



North Kent Coast Rapid Coastal Zone Assessment Survey

Phase II: Field Assessment
Year Two Report



**NORTH KENT COAST
RAPID COASTAL ZONE ASSESSMENT SURVEY**

**PHASE II: FIELD ASSESSMENT
YEAR TWO**

FINAL REPORT

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SUMMARY

Wessex Archaeology was commissioned by Kent County Council (KCC), supported by English Heritage and European Regional Development Funding Interreg IIIB Community Initiative as part of Planarch 2 Archaeology and Spatial Planning project, to undertake a second year of Phase II Field Assessment of the North Kent Coast Rapid Coastal Zone Assessment Survey (RCZAS). The North Kent Coast RCZAS as a whole is being carried out as a pilot of this type of study.

The survey successfully implemented and further refined recording and logistical methodologies developed by Wessex Archaeology for coastal survey during the 2001 Preliminary Field Investigation and 2002/3 Pilot stages of the RCZAS, and Year One of Phase II: Field Assessment.

Survey work was undertaken by one team of two surveyors, between 23 May - 17 June 2005. Fieldwork prioritised the westernmost Stretches of the Study Area, and the partially completed stretches within the Medway and Swale estuaries.

In total in Year 2, 198 new monument records were recorded. A total of 379 existing monuments was visited and information pertaining to them within Kent SMR was updated and enhanced. A further 42 monuments were found to be inaccessible through prevailing foreshore conditions or inability to determine ownership and acquire appropriate access permissions. An analysis by stretch is presented below.

Stretch name	New Monument records created	Existing Monument records updated
Darent	17	27
Broadness	14	14
Gravesend	7	75
Higham	47	62
Cliffe	62	53
Hoo	15	35
Elmley	2	14
Harty	24	34
Minster	4	2
Grain	0	3
Halstow	1	2
South Swale	4	13
Greenhithe	1	3
<i>No Access</i>	-	42
Total	198	379

Notable amongst the new discoveries is a prehistoric submerged forest recorded at the low water mark on the Thames shore of Darent Stretch (TQ 57 NW 1053). Also, the remains of a possible prehistoric trackway (TQ 67 NW 1022) were recorded at the mouth of a creek in Broadness Saltmarsh, Broadness Stretch (formerly called 'Grays Stretch' after the city on the Essex side of the Thames). The trackway consisted of brushwood and possibly some wattle, and appeared to be held in place by small wooden stakes.

Higham Stretch produced scatters of Roman pottery dating from the first to the third centuries AD. In some places it appeared that the pottery was *in situ* and eroding out of a peaty organic clay layer. The substantial remains of a fishtrap (TQ 67 NE 1013) were found close by at the site of the former Shornemead lighthouse. The trap consisted of a number of vertical rounded logs (largely unworked), and other timbers lying on the foreshore that had mortices cut into them. A number of wattle panels lay flat among the more substantial timbers, and may have been the collapsed walls of the trap. The remains of what may have been a fine woven basket were also observed.

A second possible wooden fishtrap (TQ 87 SW 1156) was found on the west bank of Damhead Creek within the Hoo Stretch. The structure was substantially covered by a thin veneer of alluvial muds and silts, though six rows of stakes with some traces of wattle were visible. A third fishtraps (TR 06 NE 1068) was recorded at Shellness within the Harty Stretch.

The survey of the following Stretches can now be considered complete:

- Darent
- Broadness
- Gravesend
- Higham
- Elmley (with the exception of The Lilies)

However, continued use of the workboat is required in order to complete those Stretches within the Medway and Swale that contain islands, isolated areas of marsh and some of the inaccessible foreshore edges of the Thames. These Stretches comprise;

- Cliffe
- Harty
- Hoo (i.e. Hoo Marshes encompassing the south-western edge of the Grain)
- Minster
- South Swale

The continuing problems of establishing ownership for access permissions and difficult environmental conditions have meant that sections of Chatham, Nor and the offshore sections of Queenborough/Upchurch remain uncompleted.

Useful scoping visits were undertaken to assess access for the Sheerness stretch. However, this stretch and the easternmost stretches of the Study Area – Whitstable, Wantsum and Thanet - remain unsurveyed.

This report includes a review of the work undertaken to date and makes suggestions for continued refinement of field methodologies and for future work.

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The programme of archaeological work comprising Phase II: Field Assessment Year Two of the North Kent Coast Rapid Coastal Zone Assessment Survey was commissioned by Kent County Council and supported by English Heritage and European Regional Development Funding Interreg IIIB Community Initiative as part of Planarch 2 Archaeology and Spatial Planning project.

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The fieldwork was undertaken by Dr. Dietlind Paddenberg and Brian Hession. This report was prepared by Brian Hession. Deanna Groom managed the project, and the illustrations were prepared by Karen Nichols. Lorraine Mepham identified and dated the pottery. Jens Neuberger provided IT Support. Quality assurance was carried out by Dr. Antony Firth, Head of Coastal and Marine Projects.

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Front Cover

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1. INTRODUCTION

1.1. BACKGROUND

- 1.1.1. Wessex Archaeology (WA) was commissioned by Kent County Council (KCC), supported by English Heritage and European Regional Development Funding Interreg IIB Community Initiative as part of Planarch 2 Archaeology and Spatial Planning project, to undertake a second year of Phase II Field Assessment of the North Kent Coast Rapid Coastal Zone Assessment Survey (RCZAS).
- 1.1.2. The overall aim of the Rapid Coastal Zone Assessment Surveys is to enhance the Kent Sites and Monuments Record (and thereby the National Monuments Record) in order to permit an improved curatorial response to strategic coastal planning and management initiatives, and to individual development or works proposals. The programme of field survey undertaken by WA is also contributing to the development of methodologies for coastal survey to a common national data standard. Furthermore, the work is part of Planarch 2, Action 2A surveying, evaluating and managing wetlands archaeology, and is contributing to the development of transnational standards and methodologies.
- 1.1.3. Year Two of the Phase II Field Assessment of the North Kent Coast RCZAS was undertaken between the 23 May - 17 June 2005, and this report presents the methodologies employed, the results of the survey and suggestions for future work.

1.2. OVERVIEW OF PREVIOUS WORK

- 1.2.1. To date, the North Kent Coast RCZAS has comprised a programme of SMR enhancement and a Desk-Based Assessment (Phase 1) which was submitted in October 2000 (WA ref. 46561, October 2000). Additional work has been undertaken under the broad banner of Phase II and includes a Preliminary Field Investigation (PFI) undertaken in November 2001 which helped to develop systems and test methodologies (WA ref. 46564.01, March 2002). The second element of Phase II was a Field Assessment Pilot undertaken in December 2002 (WA ref. 46565.02, March 2004) and December 2003 (WA ref. 55057.02 April 2004) which further tested field recording methodologies and trialled the use of the workboat for accessing the offshore islands. The methodologies developed during these preliminary and pilot stages allowed for the preparation and refinement of a Project Design for the Phase II: Field Assessment to spread survey work over two years – 2004 and 2005 (WA

46563.03, September 2004). The main programme of Phase II Field Assessment began in June 2004 (WA ref. 56750.02, January 2005).

- 1.2.2. Phase I of the North Kent Coast RCZAS divided the coastline into 20 stretches to facilitate targeted fieldwork during Phase II. The stretches were created to reflect broadly homogenous character and topography. Hence, the Gravesend Stretch is predominantly urban; Cliffe Stretch is low-lying, rural, and accessible by land; the Queenborough/Upchurch Stretches are estuarine containing islands and marshes only accessible by boat.
- 1.2.3. In the course of Preliminary Field Investigation and Pilot stages, the survey of Greenhithe and Halstow was completed. The following areas were partially completed:
 - Grain (excluding Thamesport foreshore and the area adjacent to Stoke saltings);
 - Queenborough/Upchurch (excluding the offshore islands Millfordhope Marshes and Saltings, and Greenborough Marshes, and the more difficult access areas of Burntwick Island and Slayhills Marsh and Salting)
 - Elmley (excluding Conyer Creek and the offshore islands comprising the Lillies).
- 1.2.4. The surveys of Grain and Elmley (with the exception of the Lilies) were completed in Year One of Phase II Field Assessment in 2004. The fieldwork, including boat-based survey, was undertaken over six weeks in June and July 2004 with additional funding support from Planarch 2 (a European Interreg IIIb NWE Archaeology and Spatial Planning project) in 2004 (WA ref. 56750.02, January 2005). The second week of the project formed part of the Planarch 2 Exchange programme and was reported separately (WA ref. 56320.02, August 2004).

1.3. SURVEY AREA

- 1.3.1. The revised project design for Phase II: Field Assessment proposed to prioritise the stretches at the western end of the survey area (Thames Gateway Area) in Year Two;
 - Darent
 - Broadness
 - Gravesend
 - Cliffe
 - Higham
- 1.3.2. In addition, it was proposed to target the remaining small, un-surveyed areas of Grain, Queenborough/Upchurch and Elmley. Dependant on progress, the next priority was to address the stretches of Sheerness, Harty, and Minster on the Isle of Sheppey.

2. OBJECTIVES.

- 2.1. The objectives of Phase II: Field Assessment are as follows:
- To provide a broad evaluation of the likely archaeological potential and vulnerability of all stretches of coast by:
 - verifying components identified in Survey Phase I;
 - locating and characterising components undetected by Survey Phase I;
 - determining the geomorphological/sedimentary context of components;
 - identifying erosion/stability/accretion in respect of components;
 - carrying out selective sampling.
 - To test fieldwork methodologies and assess the practicalities and logistics of future fieldwork.
 - To provide a sound basis for developing management and research priorities in respect of the coastal historic environment, including:
 - identifying stretches and/or monuments recommended as requiring positive management action;
 - identifying significant monuments meriting consideration for protection by means of statutory designation;
 - establishing future research priorities for the coast.
 - To enhance public understanding and enjoyment of the coastal historic environment.
- 2.2. The Project Design also includes provision to review the objectives, methods and deliverables of Phase II in the light of the results from the completion of each successive Stretch.

3. PREPARATORY TASKS

3.1. RECORDING SYSTEM

- 3.1.1. A de-briefing with staff with regard to the survey work undertaken in Year One took place in the Autumn of 2004. Discussions noted a number of small improvements to the recording systems which would assist staff in the field. One of the preparatory tasks for IT Technical Support Staff was to implement these changes. The improvements included an increase in the amount of text space available for recording monument descriptions and a new 'update' type classification was added to facilitate the highlighting of areas of limited or no access. Hence, the success and progress of the survey could be better analysed post-fieldwork.
- 3.1.2. As in Year One, digital files including current SMR point data was requested and provided by KCC. The data was uploaded onto the recording equipment for field testing in advance of the main survey work.

- 3.1.3. The survey team undertook a day's field trial on the 26 April 2005 along part of Darent Creek. The field test familiarised new survey members with the equipment and software in a real survey environment. The field test allowed further enhancements to the data entry software to be made. These changes facilitated, for example, the development of more precise site classification in the field by making available INSCRIPTION wordlists and associated definitions within the handheld GeoXT unit's survey software.
- 3.1.4. WA staff also undertook a review of literature on the history and archaeology of north Kent to assist their interpretation of any archaeological remains likely to be found during the survey and to familiarise themselves with regional site and artefact types.

3.2. ACCESS

- 3.2.1. Access permissions were mostly arranged in the weeks prior to the survey. For example, as in previous years, access permission was sought from the Crown Estate Commissioners through their agents Cluttons, as it was believed the Crown would hold the majority of the intertidal zone within the stretches to be surveyed in Year Two. Permission was granted and WA was informed that the Port of London Authority (PLA) also had holdings in both the Cliffe and Hoo stretches. Access permission was sought from the PLA for the areas of the intertidal zone held by them and was granted to WA.
- 3.2.2. As the area of Stoke Saltings in the Hoo stretch had not yet been completed satisfactorily, permission was again sought from the Kent Wildfowling and Conservation Association (KWCA). KWCA expressed some concern about the timing of the survey as it coincided with the nesting period of a number of protected bird species. Fortunately the survey work was not considered a serious threat to the nesting birds and WA obtained permission to survey in these areas. As a large part of Stoke Saltings remains to be surveyed at the end of 2005, it will be necessary to maintain contact with KWCA for permission to complete the survey there.
- 3.2.3. In the course of obtaining access permissions in 2004, English Nature (Kent Team) requested that WA maintain contact with them when working in SSSIs on the north Kent coast (WA, 2005; 5). WA contacted English Nature with details of the Year Two survey. English Nature suggested WA contact the managers of the local RSPB reserves and following discussions with them, there were no objections to the survey.
- 3.2.4. It was noted early in the fieldwork preparations that there were substantial areas of foreshore adjacent to developed areas like Gravesend, Dartford and Northfleet. This raised significant access problems. While permission to access the intertidal zone in these areas had been granted, the problem of getting onto the intertidal zone through private land had still to be addressed. It was possible to identify some landowners and obtain access permission in advance but, as in previous years, a good deal of access permission had to be sought during the course of the survey.

- 3.2.5. The problems gaining access to the foreshore were not limited to urban areas. In Cliffe stretch in particular, public vehicle access was not available close to the sea wall. This meant that the survey team was faced with long walks along public paths to gain access to the foreshore. However, the survey team was able to obtain permission from landowners to cross and leave a vehicle on private land close to the sea wall, which assisted the team greatly in their survey of this area.
- 3.2.6. Permission was again sought from Powergen at Kingsnorth Power Station to survey in Damhead Creek. Powergen kindly provided a member of staff to guide WA staff during survey, who was also able to provide significant local knowledge.
- 3.2.7. Cliffe Fort and areas around it are owned by Brett Aggregates. Permission was obtained to survey within the fort and to access land belonging to Brett Aggregates where necessary.
- 3.2.8. As with previous surveys, permission to survey remains an important issue for any RCZAS. The consent of landowners and often the leaseholders of the foreshore and the lands adjacent needs to be obtained or the survey has to be confined to public paths or landing places. This can result in areas remaining unsurveyed.

4. METHODOLOGY

4.1. PRE-FIELDWORK

Set-up

- 4.1.1. Fieldwork was carried out as close as possible to the summer solstice (21 June) to maximise the daylight available and provide longer opportunities to use suitable tidal windows. 'TotalTide', a digital tidal prediction programme available from the UK Hydrographic Office, was used to determine the tidal windows for relevant locations within the Thames, Medway and Swale Estuaries.
- 4.1.2. Ordnance survey maps and aerial photographs were examined to identify where access to the foreshore via public footpaths was available. The review of maps and photographs also informed the planning of survey routes to follow reasonable ground conditions. Provisional survey routes based on these were devised and submitted to KCC ahead of the fieldwork.
- 4.1.3. A small collection of source materials was compiled by the survey team for reference during the course of the survey to improve site interpretation and identification.
- 4.1.4. WA staff undertook a brief refresher course in pottery identification so that any pottery found during the survey could be reliably identified and described as well as more closely dated in the field. It was anticipated that field interpretation of pottery could be checked post-survey through

photographic records and from selective samples of pottery taken where appropriate.

- 4.1.5. As in previous fieldwork, the survey team was given a full safety briefing relevant to the work to be undertaken in the Thames, Medway and Swale Estuaries. Generic and Stretch-specific risk Assessments were compiled and checked. Appropriate Personal Protective Equipment (PPE) and Health and Safety equipment was made ready for use. Furthermore, WA staff attended health and safety briefings on site as required by landowners.

Appraise and Target

- 4.1.6. Existing SMR records were appraised in relation to historic mapping to identify monuments to be specifically visited during the survey and to identify areas where as yet unrecorded monuments might be located.
- 4.1.7. The sites and areas identified as of specific interest are described below:

Higham

- 4.1.8. In Higham, historic mapping indicated that an area of Higham Saltings may have been a crossing point for Roman troops during the Claudian Invasion of 43 AD. Roman finds in the area including burials (TQ 67 NE 12) and settlement evidence (TQ 77 NW 7) were identified for precise dating to establish if this was likely..
- 4.1.9. The remains of the Palmerston Forts (TQ 67 SE 63 and TQ 77 NW 25) were also identified as being of interest. WA had the opportunity of assessing the condition of Hoo and Darnet Fort in Year One and anticipated visiting the fort at Sheerness. Hence, a general review of the condition of all five forts might be possible. The Brennan torpedo installation by Cliffe Fort was also identified to be of interest as a rare example of an early wire guided defence system (TQ 77 NW 1015).
- 4.1.10. Also in Higham Stretch, the hulk of the schooner *Hans Egede* (TQ 77 NW 85) was noted as one of the best preserved remains of a hulked vessel to be seen on the intertidal zone of the Thames.

Gravesend

- 4.1.11. Gravesend was noted as being of interest, both as a developed Stretch to test the survey methodology, and as a Stretch containing a large number of waterfront structures. The town's strategic position as the last provisioning point for vessels leaving London's river and the first place of contact for customs control (since 1356) has given the town a significant maritime history. The location of the two ferries (Gravesend-Tilbury and the Long Ferry up to London) were also noted as originating in the vicinity of Gravesend's Town Pier (TQ 67 SW 76).
- 4.1.12. Other monuments of interest noted were the 16th century defensive Gravesend blockhouse on the waterfront (TQ 67 SW 5) and the WWII mine watchers post (TQ 67 SW 191), representing different types of defensive structure that have formed part of the Thames' military defences over time.

Hoo

- 4.1.13. The wharves and associated earthworks (TQ 87 SW 1075) by Damhead Creek in Hoo Stretch were noted to be of interest in advance of Year One Field Assessment. This interest remained relevant for the Year Two survey.

Cliffe

- 4.1.14. The 19th century explosive works (TQ 77 NW 1010) and associated waterfront structures (TQ 77 NW 1061, TQ 77 NW 1020-2) were identified as of specific interest in the Cliffe Stretch.
- 4.1.15. Findspots of Mesolithic antler mattocks (TQ 77 NW 39, TQ 77 NW 55) were also specially noted due to possibility of the preservation of similar organic finds of this date in the intertidal zone.

Harty

- 4.1.16. Areas of primary interest in the Harty Stretch included a medieval saltworkings (TR 06 NW 13-15 and 1132) and a Post-medieval hard and associated buildings (TR 06 NW 1013). Other areas of interest noted were the former battery on Leysdown-on-Sea (TR 07 SW 1007) and the quay at Sayes Court (TQ 06 NW 1099).
- 4.1.17. These monuments had been noted in the appraisal and targeting undertaken in Year One (WA, 2005; 6), and their interest remained relevant for Year Two.

4.2. SURVEY EQUIPMENT & INFORMATION TECHNOLOGY

- 4.2.1. The survey team used a handheld Trimble GeoXT, combining a Trimble GPS receiver and a computer running 'Pocket GIS' Windows mobile software for Pocket PCs. This unit was trialled successfully in Year One. It had been found to be accurate to within one metre, which was considered adequate for the purposes of the survey.
- 4.2.2. A back up survey unit was prepared in case of problems with the Trimble GeoXT. The backup unit comprised the Trimble Pro XR dGPS backpack unit linked to a Husky fex21 hand-held PC which has been used to develop and pilot methodologies in 2001-2003, and in 2004.
- 4.2.3. As in the Year One, it was noted that the GeoXT and Husky units had limitations in their vertical position-fixing, and OD heights obtained in the course of the survey were accurate to approximately one metre.
- 4.2.4. A laptop computer was used for daily backups of daily walkover survey records and monument photographs. A RICOH Caplio 440G wide 3 megapixel digital camera was used to photograph monuments where appropriate.

4.3. FIELDWORK

Outline

4.3.1. Fieldwork comprised digital monument recording and assessment mostly along the coast edge immediately adjacent to the River Thames. Provision was made for digital photographs to be taken of each monument and other such features as warrant photographs. The locations of the main photograph points were plotted and recorded using the GeoXT and each photograph was cross referenced to the monument or assessment point they illustrated.

Monument Recording

4.3.2. Fieldwork sought to locate new monuments in the course of the walkovers. A record was completed for each monument and a GPS derived point or polygon (if appropriate) was surveyed to fix their position and extent.

4.3.3. Fieldwork also sought to verify the records of existing monuments, completing or amending the record of each monument identified in Phase I or earlier. Where appropriate, a GPS-derived polygon was surveyed to fix its position and extent.

4.3.4. When warranted, the recording of monuments included comments on their geomorphology and/or sedimentary context using the assessment facility described below. Some selective sampling, consisting of the recovery of artefacts, was also undertaken, largely for more precise identification of artefact types and for dating purposes.

Assessment

4.3.5. To generate consistent and mapped data relating to each stretch, assessments were made relating to both monuments and to the coast generally. The location at which an assessment was made was fixed by the GPS as a point. Assessments addressed, as appropriate:

- Areas of archaeological potential;
- Areas of active erosion;
- Areas where further survey or evaluation may be warranted;
- Areas where positive management action may be warranted;
- Condition, fragility, vulnerability and value;
- Geomorphology/sedimentary context
- Instances where statutory protection may be warranted;
- The effectiveness of the fieldwork methodology

4.3.6. Areas of archaeological potential were selected and the extents defined by the following criteria:

- Areas where artefact scatters were found, but with obvious monuments in close vicinity with which the scatters could be associated;

- Areas where palaeoenvironmental deposits were noted, such as peat or submerged forests;
- Areas where historic sources suggest an intensity of human activity, but where no corroborating archaeological evidence was found.

Walkovers

- 4.3.7. The Field Assessment comprised an extensive ‘walkover’ survey of the high water (HW) mark and a sample of the intertidal zone of each Stretch. In addition, a proportion of the area above high water was also surveyed, depending on access and time constraints.
- 4.3.8. The walkover was carried out by a single team of two WA staff. Depending on local conditions the survey team walked some distance apart on the foreshore to cover as wide an area as possible.
- 4.3.9. Walkovers were timed to make best use of the low tides, so as much of the foreshore as was possible would be exposed for survey.
- 4.3.10. The proposed extent of the walkover to be undertaken each day was recorded on a log sheet, along with basic operational information (e.g. GPS data) and health and safety information (e.g. generic and stretch risk assessments). Occasionally walkovers could be extended or curtailed depending on local weather conditions and site topography. For example, areas of the foreshore with a very low relief would often flood quickly on the rising tide causing surveys to be curtailed, while strong offshore winds would sometimes slow the advance of the rising tide. The progress against the proposed walkover was reviewed at the end of the day and informed the planning of the next day’s survey work

4.4. POST-FIELDWORK AND DELIVERY

- 4.4.1. Data recorded in the field was converted into ArcMap shape files and used to amend or create monument records in HBSMR. This also served as a check on the transfer of field data to office use.
- 4.4.2. Recommendations on the transfer and processing of the field data from the staff debriefing after Year One were put into practice for Year Two. These changes are described below.
- 4.4.3. It was noted after the Year One Field Assessment that in cases where a monument incorrectly located it was necessary to create a new point for the existing monument at the accurate location. This had the effect of duplicating the monument record and in the GIS it was represented with two points, one of which was incorrect. To overcome this in Year Two, Pocket GIS was altered to allow monument points to be moved without the need to create a new monument record. The old position of the monument was automatically recorded by the Pocket GIS and the monument record was updated noting that the position of the monument had been altered during the fieldwork so that any change could be easily traced and reversed in case of error.

- 4.4.4. The issue of recording the condition of access to monuments has also been raised during debriefing after Year One (WA, 2005; 10). The previous update type of ‘not seen’ posed a question as to whether the survey team had simply not been able to access the area, or whether access had been possible and the survey team had not seen any evidence of the monument (e.g. monument may have been destroyed or masked by sedimentary deposits). To distinguish between the two situations, additional ‘update’ types were used in the 2005 survey - ‘No access’ and ‘Seen – no access’ – and the utilisation of ‘not seen’ confined to instances where the team were able to access recorded locations and genuinely unable to find any visible evidence of the monument. This small refinement facilitated a more accurate portrayal of the current state of the monument and the conditions of access.
- 4.4.5. The incorporation of recorded and enhanced monument information into the HBSMR was undertaken in accordance with current guidance offered in the *Kent SMR Recording Structure* and from KCC following their review of last years data transferred into the SMR. KCC’s SMR officers were consulted to ensure that the enhanced HBSMR data meets KCC’s requirements.
- 4.4.6. The walkover surveys undertaken during this part of Phase II have been grouped together as one ‘event’ within the HBSMR and all monuments recorded or updated during the survey have been attributed to this event. This report is the ‘source’ for all such monuments within the HBSMR.
- 4.4.7. Digital data will be archived to CD and submitted to KCC, with a series of digital images of particular interest, combining general views and working shots.

5. RESULTS

5.1. STRETCHES

Outline

- 5.1.1. New monuments recorded during Year Two of the Field Assessment covered a range of monument and feature types, dating from the Late Bronze Age to the twentieth century. Brief details of the results from each stretch are given as follows:

Darent (and Greenhithe)

- 5.1.2. Darent Stretch extends from the mouth of Darent Creek on the Thames to Littlebrook Power Station, including Darent and Crayford Creeks (**Figure 2**). Access to this area was good as the coastal footpaths ran along the creeks and the Thames foreshore, although there were some areas behind the seawall where it was not possible to contact land owners for access permission. Environmental conditions were difficult for actual walkover as much of the lower foreshore were covered by deep, soft mud and could not be walked over. However, it was possible to see across this mud to the low water mark. Whilst no features were observed, it is believed that any archaeological remains present are likely to be buried.

- 5.1.3. Much of Darent Stretch is developed, with small areas of agricultural land lying between areas that have been built over by a hospital (TQ 57 NE 83, now demolished), ammunition storage and production buildings (TQ 57 NW 97, TQ 57 NW 54-55) and modern industrial units.
- 5.1.4. A small section of a prehistoric submerged forest was recorded at the low water mark on the Thames shore of Darent Stretch (TQ 57 NW 1053). The submerged forest appeared to extend into the channel, but the full extent of this feature was not clear. It is possible more of it could be revealed at the lowest astronomical tide (**Plate 1**). A polygon was created around the accessible extent of the exposed forest. It is possible that this exposure may be contemporary with the submerged forest recorded on the opposite bank of the Thames on the foreshore at Purfleet. An uncalibrated radiocarbon date of 3190 ± 70 BP has been obtained from the Purfleet forest (Wilkinson and Murphy 1995: 90-98). It could also be part of the yew forest identified upstream at Erith in the London Borough of Bexley (pers. com. Lis Dyson, KCC), but the type of tree has not been identified so far.
- 5.1.5. Part of the Thames foreshore is littered with columns, capitals and other sizeable pieces of architectural stonework (TQ 57 NE 1076) (**Plate 2**). WA staff were contacted by Chris Baker of Dartford Borough Council and he kindly provided information on the finds. The stonework was first noted in the 1960s and it is the scattered cargo of a barge which sank in Long Reach whilst carrying materials from bomb-damaged buildings in London. This information has been added to the site record made during the survey.
- 5.1.6. Darent Creek is mostly characterised by Post-medieval infrastructure including wharves and jetties (TQ 57 SW 1006, 1002, TQ 57 NW 1049, 1034), Dartford tidal lock (TQ 57 SW 129) and bridges (TQ 57 SW 1005, 130). Most of these are now disused, but together with the recorded site of the Purfleet Ferry (TQ 57 NW 1009), and pier (TQ 57 NE 1054), there is clear evidence for considerable waterborne communication and transport activity.

Broadness

- 5.1.7. Broadness Stretch extends from Swanscombe Marshes to Northfleet on the Thames, incorporating Botany Marshes and Broadness Salt Marsh (**Figure 3**).
- 5.1.8. Broadness Stretch is characterised by a number of small maritime infrastructure features including wharves, piers and jetties (TQ 67 NW 1011, TQ 57 NE 1001, TQ 67 NW 1012, TQ 57 NE 1078); hard s (TQ 57 NE 1007, TQ 57 NE 1083); and a beacon (TQ 67 NW 1001).
- 5.1.9. The remains of a possible prehistoric trackway (TQ 67 NW 1022) were recorded at the mouth of a creek in Broadness Saltmarsh. The trackway consisted of brushwood and possibly some wattle, and appeared to be held in place by small wooden stakes (**Plate 3**). The foreshore on which the trackway lay was substantially eroded in some areas revealing a layer of

flints, which may represent an attempt to consolidate soft ground before the trackway was laid down. The date of the trackway could not be ascertained during the survey, but Bronze Age materials have been dredged up from the river in the vicinity (TQ 67 NW 1017).

Gravesend

- 5.1.10. Gravesend Stretch extends from Northfleet to Eastcourt Marshes (**Figure 4**). The stretch is almost entirely urban. Most of Gravesend Stretch was characterised by a large number of Post-medieval wharves, piers, quays, jetties and riverside industries along the Thames waterfront (**Plate 4**). Few 'new' monuments were recorded and most of these were also Post-medieval waterfront structures.
- 5.1.11. It should be noted that much of the foreshore environment was inaccessible due to soft mud lying at the base of the many commercial wharves and piers. In addition, there were difficulties in obtaining access permission from a large number of different landowners and leaseholders in advance of the survey. Often, high walls and fencing blocked access. Fortunately, liaison 'on the ground' during survey facilitated access permissions being obtained in most instances.

Higham

- 5.1.12. Higham Stretch extends from Eastcourt Marshes to Cliffe Creek (**Figure 5**). Higham Stretch had a broad foreshore which was largely accessible aside from a part of Higham Creek.
- 5.1.13. Higham Stretch was flagged in Phase I and in advance of Year Two as of potential interest, because of the OS 1st edition map reference to a crossing point used by the Roman army at the time of Claudius' invasion of Britain. Roman pottery dating from the first to the third centuries AD was found in a number of scatters along the foreshore, though nothing that could be confidently described as a crossing point was identified. In some places it appeared that some of the pottery was *in situ* and was eroding out of a peaty organic clay layer. This is in keeping with the known Roman remains recorded from this Stretch, such as a possible settlement site (TQ 77 NW 7).
- 5.1.14. The earliest pottery find of the survey was found on the foreshore by Higham Common. The sherd was a Late Bronze Age flint-tempered coarseware vessel with an impressed rim (TQ 77 NW 1114).
- 5.1.15. The substantial remains of a fishtrap (TQ 67 NE 1013) were found at the site of the former Shornemead lighthouse. The fishtrap lay under a modern gabion and was covered by a great deal of rubble, possibly from previous lighthouse structures. The trap consisted of a number of vertical rounded logs (largely unworked), and other timbers lying on the foreshore that had mortices cut into them. A number of wattle panels lay flat among the more substantial timbers, and may have been the collapsed walls of the trap (**Plate 5**). The remains of what may have been a fine woven basket were very

briefly observed a few metres from the trap before they were covered by the rising tide.

- 5.1.16. As previously noted, the Higham Stretch also contained numerous defensive and military installations. Of these, the Brennan torpedo installation (TQ 77 NW 1015) was found to be in quite a poor state. One of the torpedo bays was covered in weed and did not appear to have many surviving fittings. A second bay appeared to have some small structural failure in the concrete fabric of the bay, but appeared to have many of the original iron fittings including the stanchions and parts of the rail system (**Plate 8**). Behind this bay, machinery, which may be part of the wire guidance system, was found. As an early form of wire guided torpedo installation, the Brennan torpedo bay is possibly a candidate for statutory protection.
- 5.1.17. The hulk of the *Hans Egede* beached at Cliffe jetty in 1955 was noted to be still largely intact although its decks are showing signs of collapse. The schooner was extensively photographed (**Plate 9**). The foreshore around the vessel was particularly soft in places so an accurate polygon of the monuments extent could not be drawn.
- 5.1.18. A number of outcrops of organic peaty clays were observed almost continuously along the foreshore of Higham Stretch. One large area of organic clay contained the broken rim of a 1st - 2nd century everted rim black burnished ware jar (probably of BB II type with acute lattice decoration), apparently *in situ* (TQ 67 NE 1011) (**Plate 10**). In another location, a large amount of animal bone was found scattered, with an animal shoulder bone embedded in it nearby suggesting the bone had eroded out of the peaty clay layer (TQ 67 SE 1054) (**Plate 11**). At least one outcrop had what appeared to be scattered brushwood within it (TQ 67 NE 1012).

Cliffe (and Halstow)

- 5.1.19. Cliffe Stretch extends from Cliffe Creek to Egypt Bay (**Figure 6**). There was a slight overlap of survey work into the adjacent Halstow Stretch and a small number of new records were added.
- 5.1.20. Access to the foreshore was good for the section of Cliffe Stretch at Lower Hope, but it became difficult beyond this. North of Lower Hope Point, the foreshore widens and though the foreshore right at the low water line was firm enough to walk on, there was an expanse of deep soft mud between this low water mark and the wall of the sea defence. For safety reasons, it was decided that the low water mark of Blythe Sands could not be walked during Year Two. However, it should be possible to survey this area with support of the workboat delivering and retrieving the survey team members from the river side (northern edge of Blyth Sands).
- 5.1.21. At the mouth of Cliffe Creek a pottery scatter was recorded, including a shelly ware bead rim jar, a shelly ware storage jar with impressed decoration on the shoulder both dating from between the 1st century BC to the 1st century AD, and a sherd from a samian platter of Drag. 18 form dating from the middle to late 1st century AD (TQ 77 NW 1143). The pottery was found

in association with a possible midden containing oyster shell (TQ 77 NW 1144) (**Plate 12**). These finds suggest a settlement of some kind. This new site is near to a pottery scatter linked to evidence for salting activities (TQ 77 NW 6). The previously recorded scatter has been dated to the second to third centuries AD.

- 5.1.22. Four small mounds recorded behind the seawall near Cliffe Fleet may be the remains of salting activity. However, the mounds were overgrown and their origin is difficult to determine with confidence.
- 5.1.23. Cliffe Stretch contained the explosive factory established by Hay Merricks and Company in the late 19th century (TQ 77 NW 1010). Substantial factory earthworks and buildings were still visible. There are a number of jetties (TQ 77 NW 1066, 1020-22) likely to have facilitated the transport of raw materials and finished products to and from the factory via the Thames.
- 5.1.24. Parts of the foreshore of Cliffe Stretch had outcrops of organic peaty clay. Erosion had revealed these in cross-section showing their stratigraphic relationships with greyer estuarine clays (**Plate 13**).

Hoo (and Grain)

- 5.1.25. Hoo Stretch extends from Kingsnorth Power Station (TQ 87 SW 63) and Colemouth Creek and northwards towards Allhallows Marshes (**Figure 7**). The walkovers in Hoo Stretch overlapped with the adjacent Grain Stretch, with the result that some of the monuments updated lie in the otherwise completed Grain Stretch. These areas were revisited because it was necessary to cross them for access to unsurveyed areas. In addition, it was thought they might prove useful as a way of recording any changes to monuments or the area over the intervening year.
- 5.1.26. The team surveyed the northern shore of the Isle of Grain between Allhallows-on-Sea and Yantlett Creek as well as Damhead Creek and areas of Stoke Saltings. Stoke Saltings was visited again from the shore to assess access options. It was concluded that the area of Stoke Saltings can only be reasonably completed with the use of a workboat to approach it from the Medway channel to provide safe access and retrieval for survey members.
- 5.1.27. The northern shore of Hoo Stretch had a very wide and muddy foreshore. It was possible to walk some distance out from the seawall, but it was considered too hazardous to walk most of the intertidal area as the depth of the mud was unpredictable. It is likely this area could be surveyed in more detail with a workboat.
- 5.1.28. Yantlett Creek is characterised by its former Post-medieval maritime infrastructure including the former Coastguard station (TQ 87 NE 1019), a navigational beacon (TQ 87 NE 1037), the remains of a Hard (TQ 87 NE 1039) and landing stage (TQ 87 NE 1072). The Creek is also marked as having two anchorages (TQ 87 NE 1017, TQ 87 NE 1003).

- 5.1.29. Damhead Creek was also largely characterised by Post-medieval maritime monuments. There were a large number of hulked barges, many of which were no longer visible (TQ 87 SW 1083, 1085 and 1087-1089). Some barge remains were recorded (TQ 87 SW 26, 59, 60, 1042, 109 and 1090) though these were largely scattered and little coherent vessel structure was visible. The Creek contained largely derelict wharf structures, alongside one of which (TQ 87 SW 1075) the paddle steamer *Medway Queen* (TQ 87 SW 1024) was moored. The vessel is one of the ‘Little Ships of Dunkirk’ used in the mass evacuation of allied troops in May/June 1940. The vessel was observed to be in a very poor condition, although some attempts to repair it were noted (**Plate 14**).
- 5.1.30. The remains of a possible wooden fishtrap (TQ 87 SW 1156) were found on the west bank of Damhead Creek. The structure was substantially covered by a thin veneer of alluvial muds and silts, though six rows of stakes with some traces of wattle were visible (**Plate 15**). The structure lay on an area of firm clay. Because the structure was largely covered, it is difficult to draw comparisons to the sample plans of fishtraps collated by Salisbury (1991; 78). An alternative interpretation of the structure is that it is the remains of a wattle platform of some kind. The function of such a platform is not clear as the ground in this part of the creek seems solid enough to need little, if any, consolidation to make firm ground.

Harty (and Minster)

- 5.1.31. Harty Stretch is located at the south eastern end of the River Swale from Harty Ferry to Leysdown-on-Sea on the Isle of Sheppey (**Figure 8**). Only a short section of the foreshore by the Swale Nature Reserve, Dutchman’s Island and Horse Sands remain to be surveyed. A small area of Minster Stretch directly adjacent to Harty Stretch was surveyed and a description is included here.
- 5.1.32. A large part of the Minster Stretch is characterised by high Holocene cliffs which are prone to regular landslides and collapse. The cliffs present a new type of hazard for the North Kent Coast RCZAS with particular health and safety implications. Hence, a reconnaissance visit was made to assess likely risks and to establish the best access routes for future survey.
- 5.1.33. Harty Stretch is noteworthy for the four anchorages (TR 06 NE 1007, TR 06 NW 1009, TR 06 NW 1011, TR 06 NW 1023) recorded in the Swale. Their location near the former Harty Ferry marks this section of the Stretch as an important haven for vessels, and a number of hulks (including a partly dismantled fishing vessel and Thames barges) were recorded.
- 5.1.34. Harty also contains a number of defensive sites placed to defend the entrance to the River, including a boom defence (TR 06 NW 1049), an observation post (TR 06 NE 30) and a battery at the Hamlet of Shellness (TR 07 SW 1007).

- 5.1.35. Harty Stretch also contained some of the few saltworking sites (TR 06 NW 1133, TR 06 NW 1134, TR 06 NW 1143) encountered during this year's survey.
- 5.1.36. The third of the new fishtraps discovered during Year Two (TR 06 NE 1068) was recorded at Shellness. The heavily abraded remains of this structure lie over an extensive area, and are heavily covered by muddy sand and low banks of shells (**Plate 16**). The area is scattered with the evidence of bait digging holes, which may have destroyed parts of the structure. Based on the limited amount of the structure visible, the fish trap bears a resemblance to structures known from the Thames dating to the 12th century (Salisbury type 8, 1991; 78)
- 5.1.37. The records of three barges the *New World* (TR 06 NW 37), the *Lizard* (TR 06 NW 35) and an unnamed barge (TR 06 NW 36) were updated. The unnamed vessel and the *Lizard* appeared to be lying in an area of accreting saltmarsh and were heavily buried. The *New World* was also buried in soft mud, but a great deal of its hull was visible including some of its deck beams (**Plate 17**).
- 5.1.38. Between Leysdown-on-Sea and hamlet of Shellness, the SMR record of the extensive system of groynes (TR 06 NW 1152) was updated, including a second row of heavily abraded groynes now almost totally buried and lying in front of the more recent groyne system.

South Swale (and Elmley)

- 5.1.39. South Swale Stretch is located on the south shore of the River Swale and extends from Conyer Creek to the west to the mouth of the River Swale to the east (**Figure 9**). Both banks of Conyer Creek were surveyed (the west bank lies in Elmley Stretch).
- 5.1.40. Conyer Creek is home to a modern marina, and some of the smaller tributary creeks in its upper reaches are filled with modern houseboats. Access to the marina and the smaller tributaries was not available at the time of the survey, but the footpaths along the creek provided a useful vantage point.
- 5.1.41. The creek contains the remains of a number of Thames spritsail barges (TQ 96 NE 11, TQ 96 NE 1076, TQ 96 NE 26, TQ 96 NE 28). In two cases, the remains of waterfront structures (TQ 96 NE 1050, TQ 96 NE 1077) had the remains of hulked vessels alongside them (**Plate 18**). The two hulked vessels beside one of the wharves may be the *Landrail* (TQ 96 NE 26) and the *Kestrel* (TQ 96 NE 28), known to be in Conyer Creek but never precisely located.
- 5.1.42. As might be expected, the Elmley side of Conyer Creek had similar monuments to those on the other bank. Many vessels were recorded as lying on this side of the creek, but hardly any were positively identified. One new findspot, possibly the wheel of a vessel (TQ 96 NE 1074), and one new feature- mooring posts- (TQ 96 NE 1075), were recorded.

- 5.1.43. Elmley Stretch can now be considered complete apart for the area of the Lilies which requires access by boat.

5.2. ASSESSMENT POINTS

- 5.2.1. A total of 26 Assessment Points were recorded within the Stretches (**Figure 10**). This data, presented in **Appendix I**, was recorded to map data relating to the effectiveness of the survey methodology, details of erosion, and the geomorphology and sedimentary contexts of certain areas.
- 5.2.2. Two assessment points were generated to note areas undergoing significant erosion, one at Broadness and the other at Cliffe. At Cliffe, in particular, the scale of the erosion at Lower Hope Point was particularly extensive, presenting a threat not only to any remains in the path of the erosion but also to the integrity of the modern sea defences.
- 5.2.3. At most of the assessment point locations in the tributary creeks off the main estuaries, the overall pattern seemed to be one of stability or deposition. The deep soft muds, in some cases, showed signs of colonisation by pioneering saltmarsh plant species.
- 5.2.4. A review of Assessment Points relating to the effectiveness of the survey methodology suggests that the wider mud-filled creeks prevented access, as did wide expanses of muddy foreshore. In addition, it was noted that the creeks behind the seawalls fronting the Cliffe, Cooling, Hastow and St Mary's Marshes were part of a wide marsh drainage system. The water management regime appears to ensure that they are kept continuously waterfilled and are consequently frequently overgrown, hence no useful surveying could be done on their banks (**Plate 19**).
- 5.2.5. As noted above only the Brennan torpedo installation at Cliffe Fort (TQ 77 NW 1015) was considered a good candidate for some form of protection or positive management. Its rarity, as an early form of wire guided weapon system, and position on a coastal footpath makes it a good site for raising public awareness of the Post-medieval defences of the Thames.

5.3. DAILY FIELDWORK TIMES

- 5.3.1. Daily surveys were planned to coincide with low water, which usually meant that foreshore areas would be uncovered up to 2.5 hours either side of the predicted low water times. Only one walkover had to be curtailed due to difficulties with the survey equipment on the 25 May 2005 (See **Table 2** below and Section 5.6 below).
- 5.3.2. Table 2 below shows the low water times for the Thames Estuary and records the actual start and end of the daily walkover surveys. On some days, there was sufficient daylight to undertake two walkovers in one day. The time during the high tides between these walkovers was used to address access issues and reconnoitre different parts of the stretches to be surveyed. The sunrise and sunset times are those given for London:

Date	Start	End	LW	Sunrise	Sunset
23/05/2005	15:30	19:20	07:05, 19:47	04:55	20:54
24/05/2005	07:15	12:15	07:49, 20:06	04:54	20:56
24/05/2005	16:45	19:30	07:49, 20:06	04:54	20:56
25/05/2005	7:15	14:00	08:31, 20:52	04:53	20:57
25/05/2005	18:15	18:30	08:31, 20:52	04:53	20:57
26/05/2005	7:15	13:45	09:11, 21:37	04:52	20:58
26/05/2005	19:10	20:45	09:11, 21:37	04:52	20:58
27/05/2005	08:50	12:20	09:51, 22:23	04:50	20:59
30/05/2005	10:45	16:00	00:11, 12:23	04:48	21:03
31/05/2005	10:00	16:45	01:23, 13:35	04:47	21:04
01/06/2005	10:00	12:30	02:42, 14:50	04:46	21:05
01/06/2005	12:50	18:00	02:42, 14:50	04:46	21:05
02/06/2005	13:00	19:25	03:57, 16:01	04:45	21:06
06/06/2005	16:00	21:00	07:12, 19:29	04:43	21:10
07/06/2005	07:00	10:40	07:50, 20:12	04:42	21:11
07/06/2005	17:00	20:45	07:50, 20:12	04:42	21:11
08/06/2005	07:15	12:00	08:25, 20:51	04:42	21:12
08/06/2005	18:25	20:00	08:25, 20:51	04:42	21:12
09/06/2005	07:45	12:15	08:58, 21:26	04:41	21:13
10/06/2005	08:30	11:40	09:27, 21:59	04:41	21:13
13/06/2005	10:45	14:15	11:02, 23:46	04:40	21:15
14/06/2005	09:00	15:00	11:49	04:40	21:16
15/06/2005	10:20	16:45	00:38, 12:48	04:40	21:16
16/06/2005	13:30	17:40	01:40, 13:55	04:40	21:17
17/06/2005	12:00	13:35	02:42, 15:00	04:40	21:17

Table 1: Daily Fieldwork Times

5.4. FIELDWORK ANALYSIS

- 5.4.1. The proportion of ‘new’, ‘updated’ and ‘no access’ monuments for each stretch is presented in **Figure 11**.
- 5.4.2. The table below summarises the number of New, Updated and No Access monuments recorded during Year 2 of Phase II Field Assessment.

Stretch name	New Monument records created	Existing Monument records updated
Darent	17	27
Grey	14	14
Gravesend	7	75
Higham	47	62
Cliffe	62	53
Hoo	15	35
Elmley	2	14
Harty	24	34
Minster	4	2
Grain	0	3
Halstow	1	2
South Swale	4	13

Stretch name	New Monument records created	Existing Monument records updated
Greenhithe	1	3
<i>No Access</i>	0	42
Total	198	379

Table 2: Number of monuments created and updated within in each Stretch in Year 2

- 5.4.3. Of the above Stretches, the foreshores of Darent, Broadness, Gravesend, Greenhithe, Grain, Halstow, Higham, Elmley (with the exception of the Lilies) can be considered completed.
- 5.4.4. Access to parts of Hoo (Stoke Saltings) and Cliffe (Blyth Sands) was not possible due to health and safety considerations, and the continued use of a small workboat to reach the inaccessible parts of these stretches is essential. With the greater access opportunities provided by a workboat it is anticipated that more ‘new’ monuments will be found in these areas.
- 5.4.5. Minster Stretch, though prepared as an additional Stretch was not surveyed due to time constraints and the need to revise and prepare new health and safety documentation.

5.5. REVIEW

- 5.5.1. Based on the experience gained from the completion of the block of co-joined stretches on the Thames, it is possible to make some preliminary comments on some of the objectives, methods and deliverables of the project.
- 5.5.2. Year Two of the Field Assessment has updated 337 monuments (a further 42 recorded monuments were not accessible) and recorded 198 new monuments. The survey so far appears to meet the objectives of the project where it requires a broad evaluation of the likely archaeological potential and vulnerability of all stretches of coast. The majority of the Year Two work occurred on the Thames and a review of the monuments discovered and updated has raised some interesting questions and observations outlined below.
- 5.5.3. Compared to the survey undertaken in the Medway in Year One, few Romano-British saltmaking sites were found. There are records of salt-making sites of this period on the Thames lying in the stretches surveyed in Year Two (Cliffe in particular, Topping and Swan, 1995; 31-33) but none of these were confirmed. The only saltmaking sites to be positively identified in Year Two were dated to the Medieval period on the Isle of Harty. It is not likely that the difference in distribution reflects ancient saltmaking accurately. The discrepancy in the number of saltmaking sites between the Medway and the Thames suggests that the sites on the Medway are easier to identify because of greater erosion of the shoreline there. The Thames foreshore, on the other hand, continues to be more heavily defended, covered by deposits associated with reclamation and thus, such similar sites on the Thames foreshore may be buried.

- 5.5.4. The tributary creeks on the Thames, Medway and Swale appear to have been similarly used in the Post-medieval period, and are home to many relict wharves and hulked vessels. In many cases the remains of vessels like Thames barges are lying beside abandoned wharves and other structures. The creeks along the Thames appear to attract a great deal of redevelopment like at Conyer Creek, where the upper reaches of the creek has been turned into a busy modern marina.
- 5.5.5. While position information has been enhanced, and basic information such as type, estimates of length and breadth and current condition added, little has been done to record the vessels in any greater detail. The Whitewall Creek project demonstrated a workable methodology for the recording of such vessels, and further work on similar vessels is recommended, especially as the threat from erosion, development and coastal protection is growing rather than abating. The survival of such vessels in association with structures related to coastal transport and trade is likely to become increasingly rare. Milne, McKewan and Goodburn (1998: 1) noted how the hulks of vernacular vessels were a much neglected aspect of British archaeology.
- 5.5.6. Years One and Two have recorded a large number of features on the foreshore whose date and purpose remains unknown. These range from mounds of stone tentatively interpreted as possible ballast mounds to heavily abraded wooden piles and stakes, occurring singly or in groups, that may be the remains of sea wall foundations, landing stages, fishtraps or even prehistoric structures. To improve the dating of wooden structures or finds, particular attention was paid to evidence of tool marks as indicators of date in Year Two. In practice it was found that the worked ends or surfaces of the wood found during the survey were too abraded for any useful marks to be discerned. It is likely that better preserved toolmarks may survive buried in the foreshore and they would require excavation before they could be dated.
- 5.5.7. The survey has undertaken some selective sampling. This has consisted solely of samples of pottery scatters or flint to aid the identification and dating of findspots and monuments where the survey team has considered it appropriate. Sampling has proved valuable in providing more accurate date ranges for some existing and previously unknown components. However, sampling has been very intermittent. Many finds have been sampled from well positioned scatters and reliably dated, but in some cases pottery has not been retained as there is no provision for further processing and archiving within the current Project Design.
- 5.5.8. The work of the North Kent Coast RCZAS has expanded and updated the existing monument dataset for the area. This improved dataset is a valuable source for more accurate resource assessments of the kind outlined in the research framework for the greater Thames Estuary (Williams and Brown, 1999) written before the North Kent Coast RCZAS began. The work of the RCZAS in testing survey methods, developing data recording systems, and enhancing the existing dataset can inform the existing framework, presently under review by the Greater Thames Archaeological Steering Committee.

5.6. INFORMATION TECHNOLOGY REVIEW

- 5.6.1. There was only one occasion where survey time was curtailed by IT difficulties, due to low power in the Trimble and Husky back up equipment. Following a day's survey with the GeoXT, the unit's batteries were running low so it was decided to undertake the second walkover of the day with the Trimble and Husky units. The unit had been charged overnight as usual but the batteries were left connected after testing at the beginning of the day. As a result, there was insufficient battery power available to undertake the evening walkover with the back-up unit.
- 5.6.2. There were occasional lapses in GPS reception with the GeoXT. Most of these occurred, as expected, in the more built up Stretches such as Gravesend. However, the lapse in reception was never of sufficient duration to significantly impede or curtail walkovers.
- 5.6.3. In the report for Year One of the fieldwork (WA, 2005; 16) it was described how the survey teams had particular problems with the GeoXT and its EGNOS differential signal. To avoid similar difficulties in Year Two, the *EGNOS News* (Volume 5, Issue I, 2005) was consulted in advance of the fieldwork to establish whether the service would be fully operational. The Operational Readiness Review for the service was completed in April 2005, but it seemed the full service would not be in operation until early 2006. However, the Year Two fieldwork was able to take advantage of the EGNOS test signal which provided sufficient differential accuracy (to one metre or less) for the purposes of the survey.
- 5.6.4. The trackplot recording function on the GeoXT functioned and recorded the location of the survey team automatically. Because the trackplot function generates so much data, it cannot be stored as a shapefile on the GeoXT and instead it is stored as a text file in the GeoXT's temporary memory to save memory space. As a result, the trackplot data is not backed up on a daily basis as the temporary memory folder in the GeoXT is not accessed through the normal backup of the PocketGIS data. In addition, the temporary memory of the GeoXT is not backed up within the unit's own hard drive. The GeoXT unit encountered an error in saving the trackplot data to its 'live' temporary memory in week three of the survey, losing the trackplot data stored up to that time. As a result trackplot data only exists for Hoo, Harty, Minster, and South Swale and Elmley Stretches. Following a review of the reasons for this failure, future fieldwork will require the trackplot data to be backed up on the hard-drive of the GeoXT on a daily basis to eliminate similar data losses.

5.7. INCIDENTS

- 5.7.1. No incidents occurred during fieldwork. The generic and stretch specific risk assessments prepared in advance of fieldwork addressed the hazards and work environment encountered during the survey appropriately with the exception of Minster Stretch. As described above the coast of this Stretch is characterised by high Holocene cliffs which are prone to landslides.

- 5.7.2. At this time, WA feels that more local knowledge (e.g. contact with the Coastguard, KCC coastal engineers, etc.) is needed to determine the safest procedures for Minster stretch. The cliffs are high and steep, and access to safe ground from the intertidal zone would require climbing up unstable cliff faces.
- 5.7.3. The health and safety review for this Stretch initially recommended that, if possible, the stretch should be completed in one walkover during a low spring tide to maximise the time available for survey. WA staff should carry and refer to the relevant tide tables for the Stretch to avoid being caught between the cliffs and the rising tide. The Stretch should be visited in advance of the walkover to establish the stability of the cliffs along as much of the stretch as possible before any walkover takes place. The Stretch should only be surveyed during a period of fine dry weather when the risk of a landslide is lower. In addition, WA staff should identify as many safe exit points along the Stretch where they can exit the beach safely during the walkover.

5.8. OUTLINE OF POSSIBLE FUTURE WORK

- 5.8.1. The small changes to the recording system suggested after the Year One fieldwork have been implemented and worked well in the field. The fieldwork methodologies and slightly amended recording system employed during Year Two may benefit from some small revisions in preparation for possible future work. For example, refinements might include the automatic transfer of field monument and assessment point numbers to photo records to eliminate errors.
- 5.8.2. It would seem sensible to complete those Stretches initiated during the PFI, the Pilot Projects and Years One and Two of Phase II (i.e. Queenborough/Upchurch, Nor, Hoo, Chatham, Harty and Cliffe). The access and health and safety concerns that relate to these Stretches mean it will not be possible to complete them without the use of a workboat. Of particular note is the area of Millfordhope Creek in Queenborough/Upchurch Stretch where last year attempts to reach the remains of a wooden vessel, said to be smaller and older than a sailing barge were unsuccessful. This area remains to be successfully visited as the soft mud of Hamgreen Saltings makes approach on foot impossible.
- 5.8.3. The environmental access difficulties of the Cliffe and Hoo Stretches suggest that it may be worthwhile altering the use of the workboat. Previous work has relied on the workboat, used almost as a taxi, to facilitate access for the survey team's to the inaccessible islands. Year Two has shown how mudflats can be a barrier to reaching firmer strips of ground close to or on the low water mark of the Thames (e.g. Blyth Sands). In its continuing review of methodologies being employed elsewhere, WA has noted that in the course of the intertidal archaeological surveys of the estuaries of the rivers Shannon and Barrow in the Republic of Ireland, surveyors used a workboat to travel along the river and quickly scan the wide expanse of mudflat, noting areas of

firm ground and possible monuments near the low water mark in unbroken swift reconnaissance trips. These areas were then prioritised and visited at the next available opportunity. (O'Sullivan, 2001: 32). Certainly, for areas such as Blyth Sands, this methodology has definite applications and it should also be applicable to South Swale and Whitstable Stretches - all of which have extensive mud and sand flats.

- 5.8.4. Year Two provided an opportunity to test out methodologies and the identification of new monuments in largely developed coastal Stretches. During the survey of Broadness Stretch, a reasonably built up area, 14 new monuments were found and 14 monument records were updated, whereas in Gravesend, the most developed Stretch surveyed in Year Two of Field Assessment only 7 new monuments were recorded while 80 existing records were updated. Despite the clear drop in numbers of 'new' monuments in urban Gravesend, the survey was a good opportunity to update and record the condition of the surviving Post-medieval maritime infrastructure of the town. In addition, Broadness, considered a comparatively developed Stretch, was where the remains of the possible trackway (TQ 67 NW 1022) were found only *c.* 100 metres from a busy marina. Hence, even where development pressure might be expected to have obliterated archaeological remains, the potential of the north Kent coast is still significant.
- 5.8.5. Beyond the rapid data gathering of the North Kent Coast RCZAS, it might be useful to begin the review of areas and notable monuments for more detailed examination. More detailed information on certain monuments would be of great benefit in aiding decision making on statutory protection, establishing the sensitivity of monuments to different threats and, perhaps most importantly, testing the validity of rapid field interpretations.
- 5.8.6. Examples of monuments that would benefit from more detailed examination include the possible trackway in Broadness Stretch, the fishtraps at Shornemead, Damhead Creek and the Hamlet of Shellness. Small scale excavations would help to establish the levels of preservation possible in different parts of the foreshore, and also develop our understanding of the environmental context. Accurate dates should be obtained, and accurate height data measured.
- 5.8.7. The firm areas of the foreshore along Higham Stretch are suitable areas for more concentrated gridded fieldwalking to determine the extent and distribution of the Romano-British period pottery scatters along the foreshore. This type of survey may help to establish the point of origin for derived material and provide a better understanding of the potential and nature of *in situ* remains. The Whitstable area to the east is also expected to be suitable for gridded fieldwalking survey.
- 5.8.8. Work of this kind could be undertaken either as further commissioned investigations or in conjunction with local groups and societies already active in the region.

- 5.5.9. The work of the North Kent Coast RCZAS has expanded and updated the existing monument dataset for the area to form a valuable source for more accurate resource assessments of the kind outlined in the research framework for the greater Thames Estuary (Williams and Brown, 1999), written before the North Kent Coast RCZAS began and currently being revised. The Thames Estuary as a whole has an improved dataset on which to base all important synthesis of current understanding.

6. CONCLUSIONS

- 6.1. Year Two of the Field Assessment has updated 337 monuments (a further 42 recorded monuments were not accessible) and recorded 198 new monuments, and continued to build on the successful implementation of the recording and logistical methodologies developed by WA for coastal survey during the PFI and Pilot stages of the RCZAS.
- 6.2. A wide range of monuments were recorded and assessed, including WWII defence installations, nineteenth century explosive and cement works and elements of maritime transport infrastructure both abandoned and still in use. Of the new monuments of particular interest are the wooden fishtrap structures at Damhead Creek, at Shornemead on the Thames and the remains of a trackway at Broadness. The survey also identified isolated pottery finds as well as discrete scatters ranging in date from the Late Bronze Age to the Roman period.
- 6.3. The 26 Assessment Points recorded illustrated the effectiveness of the survey in different coastal ground conditions (saltmarsh, sand/shingle beaches and mudflat), the nature of the sea defences, areas of erosion, accretion and reclamation.
- 6.4. Some Stretches still to be completed are likely to require the use of a workboat to reach areas of isolated marsh, islands, and distant foreshore edges. These stretches include:
- Chatham (Middle Creek)
 - Elmley (The Lilies)
 - Harty (Duchman's Island And Horse Sands)
 - Hoo (Stoke Saltings)
 - Nor (Copperhouse Marshes)
 - Queenborough / Upchurch (Stangate Creek)
 - South Swale Fowley Island
 - Cliffe (Outer edge of Blyth Sands)
 - Whitstable (The Spit and outer edges of the Oaze)

- 6.5. It may be worthwhile altering the use of the workboat to a method incorporating rapid reconnaissance followed by targeted recording to complete Hoo and Cliffe Stretches.
- 6.6. As the workboat was not available in Year 2, no further work was undertaken to establish ownership of Greenborough Marshes, Millfordhope Marsh, Millfordhope Saltings and Slayhills Marsh (all in Queenborough / Upchurch) and so these areas remain inaccessible and consequently unsurveyed.
- 6.7. A number of Stretches evaluated as 'high priority' in Phase I of the RCZAS (WA, ref. 46561, October 2000: 60-1) have been completed or largely completed following Year Two of Field Assessment. For example, Darent Stretch, the Stretch containing the submerged forest (TQ 57 NW 1053) was completed in Year Two, and Cliffe Stretch, also considered high priority, was largely completed. The remaining high priority Stretches to be completed include those that require a workboat such as, Hoo, Elmley and Whitstable, and the stretches to the east that have not yet been prepared for survey, such as Wantsum and Whitstable.
- 6.8. Evaluation priorities for individual monuments as outlined in Phase I have also been met. Monuments such as the schooner *Hans Egede* (TQ 77 NW 85), the Brennan torpedo slips (TQ 77 NW 1015), Lower Hope Battery (TQ 77 NW 33) and Lower Hope explosive works (TQ 77 NW 1010) and Harty Ferry (TR 06 NW 1007) have all been surveyed and updated as planned in Phase I (WA, ref. 46561, October 2000, 61-2).
- 6.9. In summary, Year Two of Phase II has met the aims and objectives of the RCZAS as a whole. Year Two was a considerable success, and made substantial advances towards the completion of the North Kent Coast RCZAS. Four Stretches were completed in Year Two alone and a further 2 Stretches (Cliffe and Harty) largely completed. A table summarising the areas of completed and incomplete fieldwork is presented Appendix IV and in **Figure 12**.

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APPENDIX I: ASSESSMENT POINTS

Stretch	NGR	Category	Description
Darent	TQ5381475227	Medium	An embanked creek, with very deep reed beds over alluvial muds, seems heavily polluted.
Darent	TQ5537077132		A very soft, muddy foreshore with building rubble and mud. At the base of the seawall there is a sandy shingle beach. The stone-faced seawall is damaged in places.
Darent	TQ5480977577		Soft muddy foreshore with salt marsh area.
Gravesend	TQ6486374439	Uncertain	An developed area. High concrete wharf frontage with muddy foreshore covered in building and other debris.
Gravesend	TQ6614174251		A very muddy foreshore mostly built over by industrial works.
Higham	TQ6948874466	ineffective	A large marsh area behind the seawall. The Shorne marshes are well covered by grasses, even drainage ditches show little bare earth, aside from large earth mounds or upstanding structures, little can be observed; survey time is better spent on foreshore.
Higham	TQ6971274982	Low-mid marsh	A soft muddy foreshore, saltmarsh cliffs with small sandy inlets, small round saltmarsh, colony islets in the mud. Below mud for several hundred metres east and west is another cliff of lower peats, extending past Shornemead lighthouse.
Darent	TQ5319675625	Ineffective	The creek banks are covered by thick reed growth for several hundred metres, making it impossible to observe features that may exist on them.
Broadness	TQ6056276707	Low-mid marsh	Soft muddy foreshore rapidly eroding seacliff leaving islands of saltmarsh on the foreshore.
Broadness	TQ6100176466	Beach	A sandy foreshore, probably because of the sand works nearby. Salt marsh cliff eroding into foreshore, leaving salt marsh islands behind. Lots of scattered unrelated modern posts on foreshore.
Broadness	TQ6129275819		Industrial sites with big barges mooring alongside the foreshore. Some attempt made to consolidate the foreshore by dumping silt. Probability of finding archaeological remains is low.
Cliffe	TQ7076276939	Flat	Gently sloping mud and firm clays from rubble seawall to river area by creek littered with upright stakes, most of which appear to be modern, mix of metal and wooden stakes.
Cliffe	TQ7134477090	Creek	Broad creek almost totally drains out at low water. Saltmarsh islands at banks, very soft deep mud towards the centre. Many modern mooring posts from scrap wood, scaffold poles etc.
Cliffe	TQ7095277551		Muddy foreshore with lots of stone areas, peat banks and blue clay beneath it. Cliff is reinforced/destroyed by concrete sea wall.
Cliffe	TQ7442579275		Huge foreshore area with very soft mud, not accessible. Not even stakes visible. Mud structured in parallel wedges.
Cliffe	TQ7168778983	Deteriorating	Higher concrete sea wall at top of defences intact. A rubble-faced seawall below it has serious collapse beneath it

Stretch	NGR	Category	Description
			high clay cliffs up to 2m high visible with timbers and chalk from sea wall core clearly visible and in some places mostly eroded away.
Cliffe	TQ7310479372	Ineffective	Blyth Sands. A broad expanse of mud, with low sinuous ripples. Narrow sandy/fine gravel beach strip at base of stone rubble seawall. Mud very soft over knee deep at 1m from firm sandy strip. Farther out the foreshore may well be firm. lone stakes in mud
Hoo	TQ8508578524		Huge area of foreshore with mainly not accessible mud. Groynes distributed along the coastline, partly in use, partly abandoned. Anything older probably covered by soft mud.
Elmley	TQ9585365011	Not appraised	Conyer Creek. A winding narrow creek, a small channel 2-3m wide and not navigable remains at low water, it has deep mud on its banks and stable areas of saltmarsh of varying sizes on both sides.
Hoo	TQ8207073998		Huge area of salt marsh with numerous big and small ditches filled with mud and intertidal water. Access difficult. The public footpath ends at this point.
Hoo	TQ8545475037		Creek region with big foreshore area and flat salt marsh. Modern wooden mooring posts or planks are visible from time to time on edge of salt marsh to foreshore
Harty	TQ0451669715	Beach	Very wide, flat expanse of mobile sands and mud over London clay? Wide but largely firm foreshore; however as it so flat the rising tide covers it very quickly making effective survey difficult on rising tide. Beach has groynes along its length.
Harty	TQ0581168327		Huge area of foreshore with sand and mud, in this part covered by a layer of stones and shells. Ground quite firm, but muddy ditches in between. Very flat foreshore, areas of water-filled depressions.
Hoo	TQ8229573013	Effective	Peninsula/Damhead creek, wide expanse of saltmarsh by creek bank, edge can only be reached safely intermittently by foot, boat might improve access to outside edges of marsh and parts of creek banks.
Harty	TR0182165700		Salt marsh with numerous ditches and eroding cliff, ca. 1.5 m high, and foreshore with soft mud. Edge visible with binocular. Very singularly mooring (?) posts visible.
Harty	TR0544167573	Beach	Beach by seawall is shell and sand, with firm mud and sand going out 100m, beyond this, the foreshore has increasingly deeper mud with firm patches, but this cannot be distinguished from the softer mud.

APPENDIX II: NEW MONUMENTS

MonUID	PrefRef	NGR	From Period	To Period	Summary	Description
WX0224	TQ 57 NW 1050	TQ5383475439	UN	UN	Stakes and boulders, Darent Creek.	Elliptical array of narrow stakes and boulders in Darent Creek.
WX0226	TQ 57 NW 1051	TQ5381675510	UN	UN	Stakes and boulders, Darent Creek.	Thin vertical stakes with small irregular boulders that appears roughly linear in Darent Creek.
WX0227	TQ 57 NW 1052	TQ5382275784	MO	MO	Possible derelict explosive store by University Road.	Derelict explosive store. Square plan concrete building, with walls leaning out at an angle. Roofless and disused.
WX0228	TQ 57 NE 1075	TQ5510277409	PM	MO	Wooden stakes in foreshore, Long Reach, Thames.	Wooden stakes in the foreshore in two irregular rows perpendicular to the foreshore. At Long Reach on the Thames.
WX0229	TQ 57 NE 1076	TQ5509477401	PM	MO	Stone columns, Long Reach, Thames.	Stone columns on the foreshore at Long Reach, Thames.
WX0230	TQ 57 NW 1053	TQ5499377504	PR	PR	Submerged forest, Long Reach, Thames.	A submerged forest, on the banks of the Thames at Long Reach.
WX0231	TQ 57 NW 1054	TQ5485577574	UN	UN	Rounded wooden posts Long Reach, Thames.	At least eight rounded posts in a row running parallel to the foreshore at Long Reach on the Thames. Possibly the remains of a wharf structure.
WX0232	TQ 57 NW 1055	TQ5411077937	UN	UN	Two parallel banks in the saltmarsh beneath mouth of Darent Creek.	Two parallel banks in the saltmarsh near the mouth of Darent Creek.
WX0233	TQ 57 NW 1056	TQ5409777955	PM	MO	Wooden stakes by Darent Flood Barrier	Narrow wooden stakes by Darent Flood Barrier, following the edge of the saltmarsh.
WX0234	TQ 57 NW 1057	TQ5406777714	UN	UN	Stones and small wooden angled stakes by the Darent Flood Barrier.	Small wooden angled stakes with a small stone bank running parallel to the creek foreshore near the Darent Flood Barrier.
WX0235	TQ 57 NW 1058	TQ5373577317	UN	UN	Stone banks and angled wooden stakes, Darent Creek.	Stone banks and small wooden angled stakes running parallel to the foreshore, Darent Creek.
WX0236	TQ 57 NW 1059	TQ5367077121	MO	MO	Timber revetment, by Darent Creek.	A timber revetment probably modern made of square wooden piles by Darent Creek.
WX0237	TQ 57 NW 1060	TQ5365577099	UN	UN	Angled wooden stakes and few stones, Darent creek	Numerous small wooden angled stakes with some stones on banks of Darent Creek.
WX0238	TQ 67 SW 1057	TQ6498774440	UN	UN	Possible landing stage, in front of Clarendon Hotel, Gravesend.	Two rows of parallel substantial vertical square piles, a possible landing stage. By the Clarendon Hotel in Gravesend.

MonUID	PrefRef	NGR	From Period	To Period	Summary	Description
WX0239	TQ 67 SE 1041	TQ6523574406	UN	UN	Curvilinear line of stakes, by Gravesend Rowing Club.	An almost semicircular line of 12 stakes in the mud by Gravesend Rowing Club.
WX0240	TQ 67 SE 1042	TQ6523774408	MO	MO	Wooden wharf, by Gravesend Rowing Club.	A wooden wharf with fittings in poor repair by Gravesend Rowing Club.
WX0241	TQ 67 SE 1043	TQ6561574304	PM	MO	Wooden structure in foreshore, by Gravesham Marina.	A rectangular wooden structure of rounded wooden piles and horizontal timbers in foreshore by Gravesham Marina.
WX0242	TQ 67 SE 1044	TQ6719074355	UN	UN	Oval stone bank on foreshore by the Sea Training Centre, Gravesend.	Oval stone bank on foreshore, may be a ballast mound? On shore by Gravesend Sea Training Centre.
WX0243	TQ 67 SE 1045	TQ6721574349	MO	MO	Two concrete platforms near the Sea Training Centre, Gravesend.	Two concrete platforms, Possibly wartime remains or part of navigational features, near the Sea Training Centre, Gravesend
WX0244	TQ 67 SE 1046	TQ6792074443	PR	PR	Peat banks on foreshore by Eastcourt Marshes.	Peat banks eroding into the Thames, on the foreshore by Eastcourt Marshes.
WX0245	TQ 67 SE 1047	TQ6825074569	UN	UN	Row of small posts, foreshore by Eastcourt Marshes.	Row of small posts running from the foreshore into the water by Eastcourt Marshes.
WX0246	TQ 67 SE 1048	TQ6845774627	MO	MO	Possible Hard, Shorne Marshes.	Level area retained by angled posts, possibly a hard.
WX0247	TQ 67 SE 1049	TQ6859574692	PM	MO	Wooden posts, foreshore by Shorne Marshes.	Row of three wooden posts running into the channel by Shorne Marshes.
WX0248	TQ 67 SE 1050	TQ6859974684	UN	UN	Angled stakes and rubble on foreshore by Shorne Marshes.	Angled stakes and rubble, maybe the remains of a hard, by Shorne Marshes.
WX0249	TQ 67 SE 1051	TQ6888174779	UN	UN	Rectangular wooden post structure on foreshore by Shorne Marshes.	Rectangular wooden structure consisting of two rows of slightly angled posts Shorne Marshes.
WX0250	TQ 67 SE 1052	TQ6908374851	MO	MO	Square concrete feature, by Shornemead Fort.	A square concrete platform in the foreshore by Shornemead Fort. Possibly a foundation for a navigation light, or disused WW2 defensive platform.
WX0251	TQ 67 SE 1053	TQ6928174890	PR	PR	Massive area of peat/organic clay on foreshore in front of Shornemead Fort.	Massive area of peat/organic clay on foreshore extending for several hundred metres.
WX0252	TQ 67 SE 1054	TQ6933174912	UN	UN	Animal bone in peaty clay on foreshore, in front of Shornemead Fort.	Large scapula probably from a cow in peaty clay on foreshore, Shornemead Fort.

MonUID	PrefRef	NGR	From Period	To Period	Summary	Description
WX0253	TQ 67 SE 1055	TQ6938174899	UN	UN	Small rounded wooden stakes in foreshore by Shornemead Fort.	Small alignment of rounded angled wooden stakes in foreshore by Shornemead Fort.
WX0254	TQ 67 SE 1056	TQ6939074929	PM	MO	Possible hard on foreshore by Shornemead Fort.	Hard on foreshore by Shornemead Fort. Rectangular level area of stone rubble running parallel to the river, seems to be retained by upright wooden stakes in places.
WX0255	TQ 67 SE 1057	TQ6940574910	RO	RO	Roman pottery on foreshore by Shornemead Fort.	1st to 3rd century AD Roman pottery on foreshore by Shornemead Fort, possibly eroded out from nearby saltmarsh cliff.
WX0256	TQ 67 SE 1058	TQ6943274875	PM	MO	Hard or base of an old sea wall, near Shornemead Fort.	Near Shornemead Fort, a hard or the base of an old sea wall? Consists of a curvilinear bank of stones/small boulders retained by vertical wooden stakes.
WX0257	TQ 67 SE 1059	TQ6941774892	RO	RO	Roman pottery scatter on the foreshore by Shornemead Fort	Roman pottery on foreshore by Shornemead Fort, 1st to 3rd century AD.
WX0258	TQ 67 SE 1060	TQ6946874965	UN	UN	Rounded wooden posts on the foreshore near Shornemead Fort.	Several rows of wooden rounded posts on the foreshore extending for at least 100m, near Shornemead Fort.
WX0259	TQ 67 SE 1061	TQ6960774872	UN	UN	Row of parallel wooden stakes in foreshore, Higham Saltings.	Two rows of parallel wooden stakes in the saltmarsh at Higham Saltings
WX0260	TQ 67 SE 1062	TQ6971074981	RO	RO	Roman pottery on foreshore, Higham Saltings.	Roman pottery on the foreshore, including decorated sherds and rim sherds, eroding from saltmarsh at Higham Saltings.
WX0261	TQ 67 NE 1008	TQ6966575056	PR	PR	Eroding peaty outcrop on Thames, Higham Saltings.	Eroding peaty outcrop on the Thames at Higham Saltings.
WX0262	TQ 67 NE 1009	TQ6967175055	LIA	RO	Decorated rim sherd, on peats in front of Higham Saltings.	A flared decorated rim sherd probably eroded out from saltmarsh at Higham Saltings.
WX0263	TQ 67 NE 1010	TQ6969775073	RO	RO	Small Roman pottery scatter, Higham Saltings	Pottery scatter at Higham Saltings, mostly Roman, but one sherd is possibly Late Iron Age.
WX0264	TQ 67 NE 1011	TQ6970375073	RO	RO	Remains of pot-rim embedded in foreshore Higham Saltings	Large part of the rim of a Roman pottery vessel embedded in organic clays on foreshore at Higham Saltings.
WX0265	TQ 67 NE 1012	TQ6978775120	PR	PR	Peaty outcrop with brushwood, by Shornemead Lighthouse.	A peaty outcrop, with traces of what may be naturally deposited brushwood by Shornemead lighthouse.

MonUID	PrefRef	NGR	From Period	To Period	Summary	Description
WX0266	TQ 67 NE 1013	TQ6981075155	EM	PM	Possible fishtrap by Shornemead Lighthouse.	Substantial remains of a fishtrap made of untrimmed logs and large horizontal logs with mortise holes, with a substantial amount of wattle panels on the foreshore.
WX0267	TQ 67 NE 1014	TQ6988675195	LIA	RO	Posts and pottery on foreshore, Higham Saltings.	Two small wooden posts driven into peat, also a pottery and animal bone scatter, Higham Saltings.
WX0268	TQ 77 NW 1112	TQ7009175342	MO	MO	Upright squared posts in foreshore, Higham Saltings.	The possible remains of a navigational aid, comprised of four square posts at Higham Saltings.
WX0269	TQ 77 NW 1113	TQ7012975357	MD	MO	Possible wooden pier/quay, Higham Saltings	Two parallel lines of vertical wooden piles at Higham Saltings, possibly the remains of a pier?
WX0270	TQ 77 NW 1114	TQ7012875358	BA	BA	Sherd of pottery, Higham Saltings.	A flint tempered pottery sherd with an impressed rim, probably Late Bronze Age.
WX0271	TQ 77 NW 1115	TQ7018975444	PR	PR	Eroding peat with animal bone scatter, Higham Saltings.	An eroding area of peat with a scatter of animal bone at Higham Saltings.
WX0272	TQ 57 NW 1061	TQ5317475533	PM	MO	Wooden stakes and plank with treenails Crayford Creek.	Stakes and a timber with what may be treenails on the banks of Crayford Creek.
WX0273	TQ 57 NW 1062	TQ5317475562	UN	UN	Wooden stakes in Crayford Creek.	Three wooden stakes visible in Crayford Creek.
WX0274	TQ 57 NW 1063	TQ5362475988	UN	UN	Wooden stakes in the bank of Crayford Creek.	Vertical roundwood stakes in parallel lines adjacent to the creek edge in Crayford Creek. They may be related to the embankment of the creek, for land reclamation or flood defence?
WX0275	TQ 77 NW 1116	TQ7059976413	IA	RO	Peat and pottery on foreshore by Cliffe Fort.	Probably Iron Age or Roman pottery on top of peat banks by channel's edge by Cliffe Fort.
WX0276	TQ 77 NW 1117	TQ7070476479	MO	MO	Wooden piles with planking on foreshore by Cliffe Fort, possible wharf.	Row of wooden squared piles with attached planking and iron fittings by Cliffe Fort. May be a wharf?
WX0277	TQ 77 NW 1118	TQ7090676207	PM	MO	Wooden stakes on foreshore by Higham Saltings.	Several solitary wooden stakes following the line of the saltmarsh cliff edge at Higham Saltings.
WX0278	TQ 77 NW 1119	TQ7083476032	UN	UN	Wooden stakes on foreshore by Higham Saltings.	Solitary wooden stakes visible in deep soft mud at Higham Saltings, no structure apparent.
WX0279	TQ 77 NW 1120	TQ7088175968	PR	PR	Peat on foreshore by Higham Saltings.	Eroding peat on the foreshore by Higham Saltings
WX0280	TQ 77 NW 1121	TQ7092775898	MO	MO	Sluice on foreshore by Higham	Wooden sluice reinforced by double row of stakes by Higham

MonUID	PrefRef	NGR	From Period	To Period	Summary	Description
					Saltings.	saltings
WX0281	TQ 57 NE 1077	TQ5943975477	UN	UN	Scatter of squared angular wooden stakes, Swanscombe Marshes.	Scatter of angled and vertical, squared, wooden stakes. Spread over a large area of the foreshore by Swanscombe marshes.
WX0282	TQ 57 NE 1078	TQ5953775552	PM	MO	Wooden structure, possibly the remains of a wharf, on foreshore by Swanscombe Marshes.	Vertical wooden piles and large horizontal beams by Swanscombe Marshes. It may be the remains of a wharf.
WX0283	TQ 57 NE 1079	TQ5956675579	PM	MO	Large wooden planks on foreshore by Swanscombe Marshes	Planks with drilled holes on the foreshore by Swanscombe Marshes.
WX0284	TQ 57 NE 1080	TQ5959375625	PR	PR	Peat/ organic clay exposure by Swanscombe Marshes.	Peat or organic clay exposure on the foreshore by Swanscombe Marshes. Contains patches of brushwood, roundwood, all probably natural.
WX0285	TQ 57 NE 1081	TQ5961375616	PM	PM	Wooden stakes and piles in foreshore by Swanscombe Marshes.	Long parallel sinuous line of stakes and piles angled steeply to the shore by Swanscombe Marshes. Probably the remains of a sea wall.
WX0286	TQ 57 NE 1082	TQ5964875665	PM	PM	Possible wooden vessel, Swanscombe Marshes.	Possible remains of a wooden vessel on foreshore by Swanscombe Marshes, heavily buried in foreshore mud and sand.
WX0287	TQ 57 NE 1083	TQ5967175654	PM	MO	Hard, Swanscombe Marshes.	Possible hard or remains of a wharf by Swanscombe Marshes. There is evidence of a plank frontage/retaining wall.
WX0288	TQ 67 NW 1020	TQ6014276091	MO	MO	Small concrete pier / quay by Broadness saltmarsh.	A small concrete pier or quay by Broadness saltmarsh.
WX0289	TQ 67 NW 1021	TQ6021276289	PR	PR	Organic clay exposure by Broadness saltmarsh.	A grey-brown organic clay exposure by Broadness saltmarsh, has abraded roundwood pieces, probably roots, and animal bone embedded in it.
WX0290	TQ 67 NW 1022	TQ6041276528	BA	IA	Wooden stake and brushwood trackway on foreshore near the mouth of Broadness Creek.	A well-preserved section of wooden trackway lying on a peaty foreshore, near Swanscombe Marshes by mouth of Broadness Creek.
WX0291	TQ 67 NW 1023	TQ6044976479	PM	MO	Abandoned wooden vessel in saltmarsh. Broadness Creek.	Abandoned wooden vessel with metal fittings in the accreting saltmarsh at the mouth of Broadness Creek.
WX0292	TQ 67 NW 1024	TQ6048076597	MO	MO	Wooden posts in foreshore, by Broadness.	Wooden posts in the foreshore by Broadness. It is possible they are a line of mooring posts.

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WX0293	TQ 67 NW 1025	TQ6053376699	MO	MO	Anti-tank blocks / sea defences Broadness.	Concrete anti-tank blocks or possibly sea defence blocks on the foreshore at Broadness.
WX0294	TQ 67 NW 1026	TQ6054776794	PM	PM	Wooden structure by beacon, Broadness.	Wooden piles near the present beacon at Broadness, possibly the remains of earlier navigational aids.
WX0295	TQ 67 NW 1027	TQ6106276371	MO	MO	Wooden foundation on foreshore at Botany Salt Marshes.	Remains of wooden planks and squared stakes visible in the salt marsh cliff edge at Botany saltmarshes. May be the remains of a 19th century or later platform
WX0296	TQ 67 NW 1028	TQ6163275332	UN	UN	Hard at Seacon Terminal.	A stone hard said to have existed at Seacon Terminal underneath the present container hall.
WX0297	TQ 67 SW 1058	TQ6342274510	UN	UN	Wooden stakes below jetty on foreshore by Gravesend.	A double row of wooden stakes below a modern jetty, unclear what they are.
WX0298	TQ 67 SW 1059	TQ6313974583	MO	MO	Wreck between wharves, Gravesend.	Hull of a wreck, visible at low tide, Red Lions Wharf.
WX0299	TQ 77 NW 1122	TQ7063776596	PM	MO	Wooden piles, by Cliffe Fort.	Squared wooden piles in the foreshore by Cliffe Fort. May be part of groyne structures or a timber jetty.
WX0300	TQ 77 NW 1123	TQ7058976653	PM	MO	Wooden piles, by Cliffe Fort.	Wooden piles, by Cliffe Fort. Probably part of the sea defences of the fort, now under a modern jetty.
WX0301	TQ 77 NW 1124	TQ7061176731	PM	MO	Yellow brick platform by Cliffe Fort.	Yellow brick platform by Cliffe Fort. It may be an observation post for the Brennan torpedo station?
WX0302	TQ 77 NW 1125	TQ7064876814	PM	MO	Stone quay by Cliffe Fort.	Remains of a stone quay by Cliffe Fort. Stone is neatly worked, has collapsed.
WX0303	TQ 77 NW 1126	TQ7068276867	PM	PM	Wooden posts in foreshore by Cliffe Fort.	Seven vertical, round, wooden posts, possibly mooring posts by Cliffe Fort.
WX0304	TQ 77 NW 1127	TQ7066576850	PM	MO	Parallel wooden piles in foreshore, possible remains of a landing stage by Cliffe Fort.	Two parallel rows of rectangular piles running to the river by Cliffe Fort. Possibly the remains of a landing stage.
WX0305	TQ 77 NW 1128	TQ7071676874	PM	PM	Parallel lines of wooden stakes by Cliffe Fort.	Two 30m long parallel lines of squared stakes angled to shoreward by Cliffe Fort. It may be the remains of the base of an old sea wall.
WX0306	TQ 77 NW 1129	TQ7073676916	PM	PM	Wooden stakes in sea wall, by Cliffe Fort.	Two rows of parallel stakes extending for 7m by Cliffe Fort.

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WX0307	TQ 77 NW 1130	TQ7075876919	PM	MO	Round, wooden piles in foreshore, Cliffe Fort.	A short uneven row of round wooden piles, possibly part of an old seawall by Cliffe Fort.
WX0308	TQ 77 NW 1131	TQ7077676929	PM	MO	Six square wooden piles, by Cliffe Fort.	A row of six squared wooden piles by Cliffe Fort.
WX0309	TQ 77 NW 1132	TQ7152376765	PM	PM	Curving row of stakes, Cliffe Pools.	A S-curved row of wooden stakes extending for about 25m, Cliffe Pools.
WX0310	TQ 77 NW 1133	TQ7138776979	MO	MO	Mooring posts, Cliffe Creek.	Five vertical squared/rectangular piles in Cliffe Creek, probably modern mooring posts.
WX0311	TQ 77 NW 1134	TQ7134277085	PM	MO	Pile and sleeper revetment in Cliffe Creek.	Upright round piles/stakes in Cliffe Creek. holding back horizontal wooden beams. Has concrete behind it at its east end. Probably quite a modern feature.
WX0312	TQ 77 NW 1135	TQ7096077018	PM	MO	Parallel planks, Cliffe Creek.	Row of parallel planks in Cliffe Creek.
WX0313	TQ 77 NW 1136	TQ7089375681	PM	MO	Upright piles and stakes in foreshore by Higham Saltings.	Two lines of wooden stakes perpendicular to sea wall by Higham Saltings, they are squared and probably modern. They are possibly a line of mooring posts.
WX0314	TQ 77 NW 1137	TQ7088975674	PM	MO	Lines of round wooden posts parallel to the sea wall at Higham Saltings.	Long rows of stakes by Higham Saltings, some running parallel to the sea wall, and extending for 40m one row shows some evidence of horizontal cross timbers
WX0315	TQ 77 NW 1138	TQ7080475624	PM	PM	Four round piles on foreshore by Higham Saltings.	Four round piles on foreshore by Higham Saltings.
WX0316	TQ 77 NW 1139	TQ7077775619	RO	RO	Scatter of pottery and bone on foreshore by Higham Marshes.	Scatter of pottery including rim sherds and bone at the base of saltmarsh cliff on foreshore by Higham Marshes.
WX0317	TQ 77 NW 1140	TQ7072175620	PM	MO	Array of upright timbers in foreshore at Higham Saltings.	At least six clusters of tightly grouped angled posts in the foreshore at Higham Saltings. They may be mooring posts.
WX0318	TQ 77 NW 1141	TQ7064375542	PM	MO	Round stakes at base of the sea wall, Higham Marshes.	Two rows of rounded stakes running perpendicular to the seawall at Higham Marshes.
WX0319	TQ 77 NW 1142	TQ7054475437	PM	MO	Wooden beams in the saltmarsh at Higham Saltings.	Wooden beams in the saltmarsh at Higham Saltings. Possible attempt to make a firm platform in the marsh.
WX0320	TQ 77 NW 1143	TQ7082477141	RO	RO	Plank and pottery on foreshore with peat exposures by Cliffe Creek.	A plank and a scatter of singular stakes amongst a scatter of Late Iron Age and Roman pottery on the foreshore by Cliffe Creek. The foreshore has a number of peat exposures.

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WX0321	TQ 77 NW 1144	TQ7082877154	UN	UN	Oyster shells on foreshore by Cliffe Creek.	A scatter of oyster shells, may be the remains of an oyster midden by Cliffe Creek.
WX0322	TQ 77 NW 1145	TQ7081577178	UN	UN	Squared timbers on foreshore by Cliffe Creek.	Two squared timber posts on foreshore by Cliffe Creek.
WX0323	TQ 77 NW 1146	TQ7081977169	UN	UN	Wooden posts on foreshore by Cliffe Creek.	Two round wooden poles by Cliffe Creek with Roman pottery and animal bone around them.
WX0324	TQ 77 NW 1147	TQ7082277202	UN	UN	Angled wooden stakes on foreshore by Cliffe Creek.	Angled wooden stakes on foreshore by Cliffe Creek.
WX0325	TQ 77 NW 1148	TQ7082377215	UN	UN	Wooden posts on foreshore by Cliffe Creek.	Wooden posts angled towards land on the foreshore by Cliffe Creek.
WX0326	TQ 77 NW 1149	TQ7081077259	UN	UN	Possible boat on the foreshore by Cliffe Creek.	Possible boat remains. Eroded planks and wooden structures by Cliffe Creek.
WX0327	TQ 77 NW 1150	TQ7082577284	UN	UN	Wooden stake with pointed end on foreshore by Cliffe Creek.	Pointed wooden stake on foreshore by Cliffe Creek.
WX0328	TQ 77 NW 1151	TQ7083077292	UN	UN	Logs and scattered wood on foreshore by Cliffe Creek.	Several logs and numerous branches laying in blue grey clay under peat banks by Cliffe Creek.
WX0330	TQ 77 NW 1152	TQ7088677417	PM	MO	Plank with pointed end on foreshore by Cliffe Creek.	Pointed wooden plank on the foreshore by Cliffe Creek.
WX0331	TQ 77 NW 1153	TQ7092877509	UN	UN	Row of wooden stakes on foreshore north of Cliffe Creek.	Row of wooden stakes on foreshore north of Cliffe Creek.
WX0332	TQ 77 NW 1154	TQ7093777536	PM	MO	Jetty remains on foreshore north of Cliffe Creek.	Four wooden planks, probably the remains of jetty, north of Cliffe Creek.
WX0333	TQ 77 NW 1155	TQ7095477554	PM	MO	Wooden mooring post on foreshore north of Cliffe Creek.	Probable mooring post on foreshore north of Cliffe Creek.
WX0334	TQ 77 NW 1156	TQ7096177642	UN	UN	Very loose scatter of stakes on foreshore by Redham Mead.	Very loose scatter of wooden stakes, apparently to block the former mouth of the small creek by Redham Mead.
WX0335	TQ 77 NW 1157	TQ7103577728	UN	UN	Timbers lying on foreshore by Redham Mead.	Several timbers and planks lying on the foreshore by Redham Mead. No pattern recognisable.
WX0336	TQ 77 NW 1158	TQ7099977742	UN	UN	Posts on foreshore, possible boat remains, by Redham Mead.	Curved wooden posts on foreshore (former boat remains?) by Redham Mead.

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WX0337	TQ 77 NW 1159	TQ7100577776	PM	MO	Cluster of stakes on foreshore by Redham Mead.	Cluster of stakes on foreshore by Redham Mead. No pattern recognisable.
WX0338	TQ 77 NW 1160	TQ7099377806	UN	UN	Possible remains of a seawall and squared stakes on foreshore by Redham Mead.	Bow-shaped row of wooden stakes. The possible remains of a seawall on foreshore by Redham Mead.
WX0339	TQ 77 NW 1161	TQ7105277888	UN	UN	Wooden posts on foreshore by Redham Mead.	Two angled wooden posts without an obvious pattern by Redham Mead.
WX0340	TQ 77 NW 1162	TQ7104078017	PM	MO	Jetty on foreshore at Redham Mead.	Double row of large squared wooden posts, remains of a jetty on foreshore at Redham Mead.
WX0341	TQ 77 NW 1163	TQ7106778024	UN	UN	Seawall on foreshore by Redham Mead.	Row of wooden piles reinforcing the inland side of a former stone seawall.
WX0342	TQ 77 NW 1164	TQ7109978035	UN	UN	Solitary piles on the foreshore by Redham Mead.	Several wooden piles and stakes scattered on the foreshore by Redham Mead. No pattern recognisable.
WX0343	TQ 77 NW 1165	TQ7129978393	UN	UN	Possible remains of a seawall on foreshore by Redham Mead.	Row of three angled wooden piles. The possible remains of a seawall on foreshore by Redham Mead.
WX0344	TQ 77 NW 1166	TQ7140778483	MO	MO	Sluice and piles on foreshore by Redham Mead.	Concrete sluice in concrete seawall. 10m towards the water there is an assemblage of five abraded wooden piles. By Redham Mead.
WX0345	TQ 77 NW 1167	TQ7141478668	UN	UN	Row of piles on foreshore by Redham Mead.	Row of eight piles running perpendicular to the foreshore by Redham Mead.
WX0346	TQ 77 NW 1168	TQ7144478743	UN	UN	Remains of a seawall on foreshore by Lower Hope Point.	Remains of a seawall on foreshore by Lower Hope Point.
WX0347	TQ 77 NW 1169	TQ7162578940	UN	UN	Remains of a seawall on foreshore at Lower Hope Point.	Another stretch of the seawall following the whole foreshore in this area by Lower Hope Point.
WX0348	TQ 77 NE 1056	TQ7566379139	UN	UN	Mound on salt marsh by Cooling Marshes.	Possible saltworking mound on salt marsh by Cooling Marshes.
WX0349	TQ 77 NE 1057	TQ7545279075	UN	UN	Mound on salt marsh by Cooling Marshes.	Possible saltworking mound on salt marsh by Cooling Marshes.
WX0350	TQ 77 NE 1058	TQ7527879124	UN	UN	Mound on salt marsh by Cooling Marshes.	Possible saltworking mound on salt marsh by Cooling Marshes.
WX0351	TQ 77 NE 1059	TQ7511779139	UN	UN	Mound on salt marsh by Cooling Marshes.	Possible saltworking mound on salt marsh by Cooling Marshes.

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WX0352	TQ 77 NW 1170	TQ7433779267	MO	MO	Fence/boundary on foreshore by Blyth Sands.	Fence/boundary made of squared piles on the foreshore by Blyth Sands.
WX0353	TQ 77 NW 1171	TQ7450379300	MO	MO	Stakes on foreshore by Blyth Sands.	Three squared stakes and a small plank on foreshore by Blyth Sands.
WX0354	TQ 77 NW 1172	TQ7461379289	PM	MO	Planks below saltmarsh by Blyth Sands.	Two timber planks visible in the saltmarsh cliff, probably part of the seawall by Blyth Sands.
WX0355	TQ 77 NW 1173	TQ7471979264	MO	MO	Fence on foreshore by Blyth Sands.	Fence of rounded wooden posts on foreshore by Blyth Sands.
WX0356	TQ 77 NW 1174	TQ7475579284	UN	UN	Pairs of stakes on foreshore by Blyth Sands.	Pairs of stakes about 20m apart on the foreshore by Blyth Sands.
WX0357	TQ 77 NW 1175	TQ7479279232	MO	MO	Fence remains on foreshore by Blyth Sands.	Remains of three wooden posts with modern iron fittings, probably remains of a fence by Blyth Sands.
WX0358	TQ 77 NW 1176	TQ7499479232	MO	MO	Wooden planks on foreshore by Blyth Sands.	Four wooden planks on the foreshore by Blyth Sands
WX0359	TQ 77 NE 1060	TQ7501079216	UN	UN	Shell layer in salt marsh cliff by Blyth Sands.	Clearly visible shell layer in salt marsh cliff, possible slag fragments in it.
WX0360	TQ 77 NE 1061	TQ7565279247	UN	UN	Wooden stakes on foreshore by Blyth Sands.	Four singular rectangular wooden stakes by Blyth Sands. No structure recognisable.
WX0361	TQ 77 NE 1062	TQ7588379304	UN	UN	Wooden stakes on foreshore by Blyth Sands.	Several solitary rectangular stakes at Blyth Sands, possibly the remains of support of a seawall.
WX0362	TQ 77 NE 1063	TQ7604879329	LIA	RO	Late Iron Age and Roman pottery and animal bone on foreshore by Blyth Sands.	Several Late Iron Age and Roman pottery sherds including rims and a large quantity of animal bone on the foreshore by Blyth Sands.
WX0363	TQ 77 NE 1064	TQ7625979367	MO	MO	Mooring posts on foreshore by Blyth Sands.	Assemblage of modern iron and wooden mooring posts on foreshore by Blyth Sands.
WX0364	TQ 77 NE 1065	TQ7650179452	RO	RO	Roman pottery on foreshore by Blyth Sands.	Some Roman pottery rim sherds lying on on foreshore by Blyth Sands.
WX0365	TQ 77 NE 1066	TQ7686379534	MO	MO	Beacon on seawall by Egypt Bay.	Wooden beacon with iron scaffolding and concrete base at Egypt Bay.
WX0366	TQ 77 NE 1067	TQ7723279423	MO	MO	Upright planks, possibly mooring posts, on foreshore by Egypt Bay.	Four upright standing wooden planks, possible mooring posts by Egypt Bay.

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WX0367	TQ 77 NE 1068	TQ7737879354	MO	MO	Plank structure, or possible mooring posts, on foreshore by Egypt Bay.	Four upright standing wooden planks by Egypt Bay, possible mooring posts.
WX0368	TQ 77 NE 1069	TQ7747378951	UN	UN	Wooden stakes on foreshore by Egypt Bay.	Two singular rounded wooden stakes, probably former mooring posts by Egypt Bay.
WX0369	TQ 77 NE 1070	TQ7772679237	UN	UN	Row of stakes on foreshore by Egypt Bay.	Row of four wooden stakes running towards the middle of the Bay. Two more stakes forming an angle at the outermost stake. Egypt Bay.
WX0370	TQ 77 NW 1177	TQ7150378833	MO	MO	Thames watermen and lightermen boundary marker at Lower Hope Point.	Polished granite boundary marker for the Thames watermen and lightermen at Lower Hope Point.
WX0371	TQ 77 NW 1178	TQ7215079295	UN	UN	Possible worked wood in organic clays/peaty layer on foreshore by Cliffe Marshes.	Possible worked wood in organic clays/peaty layer on foreshore by Cliffe Marshes.
WX0372	TQ 77 NW 1179	TQ7225479354	PM	MO	Post-medieval pottery, clay pipe, building debris on foreshore, Cliffe Marshes.	Post-medieval pottery, clay pipe, building debris on foreshore, possibly the remains of a tavern. Cliffe Marshes.
WX0373	TQ 77 NW 1180	TQ7236579423	PM	PM	Causeway/ pier at west end of Blyth Sands.	Two rows of angled timbers with rubble between the timbers. May be the remains of a pier or causeway at Blyth Sands.
WX0374	TQ 87 NE 1069	TQ8539178557	PM	MO	Wooden stakes on foreshore by Kings Mead Park.	An assemblage of wooden stakes on foreshore by Kings Mead Park. No structure is recognisable.
WX0375	TQ 87 NE 1070	TQ8560078288	MO	MO	Wooden plank structure on foreshore by Yantlet Creek.	Two groups of vertical rectangular planks in three concentric circles by Yantlet Creek. Each circle has an overall diameter of about. 8-9 m. Function unknown.
WX0376	TQ 87 NE 1071	TQ8575577727	PM	MO	Wooden stakes on foreshore by Yantlet Creek.	Wooden stakes on foreshore by Yantlet Creek, probably all modern.
WX0377	TQ 87 NE 1072	TQ8581577665	PM	MO	Landing stage on foreshore by Yantlet Creek.	Three eroded wooden piles visible on the foreshore with stones between the piles by Yantlet Creek. Possible remains of a landing stage.
WX0378	TQ 87 NE 1073	TQ8604577562	PM	MO	Seawall reinforcement on foreshore by Yantlet Creek.	Seawall reinforcement comprising a triple row of wooden stakes on foreshore at the base of the sea wall by Yantlet Creek.
WX0379	TQ 87 NW 1045	TQ8420378650	MO	MO	Groynes on foreshore by Allhallows Holiday Park.	Three eroded wooden piles in a row, probably the remains of groynes on the foreshore by Allhallows Holiday Park.

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WX0380	TQ 96 NE 1074	TQ9574665190	PM	MO	Possible remains of a capstan/boat's wheel and stakes in bank of Conyer Creek.	A round wooden feature with radiating spokes, possibly the remains of a capstan or a vessel's wheel, on banks of Conyer Creek.
WX0381	TQ 96 NE 1075	TQ9575665217	PM	MO	Possible mooring posts, Conyer Creek.	Two upright quite abraded wooden stakes, at the sides of Conyer Creek. They may be mooring posts, their function is not clear.
WX0382	TQ 96 NE 1076	TQ9625265686	PM	MO	Wooden vessel, mouth of Conyer Creek.	The stern of wooden vessel visible above the mud beside an abandoned quayside at the mouth of Conyer Creek.
WX0383	TQ 96 NE 1077	TQ9616065544	PM	MO	Old wharf, Conyer Creek.	Two large squared timbers 10m apart with iron fittings a third timber is visible 30m to the south possibly an old wharf in Conyer Creek.
WX0384	TQ 96 NE 1078	TQ9603865452	PM	PM	Vertical rounded timber, Conyer Creek.	A vertical, abraded, round timber just visible at the base of the Conyer Creek.
WX0385	TQ 96 NE 1079	TQ9591565118	UN	UN	Small enclosure on saltmarsh, Conyer Creek.	A triangular area enclosed by low earth banks on the bank of Conyer Creek.
WX0386	TQ 87 NE 1074	TQ8557375214	PM	MO	Wooden stakes on foreshore north of Colemouth Creek.	Row of eight wooden stakes crossing a branch of Colemouth Creek.
WX0387	TQ 87 NE 1075	TQ8552075147	PM	MO	Wooden stakes on foreshore north of Colemouth Creek.	A row of four small wooden squared stakes on foreshore north of Colemouth Creek.
WX0388	TR 07 SW 1076	TR0430270615	UN	UN	Wooden stakes in foreshore, by Leysdown-on-Sea.	Three rounded wooden stakes with some evidence of horizontal timbers right at the low water mark in foreshore, by Leysdown-on-Sea.
WX0389	TR 07 SW 1077	TR0438470554	UN	UN	Single wooden stake, Leysdown-on-Sea.	Single wooden stake in the foreshore by Leysdown-on-Sea.
WX0390	TR 07 SW 1078	TR0442570440	PM	MO	Squared wooden post on foreshore, by Leysdown-on-Sea.	A single squared timber on the sandy foreshore by Leysdown-on-Sea.
WX0391	TR 07 SW 1079	TR0433670343	PM	MO	Large wooden timber and iron fittings, possible remains of a vessel, Leysdown-on-Sea.	A large wooden timber surrounded by corroded metal fittings, possible remains of a vessel, at Leysdown-on-Sea.
WX0392	TR 07 SW 1080	TR0425870425	PM	MO	Possible vessel/structure on foreshore, by Leysdown-on-Sea.	Buried wooden timber and scattered iron fittings. A possible vessel/structure on foreshore, by Leysdown-on-Sea.
WX0393	TR 07 SW 1081	TR0450270281	PM	MO	Scattered corroded iron beams, foreshore, Leysdown-on-Sea.	Large corroded iron beams scattered over the foreshore at Leysdown-on-Sea.

MonUID	PrefRef	NGR	From Period	To Period	Summary	Description
WX0394	TR 07 SW 1082	TR0459170087	PM	MO	Four squared wooden posts on foreshore, Leysdown-on-Sea.	Four squared wooden posts forming a square feature on foreshore, Leysdown-on- Sea. The possible remains of a navigation marker or possibly a dolphin.
WX0395	TR 06 NW 1153	TR0488368922	PM	MO	Large concrete structure on the beach by sea wall, shell beach, near the Hamlet of Shellness	Large concrete structure, the foundation for a building to support a floor and other superstructure. Quite a modern structure near the Hamlet of Shellness.
WX0396	TR 07 SW 1083	TR0410570196	PM	MO	Line of wooden stakes, Leysdown-on-Sea foreshore.	Eleven abraded and rounded stakes, possibly the remains of an old sea wall on the Leysdown-on-Sea foreshore.
WX0397	TR 06 NE 1066	TR0506668640	PM	MO	Wooden stakes on foreshore by Hamlet of Shellness.	A row of rectangular wooden stakes with abraded tips by the Hamlet of Shellness
WX0398	TR 06 NE 1067	TR0517268556	PM	MO	Squared wooden post on foreshore near Hamlet of Shellness.	Squared wooden post on foreshore near Hamlet of Shellness. Possibly part of a groyne now partially buried in the sand.
WX0399	TR 06 NE 1068	TR0555968206	UN	UN	Possible wooden fishtrap on foreshore by Hamlet of Shellness.	Possible V-shaped wooden fishtrap comprising rounded wooden stakes on foreshore by Hamlet of Shellness.
WX0400	TR 06 NE 1069	TR0560468112	PM	MO	Pair of wooden stakes on foreshore by Hamlet of Shellness.	A pair of wooden stakes on the foreshore by the Hamlet of Shellness.
WX0401	TR 06 NE 1070	TR0515469126	PM	MO	Wooden stake on foreshore by Hamlet of Shellness.	A single rectangular wooden stake on the foreshore by Hamlet of Shellness.
WX0402	TR 06 NE 1071	TR0517369315	UN	UN	Wooden plank on foreshore by Hamlet of Shellness.	A single vertical wooden plank on the foreshore by the Hamlet of Shellness.
WX0403	TR 06 NE 1072	TR0522369495	MO	MO	Iron posts on foreshore by Hamlet of Shellness.	Iron posts on the foreshore by the Hamlet of Shellness. May be the remains of a modern fishtrap?
WX0404	TR 06 NE 1073	TR0519369534	UN	UN	Wooden stake on foreshore by Hamlet of Shellness.	A single vertical abraded wooden stake/plank in the sandy foreshore by the Hamlet of Shellness.
WX0405	TR 06 NE 1074	TR0517369602	MO	MO	Iron posts on foreshore by Hamlet of Shellness.	Iron posts on the edge of foreshore by the Hamlet of Shellness, spread over a wide area to form what is possibly a rounded structure.
WX0406	TR 06 NE 1075	TR0501369831	MO	MO	Wreck on foreshore by Hamlet of Shellness.	One or possibly two wooden vessels on the foreshore by Hamlet of Shellness.
WX0407	TR 06 NW 1154	TR0492269851	MO	MO	Wooden stake, possible mooring post, on foreshore by Hamlet of Shellness.	A rectangular wooden stake, angled towards the north on the foreshore by the Hamlet of Shellness. Possibly a mooring post.

MonUID	PrefRef	NGR	From Period	To Period	Summary	Description
WX0408	TR 06 NW 1155	TR0495369633	MO	MO	Assemblage of iron posts on foreshore by Hamlet of Shellness.	An assemblage of corroded iron posts on the foreshore in a very irregular V-shape with its point towards the sea by the Hamlet of Shellness.
WX0409	TQ 87 SW 1114	TQ8171672558	PM	MO	Wharf in Damhead Creek	A now disused wharf in Damhead Creek, by Kingsnorth Power Station.
WX0410	TQ 87 SW 1151	TQ8178172752	NE	EM	Pottery and flint, on foreshore at Damhead Creek	Two sherds of possibly late prehistoric coarse flint-tempered pottery and a flint flake found on the bank of Damhead Creek.
WX0412	TQ 87 SW 1152	TQ8200373176	UN	UN	Wreck in Damhead Creek.	Remains of a wooden vessel in Damhead Creek.
WX0413	TQ 87 SW 1153	TQ8201073203		UN	Possible wooden stakes in the foreshore at Damhead Creek.	Three possible wooden stakes in foreshore at Damhead Creek.
WX0414	TQ 87 SW 1154	TQ8258072702	PM	MO	Concrete structure Damhead Creek.	Concrete structure, possibly a ruined foundation, in Damhead Creek
WX0415	TQ 87 SW 1155	TQ8205672336	RO	RO	Roman flared bowl sherd on foreshore at Slede Ooze.	Roman flared bowl second century AD.
WX0416	TQ 87 SW 1156	TQ8190773262	UN	UN	Possible fishtrap, Damhead Creek	Six lines of roundwood stakes in Damhead Creek with evidence of wattle, collapsed or lying horizontally. The stakes are at an angle as if collapsed, and much wattle is exposed. Possibly a fishtrap.
WX0417	TR 06 NW 1156	TR0157765586	UN	UN	Landing Stage on foreshore by Harty Ferry Inn	Landing stage on foreshore by Harty Ferry Inn consisting of two parallel rows of rounded wooden stakes
WX0418	TR 06 NW 1157	TR0149865642	MO	MO	Modern wreck on foreshore by Harty Ferry Inn.	Modern metal wreck on foreshore by Harty Ferry Inn.
WX0419	TR 06 NW 1158	TR0165365680	UN	UN	Wooden stakes and stones on foreshore by Harty Ferry	Wooden stakes and stones on foreshore by Harty Ferry. May be part of an old sea defence?
WX0420	TR 06 NW 1159	TR0177965699	UN	UN	Wooden stake construction on foreshore by Harty Ferry	Rows of parallel rounded wooden stakes on the foreshore by Harty Ferry. An unidentified structure perhaps the remains of a landing stage?
WX0421	TR 06 NW 1160	TR0193365698	UN	UN	Wooden stakes on foreshore by Harty Ferry	Four rounded wooden stakes set roughly in V-shape on the foreshore by Harty Ferry. The structure, if any is unclear. Possibly mooring posts?

MonUID	PrefRef	NGR	From Period	To Period	Summary	Description
WX0422	TR 06 NE 1076	TR0544067577	UN	UN	Two roundwood stakes in foreshore at Hamlet of Shellness.	Two roundwood stakes set at angles on foreshore at the Hamlet of Shellness.
WX0423	TR 06 NE 1077	TR0537667480	MO	MO	Wrecked, small, fibreglass boat on foreshore near Harty Ferry slipway.	Wrecked, small, fibreglass boat on foreshore near Harty Ferry slipway.
WX0424	TQ 57 SW 1017	TQ5433874656	MO	MO	Small rectangular concrete landing quay, Darent Creek.	Small concrete quay with rail tracks set into it in Darent Creek.

APPENDIX III: UPDATED MONUMENTS

MonUID	PrefRef	Summary	Description
KE1009	TQ 57 SW 129	Tidal lock in Darent Creek	River lock added to the improved Dartford Creek Navigation in 1895. By 1987 the lock had become disused and the river returned to its tidal state Photographs. The lock is still disused and now fenced off by the Environment Agency.
KE11038	TQ 67 SE 123	Merchant barque, 1873	Merchant barque, 1873, probably attributed to a named location off Gravesham Site probably a named location, unlikely the vessel was ever truly in this location.
KE11053	TQ 67 SE 124	Fishing cutter, 1877.	Vessel sank following collision with the barque MOHONGO. Probably a named location for the loss of the vessel, an approximate position.
KE11189	TR 06 NE 7	Merchant barge, 1889	Vessel drove ashore and was lost in wind conditions WSW force 4. Deep sand covered by mud, no wreck remains visible during 2005 coastal survey.
KE12499	TQ 77 NW 58	British Sprintsail Barge, 1877, by Cliffe Fort	Sank following collision with the SS MERKARA, in wind conditions E force 1. Cargo consisted of cinders. No visible remains of the vessel during the 2005 coastal survey, it may have been removed or buried.
KE12574	TQ 67 NE 54	British Ketch, 1885, on the Thames foreshore.	Sank following collision with the SS. RENOWN, of Newcastle-on-Tyne, in wind conditions E. force 1 and fog. Additional cargo consisted of firebricks. Any surviving remains of this vessel were not visible two hours after low tide during the 2005 survey.
KE12749	TQ 67 SE 160	Mary Frances, a merchant Sprintsail barge, 1908 lost near Gravesham.	Sank following collision with the SS ENTERPRISE, of Sunderland. No visible remains of the vessel during the 2005 coastal survey point probably a named location.
KE12791	TQ 67 SE 167	Langesund a merchant barque, 1914. Thames and Medway Canal basin.	Year Built: 1876. No access as the canal basin is fenced off. The basin has been emptied of water and diggers are digging out the mud and any debris in the basin. Any remains of this barque have probably been removed by these remedial works.
KE12852	TQ 96 NE 11	Unidentified wreck in Conyer Creek	Stranded wreck in 51 21 16N 000 49 02E. No visible remains of the wreck during the 2005 coastal survey. It may have been removed, buried in the mud or plotted in incorrect location.
KE12854	TQ 96 NE 12	Unidentified wreck in Conyer creek	Stranded wreck in 51 21 17N 000 49 03E. No visible remains of the wreck during the 2005 coastal survey. It may have been removed, buried under mud or the adjacent wreck, or incorrectly located.
KE12971	TQ 87 SW 26	Remains of five unidentified craft in Damhead Creek, shown 1991	Stranded wreck, lying NNE/SSW. Shown as five stranded wrecks centred on 51 25 23.7N 000 37 41E. Vessel visible over the surface of the mud mostly buried by mud. Unable to get close access to the craft due to the mud.
KE14335	TQ 96 NE 16	Mermaid an English Sprintsail barge.	Last known location of vessel reported by Society for Sprintsail Barge Research. She is noted as a barge yacht in 1936 and then a house barge. There is a gate marked with a 'No Entry' sign here, with a wooden nameplate saying 'Mermaid'. There are metal-hulled houseboats visible here, but nothing that looks like a

MonUID	PrefRef	Summary	Description
			Spritsail barge is visible from the road.
KE14336	TQ 96 NE 17	Henry and Jabez, English Spritsail barge. Conyer Creek.	Last known location of vessel reported by Society for Spritsail Barge Research. HENRY AND JABEZ. She is noted as a house barge in 1945 and then a hulk. No remains were visible during the 2005 coastal survey; it may have been removed, buried in the mud or incorrectly located.
KE14337	TQ 96 NE 18	The Gold Belt, an English Spritsail barge.	Last known location of vessel reported by Society for Spritsail Barge Research. GOLD BELT (ex ORION). She is described as an auxiliary in 1942, then as a barge yacht and a house barge. This part of the creek is filled with houseboats. None look like Spritsail barges. The road by the creek is private so no access was available at this point during the 2005 coastal survey.
KE14338	TQ 96 NE 19	Percy, English Spritsail barge. Conyer Creek.	Last known location of vessel reported by Society for Spritsail Barge Research. PERCY She is described as a house barge in 1949, being resold in 1960 and a hulk in 1970. There is a modern marina in this location, the barge has probably been removed or buried.
KE14341	TQ 96 NE 22	June, English Spritsail barge.	Last known location of vessel reported by Society for Spritsail Barge Research. JUNE. She is described as a barge yacht (1933 - 1947), and is noted as being broken up. Her remains were reported visible in 1986. No access to this part of Conyer Creek during the coastal survey in 2005.
KE14342	TQ 96 NE 23	Bessie, an English Spritsail barge in Conyer Creek.	Last known location of vessel reported by Society for Spritsail Barge Research. BESSIE. She is noted as being a lighter in 1947 and being broken up around 1966. No access to this part of Conyer Creek in the 2005 coastal survey.
KE14344	TQ 96 NE 25	Band of Hope, an English Spritsail barge at the mouth of Conyer Creek.	Last known location of vessel reported by Society for Spritsail Barge Research. BAND OF HOPE. She is noted as derelict in 1937 and as being broken up in 1965. There are no visible remains of the barge. The barge may have been removed, buried in mud or marked in the incorrect location.
KE14345	TQ 96 NE 26	Landrail an English Spritsail barge in Conyer Creek	Last known location of vessel reported by Society for Spritsail Barge Research. LANDRAIL. She is described as a mud lighter until 1940 then as derelict. Her remains were reported visible in 1986. The barge has been removed, buried under the seawall/mud, or is marked in the incorrect location. No visible remains in 2005.
KE14347	TQ 96 NE 28	The Kestrel, an English Spritsail barge in Conyer Creek.	Last known location of vessel reported by Society for Spritsail Barge Research. KESTREL. She is described as a mud lighter in 1948 and a hulk in 1958. Her remains were reported visible in 1986. No visible remains of the barge seen in 2005 coastal survey. It may have been removed, buried under the sea wall/mud or marked in the incorrect location.
KE14348	TQ 96 NE 29	Persevere, an English Spritsail barge in Conyer Creek.	Last known location of vessel reported by Society for Spritsail Barge Research. PERSEVERE. She is described as a motor barge in 1946 and as a house barge. This part of Conyer Creek was not accessible during the 2005 coastal survey
KE14695	TQ 87 NE 109	Remains of an unidentified barge in Yantlett Creek	The outline of a single barge is just visible. It can be seen in the mud of the 1961 photograph, and an indiscernible feature can be seen in the same position on the 1985 survey. Not visible during the 2005 coastal survey, it may be buried in the mud or been removed or simply incorrectly located in the record

MonUID	PrefRef	Summary	Description
KE14728	TQ 96 NE 34	Remains of an unidentified barge	Kestrel (TQ 96 NE 28) One of two barges lying against a wharf which is visible in both 1961 and 1967. The substantial remains of a Thames barge, surviving from stem to stern. The rudder is attached by iron fittings and stands 2.1m high. Three strakes of the transom survive, the ribs and deadwood are all visible. It is fastened with iron nails and bolts throughout. The port side survives to up to 1m high. The starboard side seems to be collapsed into the mud.
KE14729	TQ 96 NE 35	Remains of an unidentified barge in Conyer Creek	Landrail (TQ 96 NE 26). One of two barges lying against a wharf which was visible in both 1961 and 1967. The stem and stern survive. Part of the transom stern is intact with the rudder still attached. There is another rudder lying 2m to the south. The stem survives to 1.5m high, as does the rudderpost. Both sides seem to survive to 1m high and there is iron machinery and other housings visible inside the remains of the hull. The hull is fastened with iron bolts and nails throughout. Much of the inside is buried in mud and stone from the seawall.
KE14776	TR 06 NW 35	Remains of Lizard, a British barge, on the Harty foreshore of the Swale	One of three barges lying bow to stern, end on to the shore, across the intertidal area. They are buried in the mud. On the 1967 survey this one, although the least clear, appears to be double-ended. This site has been identified as Lizard. She is noted as being laid up in 1939, requisitioned in 1940, and derelict in 1946. Her remains were reported visible in 1986. There are wood and iron remains sticking out along a mud ditch in the salt marsh, but no coherent vessel structure was noted during the 2005 coastal survey.
KE14777	TR 06 NW 36	Remains of an unidentified barge on the Swale foreshore on the Isle of Harty	One of three barges lying bow to stern, end on to the shore, across the intertidal area. They are buried in the mud. On the 1967 survey this one is not double-ended. The remains of a wood and iron barge and the whole upper part of one of the vessel's sides is sticking out of the mud.
KE14778	TR 06 NW 37	Remains of New World, a British Barge on the foreshore of the Swale near Harty Ferry	One of three barges lying bow to stern, end on to the shore, across the intertidal area. They are buried in the mud. On the 1967 survey this one is not double-ended and divisions/transverse timbers can be seen in the hold. This site has been identified as New World. She is noted as derelict in 1946. Her remains were reported visible in 1986. Upper part of wood and iron barge sticking out of the mud, even the deck timbers are preserved. Fair condition.
KE14818	TQ 87 SW 59	Remains of Silica, a British barge in Damhead Creek	One of two barges lying inshore on the western edge of Slede Creek. This one is not double-ended and, in 1967, less than half her hold appears to be open. The 1967 survey shows her on a low tide apparently unchanged. By 1990 the site vessel appears more deeply buried in the mud. The remains of Silica were reported visible in 1986. Noted as derelict in 1939. The barge lies in accreting saltmarsh. Parts of the forward deck are intact with the metal mast step <i>in situ</i> . The cargo hold partition bulkheads are also <i>in situ</i> . The iron knees, and ceiling planking is largely intact.
KE14819	TQ 87 SW 60	Remains of Miranda, British barge, in Damhead Creek	One of two barges lying inshore on the western edge of Slede Creek. This one is not double-ended and, in 1967, less than half her hold appears to be open. The 1967 survey shows her on a low tide apparently unchanged. By 1990 vegetation appears to have encroached on the site but the outline of the barge is still visible. The remains of Miranda were reported visible in 1986. Noted as derelict in 1942. The barge is in a

MonUID	PrefRef	Summary	Description
			very poor state, and lies in accreting saltmarsh. It appears to be full of stone ballast. The iron knees are still largely in place.
KE14822	TQ 67 NW 92	Remains of an unidentified barge at Robin's Wharf	One of three barges lying on the inland side of the promontory sheltering the north side of Robin's Creek. By 1967 the bank against which they lay had been built up. The barges were not visible. By 1985 the creek had been shut off by a wall/road. The Society for Spritsail Research records one barge being built into Robin's Wharf. Unable to get into the lower parts of Robin's Wharf, as it is overgrown with briars and trees, no access was possible during the 2005 coastal survey.
KE14823	TQ 67 NW 93	Remains of an unidentified barge in Robin's Wharf	One of three barges lying on the inland side of the promontory sheltering the north side of Robin's Creek. By 1967 the bank against which they lay had been built up. The barges were not visible. By 1985 the creek had been shut off by a wall/road. The Society for Spritsail Research records one barge being built into Robin's Wharf. Unable to get into lower parts of Robin's Wharf as the area is overgrown with briars and trees. No access available during the 2005 coastal survey.
KE14824	TQ 67 NW 94	Remains of an unidentified barge in Robin's Creek	One of three barges lying on the inland side of the promontory sheltering the north side of Robin's Creek. By 1967 the bank against which they lay had been built up. The barges were not visible. By 1985 the creek had been shut off by a wall/road. The Society for Spritsail Research records one barge being built into Robin's Wharf. Unable to get down to the lower parts of Robin's Creek because it is so overgrown with briars and trees. Unable to gain access during the coastal survey of 2005.
KE14886	TQ 77 NW 83	Remains of an unidentified barge in Higham Creek.	One of two barges lying side by side, roughly north-south. Appear from 1985 photograph to be double ended. They seem to be less covered by mud than in 1961 when they showed as a single feature. Some remains are visible on the edge of foreshore, but there is no access because of deep soft mud.
KE14887	TQ 77 NW 84	Remains of unidentified barge in Higham Creek	One of two barges lying side by side, roughly north-south. Appear from 1985 photograph to be double ended. In this photograph they seem to be less covered by mud than in 1961 when they showed as a single feature. Remains visible on the edge of the foreshore. No access to it because of deep soft mud.
KE14888	TQ 77 NW 85	Remains of schooner Hans Egede.	A double-ended barge lying parallel to shore, behind the line of a groyne. In 1967 the barge was visible at high tide. Recorded as a spritsail barge, but identified as the auxiliary schooner Hans Egede, which caught fire off the Dutch coast in 1955 and was towed to Dover, subsequently beached near Cliffe jetty. Site photographs. Large wooden and iron barge wreck in very good condition. Totally dry at low tide. Height about 9 m. Inner structures partly preserved.
KE14889	TQ 77 NW 86	Remains of an unidentified barge in soft mud in Higham Creek	A barge lying alongside an unidentified structure in TQ 7059 7635. Six wooden ribs visible standing out of the mud. Vessel may be reasonably preserved beneath the mud.
KE14890	TQ 77 NW 87	Remains of a vessel in soft mud in Higham Creek	A structure showing above the intertidal mud. Remains of a large wooden wreck. Ribs and planks, stern and stem posts visible. It is about 30 m long. Unable to get very close to the vessel because of deep soft mud.
KE14891	TQ 77 NW 88	Remains of unidentified structure in	An area containing broken structure appears on the 1961 survey but is covered by water for the 1967

MonUID	PrefRef	Summary	Description
		Higham Creek	survey. No visible remains apart from huge amounts of metal debris lying in this area.
KE14892	TQ 77 NW 89	Remains of an unidentified barge in Cliffe Creek	Double-ended barge. One of a group of 4 barges lying at the head of Cliffe Creek. The later surveys show, however, that this area of the creek has been narrowed by consolidation of the land to the north-east. Nothing visible at this point but deep creek mud, any remains of the barge are probably buried or have been removed.
KE14893	TQ 77 NW 90	Remains of an unidentified barge in Cliffe Creek	One of a group of 4 barges lying at the head of Cliffe Creek. They do not appear on the 1985 or 1990 surveys. The later surveys show, however, that this area of the creek has been narrowed by consolidation of the land to the north-east. Area is now covered in deep creek mud, the barge has probably been buried or removed.
KE14894	TQ 77 NW 91	Remains of an unidentified barge in Cliffe Creek	One of a group of 4 barges lying at the head of Cliffe Creek. They do not appear on the 1985 or 1990 surveys. The later surveys show, however, that this area of the creek has been narrowed by consolidation of the land to the north-east. The area is now covered by deep creek mud, the remains of the barge may have been buried or removed.
KE14895	TQ 77 NW 92	Remains of unidentified barge in Cliffe Creek.	One of a group of 4 barges lying at the head of Cliffe Creek. This vessel is narrower than the other craft in the group. They do not appear on the 1985 or 1990 surveys. The later surveys show, however, that this area of the creek has been narrowed by consolidation of the land to the north-east. This area is covered by deep creek mud, any remains of the vessel may have been buried or removed.
KE15157	TQ 57 NW 94	Probable pit, Bondfield Walk, Dartford	Small pit or posthole of uncertain prehistoric date found during trial trenching at Bondfield Walk, Dartford, in 1993. No remains visible during the 2005 coastal survey
KE15203	TQ 77 NW 121	Alpha Cement Works site, Cliffe Marshes	Alpha Cement Works, established by Associated Portland Cement Manufacturers in 1910, closed in 1967 and largely demolished by 1984. Gate lodge and parts of adjacent slurry washbacks surviving in 1996 along with tramway embankments. Used as part of gravel works. No access to the cement works during the coastal survey in 2005.
KE1521	TQ 67 NE 12	Roman burials found 1964, on the Thames foreshore by Higham Saltings	Roman burial group, exposed in the river bank, found to comprise a narrow necked urn containing bones, a flagon, a beaker, a black vase, a samian dish) and a cup. Roman potsherds including samian have been noted along the shore at this point many times in the past. The finds are dated to early 2nd Century. No further remains visible during the 2005 coastal survey.
KE1522	TQ 67 NE 46	Stamped Roman Mortarium marked "Saturninus" found on the Thames foreshore by Higham Marshes.	Roman mortarium, found <i>in situ</i> on the edge of Higham saltings, resting on a burnt surface about 5ft. below the high water level. The mortarium has the name of the potter "Saturninus" impressed on each side of the spout, indicating activity within the period c. AD 95-135. No further remains visible during the 2005 coastal survey.
KE1523	TQ 67 NW 19	Late Bronze Age hoard of spearheads, knives, chisels and picks, dredged from the Thames by Broadness	A late Bronze Age hoard of 38 spearheads, 2 small knives and a tanged trunnioned chisel, was dredged up from the Thames. Large concrete wharf built here, no evidence of any further prehistoric remains or foreshore exposures during the 2005 coastal survey.

MonUID	PrefRef	Summary	Description
KE1524	TQ 67 NW 20	Roman tile found on Thames foreshore by Broadness Creek.	A Roman tile, found in the Thames off Broadness Creek, Swanscombe. No further remains visible during the 2005 coastal survey
KE15337	TQ 76 SE 37	Bridge over the Thames and Medway canal	Site of swing bridge no. 3 on the Thames and Medway Canal. No remains visible in the 2005 coastal survey, there is a street built over the site.
KE15339	TQ 76 SE 38	Bridge over Thames and Medway canal	Site of the only lift bridge on the Thames and Medway Canal. No visible remains of the bridge noted during the 2005 coastal survey.
KE15340	TQ 76 SE 39	Bridge over Thames and Medway canal	Site of swing bridge no. 5 on the Thames and Medway Canal carrying a footpath. The bridge house formerly stood on the North side of the canal and the foundations can be seen. A modern wooden bridge. No more house remains are visible.
KE15351	TQ 77 NW 126	Pillbox WW2, Higham Marshes.	Top of buried concrete pillbox visible above turf of counter wall. Faces NNE. possibly type 24. A six-sided, asymmetrically shaped concrete pillbox, now buried in the seawall.
KE15358	TQ 77 SW 62	WW2 Type 24 pillbox at Higham Marshes	Concrete pillbox, type 24, facing N. Buried in old counter wall. Nothing visible, but probing detected a structure approx. 20cm below present surface. Not visible during the 2005 coastal survey must be still buried in the sea wall.
KE15366	TQ 67 SE 208	Firing range of 1862 on Eastcourt Marshes near Gravesend	Milton Firing Range, Eastcourt Marshes. Earthen butts N-S with 6 firing point facing it on its west side. An adjacent brick target shed with pitched tiled roof originated as a military range in 1862, still in use for occasional military and civilian use. No access to the firing range it is still in use by the Metropolitan Police.
KE15384	TQ 67 SW 209	Site of power station; ash dumping site and coal stock site and WW2 construction works.	Northfleet Power Station, built 1956-62, demolished 1994. Significant stage in power station design combining extensive fenestration with functional exterior.). Site of an aggregate works, gravel depot.
KE15478	TQ 67 SW 191	WW2 minewatchers post.	The only minewatchers' post in Gravesham remaining from the network of posts every 3/4 of a mile. Observers use to shelter, observe and plot the landing of parachute mines in the Thames. A small, square plan, yellow brick structure intact but derelict. Overlooking the Thames.
KE15658	TQ 77 NW 130	Possible site of a wick (sheep farm) in Cliffe Marshes	Possible site of Solomon's Wick (marshland sheep farm of possible early Medieval origin). Landscape much disturbed by surrounding explosives works. Wick not apparent from ground level and area is quite overgrown, access difficult record updated from some distance away.
KE15660	TQ 77 NW 132	Possible site of a wick (sheep farm) in Cliffe Marshes	Possible site of wick (marshland sheepfarm of possible early Medieval origin). Wick not apparent from ground level and area is quite overgrown, record updated from some distance away as closer access is difficult.
KE15695	TQ 57 NW 102	Site of tramway from Long Reach to Joyce Green Hospital	Line of former tramway between Long Reach Hospital (TQ 57 NE 83) on the Thames foreshore and Orchard and Joyce Green Hospitals (TQ 57 NW 45) built c. 1902. Now present as field boundary and earthwork. No visible remains at this point, the hospital area has been demolished.

MonUID	PrefRef	Summary	Description
KE1572	TQ 67 SE 46	Canal bridge at Gravesend Basin of Thames and Medway canal	Canal bridge. The Thames and Medway Canal terminates in Gravesend in a basin connected to the Thames estuary by a tidal lock. The swing bridge crosses the lock. The bridge is still in use and in good condition.
KE1575	TQ 67 SE 49	Post-medieval swing bridge, on the Thames and Medway Canal	Swing Bridge. This bridge is over a section of the Thames and Medway Canal, which is still in water. There is a large cast iron counter weight on the landward N end of the bridge but there is no sign of cables or gearing for operating the bridge.
KE1589	TQ 67 SE 63	Fort, Post-medieval	Shornemead Fort. Fort is now mostly in ruins. Only the front of the fort facing the river seems intact, most of the internal structure is gone. Roofless.
KE15940	TQ 57 NW 48	Unidentified ring ditch identified from aerial photographs.	Possible ring ditch visible on AP's. Lies within an overgrown and fenced off area, unable to access the monument.
KE16101	TQ 57 NW 97	Works of 1915 manufacturing gunpowder, closed 1989	Explosives factory established by Perchlorate Safety Explosives Ltd in 1915 at Joyce Green. Presently (1993) disused with some 60 small buildings standing separated by blast walls. Site Overgrown and fenced off area unable to access the explosive works in 2005.
KE16246	TQ 77 NW 133	Anti Aircraft defences at Lower Hope	Battery of 4 x 3 inch guns on temporary site. Concrete bases for guns said to remain below turf. Guardhouse survives. Nothing visible that is obvious as a temporary anti-aircraft site in 2005.
KE16260	TQ 57 NW 54	Explosive stores (WW2 ?), Joyce Green	Two rectangular and buttressed concrete structures with traversed entrances. Still standing but with some evidence of structural failure. A munitions store? There is an identical building to the east.
KE16261	TQ 57 NW 55	20th century explosive stores by the Dartford Marshes	Four rectangular and buttressed concrete structures with traversed entrances. Still standing but with some structural failure. The stores have some structural failure. In an area of very straight ditches and embankments that may be contemporary. They are heavily overgrown and small trees are growing in every structure.
KE1631	TQ 67 SW 5	Blockhouse (remains of)	Gravesend Blockhouse, built in 1539, was situated on a "piece of land called Le Grene," to the north of the Terrace, at the west side of the Terrace Garden and Pier. It survived until 1834. Excavation showed that the projected artillery defences of the Gravesend Blockhouse did not exist on the site and that the area had been reclaimed in the early 19th century. A public monument with information boards. Parts of the walls are exposed for the public to see.
KE16347	TQ 77 NW 137	Military causeway, Higham Saltings	Marshes in front of river wall. Earthen causeway which may have led to the now vanished Higham Blockhouse. Causeway itself may be earlier and used later for Cross Thames ferry operations. End truncated by river erosion. A large grass covered bank running from the seawall to the eroding sea cliff. In the section view provided by the eroding sea cliff there is no visible evidence of any major foundation for the causeway.
KE16411	TR 06 NE 30	Shellness Minefield Control Post	Shellness Beach. Rectangular concrete structure on two levels, with close defence loopholes in the lower level and observation slots in the upper level. Good condition In good condition, with traces of fittings for steel shutters over the bottom of the observation slits.

MonUID	PrefRef	Summary	Description
KE16412	TR 06 NE 31	Coastguard Cottages (formally Shellness Coastguard Station)	Coastguard Cottages, Shellness. Cottages still in use, obviously holiday cottages. What appears to be a watchtower of a former coastguard station still in place.
KE16414	TQ 67 SE 226	Jetty by Shornemead Fort	Foreshore in front of Shornemead Fort. Concrete jetty. No remains, nothing visible on foreshore during the 2005 coastal survey.
KE16415	TQ 67 SE 227	Causeway (c.1870) now collapsed, by Shornemead Fort	Foreshore in front of Shornemead Fort. Stone slab pier from land to river edge. A timber, stone and concrete structure. It has totally collapsed. The surviving timbers stand up to 2m high. There is a revetment on the shore up to 60m long running to the east parallel to the river.
KE16416	TQ 67 SE 228	Pillbox (1940), near Higham Crreek	On river wall, 200 m East of Shornemead Fort. Concrete, facing North across Thames. Entrance on landward side. Mainly buried. A pillbox with a square base, and an octagonal short wall on top with cut off i-beams set into it.
KE16417	TQ 67 SE 229	Pillbox (1940), near Higham Creek	On river wall 260m East of Shornemead Fort. Mainly buried. Roof missing. Concrete, facing North across Thames. An octagonal pillbox with a small entrance, now mostly buried.
KE1684	TQ 67 SW 58	A Palaeolithic flint chipping floor at Northfleet on the river beach, where there are immense quantities of flakes and other signs of occupation.	A Palaeolithic flint chipping floor at Northfleet on the river beach, where there are immense quantities of flakes and other signs of occupation. The flakes are of all sizes, from 3 lbs. in weight to a grain or two. Beside the method of hitting one stone with another, at this spot a hammer was employed which had not been noticed by Spurrell elsewhere. A large number of the flakes had been worked on one side only; these are not scrapers, but knappers. Area built over by works, no visible remains during the 2005 coastal survey.
KE1699	TQ 67 SW 73	Three Roman bronze coins Northfleet.	A bronze sestertius of Trajan and a bronze As of Domitian in the Chantry Museum, Gravesend. A bronze As of Faustina was found at the same spot in 1959. There is only a small area of foreshore remaining between industrial works here, no finds or remains noted during the 2005 coastal survey.
KE1702	TQ 67 SW 76	Gravesend Pier, built 1831-4.	Town Pier. The pier was designed by W.T.Clarke and built by Gravesend Corporation in 1831-4. It is 'T' shaped, of cast iron, and rests on two rows of four columns. There are two original pavilions and a cast iron light but these are partly obscured by a later overall roof added by the Railway Company. The pier is still in use and well maintained and restored.
KE17063	TQ 96 SE 94	Richardsons cement works, by Conyer Creek	A mill at Conyer Quay built in 1787-8 was advertised for sale in 1796 and again the following year. Five pairs of stones and presses (probably stamps) were included. Ruined remains of the mill are now to be seen in the garden of a private house. No access to the works possible in 2005.
KE17085	TQ 67 NW 95	Site of a 19th century cement works. Northfleet.	William Goreham established a works at Northfleet in 1873. Closed before 1939 and partly reused as a concrete block factory. Area looks it is built over by modern container and shipping industry buildings.
KE17086	TQ 67 NW 96	The site of a 19th century cement works at Northfleet.	Onward Cement works, sharing a tramway and chalk pit with Tower Works. Established before 1897. No visible remains of the works during the 2005 coastal survey.
KE17088	TQ 67 SW 206	Site of 19th century cement works, Northfleet.	Imperial Portland Cement Works established 1898, sharing quarry with the Red Lion works adjacent. Closed by 1930s, later built upon by Northfleet Power Station. Now a huge construction site it is likely that any remains have been demolished.

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KE17099	TQ 57 NE 90	Site of the 19th century Black Duck barge yard, Swanscombe Marshes	A large building or repair yard established between c. 1870 and 1897 when a pair of small buildings were situated on the eastern side of a single slipway. Another structure had been added on the western side by 1909 but the yard was closed and all buildings cleared by 1933. No remains of the barge yard visible in the 2005 coastal survey.
KE17106	TQ 77 NW 125	Cement works- Post-medieval at Cliffe Creek	Empson, Holcombe and Co. ran a works at The Pottery, Cliffe from the 1860's. In 1886 it merged with Francis, Onald and Johanson, Whiting manufacturers at Cliffe. Some eight kilns had been erected on the former site of the pottery works and the Canal Tavern built near the quayside. The works had closed by 1908 and only one main building, with a few small units, was standing. The site has now been mostly levelled but the base of a possible kiln bank can be seen with an engine base and brick-lined tank nearby. Other remains are almost certainly buried nearby.
KE17191	TQ 96 SE 96	Bargebuilding Yard on Conyer Creek (formally Bird's, later White's)	Construction and repair of fishing smacks and oyster boats was carried out at Conyer before the advent of barge building under John Bird, who arrived shortly before 1866. Bird continued operating at Conyer until 1890. After a fire in the sheds the yard was rebuilt in 1908. The yard was engaged in war related work from 1915, constructing submarine boom components. During WW2 canal barges for Waltham Abbey Gunpowder Works were built but motorising and repair work became the staple after 1945. Upon closing the yard became a pleasure boat repair centre.
KE19998	TQ 57 SW 222	Roman period topsoil was found containing features including two cremation burials, both broken in antiquity.	Truncated Roman period topsoil was found containing features including two cremation burials, both broken in antiquity. The two cremation burials were found close to each other each within a small pit. During another evaluation and a watching brief a possible gully was found along with another cremation burial or alternatively a funeral pyre.
KE20342	TQ 87 SW 68	A series of ditches/gullies and post-holes interpreted as evidence of land divisions. Full extent of features is unknown.	The area was too overgrown to see boundaries during the 2005 coastal survey.
KE20343	TQ 87 SW 69	Large feature interpreted as a clay extraction pit associated with the Upchurch Ware pottery industry.	This point is now a water and reed filled depression, which may be remains of the pit.
KE2578	TQ 77 NW 3	Romano-British cemetery possibly by the mouth of Cliffe Creek.	Several Roman graves have been dug into by workmen excavating for mud for cement making 'in the marsh adjacent to the Nine Elms Cement Works. The marsh is close behind the river wall and the burials were about 4' deep in an alluvial deposit of c.20': their presence here suggests that the Thames was embanked down to Cliff Marshes in Roman times.
KE2581	TQ 77 NW 6	Roman finds including pottery, occupation-industrial debris and kilns/hearths, near the mouth of Cliffe	The foreshore at Cliffe Salting (area TQ 70827718) is littered with Roman potsherds, briquetage and animal bones, and some Roman brick and tile fragments, a group of three egg-shaped depressions of burnt clay are visible. These are each 1.2 m by 0.7 m, and appear to be similar to the structures noted by Gray on

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		Creek.	the Upchurch marshes, and thought to be kilns or hearths. (see TQ 87 SE 16) This is probably a salt-panning site. The pottery was identified as of 2nd/3rd cent. Date. Seen during the 2005 coastal survey. The whole area of the intertidal zone is scattered with pottery.
KE2582	TQ 77 NW 7	Possible site of Roman settlement (2nd c pottery and floors)	Sherds of coarse ware, one fragment of samian, and brick and tile pieces were obtained from the peat and the stratum immediately above it. Water-logged conditions precluded proper examination but a Roman occupation site associated with the upper (Roman) peat bed was indicated. "Masses of 2nd century pottery found in repairing the sea wall. This area is under pasture with no surface evidence of occupation.
KE2593	TQ 77 NW 18	Mortarium (c.70 AD), Higham reek	Half a Roman mortarium, stamped twice on the rim with the name "VALENTINANVS" and dated to c.A.D.70, was found on the foreshore at Higham by W.H. Brown of Horton Kirby. Donated to Maidstone Museum (See No 29.1950). The find spot TQ 70307572 is approximate only, and falls in an area of inaccessible soft mud. Additional index entry and reference. Soft mud, too dangerous to proceed out onto mudflat in 2005 coastal survey to see if there were any further remains.
KE2595	TQ 77 NW 20	Roman occupation site, indicated by finds at edge of Higham Creek	A concentration of Roman briquetage, tile and late 2nd-century. potsherds, including castor ware and part of a rim of a mortarium, was discovered during field investigation in a small creek on the edge of Higham Marshes. The finds had clearly been recently washed from an area in the close vicinity of the creek. During the 2005 coastal survey, some pottery and bone was observed at the base of the sea wall, but the greater concentrations seem to be further east.
KE2600	TQ 77 NW 25	Constructed to defend the lower Thames c.1860 as a casemated fort for 8 guns. Converted by Brennan in 1885 to a torpedo station.	Cliffe Fort (disused) Built as a result of the Royal Commission of 1860 recommendations, one of four forts constructed in the 1860s and thought to have been occupied until 1920. Armed, originally, with R.M.L. guns, in 1885 part of the fort was adapted as a torpedo station. This was one of several designed by Louis Brennan but is the only one in Kent of which any trace exists (see also TQ 97 NW 3). Although the torpedo station had been dismantled by World War I, light guns remained until after World War II. Built of roughly-hewn stone blocks outside and brick inside with a moat and earthworks on the seaward side. The fort now stands derelict and the domestic range is in ruinous condition but the rest is structurally sound with some noteworthy original ironwork.
KE2603	TQ 77 NW 28	Two Roman brooches by the mouth of Cliffe Creek.	In 1975 an unusual type of brooch was found just north of the mouth of Cliffe Creek. The site was part of a small salt-panning industry. The brooch was not of any known type and came from the surface of one of the red patches, which may represent ovens or salt-pans. Another brooch was found only a few yards away from the previous brooch reported. This brooch is an example of the head-stud type, dated to the first half of the second century. No visible remains in this position noted during the 2005 coastal survey.
KE2608	TQ 77 NW 33	Battery, 1898	Lower Hope Point Battery. Housing 12 pounder quick-firing guns. Constructed 1898. The earlier Hope Point Battery was revised in about 1898 and provided with two 12-pounder QF guns and a number of searchlights. They were certainly in position in 1905 and probably during the course of World War I, but they were withdrawn very soon after the war and the position abandoned. There is now no trace of the

MonUID	PrefRef	Summary	Description
			emplacements to be found.
KE2609	TQ 77 NW 34	Battery, 1796 and 1905	Hope Point Battery. Built 1796 to house cannons and 1905 to house breech-loading positions. It does not feature in any records of the latter half of the nineteenth century, and all evidence (which is very little) points to it having been abandoned some time before 1850. There is a large elevated earth bank behind seawall that may be remains of the battery. It stands 2m-3m high with boundary marker for Thames watermen on top of it. The bank is a flared U-shape 10m wide inshore and 20m wide at wall.
KE2612	TQ 77 NW 37	The site of a 19th century cement works by Cliffe Creek	The most significant survival of the Nine Elms Works is the remains of nine bottle kilns. There are sections of a wrought iron chimney scattered about the site of the works. Other artefacts on the site include a set of concrete edge rollers (presumably for crushing chalk), a millstone, a circular concrete base (possibly of an edge roller mill. Largely demolished, foundations visible in places and a large concrete building still standing which is probably the kiln.
KE2614	TQ 77 NW 39	Mesolithic perforated antler mattock, Cliffe Creek	Perforated antler mattock excavated by Blackhouse in 1863 at a depth of 15 feet. No further mesolithic remains seen in this location during the 2005 coastal survey.
KE2626	TQ 77 NW 51	Roman cremation, pottery, near Cliffe Fleet	Roman cremation burial, some way down the foreshore. Finds recovered were a flagon of orange fabric, probably a native copy of an imported vessel (AD 46-65); a wide shallow bowl of smooth sandy ware in orange buff (AD 80-120); Samian cups (two) - form 27 with potter's stamps (AD 43-70), and form 33 with a cursive C internally on the base (second century date). The area was visited during the 2005 coastal survey, but the foreshore was inaccessible due to deep soft mud, so it was not possible to check for further remains.
KE2630	TQ 77 NW 55	Mesolithic antler mattock found in Cliffe Creek	Mesolithic antler mattock. No other artefacts noted in this position during the 2005 coastal survey
KE2665	TQ 77 SW 1	Natural feature; possible site of crouched inhumation	A natural weathered outlier of Thanet Sand. The crouched burial with Porosphaera beads may have been found here, see TQ77SW11. A natural irregular-shaped, turf covered mound, approximately 3.0m in height with a central mutilation, and other slight hollows in the sides. Outside the main mound and separated from it by a barn is a slight ditch with traces of an outer bank. This has been destroyed on the eastern side by the present deep drainage ditches. The ditch may have been dug for drainage purposes. Similar shallow ditches exist elsewhere on these marshes.
KE2675	TQ 77 SW 11	Cist containing crouched burial with Porosphaera beads; found 1880, Higham Marshes	A collapsed oblong cist of Kentish ragstone was visible on Higham Marshes. It was excavated in 1880 by Mr E.L. Arnold and found to contain a crouched skeleton (very crushed) accompanied by 79 beads which lay as if they had originally been around the neck. The mound stood on a gravelly hillock which probably stood out of the water when all the surrounding district was swamp, possibly Barrow Hill, TQ77SW1. In the absence of evidence, the ragstone cist with its crouched skeleton, cannot be dated with precision, but on general grounds the early Bronze Age may be suggested.
KE3497	TQ 96 NE 1	Three Romano-British cremations	Three urns containing burnt bones and charcoal, on the eastern bank of Conyer Creek. This location for the

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		near Conyer creek	urns is in the saltmarsh is on the west bank of the creek, according to the records the urns should be on the east bank. The point should be moved but it is not clear where the point should be placed as the location of the find is not known.
KE4088	TR 06 NE 1	Roman Limekiln, Shellness Point, Isle of Sheppey	Romano-British industries, a kiln, used perhaps for burning shells instead of chalk was discovered some years prior to 1874 near Shellness Point, in the extreme east of Sheppey. The area consists of flat yet reasonably firm mud and sands, no visible trace of this kiln it may be buried in the foreshore mud.
KE4089	TR 06 NW 1	Moat	Homestead Moat: Saye's Court. The nearby circular moat here is probably of early date; the east and south of the islet of Harty (included as a part of Sheppey) lies exposed to the Swale, once the waterway of numerous foes, when anything worth preserving must have needed strong protection.
KE4092	TR 06 NW 4	St Thomas's Church, 13th century church, Isle of Harty	Harty Church, Sheppey, consists of a chancel with north chapel, a nave with north aisle and north porch, and a transeptal south chapel.
KE4103	TR 06 NW 15	Salt mound, possibly medieval, Isle of Harty	Group of four salt-working mounds on the Harty Marshes, one of which has been destroyed. The salt water creeks of these isles contain a large number of mounds similar to those excavated at Seasalter (TR 06 SE 6). They represent the remains of medieval salt working. A mound about 2 m high, and about. 30m x15m in size.
KE4104	TR 06 NW 16	Salt mound, possibly medieval, Isle of Harty	Salt-working mound on the Harty Marshes. The salt water creeks of these isles contain a large number of mounds similar to those at Seasalter (TR 06 SE 6). A mound 2m-3 m high, and about. 50m x30 m in size. On the southeastern side, there shallow curved embankments are visible, perhaps salt pan remains?
KE766	TQ 57 NW 7	Roman cremations near Joyce Green	Several Roman urn burials, "consisting of small groups of urns here and there", were found when gravel pits were first opened at Joyce Green on the eastern side of Dartford Creek near the road from Dartford to the marshes. The monument point lies in a heavily overgrown area, it was not possible to see anything to indicate the survival of any remains here.
KE773	TQ 57 NW 38	Cropmarks.	Short linear ditch with small pit to east, between hospital lodge and east house. Area fenced off and overgrown, unable to gain access in 2005.
KE776	TQ 57 NW 41	Cropmark of circular ditches.	Dartford and District Archaeological Group newsletter of Autumn 1976 has a report on excavations at Darenth Park Hospital. The report refers to "another Hospital site", at which cropmarks were investigated and it was proved that circular ditches lay under the topsoil. Area fenced off and overgrown, unable to gain access in 2005.
KE8438	TQ 77 SW 89	Milton range halt	Concrete platform visible from the road unable to get closer for more detailed observations Position estimated as not visible on OS.
KE8978	TQ 96 NE 183	Post-medieval Brickworks, Conyer Creek	The brick works has been demolished, there are no upstanding structures apparent, the site is overgrown with trees, shrubs and grasses. There are extensive concreted areas and some rubble visible.
KE9014	TQ 67 SE 210	Submarine mining establishment, Shorne.	Several rectangular concrete bases for stone buildings of the submarine mining establishment, mostly invisible below marsh surface. Traces of a narrow gauge midway for transport of the mines to the river's

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			edge may also exist. Area of bases not accessible. No gauge remains visible on foreshore apart from concrete debris.
KE9033	TQ 77 NW 127	WW2 infantry fire trench, Cliffe.	Small L-shaped fire trench, situated on top of chalk debris mound. Revetted in cottugated iron, but gradually collapsing and filling up with debris. Area too overgrown to gain access during the 2005 coastal survey.
KE9212	TQ 67 SW 189	Observation post at Northfleet.	Mine watchers post, a small, rectangular single-storey yellow brick structure with a flat concrete roof. There is a wide observation aperture facing the river Thames. An east facing doorway is protected internally by a brick blast wall. Built on a concrete terrace on the S. bank of the Thames. Additional site photographs (2-15). Still standing, yellow brick square structure with concrete flat roof.
KE9214	TQ 77 NW 128	Tank trap, Higham Marshes.	Six square concrete cubes arranged on echelon in front of river wall. Six huge rectangular concrete blocks with corrugated surfaces (concrete poured into corrugated sheeting). About 2.5m x 1.5m x 1.5m each.
KE9456	TQ 77 SW 93	Early medieval bucket bucket found in 1907, Higham	Photograph of an early medieval bucket bucket found in 1907. No further remains noted during the 2005 coastal survey.
KE9833	TR 07 SW 13	Unidentified wreck, Leysdown-on-Sea	Beyond the edge of the low tide, nothing visible. Unable to get access to the site during 2005.
KE9884	TQ 87 NW 33	Remains of a wooden vessel, Allhallows-on-Sea	Remains of unknown wooden vessel. Could prove hazard to small craft around high water. Remains visible at low tide, mostly buried by the mud.
KE994	TQ 57 SW 114	Palaeolithic pointed handaxe in Darent Creek. Nothing more recorded.	Palaeolithic pointed handaxe, from the mill pond, Dartford Mill. Findspot by Post-medieval wharf, no further remains visible during the 2005 coastal survey.
WX0052	TQ 87 SW 1110	Start of disused jetty, used to carry oil from tankers to power station. Bee Ness, between Humble Bee Creek and East Hoo creek.	Start of disused jetty used to carry oil from tankers to power station. In a state of advanced structural decay. No access was available for further inspection. Attempt was made to inspect the jetty, but it is closed off and locked. The jetty is clearly not safe and in a state of collapse.
WX17243	TQ 67 SW 1000	Amsterdam Bridge, Gravesend	Amsterdam Bridge. No debris from the bridge or other remains visible during the 2005 coastal survey.
WX17249	TQ 77 NW 1004	Various Romano-British artefacts by mouth of Cliffe Creek.	Erosion had exposed truncated kilns containing samian shards, capped with sandstone and powdered chalk, and stratified under widespread burnt clay and charcoal. No further remains visible at this point during the 2005 coastal survey, though Roman period pottery was found nearby
WX17250	TQ 77 NW 1005	Outline of a possible boat identified, with carbonised timbers, near Cliffe Creek	Possible remains of the outline of a boat, nearly 20ft long, discovered in a channel of hardened ooze. The timbers were carbonised. Associated with other nearby occupation debris. There are stones lying on foreshore, but no other structures were visible during the 2005 coastal survey
WX17266	TQ 77 NW 1007	Causeway, Cliffe, Shorne and Higham Marshes	Conjectured causeway identified in the Shorne, Higham and Cliffe marshes. Waterfilled chalk quarry in this area now, no visible remains where this monument is plotted in Cliffe marshes.

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WX17288	TQ 67 NE 1000	Navigation Light, Shornemead	Shornemead Navigation Light built in the 1920's. Large circular concrete and sheet piling platform in the river channel, probably the base of the light?
WX17289	TQ 96 NE 1002	Barge Hulk at mouth of Conyer Creek	Hulk of unidentified spritsail barge at mouth of Conyer Creek. No visible remains during the 2005 coastal survey, the barge may have been buried, removed or plotted in the incorrect location.
WX17303	TQ 77 NW 1008	Romano-British Hearths and Saltern debris on the Thames foreshore by Cliffe	Romano-British Hearths and Saltern debris exposed on foreshore off Cliffe near old ammunition jetty. No visible remains noted during the 2005 coastal survey, the site seems to lie under water at low tide, but may be exposed at lower tides
WX17321	TQ 67 NW 1019	193m tall transmission tower carrying power lines across Thames	193m tall transmission tower: first point on south bank of Thames carrying power lines across the river, linking with another 1600m away on the north bank adjoining West Thurrock Power Station. Seen in 2005 coastal survey, still in use
WX17333	TQ 67 SW 1003	Remains of the pier for Rosherville estate and gardens	Rosherville estate and gardens, developed in 1840s by chalk merchant Jeremiah Rosher, were served by a pier into the Thames. Impressive walling and stairs survive plus a double arch from which the pier originally extended, within which there is an apsidal chamber large enough to house a boat. No visible remains of the pier during the 2005 coastal survey.
WX17335	TQ 67 SW 1005	Wharf associated with Blue Circle Industries cement works at Bevans Wharf, Northfleet	The manufacture of Portland cement is a great Kentish industry and cement mills were established on this site in the 1830/40s by William Aspdin, whose original kiln survives on the Blue Circle site. Area occupied by Lafarge Blue Circle Cement, there are many buildings and access is restricted making it difficult to ascertain where the individual monuments in the area lie.
WX17336	TQ 67 NW 1000	Tower Wharf, Northfleet, and quayside facilities	The recent (1990s) construction of large bonded shed houses and three 40 ton gantry cranes (a facility of Cargo Transit Services Ltd) is evidence of continuing and substantial port activity on the Thames. The wharf is still in use and maintained.
WX17337	TQ 57 NE 1001	Terminus of mineral railway on south bank of Thames, Broadness.	White's Jetty is the terminus of a rail link to cement works in Swanscombe. The jetty is fenced off, but from what is visible, it appears to be in good condition.
WX17342	TQ 96 NE 1003	Small oyster fishery belonging to the Manor of Teynham (?med/post med)	A Deed of Bargain and Sale dated 14 November 1789 refers to a small oyster fishery belonging to the Manor of Teynham, operating from Conyer Creek. The extent of the beds is not known but Admiralty charts show Oyster beds at the east end of Fowley Island and opposite on the mainland, indicating that they were used in the 19th century.. No visible remains noted during the 2005 coastal survey. The oyster fishery has probably been long abandoned
WX17540	TQ 77 NW 1010	Gunpowder works and chemical explosives factory, Cliffe Marshes	Established by Hay Merricks and Co. as gunpowder works c1892. Subsequently developed as cordite factory early 1900s by Curtis's and Harvey Ltd. Closed 1920s. Extensive brick and earthwork remains. The works are extensive, there are building ruins scattered over a wide area and a number of small u-shaped earthworks visible.

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WX17548	TQ 87 NE 1017	Anchorage in Yanlett Creek	Anchorage in Yanlett creek marked on chart of 1688. Path of creek is different to that shown on modern chart, this may have altered. Grazing fields in this location during the 2005 coastal survey. The point has probably been incorrectly plotted from a map and should lie in the channel.
WX17598	TR 06 NE 1007	Anchorage off Shellness	Anchorage off shellness marked on a chart of 1774 AD. Not visible during 2005 coastal survey. This is to be expected as the anchorage would lie in the water and any trace would probably only consist of scattered debris.
WX17613	TQ 87 NE 1003	Anchorage in Yanlett Creek	Anchorage in Yanlett Creek, marked on a chart of 1774 AD. No visible remains during the coastal survey of 2005, this can be expected of an anchorage, and some debris or material associated with the anchorage may survive underwater.
WX17618	TQ 67 NE 1002	Higham Causeway	Higham Causeway, rectangular field/feature marked on map of 1777 AD. On a chart of 1852 this feature is marked as 'The Common'. Not visible during the 2005 coastal survey, though the tide is may have been over any remains during the time of the survey.
WX17624	TR 06 NW 1009	Anchorage in the River Swale	Anchorage in the River Swale, marked on a chart of 1786. This area is saltmarsh. It is possible the anchorage is incorrectly located from a map and should lie in the channel, no visible remains in the 2005 coastal survey. The anchorage should probably lie within the channel.
WX17626	TR 06 NW 1011	Anchorage in the River Swale	Anchorage in the River Swale, marked on a chart of 1786.
WX17637	TR 06 NW 1017	Roman pottery sherds in the saltmarsh near Harty Ferry.	Field walking in 1996 retrieved 23 Roman pottery sherds. Area overgrown, even in the exposed muddy patches no pottery visible during the 2005 coastal survey
WX17679	TR 06 NW 1019	A medieval findspot of eight sherds of pottery, by Horse Sands on the Swale	Field walking in 1996 retrieved 8 Medieval pottery sherds. The area is overgrown, even in the clearer muddy patches no pottery is visible.
WX17731	TQ 67 NW 1003	Disused slipway ? (not marked on 1st Ed. OS), Broadness.	Disused slipway ? Three squared wooden logs lying beside each other on the concrete reinforced foreshore, there is one more timber lying half in the water. The timbers are approximately 20m long, 0.25m x 0.25m thick. The concrete platform is about 60m x 40 m. It is grown over with a thick covering of bladderwrack. Fragment of decorated clay pipe found beside it though probably not contemporary.
WX17734	TQ 67 SE 1007	Remains of ditch and bank, Shorne	Remains of ditch and bank as seen in photographs. There is a stretch of embankment running approximately parallel to the foreshore with a ditch towards the seawall. Several hundreds of metres long. It seems to be part of the sea wall.
WX17737	TQ 67 SE 1010	Many circular part water filled holes, similar to shell holes.	Many circular part water filled holes, similar to shell holes. Firing range. Unable to gain access to these features in the 2005 survey.
WX17738	TQ 67 SE 1011	Concrete hardstanding by Shorne Fort	Concrete hardstanding shown in photographs. The hardstanding is still visible during the 2005 coastal survey. It is in good condition with some slight structural failure at its west end.
WX17739	TQ 77 NW 1015	Brennan torpedo launching slips at Cliffe Fort	Brennan torpedo launching slips. The slips are still visible. There is some substantial structural failure in the concrete fabric of slips. The southernmost slip is overgrown with bladderwrack and difficult to see in detail. Little of the iron fittings survive <i>in situ</i> . The northernmost slip is still recognisable, with the rails and

MonUID	PrefRef	Summary	Description
			their rounded Y-shaped support stanchions <i>in situ</i> though these are heavily corroded. The structure of this slip is seriously failing and is showing signs of substantial break up as it nears the channel. There are steps and an entrance visible at the fort end of this slip, with what may be some remains of the launching mechanism, mostly what may be a winch) though these remains are probably incomplete and in a poor condition
WX17740	TQ 77 NW 1016	Numerous wreck and debris on foreshore on Higham Creek in front of Cliffe Fort.	Numerous wreck and debris on foreshore recorded in photographs. Lots of modern debris covering the whole foreshore, partly in form of middens. There are numerous scattered stakes and piles in between them. There is a large bank of concrete debris, consisting of steel lighters and cables and other unidentified debris, running perpendicular to the foreshore, 2-3 m high, 70-80 m long.
WX17741	TQ 77 NW 1017	Double line of piles, remains of jetty at Higham Creek by Cliffe fort	Double line of piles, remains of jetty. Wooden squared piles in a double row. Height about 4m, and each pile about 0.4m x 0.4 m. The structure is approximately 50m. Probably part of WX17905. Wooden plank construction remains lying beneath it, probably part of wreck KE14888. Row of small stakes crossing the jetty.
WX17742	TQ 77 NW 1018	Possible remains of base of jetty by Cliffe Fort	Jetty shown on 1st ed. OS 6 inch , Seen as an abandoned base in 1950's AP. The base of the jetty is comprised of an iron beam superstructure on wooden piles set in the concrete seawall. It has iron fittings. Other wooden piles along the line of the wall running north-south over 90m-100m suggest the jetty was a substantial structure. Metal posts by jetty are evidence of an attempt to stop rubble sliding down the sea wall.
WX17744	TQ 77 NW 1020	Steel pile and grid structure on the foreshore (remains of Jetty), by Lower Hope Point	Steel pile and grid structure on the foreshore (remains of Jetty). Jetty consisting of wooden piles and iron fittings. It stands about 8 m high. A U-shaped structure, about 50m x 30m. Double row of piles with crossbeams on the top. Piles are additionally fixed with diagonally crossing angled cross beams. The diameter of the piles is 0.4m x 0.4m. Parts of flooring of the jetty are still on top though much of it has fallen into the mud.
WX17745	TQ 77 NW 1061	A steel pile and grid structure on the foreshore (remains of Jetty) at Lower Hope Point.	Derelict fuel lighter. The foreshore is muddy but firm at under the mud at a depth of about 0.05m- 0.07m. Under the mud from what is visible the foreshore deposits seem to show some lamination, and have what are possibly small peaty areas, but there is no structure visible here
WX17746	TQ 77 NW 1021	Steel pile and grid structure on the foreshore (remains of Jetty), by Lower Hope Point	Steel pile and grid structure on the foreshore (remains of Jetty). The structure is the remains of a squared wooden pile jetty. The concrete foundation survives on the sea wall and four rows of piles the largest row with six piles are visible. The piles stand up to 5-6m and are approximately 0.3m x 0.3m. It has horizontal and diagonal timbers in place. No superstructure survives. The structure is about 40-50m long, and 30m wide at the surviving river frontage. It may be connected to munitions works?
WX17747	TQ 77 NW 1022	Steel pile and grid structure on the foreshore (remains of Jetty), near Lower Hope Point	Steel pile and grid structure on the foreshore (remains of Jetty). A wooden jetty, very similar to one further west. Built of wooden square piles to 5m high 0.3m x 0.3m. Two rows are prominent, one smaller row behind. 30m wide at the river frontage only two horizontal timbers remain, and one diagonal brace.

MonUID	PrefRef	Summary	Description
WX17799	TQ 96 SE 1052	A derelict boat, possibly MTB/G house boat conversion in Conyer Creek.	Derelict boat, possibly MTB/G house boat conversion. No visible remains of the vessel seen during 2005 coastal survey. There is a modern marina there now so the vessel has probably been removed or buried.
WX17800	TQ 96 SE 1051	A derelict barge in Conyer Creek	Derelict barge. No visible remains seen during the 2005 coastal survey. A modern marina is in the area now. The barge has probably been removed or buried
WX17801	TQ 96 SE 1050	A derelict boat, possibly a barge in Conyer Creek.	Derelict boat, possibly barge. No visible remains seen during the 2005 coastal survey. There is a modern marina in this area now, it is likely the vessel has been removed or buried.
WX17802	TQ 96 SE 1049	Unidentified wreck in Conyer Creek.	Unidentified wreck. Private. No access to this part of the marina in Conyer Creek during the 2005 coastal survey.
WX17803	TQ 96 SE 1048	Steel barge being used as mooring hulk in Conyer Creek	Steel barge being used as mooring hulk. There is a modern marina in this area now, the steel barge recorded has probably been moved or buried.
WX17804	TQ 96 SE 1047	Triangular feature surrounded by embankments at Conyer Creek, not on 1st edition OS - mastpond?	Triangular feature surrounded by embankments, not on 1st ed., but it is shown on 2nd, 3rd eds. and current OS - a mastpond? No access to the marina in this part of creek.
WX17805	TQ 96 NE 1050	Abandoned quay, possibly in connection with Conyer Brickworks (TQ 96 NE 183)	Abandoned quay, possibly in connection with Conyer Brickworks (TQ 96 NE 183). Not shown on 1st ed. OS 6 inch but on all editions from 2nd ed. A quay built from stone, yellow and red brick and concrete. It has wooden wales on its frontage. It appears to have had numerous repairs, and is collapsing at the north east end.
WX17902	TQ 67 SE 1025	Rectangular embankment surrounded by rectangular pits (part of TQ 67 SE 208?) part of firing range in Shore Marshes	Rectangular embankment surrounded by rectangular pits (part of TQ 67 SE 208?) identified as the Butts of Eastcourt Rifle Range. Still in use, no access onto the firing range during the 2005 coastal survey, but the butts are visible from outside the range.
WX17903	TQ 67 SE 1024	Derelict boats along shore, signs of ship breaking going on at the foreshore by Gravesend	Derelict boats along shore, signs of ship breaking going on. At the mapped point no derelict boats are visible. Possibly the location is not very accurate and the derelict works are located at a place further east (no access to the east).
WX17905	TQ 77 NW 1059	Floating jetty in 1946 AP, in Higham Creek, by Cliffe fort	Floating jetty in 1946 AP. A double and partly triple row of squared wooden piles and planks approximately 150 m long. It stands up to 3 m high, and the piles are 0.3m x 0.3 m in diameter. The structure is braced with iron transverse bars. There is a concrete platform standing on concrete piles towards the northwestern end. Does not seem to be part of the jetty. Another concrete structure, destroyed, immediately beneath the jetty. There are wooden construction remains lying between the jetty remains.
WX17906	TQ 77 NW 1058	Flooded fields in 1941/1946/1947 AP's	Flooded fields in 1941/1946/1947 AP's. Area is now saltmarsh and creekbed.
WX17913	TR 06 NW 1079	'V' shaped ditches with embankments on either side, wider end faces	'V' shaped ditches with embankments on either side, wider end faces seafront, apex may enter into a pond. The ditches still appear to be there. Each 'V' consists of what looks like 2 different ditches, they are quite

MonUID	PrefRef	Summary	Description
		seafront, apex may enter into a pond. By Leysdown-on-Sea.	overgrown and are full of freshwater reeds. Suggesting they are mostly flooded.
WX17916	TR 07 SW 1017	Line of mooring dolphins, by Leysdown-on-Sea.	Line of mooring dolphins. The remains of this monument may be buried in the sand or marked in the incorrect location.
WX17928	TQ 77 NW 1055	Grid cropmarks, remains of saltworking or drainage ? Cliffe Marshes.	Grid cropmarks, remains of saltworking or drainage? Not visible from ground level during the 2005 coastal survey.
WX17929	TQ 77 NW 1054	Jetty on the foreshore at Blyth Sands	Jetty. Not marked on any mapping. Four stakes in a row leading into the water, there is another stake forming a second row. Possibly a jetty? It is about 18m x 1.5 m. Stakes up to 0.7 m high, rectangular in section, 0.04 x 0.05m. Bones and charcoal on the ground. About 20 east of this is a dense scatter of stone. Far out on foreshore, a singular timber/log is visible (no access to this timber).
WX17938	TQ 87 NW 1022	Grid pattern in cropmarks and drainage, salt making site ? Allhallows-on-Sea	Grid pattern in cropmarks and drainage, salt making site? Very flat ridges and furrows are visible in the field, origin uncertain.
WX17940	TQ 87 NW 1021	Feature that appears to be an abandoned Anti Aircraft battery by Allhallows-on-Sea	Feature that appears to be an abandoned Anti Aircraft battery. Area is now grazing marsh. No visible remains of this feature in 2005.
WX17965	TQ 87 SW 1064	Remains of old seawall enclosing fields on 1st Ed OS. By Kingsnorth Power Station.	Remains of old seawall enclosing fields on 1st ed. OS. Excavation and earthmoving works in the power station ashfields. It is the dumping ground for the ash from the power station. There are no visible remains of this monument, it may be destroyed or buried under the ash
WX17991	TR 06 NW 1077	Unidentified anomaly on foreshore, patch of black dots	Unidentified anomaly on foreshore, patch of black dots. Not marked on any mapping. Some parts of old barrels on foreshore during the 2005 coastal survey. These may be the anomaly, or the feature described here may be buried in the foreshore mud.
WX17995	TR 06 NW 1073	Embankment, remains of old seawall ? By Leysdown-on-Sea	Embankment, remains of old seawall? The area is heavily overgrown and there are no obvious signs of an embankment visible during the 2005 coastal survey.
WX17997	TR 06 NW 1071	A rectangular feature surrounded by a number of dots by the Hamlet of Shellness	Rectangular feature surrounded by a number of dots. The area is covered by high grasses, there are no visible remains of this feature from ground level.
WX18047	TQ 87 SW 1053	Possible enclosure by Kingsnorth Power Station	Possible enclosure. Marked on 1st,2nd and 3rd ed OS. Area covered by ash mounds. Remains of enclosure could be buried under the ash.
WX18048	TQ 87 SW 1052	Remains of hard, visible on 1st-3rd ed OS. Slede Ooze, Oakham Marsh	Remains of hard, visible on 1st-3rd ed. OS. No visible remains in 2004. The line of the hard is visible but not it is possible to access the monument. The hard is covered in seaweed, unable to determine any more detail during the 2005 coastal survey.

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WX18088	TR 06 NW 1049	Boom defence across the Swale at Horse Sands.	Boom defence. No visible remains of the boom defence in 2005. It is possible any surviving trace is buried in the deep mud of the foreshore.
WX18089	TR 06 NW 1048	Oval enclosure near Harty Ferry	Oval enclosure, shown on all mapping from 1st ed. OS 6 inch to current edition. Area under cultivation. No access to the monument through the field as it had crops growing during 2005 coastal survey.
WX18091	TR 06 NW 1046	Rectilinear enclosure near Harty ferry	Rectilinear enclosure, not shown on 1st Ed. OS. Field under cultivation. There is no access to this area as it is on private land and to visit the monument would damage the crop. Not accessed during the 2005 coastal survey
WX18100	TQ 96 NE 1021	An unidentified barge by the mouth of Conyer Creek.	Unidentified barge. The remains of a barge cannot be seen, though a very faint trace of an arc standing 1-3cm over the mud may indicate buried remains of this barge?
WX18126	TQ 96 SE 1041	Two unidentified hulks in Conyer Creek.	Two unidentified hulks. This area is now a modern marina, it is likely the hulks have been removed for the marina construction, or they may just be buried in mud of the creek.
WX18127	TQ 96 SE 1040	Unidentified hulk in dock in Conyer Creek.	Unidentified hulk in dock. There is a modern marina in this site now, the hulk has probably been removed or buried.
WX18180	TQ 87 SW 1045	Square enclosure in Damhead Creek, identified from photographs.	Square enclosure. Nothing marked on any OS mapping. The foreshore too hazardous to get close enough to determine if any remains of the enclosure remain.
WX18181	TQ 87 SW 1044	Remains of unidentified barge, Damhead Creek	Remains of barges seen on 1946 aerial photographs. The aerial photographs for this area are inconclusive with regards to barge remains. The 1961 survey shows five barges lying on the intertidal mud, side by side and end on to the west shore in approximate position TQ 8176 7306.
WX18182	TQ 87 SW 1043	Unidentified derelict barge in Damhead Creek	Unidentified derelict barge. No remains of the barge visible during the 2005 coastal survey, it may be buried under the saltmarsh or mud or it has been removed.
WX18183	TQ 87 SW 1042	Unidentified derelict barge, Damhead Creek	Unidentified derelict barge. Scattered remains curved wooden knees and iron bolts on the foreshore indicate the presence of a barge, perhaps mostly buried or broken up and removed.
WX18231	TR 06 NE 1036	Possible ring ditch, Hamlet of Shellness.	Possible ring ditch. Not marked on 1st 2nd or 3rd ed. OS mapping. Area comprises flat firm sands, any remains may have been eroded away or buried, although the site is likely to be an erroneous aerial photographic interpretation.
WX18275	TQ 77 NE 1014	Grid pattern in field - salt working/drainage, Cooling Marshes	Grid pattern in field - salt working/drainage. Field system and drainage ditches still in use.
WX18278	TQ 77 NW 1051	Pier by Cliffe Creek	Jetty. Shown on 3rd ed. OS and photographs. Iron railway tracks used as posts, forming a double row leading from foreshore to water. The feature is about 2 m wide.
WX18280	TQ 77 NW 1049	Remains of unidentified vessel on the foreshore by Redham Mead.	Remains of unidentified vessel. No remains of the vessel visible during the 2005 coastal survey the remains may survive under water and only be exposed during a more favourable tide
WX18281	TQ 57 NE 1053	5 concrete pontoons, by Swanscombe Marshes	5 concrete pontoons. No remains visible during the 2005 coastal survey, the pontoon have probably been removed.

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WX18282	TQ 57 NE 1007	Hard, Broadness	'Hard' marked on all OS editions and photographs. The hard is just visible on the foreshore. It is a rectangular structure running down into the channel. It is constructed from wooden planks held by iron pins which act as a revetment holding in hard rubble. There is a great deal of chalk rubble and stone over the foreshore. There are further piles/stakes visible sticking out that may be further hard structure.
WX18333	TQ 57 NW 1043	Pit cluster, Darent Creek	Pit cluster. Not marked on 1st, 2nd or 3rd ed. OS mapping. No visible remains of any pits during the 2005 coastal survey though the field is under cultivation and this may be hiding any remains.
WX18334	TQ 57 NW 1042	Ring ditch near Joyce Green	Ring ditch. Not marked on 1st, 2nd or 3rd ed. OS mapping. No obvious ring ditch visible during the 2005 coastal survey. It is probably modern drainage ditch.
WX18338	TQ 57 NE 1040	Oval enclosure, Dartford Marshes	Oval enclosure. Not marked on 1st, 2nd or 3rd ed. OS mapping. No access to this area during the 2005 coastal survey
WX18339	TQ 57 NE 1039	Unidentified pattern in field	Unidentified pattern in field. Not marked on 1st, 2nd or 3rd ed. OS mapping. No access to this area during the 2005 coastal survey
WX18345	TQ 57 NW 1036	Circular depression by Joyce Green	Circular depression. Not marked on 1st, 2nd or 3rd ed. OS mapping. Overgrown and fenced off area. No access available in the 2005 coastal survey
WX18346	TQ 57 NW 1035	Three circular pits in saltmarsh, by Darent Creek	Three circular pits in saltmarsh. Situated on the line of a former embankment. No visible remains of the site during the coastal survey in 2005, originally identified from an aerial photograph so may not be noticeable from ground level.
WX18347	TQ 57 NW 1034	Jetty, Darent Creek.	Crane shown at this point on 1st ed. OS 6 inch to the mile mapping. No remains of a jetty are visible. There is a raised wide flat bank about 50m long and 10m-20m wide is set back from present creek bed. Some evidence of large squared wooden piles scattered over the bank vicinity, with iron fittings, they look modern. These could be the remains of a wharf type structure.
WX18348	TQ 57 NW 1033	Reclaimed saltmarsh, Crayford Creek	Reclaimed saltmarsh. Grazing marsh behind the creek embankment.
WX18351	TQ 57 NW 1032	Pit group/salt works by Crayford Creek.	Pit group/salt works. Not marked on 1st, 2nd or 3rd ed. OS mapping. No visible remains during the 2005 coastal survey the area has been built over.
WX18352	TQ 57 NW 1031	Pit cluster by Darent Creek	Pit cluster. Not marked on 1st, 2nd or 3rd ed. OS mapping. In wet low-lying area behind embankment of the creek to the west. Area is in high reeds, and not safe to cross, though it is possible the feature is a natural collection of pools? No Access during the coastal survey of 2005.
WX18355	TQ 57 NW 1028	Pit alignment by Joyce Green	Pit alignment. Not marked on 1st, 2nd or 3rd ed. OS mapping. The area is now marked as dangerous. It is filled with deep water. The ground looks very disturbed in area of the monument point, no access possible in coastal survey in 2005.
WX18356	TQ 57 NW 1027	Abandoned(?) Barge in Darent Creek	Abandoned Barge? Site is located in a wide reed bed, it is a soft muddy area, not safe to access during the 2005 coastal survey

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WX18358	TQ 57 NW 1026	Building in Darent Creek	Sub-circular enclosure. Not visible and no access during 2005 coastal survey. The whole area covered in 1-2m high reed bed. The ground is too unpredictable to reach the monument point for survey.
WX18362	TQ 57 NW 1023	Circular cropmark in Darent Creek	Circular cropmark. Not marked on 1st, 2nd or 3rd ed OS mapping. Area around the monument not visible as it is heavily overgrown. The area is very wet and covered in reeds. It seems the area may be a natural depression. It is fenced off so no access to the monument was possible during the 2005 coastal survey.
WX18383	TQ 57 NE 1031	Barrows/quarry pits in Dartford Marshes	Barrows/quarry pits. Not marked on 1st, 2nd or 3rd ed OS mapping. No access to this area during the 2005 coastal survey, fenced off.
WX18396	TQ 77 NW 1046	Explosives depot, Cliffe	Explosives depot. An array of concrete buildings with no doors or roofs. In good condition.
WX18399	TQ 57 NW 1021	Circular pit(s) by Darent Creek	Circular pit(s). Line of posts marked nearby on 1st ed. OS. Field under cultivation. No circular pits visible during the 2005 coastal survey.
WX18409	TQ 77 NE 1013	A wooden object on the foreshore at Blyth Sands	Probably a wooden object far out on the foreshore (several hundred meters out). No access to the feature due to deep mud. From the shore it is possible to estimate it being about 4m - 5m long. Possibly the remains of a vessel.
WX18420	TQ 77 NW 1041	Unidentified wreck on the foreshore at Higham Creek	Unidentified wreck. Remains of a vessel, one side of the hull is visible with wooden planks and ribs. Probably intact beneath the mud there is about a 16m length of the vessel visible.
WX18421	TQ 77 NW 1040	Single line of piles on the foreshore by Higham Saltings.	Single line of piles. No remains of the piles visible during the 2005 coastal survey, may have been buried or removed.
WX18422	TQ 77 NW 1039	Possible Peat exposure on the foreshore by Higham Saltings	Possible Peat exposure. The area here is now saltmarsh, quite heavily overgrown with no exposures apparent behind the seacliff.
WX18423	TQ 77 NW 1038	Ring ditch in Shorne Marshes	Ring ditch. No access during coastal survey in 2005, in Metropolitan Police firing range.
WX18425	TQ 77 SW 1001	Drainage pattern in fields in Shorne Marshes	Drainage pattern in fields. Metropolitan police firing range, no access during coastal survey in 2005
WX18426	TQ 67 NE 1003	Lighthouse Tower - associated with TQ 77 NW 19?	Lighthouse Tower - associated with TQ 77 NW 19? The area of the lighthouse is strewn with metal piles, sheet piling and collapsed concrete, the lighthouse is gone.
WX18427	TQ 67 SE 1022	Three mounds in Shorne Marshes	Three mounds. Some possible mounds seen through a fence during the 2005 coastal survey. It was not possible to access these monuments as they lie in the Metropolitan Police firing range
WX18485	TQ 67 SE 1021	Barrage balloon, with submerged mooring in Thames	Barrage balloon, with submerged mooring. Not visible during 2005 coastal survey, though may still exist in the channel under the water
WX18486	TQ 67 SE 1020	Circular embankment in Shorne Marshes	Circular embankment. No access as monument in a firing range
WX18492	TQ 67 SW 1027	Unidentified square block defensive(?), Roshville, Gravesend	Unidentified square block – defensive (?) No remains visible during the 2005 coastal survey, may have been removed or buried

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WX18498	TQ 57 NW 1017	Small boat in Darent Creek	Small boat. High reeds in this area. It is muddy and unsafe. No safe access possible during the 2005 coastal survey
WX18500	TQ 57 NE 1016	Jetty on the Thames at Long Reach	Jetty. The concrete front of the jetty has cracked. It retains its iron mooring bollards. Much of it is not accessible.
WX18501	TQ 57 NE 1015	Basin on the Thames at Long Reach	Basin. The basin lie behind fence, not possible to get close enough to observe the basin closely but it doesn't seem to be still in use
WX18504	TQ 57 NW 1014	Ring ditch near Joyce Green	Ring ditch. The area has a visible modern drainage ditch, but no ring ditch is visible.
WX18505	TQ 67 NW 1009	Derelict vessel at Broadness	Derelict vessel. No visible remains in 2005 coastal survey, though the vessel may exist beneath the waterline and its presence is not be verifiable from the shore.
WX18506	TQ 67 NW 1008	Derelict vessel, River Thames, by Broadness Creek	Derelict vessel. No remains of this vessel seen during the 2005 coastal survey, it may exist under the observed waterline
WX18553	TQ 77 NW 1037	Possible remains of Salt Works at Redham Mead	Possible remains of Salt Works. No remains of salt works noted during the 2005 coastal survey
WX18554	TQ 77 NW 1036	Boom defence to defend Cliffe Creek	Boom defence to defend Cliffe Creek. Photograph. Two squared posts in the foreshore may be the remains of the boom mooring, it is not clear what survives of this monument
WX18555	TQ 77 NW 1035	Jetty and Wharf, Cliffe Creek	Jetty. A large concrete wharf, with no bollards or other fittings visible. It is reinforced with iron, it has an overgrown irregular concrete surface, with wall 0.75m high all along it.
WX18558	TQ 77 NW 1032	Remains of enclosure, Higham Marshes	Remains of enclosure. An area of grazing land behind the sea wall, no discrete enclosure apparent, though area is bounded in parts by normal drainage ditches.
WX18559	TQ 77 NW 1031	Remains of enclosure	Remains of enclosure. No Access to this monument during 2005 coastal survey.
WX18560	TQ 67 SE 1019	Ridge and furrow, near Gravesend	Ridge and furrow. Area built over by the Metropolitan police training centre.
WX18573	TQ 57 NW 1006	Circular pit by Darent Creek.	Circular pit. Site Monument point lies in a field under cultivation. No remains visible during the 2005 coastal survey.
WX18576	TR 06 NW 1023	Anchorage in the River Swale	Anchorage in the River Swale, marked on a chart of 1786. No remains of an anchorage noted during the 2005 coastal survey, this is to be expected as any debris or remains related to anchoring activity would lie in the channel.
WX18577	TQ 57 NW 1002	Long Reach Tavern, on the Thames	Long Reach tavern, marked on a chart of 1802 and 1st ed. OS map. In overgrown area, probably long demolished. Nothing visible during 2005 coastal survey.
WX18594	TQ 78 SE 1001	Beacon offshore from Egypt Bay	Beacon offshore from Egypt Bay, shown on a chart of 1836. No visible remains of this beacon from the base of the sea wall.
WX18608	TR 06 NE 1010	Shellness Beacon	Shellness Beacon, shown on a chart of 1843 and 1st, 2nd, 3rd ed. OS 6 inch. A high banked shell and sand beach at this point but no visible remains of a beacon.
WX18617	TQ 67 NW 1001	Beacon at Broadness	Beacon at Broadness, marked on a chart of 1852. There is a modern steel beacon in use in this position.

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WX18619	TQ 67 SE 1004	Windmill, Gravesend	Windmill, shown on a chart of 1852. Built over with modern works.
WX18633	TQ 67 SE 1005	Denton Wharf, Gravesend	Denton Wharf, shown on a chart of 1852. No access onto the wharf area. It is now a container yard although area still appears to be a wharf.
WX18634	TQ 77 NW 1013	Cliffe Creek Beacons	Beacons at the entrance to Cliffe Creek, marking the southern end of a measured nautical mile on the 1852 map. No beacons visible during the 2005 coastal survey.
WX18635	TQ 77 NW 1014	Lower Hope Point Beacon	Lower Hope Point Beacon, marking northern end of measured mile on the 1852 map. The beacon is destroyed, it is lying as a rusting iron skeleton on the salt marsh. The squared base stones for the beacon are still in place. Squared timber posts and other debris lying around it.
WX18636	TQ 67 SW 1013	Pitchers Dockyard, Northfleet	Pitchers Dockyard, PM shipbuilding site marked on charts of the 1850's. Shown in detail on 1st ed. OS 6 inch. Area in use by Northfleet Terminal. Not clear which structures are historic and which have been built over.
WX18637	TQ 67 SW 1014	Ropewalk near Gravesend	Ropewalk near Gravesend, marked on charts of the 1850's. No visible remains noted during the 2005 coastal survey area has been built over by a retail park.
WX18694	TR 06 NW 1032	Remains of a fishing vessel, marked HH36 on the foreshore of the Isle of Harty, near Harty Ferry, the Swale.	Remains of unidentified vessel. A wooden wreck of a fishing vessel with remains of green and brown paint. Wooden and iron fittings in the middle and the broken mast are still preserved. The vessel is 20 m long. Fishing license number HH36 still legible on the side. The HH part if the vessel registry suggests it was registered to Harwich
WX18711	TR 06 NW 1028	Probable remains of jetty by Harty Ferry on the Swale	Probable remains of jetty. Two parallel rows of rounded wooden stakes running from saltmarsh in the direction of the channel. The structure is about 30m long, and 1.3 m wide. The stakes are up to 1m high, and 0.1m in diameter. Appears to be quite a modern structure. It may be related to the remains of the jetty that lies further south, but gap there is a 50m gap between them.
WX18712	TR 07 SW 1007	Former battery by Leysdown-on-Sea	Former Battery. Area overgrown with dense trees and shrubs, no visible remains of the battery seen during the 2005 coastal survey.
WX18715	TR 07 SW 1004	Series of unidentified individual features, by Leysdown-on-Sea	Series of unidentified individual features. This may refer to the old line of groynes or bait digging holes on the foreshore near this area nothing else is visible.
WX18723	TQ 77 NW 1028	Ring ditches, Cliffe Marshes	Ring ditches. Lots of drainage ditches in area, nothing obvious visible from the ground during the 2005 coastal survey.
WX18724	TQ 77 NW 1027	An unidentified concrete structure possibly from WW2	Unidentified Object (WWII?). A square concrete platform with eight raised plinths which have iron fittings set into the concrete. The structure is approximately 20m x 8m and 0.8 m high. There are iron stakes with pointed ends lying in front of it, probably part of an iron fence around the structure.
WX18727	TQ 77 NE 1005	Group of four circular posts(?) on foreshore near Egypt Bay	Group of four circular posts(?). Not visible during the 2005 coastal survey.

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WX18728	TQ 77 NE 1004	Unidentified dark linear features, Blyth Sands	Unidentified dark linear features. No access to the possible monument, from what is visible, there are what may be some wooden remains or a pile of stones.
WX18729	TQ 77 NE 1003	Areas of higher ground, Egypt Bay	Areas of higher ground. Areas of higher ground visible on whole foreshore. Peat banks, shell beds? No access, deep mud.
WX18730	TQ 77 NW 1026	Mound/circular enclosure in Cooling Marshes	Mound/circular enclosure. No mound visible. Lots of drainage ditches and water-filled creeks.
WX18731	TQ 77 NE 1002	Drainage patterns in field, Cooling Marshes	Drainage patterns in field. The field system with drainage ditches is still in use.
WX18733	TQ 77 NW 1025	Derelict/abandoned material by Cliffe Fort	Derelict material. Remains of huge metal pontoon and metal lighter together with metal scrap lying in deep soft mud.
WX18734	TQ 77 NW 1024	Pillbox (better position for TQ 77 NW 126) in Higham Saltings	Pillbox (better position for TQ 77 NW 126). No visible remains of a pillbox at this point noted during the 2005 coastal survey, it may have been buried or removed?
WX18735	TQ 67 SE 1015	Unidentified square feature near Shorne Fort	Unidentified square feature. Concrete building rubble at the foot of the seawall. No standing building or structure remains.
WX18737	TQ 67 SE 1013	Salt workings near Gravesend	Salt workings. Area built over with a Metropolitan Police training centre.
WX18738	TQ 67 SE 1012	Groyne, Gravesend	Groyne. The groyne appears well maintained, with a navigation marker in the channel at the end of the groyne structure.
WX18756	TQ 87 SW 1024	Medway Queen a paddle steamer in Damhead Creek	The paddle steamer Medway Queen was built in 1924 on the Clyde for the New Medway Steam Packet Company of Rochester, Kent; England, just one of many pleasure steamers operating round England's coasts. She was powered by a diagonal compound steam engine, originally coal burning but converted to oil in 1938. She was the only paddle steamer built specifically for service on the River Medway in Kent. The company operated several pleasure steamers on the estuary at that time for the Strood - Southend service. At the outbreak of the Second World War she was converted for minesweeping duties and served as HMS Medway Queen in the 10th Minesweeping Flotilla.
WX18758	TQ 87 SW 1022	Probable remains of two submarines in Damhead Creek	Probable remains of 2 submarines. The base of the hulls of two submarines, said by Kingsnorth Powerstation staff to be two mini subs pulled up after the war in 1920 to be stripped of brass etc. Kevin Ling an employee of Kingsnorth, says they have deteriorated notably since 1976. Some bulkheads are visible. Both submarines lie roughly north-south. Three subs broke free of tug taking them to Chatham Dockyard. The third one is said to be in better condition and lies behind the Bee Ness jetty. The engines of the submarines were removed and one was allegedly taken to a paper mill, where it is said to be still in use as firepump.
WX18830	TQ 87 NE 1013	Abandoned small vessel on foreshore, Colemouth Creek.	Abandoned small vessel on foreshore. Remains of a small 20 metre long clinker built motor vessel. Red and blue paint visible, iron and steel fittings and engine fittings still attached in places. A wreck lying directly in front of the seawall.

MonUID	PrefRef	Summary	Description
WX18844	TQ 96 NE 1010	Unidentified circular object, by the mouth of Conyer Creek	Unidentified circular object. No circular object is apparent, deep mud prevents direct access from shore. Two stakes just visible over the mud may be in the vicinity of the findspot.
WX18855	TQ 87 NE 1010	Sea defence wall, Yantlett Creek	Old Counter Wall. New seawall built on the site probably incorporating the old wall.
WX18856	TQ 87 NE 1009	Enclosure by Yantlett Creek	Enclosure shown on the 1st ed. OS map. The southern wall of the embankment is still visible, the rest is eroded together with the salt marsh into the foreshore. It stands about 1m high. Several piles are visible in the eroded part on the foreshore, probably remains of a former seawall belonging to the enclosure. Some stakes are visible in the extension of the southern wall, with other piles angled inland (may be a seawall reinforcement?). The southern wall has a tarmac topping and was obviously reused as a road probably towards the old Coast Guard station.
WX18867	TQ 57 SW 1002	Phoenix Wharf, Darent Creek	Phoenix Wharf shown on the 1st and 2nd ed. OS map. Wharf seen in 2005 coastal survey, appears to be in fair condition
WX18869	TQ 57 SW 1004	Hythe Steet Ford	Hythe Steet Ford shown on the 1st ed. OS map. No remains visible during the 2005 coastal survey.
WX18870	TQ 57 NW 1009	Purfleet Ferry	Purfleet Ferry shown on the 1st ed. OS map. No visible remains of any landing stage for the ferry noted during the 2005 coastal survey, it is possible it is buried in the soft mud of the foreshore
WX18873	TQ 67 NW 1005	Rectangular feature shown on 1st ed OS 6 inch at Northfleet	Rectangular feature shown on 1st ed. OS 6 inch. Probably remains of former construction sites. No rectangular feature visible during the 2005 coastal survey
WX18876	TQ 67 SW 1016	Orm House Dock Northfleet	Orm House Dock indicated on the 1st OS map ed. Whole area in use by Lafarge Blue Circle Cements. Not clear which structures are historic and which have been built over.
WX18877	TQ 67 SW 1017	Wharf on Hope Terrace, Northfleet	Wharf on Hope Terrace indicated on the 2nd OS map ed. Whole area in use by Lafarge Blue Circle Cements. Not clear which structures are historic and which have been built over.
WX18878	TQ 67 SW 1018	Northfleet Hope Lighthouse	Northfleet Hope Lighthouse indicated on the 1st ed. OS map. Whole area is now built over by Lafarge Bluecircle Cements. No remains of a lighthouse noted during the 2005 coastal survey
WX18879	TQ 67 SW 1019	Tramway jetty, Northfleet	Jetty at terminus of a tramway that runs from a chalk quarry situated south of Lower Northfleet indicated on the 1st ed. OS map. Area now occupied by LaFarge Blue Circle Cement works, it is not clear what historic features remains and what have been built over. No visible remains of the tramway noted during the 2005 coastal survey, but layout of the cement works means it may just have been missed.
WX18880	TQ 67 SW 1020	Wharf at Northfleet	Wharf at Northfleet indicated on the 1st ed. OS map. The whole area has been built over by industrial works. Not clear which structures have a historical core.
WX18881	TQ 67 SW 1021	Quay serving Rosherville Chalk Quarry	Quay serving Rosherville Chalk Quarry indicated on the 1st ed. OS map. Site in use as an aggregate works, this area is in use as gravel storage, no visible remains of the quay but may just be built over.
WX18882	TQ 67 SW 1022	Quay at Rosherville	Quay at Rosherville indicated on the 1st ed. OS map. The quay is in use as a builders storage compound. It has steel lighters moored to it. No access into the compound during the 2005 survey, but possible to see the quay is still in use.

MonUID	PrefRef	Summary	Description
WX18883	TQ 67 SW 1023	Quays serving a chalk quarry at Roshville	Quays serving a chalk quarry at Roshville indicated on the 1st ed. OS map. This area has largely been built over by an industrial park, a wide area is in use as car park but the west end has standing cranes and may still be in use, it has tram tracks and other fittings still in place. Parts of this area however, are also in use as private car park.
WX18884	TQ 67 SW 1024	Clifton Baths, Gravesend	Clifton Baths indicated on the 1st ed. OS map. No visible remains noted during the 2005 coastal survey, the baths have been built over.
WX18886	TQ 67 SW 1025	Clifton Pier, Gravesend	Clifton Pier indicated on the 1st ed. OS map. Built over with modern apartments. Though the concrete riverfront wall retains new ladders and bollards. These could be used as moorings but it is not likely.
WX18887	TQ 67 SW 1026	Kent and Essex Steam Ferry Pier, Gravesend	Kent and Essex Steam Ferry Pier indicated on the 1st ed. OS map. A large steel pontoon jetty, still in use.
WX18888	TQ 67 SE 1016	Custom House Pier, Gravesend	Custom House Pier indicated on the 1st ed. OS map. Still in use. No access onto the pier.
WX18889	TQ 67 SE 1017	Watts's Pier, Gravesend	Watts's Pier indicated on the 1st ed. OS map. A Port of London Authority wooden causeway. It is well maintained and in use.
WX18890	TQ 67 SE 1018	Quay, near to the 'Ship & Lobster', Denton	Quay, near to the 'Ship & Lobster', Denton indicated on the 1st ed. OS map. The quay is still in use, and has probably been rebuilt.
WX18891	TQ 67 SE 1040	Jetty, near to the 'Ship & Lobster', Denton	Jetty, near to the 'Ship & Lobster', Denton indicated on the 1st ed. OS map. The 19th century jetty is demolished. A new concrete and steel jetty/pier has been built directly on its western side. Remains of the old jetty are visible in the form of two parallel rows of timber posts running into the water (about 5m -6m width, and 20m length). A rubble slipway is visible between the old and the new jetty.
WX18892	TQ 77 NW 1029	Cliffe Creek Coastguard Station	Cliffe Creek Coastguard Station, shown as a boat on the 1st Ed OS 6 inch, with the title 'The Swallow' and an adjoining hard indicated on the 1st ed. OS map. This area lies by the seawall and on the foreshore mud. The sea defence is modern and concrete, it is possible the coastguard station was demolished and any remains now lie under the sea wall.
WX18893	TQ 77 NE 1006	Egypt Bay Coastguard Station	Egypt Bay Coastguard Station, 1st ed. OS 6 inch shows that the station is housed in a boat labeled 'The Kite' indicated on the 1st ed. OS map.
WX18895	TQ 87 NE 1019	Yanlett Creek Coastguard Station	Yanlett Creek Coastguard Station, shown as being housed in an unnamed boat on the 1st ed. OS 6 inch. There are concrete blocks and modern plank remains of a building visible beside what is recorded as an old enclosure; these may be the remains of the Coastguard station. Also remains of an old tarmacadam road and a concrete gate post.
WX18972	TQ 96 SE 1046	Conyer Dock, in Conyer Creek	Conyer Dock, shown on 1st ed. OS 6 inch. Extended by 2nd ed. and still present on current mapping. This part of the creek is visible from the road, it has large metal-hulled houseboats on it. There is no dock structure visible from road at this point however.
WX18973	TQ 96 SE 1053	Conyer Quay Coastguard Station	Conyer Quay Coastguard Station, shown on 1st ed. OS 6 inch and not shown on any later editions. New houses stand in this location. No remains of the station noted during the 2005 coastal survey.

MonUID	PrefRef	Summary	Description
WX18976	TQ 06 NW 1099	Quay east of Harty Ferry, marked on the 1st, 2nd and 3rd ed OS 6 inch. Not marked on current OS.	Quay, marked on the 1st, 2nd and 3rd ed. OS 6 inch. Not marked on current OS. Area overgrown by salt marsh, no quay noted during the 2005 coastal survey.
WX18978	TR 06 NE 1050	Beacon by Leysdown-on-Sea	Beacon, shown on 1st, 2nd and 3rd ed. OS, but not on current mapping.(1-3) Singular modern piles and remains of older groynes, nothing else visible during the 2005 coastal survey
WX19034	TQ 57 SW 1005	Lifting Bridge/Drawbridge, on 2nd and 3rd ed OS in Darent Creek	Lifting Bridge/Drawbridge, on 2nd and 3rd ed. OS. Brick and concrete built drawbridge ramps. Dressed stone capstones. Wooden wales with horizontal rubbing beams to protect vessels. No visible remains of the bridge across the creek.
WX19035	TQ 57 SW 1006	Wharf, Darent Creek	A concrete wharf with dressed stone capstones. There is a weir at north end. It has iron bollards, made from reused pipe? The wharf is very overgrown. A modern footbridge crosses the creek overhead.
WX19040	TQ 57 NW 1049	Wharf (3rd ed OS), Darent Creek	Wharf marked on the 3rd ed. OS map. There is a raised earth bank by the creek set back 10m to 20m from the channel. There are no recognisable bollards or fittings to indicate any presence of a wharf.
WX19041	TQ 57 NE 1054	Pier show on the 3rd Ed. OS and used for landing patients to the smallpox hospitals particularly Long Reach Hospital TQ 57 NE 83	Pier show on the 3rd ed. OS and used for landing patients to the smallpox hospitals particularly Long Reach Hospital TQ 57 NE 83. No visible remains noted during the 2005 coastal survey.
WX19056	TQ 57 NE 1068	Ingress Abbey Wharf and Pier (3rd ed OS), Swanscombe	Ingress Abbey Wharf and Pier marked on the 3rd ed. OS map. The jetty is now demolished. Any pier and structures in the channel are now removed and nothing is visible above the waterline. There are substantial remains visible on the riverbank. Numerous wooden piles and crossbeams survive with iron fittings. In some places it seems the jetty piles survive up to the jetty floor height, about 5m -6m. The surviving remains on the shore are about 100m x 40m at their ends. They are 10m wide along long axis. There are scattered smaller timbers on the foreshore maybe only remains of east wing of the jetty.
WX19057	TQ 67 NW 1011	Pier at Broadness	Pier marked on the 2nd and 3rd ed. OS map. The pier is fenced off and now disused, it is slightly overgrown, but seems in fair condition. It was not possible to get close enough to the pier for more detailed observations
WX19058	TQ 67 NW 1012	Bell Wharf, Broadness	Bell Wharf marked on the 1st and 2nd ed. OS map. A large concrete wharf on massive wooden piles, with bollards and part of a railway inlaid onto the wharf surface. The metal railings are in disrepair, but otherwise the wharf is in good condition.
WX19059	TQ 67 NW 1013	Portland Cement Works Docks/Wharves	Portland Cement Works Docks/Wharves marked on the 2nd and 3rd ed. OS map. Area looks like being built over with modern container and shipping industry facilities.
WX19060	TQ 67 NW 1014	Portland Cement Works Pier, Northfleet	Portland Cement Works Pier marked on the 2nd and 3rd ed. OS map. Area looks like it has been built over with modern container and shipping industry facilities
WX19061	TQ 67 NW 1015	Pier Tower Portland cement works	Pier Tower Portland cement works marked on the 2nd and 3rd ed. OS map. Area looks like being built over with modern container and shipping industry facilities

MonUID	PrefRef	Summary	Description
WX19062	TQ 67 NW 1016	Deep Water Pier and four Dolphins, Northfleet	Deep Water Pier and four Dolphins marked on the 2nd and 3rd ed. OS map. Pier still in use during the 2005 coastal survey
WX19063	TQ 67 SW 1029	Jetty (3rd ed OS), Northfleet	Jetty marked on the 3rd ed. OS map. Whole area in use by Lafarge Blue Circle Cements. Not clear which structures are historic and which have been built over.
WX19064	TQ 67 SW 1030	Wharf and two Jetties (3rd ed OS), Northfleet	Wharf and two Jetties marked on the 3rd ed. OS map. Whole area in use by Lafarge Blue Circle Cements. Not clear which structures are historic and which have been built over.
WX19065	TQ 67 SW 1031	Wharf at Northfleet (3rd ed OS)	Wharf at Northfleet marked on the 3rd ed. OS map. Whole area in use by Lafarge Blue Circle Cements. Not clear which structures are historic and which have been built over.
WX19066	TQ 67 SW 1032	Henly's Jetty, Gravesend	Henly's Jetty marked on the 2nd and 3rd ed. OS map. A wooden jetty with iron fittings. It has a modern elevated conveyor resting on it supported out to the jetty frontage on a configuration of piles. It is still in use, and in fair condition.
WX19067	TQ 67 SW 1033	Jetty (3rd ed OS), Gravesend	Jetty marked on the 3rd ed. OS map. No remains of this jetty noted during the 2005 coastal survey.
WX19068	TQ 67 SW 1034	Causeway (3rd ed OS), Gravesend	Causeway marked on the 3rd ed. OS map. No visible remains of a causeway at this point during the 2005 coastal survey, the riverfront has been built over.
WX19069	TQ 67 SW 1035	Baltic Wharf (3rd ed OS), Gravesend	Baltic Wharf marked on the 3rd ed. OS map. There is now a modern apartment block in this location, though the concrete river frontage has iron bollards and ladders for access, so it could be used for mooring.
WX19070	TQ 67 SW 1036	Coal Wharf (3rd ed OS)	Coal Wharf marked on the 3rd ed. OS map. A derelict small wharf, may still be in use by small craft, the area is in use as storage for small commercial interests.
WX19071	TQ 67 SW 1037	South-east and Central Pier, Gravesend	South-east and Central Pier, with associated wharf and dolphins, marked on the 2nd and 3rd ed. OS map. A large iron pier on large round iron piles. There are six piles under the main pier and eight under pier frontage on the channel. The top of the pier has a framework for some type of roof or covering which is now gone. The top of the pier is covered in rubbish and other material suggesting it is no longer in active use as a pier.
WX19072	TQ 67 SW 1038	Commercial Wharf, Gravesend	Commercial Wharf marked on the 2nd and 3rd ed. OS map. This wharf is now part of a public path, with railings on the waterside frontage
WX19073	TQ 67 SW 1039	Union Wharf, Gravesend	Union Wharf marked on the 2nd and 3rd ed. OS map. The wharf is no longer in use. It is part of a public pathway with safety railings on the wharf's waterfront side. Iron mooring bollards remain.
WX19074	TQ 67 SW 1040	Marriot's Wharf, Gravesend	Marriot's Wharf marked on the 3rd ed. OS map. This area has been built over by an apartment block. It is now part of wooden promenade and a public path runs along the waterfront
WX19075	TQ 67 SW 1041	Landing Stage/Steps by Kent and Essex steam ferry pier	Landing Stage/Steps marked on the 3rd ed. OS map. There is a landing stage for ferries and some commercial small craft at this point. It is a floating landing stage on pontoons. It is still in use for ferry and a tourist sightseeing boat, the Princess Pocahontas.

MonUID	PrefRef	Summary	Description
WX19076	TQ 67 SW 1042	Landing Stage/Steps, Gravesend	Landing Stage/Steps marked on the 3rd ed. OS map. A modern concrete riverside wall exists at this point, no landing steps are visible.
WX19077	TQ 67 SW 1043	Landing Stage/Steps	Landing Stage/Steps marked on the 3rd ed. OS map. The area comprises muddy foreshore, no recognisable debris noted during the 2005 coastal survey.
WX19078	TQ 67 SW 1044	Landing Stage/Steps, Gravesend	Landing Stage/Steps marked on the 3rd ed. OS map. No visible remains during the 2005 coastal survey may be demolished or built over.
WX19079	TQ 67 SW 1045	Landing Stage/Steps, Gravesend	Landing Stage/Steps marked on the 3rd ed. OS map. Apart from some metal steps to the east of the Town Pier no landing stage is apparent. A riverside footpath now runs by the river, the steps may have been built over.
WX19080	TQ 67 SW 1046	Jetty, Gravesend	Jetty marked on the 3rd ed. OS map. No sign of debris or other remains of a jetty noted during the 2005 coastal survey
WX19081	TQ 67 SW 1047	Wharf, Gravesend	Wharf marked on the 3rd ed. OS map. This area is now a riverside park with a public path. Any wharf structure is no longer obvious save for the riverside wall, which might contain element of the wharf?
WX19083	TQ 67 SW 1049	Wharf, Gravesend	Wharf marked on the 3rd ed. OS map. A brick built wharf sticking out into foreshore. Now a private house and garden. There are landing steps on the north east side.
WX19085	TQ 67 SE 1028	Coastguard Station (Baggage Yard), Gravesend	Coastguard Station (Baggage Yard) marked on the 3rd ed. OS map. The building appears to be in use, on custom house/government land. Not possible to get close to the building for more detailed observations
WX19086	TQ 67 SE 1029	Wharf, Gravesend	Wharf marked on the 3rd ed. OS map. Boats moored alongside, no access onto the wharf. It is probably still in use. In fair condition.
WX19087	TQ 67 SE 1030	Causeway, Gravesend	Causeway marked on the 3rd ed. OS map. No remains of a causeway visible at this point during the 2005 coastal survey. The waterfront is built up with sheet piling.
WX19088	TQ 67 SE 1031	Wharf, Gravesend	Wharf marked on the 3rd ed. OS map. No longer in use as a wharf. Now a storage yard. The waterfront is built up with steel pilings 2 m above ground level.
WX19089	TQ 67 SE 1032	Causeway, Gravesend	Causeway marked on the 3rd ed. OS map. A wood and steel causeway still in use, in good condition.
WX19090	TQ 67 SE 1033	A mooring post on the foreshore by Shorne Marshes	Post marked on the 3rd ed. OS map. Three squared piles in a triangular setting with two smaller cross timbers lying on the foreshore surface in between the posts. The posts show signs of wear, especially in the middle from ropes.
WX19091	TQ 67 SE 1034	Rectangular Feature, by Shorne Marshes	Rectangular feature marked on the 3rd ed. OS map. Rectangular post structure about 10m x 1.5 m, running from the foreshore into the water. Partly a double line of posts along its length.
WX19092	TQ 67 SE 1035	Jetty by Shorne Marshes	Jetty marked on the 3rd ed. OS map. Only two massive wooden squared posts still visible, standing beneath each other at a distance of about 2 m.
WX19093	TQ 67 SE 1036	Beacon, Higham Saltings	Beacon marked on the 3rd ed. OS map. Saltmarsh has eroded away here leaving only soft mud, with firm ground a few centimetres underneath. No visible remains of a beacon.

MonUID	PrefRef	Summary	Description
WX19094	TQ 67 NE 1004	Beacon, Higham Saltings	Beacon marked on the 3rd ed. OS map. No beacon at this point, but this monument record may refer to the modern beacon closer to Shornemead Fort in the channel of the Thames?
WX19095	TQ 67 NE 1005	Beacon, Higham Saltings	Beacon marked on the 3rd ed. OS map. No remains of this beacon visible during the 2005 coastal survey.
WX19096	TQ 67 NE 1006	Beacon, Higham Saltings	Beacon marked on the 3rd ed. OS map. No visible remains of a beacon noted during the 2005 coastal survey.
WX19097	TQ 67 NE 1007	Windmill at Higham Saltings	Windmill marked on the 3rd ed. OS map. No remains of a windmill visible during the 2005 coastal survey.
WX19098	TQ 77 NW 1062	Rectangular feature on foreshore	Rectangular feature on foreshore, marked on the 3rd ed. OS map. Deep, soft mud, not visible from the edge of the sea cliff during the 2005 survey.
WX19099	TQ 77 NW 1063	Pier, by Cliffe Fort	Pier marked on the 3rd ed. OS map. A modern steel pile pier still in use, it has aggregate conveyors running out to it. In use at the time of the 2005 coastal survey.
WX19100	TQ 77 NW 1064	Pier by Redham Mead	Pier marked on the 3rd ed. OS map. Pier consisting of six concrete blocks, each with two squared timber posts in it. It is about 30-40 m long, 2.5 m wide.
WX19101	TQ 77 NW 1065	Unidentified rectangular feature by Lower hope point	Rectangular feature, possibly a bridge, marked on the 3rd ed. OS map. Probably destroyed when building the concrete seawall, no remains of such a feature noted during the 2005 coastal survey.
WX19102	TQ 77 NW 1066	Jetty, by Lower Hope Point	Jetty marked on the 3rd ed. OS map. Fifteen squared wooden piles are still visible. There are five rows of the piles extending into river for 30m.
WX19107	TQ 87 NE 1037	Beacon near mouth of Yantlett Creek	Beacon marked on the 3rd ed. OS map. Still in use. Appears to be composite in construction though mostly of large squared timbers, unable to get close for more detailed observations due to deep mud.
WX19109	TQ 87 NE 1039	Hard by mouth of Yantlett Creek	Hard marked on the 3rd ed. OS map. A stone embankment with jetty-like wooden stake remains running perpendicular to its outer edge, standing up to 0.6 m high, forming two rows.
WX19110	TQ 87 NE 1040	Groyne at Yantlett Creek	Groyne marked on the 3rd ed. OS map. Not identified during 2002 survey. No remains noted during the 2005 coastal survey
WX19111	TQ 87 NE 1041	Wharf, Yantlett Creek	Wharf marked on the 3rd ed. OS map. Remains of timber structure, consisting of wooden planks and iron screws.
WX19133	TQ 87 SW 1074	Post-medieval wharf, demolished, Stoke Saltings. partly	Wharf identified on the 2nd ed. OS map. Seen in 2004, the wharf timbers have been cut down for most of their length, though the outline of the original wharf structure is still visible. Area fenced off- now marked as private property, not clear of ownership so access was not possible during the 2005 coastal survey.
WX19134	TQ 87 SW 1075	Wharf, Damhead Creek	Wharf identified on the 2nd ed. OS map. A wharf built of timber and concrete, it has mostly collapsed, with major structural failure and it is largely unsafe. Despite the structural damage it seems to be in use for access to the Medway Queen, a paddle steamer in very poor condition though apparently undergoing restoration work. There is a great deal of concrete rubble in and around the wharf from various episodes of collapse.

MonUID	PrefRef	Summary	Description
WX19135	TQ 87 SW 1076	Circular embanked feature, Damhead Creek.	Circular embanked feature identified on 2nd ed. OS map. Nothing visible at ground level, irregular saltmarsh.
WX19136	TQ 87 SW 1077	Circular embanked feature, Damhead Creek	Circular embanked feature identified on the 2nd ed. OS map. No remains visible during the 2005 coastal survey.
WX19137	TQ 87 SW 1078	Mound, Damhead Creek	Mound identified on the 2nd ed. OS map. No mound is clearly visible, but there are what may be some stakes visible behind one of the submarines by the plotted point.
WX19178	TQ 57 SW 130	Vehicle bridge, Darent Creek	The bridge is single-leaf bascula type, and are hand operated via a bevel gear, a worm drive and a pinion acting on the toothed quadrant on the bridge. The vehicle bridge is 30ft long by 10ft wide. The bevel gear and worm drive are missing on the vehicle bridge. The bridge is intact and in use. Wooden walkway over creek. Mechanism for moving bridge still in place. Cogs and ship's wheel mechanism visible. Some small repairs to walkway evident. Safety rail on bridge quite rusty but solid. Large squared Post-medieval timbers in mud on both sides of creek may be part of an earlier structure?
WX19194	TQ 67 NW 1017	Bronze celt, found in same area as Late Bronze Age hoard of spearheads at Broadness.	Dredged from the Thames were several Thames picks and an ornamental bronze celt of much earlier date; probably not part of the hoard, is assigned to the LBA 'Broadward Tradition', which is characterised mainly by barbed spearheads. No further remains noted during the 2005 coastal survey.
WX19216	TQ 67 SE 1037	Canal lock at Gravesend basin	Canal bridge and lock. The Thames and Medway Canal terminates in Gravesend in a basin connected to the Thames estuary by a tidal lock of which the lower gates have been removed, thus only allowing to be used at high water. A swing bridge crosses the lock. The site is closed off and the basin has been drained. Digging machinery is in use clearing/dredging the mud that has accumulated in the basin.
WX19225	TR 06 NE 1054	Battery at Coastguard Cottages, Hamlet of Shellness	Coastguard Cottages, Shellness. Circular holdfast for 4-inch or 6-inch BL guns, consisting of upturned bolts. One holdfast remains in front garden of Coastguard cottages. Metal tracks of battery still visible.
WX19233	TQ 67 SW 1053	Maltings associated with Russell's Gravesend brewery	Two large malthouses, probably of late 19th century date, situated across the road from the main brewery complex. They are now converted to residential use. Seen no updates, coastal survey 2005.
WX19237	TQ 67 NW 1018	Britannia Lead works, Northfleet	By 1939, the site of the Onward Cement works. Was reused as Britannia Lead Works, site now cleared. Still in use. Old buildings remaining.
WX19240	TQ 67 SE 1038	Post-medieval slipway and revetments, Gravesend	Closer to the river was a Post-medieval pine slipway with 2 north-south revetments representing small scale inlets or jetties. No visible remains of these Post-medieval structures noted during the 2005 coastal survey.
WX19241	TQ 67 SE 1039	Walls, drains and wells of 18th century date, at site of Old Sea School, Gravesend.	Remains of numerous walls, drains and wells of C18 date. No visible remains seen during the 2005 coastal survey
WX19268	TQ 77 NW 1080	Roman pottery find by Cliffe Creek	'Roman pottery' found by workmen during mud digging - site inaccessible. No further remains seen during the 2005 coastal survey.

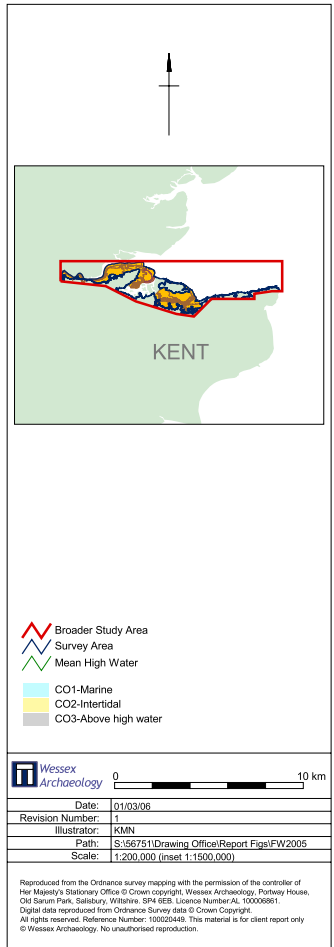
MonUID	PrefRef	Summary	Description
WX19279	TQ 77 NW 1090	Anchor and Hope public house is shown in the 'Old Battery House' on the 1st ed OS 6 inch	Anchor and Hope public house is shown in the 'Old Battery House' (Hope Point Battery) No remains of the tavern noted during the 2005 coastal survey.
WX19369	TR 06 NW 1133	Salt mound, Isle of Harty	One of a group of three salt working mounds on the Harty Marshes. They represent the remains of medieval salt working. Diameter, 40-50 m, 2-3 m high. On private land and unable to obtain access to this monument. It is visible.
WX19370	TR 06 NW 1134	Salt mound, Isle of Harty	One of a group of three salt working mounds on the Harty Marshes. They represent the remains of medieval salt working. Saltmounds seen during 2005 coastal survey. Overgrown with grass.
WX19379	TR 06 NW 1143	Salt mound, Isle of Harty	One of a group of four salt-working mounds on the Leysdown Marshes, one of which has been incorporated into a counter-wall and another destroyed. They represent the remains of medieval salt working. The salt mound is visible, but on private land and unable to access it during the 2005 coastal survey
WX19424	TQ 87 SW 1083	Remains of unidentified barge seen in 1946 airphoto, Damhead Creek	Remains of barges first seen on 1946 aerial photographs
WX19426	TQ 87 SW 1085	Remains of unidentified barge in Damhead Creek, first seen on 1946 airphoto	Remains of barges first seen on 1946 aerial photographs
WX19428	TQ 87 SW 1087	Remains of unidentified barge in Damhead Creek, first seen on 1946 airphoto	Remains of barges first seen on 1946 aerial photographs
WX19429	TQ 87 SW 1088	Remains of unidentified barge first seen on 1946 airphoto, Damhead Creek	Remains of barges first seen on 1946 aerial photographs
WX19430	TQ 87 SW 1089	Remains of unidentified barge in Damhead Creek, first seen on 1946 airphoto	Remains of barges first seen on 1946 aerial photographs
WX19431	TQ 87 SW 1090	Remains of unidentified barge in Damhead Creek, first seen on 1946 airphoto.	Remains of barges first seen on 1946 aerial photographs
WX19432	TQ 87 SW 1091	Remains of unidentified barge first seen on 1946 airphoto, in Damhead Creek	Remains of barges first seen on 1946 aerial photographs
WX19501	TR 06 NE 1055	Area of coastline defended by groynes, since 1st ed OS	Area of coastline defended by groynes. Old groynes are still visible, but there are lines of new groynes in use now.

MonUID	PrefRef	Summary	Description
WX19593	TQ 96 SE 1056	Wharf, Conyer, on 2nd and 3rd ed OS	Wharf, Conyer. Wharf still in use as yacht marina. wharf has been refaced with timber sleepers and surfaced with gravel
WX19594	TQ 96 NE 1058	Wharf, Conyer Creek, on 2nd and 3rd ed OS	Wharf, Conyer Creek. Not a wharf or at least no wharf survives here. There is a large, metal and concrete sluice in this position, for draining the Tonge marshes.
WX19633	TR 06 NW 1152	Groynes defending length of coastline, Leysdown, 1st-3rd ed OS	Groynes defending length of coastline, Leysdown. They appear in fair condition, except for minor damage. A second row of groynes now largely buried is visible up to 20-30m out from modern groyne lines.

APPENDIX IV: SUMMARY OF CURRENT STATUS OF SURVEY BY STRETCH

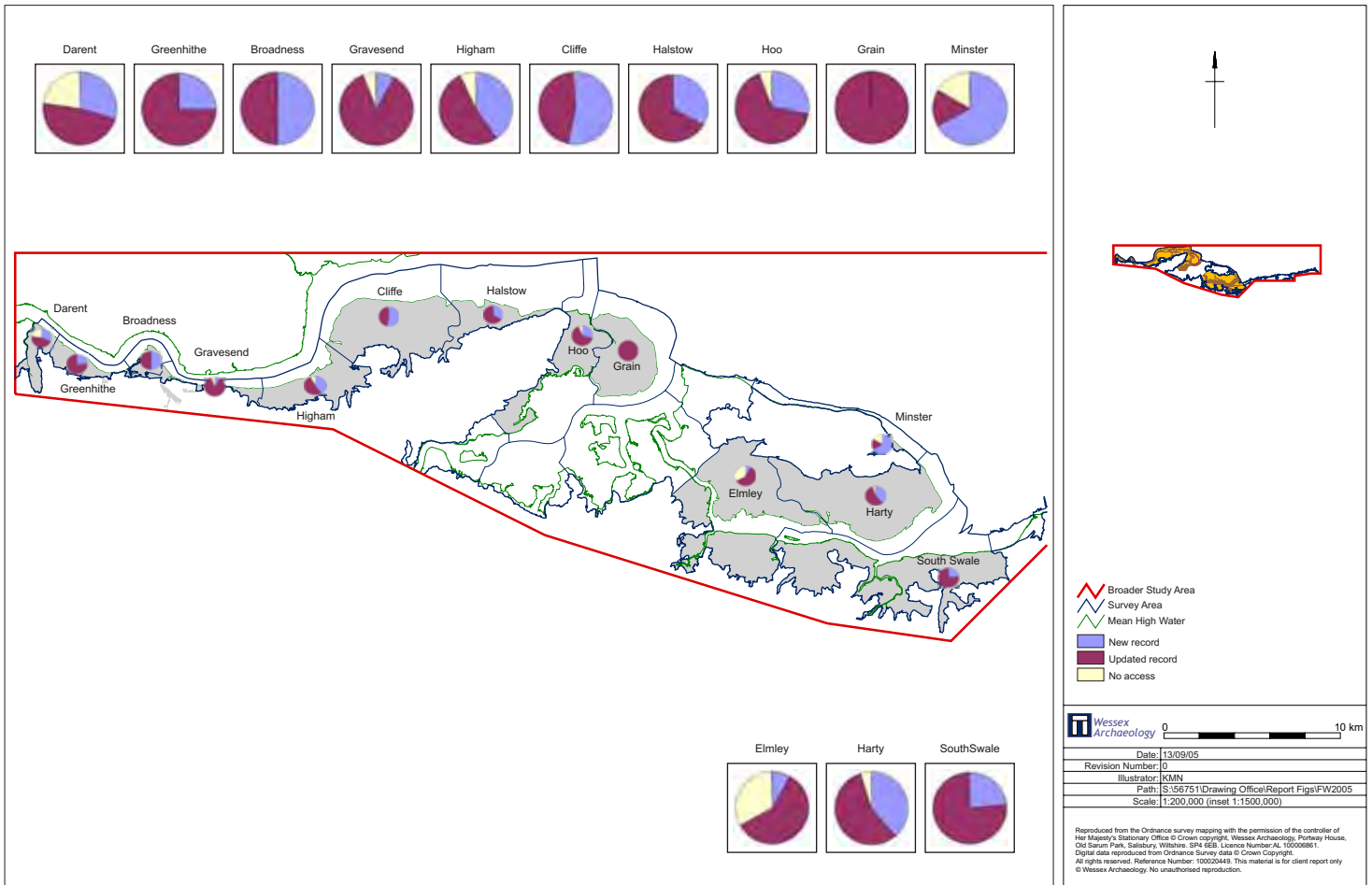
Stretch	Current status	Areas remaining	Potential obstacles to completion	Priority target areas
Darent	Complete	None	Not applicable	Not applicable
Greenhithe	Complete	None	Not applicable	Not applicable
Broadness	Complete	None	Not applicable	Not applicable
Gravesend	Complete	None	Not applicable	Not applicable
Higham	Complete	None	Not applicable	Not applicable
Cliffe	Incomplete	Blyth Sands	Offshore sandbank with area of very soft mud in the intermediate area fronting river embankment. Physical access problematical. Workboat required for safety.	A survey of the low tide line of Blyth Sands with workboat is required to ensure adequate coverage.
Halstow	Complete	None	Not applicable	Not applicable
Hoo	Incomplete	Stoke Saltings – offshore area from Damhead Creek to Colemouth Creek.	Physical access problematical. Workboat required for safety.	Outer margins and interior of Stoke Saltings. Workboat required
Grain	Complete	None	Not applicable	Not applicable
Chatham	Incomplete	Foreshore from Chatham Historic dockyard, around St Mary's Island to Gillingham Marshes.	Establishment of ownership and access permissions required.	Finsborough Ness to Gillingham Marshes
Nor	Incomplete	From Cinque Port Marshes, Sharp's Green Bay and Horrid Hill round to Bloors Wharf, Motney Hill, Otterham Creek, Copperhouse Marshes and Wallop Stone.	Establishment of ownership and access permissions required. Physical access may be very problematical. Workboat access required because of the wide expanses of soft mud down to the low water mark or access to areas of offshore saltmarsh.	Copperhouse marshes, Motney Hill and Otterham Creek
Queenborough/ Upchurch	Incomplete	Stangate Creek and offshore marsh areas including Greenborough Marshes, Millfordhope Marsh, Millfordhope Saltings and some parts of Slayhills Marsh. Foreshore of West Minster to Sheerness (The Lappel).	Establishment of ownership and access permissions required. Access to MOD land to be negotiated. Physical access may be very problematical for the offshore marsh areas even with workboat	These offshore islands remain of particular interest, but as ownership has proved extremely difficult to establish they might remain inaccessible for this reason.

Sheerness	Unsurveyed	Initial reconnaissance for foreshore access undertaken.	Establishment of ownership and access permissions required. Access to MOD land to be negotiated	Garrison Point (the fort and installations)
Minster	Unsurveyed	Initial reconnaissance for foreshore access undertaken.	Cliffs restrict safe egress from beach. Careful timing of fieldwork needed and may require presence of workboat for safety.	In addition to survey of the intertidal zone, attention should be directed at accessible and safe exposed sections in the Cliff face in this stretch. This will increase the necessary survey time.
Elmley	Incomplete	Offshore marsh area called the The Lilies at mouth of Milton Creek.	Physical access problematical. Workboat required.	Very small offshore marsh area which might be left to facilitate other priorities.
Harty	Incomplete	Foreshore south of Sayes Court, and east to Shell Ness Nature Reserve	Ownership and access permissions. Timing to avoid nesting birds. Physical access to low water mark may require workboat in some areas due to soft mud by Swale Nature Reserve	High priority because of the saltworks in close proximity to the foreshore. May require workboat for a small part of the area, might be left to prioritise other areas.
South Swale	Unsurveyed	All	Initial reconnaissance for work boat access undertaken for Horse Sands and South Oaze. Ownership and access permissions, required contains South Bank of the Swale Nature Reserve so will require timing and consultation to avoid nesting birds.	High Priority, contains Faversham Creek and Oare Creek, Graveney and other marshes. Significant Graveney Boat site already known inland of this area.
Whitstable	Unsurveyed	All	Ownership and permissions. Requires additional project planning and design for gridded survey over the extensive intertidal area.	High priority to be given to Whitstable Bay and The Oaze (gridded survey).
Wantsum	Unsurveyed	All	Ownership and access issues, although these may be mitigated by the coastal path. Soft low cliffs may restrict safe egress from beach. Careful timing of fieldwork needed. Reconnaissance required.	High priority, shoreline known to be eroding, presence of Reculver Fort along this part of the coastline. Also Minnis Bay, known location prehistoric sites.
Thanet	Unsurveyed	All	Ownership and access issues, although these may be mitigated by the coastal path. Reconnaissance required.	High priority. St Mildred's Bay, Belgic and Romano-British finds known.



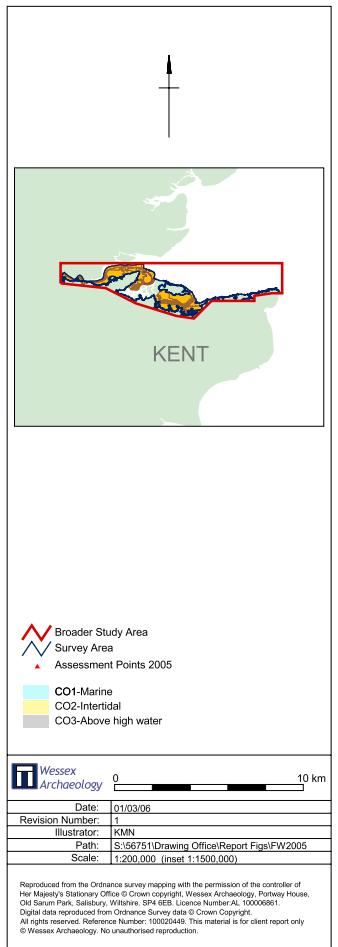
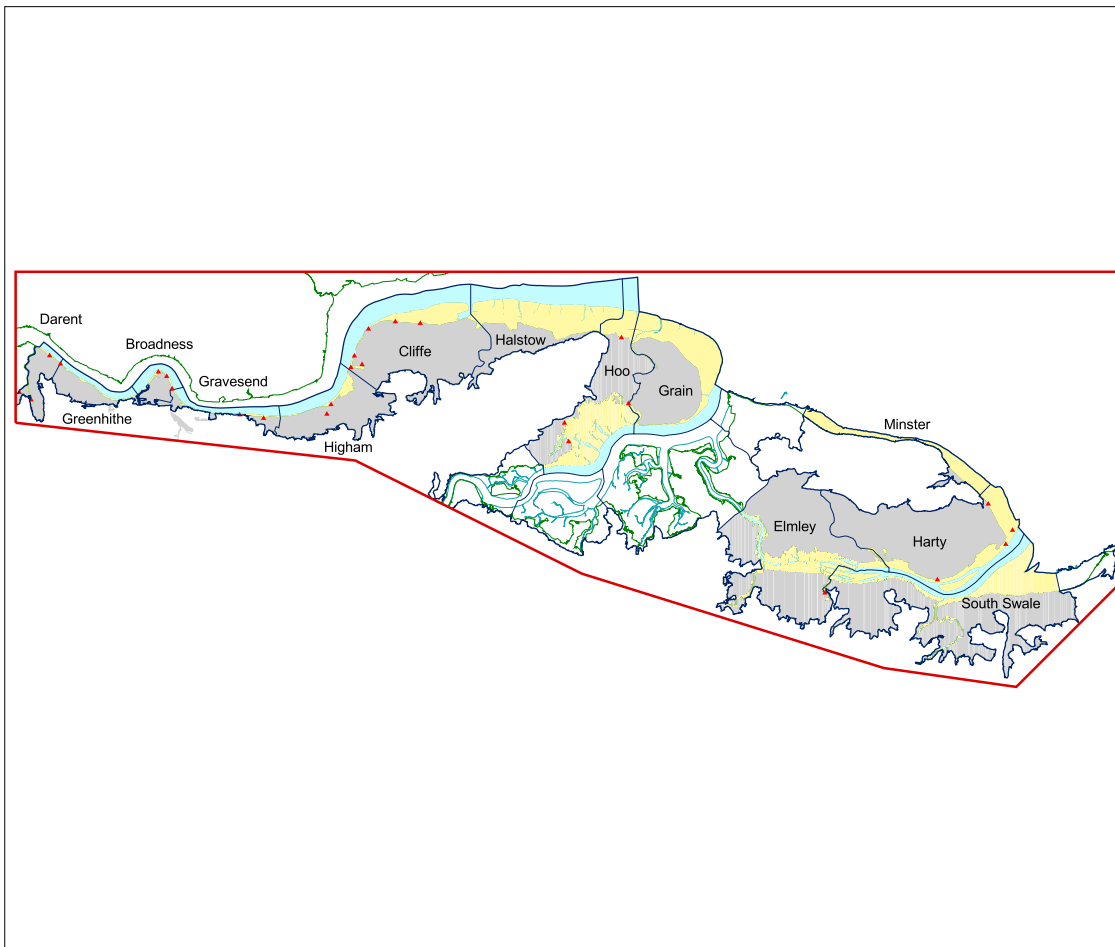
Fieldwork 2005 Coastal Survey Stretches

Figure 1



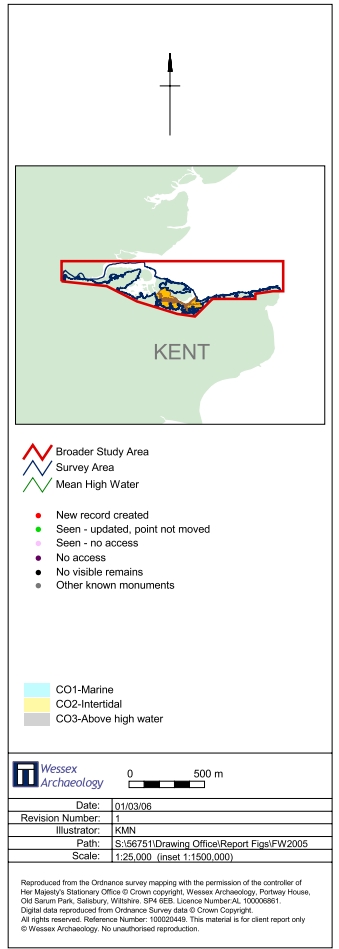
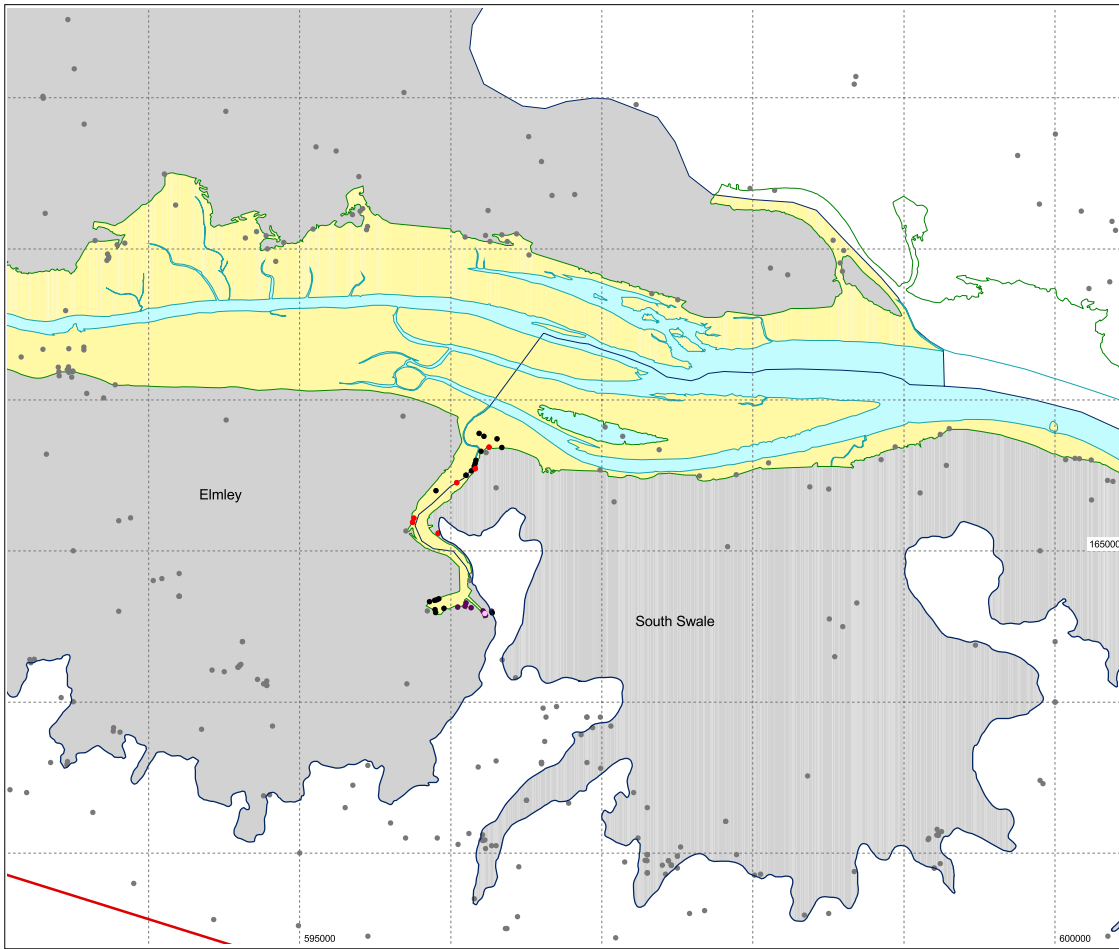
New, Updated and No Access monuments in the Stretches surveyed in the 2005 coastal survey

Figure 11



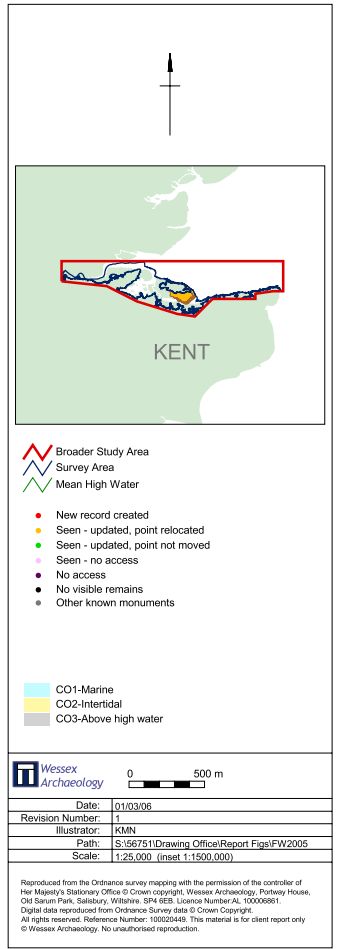
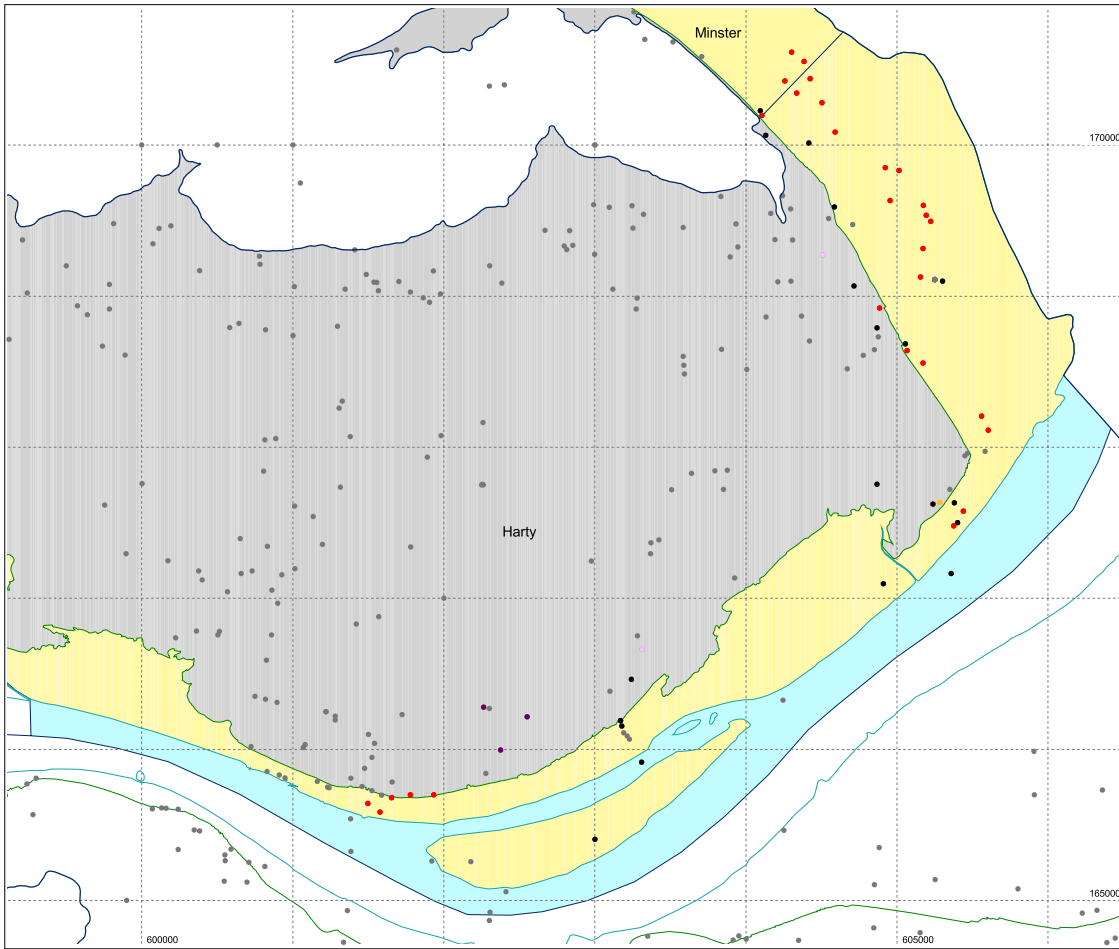
Distribution of Assessment Points

Figure 10



South Swale and Elmley Stretches and Fieldwork Results

Figure 9



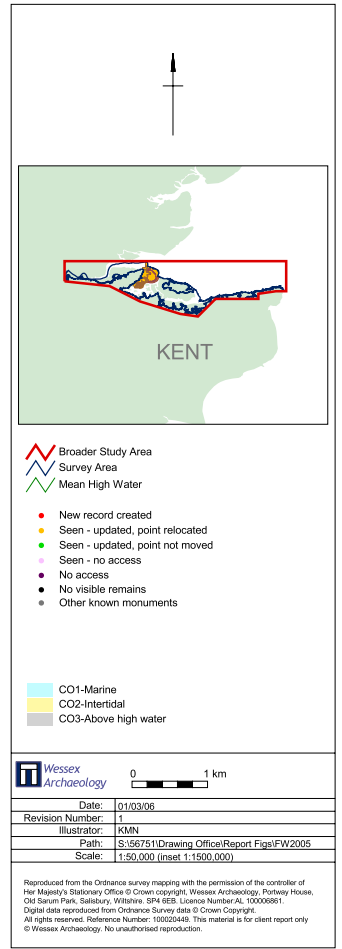
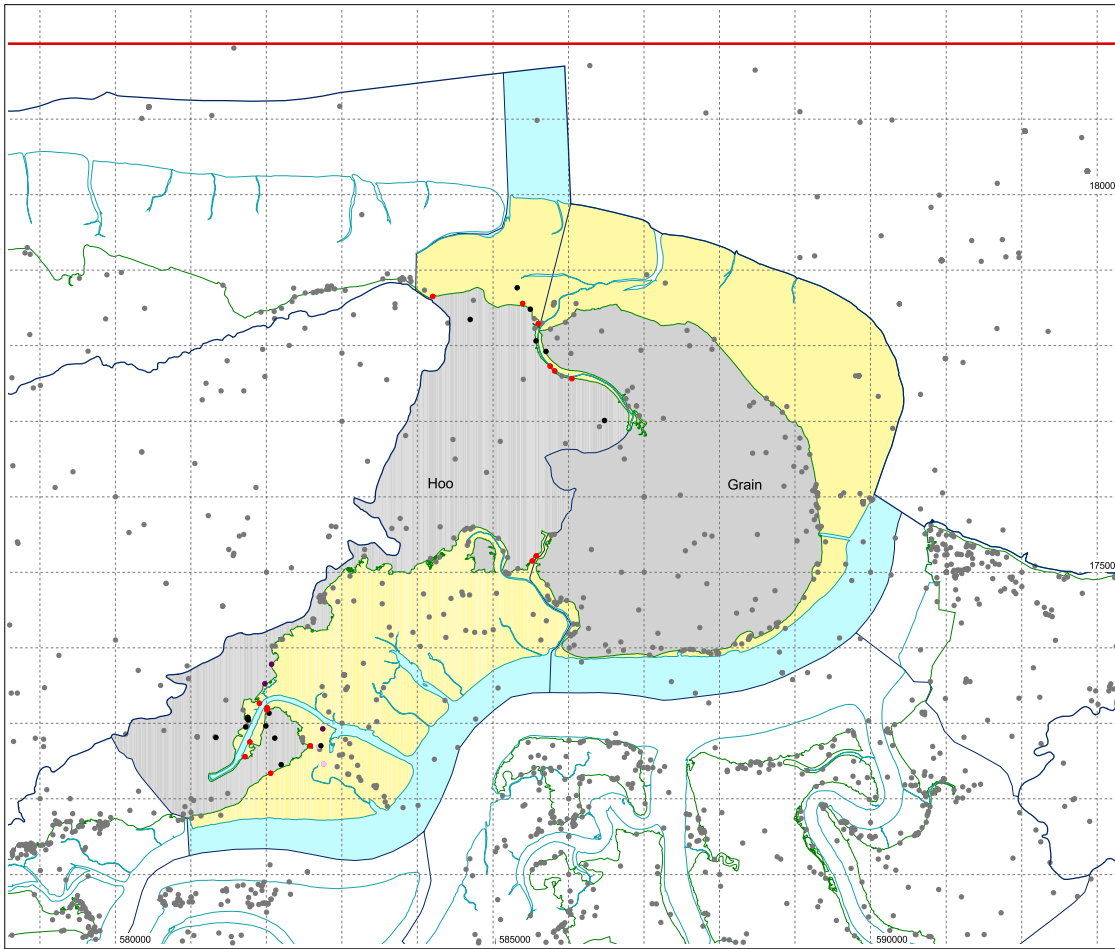
- Broader Study Area
- Survey Area
- Mean High Water
- New record created
- Seen - updated, point relocated
- Seen - updated, point not moved
- Seen - no access
- No access
- No visible remains
- Other known monuments

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Date:	01/03/06
Revision Number:	1
Illustrator:	KMN
Path:	S:\56751\Drawing\Office\Report\Figs\FW2005
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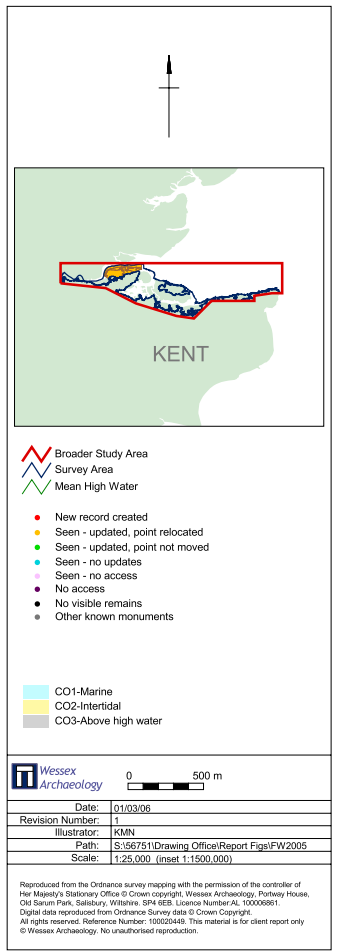
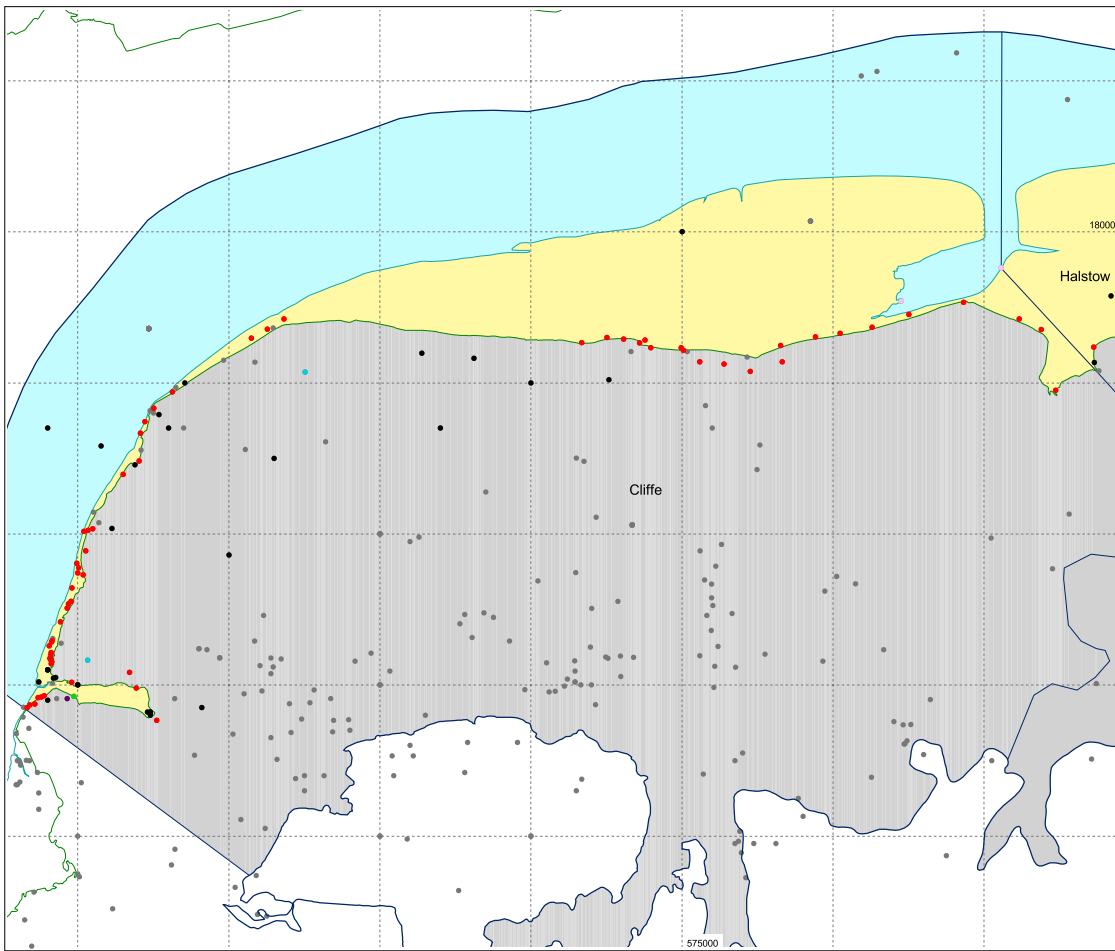
Harty and Minster Survey Stretches and Fieldwork Results

Figure 8



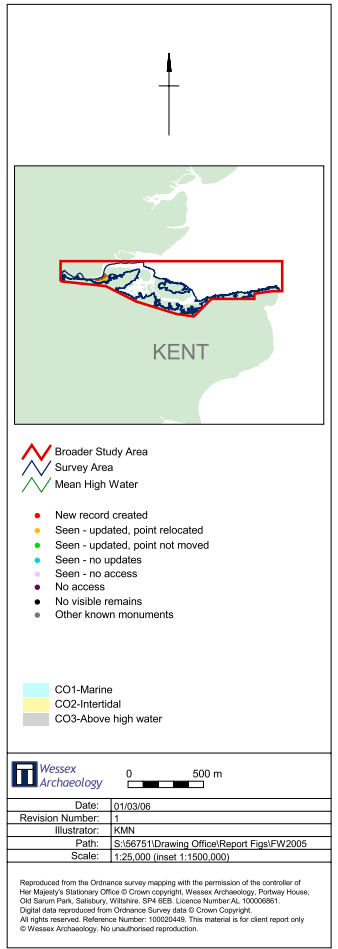
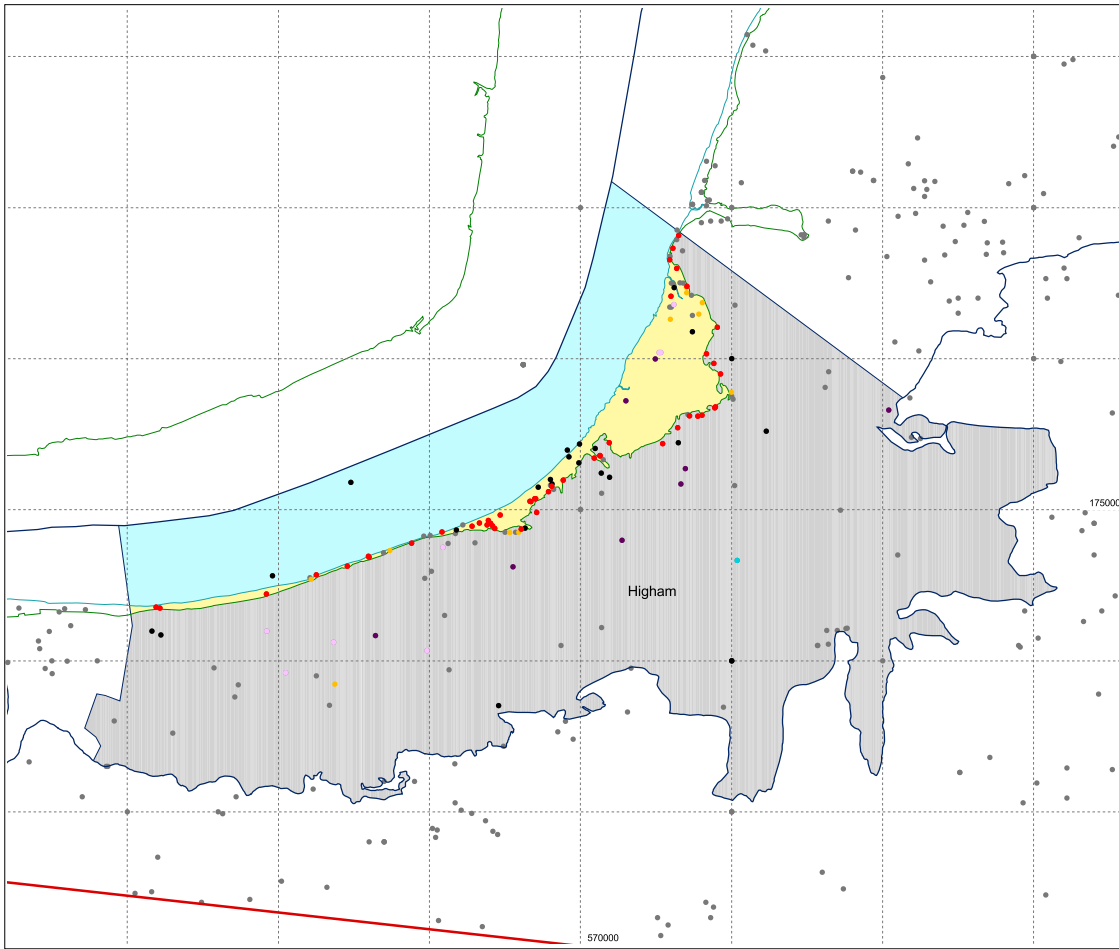
Hoo and Grain Stretches and Fieldwork Results

Figure 7



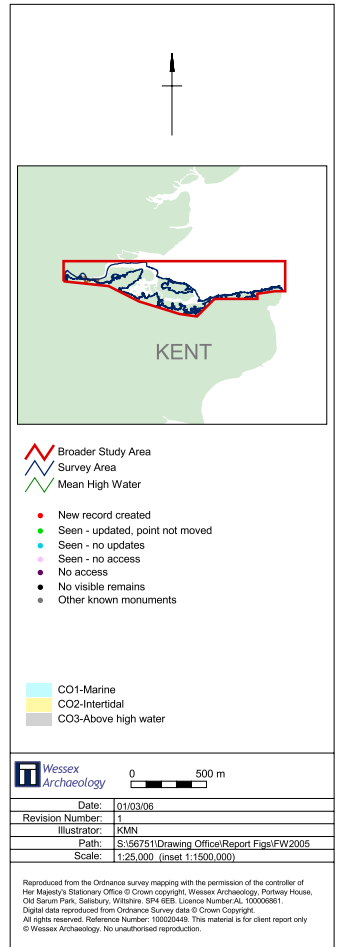
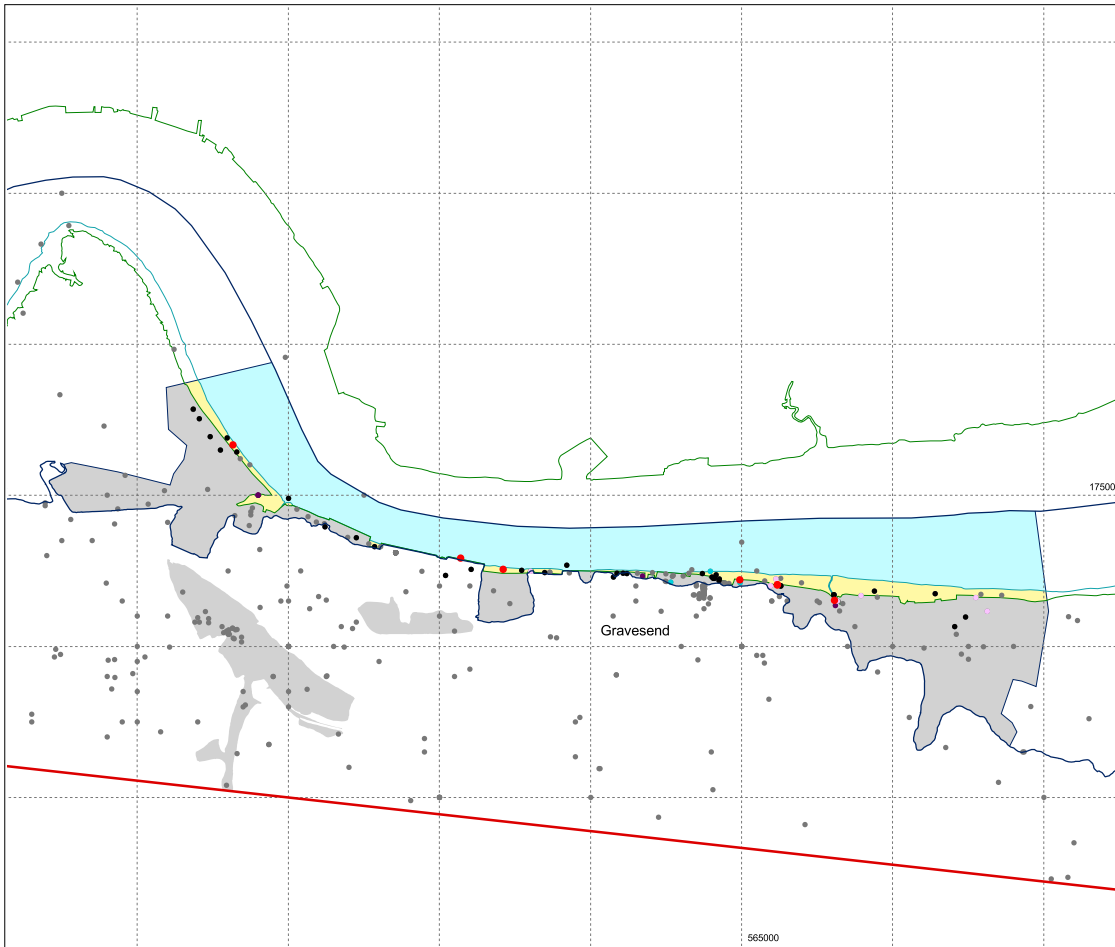
Cliffe and Halstow Stretches and Fieldwork Results

Figure 6



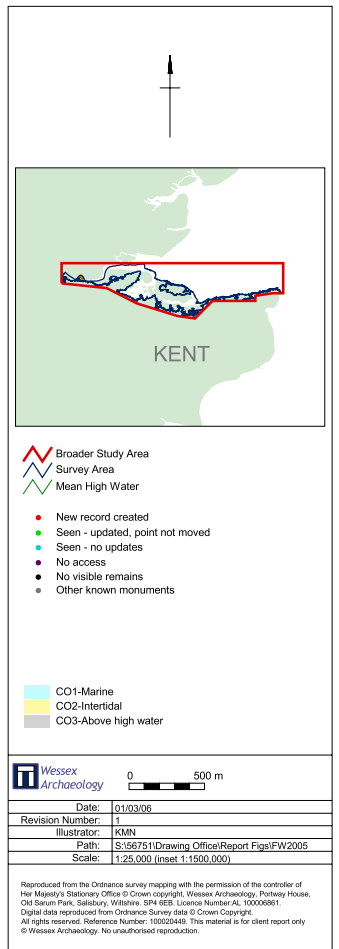
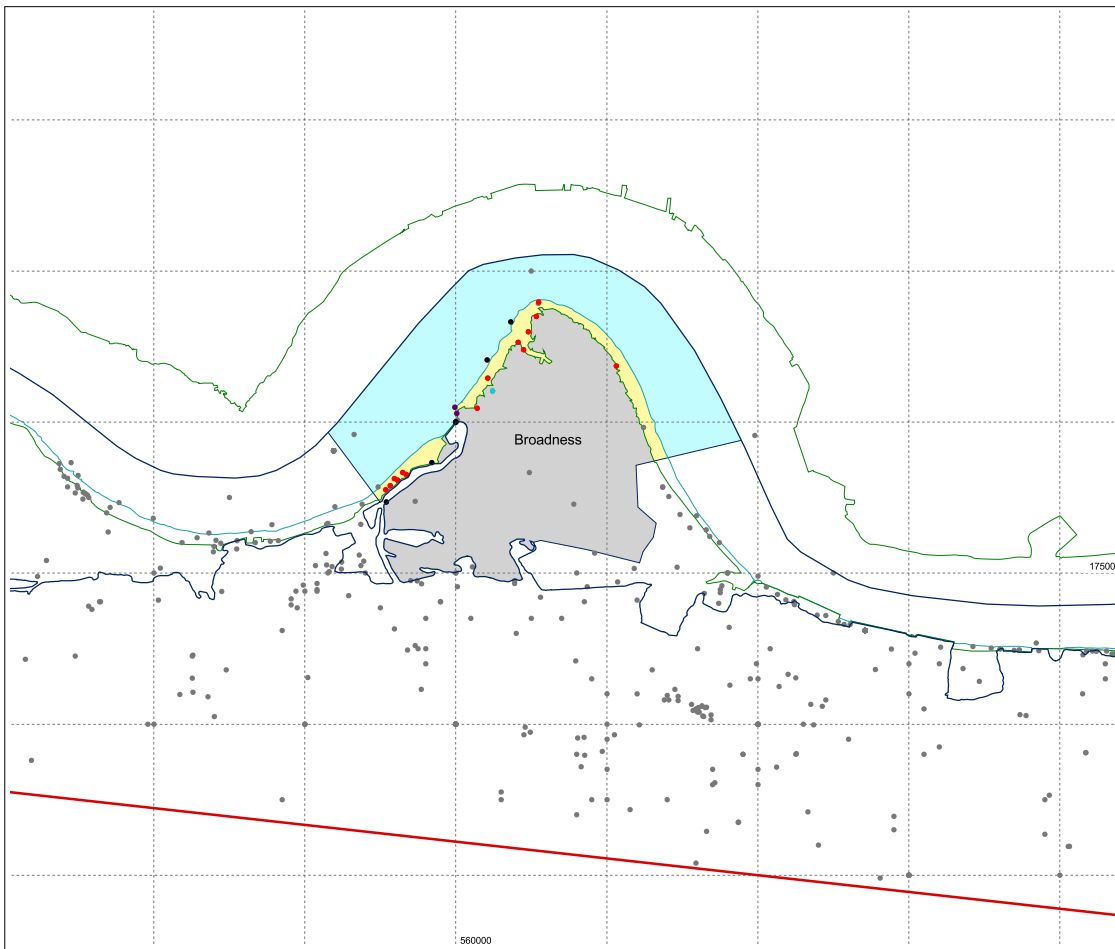
Higham Stretch and Fieldwork Results

Figure 5



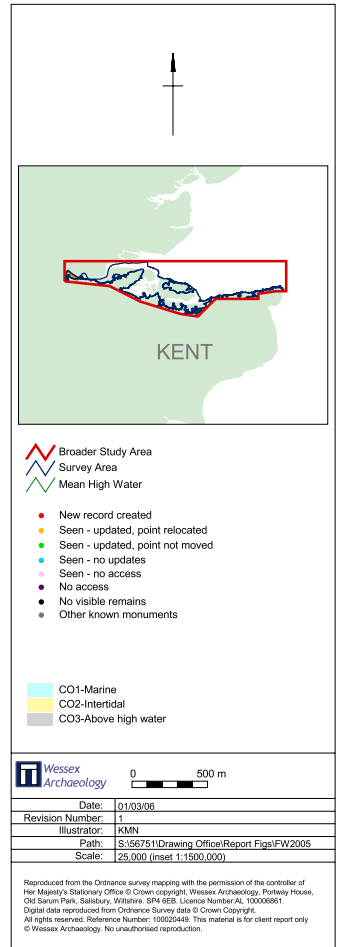
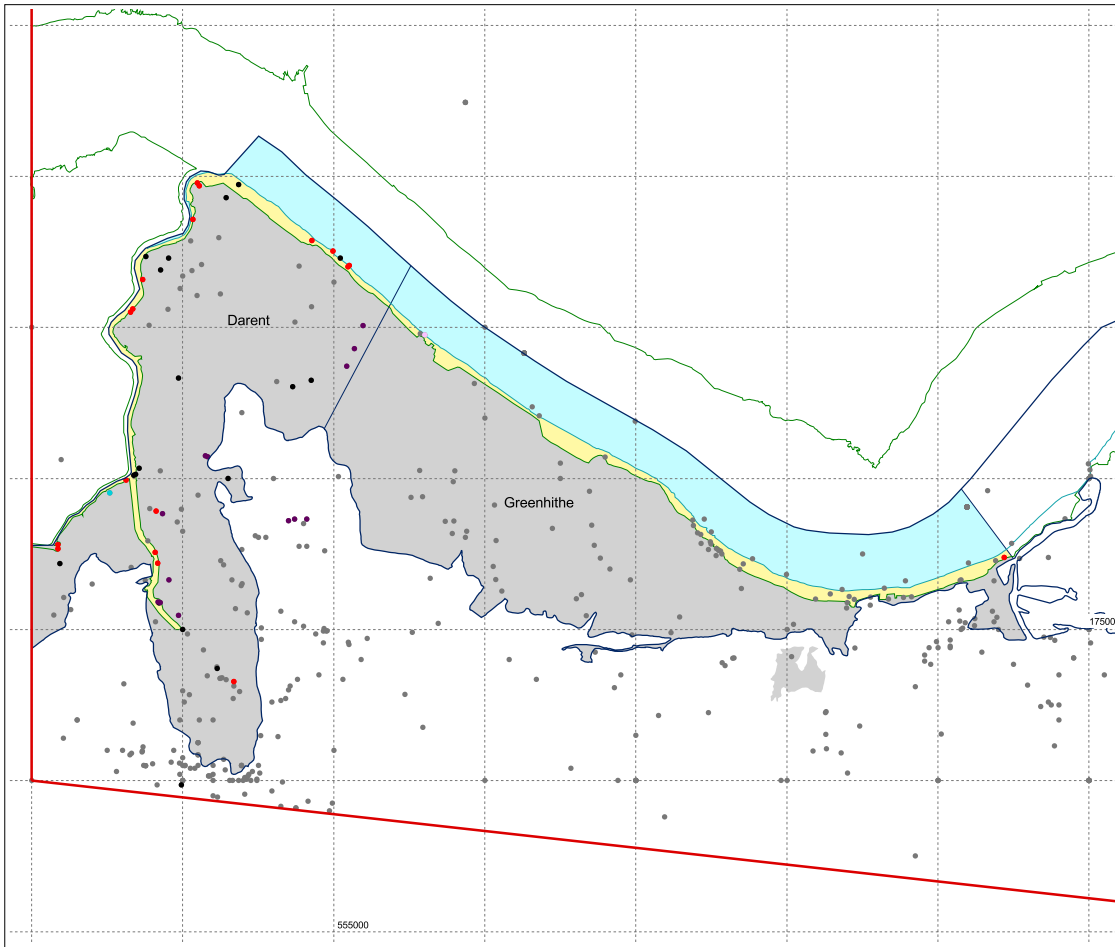
Gravesend Stretch and Fieldwork Results

Figure 4



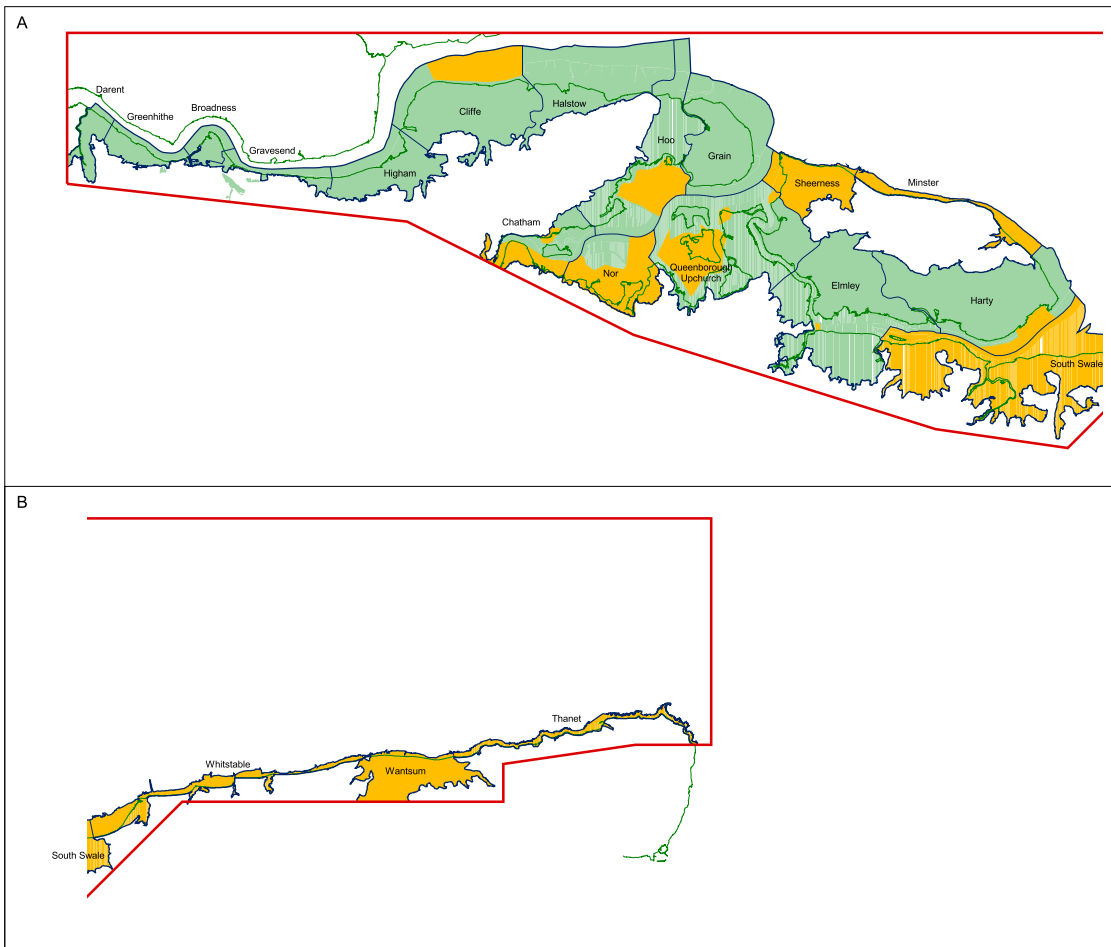
Broadness Stretch and Fieldwork Results

Figure 3



Darent and Greenhithe Stretches and Fieldwork Results

Figure 2



KENT

- ▬ Broader Study Area
- ▬ Survey Area
- ▬ Mean High Water
- Fieldwork survey complete
- Fieldwork survey incomplete

	Date: 13/09/05
Revision Number: 0	Illustrator: KMN
Path: S:\56751\Drawing Office\Report Figs\FW2005	Scale: 200,000 (inset 1:1500,000)

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The 20 Stretches of the north Kent coast showing areas of completed and incomplete survey fieldwork

Figure 12



Plate 1: Darent Stretch, showing the submerged forest (TQ 57 NW 1053) on the Thames at the low water line.



Plate 2: Darent Stretch, one rounded and two fluted column drums, the cargo of a barge wrecked while taking bomb damaged stonework from London (TQ 57 NE 1076).



Plate 17 Harty Stretch, the remains of the Thames barge *New World* (TR 06 NW 37) on the Swale foreshore near Harty Ferry.



Plate 18 South Swale Stretch, the remains of a Thames barge, possibly the *Landrail* (TQ 96 NE 26) or the *Kestrel* (TQ 96 NE 28) at a derelict wharf in Conyer Creek.



Plate 15: Hoo Stretch, Damhead Creek, a detail of the possible fishtrap (TQ 87 SW 1156) showing the small roundwood pieces of what may be a fragment of a wattle panel.



Plate 16 Harty Stretch, the heavily abraded remains of a fishtrap (TR 06 NE 1068). Parts of it remain submerged at low tide.



Plate 13: Cliffe Stretch, showing in section the relationship of the peaty clays to greyer estuarine clays with the wooden jetty TQ 77 NW 1021 in the background east of Lower Hope Point.



Plate 14: Hoo Stretch, Damhead Creek, the paddle steamer *Medway Queen* (TQ 87 SW 1024) alongside a derelict wharf.



Plate 10: Higham Stretch, an everted rim black burnished ware jar dating to the 1st to 2nd century (TQ 67 ne 1011) found in situ in peaty clay on the foreshore by Higham Saltings.



Plate 11: Higham Stretch, an animal shoulder bone (TQ 67 SE 1054) found embedded in the peaty clay exposure by Higham Saltings.



Plate 12: Cliffe Stretch, a scatter of oyster shells (TQ 77 NW 1144) and pottery dating to the 1st century AD (TQ 77 NW 1143) near the mouth of Cliffe Creek.



Plate 9: Higham Stretch, the hulk of the schooner *Hans Egede* (TQ 77 NW 85) in Higham Creek.



Plate 8: Higham Stretch, the Brennan torpedo installation at Cliffe Fort (TQ 77 NW 1015). Many of the fittings are still in situ.



Plate 6: Higham Stretch, showing part of Shornemead Fort (TQ 67 SE 63).



Plate 7: Higham Stretch: showing part of the inside of Cliffe Fort (TQ 77 NW 25). The fort is generally in good condition but showing signs of subsidence.



Plate 5: Higham Stretch, the fishtrap by the old Shormead lighthouse (TQ 67 NE 1013). The fishtrap is lying under a modern gabion probably used as a sea defence.


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Plate 4: Gravesend Stretch, showing the general site conditions and topography at Gravesend, the most developed Stretch surveyed in Year Two.



Plate 3: Broadness Stretch, the remains of a possible trackway (TQ 67 NW 1022) found on the foreshore near Broadness Salt Marsh.



Plate 19 Cliffe Stretch, showing Cliffe Fleet. Many creeks were found to be water-filled and overgrown and were not surveyed as little could be seen.



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