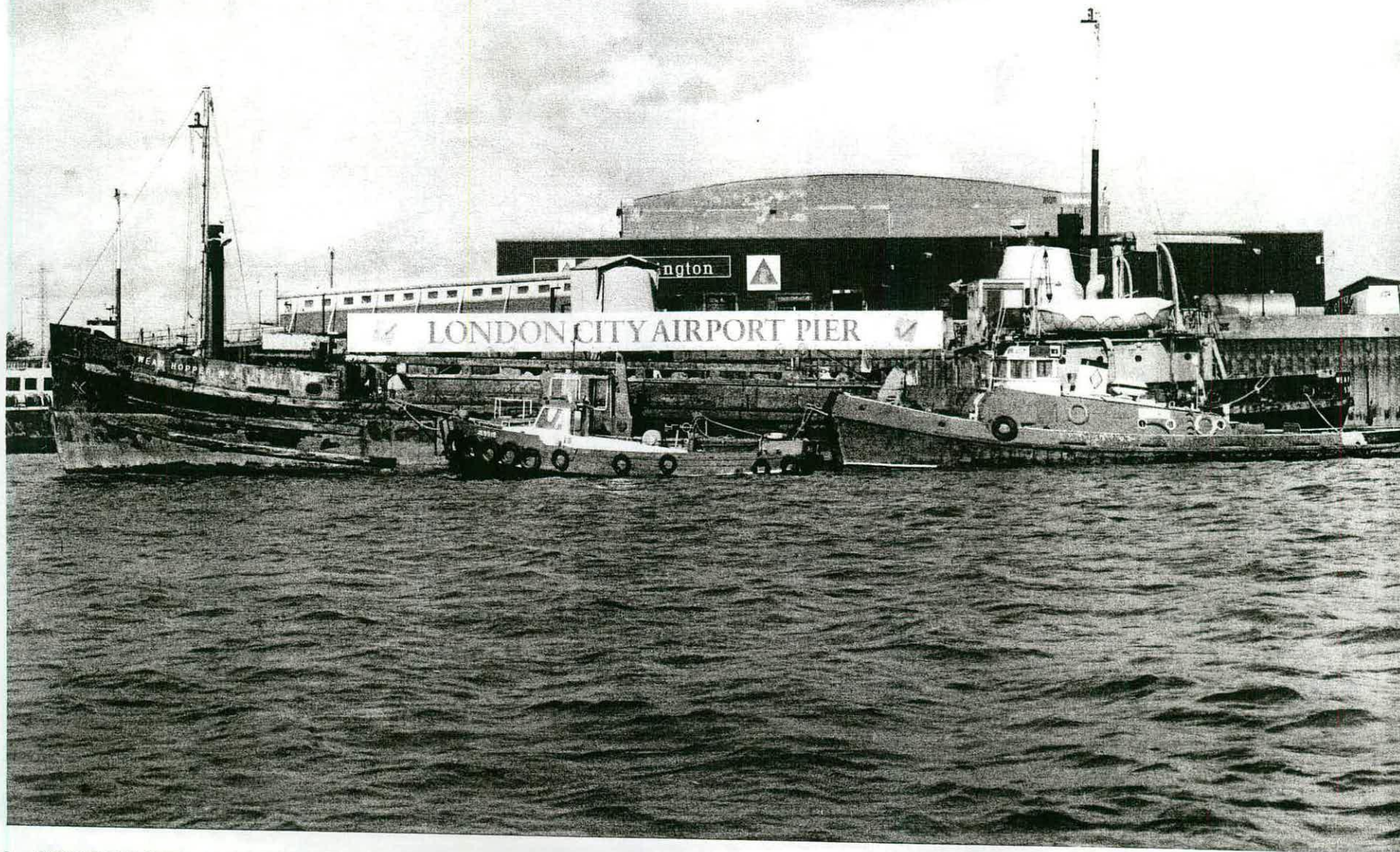
# The Lower Thames: Blackwall to Tilbury and Greenwich to Gravesend



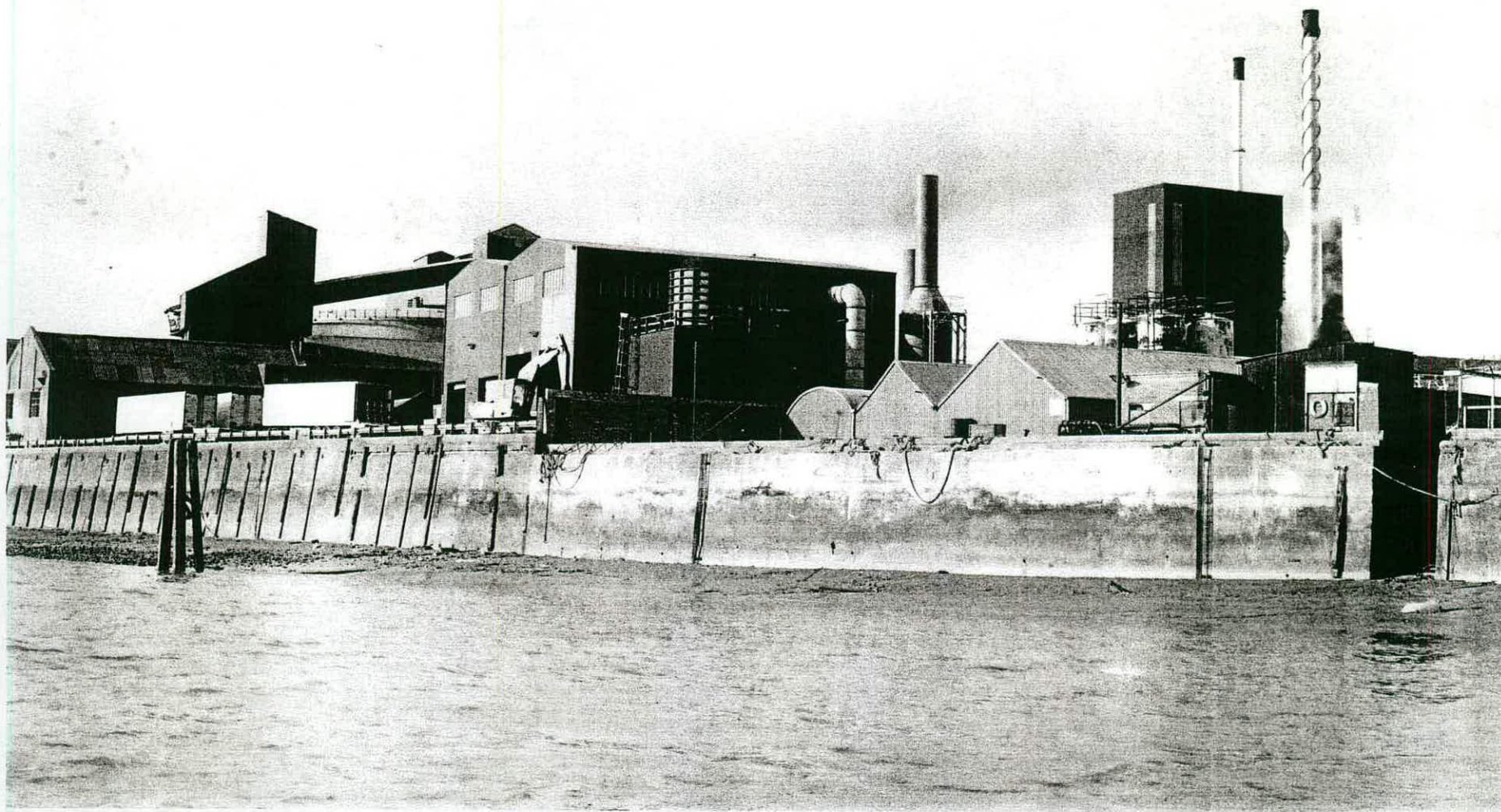
## THE NORTH SIDE: BLACKWALL TO TILBURY



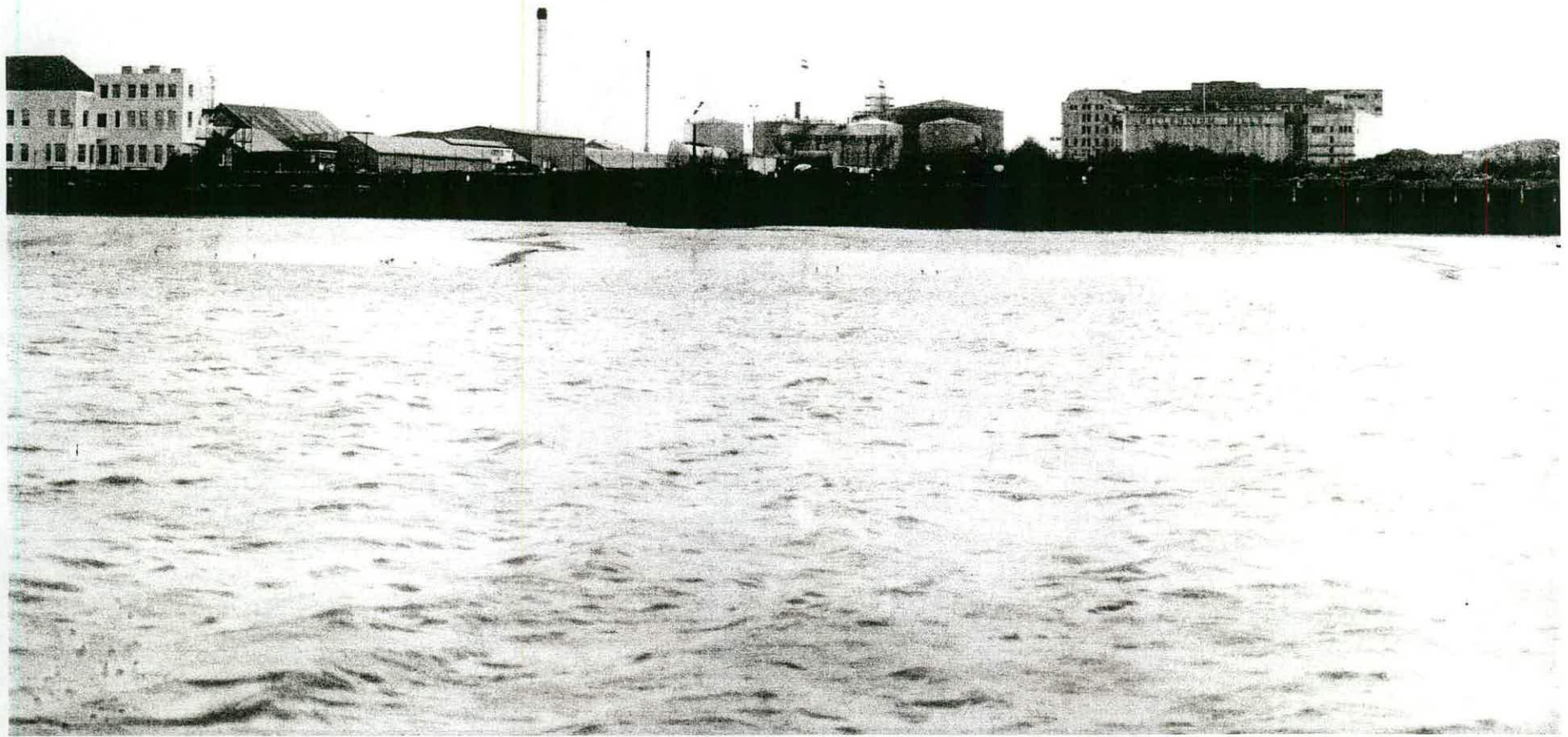
**1 - TRINITY BUOY WHARF, BLACKWALL, LONDON BOROUGH OF TOWER HAMLETS** - Trinity Buoy Wharf was formerly the maintenance and testing depot of the Corporation of Trinity House, who owned the site from 1803-1988; Trinity House being the body responsible for lighthouses, buoys and navigation marks. The polygonal brick lighthouse was built 1864-6 for experimental testing, but used latterly for training lighthouse keepers. The enclosing river wall, which returns into Bow Creek, dates substantially from 1822. Upstream are the remains of the Orchard Dry Dock, with its surviving iron caisson of 1860-1, obscured by the river jetty, and the site of the Orchard House Stairs, described as a ferry passage in the 19th century. Formerly a ship repair and shipbuilding yard, the site is presently in use as Shell's Marine Store. (AA94/3637)



**2 - LONDON CITY AIRPORT PIER, L.B. NEWHAM** - This pier serves London's newest airport, opened in 1987 on the former quay between the Royal Albert Dock (opened 1880) and King George V Dock (opened 1921) to the north-west. Because of the restrictions of the site and concerns about noise levels it was built as a STOLPORT (short take off and landing airport) for four-engined aircraft, but in 1992 Mowlems, the operators, successfully argued for its extension to accommodate jet aircraft. Behind the pier is Odam's Wharf, currently occupied by Charrington Breweries, but first used in 1855 as Odam's Chemical Manure Works, whose product was manufactured from animal blood. It remained as a fertilizer works until 1946, latterly owned by Fisons. (AA94/3636)

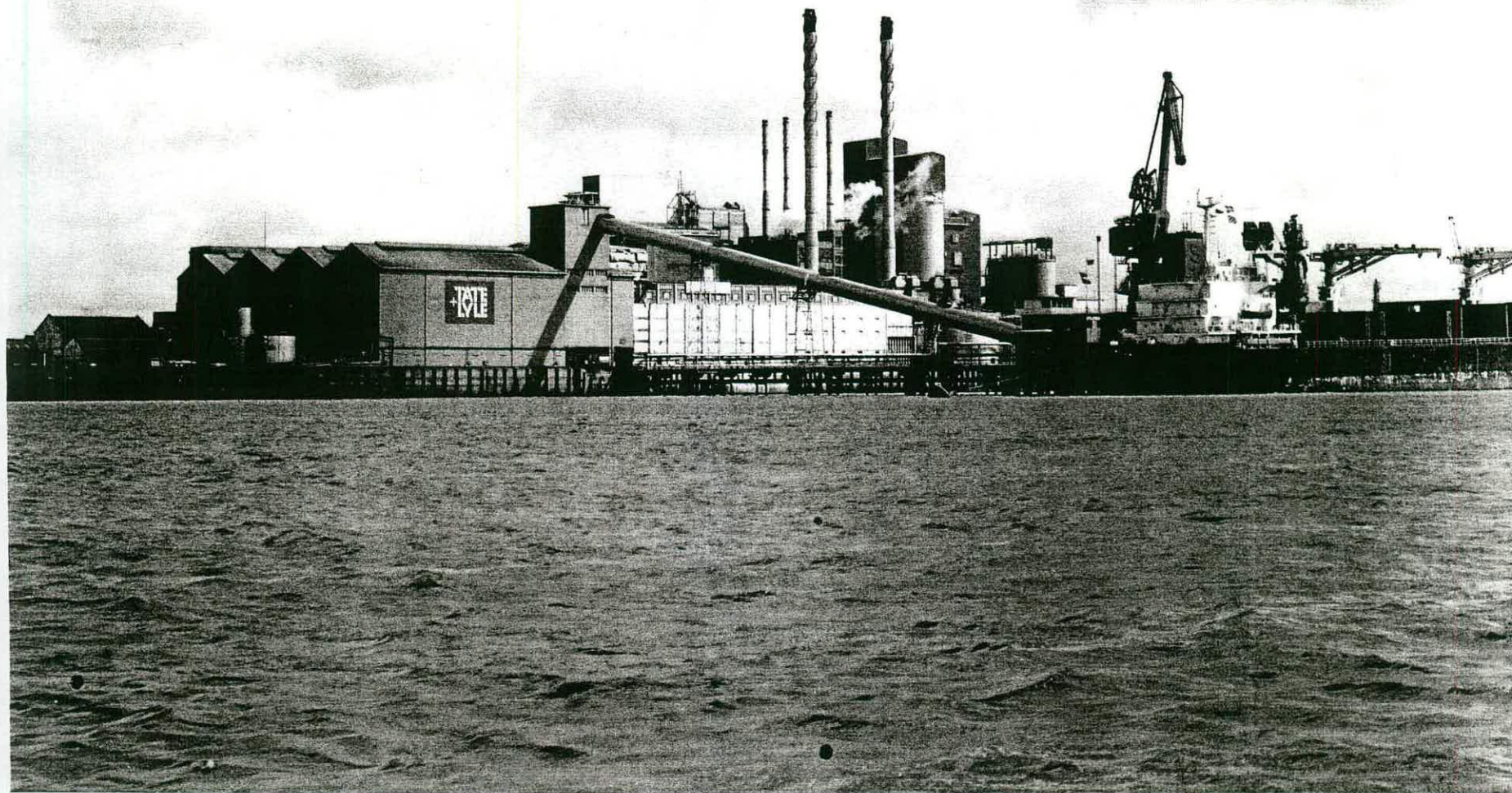


**3 - PRIMROSE & MANHATTAN WHARVES, SILVERTOWN, L.B. NEWHAM** - The land to the south of the Royal Docks was developed from the 1850s following the establishment of S.W. Silver's waterproof clothing factory, which gave the area its name. The modern buildings occupying Primrose Wharf, to the west, have replaced the Royal Primrose Soap Works, opened in 1880 for John Knight Ltd. This well-known firm had extensive premises here but the wharf is no longer in use. Downstream, the Manhattan Wharf has been an oil wharf since the 1890s, operated by Vizgol Oil Co. in the 1950s and presently occupied by the Atlantis Oil and Chemical Co. (AA94/3629)

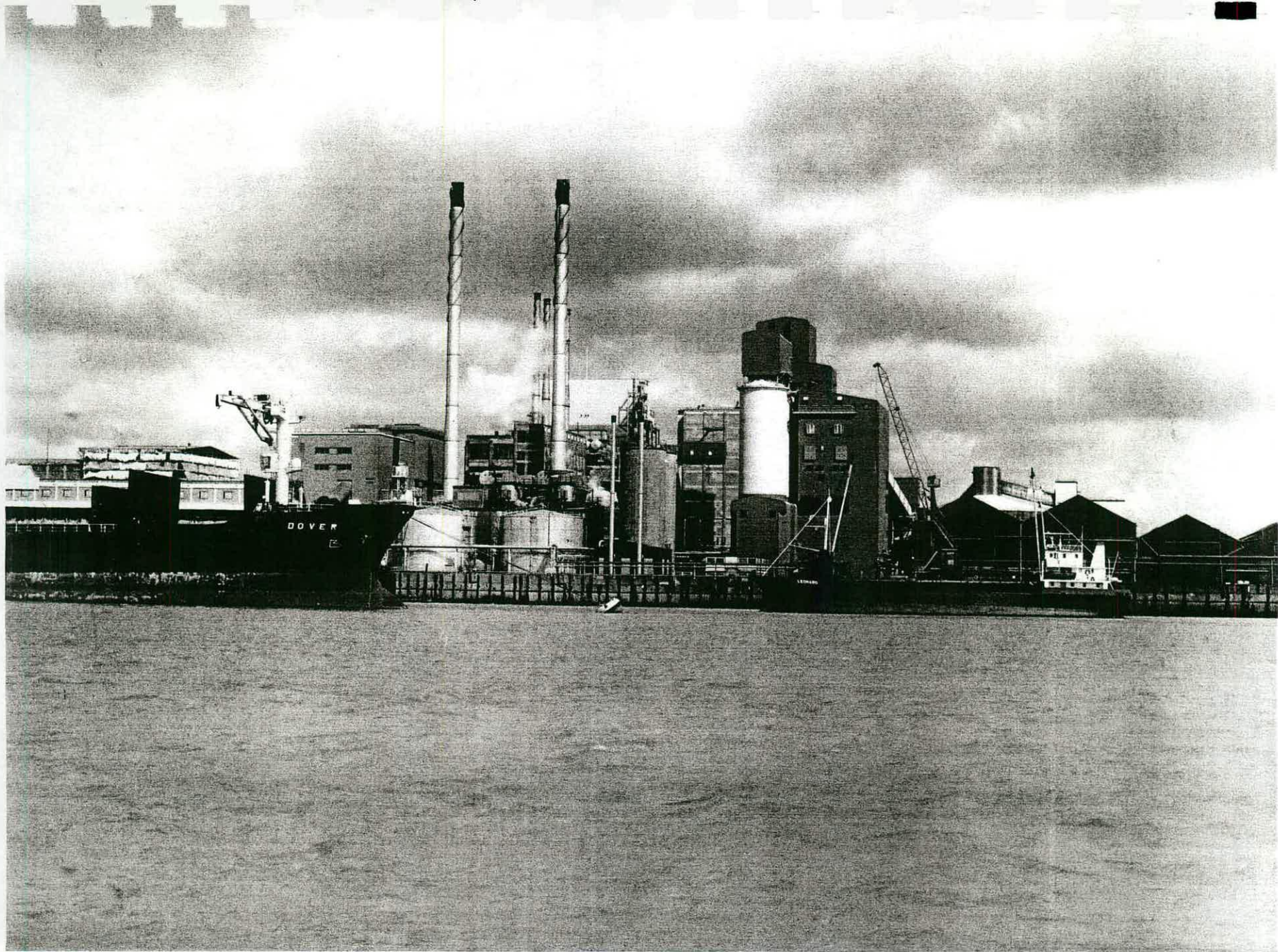


**4 - MINOCO WHARF WITH MILLENIUM MILLS, L.B. NEWHAM** - Minoco Wharf originated in 1896 as premises of the Mineral Oils Corporation, to refine and distil lubricants from Russian crude oil. The works, badly damaged in the Silvertown Disaster of 1917, were eventually taken over by their present owners Gulf Oil in 1929. Immediately to the west was the Brunner Mond TNT factory, site of the disastrous explosion in 1917 that caused extensive damage and resulted in 73 fatalities. The large structure in the background is the disused Millenium Mills, built in phases from 1933-1948. The 11-storey reinforced-concrete granary and flour mill was built for W. Vernon & Sons, latterly owned by Spillers, and was one of a group of flour mills with origins in the 19th century built on the south side of the Royal Victoria Dock (opened 1855), but now mostly demolished. (AA94/3622)

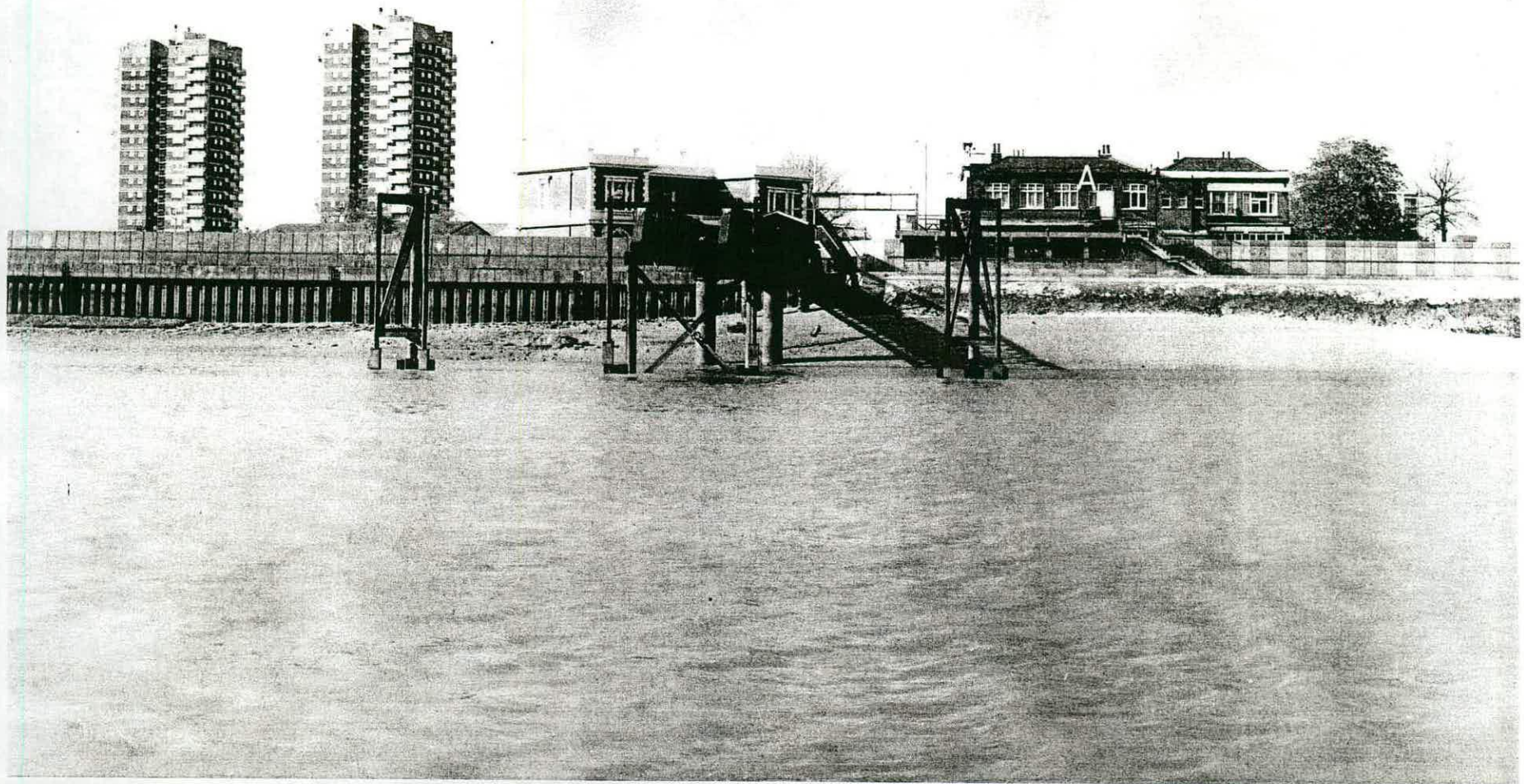




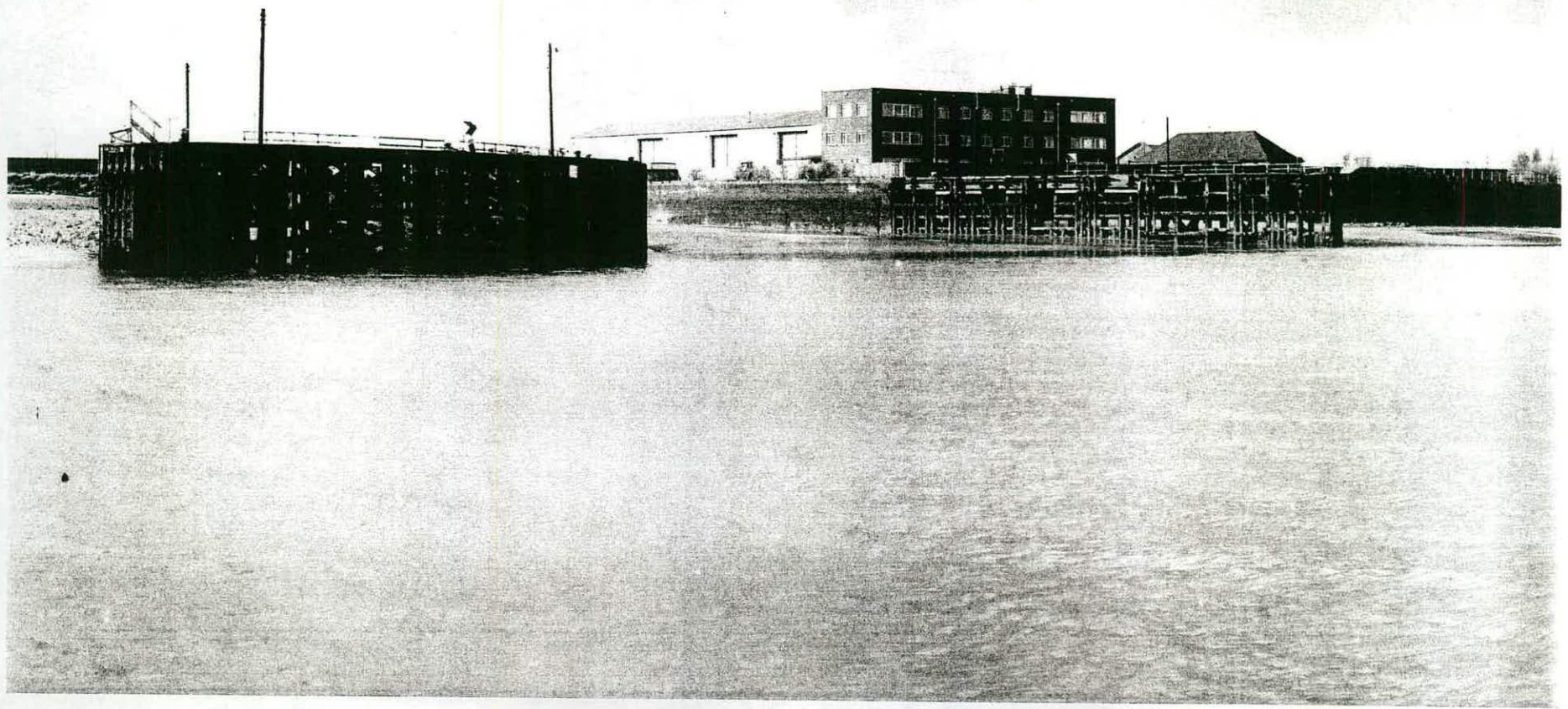
**5 - TATE & LYLE, THAMES REFINERY, SILVERTOWN, L.B. NEWHAM** - Henry Tate & Co. first established themselves at this site in 1871. A sugar refinery to manufacture sugar cubes was built eight years later, laid out to the designs of the company engineer James Blake. The amalgamation in 1921 of Tate's company with Abram Lyle & Sons, who had established themselves upstream at Plaistow Wharf in 1881, created the largest sugar refiners in the world. At one of the two jetties the raw imported cane sugar is unloaded directly from the ships by a grab crane known as 'Bigfoot'. Refined sugar is loaded from the other jetty and exported mainly to Europe and Scandinavia. Tate and Lyle maintained their own fleet until 1979, but now use chartered vessels. (AA94/3612)



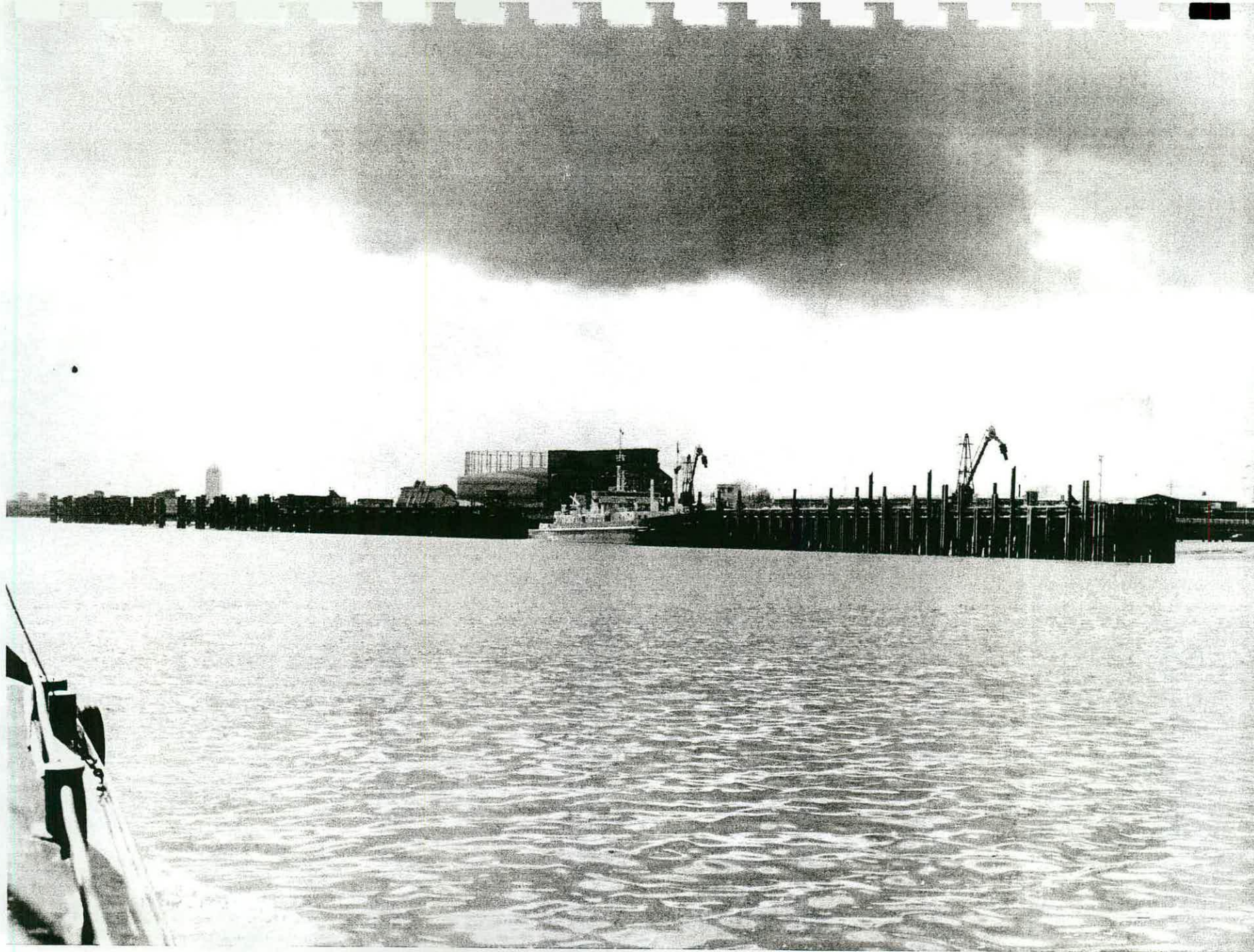
**6 - TATE & LYLE, THAMES REFINERY, SILVERTOWN, L.B. NEWHAM -** Following the amalgamation of Tate and Lyle both the Thames Refinery and Lyle's golden syrup works at Plaistow Wharf were retained. Thames Refinery has subsequently grown to occupy over a 23 acre site including part of the area once occupied by S.W. Silver's India Rubber, Gutta Percha and Telegraphs Works. Following a company reorganisation in 1968 the refining was concentrated at Thames Wharf and the Plaistow Wharf works were used for packing and golden syrup manufacture. Tate and Lyle are now the last refiners of cane sugar in the U.K. (AA94/3613)



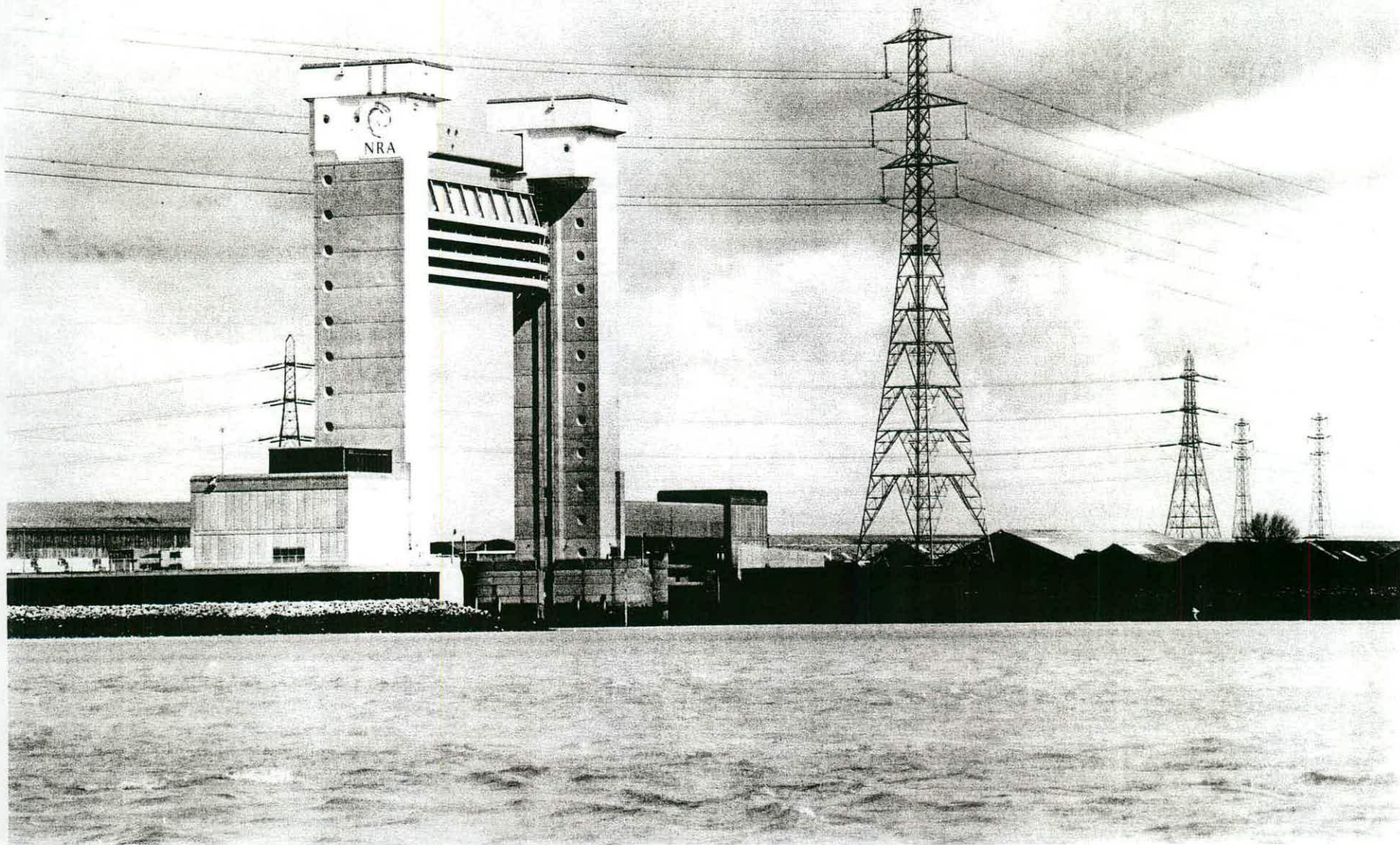
**7 - NORTH WOOLWICH RAILWAY STATION, L.B. NEWHAM** - In the foreground are the remains of a pier, probably a late 19th century floating pier that was linked to the shore by a bowstring girder bridge. Behind is the former railway station, in Italianate style, of the Eastern Counties Railway's North Woolwich branch line opened in 1847. It was the construction of this railway, at the instigation of the engineer George Parker Bidder and financed by Sir Samuel Peto and Edward Betts, that initiated the development of the Plaistow marshes. The construction of the North Woolwich Road and the Victoria Dock rapidly followed. The other large 19th-century brick building may be the former hotel of the Royal Victoria Gardens, previously the Pavilion Gardens. (AA94/3604)



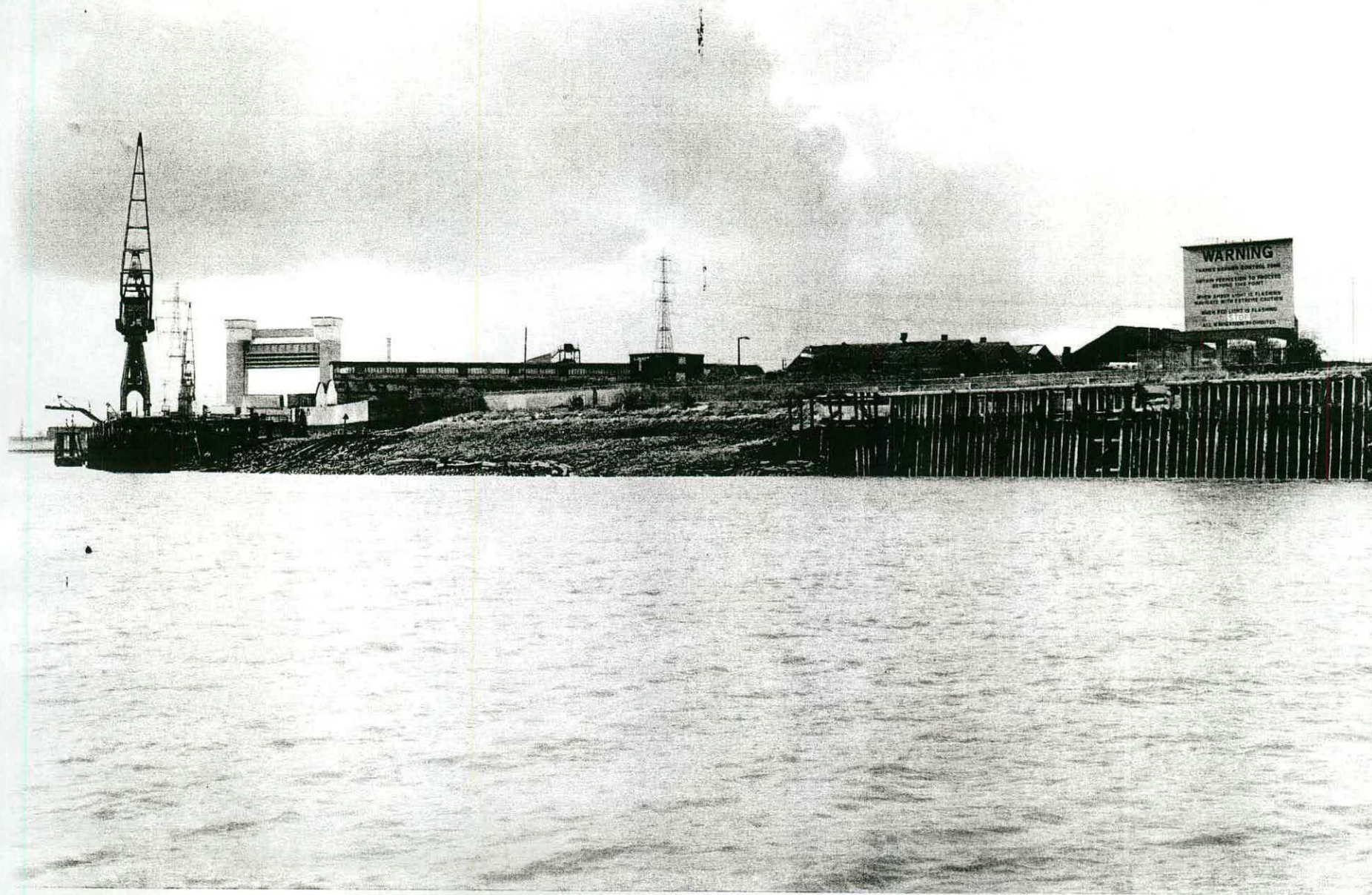
**8 - GALLIONS ENTRANCE LOCKS, ROYAL ALBERT DOCK, L.B. NEWHAM** - These two entrance locks originally gave access to a basin leading into the Royal Albert Dock, constructed from 1874-1880 for the London and St Katharine Dock Co. to the designs of Sir Alexander Rendel for the steam shipping trade. Connected to the Royal Victoria Dock, with a combined 7 miles of quays and integrated facilities it was considered, at its opening, the finest dock in the world. The entrance locks were repaired in 1952-6 but following the closure of the Royal Docks in 1981 only the downstream entrance lock is now usable. The modern brick building, Thames House, is occupied by the London Docklands Development Corporation and the Port of London Authority. (AA94/3603)



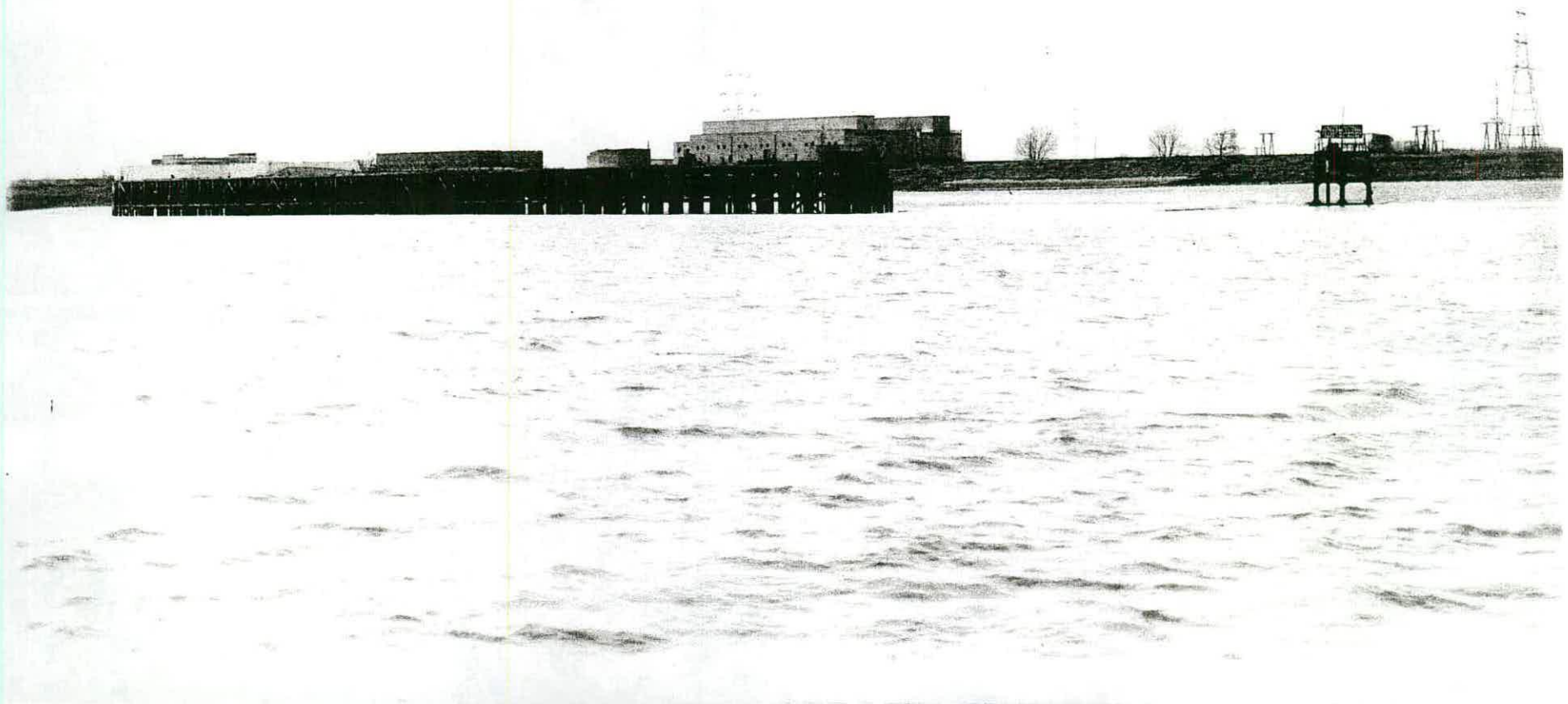
**9 - BRITISH GAS WORKS & T.W.A. TREATMENT WORKS, BECKTON, L.B. NEWHAM** - Little remains of the once vast gas works established here for the Gas Light and Coke Co. in 1868-70. Named for the company's governor, Simon Adams Beck, the 500-acre site expanded through the later 19th century, seasonally employing some 10,000 men. Most of the site was cleared in the mid 1980s. One survival, the cast-iron columns of the monumental No. 1 Jetty, built for unloading coal, are visible upstream. The working jetty to the east is operated by the Thames Water Authority, serving their huge modern sewage treatment works built around the Victorian buildings put up by the Metropolitan Board of Works around its great Northern Outfall sewer of 1864-8. (AA94/3596)



**10 - TIDAL FLOOD BARRIER, BARKING CREEKMOUTH, L.B. BARKING & DAGENHAM** - This huge 59m high barrier was built 1979-83 to prevent the overflowing of the River Roding, in association with the Thames Barrier. Its cost was some £11.5m. The towers support a 320 tonne single-drop gate, which can be lowered using electricity, diesel or gravity. It is supplemented by three tidal gates. A further gate was built to allow the closure of the Beckton outfall sewer upstream. To the east is Lawes Wharf, the industrial buildings of Seabright Hall & Co. chemical works are the latest occupants of the site first established in 1857 by Lawes Chemical Co. (AA94/3586)

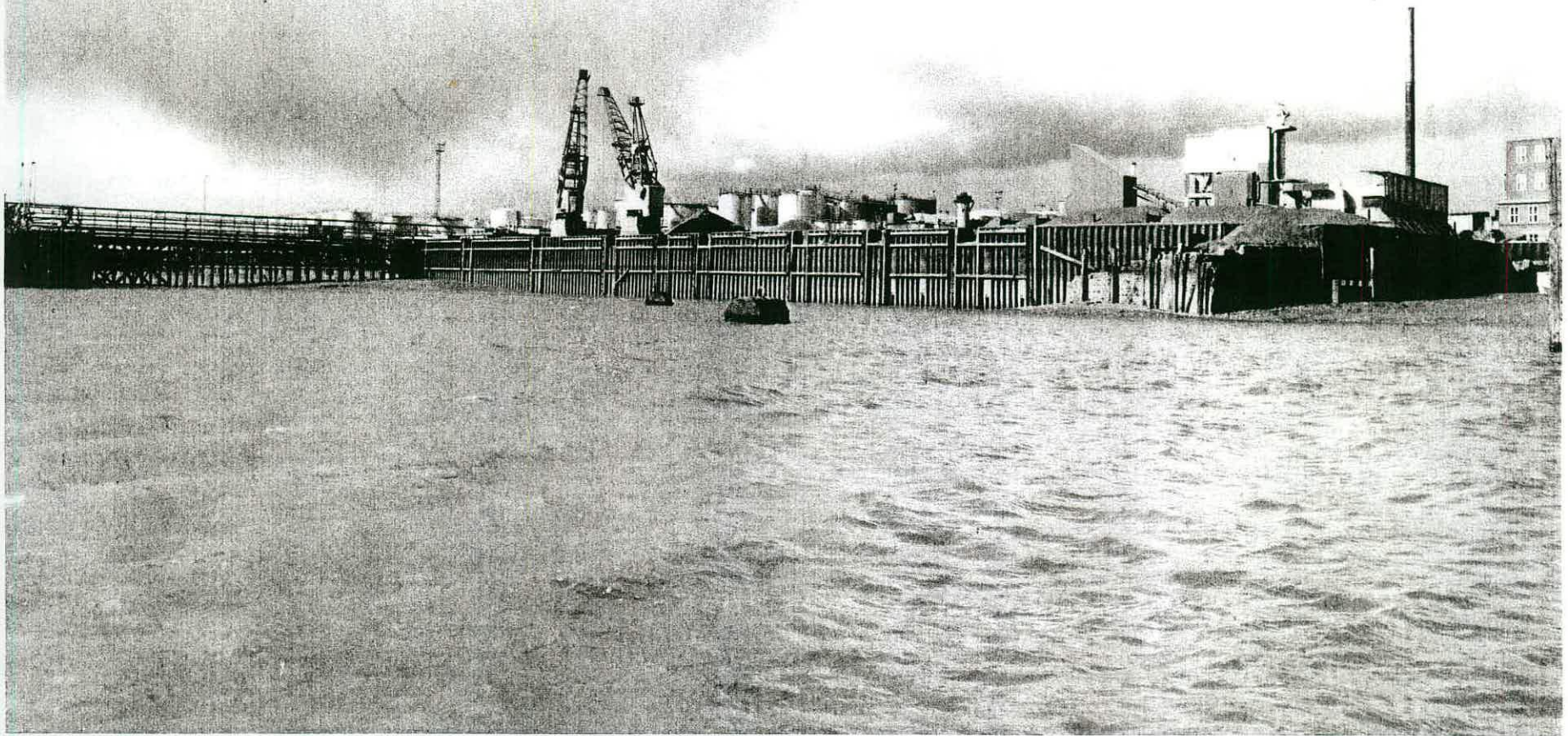


**11 - BARKING/FALSE POINT & DE PASS WHARF, L.B. BARKING & DAGENHAM** - Seen here from the east is the De Pass crane jetty. The former Barking Guano Works, established by Daniel de Pass in 1878, is spread out behind. The site, latterly owned by Fisons, appears to have always been used for fertilizer manufacture. With the Lawes factory to the west this site established the Creekmouth as one of the centres of this once typical Thameside industry. Downstream, Barking or False point marks the limit of the controlled navigation zone, managed from the Thames Barrier Navigation Centre. (AA94/3583)

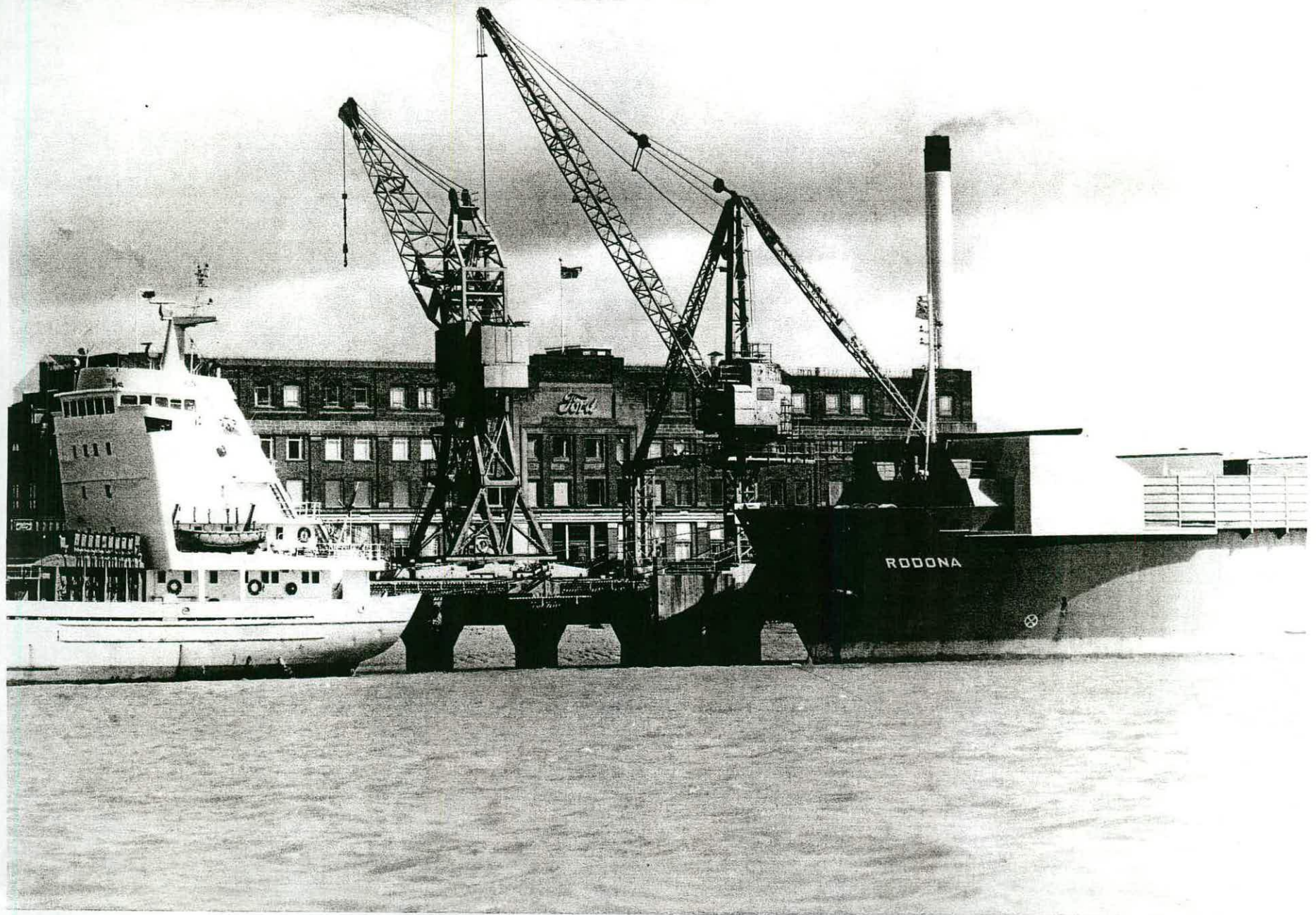


**12 - BARKING POWER STATION, L.B. BARKING & DAGENHAM** - The former coaling jetty and the large concrete switch houses are amongst the few surviving structures of older parts of Barking Power Station, once the largest power station in Europe. The original A station, built 1925 for the County of London Electric Supply Co., was supplemented in 1939 by B station and c.1948 by C station. Most of the structures, including the monumental turbine halls were demolished soon after their closure in 1981. However, the control rooms of A and B stations survive, visible here to the west. Just visible upstream is another survival, the large reinforced-concrete jetty/wharf. (AA94/3579)

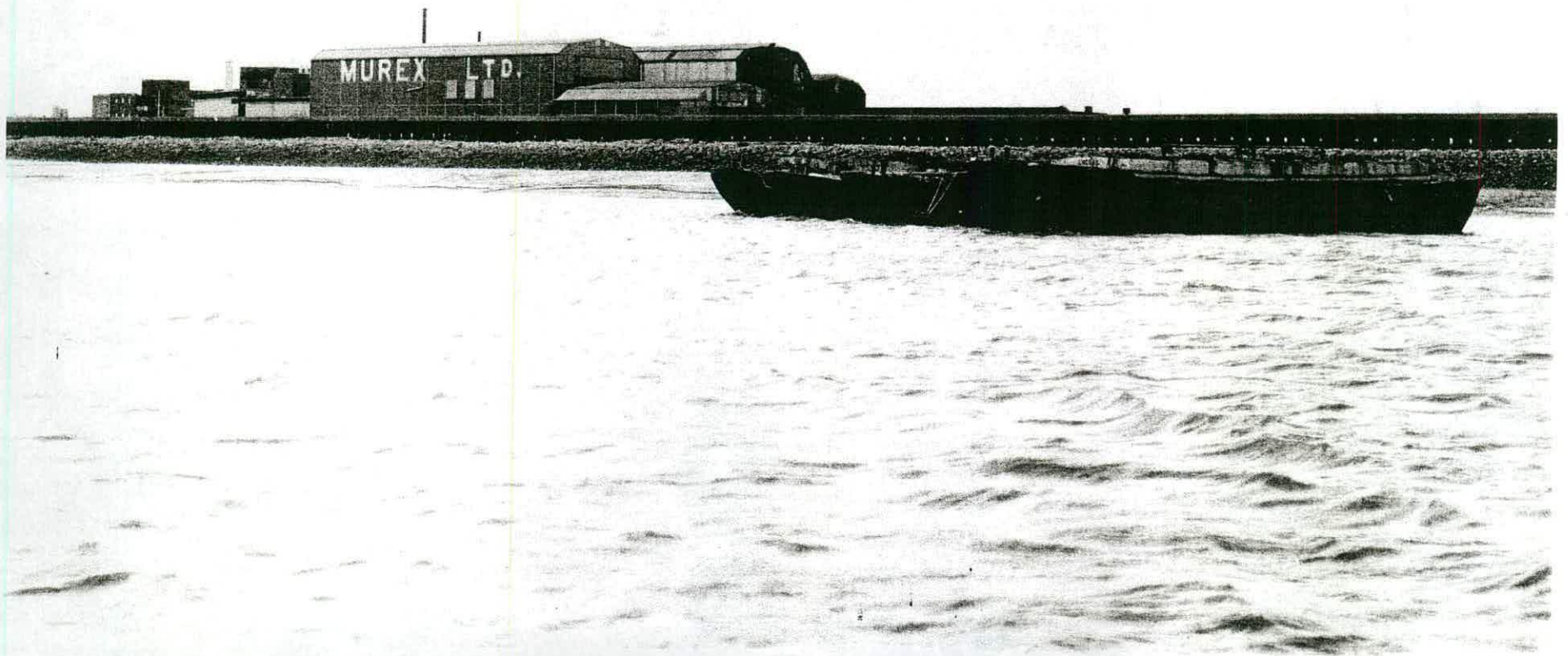




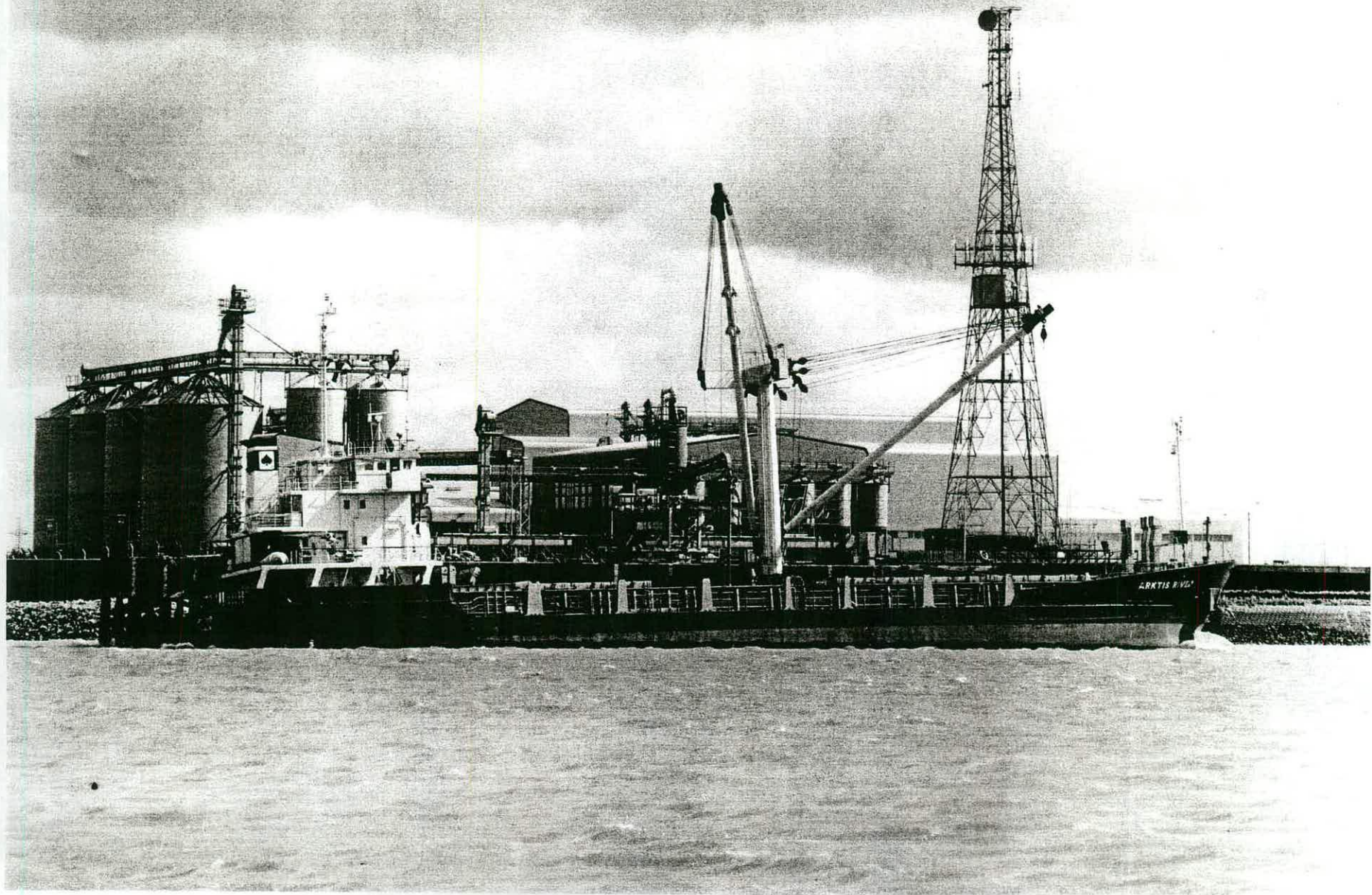
**13 - LONDON & COASTAL OIL WHARVES, DAGENHAM DOCK, L.B. BARKING & DAGENHAM** - The wharf storage seen here, some 230 tanks of various sizes, is used for petroleum products and other oils. Partly visible upstream is Thunderer Jetty, named for the jetty of that name built in 1911 to accommodate the Dreadnought 'Thunderer', the largest warship built on the Thames, made at the Thames Ironworks but fitted out at Dagenham. Downstream is the White Mountain Quarries facility and the entrance to Dagenham Dock. The scheme for a tidal basin at the mouth of Dagenham Breach, a lake formed after the failure of the river wall in 1707, was proposed in 1846 but subsequent development was troubled, with no work taking place until 1865. It was only when the dock was acquired by Samuel Williams in 1887 that it was successfully developed for a variety of river-related activities. (AA94/3575)



14 - FORD WORKS, L.B. BARKING & DAGENHAM - The car manufacturers Ford purchased part of this site at Dagenham in 1924 from Samuel Williams & Sons. This has now spread substantially, including an area of the filled site of the Dagenham Breach. Ford's main factory was constructed 1929-31 to the designs of Charles Heathcote & Sons. The huge works has its own reinforced-concrete jetty, an early use of the material for this purpose, a power station, blast furnace and private railway. Extending to some 600 acres by 1964, the foundry and car compounds now cross into the London Borough of Havering. (AA94/3566)



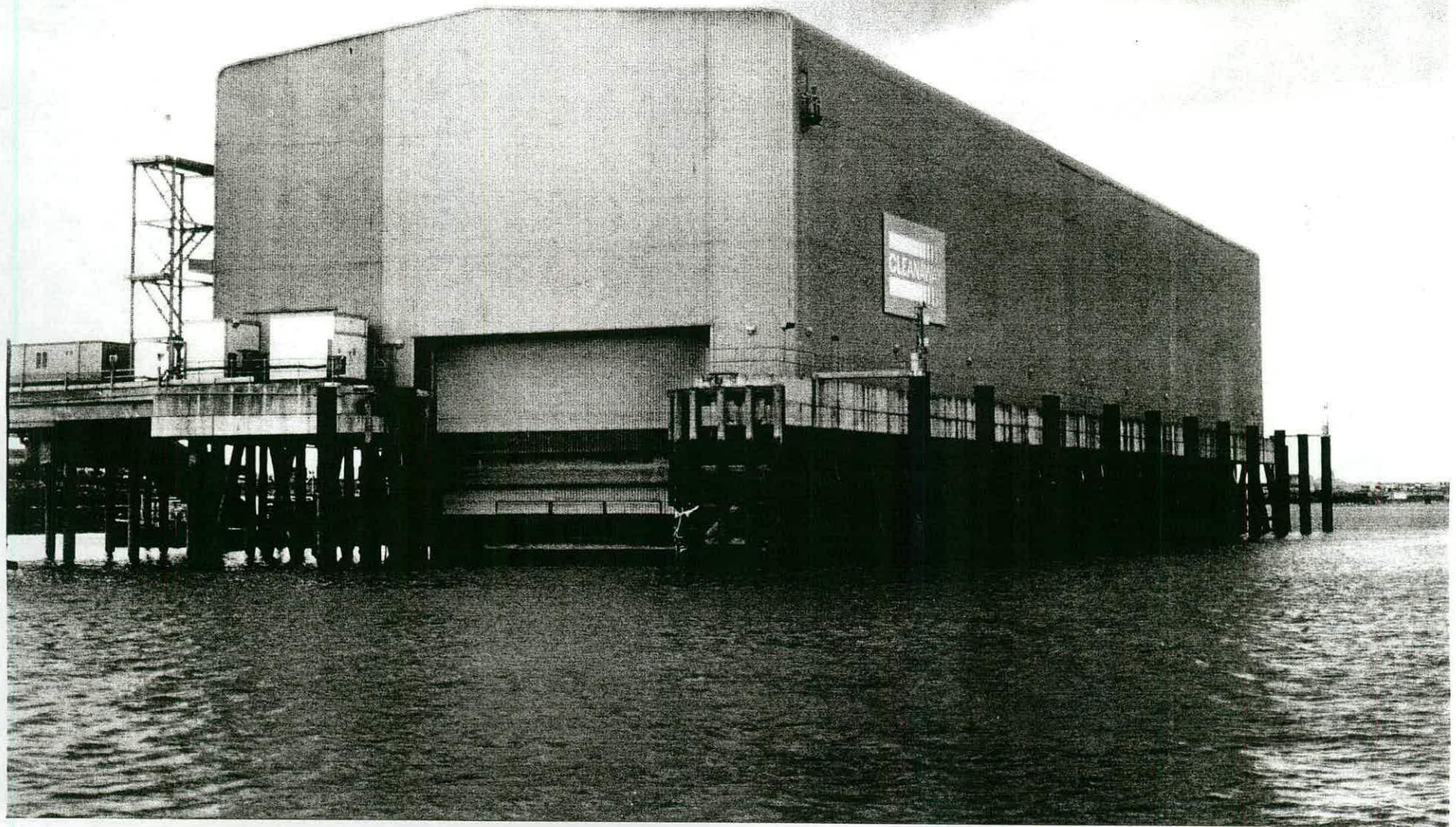
**15 - MUREX WORKS, RAINHAM, L.B. HAVERING** - The iron founders and ferro-alloy manufacturers Murex moved to this site in 1917. The company has subsequently expanded, taking over the neighbouring premises along the Thames and Rainham Creek, to bring their site up to 63 acres. The successful industrialisation of the Creek mouth, however, proved fatal for the modest resort for day trippers that briefly operated here in the early years of the 20th century and the contemporaneous small hamlet that grew up around the Rainham Ferry. (AA94/3552)



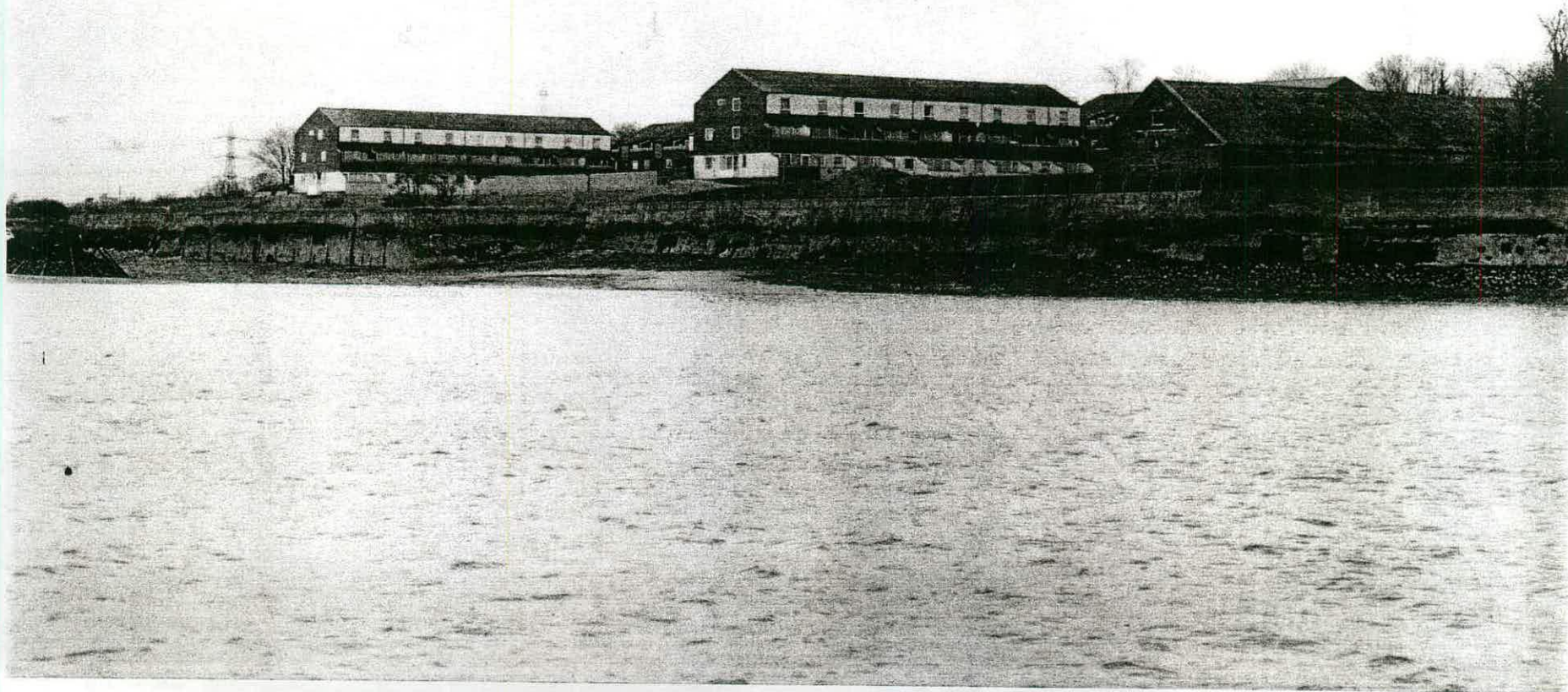
16 - TILDA RICE, RAINHAM, L.B. HAVERING - This modern rice storage facility of silos and warehouses behind the wharf has been established on this site since 1975. Its existence is firm evidence of continuing port activity in the Thames. The jetty seen here in use, known as Coopers Jetty, was formerly used by Murex whose works are directly upstream. (AA94/3591)



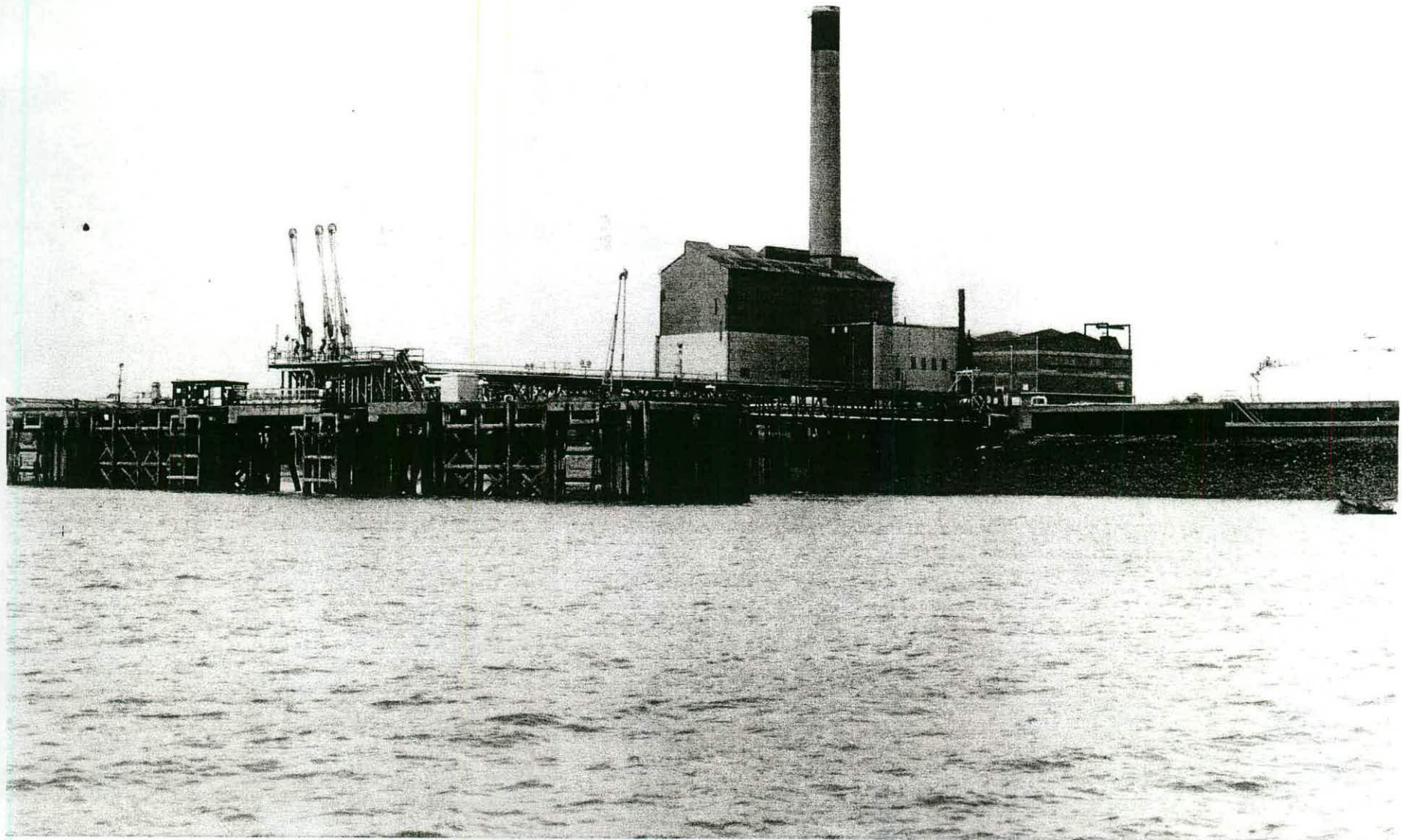
**17 - RAINHAM LANDFILL SITE, L.B. HAVERING** - Formerly part of Wennington and Rainham marshes, this area was leased in 1961 by the PLA from the Ministry of Defence to use as silt lagoons. From 1961-8 the site was filled with some 9 million tons of dredged spoil, following the embankment of the lagoons by bund walls. The silt was pumped from boats by plant situated on a pontoon moored between dolphins. This site replaced the dumping of dredged spoil in the Black Deep, 30 miles seaward of Southend. Since the 1970s it has become a landfill site for the dumping of domestic waste. (AA94/3593)



**18 - COLDHARBOUR JETTY, RAINHAM, L.B. HAVERING** - This modern waste disposal facility, known as the Cunis Rubbish Shoot, is presently operated by Cleanaway Ltd. William Cunis Ltd. was first established at Coldharbour Point in 1906 as a lighterage and dredging business. However, from 1929 the company started carrying refuse to be used for land reclamation. With the Rainham Landfill site immediately upstream this area of former marshland has become essentially a dumping ground for London. The construction of the large jetty shed was probably linked to the introduction of fully enclosed container barges by Cleanaway in 1985. (AA94/3547)

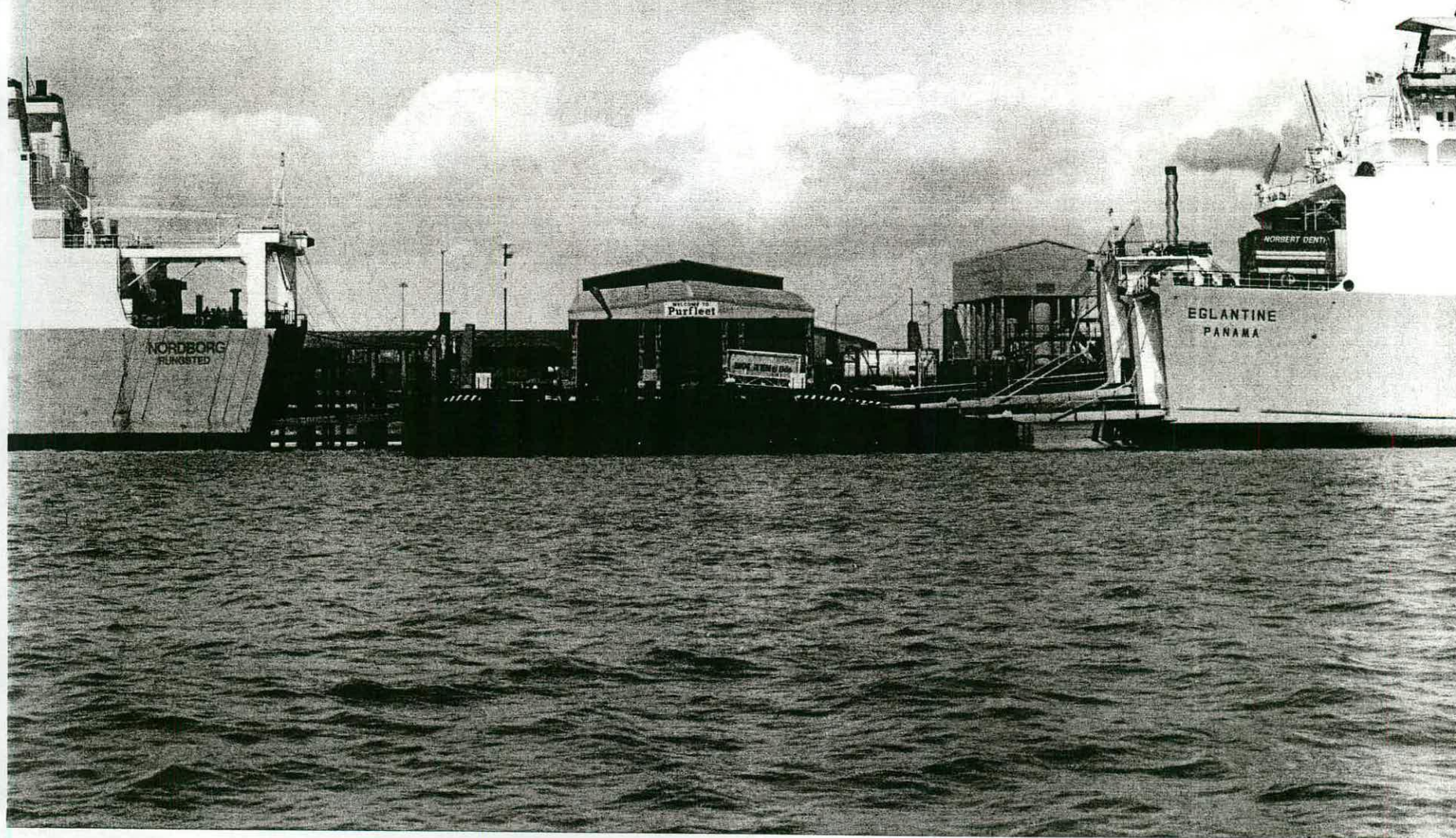


**19 - POWDER MAGAZINE AND COUNCIL HOUSING, PURFLEET, ESSEX** - To the right of the picture is No. 5 Powder Magazine, one of five gunpowder magazines built c.1763-5 to the designs of James Gabriel Montresor for the Government. They formed part of a new complex at Purfleet that relocated these hazardous store from nearer London. The interior of the 150ft by 52ft brick building is massively vaulted to contain explosions, constructed without iron to avoid sparks. The former wharf walling and landing stage, constructed in the 1760s and enlarged in 1897, still survives. The facility was closed in 1962 and much of the site cleared in the early 1970s for the construction of the present housing estate for Thurrock District Council. (AA94/3539)

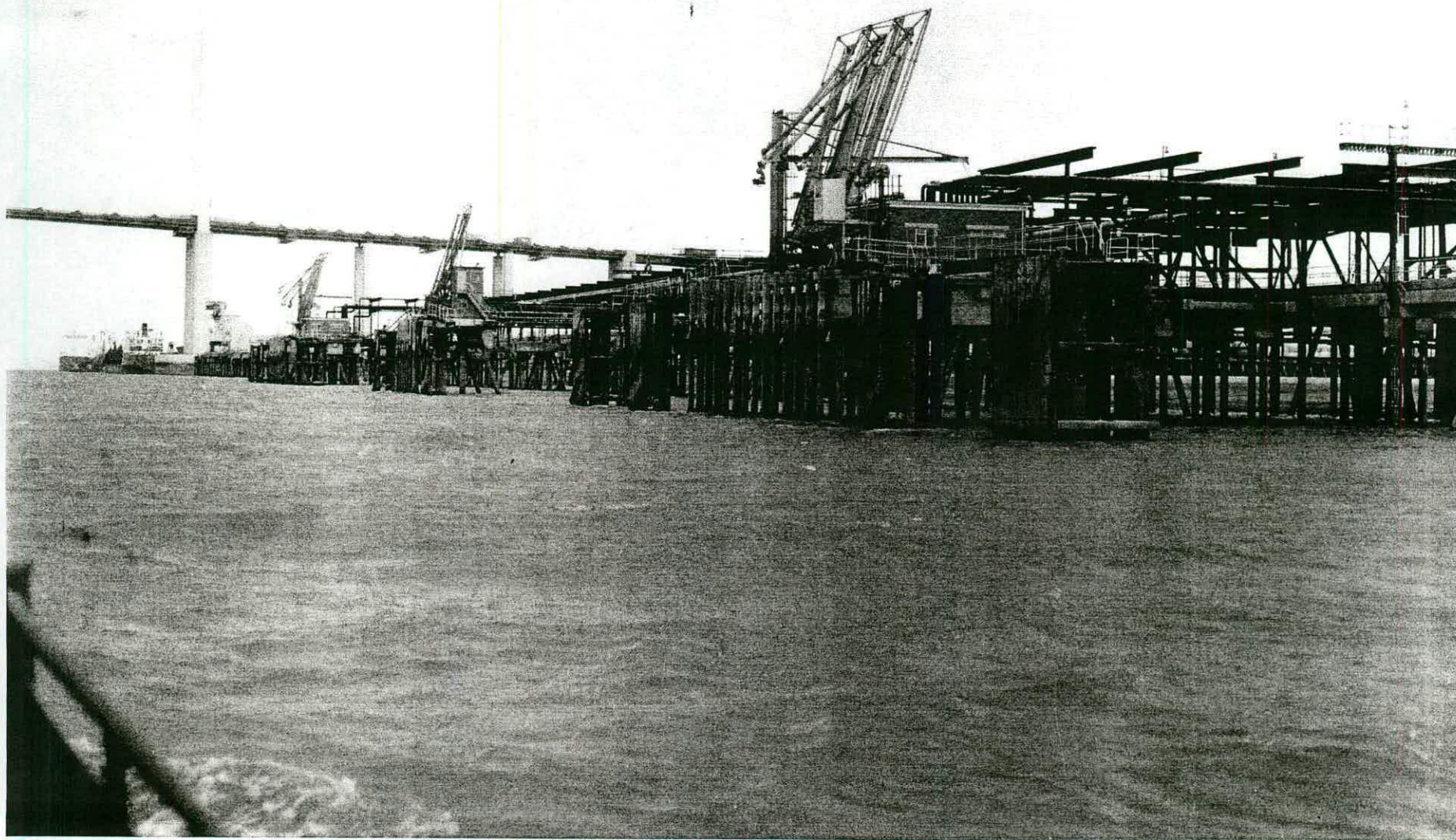


**20 - THAMES BOARD MILLS, PURFLEET, ESSEX -** Visible behind the disused No. 1 jetty serving the Esso storage facility at Purfleet Oil Terminal are the remains of Thames Board Mills. This was first established on this site c.1887 as the St. Louis Park Mills Co. to manufacture straw boards from stable manure. When the north mill was opened in 1964 it became the largest site of its kind in the country, manufacturing cardboard and fibreboard. The site has since contracted with the south mill closing in 1980. (AA94/3530)

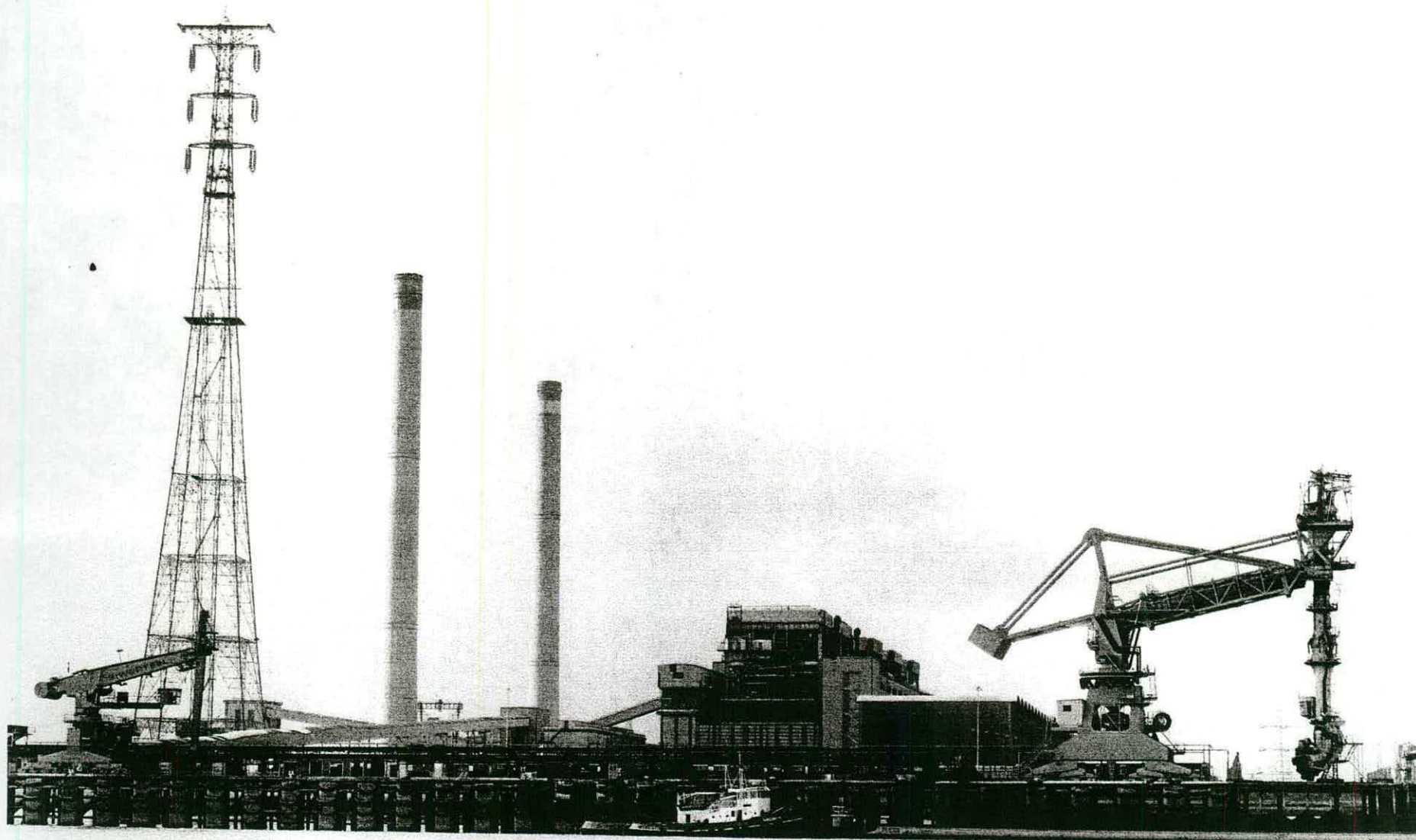




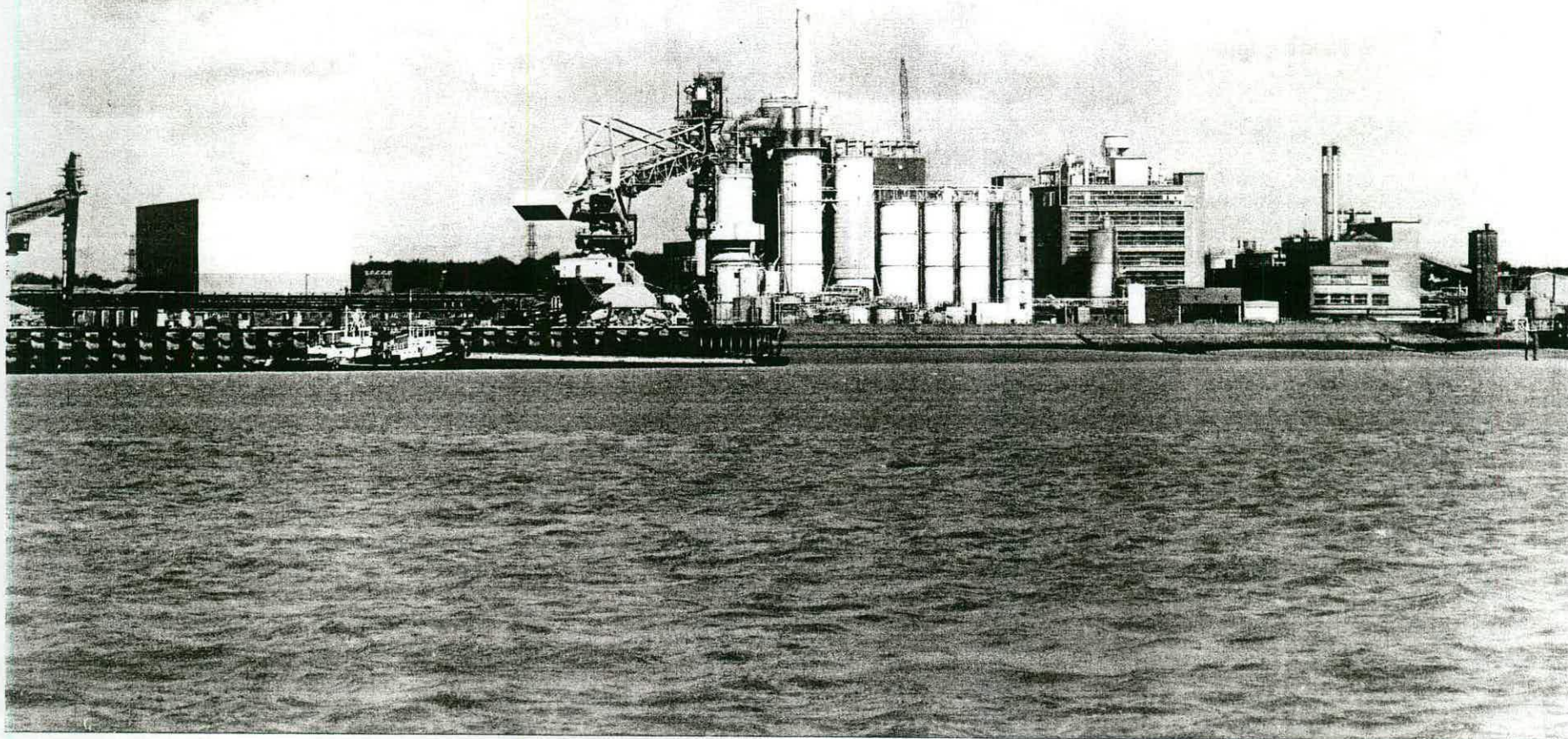
21 - PURFLEET DEEP WHARF, PURFLEET, ESSEX - This site was occupied from 1902-41 by Purfleet Wharf and Saw Mills, with one of the few pre-war reinforced concrete jetties on the river, but is presently used by the Purfleet Deep Wharf and Storage Co. Their facilities now include two Ro/Ro (roll on, roll off) berths, seen here in operation. These were possibly constructed in 1974 when the wharf was extended to handle trade with Finland. Following its purchase by Colbrefret in 1992 the site has been modernised. Failure of the sea wall at the Deep Wharf site caused severe flooding at Purfleet and Thurrock during the great flood of 1953. (AA94/3526)



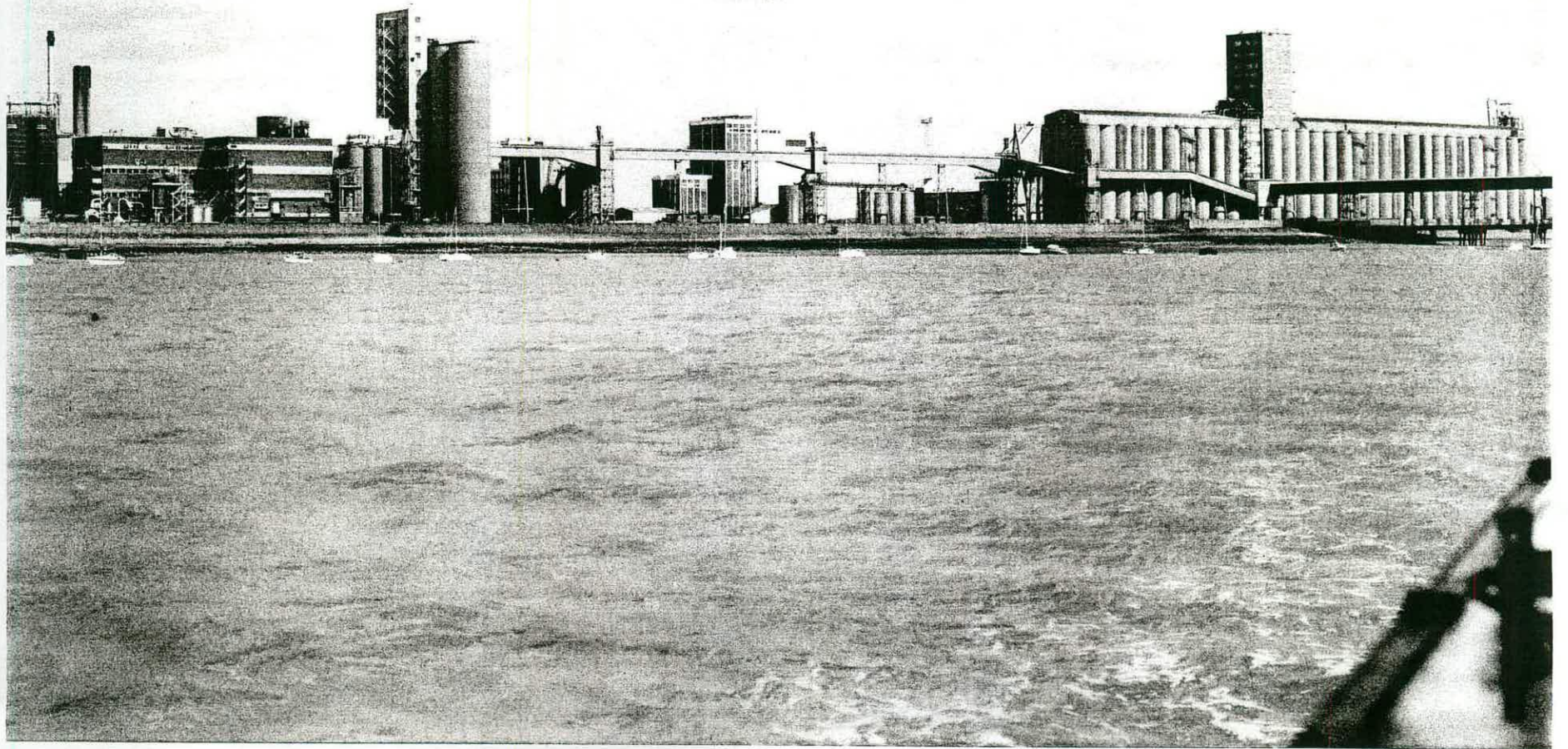
**22 - THAMES MATEX JETTY, WEST THURROCK, ESSEX** - The foreground jetty serves the liquid oil and chemical products storage facility Thames Matex, a branch of N.V. Schieveen, first established in 1965. The jetty can unload up to 300,000 tons of liquids for storage in the tanks on land. Visible upstream is the Tunnel Jetty that services the former Tunnel Portland Cement Co. It was establishment of this site near Tunnel Farm in the 1870s that led eventually to the development of the industrial complex at Thurrock. In 1968 this was the largest cement works in Europe but production ceased in 1976. Rising above the industrial hinterland is the Queen Elizabeth II Bridge. (AA94/3523)



**23 - WEST THURROCK POWER STATION, ESSEX** - This power station was built c.1957-60, to designs by the Southern Project Group of the CEGB, and closed in 1994. Originally intended to be oil fired it was built as a coal fired station because of concern over atmospheric pollution levels. In a break with the 'brick cathedral tradition' that concealed power station plant the boilers are left in the open, presaging the 'honest' architectural concerns of high-tech design. With a capacity of 1,300 megawatts, this was the first UK station to pass the 1,000 MW barrier. The coaling cranes with continuous bucket grabs were imported in c.1988-90. (AA94/3515)



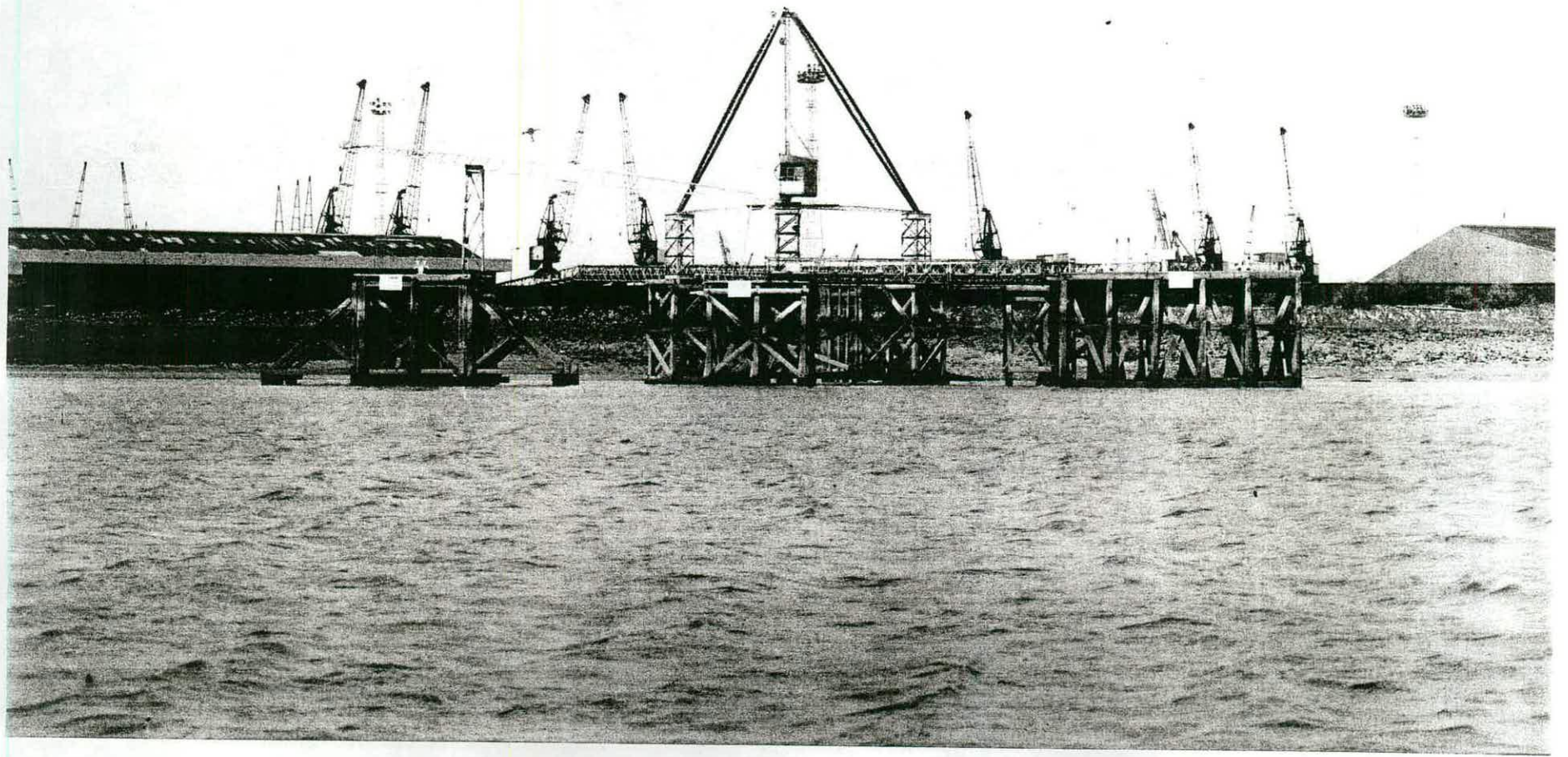
24 - PROCTOR & GAMBLE WORKS, WEST THURROCK, ESSEX - Seen here from the southwest is the site first established in 1940 by Thomas Hedley & Co. for the manufacture of soap. In 1962 the facility was acquired by Proctor and Gamble who produce a wide range of soaps and detergents here. Obscured by the industrial structures is the Church of St Clement, dating from the 12th century and later, once the isolated occupant of this stretch of marshland. Upstream, in the foreground of the photograph, is the coaling jetty of West Thurrock Power Station. (AA94/3512)



**25 - TILBURY GRAIN TERMINAL, PORT OF TILBURY, ESSEX** - This vast grain terminal of 100,000 tonne capacity, was opened in 1969 for the PLA, replacing the Central Granary at Millwall Dock as London's main grain store. The fast discharge system used here was based on Canadian experiments; the design consultants were Shoemith, Howe & Partners, who worked on Canadian installations, and the facility was constructed by John Howard & Co. Ltd. The grain is stored in 196 separate bins of various sizes, fed by belt conveyors from the marine towers unloading directly from the ships. The conveyor belts also serve the privately owned mills around the site. (AA94/3503)



**26 - NORTHFLEET HOPE TERMINAL, PORT OF TILBURY, ESSEX -** This container handling berth was built 1976-8 when 25 acres of river front at Northfleet Hope was reclaimed for its construction. The container terminal it serves was established c.1965 and covers some 64 acres, stretching back from the river front to the west side of the branch dock extension of Tilbury Docks. The three riverside single lift cranes shown here can each carry 35 tonne containers. The chimneys of Northfleet Power station can be seen in the distance. (AA94/3496)

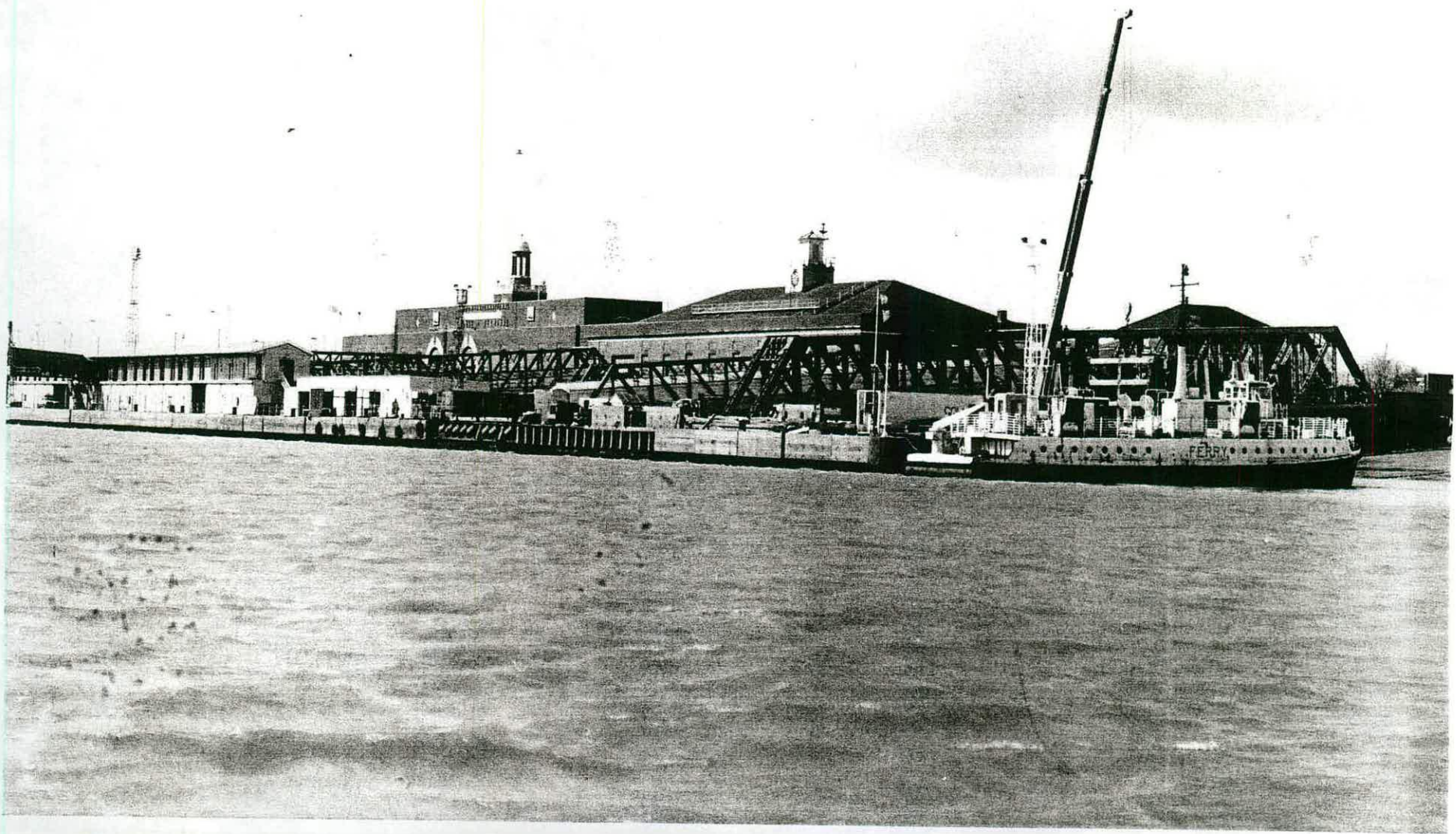


**27 - THE PORT OF TILBURY, ESSEX** - Visible on the skyline are the dockside cranes and derricks serving the Port of Tilbury. The docks at Tilbury were built in 1882-6 to the designs of Augustus Manning for the East and West India Dock Company in a damagingly competitive race to move the Port of London downstream. Tilbury has subsequently expanded to form a 750 acres freeport, its growth partly prompted by the 1960s shift to containerised shipping. The vast 1178ft by 155ft transit sheds that are visible replaced the former offices and sheds of P & O Far Eastern passenger services in 1972. (AA94/3482)

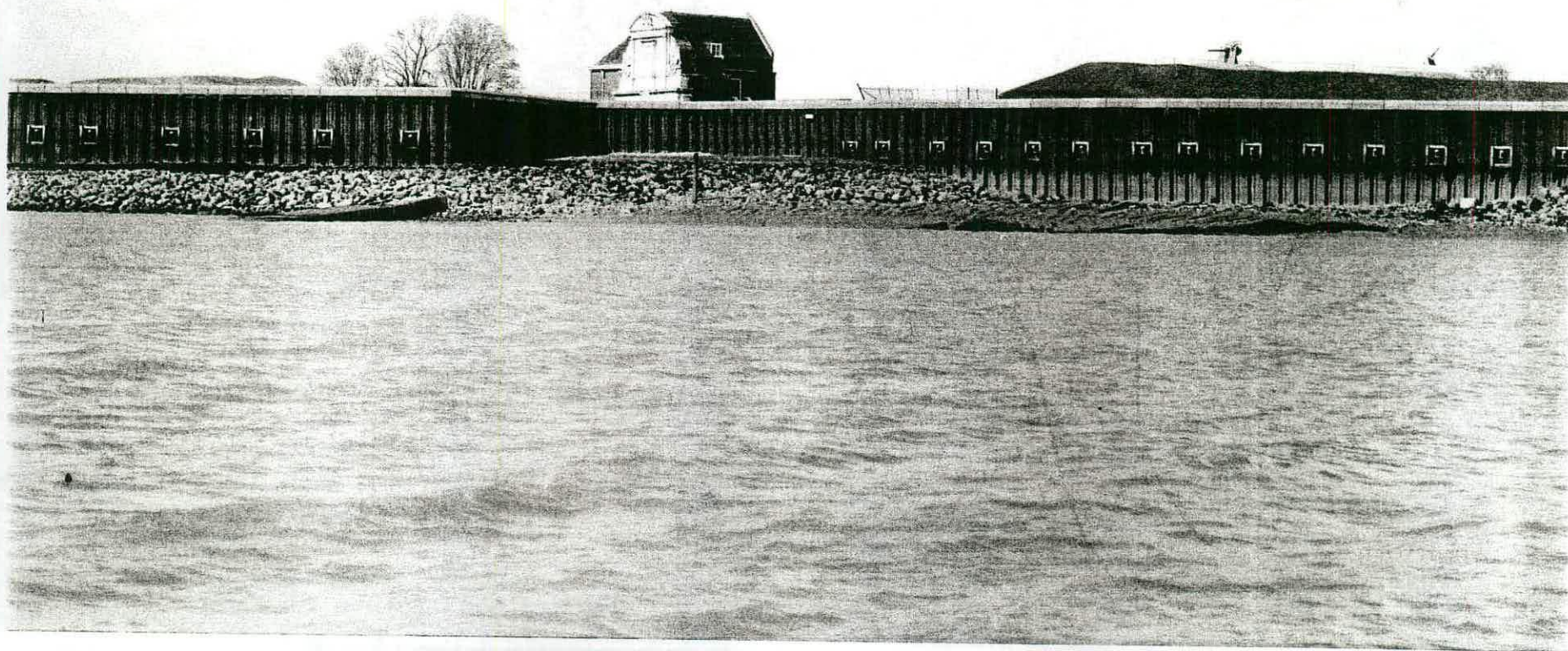


**28 - RIVER CARGO JETTY, PORT OF TILBURY, ESSEX** - Construction of this 1000ft long cargo jetty for the PLA was started in 1913, although it wasn't completed until 1921 due to the war. It is built of reinforced concrete, a notable and early use of the material, with the deck supported on cylindrical columns. The purpose of its construction was to allow larger ships to save time by not having to lock in and out of the main dock. Railway tracks were built on the deck of the jetty to facilitate the distribution of goods. Unfortunately, due to the large tidal rise and fall, the jetty has never proved popular. (AA94/3489)

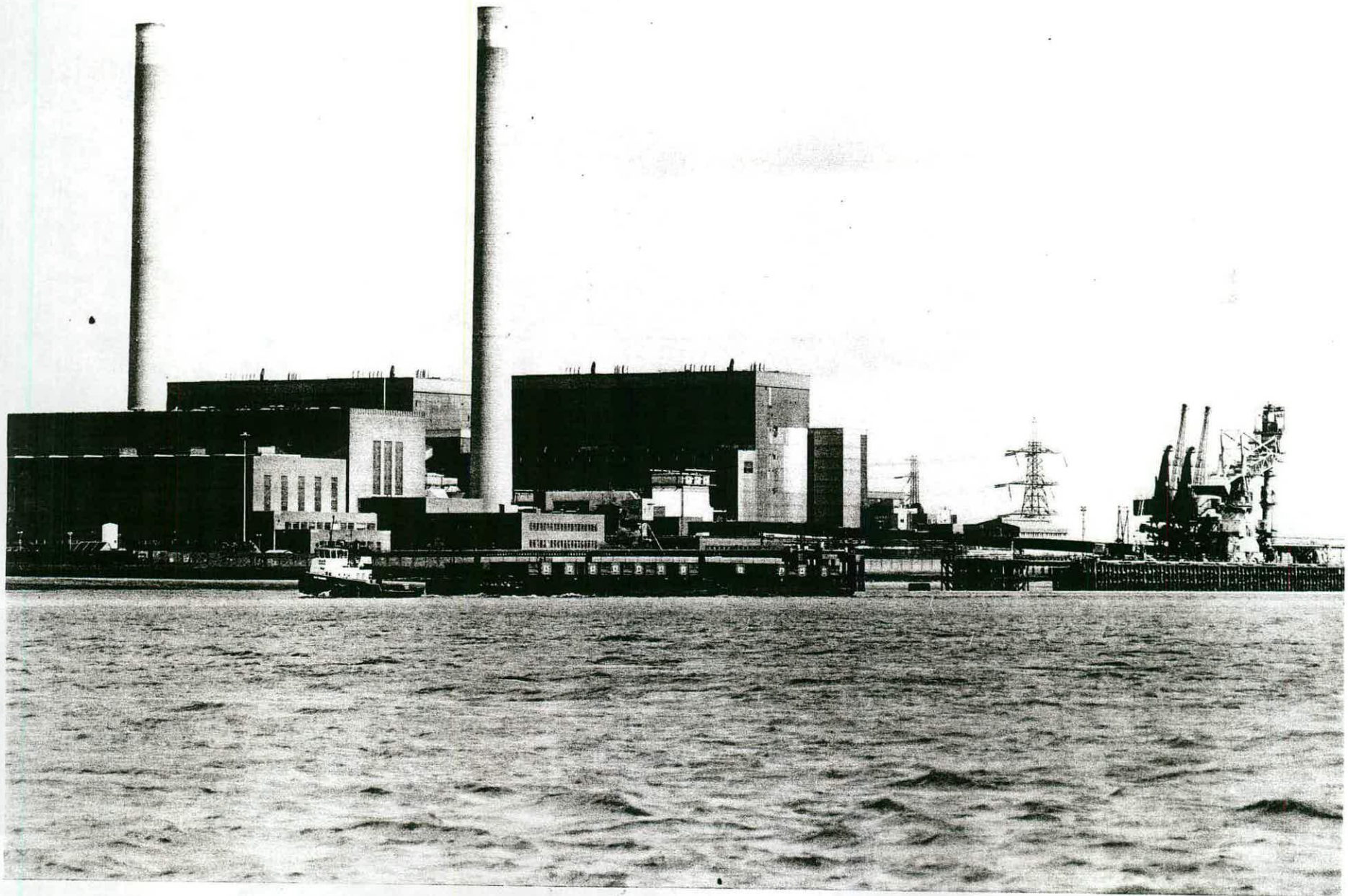




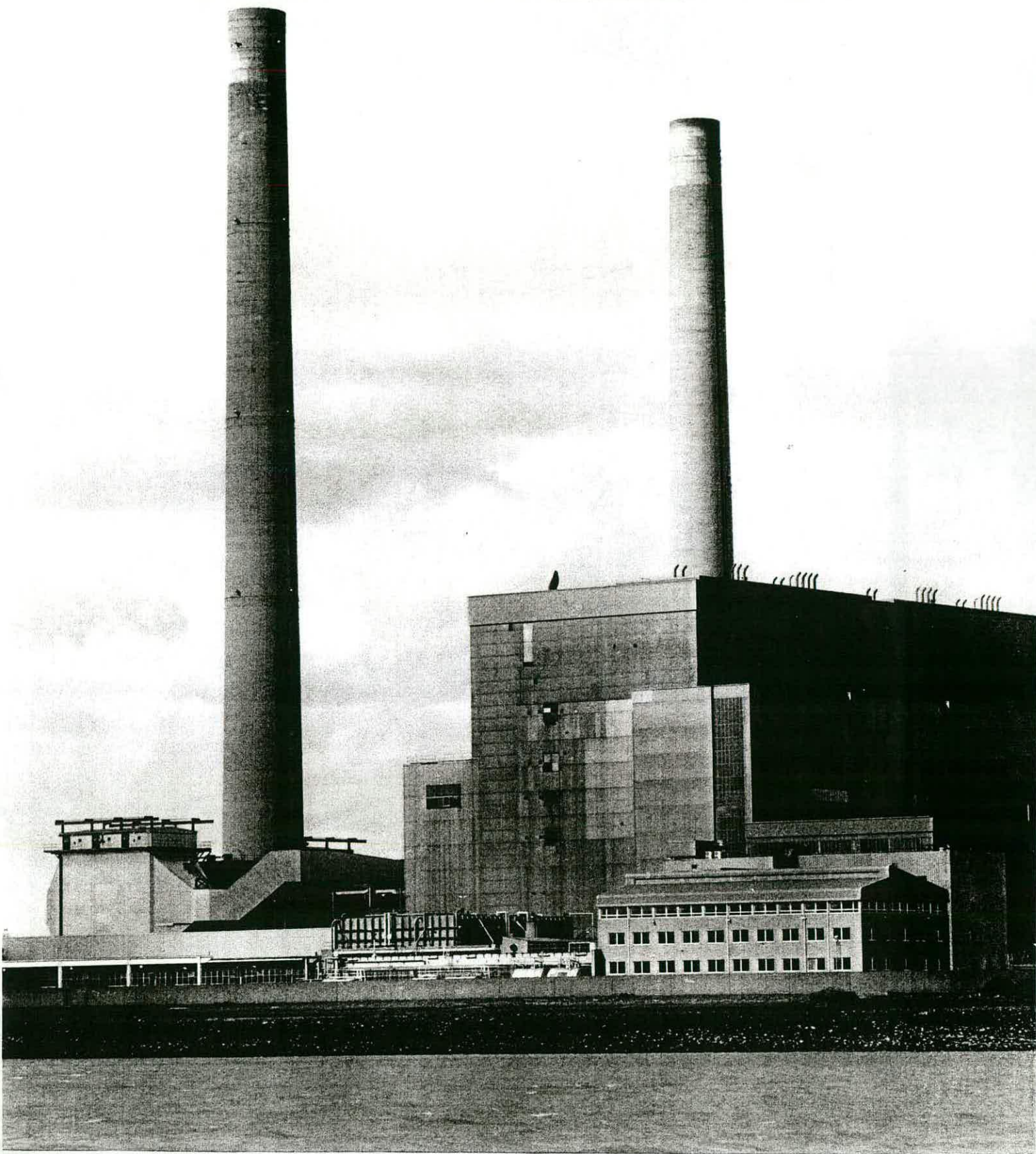
**29 - LONDON INTERNATIONAL CRUISE TERMINAL (TILBURY PASSENGER TERMINAL), PORT OF TILBURY, ESSEX -** This complex comprising a floating landing stage, Baggage Hall and Riverside Station was built in 1929-30 for the PLA. The designer of the terminal was Sir Edwin Cooper, who had a long association with the PLA following his designs for its head office in 1912. The grand brick structures were no doubt intended to impress the many thousands of people arriving in Britain as they passed through the cathedral-like Baggage Hall and onto the trains to London running from the Riverside Station. The floating landing stage on four steel booms, reputedly the only two-storey pier on the Thames, is attached to the shore by link arms that enable it to be detached and floated off for refurbishment. (AA94/3477)



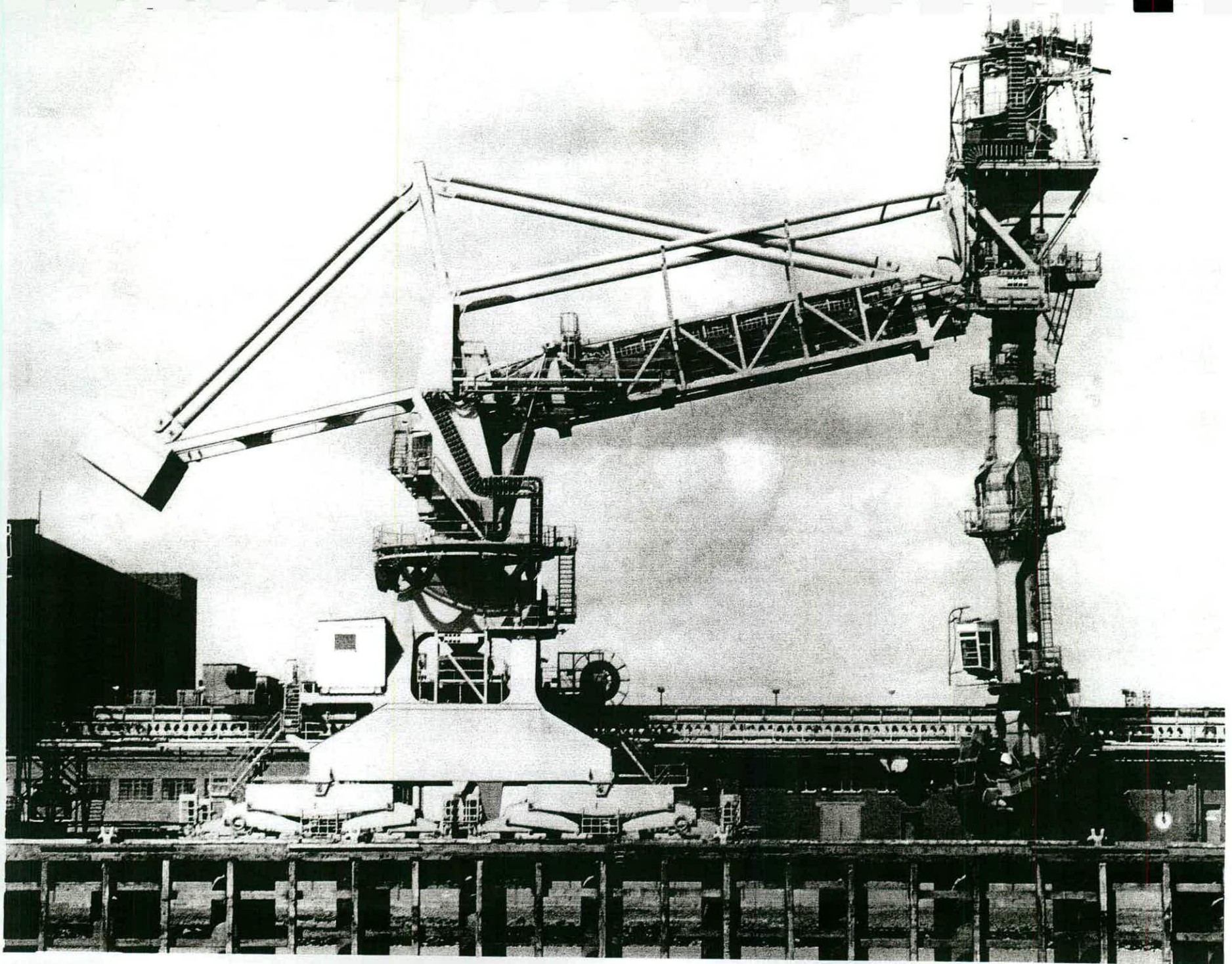
30 - TILBURY FORT, ESSEX - Visible above the modern river wall is the 17th-century stone-faced gatehouse of Tilbury Fort, an exuberant 'triumphal arch' decorated with trophies. The well-preserved pentagonal shaped fort was built to the designs of Sir Bernard de Gomme in 1660-93, for protection against the French and the Dutch, whose warships menaced the lower Thames in the 1660s and 70s. Also visible are the gun emplacements added in 1868 with later alterations c.1913. (AA94/3475)



**31 - TILBURY POWER STATION, ESSEX** - This general view shows the coaling jetty and A and B stations of Tilbury Power Station from the south west. A station in the foreground was built in 1951-8, for the British Electricity Authority; the architects and engineers for the project were Sir Alexander Gibb and partners. The coal-fired power station, which can also be run on heavy fuel oil, has a 1,412 megawatts capacity. Its steel framed buildings are clad with London stock brick, in a reduced form of the 'brick cathedral tradition'. (AA94/3472)

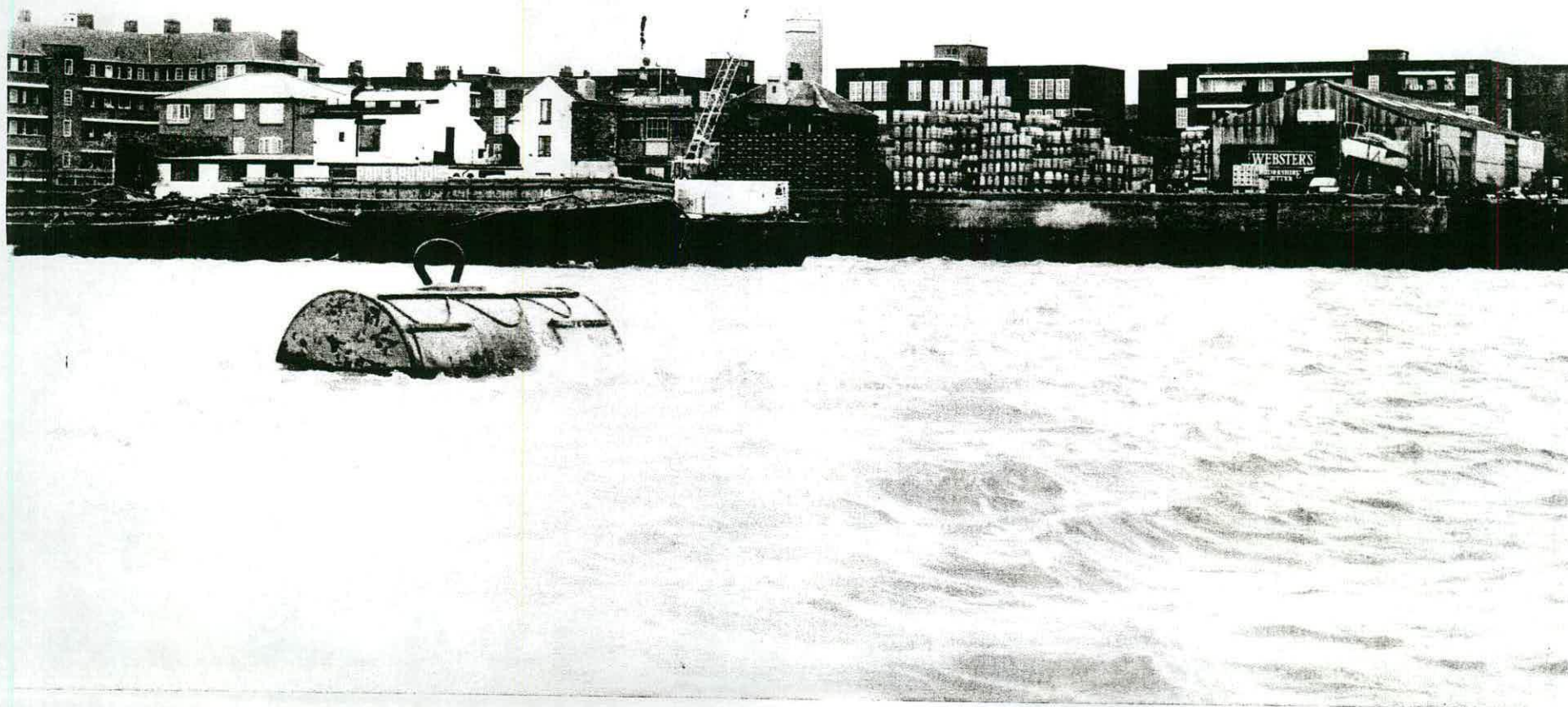


**32 - TILBURY B POWER STATION, ESSEX** - This view shows in greater detail the reinforced concrete turbine hall of B station, with its 550ft high chimneys, built in 1964-5 and fully operational in 1969. It was built to the designs of Merz and McLellan and Sir Alexander Gibb & Partners and provided the prototype for 2000 megawatt power stations. The monumental structure is functional, lacking even the minimal architectural dressing of the brick and glass A station of a decade earlier. (AA94/3470)

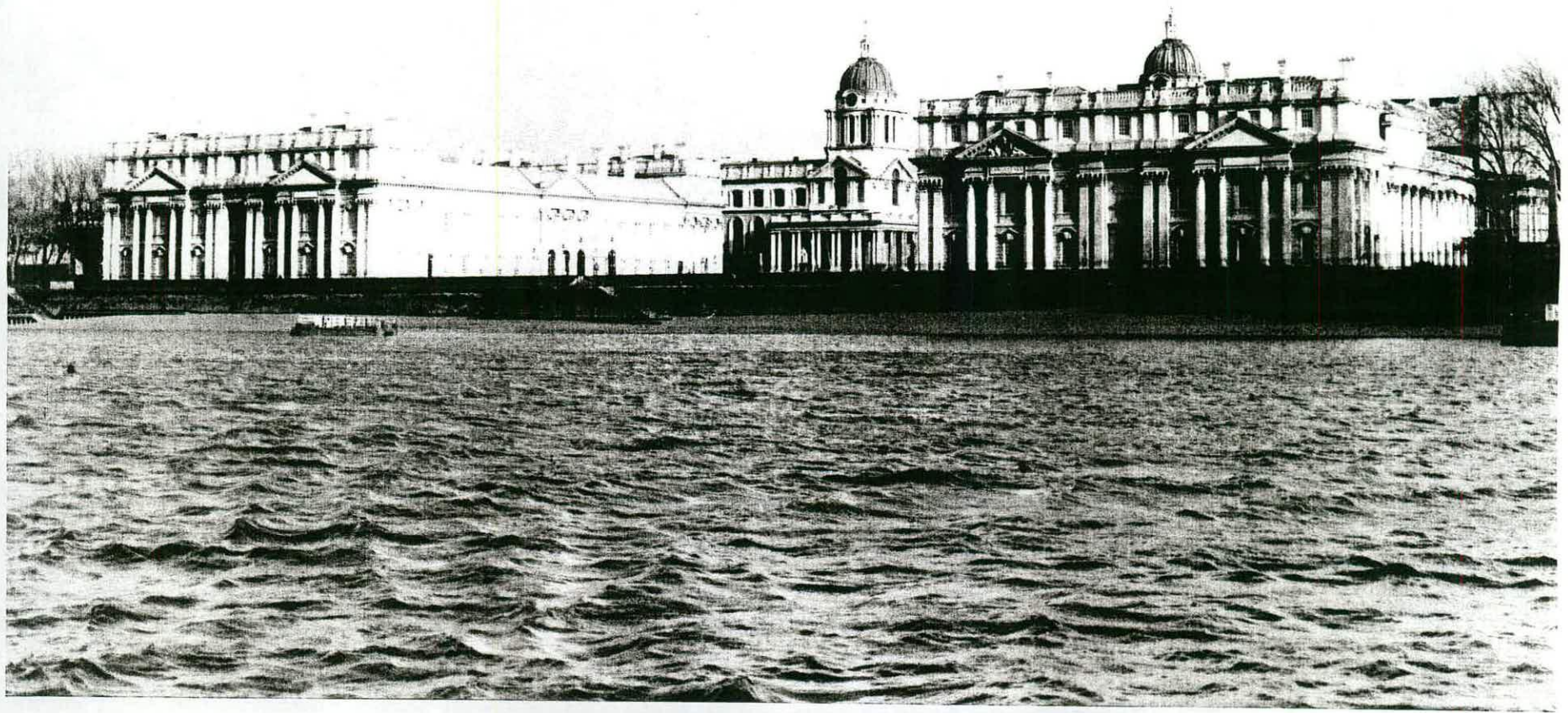


**33 - COAL UNLOADER, TILBURY POWER STATION, ESSEX** - Tilbury Power Station was originally built with four coaling cranes on the jetty to service the two belt conveyors. In 1990 all but two of the coaling cranes were replaced by two imported 800-tonne coal unloaders, with continuous bucket grabs, one of which is shown. The jetty originally had an attached ash jetty, now used as a fuel jetty for heavy oil.(AA94/3471)

THE SOUTH SIDE: GREENWICH TO GRAVESEND



34 - WOOD WHARF, LONDON BOROUGH OF GREENWICH - Just upstream from Greenwich Pier and the Cutty Sark there are working wharves, including that of Pope and Bond Ltd, bargebuilders at Wood Wharf. A long-established use of this site, this is one of the only surviving boat repair facilities on the lower Thames. Downstream is the Meridian Estate, housing built by the London County Council, near the site of a former ferry crossing to the Isle of Dogs. Behind this the steeple of the early-18th-century Church of St Alfege, Greenwich, is visible. The more prominent clocktower is that of Meridian House, formerly Greenwich Town Hall, built in 1939. (AA94/3272)



**35 - THE ROYAL NAVAL COLLEGE, GREENWICH** - Laid out as the Royal Naval Hospital to plans by Sir Christopher Wren that were settled in 1699 this group of classical buildings is as grand an architectural complex as any in England. It occupies the site of the Tudor royal palace of Placentia. The King Charles' Block in the foreground incorporates a building of 1664-9 erected to designs by John Webb in an abortive rebuilding of the palace by Charles II. Fronting the river further downstream is Queen Anne's Block. The more Baroque colonnades and domes further inland rise over the remaining two components, the Queen Mary and King William Blocks. (AA94/3286)

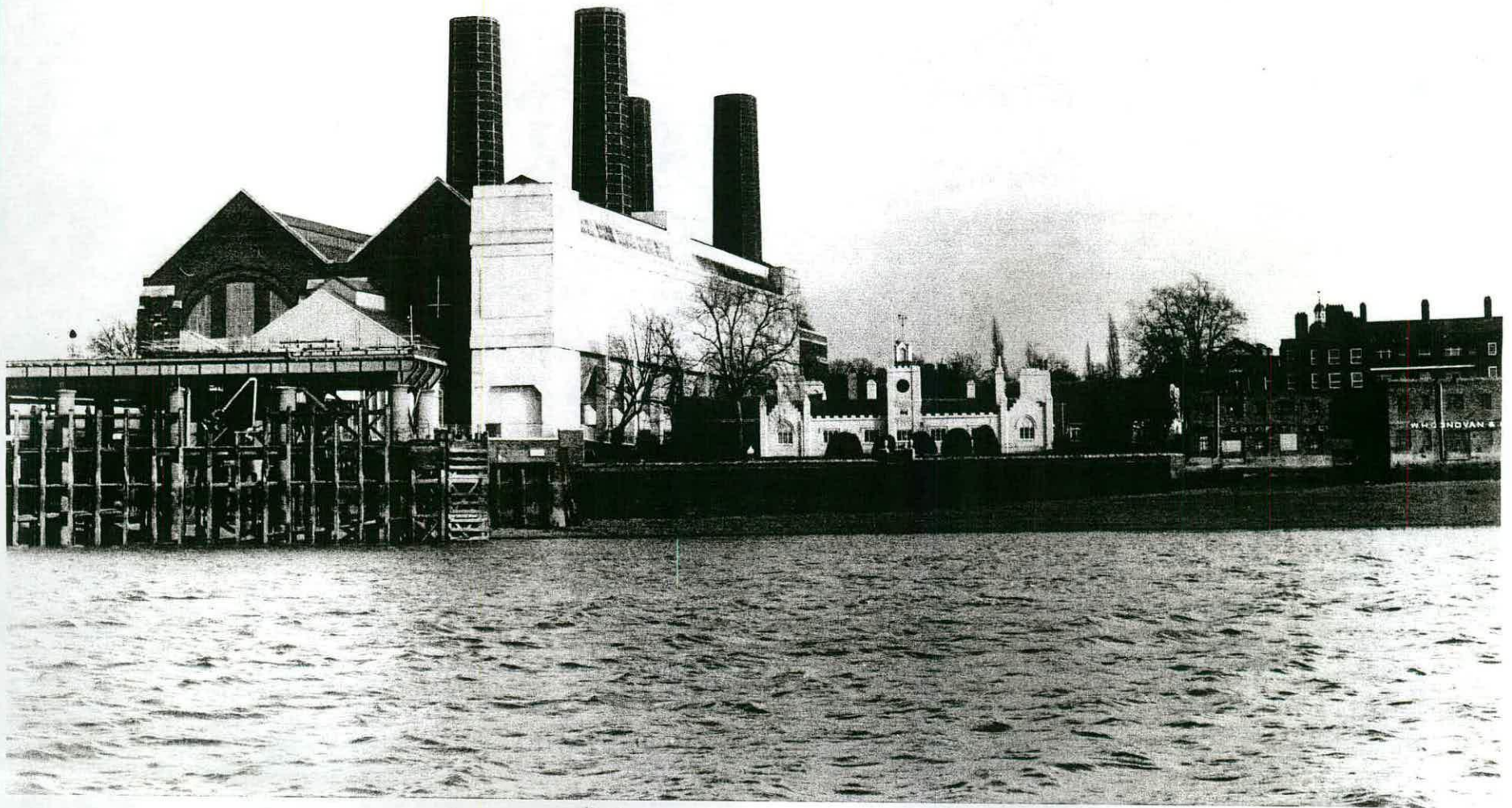




**36 - THE VIEW TO GREENWICH FROM DOWNSTREAM** - The impact of the site and architecture of the Royal Naval Hospital on a visitor arriving in London by water is evident here. To its east the stuccoed building with canopies and balconies is the Trafalgar Tavern of 1837, the venue of many ministerial whitebait suppers in the Victorian period. Around the turn in the river, almost hidden behind the river wall and 1980s housing at the south end of the Isle of Dogs, are the masts of the *Cutty Sark*, ashore in permanent dry dock. (AA94/3287)



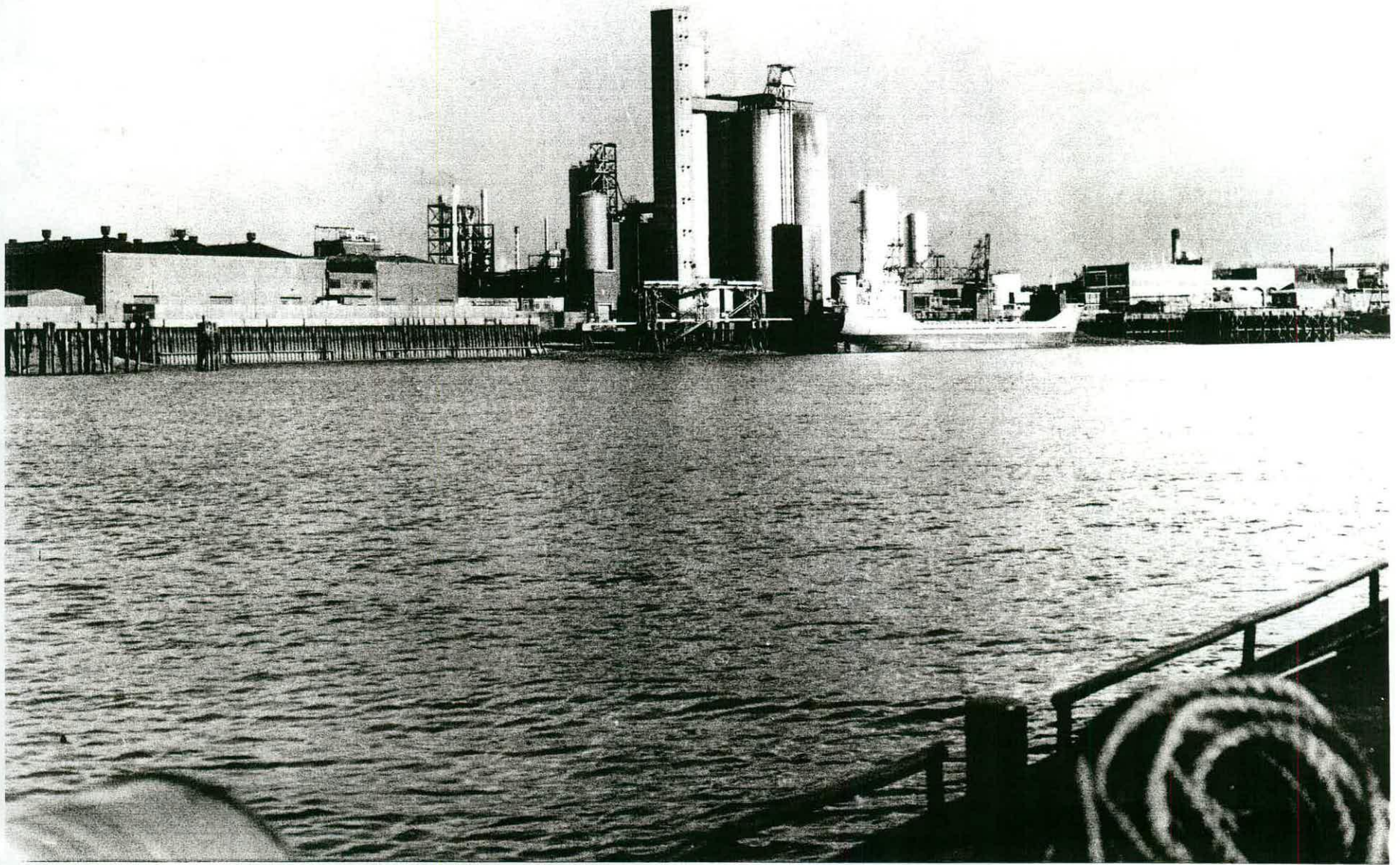
37 - HIGHBRIDGE WHARF, GREENWICH - This humble stretch of riverfront links the Royal Naval Hospital to Trinity Hospital, with part of the Trafalgar Tavern appearing to the west. This shows that the area remains an unsanitised mixture, with residential and industrial buildings interstitched between the grander set pieces. (AA94/3289)



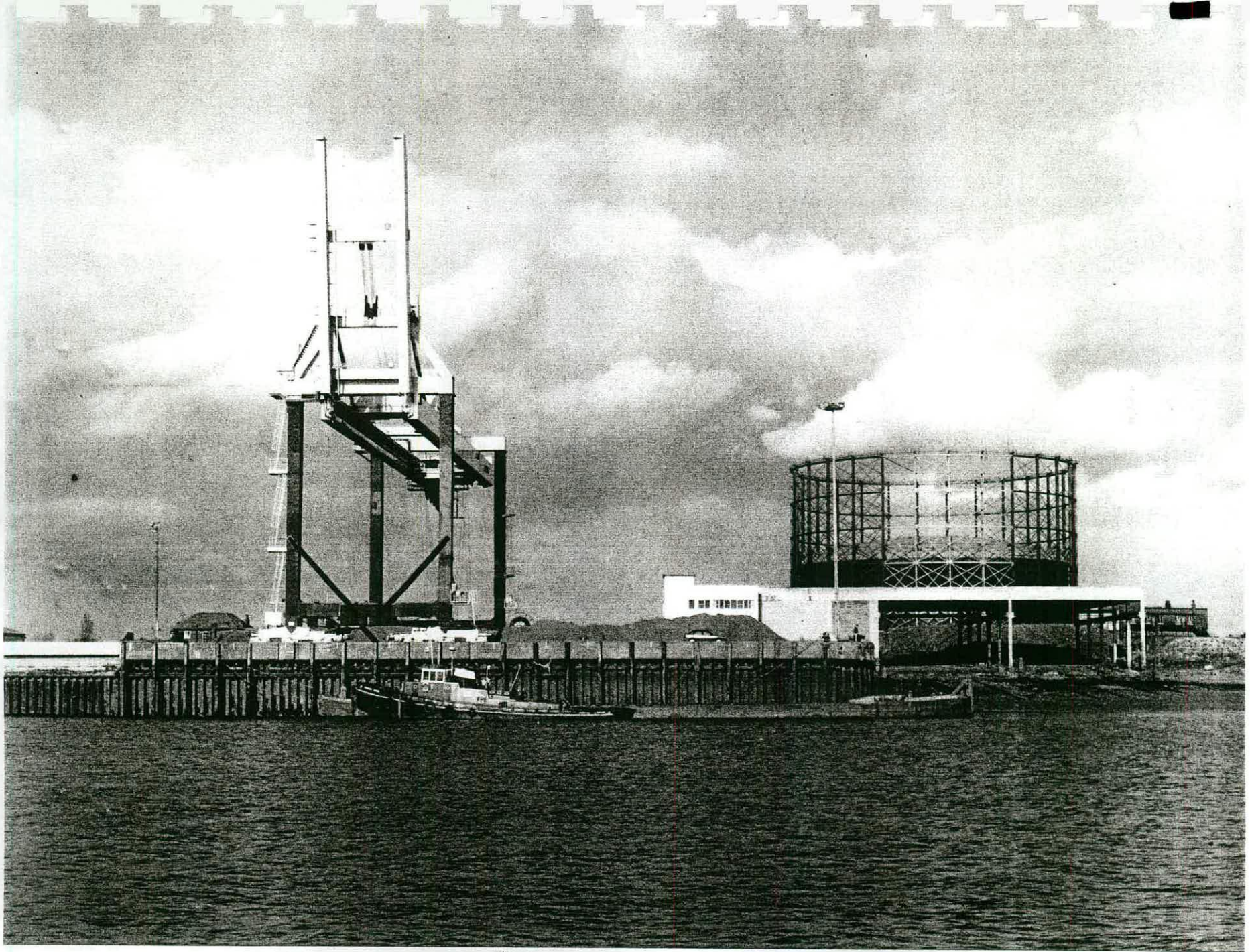
**38 - GREENWICH GENERATING STATION AND TRINITY HOSPITAL** - Here is an extraordinary contrast in architectural scale. Trinity Hospital is the stuccoed Gothic building, an almshouse founded by the Earl of Northampton in 1613 and much rebuilt in 1812. Its neighbour to the east was erected by the London County Council in 1902-10 to generate electricity for the capital's tramways. Its own considerable architectural qualities have been compromised by the addition of the concrete coal bunker block along its west side and the truncation of its once taller chimneys. The robust iron coaling jetty in the foreground was erected with and for the generating station. (AA94/3291)



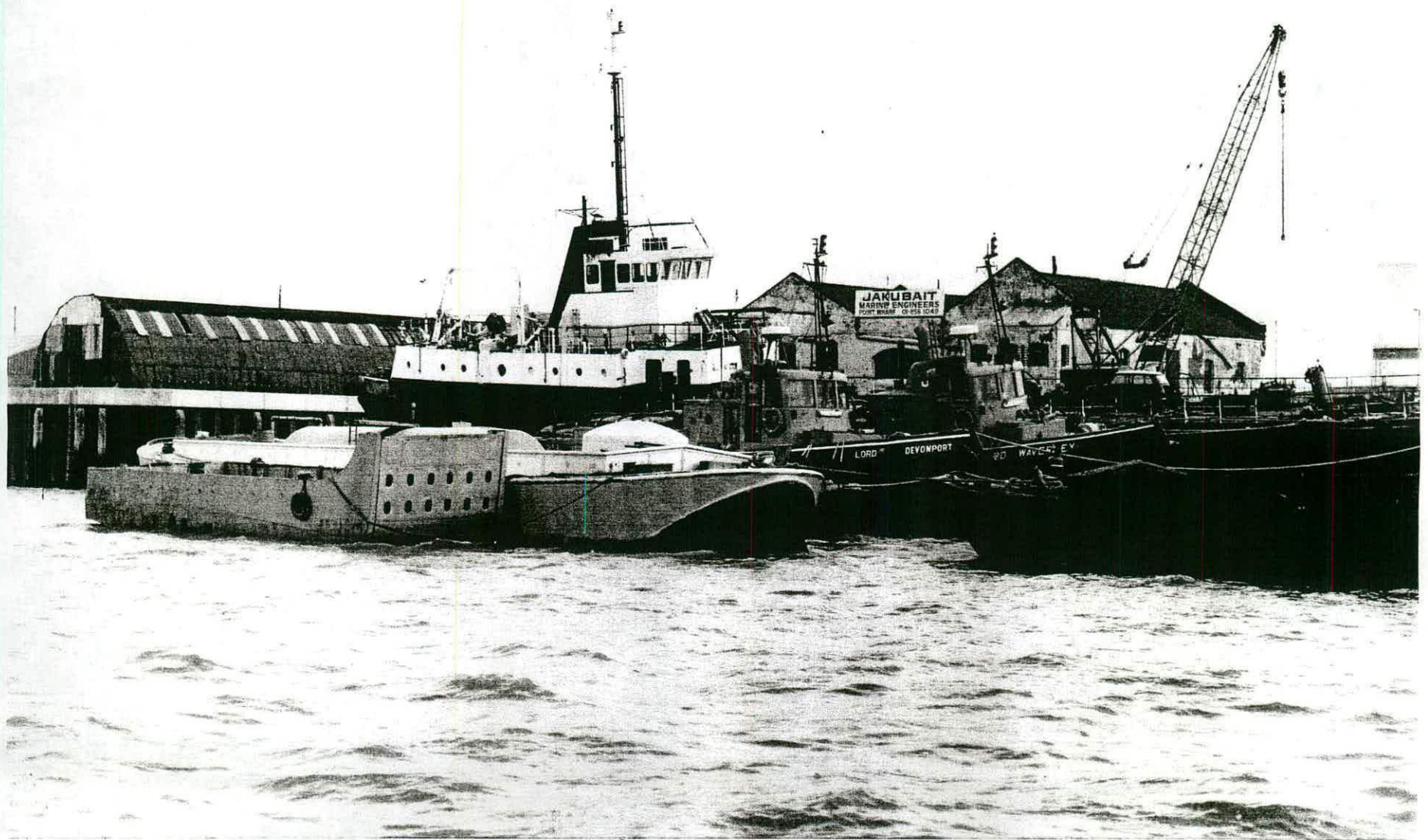
**39 - FORMER HARBOURMASTER'S OFFICE, UNION WHARF AND BALLAST QUAY, EAST GREENWICH** - The building to the east here was built in 1854-5 as a Harbourmaster's Office, to control collier traffic (coal-carrying vessels) in the Port. Upstream are the varied late Georgian brick fronts of properties facing Ballast Quay, terminating at the far end with the Cutty Sark Public House. (AA94/3297)



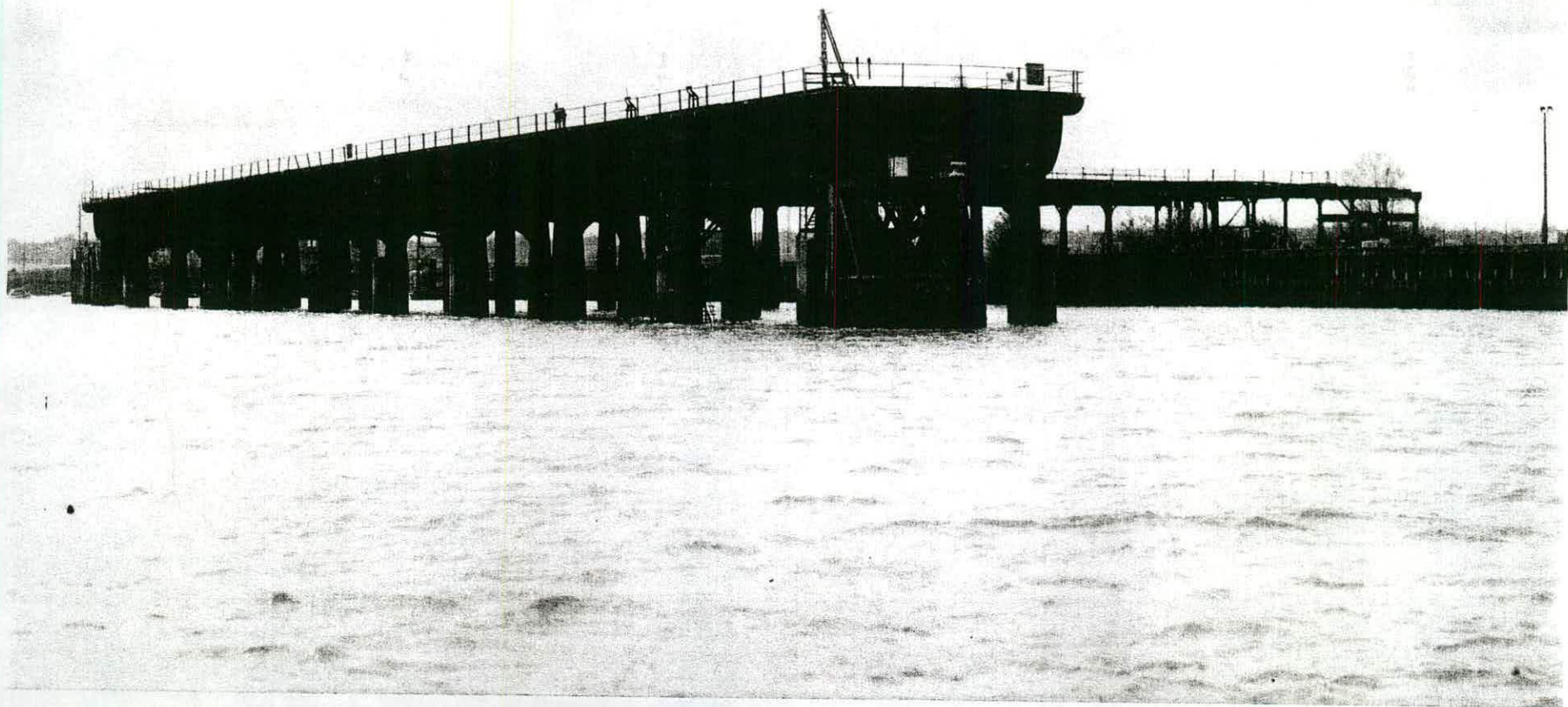
**40 - MORDEN WHARF AND TUNNEL REFINERIES, EAST GREENWICH** - Along Blackwall Reach the south bank of the river becomes markedly more open and industrial to a larger scale. Here are the maize silos and associated buildings of Tunnel Refineries, manufacturers of glucose established here in 1934. The site was previously Wilkie and Soames Ltd Thames Soap and Candle Works. The low, plain warehouses are Morden Wharf. In the distance is Enderby Wharf where Standard Telephones and Cables provide continuity with the submarine telegraph cable manufactory established here in 1854. Cable making is a branch of industry for which the lower Thames was once notable. (AA94/3299)



**41 - VICTORIA DEEP WATER TERMINAL, EAST GREENWICH** - Only recently disused the great container crane here is evidence that the upriver Port of London has had a life beyond the 1980 closure of the enclosed docks. To the west is a disused bargebuilding slip at Bay Wharf, behind which rises the former South Metropolitan Gas Company No. 1 Gas Holder of 1886, the world's largest gas holder when built, with a capacity of 8 million cubic feet at 198ft high and 250ft diameter. (AA94/3306)

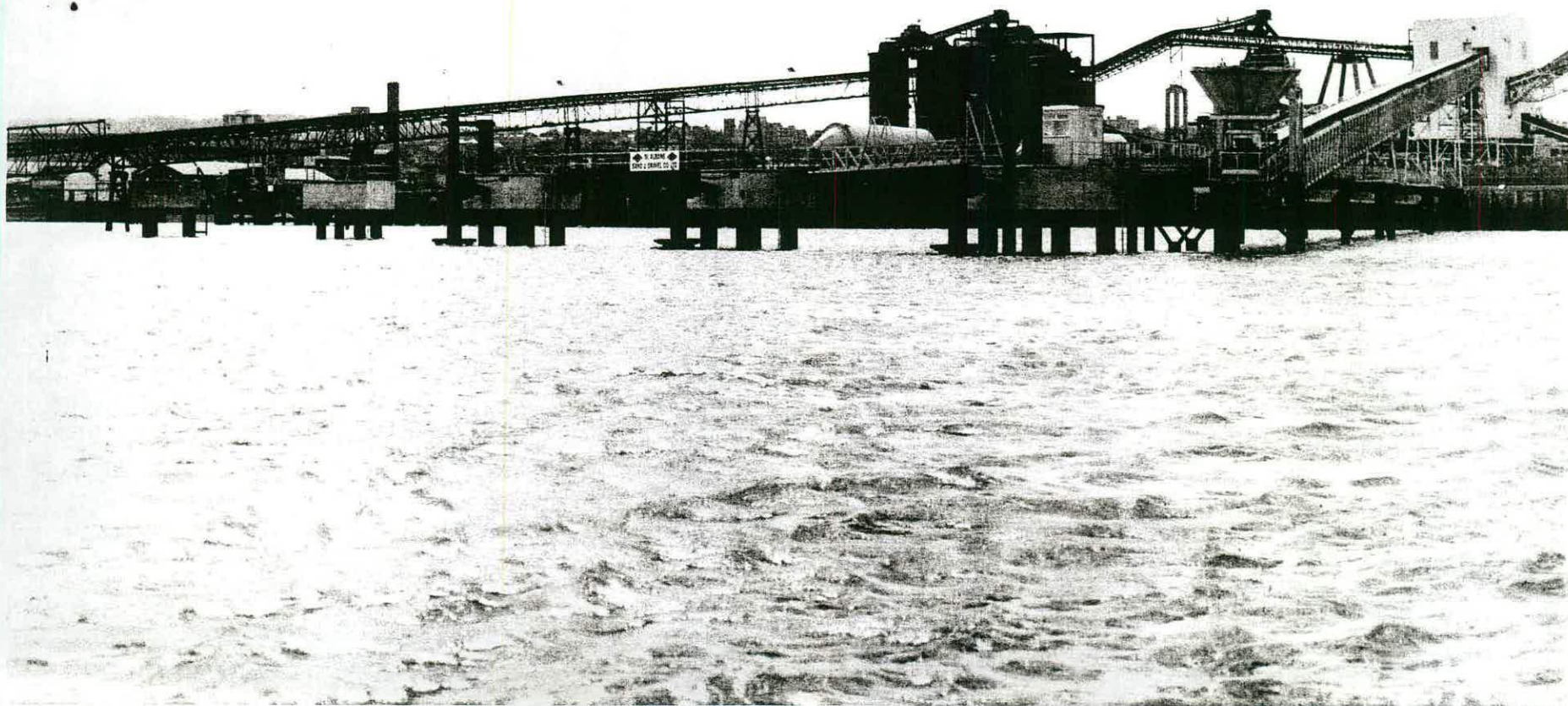


42 - POINT WHARF, BLACKWALL POINT, L.B. GREENWICH - The north end of the Greenwich Peninsula between Blackwall Reach and Bugsby's Reach remained unwharfed marshland until late in the 19th century. Amongst the first scattered developments then was a small bargebuilding yard beside Point Draw Dock. The site stands above the line of the Blackwall Tunnel, as completed in 1897. (AA94/3315)



**43 - EAST GREENWICH GASWORKS JETTY** - The South Metropolitan Gas Light and Coke Company established a huge gasworks on the east side of the Greenwich Peninsula in 1883-6. Later this became the world's largest gasworks. The huge T-plan jetty on massive cast-iron columns was built c1890 and was soon handling 1.2 million tons of coal annually. It was also used for the export of coke. Gas production at East Greenwich ceased in 1976. (AA94/3321)

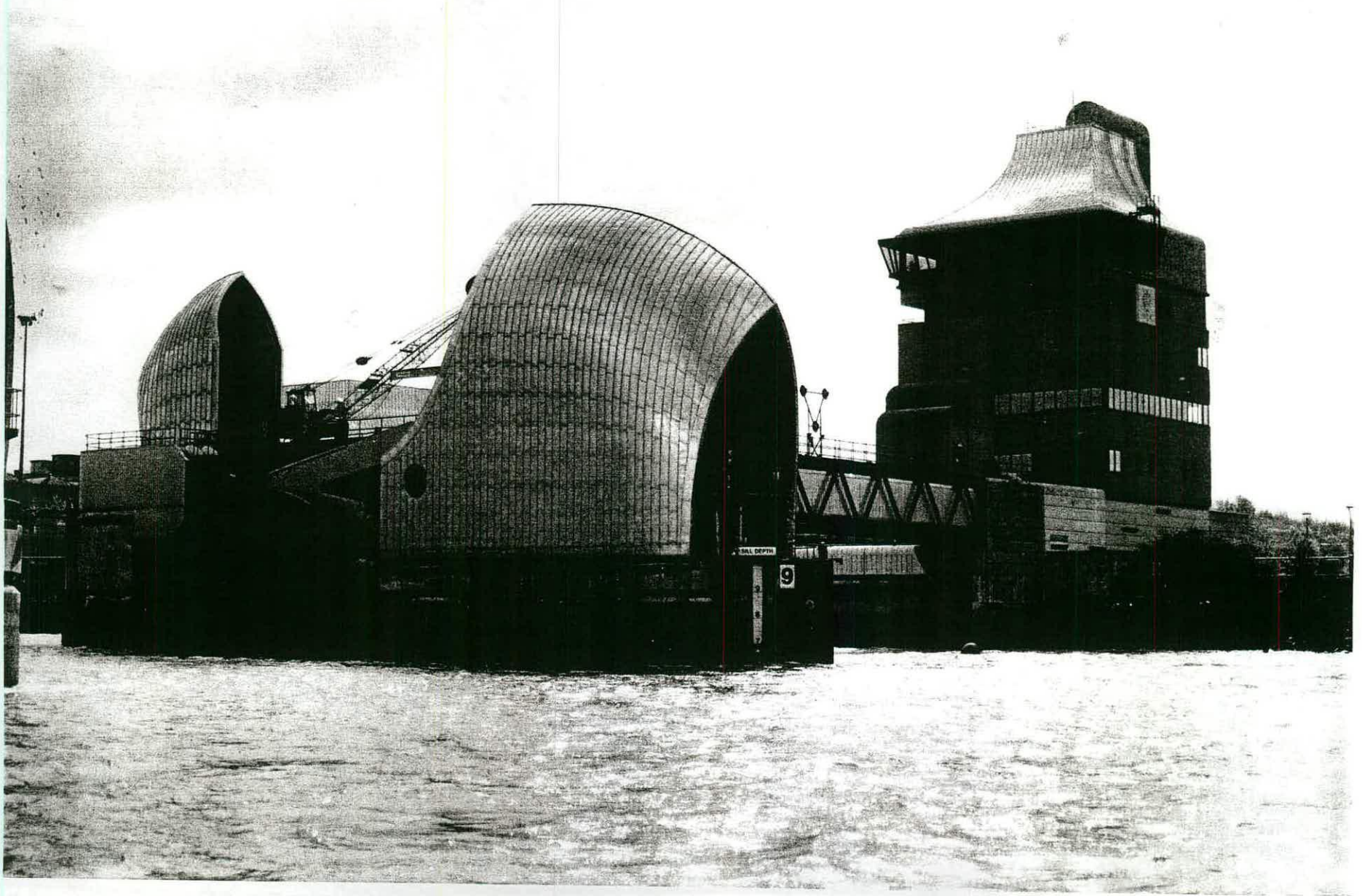




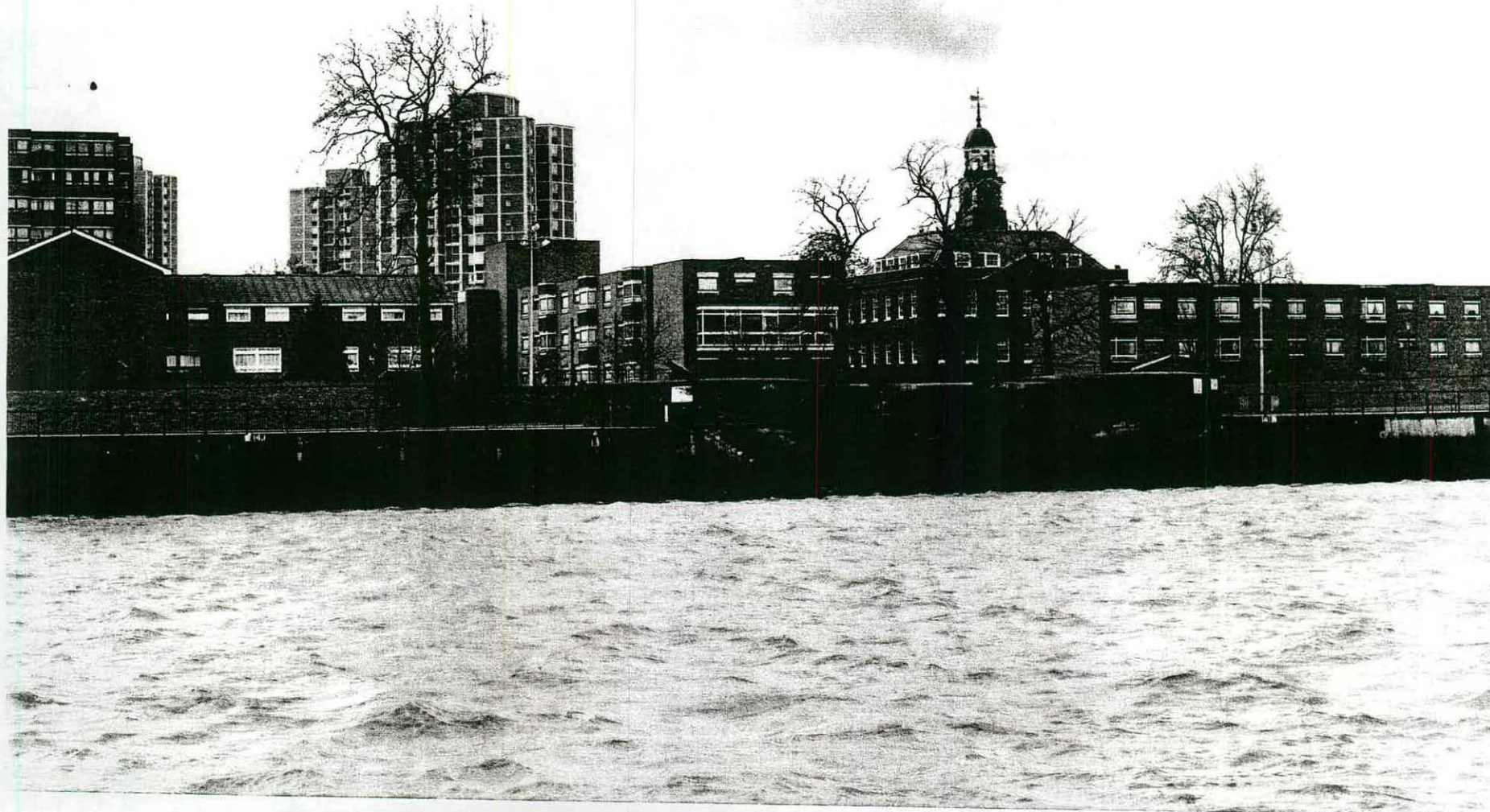
44 - ANGERSTEIN WHARF, CHARLTON, L.B. GREENWICH - The spider-like aggregate conveyors and hoppers of the St Albans Sand & Gravel Co Ltd occupy the site of a wharf established by the Angerstein family, descendants of John Julius Angerstein, the purchase of whose picture collection formed the basis of the National Gallery. In 1852 a private railway line was built to this wharf; this line continues in use for the transport of aggregates. (AA94/3330)



**45 - THE ANCHOR AND HOPE PUBLIC HOUSE, CHARLTON, L.B. GREENWICH** - This public house of 1899 with its surprisingly ostentatious cupola is the successor to earlier establishments of the same name. Once isolated it is now hemmed in by the large J Sainsbury Depot and the docklands-vernacular style Vaizeys Wharf building. The modernist office block is part of J J Maybanks Ltd. To the west are vessels at a pier extending from Durham Wharf. (AA94/3332)



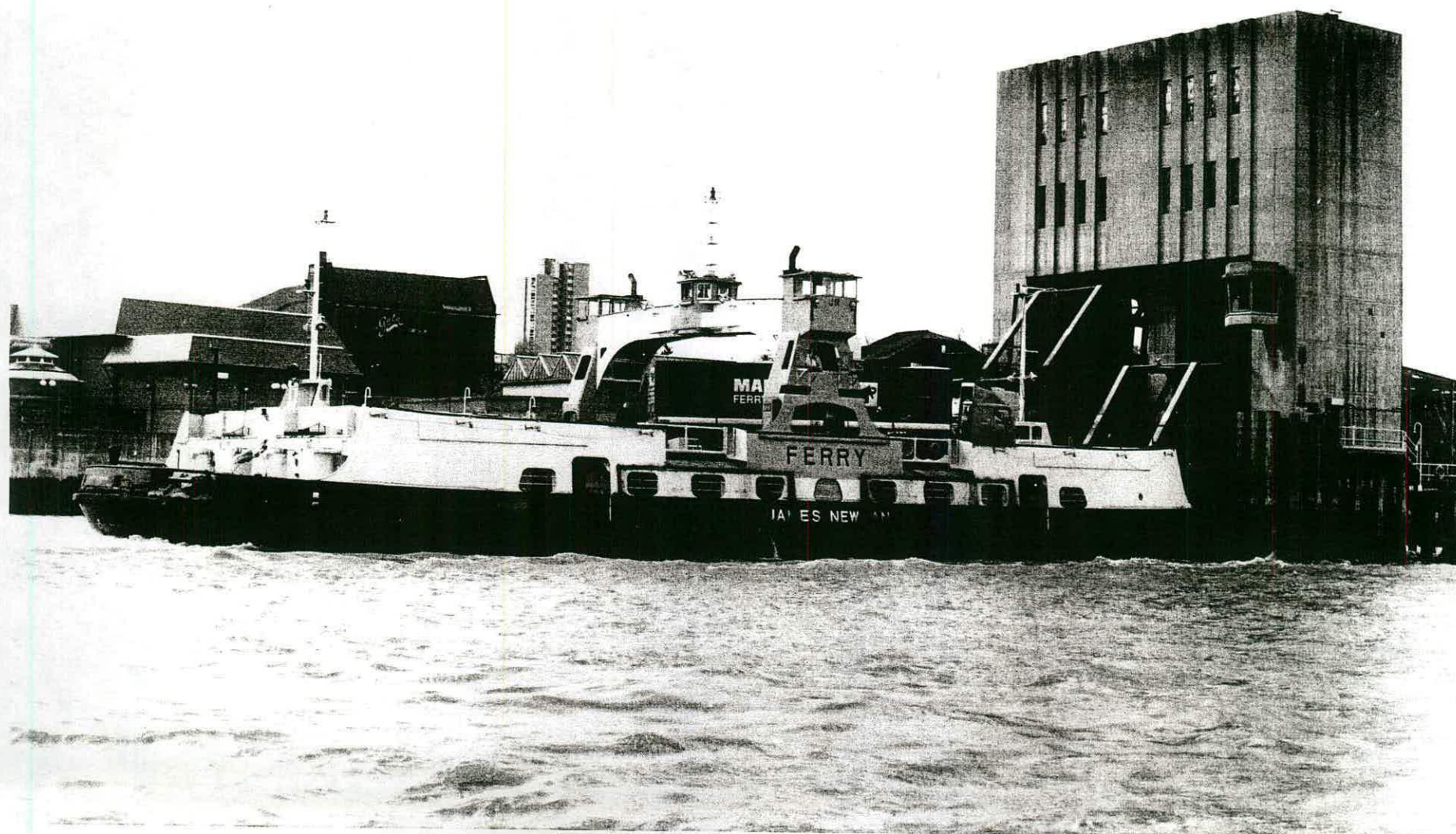
**46 - THE THAMES BARRIER, CHARLTON, L.B. GREENWICH** - This view of the south end of London's massive flood prevention barrier shows Pier No. 9 and the barrier's Control Centre. The Thames Barrier was constructed in 1974-82 for the Greater London Council to designs by Rendel, Palmer and Tritton, with the GLC Architect's Department responsible for the design of the control building. The stainless-steel hoods on the piers house machinery which, between the navigable openings, raises 1300-ton steel gates off the river bed to form a solid barrier in the event of a flood tide. (AA94/3338)



**47 - WOOLWICH DOCKYARD, L.B. GREENWICH** - In 1513 Henry VIII established a yard at Woolwich to build ships for the navy. Woolwich Royal Naval Dockyard closed in 1869. Some of its features survive, most prominently the building known as the Clocktower, formerly the Admiral-Superintendent's House, built in 1778-84 and now a community centre. Early-19th-century gun emplacements and stone river stairs flank the site of a former river landing. Most of the central part of the site was redeveloped as a housing estate in the 1970s by the Greenwich Borough Architect's Department. (AA94/3348)



48 - SHIP BUILDING SLIPS AND THE CHURCH OF ST MARY, WOOLWICH, L.B. GREENWICH - Two slipways at the east end of the former Woolwich Royal Naval Dockyard continued in use for shipbuilding into the 1980s as Cubow's Shipyard. They remain a repair facility. Downstream is the site known as Mast Pond Wharf, reflecting its use when the site was part of the Royal Dockyard. The simple brick Church of St Mary Magdalene on the hill to the south was built in 1727-39 by Matthew Spray. (AA94/3353)



49 - THE WOOLWICH FREE FERRY, L.B. GREENWICH - The *James Newman* is one of the drive-on drive-off ferries that plies across the river at Woolwich, perpetuating the free service opened in 1889 by the London County Council. Paddle steamers were replaced with this and other vessels in 1963 and the approach structures were built in 1964-6 replacing floating landing stages. Behind is part of the Waterfront Leisure Centre built in 1988 on the site of Woolwich Power Station. (AA94/3356)



**50 - THE ROYAL ARSENAL, WOOLWICH, L.B. GREENWICH** - An ordnance depôt was formed at Woolwich in 1518, moving downriver onto what was then known as Woolwich Warren in 1671. The depôt was also used as a munitions factory from 1696 with the formation of the Royal Laboratory. In 1805 the growing establishment was named the Royal Arsenal and as such remained in use as a defence facility until 1994. Here, at the west end towards the river, is a view of part of New Laboratory Square, laid out during the Napoleonic Wars as an extension of the ammunition-making facilities of the Royal Laboratory. The mock-Tudor attic is a bafflingly whimsical early-20th-century addition. (AA94/3358)

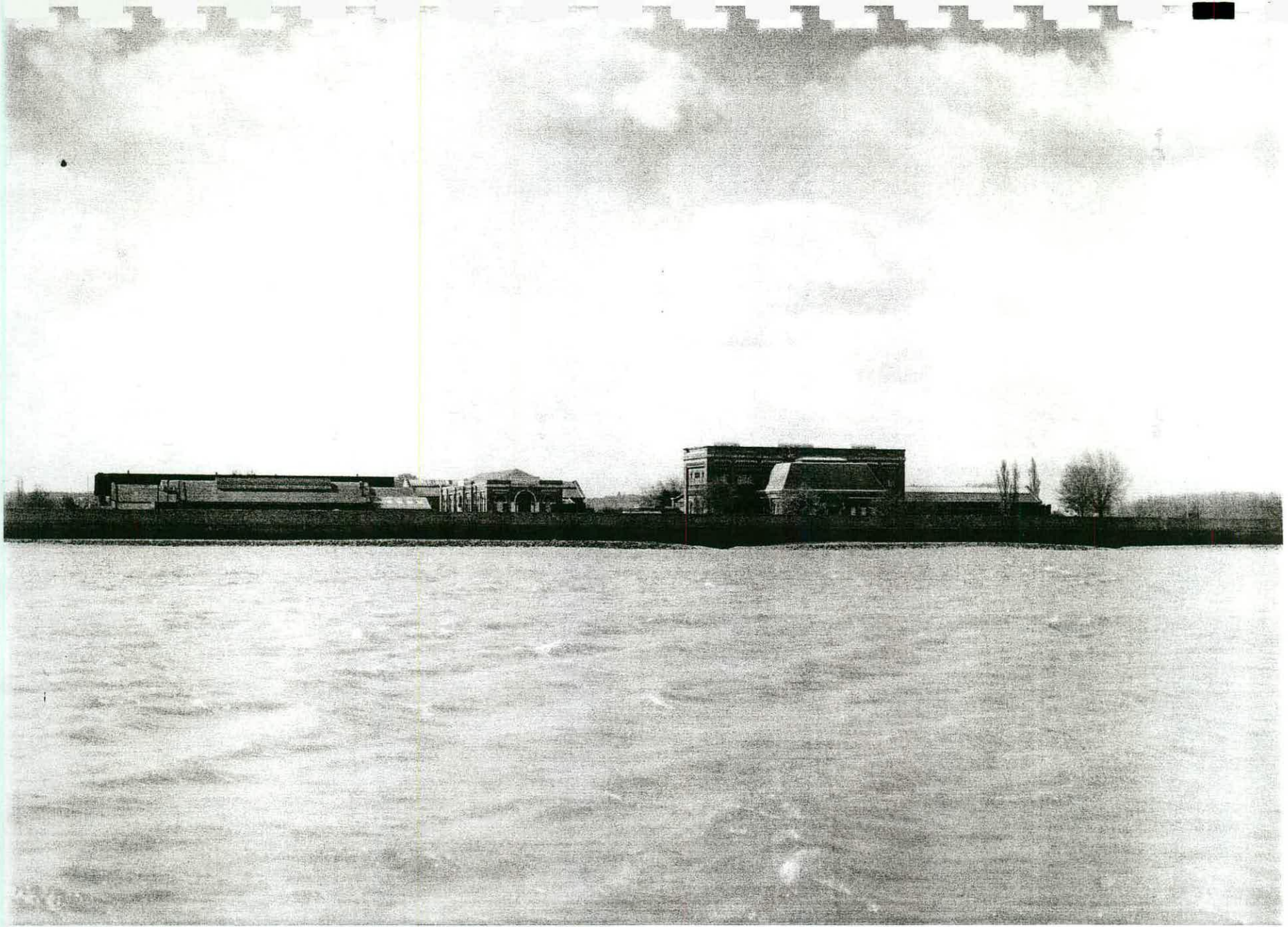


**51 - THE GRAND STORE, WOOLWICH ARSENAL, L.B. GREENWICH** - This imposing complex of storehouses was built by the Board of Ordnance for the Royal Arsenal from 1806 to 1813. It is one of the most important and least altered of the few surviving groups of warehouse buildings from a period notable in England for its ambitious commercial and military architecture. An open yard towards the river for the storage of shot was partially infilled in 1889-90 with more warehouse buildings. Much of the early complex has been out of use for many years and survives in poor condition. (AA94/3363)

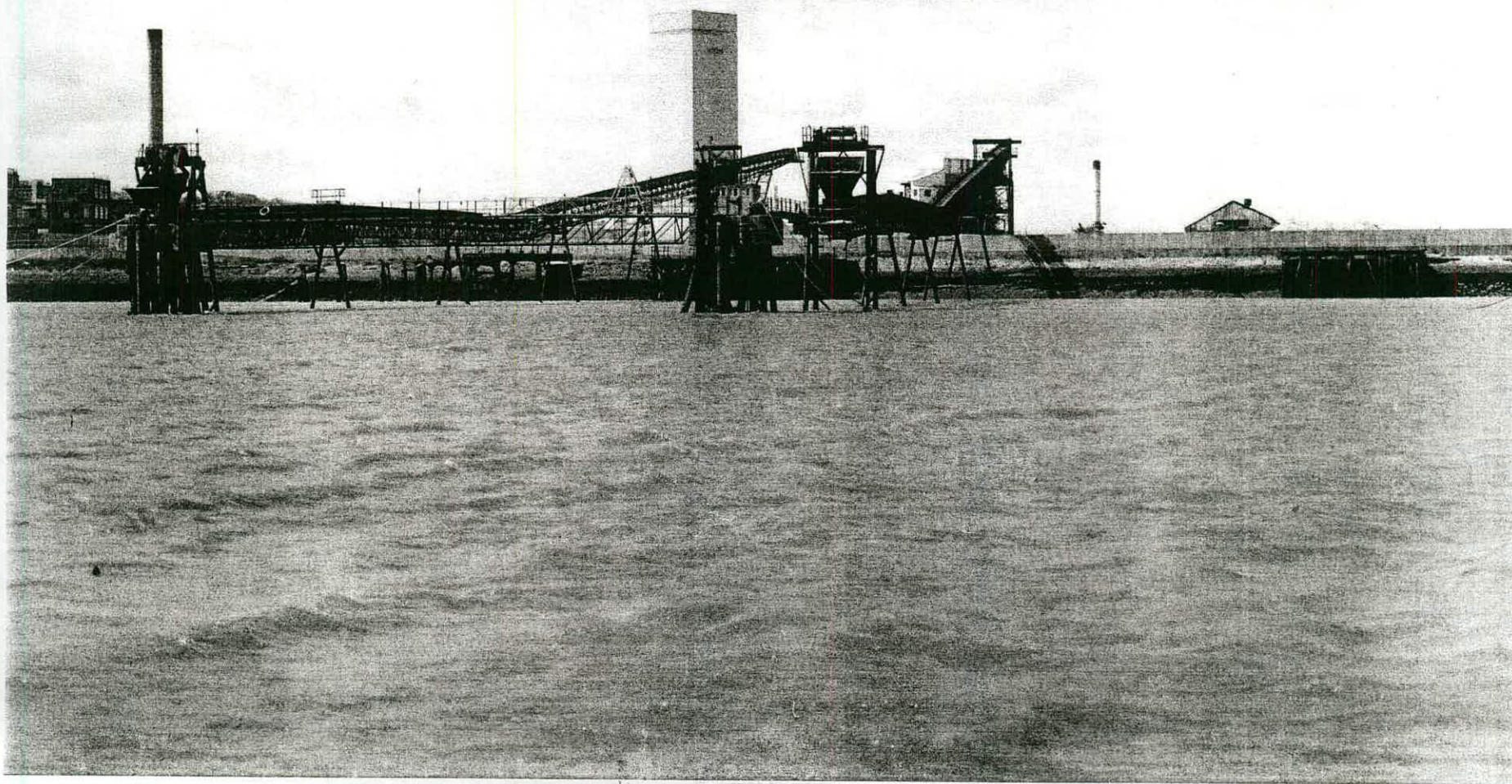




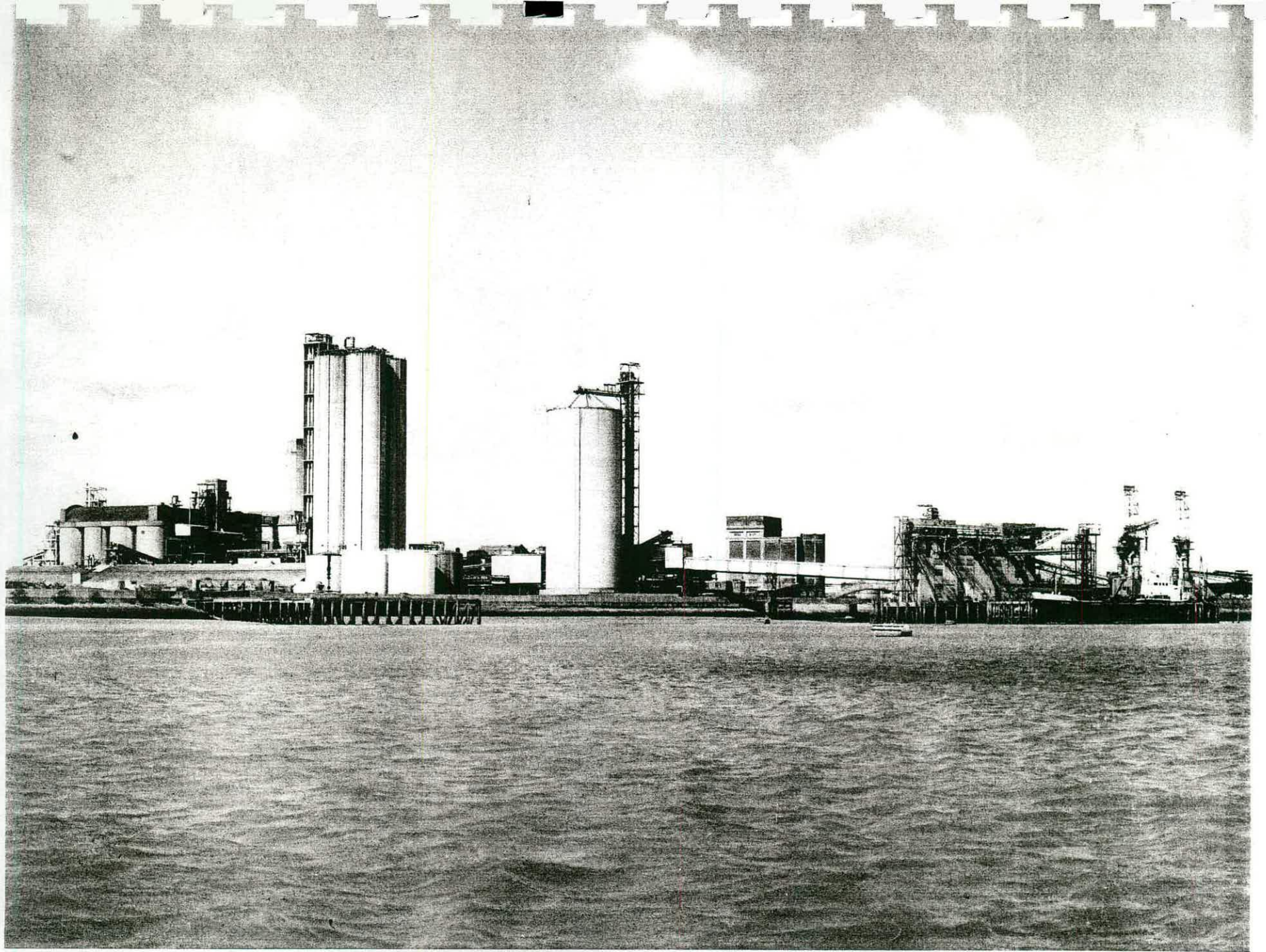
**52 - THAMESBANK PLACE, THAMESMEAD, L.B. BEXLEY** - Thamesmead has been developed on former Royal Arsenal land on the Plumstead and Erith marshes. Innovatively planned as a new town from 1965 by the Greater London Council its development continues through private builders. The earlier buildings are inland. Here is a view of some recent 'Docklands vernacular' housing along Thameside Walk, created in 1981 and enhanced by shelters made up of upturned half-boats. (AA94/3375)



**53 - CROSSNESS SEWAGE WORKS, L.B. BEXLEY - This is where London's Southern Outfall Sewer meets the Thames. In 1860-5 the Metropolitan Board of Works, with Sir Joseph Bazalgette as chief engineer, gave London a comprehensive new sewer system to improve public health. The southern terminus still has its original steam engine house, the heavily ornamented squarish brick block. Remarkably it retains four beam engines by James Watt & Son. These are now being restored by the Crossness Engines Trust. The modern sewage treatment plant lies to the east. (AA94/3378)**



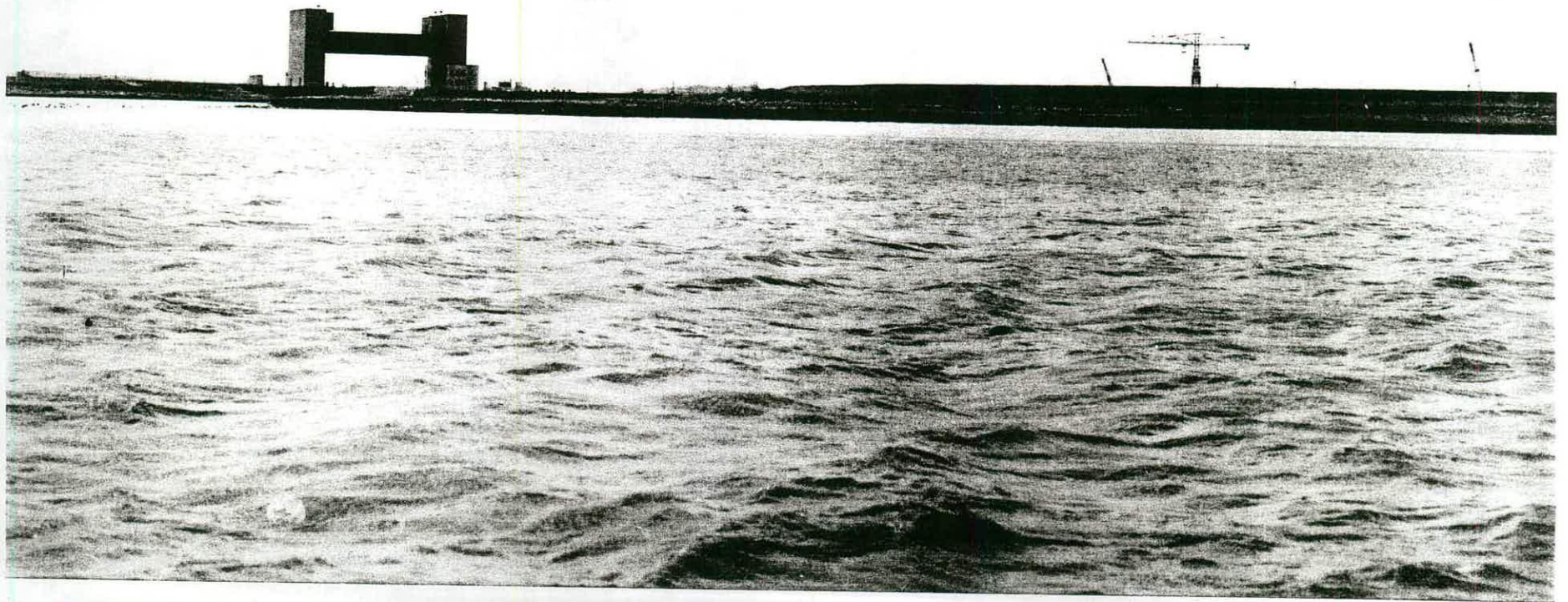
**54 - PIONEER WHARF, ERITH, L.B. BEXLEY** - United Marine Aggregates Ltd operate from Pioneer Wharf in an industrial area to the north and upstream of Erith. This view shows twin aggregate conveyors with receiving hoppers for self-discharging vessels. Inland is the cable tower of British Insulated Callender's Cables (BICC)'s works, founded in 1880 and one of the sites used to make PLUTO (pipe line under the ocean) to carry petrol to back up the 1944 Normandy landings. (AA94/3387)



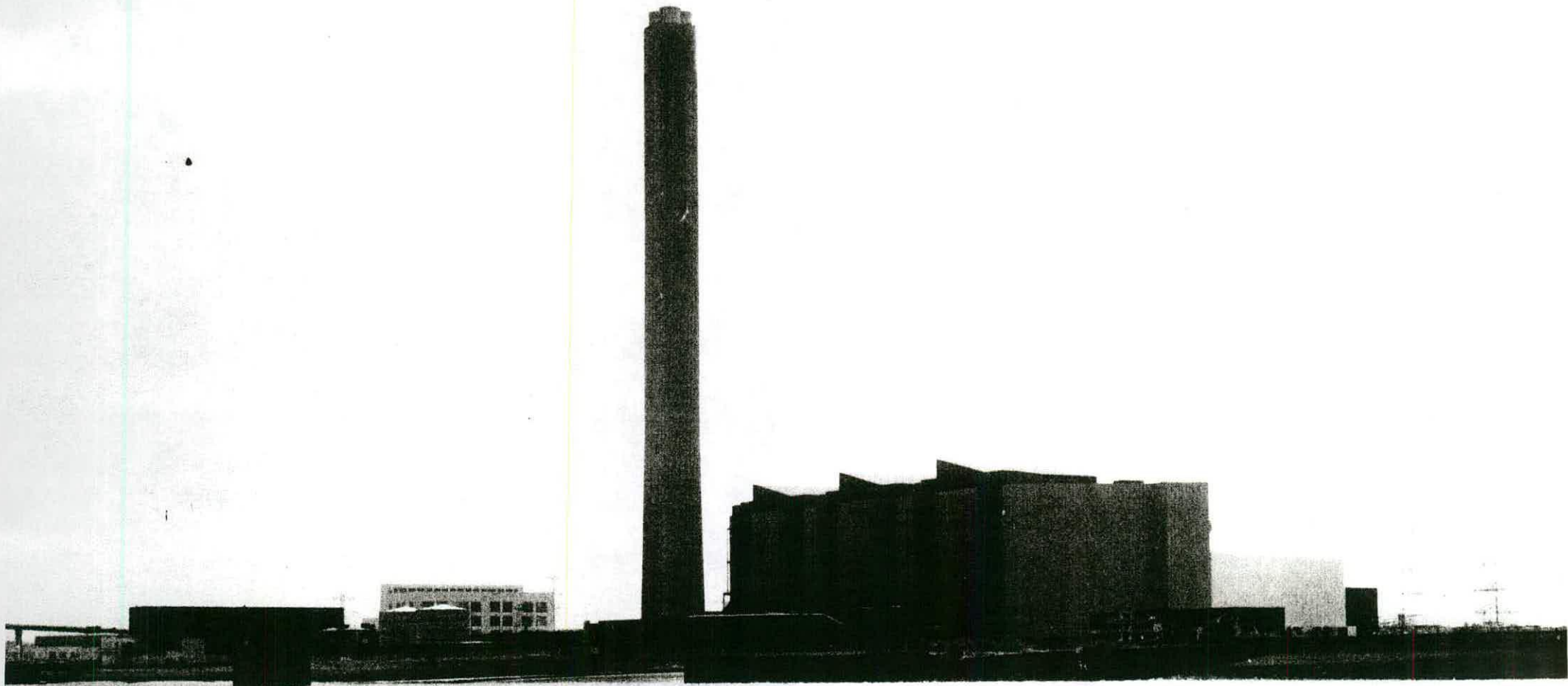
**55 - ERITH OIL WORKS, ALBION WHARF, L.B. BEXLEY** - The dominant feature of the industrial area north of Erith is the Oil Works of ADM Erith Ltd, producers of seed oils. Behind the tall riverside silos is the architecturally more significant cluster of silos of the main factory of 1913-17. This building was pioneering in its use of reinforced concrete. The architects were Percival M Fraser and S Rowland Pierce, with the concrete structure being the first major work in this country of Christiani & Nielsen, the Danish firm through which the engineer Ove Arup established himself. (AA94/3391)



56 - ERITH TOWN CENTRE, L.B. BEXLEY - Erith is one of the few places on the south side of the lower Thames near London where natural topography permitted settlement on the riverside from an early period. However, the town centre has been much refashioned. A rebuilding from 1967 to designs by R Seifert & Partners included the tall housing point-blocks seen here. Between them is Christ Church, of 1874 by J P St Aubyn. The transit shed on the waterfront relates to Erith Deep Water Wharf, served from the large pier to the extreme east. This is a 1958-60 replacement of a pier of 1842, part of a failed scheme to make Erith a resort. (AA94/3398)



**57 - CRAYFORD NESS, L.B. BEXLEY** - At the point where the Thames bends southwards from Erith Rands into Long Reach is Crayford Ness. Just downstream is the mouth of Dartford Creek (the River Darent), which marks the boundary between Greater London and Kent. Across it is a tidal barrier, one of several erected in 1977 to 1983 in association with the building of the Thames Barrier to contain any surge up tributaries of the Thames. The south bank here is open land, the Crayford and Dartford Marshes. (AA94/3403)

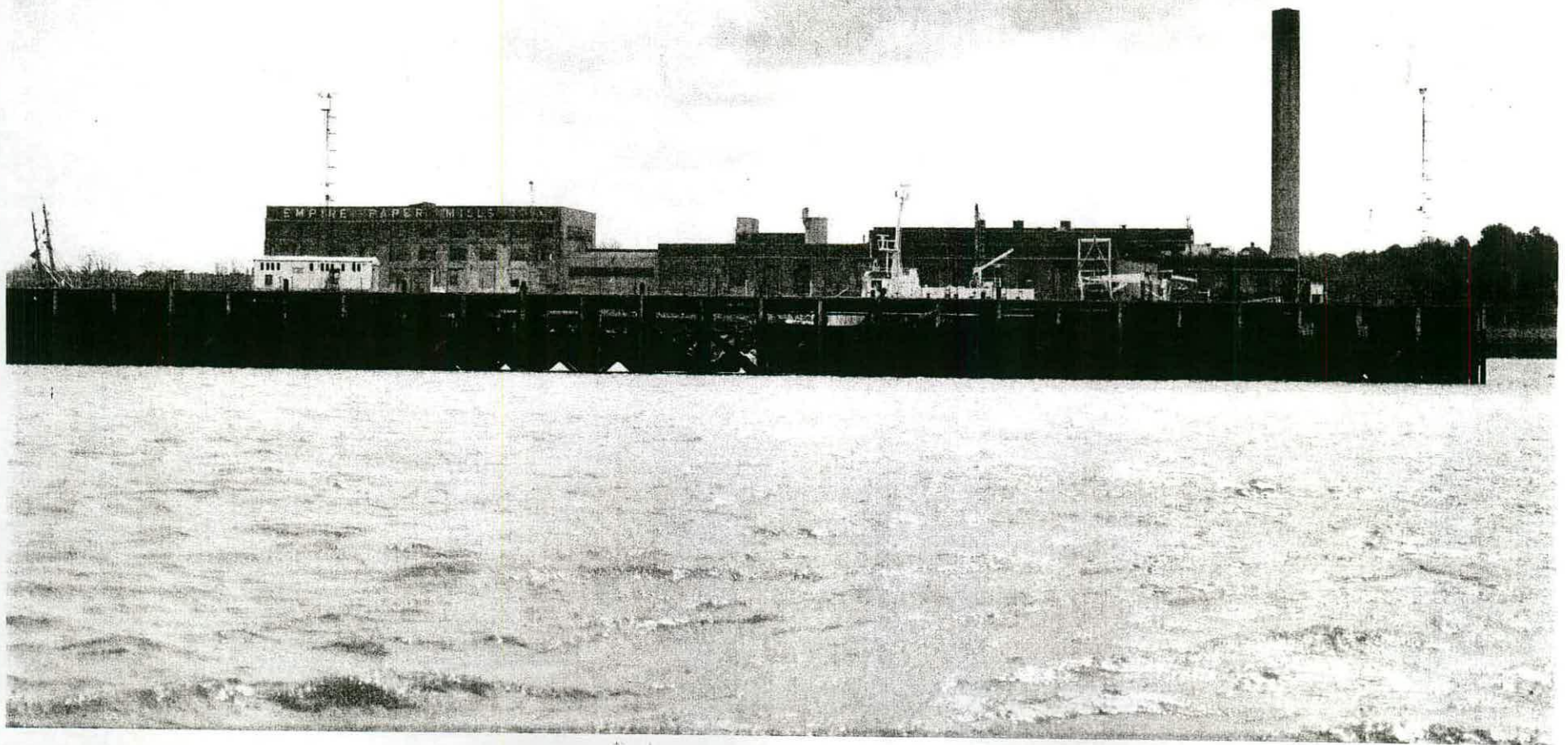


**58 - LITTLEBROOK POWER STATION, DARTFORD, KENT** - This oil-fired electricity generating station of 1981-3 replaces earlier power stations on the site, parts of which survive to the east near the fuel oil storage tanks. This is one of the last of the once numerous power stations along the lower Thames to continue to generate electricity. Riverside siting of a power station provides easy access for delivery of fuel and, through the discharge of water into the river, obviates the need for cooling towers. In this view the boiler house is in front of the turbine house. (AA94/3404)

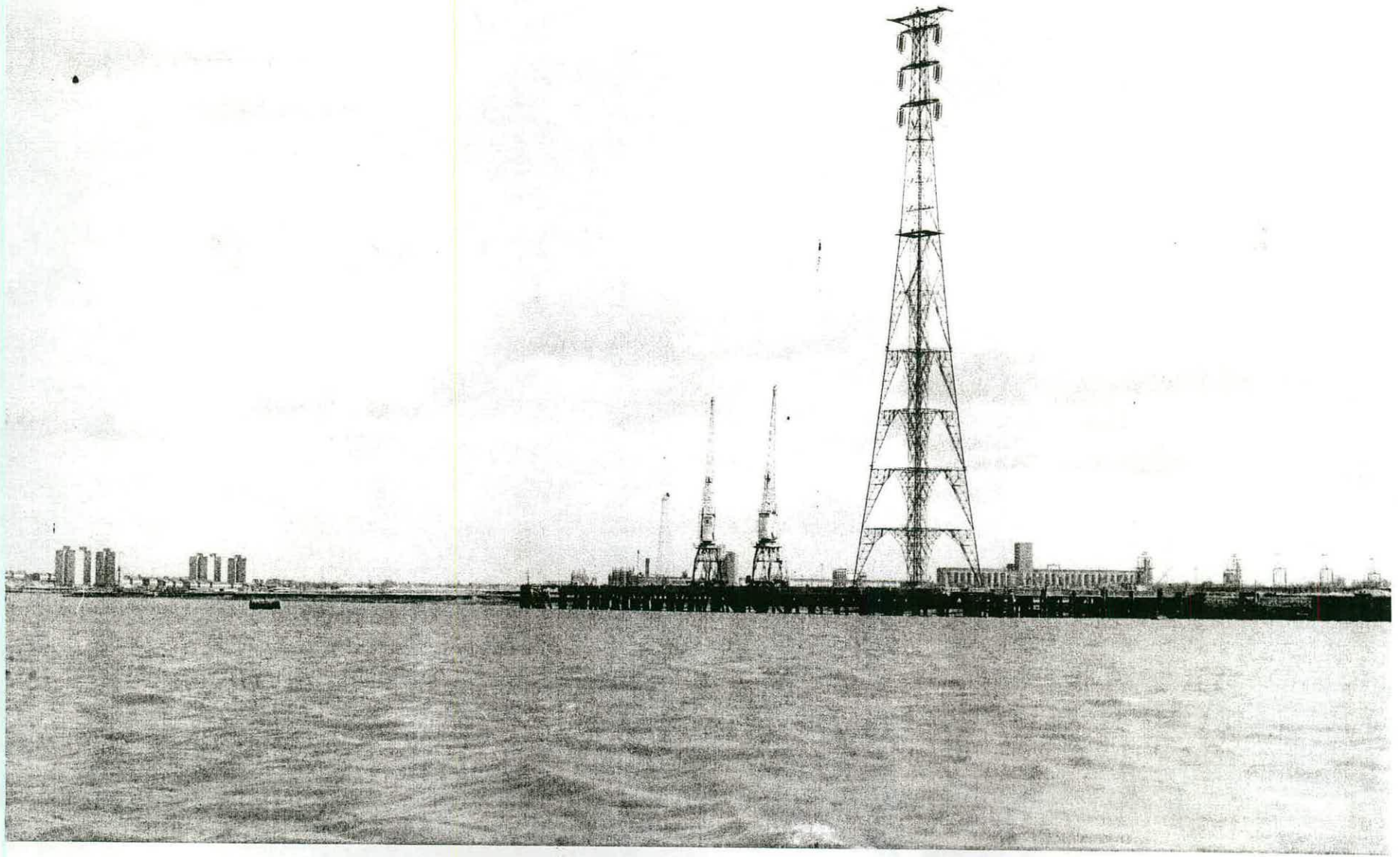


**59 - QUEEN ELIZABETH II BRIDGE, DARTFORD, KENT** - Opened in 1991 this impressive suspension bridge is the first bridge over the Thames to be put up downstream of London Bridge since Tower Bridge in 1894. It was built to relieve congestion at the Dartford Tunnel and carries southbound traffic on the A282 link in the M25 London orbital motorway. The masts rise 137m above the deck and its 450m river span was briefly the longest cable-stayed span in Europe. The bridge was designed by Trafalgar House Technology and constructed by the Cleveland Bridge Company. On the bank the oil tanks to Littlebrook Power Station are visible. (AA94/3409)

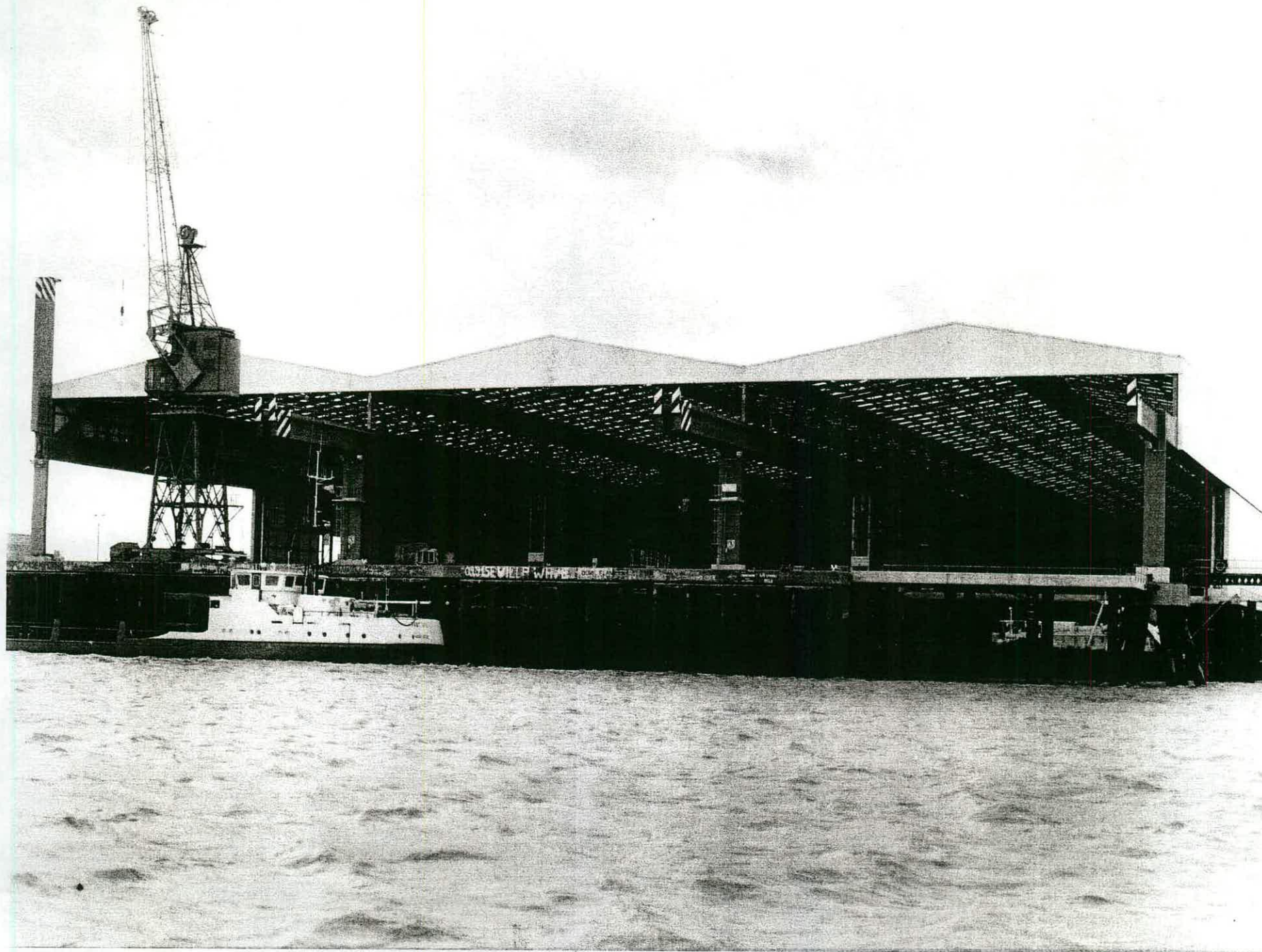




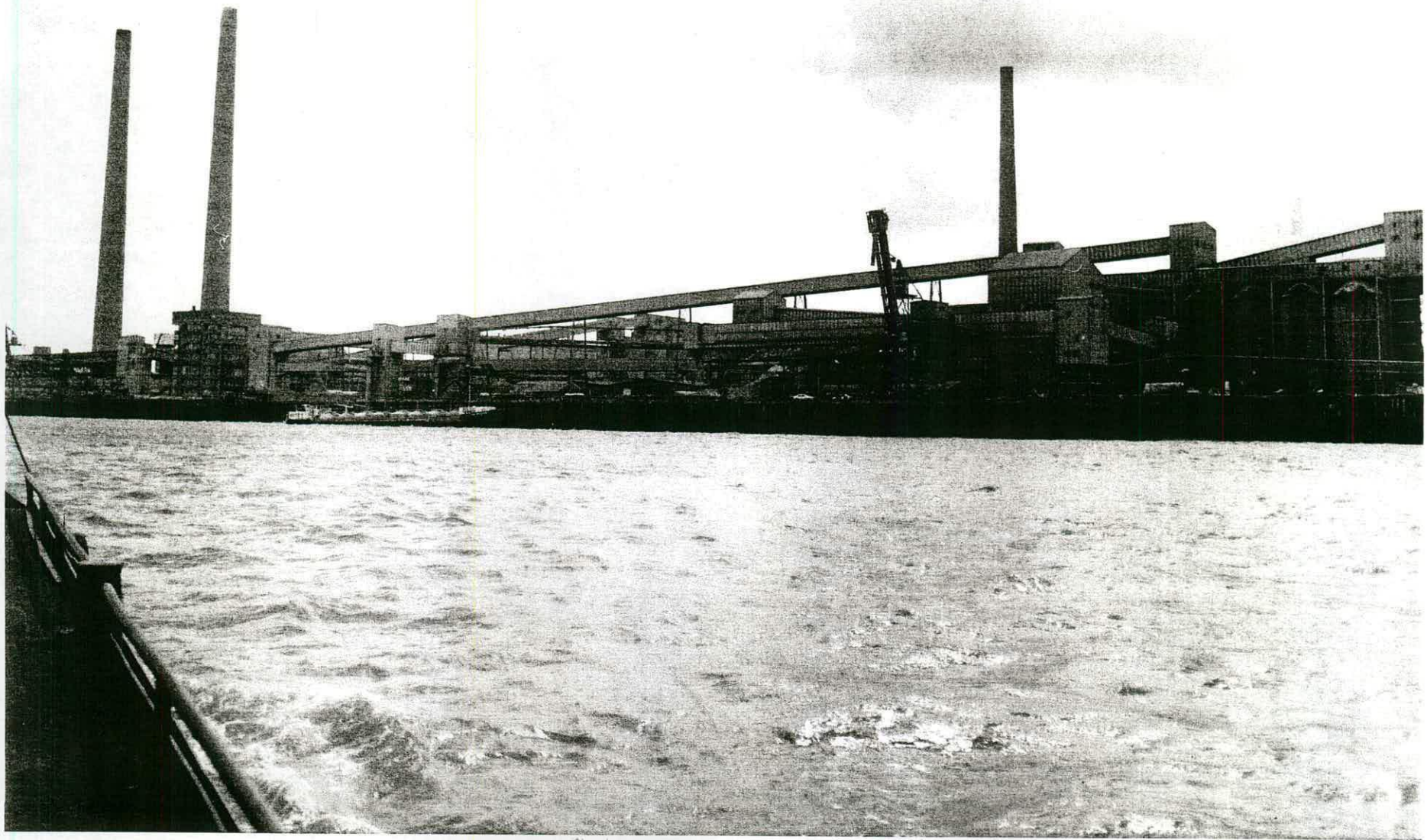
60 - EMPIRE PAPER MILLS, GREENHITHE, KENT - Paper making is another industry that endures on the lower Thames as little more than a fragmentary survival of a long tradition. These mills, formerly Ingress Abbey Paper Mills, wallpaper manufacturers, sit somewhat incongruously on what was formerly part of the parkland grounds to Ingress Abbey, a substantial Tudor-Gothic villa of 1832-3. The proximity of industry has meant that the nearby village of Greenhithe has remained unsuburban in character. (AA94/3418)



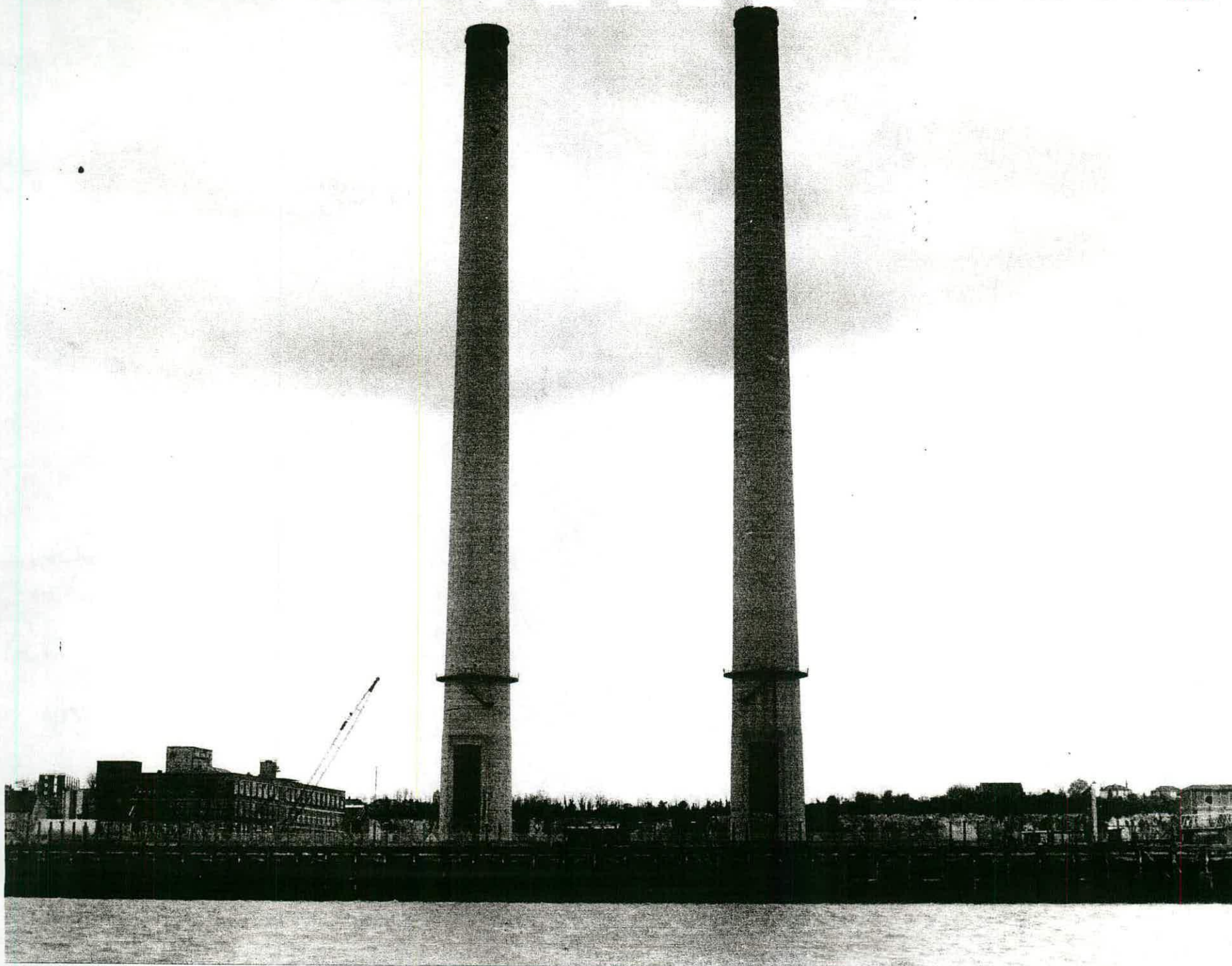
**61 - SWANSCOMBE MARSHES, KENT** - The Swanscombe peninsula into the Thames is largely undeveloped marshland. The huge transmission tower here is 193m tall. It allows power lines to cross the river, linking with another such tower 1600m away on the north bank adjoining West Thurrock Power Station. The cranes are on White's Jetty which is the terminus of a rail link to cement works in Swanscombe. Tilbury Grain Terminal appears in the distance. (AA94/3419)



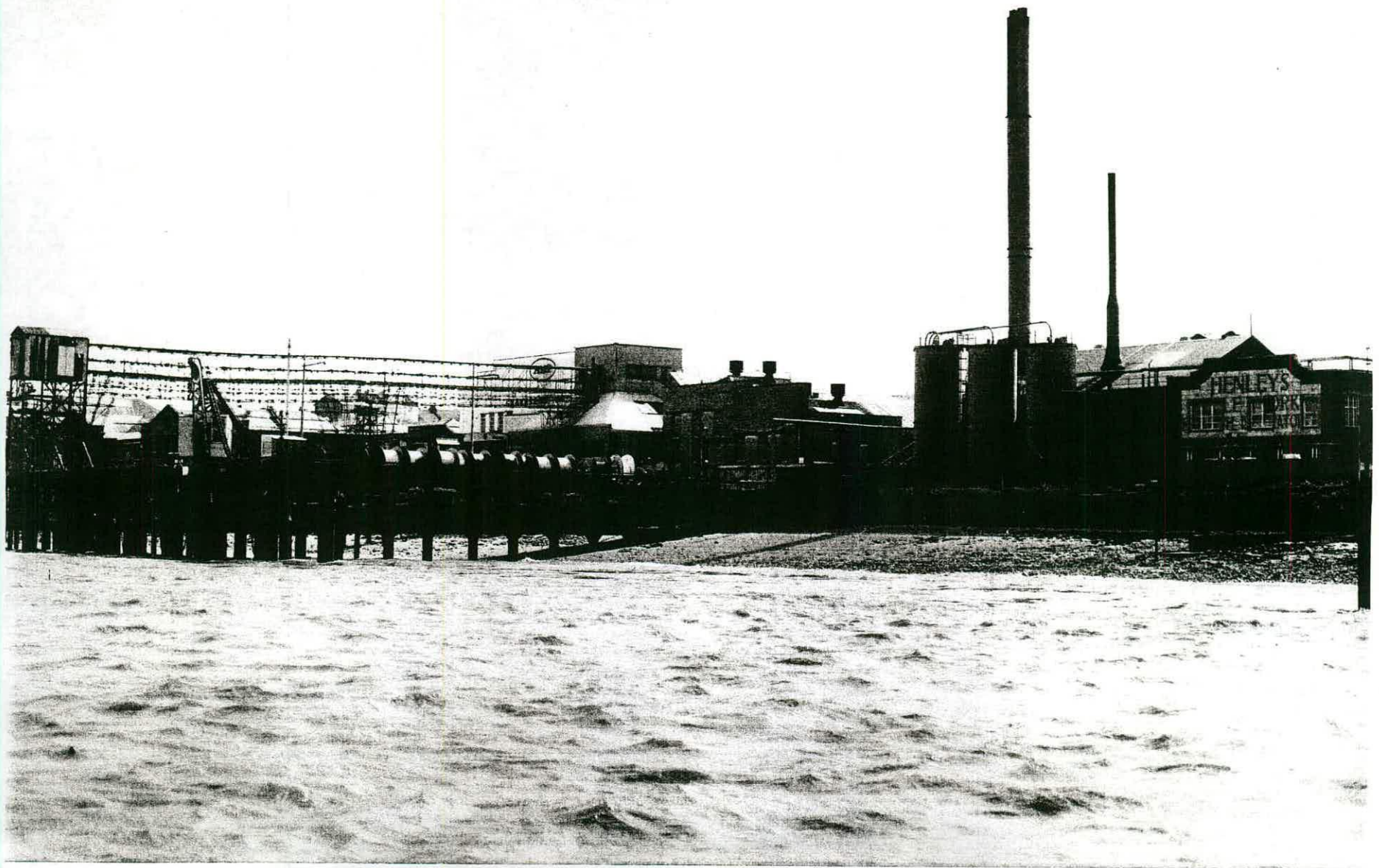
**62 - TOWER WHARF, NORTHFLEET, KENT** - This recently constructed large bonded shed houses three 40-ton gantry cranes. With its quayside cranes it is the facility of Cargo Transit Services Ltd, a subsidiary of Seacon Holdings PLC. It is further evidence of continuing and substantial port activity on the Thames. (AA94/3425)



**63 - BLUE CIRCLE INDUSTRIES CEMENT WORKS, BEVANS WHARF, NORTHFLEET, KENT** - The manufacture of Portland cement is a great Kentish industry, relying on good supplies of chalk and clay and the benefits of riverside production. Cement mills were established on this site in 1834 and William Aspdin's original kiln survives. The silos, conveyors and chimneys visible here are, of course, much more recent. The seven-storey office building was erected in 1968-9 to designs by Yorke Rosenberg Mardall. (AA94/3430)



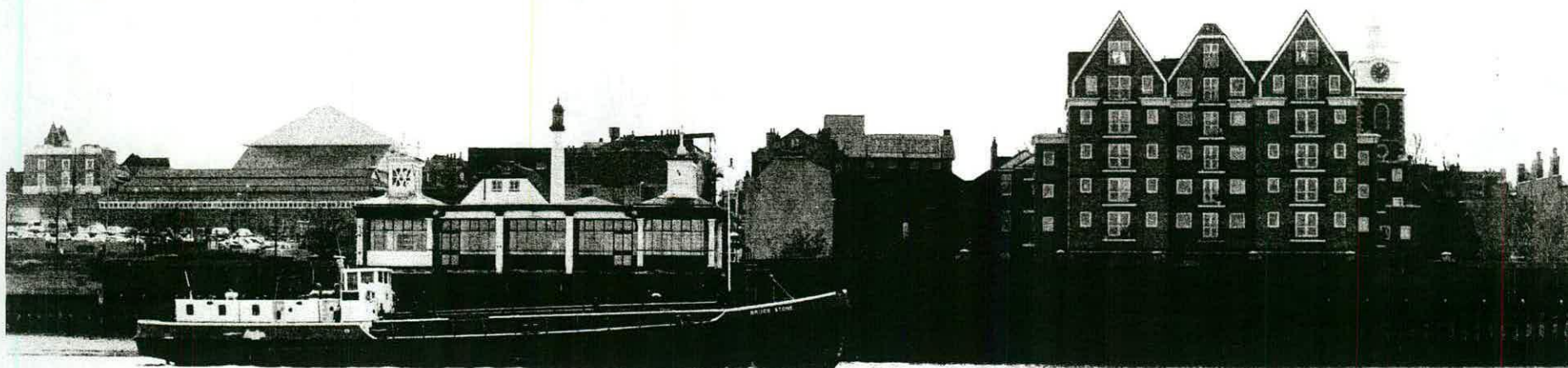
**64 - NORTHFLEET POWER STATION CHIMNEYS, KENT** - This coal-fired power station of 1960-3 was demolished in 1993-4 and only the twin chimneys remained standing at the time of this survey. The reinforced-concrete chimneys, now also demolished, were 150m tall. To the east are buildings forming part of the GEC Henley site. (AA94/3435)



**65 - GEC HENLEY, GRAVESEND, KENT** - These works are those of the GEC Wire and Cables Group. Cable-making has been an important Thames-side industry since the mid 19th century. William Thomas Henley began manufacturing insulated wires in 1837, building a factory at North Woolwich in 1859. In 1906 W T Henley's Telegraph Works Co Ltd established its factory on this site to make paper-insulated and dry-core cables. To the west inserted windows break up the bold legend 'Henley's Cable Works Research Laboratory'. In 1926 and 1937 the works were extended eastwards onto part of what had been Rosherville Gardens. (AA94/3436)



66 - LANSDOWNE SQUARE, ROSHERVILLE, GRAVESEND, KENT - In the 1840s H E Kendall laid out these Italianate villas and terraces as the first part of Rosherville, a riverside estate developed by Jeremiah Rosher, an entrepreneurial chalk merchant. This was not a success so his worked-out chalk pits to the west were made Rosherville Gardens, a pleasure ground with a zoo, botanical garden and fun fair that became one of London's popular playgrounds. The impressive walling and stairs here are all that remain of Rosherville Pier which extended into the river from above the double arch, within which there is an apsidal chamber large enough to house a boat. (AA94/3441)



**67 - THE TOWN PIER, GRAVESEND, KENT** - This, the oldest iron pier in the world, was erected by Gravesend Corporation in 1833-4 at the foot of Gravesend High Street. Built to serve ferries from London and Tilbury it went up in the face of bitter opposition from local watermen. It was designed by William Tierney Clark and constructed by William Wood. The cast-iron substructure supports a 30ft-high cast-iron column for a red night light and superstructure that was added in 1854 by the London, Tilbury and Southend Railway Company. Inland is the Church of St George, built in 1731-3 following the fire that swept away old Gravesend in 1727. (AA94/3448)





**68 - ROYAL TERRACE PIER, GRAVESEND, KENT** - Gravesend boomed in the 1830s, benefitting from its proximity to London and the introduction of steamboat ferries. J C Loudon laid out Terrace Gardens downstream of the Town Pier, and this led to the construction of Royal Terrace Pier in 1844, another cast-iron structure, built by Fox Henderson to designs by John Baldry Redman. Here the superstructure is basically original. Just upstream is the pedimented office block that is the headquarters of the Port of London Authority's Thames Navigation Service. The stuccoed building further west is the Clarendon Hotel. The tower of St John the Evengelists, an addition of 1872-3 to a church of 1834, is a prominent feature in the townscape. (AA94/3453)

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RIVER SURVEY

EX

NEGS TAKEN 80

AA94/3462	EAST TILBURY MARSHES, BALFOUR BEATTY JETTY AND TILBURY POWER STATION	AA94/3480	TILBURY BASIN, DISUSED PIER TO WEST OF BASIN MOUTH
AA94/3463	TILBURY POWER STATION, VIEW FROM SOUTH EAST	AA94/3490	CARGO JETTY AT TILBURY DOCKS, VIEW FROM SOUTH
AA94/3464	TILBURY POWER STATION, VIEW FROM SOUTH EAST	AA94/3491	CARGO JETTY AT TILBURY DOCKS, VIEW FROM SOUTH WEST
AA94/3465	TILBURY POWER STATION, VIEW FROM SOUTH EAST	AA94/3492	ENTRANCE TO TILBURY DOCKS WITH LOCK GATES.
AA94/3466	TILBURY POWER STATION AND COALING JETTY WITH CRANES	AA94/3493	TILBURY, NORTHFLEET CONTAINER TERMINAL, CONTAINER CRANES
AA94/3467	ELECTRICITY PYLONS TO EAST OF TILBURY POWER STATION	AA94/3494	TILBURY DOCKS, NORTHFLEET CONTAINER TERMINAL WITH DOCKSIDE CONTAINER CRANES
AA94/3468	TILBURY POWER STATION, VIEW FROM SOUTH	AA94/3495	TILBURY DOCKS, NORTHFLEET CONTAINER TERMINAL, VIEW FROM SOUTH
AA94/3469	TILBURY POWER STATION, COALING JETTY WITH CRANES	AA94/3496	TILBURY DOCKS, NORTHFLEET HOPE CONTAINER TERMINAL, RIVERSIDE CONTAINER CRANES, VIEW FROM NORTH WEST
AA94/3470	TILBURY B POWER STATION, VIEW FROM SOUTH	AA94/3497	TILBURY GRAIN TERMINAL, VIEW FROM SOUTH EAST.
AA94/3471	TILBURY POWER STATION, COALING JETTY, DETAIL OF CRANE	AA94/3498	TILBURY GRAIN TERMINAL, SILOS AND JETTY FROM WEST.
AA94/3472	TILBURY POWER STATION, VIEW FROM SOUTH WEST	AA94/3499	TILBURY GRAIN TERMINAL, SILOS AND JETTY, VIEW FROM NORTH WEST
AA94/3473	TILBURY POWER STATION, VIEW FROM SOUTH EAST	AA94/3500	TILBURY GRAIN TERMINAL, WESTERN PART, VIEW FROM WEST
AA94/3474	TILBURY FORT, VIEW FROM SOUTH EAST	AA94/3501	TILBURY GRAIN TERMINAL, WESTERN PART, VIEW FROM WEST
AA94/3475	GATEHOUSE AT TILBURY FORT, VIEW FROM SOUTH EAST	AA94/3502	TILBURY GRAIN TERMINAL, VIEW FROM WEST.
AA94/3476	TILBURY, LONDON CRUISE TERMINAL FROM SOUTH EAST	AA94/3503	TILBURY GRAIN TERMINAL, VIEW FROM NORTH WEST.
AA94/3477	TILBURY, LONDON CRUISE TERMINAL (FORMERLY TILBURY PASSENGER TERMINAL) VIEW FROM SOUTH EAST	AA94/3504	GRAYS WITH THURROCK YACHT CLUB MOORINGS IN FOREGROUND.
AA94/3478	TILBURY, LONDON CRUISE TERMINAL (FORMERLY TILBURY PASSENGER TERMINAL), VIEW FROM SOUTH EAST	AA94/3505	GRAYS, NEW RIVERSIDE HOUSING DEVELOPMENTS, VIEW FROM SOUTH.
AA94/3479	TILBURY, LONDON CRUISE TERMINAL (FORMERLY TILBURY PASSENGER TERMINAL), VIEW FROM SOUTH WEST	AA94/3506	SOUTH STIFFORD/WEST THURROCK, BLUE CIRCLE CEMENT WORKS AND PROCTOR AND GAMBLE WORKS, VIEW FROM SOUTH EAST.
AA94/3481	TILBURY BASIN, JETTY TO WEST OF BASIN MOUTH	AA94/3507	SOUTH STIFFORD, NO. 1 WOULDHAM JETTY WITH BLUE CIRCLE CEMENT WORKS IN BACKGROUND.
AA94/3482	PORT OF TILBURY	AA94/3508	SOUTH STIFFORD/WEST THURROCK, WEST PART OF PROCTOR AND GAMBLE WORKS WITH THURROCK POWER STATION.
AA94/3483	TILBURY DOCKS, JETTY WITH TRAVELLING CRANE TO EAST OF DOCK ENTRANCE.	AA94/3509	SOUTH STIFFORD, NO. 1 WOULDHAM JETTY WITH BLUE CIRCLE CEMENT WORKS, VIEW FROM SOUTH.
AA94/3484	TILBURY BASIN, JETTY TO WEST OF BASIN, VIEW FROM SOUTH WEST	AA94/3510	SOUTH STIFFORD/WEST THURROCK, BLUE CIRCLE CEMENT AND PROCTOR AND GAMBLE WORKS, VIEW FROM SOUTH EAST.
AA94/3485	TILBURY DOCKS, RIVERSIDE STORAGE SHEDS FROM SOUTH	AA94/3511	WEST THURROCK, PROCTOR AND GAMBLE WORKS, VIEW FROM SOUTH
AA94/3486	TILBURY DOCKS, NORTH MOLE, WITH NORTHFLEET CONTAINER TERMINAL IN BACKGROUND	AA94/3512	WEST THURROCK, PROCTOR AND GAMBLE WORKS, VIEW SOUTH.
AA94/3487	TILBURY, NORTHFLEET CONTAINER TERMINAL FROM EAST	AA94/3513	WEST THURROCK, PROCTOR AND GAMBLE WORKS, VIEW FROM SOUTH EAST.
AA94/3488	TILBURY DOCKS, ENTRANCE AND SOUTH MOLE	AA94/3514	WEST THURROCK, PROCTOR AND GAMBLE WORKS WITH COALING JETTY OF POWER STATION IN FOREGROUND.
AA94/3489	RIVER CARGO JETTY, PORT OF TILBURY	AA94/3515	WEST THURROCK, POWER STATION WITH COALING JETTY, VIEW FROM SOUTH EAST.
		AA94/3516	WEST THURROCK, POWER STATION, VIEW FROM SOUTH EAST.
		AA94/3517	WEST THURROCK, POWER STATION, VIEW FROM NORTH EAST.
		AA94/3518	WEST THURROCK, POWER STATION, VIEW FROM SOUTH EAST.
		AA94/3519	WEST THURROCK MARSHES, RIVERSIDE.
		AA94/3520	WEST THURROCK MARSHES, STONE NESS LIGHTHOUSE WITH THE QUEEN

AA94/3521 ELIZABETH II BRIDGE IN BACKGROUND.  
WEST THURROCK MARSHES, STONE NESS LIGHTHOUSE WITH THE QUEEN  
ELIZABETH II BRIDGE IN THE BACKGROUND.  
AA94/3522 WEST THURROCK, THAMES MATEX JETTY IN FOREGROUND WITH WEST  
THURROCK OIL TERMINAL, VIEW FROM SOUTH EAST.  
AA94/3523 WEST THURROCK, THAMES MATEX JETTY AND CRANES.  
AA94/3524 WEST THURROCK, THAMES MATEX JETTY, DETAIL OF CRANES.  
AA94/3525 WEST THURROCK, TUNNEL JETTY WITH TUNNEL PORTLAND CEMENT CO.  
WORKS AND QUEEN ELIZABETH II BRIDGE IN BACKGROUND.  
AA94/3526 PURFLEET, PURFLEET DEEP WHARF AND STORAGE CO.  
AA94/3527 PURFLEET, SHIPS UNLOADING AT THE PURFLEET DEEP WHARF AND  
STORAGE CO. JETTYS.  
AA94/3528 PURFLEET, SHIPS UNLOADING AT THE PURFLEET DEEP WHARF AND  
STORAGE CO. JETTYS.  
AA94/3529 PURFLEET, PURFLEET DEEP WHARF JETTY WITH ESSO SITE AND THAMES  
BOARD MILLS BEHIND.  
AA94/3530 PURFLEET, ESSO JETTY WITH THAMES BOARD MILLS IN BACKGROUND.  
AA94/3531 PURFLEET, THAMES BOARD MILL JETTY WITH CRANES, VIEW FROM NORTH  
WEST.  
AA94/3532 PURFLEET, THAMES BOARD MILL, VIEW FROM WEST.  
AA94/3533 PURFLEET, WESTERN PART OF THAMES BOARD MILL AND POWELL DUFFRYN  
OIL AND CHEMICAL STORAGE CO. SITE.  
AA94/3534 PURFLEET, CORY'S JETTY, VIEW FROM SOUTH.  
AA94/3535 PURFLEET, JETTY AT HARRISONS WHARF, VIEW FROM SOUTH EAST.  
AA94/3536 PURFLEET, CORY'S JETTY, VIEW FROM NORTH EAST.  
AA94/3537 PURFLEET, PURFLEET MARINE CONSTRUCTION CO. SITE.  
AA94/3538 PURFLEET, RIVERSIDE HOTEL AND WESTERN PART OF PURFLEET MARINE  
CONSTRUCTION CO. SITE.  
AA94/3539 PURFLEET, RIVER WALL, FORMER GOVERNMENT POWDER MAGAZINE AND  
NEW HOUSING.  
AA94/3540 PURFLEET, RIVER WALL, FORMER GOVERNMENT POWDER MAGAZINE AND  
NEW HOUSING.  
AA94/3559 TILBURY, APPROACH TO TILBURY DOCKS

JOB NUMBER 94/1552

DATE TAKEN 05/04/94 PHOTOGRAPHER SB  
ADDRESS THAMES ESTUARY

RIVER SURVEY

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NEGS TAKEN 237

AA94/3266 FORMER DEPTFORD ROYAL NAVAL DOCKYARD MASTER SHIPWRIGHT'S APART  
MENT AND DOCKYARD OFFICES, CONVOY'S WHARF  
AA94/3267 DEPTFORD, FORMER PREMISES OF J. PALMER LTD, PAYNE'S WHARF  
AA94/3268 DEPTFORD, COLD STORE AT PAYNE'S WHARF  
AA94/3269 DEPTFORD, GRANOPHAST WHARF (WITH CONCRETE SILOS), DEPTFORD  
CREEK TO WEST  
AA94/3270 DEPTFORD, DREADNOUGHT AND GRANOPHAST WHARVES  
AA94/3271 DEPTFORD, DREADNOUGHT WHARF  
AA94/3272 DEPTFORD, POPE AND BOND LTD (BARGE BUILDERS), WOOD WHARF  
AA94/3273 GREENWICH, MERIDIAN ESTATE, THAMES STREET  
AA94/3274 GREENWICH, MERIDIAN ESTATE, THAMES STREET  
AA94/3275 GREENWICH, CUTTY SARK GARDENS  
AA94/3276 GREENWICH, GREENWICH PIER WITH CUTTY SARK AND DREADNOUGHT  
HOSPITAL BEHIND  
AA94/3277 GREENWICH, GREENWICH PIER WITH DREADNOUGHT HOSPITAL BEHIND  
AA94/3278 GREENWICH HOSPITAL, ROYAL NAVAL COLLEGE, KING CHARLES' BLOCK  
AA94/3279 GREENWICH HOSPITAL, ROYAL NAVAL COLLEGE, QUEEN ANNE'S & QUEEN  
MARY'S BLOCKS  
AA94/3280 GREENWICH HOSPITAL, ROYAL NAVAL COLLEGE AND THE QUEEN'S HOUSE  
AA94/3281 GREENWICH HOSPITAL, ROYAL NAVAL COLLEGE AND THE QUEEN'S HOUSE  
AA94/3282 GREENWICH HOSPITAL, ROYAL NAVAL COLLEGE, QUEEN ANNE'S BLOCK  
AA94/3283 GREENWICH HOSPITAL, ROYAL NAVAL COLLEGE  
AA94/3284 GREENWICH HOSPITAL, ROYAL NAVAL COLLEGE  
AA94/3285 GREENWICH HOSPITAL, ROYAL NAVAL COLLEGE  
AA94/3286 GREENWICH HOSPITAL, ROYAL NAVAL COLLEGE  
AA94/3287 VIEW TO GREENWICH FROM DOWNSTREAM  
AA94/3288 GREENWICH, TRAFALGAR TAVERN AND PARK ROW  
AA94/3289 GREENWICH, HIGHBRIDGE WHARF TO TRAFALGAR TAVERN  
AA94/3290 HIGHBRIDGE WHARF TO THE YACHT TAVERN, CRANE STREET  
AA94/3291 GREENWICH GENERATING STATION, TRINITY HOSPITAL AND HIGHBRIDGE  
WHARF  
AA94/3292 GREENWICH GENERATING STATION, TRINITY HOSPITAL AND HIGHBRIDGE

AA94/3293	WHARF GREENWICH GENERATING STATION	AA94/3325	WITH CANARY WHARF BEYOND BLACKWALL POINT, SITE OF BLACKWALL POINT GENERATING STATION WITH FORMER S.M. GAS CO. NO. 1 GAS HOLDER BEYOND
AA94/3294	GREENWICH GENERATING STATION AND TRINITY HOSPITAL	AA94/3326	BLACKWALL POINT, GREENWICH YACHT CLUB AND SITE OF BLACKWALL POINT GENERATING STATION
AA94/3295	BALLAST QUAY (WITH THE CUTTY SARK P.H.), ANCHOR IRON WHARF AND GREENWICH GENERATING STATION	AA94/3327	BLACKWALL POINT, GREENWICH YACHT CLUB, WITH TUNNEL REFINERIES BEYOND
AA94/3296	FORMER HARBOURMASTER'S OFFICE, UNION WHARF, BALLAST QUAY AND ANCHOR IRON WHARF	AA94/3328	CHARLTON, ANGERSTEIN WHARF (ST ALBANS SAND & GRAVEL CO LTD)
AA94/3297	FORMER HARBOURMASTER'S OFFICE, UNION WHARF, AND BALLAST QUAY (WITH CUTTY SARK P.H.)	AA94/3329	CHARLTON, ANGERSTEIN WHARF (ST ALBANS SAND & GRAVEL CO LTD)
AA94/3298	EAST GREENWICH, ENDERBY WHARF (STC)	AA94/3330	CHARLTON, ANGERSTEIN WHARF (ST ALBANS SAND & GRAVEL CO LTD)
AA94/3299	EAST GREENWICH, MORDEN WHARF TO ENDERBY WHARF WITH TUNNEL GLUCOSE REFINERIES	AA94/3331	CHARLTON, THE ANCHOR AND HOPE P.H., DURHAM WHARF AND CHARLTON WHARF (CORY BARGE WORKS) WITH SAINSBURY DEPOT BEYOND
AA94/3300	EAST GREENWICH, TUNNEL WHARF AND GLUCOSE REFINERIES	AA94/3332	CHARLTON, J J MAYBANKS LTD, VAIZEY'S WHARF, ANCHOR AND HOPE PH AND DURHAM WHARF WITH SAINSBURY'S DEPOT BEYOND
AA94/3301	EAST GREENWICH, TUNNEL WHARF AND GLUCOSE REFINERIES	AA94/3333	CHARLTON, J J MAYBANKS LTD (WASTE MERCHANTS) TO ANCHOR & HOPE P.H.
AA94/3302	EAST GREENWICH, TUNNEL WHARF AND GLUCOSE REFINERIES	AA94/3334	CHARLTON, J J MAYBANKS LTD (WASTE MERCHANTS)
AA94/3303	EAST GREENWICH, MORDEN WHARF	AA94/3335	CHARLTON, THAMES BARRIER, THAMES WHARF (STANDARD WORKS) AND RIVERSIDE WHARF (BP OIL UK LTD)
AA94/3304	EAST GREENWICH, PRIMROSE AND MOLASSINE (MILLCROFT GRAY) WHARVE S WITH TUNNEL REFINERIES & FORMER S.M. GAS CO. NO 1 GAS HOLDER	AA94/3336	CHARLTON, DISTANT VIEW TO THE THAMES BARRIER FROM THE WEST
AA94/3305	EAST GREENWICH, PRIMROSE AND MOLASSINE (MILLCROFT GRAY) WHARVE S WITH TUNNEL REFINERIES & FORMER S.M. GAS CO. NO 1 GAS HOLDER	AA94/3337	CHARLTON, THE THAMES BARRIER (SOUTH SIDE)
AA94/3306	EAST GREENWICH, VICTORIA DEEP WATER TERMINAL & BAY WHARF BARGE BUILDING SLIP WITH FORMER S.M. GAS CO. NO. 1 GAS HOLDER	AA94/3338	CHARLTON, THE THAMES BARRIER, PIER NO. 9 AND CONTROL CENTRE
AA94/3307	EAST GREENWICH, BAY WHARF (FORMER BARGE BUILDING SLIP)	AA94/3339	CHARLTON, THE THAMES BARRIER, PIER NO. 9 AND CONTROL CENTRE
AA94/3308	EAST GREENWICH, VICTORIA DEEP WATER TERMINAL	AA94/3340	CHARLTON, THAMES BARRIER GARDENS AND NAVIGATION CENTRE
AA94/3309	EAST GREENWICH, DELTA WHARF AND BETHELL'S WHARF	AA94/3341	CHARLTON, THAMES BARRIER GARDENS PIER, NAVIGATION CENTRE AND TENT FOR HALLETT'S PANORAMA OF THE CITY OF BATH
AA94/3310	EAST GREENWICH, DELTA WHARF	AA94/3342	WOOLWICH, WESTMINSTER INDUSTRIAL ESTATE WITH PART OF FORMER AEI-SIEMENS FACTORY BEYOND
AA94/3311	EAST GREENWICH, DELTA WHARF (BLACKWALL AGGREGATES LTD) WITH AGGREGATE CONVEYORS	AA94/3343	WOOLWICH, P.O. DEPOT ON FORMER NAVAL DOCKYARD SITE WITH RIVER STAIRS TO WARSPITE ROAD
AA94/3312	EAST GREENWICH, AGGREGATE CONVEYOR, DELTA WHARF (BLACKWALL AGGREGATES LTD)	AA94/3344	WOOLWICH, P.O. DEPOT ON FORMER NAVAL DOCKYARD SITE
AA94/3313	EAST GREENWICH, POINT WHARF	AA94/3345	WOOLWICH, FORMER ROYAL NAVAL DOCKYARD SITE WITH FORMER STEAM FACTORY BUILDINGS AND CHIMNEY BEYOND
AA94/3314	BLACKWALL POINT, POINT WHARF WITH BLACKWALL TUNNEL VENTILATION SHAFT BEYOND	AA94/3346	WOOLWICH, FORMER ROYAL NAVAL DOCKYARD SITE
AA94/3315	BLACKWALL POINT, POINT WHARF (JAKUBAIT MARINE ENGINEERS)	AA94/3347	WOOLWICH, FORMER ROYAL NAVAL DOCKYARD SITE WITH CLOCKHOUSE (EX ADMIRAL-SUPERINTENDENT'S OFFICES), HOUSING AND RIVER STAIRS
AA94/3316	BLACKWALL POINT, ORDNANCE WHARF WITH JETTY & BLACKWALL TUNNEL VENTILATION SHAFT	AA94/3348	WOOLWICH, FORMER ROYAL NAVAL DOCKYARD SITE WITH CLOCKHOUSE (EX
AA94/3317	BLACKWALL POINT, ORDNANCE WHARF WITH JETTY & BLACKWALL TUNNEL VENTILATION SHAFT	AA94/3349	WOOLWICH, FORMER ROYAL NAVAL DOCKYARD SITE WITH DRY DOCK ENTRANCES, YOUTH CLUB & LB GREENWICH HOUSING
AA94/3318	BLACKWALL POINT, ORDNANCE WHARF WITH BLACKWALL TUNNEL VENTILATION SHAFT	AA94/3350	WOOLWICH, FORMER ROYAL NAVAL DOCKYARD SITE WITH DRY DOCK ENTRANCES, YOUTH CENTRE & LB GREENWICH HOUSING
AA94/3319	BLACKWALL POINT, ORDNANCE WHARF WITH BLACKWALL TUNNEL VENTILATION SHAFT	AA94/3351	WOOLWICH, FORMER ROYAL NAVAL DOCKYARD SITE WITH DRY DOCK ENTRANCES & LB GREENWICH HOUSING
AA94/3320	BLACKWALL POINT, FORMER SOUTH METROPOLITAN GAS COMPANY WORKS SITE WITH JETTY	AA94/3352	WOOLWICH, FORMER ROYAL NAVAL DOCKYARD, CUNIS & DOCKYARD WHARF AND SLIPWAY
AA94/3321	BLACKWALL POINT, FORMER SOUTH METROPOLITAN GAS COMPANY JETTY	AA94/3353	WOOLWICH, FORMER ROYAL NAVAL DOCKYARD, ST MARY'S AND MASTPOND WHARVES WITH CHURCH OF ST MARY BEYOND
AA94/3322	BLACKWALL POINT, DETAIL OF FORMER SOUTH METROPOLITAN GAS COMPA NY JETTY	AA94/3354	WOOLWICH, VIEW TO TOWN CENTRE FROM FERRY PIER TO MASTPOND WHAR F
AA94/3323	BLACKWALL POINT, DETAIL OF FORMER SOUTH METROPOLITAN GAS COMPANY JETTY	AA94/3355	WOOLWICH, FREE FERRY PIER
AA94/3324	BLACKWALL POINT, FORMER SOUTH METROPOLITAN GAS COMPANY JETTY	AA94/3356	WOOLWICH, FREE FERRY (THE JAMES NEWMAN) WITH WATERFRONT

AA94/3357	LEISURE CENTRE BEYOND WOOLWICH, THE ROYAL ARSENAL, NEW LABORATORY SQUARE, THE MODEL ROOM AND THE ROYAL LABORATORY WEST PAVILION	AA94/3389	ERITH OIL WORKS, ALBION WHARF
AA94/3358	WOOLWICH, THE ROYAL ARSENAL, NEW LABORATORY SQUARE	AA94/3390	ERITH OIL WORKS, ALBION WHARF
AA94/3359	WOOLWICH, THE ROYAL ARSENAL, SHIPPING SHED (BLDG 53) & BRITISH LIBRARY STORE (BLDG 45)	AA94/3391	ERITH OIL WORKS, ALBION WHARF
AA94/3360	WOOLWICH, THE ROYAL ARSENAL, SHIPPING SHED (BLDG 53) & BRITISH LIBRARY STORE (BLDG 45) AND RIVERSIDE GUARD HOUSE	AA94/3392	ERITH, AGGREGATE SHED ON SITE OF FORMER DOULTON'S POTTERIES
AA94/3361	WOOLWICH, THE ROYAL ARSENAL, SHIPPING SHED (BLDG 53)	AA94/3393	ERITH, VIEW TO CHURCH OF ST JOHN AND BELVEDERE
AA94/3362	WOOLWICH, THE ROYAL ARSENAL, THE GRAND STORE (BLDGS 47-49)	AA94/3394	ERITH, HOUSING ON OCEAN WORKS SITE & VIEW TO CHURCH OF ST JOHN
AA94/3363	WOOLWICH, THE ROYAL ARSENAL, THE GRAND STORE (BLDGS 47-49)	AA94/3395	ERITH, HOUSING ON OCEAN WORKS SITE AND LANDING STAGE
AA94/3364	WOOLWICH, THE ROYAL ARSENAL, THE GRAND STORE (BLDGS 47-49)	AA94/3396	ERITH, VENESTA LTD SITE, WEST STREET
AA94/3365	WOOLWICH, THE ROYAL ARSENAL, BOILER HOUSE	AA94/3397	ERITH, TOWN CENTRE WITH CHRIST CHURCH & PLA HARBOUR SERVICE OFFICE
AA94/3366	WOOLWICH, VIEW TO FORMER ROYAL ARSENAL WITH COALING PIER AND IRON PIER	AA94/3398	ERITH, TOWN CENTRE WITH CHALK FARM WHARF AND CHRIST CHURCH
AA94/3367	WOOLWICH, VIEW TO FORMER ROYAL ARSENAL WITH COALING PIER	AA94/3399	ERITH DEEP WATER RO-RO TERMINAL WITH JETTY AND CRANES
AA94/3368	PLUMSTEAD MARSHES, FORMER ROYAL ARSENAL LAND	AA94/3400	ERITH, ANCHOR BAY WHARF (MAYER NEWMAN) & ERITH DEEP WATER RORO TERMINAL
AA94/3369	PLUMSTEAD MARSHES, WARE POINT PILLBOX	AA94/3401	ERITH, ANCHOR BAY WHARF (MAYER NEWMAN)
AA94/3370	PLUMSTEAD MARSHES, MARGARET OR TRIPCOCK NESS PILLBOX	AA94/3402	ERITH, STANDARD WHARF WITH VIEW TO CONCRETE WORKS
AA94/3371	THAMESMEAD, DISTANT VIEW OF PUMPING STATION TO CLOCKTOWER	AA94/3403	CRAYFORD NESS, WITH VIEW TO TIDAL FLOOD BARRIER ACROSS RIVER DARENT (DARTFORD CREEK)
AA94/3372	THAMESMEAD, PUMPING STATION TO TOWN CENTRE CLOCKTOWER	AA94/3541	WENNINGTON MARSHES, WALLACES JETTY AND WATER TANK
AA94/3373	THAMESMEAD, FLOOD BARRIER NEAR THAMESMERE	AA94/3542	WENNINGTON MARSHES, CUNIS JETTY AND WATER TANK
AA94/3374	THAMESMEAD NORTH, HOUSING NEAR SITE OF FORMER CROSSNESS PIER	AA94/3543	COLDHARBOUR POINT, INDUSTRIAL SITE
AA94/3375	THAMESMEAD NORTH, HOUSING NEAR SITE OF FORMER CROSSNESS PIER, THAMESBANK PLACE	AA94/3544	COLDHARBOUR POINT, INDUSTRIAL SITE
AA94/3376	CROSSNESS SEWAGE WORKS, SHOWING C19 PUMPING STATION	AA94/3545	COLDHARBOUR JETTY AND CLEANAWAY WASTE DISPOSAL FACILITY FROM SOUTH EAST
AA94/3377	CROSSNESS SEWAGE WORKS, SHOWING C19 PUMPING STATION	AA94/3546	RAINHAM MARSHES, HAINHAM PUMPING STATION JETTY WITH SUCTION BARGE, VIEW FROM SOUTH EAST
AA94/3378	CROSSNESS SEWAGE WORKS, SHOWING C19 PUMPING STATION	AA94/3547	COLDHARBOUR JETTY AND CLEANAWAY WASTE DISPOSAL FACILITY FROM SOUTH WEST
AA94/3379	CROSSNESS SEWAGE WORKS	AA94/3548	ERITH REACH, NORTH BANK WITH SUCTION BARGE 'SCALDIS'
AA94/3380	CROSSNESS SEWAGE WORKS	AA94/3549	RAINHAM, TILDA RICE FACILITY FROM SOUTH WEST
AA94/3381	CROSSNESS SEWAGE WORKS	AA94/3550	ERITH REACH, NORTH BANK, ANTI-EROSION BARGES
AA94/3382	CROSSNESS SEWAGE WORKS	AA94/3551	ERITH, LANDFILL SITE, P.L.A. BARGE
AA94/3383	BELVEDERE, BURTS WHARF	AA94/3552	RAINHAM, MUREX WORKS FROM SOUTH
AA94/3384	ERITH, MULBERRY WHARF (REDLAND AGGREGATES LTD) WITH BICC CABLE TOWER BEYOND	AA94/3553	RAINHAM, MUREX WORKS (PART) FROM SOUTH
AA94/3385	ERITH, MULBERRY WHARF (REDLAND AGGREGATES LTD)	AA94/3554	RAINHAM, TILDA RICE FACILITY WITH 'ARKTIS RIVER'
AA94/3386	ERITH, RIVER WHARF WITH BICC CABLE TOWER BEYOND	AA94/3555	RAINHAM, TILDA RICE FACILITY WITH 'ARKTIS RIVER' FROM SOUTH EAST
AA94/3387	ERITH, PIONEER WHARF (UNITED MARINE AGGREGATES LTD) WITH BICC CABLE TOWER BEYOND	AA94/3556	FROG ISLAND, PHOENIX JETTY FROM SOUTH
AA94/3388	ERITH OIL WORKS, ALBION WHARF, WITH AGGREGATE CONVEYOR TO FORE	AA94/3557	FROG ISLAND, PHOENIX JETTY FROM SOUTH

AA94/3558	FROG ISLAND/OLD MANS HEAD, PHOENIX JETTY (PART)	AA94/3591	RAINHAM, TILDA RICE FACILITY, WITH 'ARKTIS RIVER'
AA94/3560	DAGENHAM, FORD MOTOR WORKS VEHICLE PARK FROM SOUTH	AA94/3592	ERITH REACH, ANTI-EROSION BARGES
AA94/3561	DAGENHAM, FORD MOTOR WORKS (EASTERN PART), VIEW FROM SOUTH	AA94/3593	ERITH REACH, NORTH BANK, RAINHAM LANDFILL SITE
AA94/3562	DAGENHAM, FORD MOTOR WORKS AND JETTY, VIEW FROM SOUTH EAST	AA94/3594	BECKTON, T.W.A. DRAINAGE WORKS FROM SOUTH
AA94/3563	DAGENHAM, FORD MOTOR WORKS (EASTERN PART) WITH DISUSED JETTY	AA94/3595	BECKTON, T.W.A. DRAINAGE WORKS (PART) AND BRITISH GAS SITE WITH REMAINS OF NO.1 JETTY
AA94/3564	DAGENHAM, FORD MOTOR WORKS AND EASTERN ARM OF JETTY, VIEW FROM SOUTH	AA94/3596	BECKTON, T.W.A. DRAINAGE WORKS JETTY AND BRITISH GAS SITE
AA94/3565	DAGENHAM DOCK, BALFOUR BEATTY JETTY FROM SOUTH	AA94/3597	BECKTON, BRITISH GAS SITE (PART)
AA94/3566	DAGENHAM, FORD WORKS AND JETTY, VIEW FROM SOUTH	AA94/3598	BECKTON, BRITISH GAS SITE (PART) VIEW FROM SOUTH
AA94/3567	DAGENHAM, FORD WORKS JETTY CONTROL HOUSE, VIEW FROM SOUTH	AA94/3599	GALLIONS REACH, NORTH BANK, REMAINS OF GALLIONS JETTY
AA94/3568	DAGENHAM, FORD WORKS FROM SOUTH WEST	AA94/3600	ROYAL DOCKS, PIER PROJECTION BY (DISUSED) ENTRANCE TO ROYAL ALBERT DOCK AND THAMES HOUSE
AA94/3569	DAGENHAM, FORD WORKS AND JETTY, VIEW FROM SOUTH EAST	AA94/3601	ROYAL DOCKS, PIER PROJECTION TO EAST SIDE OF ENTRANCE TO KING GEORGE V DOCK
AA94/3570	DAGENHAM DOCK, BALFOUR BEATTY JETTY FROM SOUTH	AA94/3602	ROYAL DOCKS, KING GEORGE V DOCK, LOCK GATES FROM SOUTH
AA94/3571	DAGENHAM DOCK, WHITE MOUNTAINS QUARRIES FACILITY	AA94/3603	ROYAL DOCKS, ENTRANCE TO ROYAL ALBERT DOCK AND THAMES HOUSE, VIEW FROM SOUTH WEST
AA94/3572	DAGENHAM, THUNDERER JETTY FROM SOUTH	AA94/3604	NORTH WOOLWICH, VIEW FROM SOUTH INCLUDING STATION BUILDING AND REMAINS OF PIER
AA94/3573	DAGENHAM, DAGENHAM WHARF AND THE LONDON & COASTAL OIL WHARVES (PART)	AA94/3605	NORTH WOOLWICH, WOOLWICH FERRY
AA94/3574	DAGENHAM, THE LONDON & COASTAL OIL WHARVES	AA94/3606	NORTH WOOLWICH, WOOLWICH FERRY
AA94/3575	DAGENHAM, THE LONDON & COASTAL OIL WHARVES, VIEW FROM SOUTH EAST	AA94/3607	NORTH WOOLWICH INDUSTRIAL ESTATE
AA94/3576	DAGENHAM, DAGENHAM WHARF AND THE LONDON & COASTAL OIL WHARVES	AA94/3608	NORTH WOOLWICH, CAIRN MILLS
AA94/3577	DAGENHAM, MOUNTFIELDS JETTY	AA94/3609	NORTH WOOLWICH, TATE AND LYLE WORKS FROM SOUTH EAST
AA94/3578	BARKING REACH, NORTH BANK, TARMAC ROADSTONE FACILITY AND BARKING POWER STATION	AA94/3610	NORTH WOOLWICH, TATE AND LYLE WORKS FROM SOUTH EAST
AA94/3579	BARKING REACH, NORTH BANK, BARKING JETTY AND BARKING POWER STATION	AA94/3611	NORTH WOOLWICH, TATE AND LYLE WORKS AND JETTY WITH SHIP UNLOADING
AA94/3580	BARKING REACH, BARKING POWER STATION	AA94/3612	NORTH WOOLWICH, TATE AND LYLE WORKS, WHARF WITH SHIP UNLOADING
AA94/3581	BARKING REACH, BARKING JETTY FROM SOUTH WEST	AA94/3613	NORTH WOOLWICH, TATE AND LYLE, THAMES REFINERY (PART)
AA94/3582	CREEKMOUTH, BARKING OR FALSE POINT	AA94/3614	NORTH WOOLWICH, TATE AND LYLE WORKS [PART]
AA94/3583	CREEKMOUTH, BARKING OR FALSE POINT AND DE PASS WHARF	AA94/3615	NORTH WOOLWICH, TATE AND LYLE WORKS, DETAIL OF WHARF
AA94/3584	CREEKMOUTH, DU PASS WHARF, INDUSTRIAL STRUCTURES	AA94/3616	NORTH WOOLWICH, COOPERATIVE WHOLESALE SITE FROM SOUTH EAST
AA94/3585	BARKING CREEKMOUTH, TIDAL BARRIER FROM SOUTH WEST	AA94/3617	WOOLWICH REACH, NORTH BANK, THAMESIDE INDUSTRIAL ESTATE
AA94/3586	BARKING CREEKMOUTH, TIDAL FLOOD BARRIER FROM SOUTH WEST	AA94/3618	THAMES BARRIER, NORTH SIDE GATES 1-4
AA94/3587	BARKING CREEKMOUTH, TIDAL BARRIER AND SLUICE GATES	AA94/3619	THAMES BARRIER, NORTH SIDE, GATES 1-3 FROM SOUTH EAST
AA94/3588	BARKING CREEKMOUTH, N.R.A. SLUICE GATES AND T.W.A DRAINAGE WORKS (PART)	AA94/3620	THAMES BARRIER, NORTH SIDE, DETAIL OF GATE 4
AA94/3589	BECKTON, BRITISH GAS SITE AND REMAINS OF NO.2 PIER	AA94/3621	THAMES BARRIER, NORTH SIDE, GATES 1-4 FROM SOUTH WEST
AA94/3590	BECKTON, BRITISH GAS SITE AND REMAINS OF NO.2 PIER	AA94/3622	SILVERTOWN, MINOCO WHARF WITH MILLENIUM MILLS IN BACKGROUND



AA94/3623 SILVERTOWN, GULF OIL COMPANY BUILDING WITH VENESTA & CRESCENT  
WHARVES, VIEW FROM SOUTH EAST  
AA94/3624 SILVERTOWN, GULF OIL COMPANY BUILDING WITH VENESTA & CRESCENT  
WHARVES  
AA94/3625 SILVERTOWN, VENESTA WHARF  
AA94/3626 SILVERTOWN, DEANSTON WHARF AND JETTY  
AA94/3627 SILVERTOWN, LYLE PARK, SILVERTOWN WHARF AND HOOK NESS  
AA94/3628 SILVERTOWN, DEANSTON WHARF WITH JETTY, VIEW FROM SOUTH EAST  
AA94/3629 SILVERTOWN, MANHATTAN AND PRIMROSE WHARVES  
AA94/3630 SILVERTOWN, MANHATTAN AND PRIMROSE WHARVES  
AA94/3631 SILVERTOWN, PERUVIAN AND PLAISTOW WHARVES  
AA94/3632 SILVERTOWN, PERUVIAN WHARF, VIEW FROM SOUTH  
AA94/3633 BUGSBY'S REACH, NORTH SIDE, CLYDE WHARF AND CARRINGTON SITE  
AA94/3634 BUGSBY'S REACH, NORTH SIDE, CITY AIRPORT PIER FROM SOUTH EAST  
AA94/3635 BUGSBY'S REACH, NORTH SIDE, FORMER ENTRANCE TO ROYAL VICTORIA  
DOCK  
AA94/3636 BUGSBY'S REACH, NORTH SIDE, LONDON CITY AIRPORT PIER  
AA94/3637 TRINITY BOW WHARF, BLACKWALL, VIEW FROM SOUTH EAST  
AA94/3638 BUGSBY'S REACH, NORTH SIDE, CARRINGTON'S SITE  
AA94/3639 BUGSBY'S REACH, NORTH SIDE, THAMES WHARF (SITE OF THAMES IRON  
WORKS DOCK)  
AA94/3640 BOW CREEK, ENTRANCE FROM SOUTH

JOB NUMBER 94/1765

DATE TAKEN 05/04/94 PHOTOGRAPHER SB  
ADDRESS THAMES ESTUARY

RIVER SURVEY

KE

NEGS TAKEN 58

AA94/3404 DARTFORD, LITTLEBROOK POWER STATION  
AA94/3405 DARTFORD, LITTLEBROOK POWER STATION  
AA94/3406 DARTFORD, LITTLEBROOK POWER STATION, EASTERN WORKS BUILDINGS  
AA94/3407 DARTFORD, QUEEN ELIZABETH II BRIDGE, SOUTH END  
AA94/3408 DARTFORD, QUEEN ELIZABETH II BRIDGE, VIEW FROM BELOW TO SOUTH  
AA94/3409 DARTFORD, QUEEN ELIZABETH II BRIDGE, VIEW TO SOUTH WITH OIL  
TANKS TO LITTLEBROOK POWER STATION BEYOND  
AA94/3410 DARTFORD, QUEEN ELIZABETH II BRIDGE FROM EAST WITH LITTLEBROOK  
POWER STATION BEYOND  
AA94/3411 DARTFORD INTERNATIONAL FERRY TERMINAL, ASDA SHED AND SOUTH END  
OF QUEEN ELIZABETH II BRIDGE  
AA94/3412 GREENHITHE, JOHNSON'S WHARF (CIVIL AND MARINE LTD)  
AA94/3413 GREENHITHE, VIEW TO HIGH STREET  
AA94/3414 GREENHITHE, VIEW TO HIGH STREET  
AA94/3415 GREENHITHE, INGRESS ABBEY AND PARK, WITH EAST END OF HIGH ST  
AA94/3416 GREENHITHE, INGRESS ABBEY AND PARK  
AA94/3417 GREENHITHE, EMPIRE PAPER MILLS  
AA94/3418 GREENHITHE, EMPIRE PAPER MILLS  
AA94/3419 SWANSCOMBE MARSHES, WHITE'S JETTY AND 193M TRANSMISSION TOWER  
FROM WEST THURROCK POWER STATION  
AA94/3420 NORTHFLEET JETTY (HALL AGGREGATES)  
AA94/3421 NORTHFLEET, BRITANNIA LEAD WHARF (BRITANNIA REFINED METALS)  
AA94/3422 NORTHFLEET, BRITANNIA LEAD WHARF (BRITANNIA REFINED METALS)  
AA94/3423 NORTHFLEET, BRITANNIA LEAD WHARF (BRITANNIA REFINED METALS)  
AA94/3424 NORTHFLEET, TOWER WHARF (CARGO TRANSIT SERVICES LTD) AND  
BRITANNIA LEAD WHARF (BRITANNIA REFINED METALS)  
AA94/3425 NORTHFLEET, TOWER WHARF (CARGO TRANSIT SERVICES LTD - SEACON)  
AA94/3426 NORTHFLEET, TOWER WHARF (CARGO TRANSIT SERVICES LTD - SEACON)  
AA94/3427 NORTHFLEET, ROBINS WHARF (R J MAXWELL LTD)  
AA94/3428 NORTHLEET, VIEW TO BEVANS WHARF (BLUE CIRCLE INDUSTRIES CEMENT  
WORKS) WITH TOWER WHARF IN FOREGROUND  
AA94/3429 NORTHFLEET, BEVANS WHARF, BLUE CIRCLE INDUSTRIES CEMENT WORKS  
AA94/3430 NORTHFLEET, BEVANS WHARF, BLUE CIRCLE INDUSTRIES CEMENT WORKS

AA94/3431 NORTHFLEET, BEVANS WHARF, BLUE CIRCLE INDUSTRIES CEMENT WORKS

AA94/3432 NORTHFLEET TERMINAL, BOWATERS WHARF, WITH BLUE CIRCLE INDUSTRIES CEMENT WORKS BEYOND

AA94/3433 NORTHFLEET, BOWATERS WHARF WITH CHIMNEYS TO FORMER NORTHFLEET POWER STATION BEYOND

AA94/3434 NORTHFLEET, BOWATERS WHARF AND BASES OF CHIMNEYS TO FORMER NORTHFLEET POWER STATION

AA94/3435 NORTHFLEET POWER STATION, SITE FOLLOWING DEMOLITION OF ALL BUT CHIMNEYS WITH PART OF FORMER HENLEY'S CABLE WORKS BEYOND

AA94/3436 NORTHFLEET, FLEETWAY PRINTERS WHARF (AEI/GEC HENLEY) SHOWING 'HENLEY'S CABLE WORKS RESEARCH LABORATORY'

AA94/3437 NORTHFLEET, FLEETWAY PRINTERS WHARF (AEI/GEC HENLEY) SHOWING FORMER 'HENLEY'S CABLE WORKS RESEARCH LABORATORY'

AA94/3438 NORTHFLEET, FLEETWAY PRINTERS WHARF (AEI/GEC HENLEY)

AA94/3439 NORTHFLEET, FLEETWAY PRINTERS WHARF (AEI/GEC HENLEY)

AA94/3440 NORTHFLEET, FLEETWAY PRINTERS WHARF (AEI/GEC HENLEY) WITH PART OF FORMER ROSHERVILLE PLEASURE GARDENS WHARF WALLING

AA94/3441 NORTHFLEET, THE SHORE, WHARF WALLING WITH ARCHED OPENINGS FROM ROSHERVILLE PLEASURE GARDENS

AA94/3442 GRAVESEND, IMPERIAL WHARF

AA94/3443 GRAVESEND, IMPERIAL WHARF

AA94/3444 GRAVESEND, CLIFTON SLIPWAYS AND FORMER RAILWAY JETTY

AA94/3445 GRAVESEND, WEST STREET WHARF, CLIFTON SLIPWAY AND FORMER RAILWAY JETTY

AA94/3446 GRAVESEND, WEST STREET PIER AND HOUSING WITH CHURCH OF ST GEORGE BEYOND

AA94/3447 GRAVESEND, THE 'STAINLESS SUPPORTER' WITH THE CHURCH OF ST GEORGE & THE FORMER RAILWAY JETTY TO EITHER SIDE

AA94/3448 GRAVESEND, THE TOWN PIER, HOUSING ON WEST STREET AND THE CHURCH OF ST GEORGE

AA94/3449 GRAVESEND, CHURCH OF ST ANDREW, TERRACE GARDENS & HIGH STREET LEADING TO TOWN PIER

AA94/3450 GRAVESEND, ROYAL TERRACE PIER, PLA OFFICES (THAMES NAVIGATION SERVICE), THE CLARENDON HOTEL AND THE CHURCH OF ST ANDREW

AA94/3451 GRAVESEND, THE ROYAL TERRACE PIER AND PLA OFFICES (THAMES NAVIGATION SERVICES), WITH PART OF ROYAL PIER ROAD

AA94/3452 GRAVESEND, ROYAL TERRACE PIER, PLA OFFICES (THAMES NAVIGATION SERVICE), THE CLARENDON HOTEL AND THE CHURCH OF ST ANDREW

AA94/3453 GRAVESEND, ROYAL TERRACE PIER, PLA OFFICES AND CLARENDON HOTEL

AA94/3454 GRAVESEND, GENERAL VIEW FROM THE CUSTOM HOUSE TO THE CHURCH OF ST GEORGE

AA94/3455 GRAVESEND, CUSTOMHOUSE PIER AND CUSTOM HOUSE WITH THE ROYAL TERRACE PIER AND GORDON PROMENADE BEYOND

AA94/3456 MILTON, FEABREX LTD/KATRINA WHARF AREA

AA94/3457 MILTON, FEABREX LTD/KATRINA WHARF AREA

AA94/3458 MILTON, AGGREGATE CONVEYOR (CLUBBS'S JETTY) TO CLUBB'S MARINE TERMINAL

AA94/3459 MILTON, NATIONAL SEA TRAINING COLLEGE AND CLUBB'S JETTY

AA94/3460 SHORNMEAD FORT

AA94/3461 CLIFFE FORT