



C261 ARCHAEOLOGY EARLY EAST
Summary Report
Targeted Watching Briefs
Limmo Peninsula Shafts and Instone Wharf
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Report XRW10 v2 6_09_13.doc*

1 Summary for London Archaeologist

Newham

Limmo Peninsula, Lower Lea Crossing (N of), E16 TQ 3952 8101 MOLA (Daniel Harrison and Sam Pfizenmaier) watching briefs Jan–October 2012 Crossrail XRW10

Three areas were investigated at Crossrail Limmo Peninsula site during the excavation of two large (over 25m diameter) shafts (Main and Auxiliary) on the peninsula and a trench for a spoil storage area at Instone Wharf at the confluence of the Thames and Lea. The shafts were machine excavated to a depth well within the natural London Clay. This was overlain by possible Pleistocene gravels and by Holocene gravels reworked by the River Lea. These were in turn overlain by historic alluvial deposits, dated by the find of a fragment of 13th/14th-century clinker-built boat hull at their base in the Main Shaft. These are thought to represent fills of the channel of the River Lea at its confluence with the Thames. The alluvial deposits were sealed by early 19th-century dump layers, identified as consolidation for the establishment of the Thames Ironworks and Ship Building Company in c.1846. Structural remains of the Thames Ironworks (1846–1912) overlay the dump deposits. These consisted of numerous workshop wall foundations, heat-resistant brick structures and also concrete bases for machinery along with rammed clinker work-surfaces. The structures were mostly observed in the Auxiliary shaft—those in the Main Shaft having been recorded during an evaluation in 2010 (LA13, Supp.1 (2012)25). At Instone Wharf gravels were seen in the N portion of the trench onto which was built a substantial 19th-century timber piled slipway with a piled timber river wall cutting possibly contemporary redeposited alluvium. To the SE of the slipway wall and also cutting the redeposited alluvium was the base of a piled, revetted mast pit. The trench to the S of and cut by the mast pit was excavated down to historic alluvium, above which was an extensive 19th-century dump layer similar to those seen in the shafts. This formed the base for the brick and concrete foundations of the Thames Ironworks offices and attached Machine and Erecting Shops. Various machine bases were seen in the workshops, along with timber piled concrete bases for probable iron structural uprights. In all three areas, the structures planned were identified with an extensive Auction Survey map of 1913. The ironworks were covered in all three areas by extensive 20th-century deposits which had been partially removed in places during earlier ground reduction work.

2 Summary for Britannia

Not required

3 Summary for Medieval Archaeology

Not required

4 Summary for Post Medieval Archaeology

NEWHAM

LIMMO PENINSULA, LOWER LEA CROSSING (N OF), E16 (TQ 3952 8101) D Harrison and S Pfizenmaier carried out watching briefs on three during the excavation of two large (over 25m diameter) shafts (Main and Auxiliary) on the peninsula and a trench for a spoil storage area at Instone Wharf at the confluence of the Thames and Lea. Alluvial deposits were sealed by early 19th-c dump layers (mostly furnace waste), identified as consolidation for the establishment of the Thames Ironworks and Ship Building Company in c.1846. Structural remains of the Thames Ironworks (1846–1912) overlay the dump deposits. These consisted of numerous workshop wall foundations, heat-resistant brick structures and concrete bases for machinery along with rammed clinker work-surfaces. The structures were mostly observed in the Auxiliary shaft—those in the Main Shaft having been recorded during an evaluation in 2010 (OASIS ID: molas1-91040). At Instone Wharf gravels were seen in the N of the trench onto which was built a substantial 19th century timber piled slipway with a piled timber river wall cutting possibly contemporary redeposited alluvium. To the SE of the slipway wall, cutting the redeposited alluvium was the base of a piled, revetted mast pit. The trench to the S of the mast pit was excavated down to historic alluvium, above which was an extensive 19th-century dump layer similar to those seen in the shafts. This formed the base for the brick and concrete foundations of the Thames Ironworks offices and attached Machine and Erecting Shops. Various machine bases, a rammed work-surface, and timber piled concrete bases for probable iron structural uprights were seen in the workshops. In all three areas, the structures planned were identified with an extensive Auction Survey map of 1913. The ironworks were covered in all three areas by extensive 20th-c deposits.

No OASIS yet