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London Gateway Port

Assessment of Anchors and Other Maritime Material
at London Gateway Port



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London Gateway Port

Assessment of Anchors and Other Maritime Material at London Gateway Port

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London Gateway Port

Assessment of Anchors and Other Maritime Material at London Gateway Port

Summary

Wessex Archaeology has been commissioned by London Gateway Port Ltd to provide archaeological services in respect of marine works in the course of developing the London Gateway Port and its associated infrastructure.

This report provides an archaeological assessment of the anchors and other maritime material that was recorded during a visit of Wessex Archaeology specialists at the London Gateway port facilities that took place on 24 November 2016.

Although this report does not represent a full conservation assessment some considerations with regards to the management options, conditions and potential conservation treatments are expressed within text.



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Assessment of Anchors and Other Maritime Material at London Gateway Port

Acknowledgements

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The report was compiled by Paolo Croce with contributions by Lynn Wooten in relation to the conservation assessment. The archaeological recording was carried out by Toby Gane and Paolo Croce. Karen Nichols prepared the illustrations. Quality control and editing was carried out by Toby Gane, who also managed the project for Wessex Archaeology.



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Assessment of Anchors and Other Maritime Material at London Gateway Port

1 BACKGROUND

- 1.1.1 Wessex Archaeology (WA) has been commissioned by London Gateway Port Ltd to provide archaeological services in respect of marine works carried out between 2010 and 2014 during the development of the London Gateway Port (LGP) and its associated infrastructure.
- 1.1.2 The finds discussed in this report were for the most part recovered from the drag heads of trailing hopper suction dredgers or recovered during the clearance operation of obstructions encountered.
- 1.1.3 The recording and reporting of objects of archaeological interest (finds) made during the dredging were subject to the Protocol for Archaeological Discoveries (LORDI 2011), initiated in March 2009 and updated in March 2011.

2 METHODOLOGY

- 2.1.1 The purpose of this document is to provide an overview of the archaeological finds stored at the London Gateway facilities in order to:
- ascertain if the finds have been previously recorded by Wessex Archaeology and if not record them to an acceptable archaeological standard;
 - describe and discuss the finds in order to establish their historical and archaeological importance;
 - provide a baseline for a potential future conservation assessment and advise on long term repository solutions.
- 2.1.2 The survey resulted in an archaeological record of each of the finds. This was achieved by undertaking detailed photographic recording of each object and taking key measurements with traditional techniques such as creating a drawn record and metric survey.
- 2.1.3 The data were then compared to the master list of all the finds reported during the dredging in order to establish whether they had been previously reported to and recorded by Wessex Archaeology.
- 2.1.4 The visual inspection also informed a preliminary assessment of the condition of the finds. However, this assessment does not constitute a full conservation assessment and this should be carried out by a specialist conservator and include observations on the state of the finds repeated over a period of time.
- 2.1.5 Nonetheless, some general recommendations with regards to optimal storage provision and observations on the condition of the finds are expressed within the report. These take into

account whether the historical value of the artefact justifies the costs involved so that the cost of the storage and treatment that are advised are proportionate to any benefits.

3 RESULTS

3.1.1 A total of fifteen finds were located and recorded during the visit to London Gateway facilities on 24 November 2016. They include ten anchors, one anchor stock, three solid artillery projectiles and a capstan. The items are stored at different location at the port facilities and, given the large size, are kept mainly outdoors, mostly on pallets within a working port environment. Some of the artefacts stored at gate 45 were difficult to access as they were group located on pallets.

3.1.2 The finds are mostly large in size and made of iron although two of the projectiles have small parts made with a non-ferrous metal which could be lead, zinc or a cuprous alloy. The finds are largely clear of concretion some being intact whilst other are damaged, corroded and partial.

3.1.3 The finds recorded at London Gateway at the time of the survey are:

ID	Description	Location
WA9001	Anchor	ground floor of LG main office
WA9002	Anchor	outside the LG main office
WA9003	Anchor	outside the LG main office, displayed with a sign
WA9004	Anchor	gate 45 compound LG
WA9005	Anchor	gate 45 compound LG
WA9006	Anchor	gate 45 compound LG
WA9007	Anchor	gate 45 compound LG
WA9008	Anchor	gate 45 compound LG
WA9009	Capstan	gate 45 compound LG
WA9010	Solid shot	gate 45 compound LG
WA9011	Solid shot	gate 45 compound LG
WA9012	Solid shot	gate 45 compound LG
WA9013	Anchor stock	gate 45 compound LG
WA9014	Anchor	gate 45 compound LG
WA9015	Anchor	Outside terminal building

3.1.4 The finds are assessed individually in the datasheet contained in **Appendix 1**.



- 3.1.5 Excluding anchor WA9001, which is stored at the ground floor of the main office of the port, all the finds are stored outdoors, hence they are exposed to the elements. Twelve of the items are of large dimensions and cannot be moved without the help of machinery. All the finds are likely to date to the second half of the 19th century at the earliest with the exception of three anchors (WA9007, WA9014 and WA9015) which could have been in use during the first half of the 19th century and one unidentified partial anchor that does not show diagnostic features that point to a specific period of manufacture.
- 3.1.6 During the site visit it was observed that none of the finds, with the notable exception of WA9003, is accompanied by a label or a sign containing some descriptive text. Also, some of the artefacts at the LG compound, Gate 45 were found stored in sub-optimal conditions stacked up against each other with no padding between each item.

4 DISCUSSION

- 4.1.1 Twelve out fifteen artefacts have a low level of archaeological or historical importance as they are relatively modern and commonly represented in the archaeological record. Nonetheless the finds are representative of the history of the works of the London Gateway project and it is advised that a selection of them may be considered for internal relocation as historical features. In this sense, the large size and character of the items could enhance the design of focal points at roundabouts, building entrances, communal spaces, etc.
- 4.1.2 As the finds have been declared to the Receiver of Wreck it is recommended to that appropriate authorisation are obtained prior to any actions that might damage the integrity of the artefacts is taken.
- 4.1.3 The three solid shells could be donated to the Coal House Fort project, East Tilbury, Essex who have expressed interest in obtaining the finds and have already accepted other similar finds from the client. It is worth noting that a FFE (free from explosives) certificate for each of the projectiles might be required at some point in the process.
- 4.1.4 The archaeological and historical value of WA9007, WA9014 and WA9015 may be assessed as low considering that WA9007 is a fairly well preserved example of a relatively uncommon Pering anchor and WA9014 and 9015 are of some archaeological significance in virtue of their potential date.
- 4.1.5 The finds, all made of solid iron, suffer from different degrees of corrosion showing on the surface brown or reddish-brown corrosion products (iron oxyhydroxides). Furthermore, probable signs of an ongoing active corrosion are visible on the surface of most of the finds by the flaking off or powdering of the surfaces. This is likely to cause a continuing loss of material from the object and further long term deterioration. Although actively deteriorating, the general structure of all the items at the time of the visit did not show visible large cracks or stress areas and appeared compact and relatively robust.
- 4.1.6 As the items have been in the sea, they have absorbed a significant amount of salt that will accelerate the rate of corrosion. Presumably this salt was not dissolved out of the anchors before they were dried out and re-wetting to remove the salt is likely to cause further problems and should only be considered if other factors make salt removal imperative.
- 4.1.7 It is suggested that the largest finds are kept outside as exposure to rain will remove some salt. However, this will be a very slow process and is unlikely to remove deep seated salt that has found its way into the internal structure of the metal.



- 4.1.8 Finally, with such large items we cannot rely on the fact that all the iron has converted to corrosion products therefore it is expected that active corrosion will continue to occur. Coatings can be disastrous in some circumstances, as they can seal in active corrosion that then causes the surface to fail catastrophically.
- 4.1.9 Some treatment may be possible to improve the survival of the anchors although any decision will depend on the condition of each item and a full assessment made by a conservator who has experience with this type of material and who may need to monitor the material over a period of time.

5 SELECTED REFERENCES



Cotsell, G., 1856, *Treatise on Ships' Anchor*, London.



Wessex Archaeology, 2011, *London Gateway Port: Strike and Track-plot Report. Preliminary Interpretation of Finds*, unpublished report ref. 72436.02.

Wessex Archaeology, 2014, *London Gateway Port: Strike and Track-plot Report*, unpublished report ref. 88631.01

Wessex Archaeology, 2015, *London Gateway Clearance Programme: Wreck Site of 19th Century Paddle Steamer, Sea Reach No.1. Detailed Recording of the Maritime Material Stored at London Gateway*, unpublished report ref. 88631.04.

6 APPENDIX 1: DATASHEET OF THE FINDS AT LONDON GATEWAY PORT

ID	WA9001		
Current Location	Ground floor of LG main office (no.1) - dry storage/ indoor		
Site/Lordi	none	WA no.	1007
		Report no.	113
		ROW droit no.	076/1
Description			
<p>This is a small iron stocked anchor which was initially identified as an Admiralty pattern/fisherman's type. The presence of an iron stock and shackle suggest a date from the 1830s. Measurements are: bill to bill 970 mm, shank length 1330 mm, stock length and thickness at the base 1440 mm and 80 mm, fluke length and width 250 by 170 mm. The crown is curved and 100 mm thick at the throat. The shackle thickness is 30 mm. The flukes are significantly damaged but retain their triangular shape and rounded angles. They do not have an accentuated bill. The original surface of the body of the anchor has been lost due to corrosion. The anchor shows similarities to the Lenox anchor trialled in 1852 by the Admiralty. However, the absence of a well-defined bill could suggest that this is a Dutch anchor. It could have possibly been used as a main anchor of a large boat or small vessel ship or wish fishing gear.</p>			
Recommendation			
Label and/or add a sign. Display indoor within LG main office.			
Assessment of the conditions of the items as found		The anchor is heavily corroded and has lost most of the original surface. Some areas such as the flukes were particularly affected and are now relatively fragile. Presence of rust powder suggests the presence of active corrosion.	
Image of object			
			




ID	WA9002		
Current Location	On display on a gravel bed outside the LG main office – outdoor		
Site/Lordi	none	WA no.	WA1006
		Report no.	112
		ROW droit no.	076/1
Description			
<p>This is a large stocked iron anchor. A straight iron stock with balls and shackle with studded chain attached suggest a date post-1830s. Catting rings and a balancing band are bolted onto the shank. Measurements: bill to bill 2150 mm, stock length 3100 mm. The shank length is 2870 mm and thickness at the base measures 300 mm. The diameter of the catting ring is 190 mm. The shank has a rounded section. Fluke length and width are 530 by 560 mm, spade-like shaped and at narrower angle than the crown. Crown is curved and 290 mm thick. The shackle thickness is 750 mm. This anchor could have been lost from a merchantman as by the 1840s the British Navy standard anchor was the Admiralty pattern type and the catting rings and lack of alteration suggest that this anchor would not have been used as a fixed mooring in an anchorage. The absence of a defined fluke and shape of the palm could indicate that this is a continental anchor possibly Dutch.</p>			
Recommendation			
Label and/or add a sign, to be kept in the gravel bed as historical feature.			
Assessment of the conditions of the items as found		Some sections of the anchors have not been completely cleaned from the compact marine sediments and concretions. These should not be removed as the constitute a partial protection. Some areas of active corrosion for examples in the surface of the flukes that flakes off are noted. Part of the chain and the stock is onto the flowerbed hence they are more exposed to moisture and biological alterations.	
Image of object			
			

ID	WA9003		
Current Location	On display outside the LG main office – outdoor		
Site/Lordi	none	WA no.	None
		Report no.	None
		ROW droit no.	Applied for by LGP
Description			
<p>Admiralty pattern type anchor, broken at the shank. A sign located in front of the anchor reads: "Anchor recovered during the dredging works associated with the London Gateway Port development. This anchor is likely to be an Admiralty pattern anchor from the year 1841. Only the crown, arms and flukes are present, the shank having sheared off about a foot from the throat of the anchor. It is probably the storm or bower anchor from a small vessel of about 250-300 tons."</p> <p>The palm of one of the flukes is very eroded.</p>			
Recommendation			
Remain with LG - to be kept in the gravel bed as historical feature			
Assessment of the conditions of the items as found		The original surface of the anchor is completely lost and areas of active corrosion are noted on the shank.	
Image of object			

ID	WA9004		
Current Location	Gate 45, LG compound - outdoor		
Site/Lordi	Seareach 1 wreck	WA no.	WA3071
		Report no.	88631.01
		ROW droit no.	Applied for by WA on behalf of the PLA
Description			
<p>Admiralty pattern anchor type with studded chain and shackle. The stock is complete with the retaining pin in place and has a bent arm. Measurements: bill to bill 1360 mm, half stock length 890 mm, shank length 1870 mm and thickness at the base and at the ring 160 mm and 100 mm, the shank's section is rounded. Fluke length and width are 380 by 300 mm with a bill 95 mm long. The crown is curved and 130 mm thick at the throat. This type of anchor dates to the second half of the 19th century, 1841 at the earliest.</p> <p>This anchor was recovered from the Nore anchorage during the salvage of large quantities of material related to the paddle steamer <i>Admiral</i> (1870). It is possible that it was used as a fixed mooring at the anchorage or lost from a ship waiting at the anchorage. Alternatively, it could be related to the sinking of the paddle steamer and one of the anchors on board one of the ships involved in the collision.</p>			
Recommendation			
Label/add a sign, remain with LG to be relocated as historical feature			
Assessment of the conditions of the items as found		The powdery surface and the presence of brown droplets on the shank indicate the presence of active corrosion. However, the anchor does not display significant damage due to corrosion and the iron surface appears to be in good condition. Some of the surface is covered by relatively soft concretion.	
Image of object			


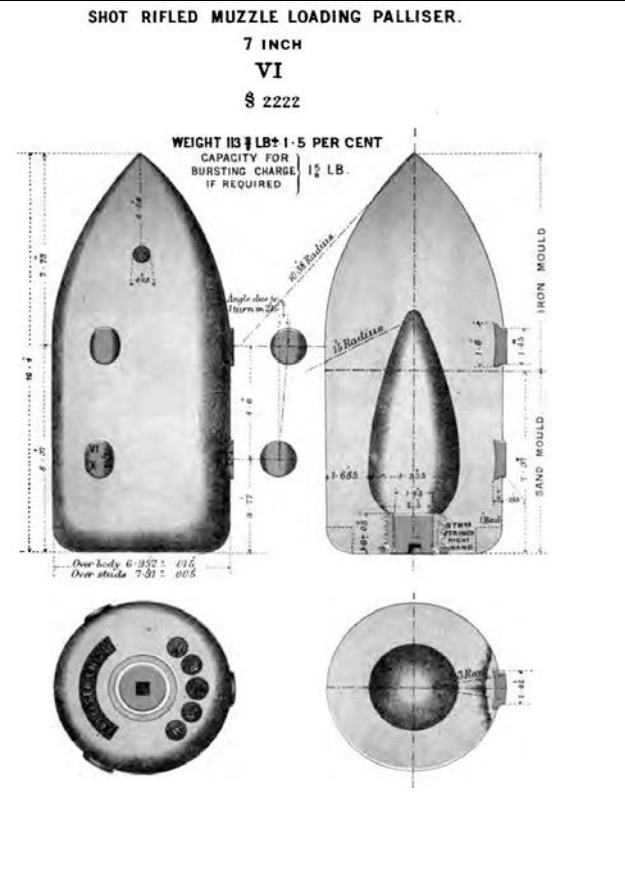
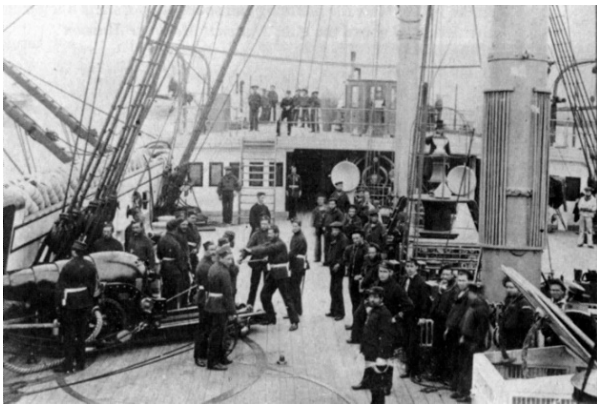
ID	WA9005		
Current Location	Gate 45, LG compound - outdoor		
Site/Lordi	None	WA no.	None
		Report no.	None
		ROW droit no.	Applied for by LGP
Description			
<p>Partial, probably an Admiralty pattern anchor. The broken shank is 1430 mm long and the crown is also broken retaining only one partial arm without fluke that is 480 mm long. The shank has a rounded section.</p>			
Recommendation			
Discard			
Assessment of the conditions of the items as found			No active corrosion was noted on this anchor at the time of the survey
Image of object			

ID	WA9006		
Current Location	Gate 45, LG compound - outdoor		
Site/Lordi	3065	WA no.	1188
		Report no.	1106
		ROW droit no.	Applied for by LGP
Description			
Byers Stockless Anchor. This style of anchor was patented in 1887 and approved by Lloyds in 1904. It is not known where in that period this anchor dates and it is possible that it is a fairly late example. Shank length is 1869 mm and thickness at shank is 170 mm. The length of the crown measures 900 mm.			
Recommendation			
Label/add a sign, remain with LG to be relocated as historical feature			
Assessment of the conditions of the items as found		The shank appears to be stable with only few areas of localised corrosion. The crown is still partly covered by concretion and it is affected by flaking.	
Image of object			

ID	WA9007		
Current Location	Gate 45, LG compound - outdoor		
Site/Lordi	None	WA no.	None
		Report no.	None
		ROW droit no.	Applied for by LGP
Description			
<p>This anchor was difficult to access as it was under other material at the time of the survey.</p> <p>This is probably a Rodger's small palm anchor, patented in 1832. The fact that the iron stock is not fixed could suggest that it may have been lost whilst stowed on deck. Measurements: bill to bill 1570 mm, shank length 2050 mm and thickness 140 mm, shank with rectangular section. Fluke length and width 230 by 300 mm, heart shaped. A ring is attached to the head. The stock could be a Cotsell or Admiralty iron stock. It is likely that this anchor dates to the mid-19th century.</p>			
Recommendation			
Label and/or add a sign, remain with LG to be relocated as historical feature.			
Assessment of the conditions of the items as found		The find does not show any evident ongoing process of corrosion.	
Image of object			
		 	

ID	WA9008		
Current Location	Gate 45, LG compound - outdoor		
Site/Lordi	Seareach 1 wreck	WA no.	3068
		Report no.	88631.01
		ROW droit no.	Applied for by WA on behalf of the PLA
Description			
<p>This the larger of the two Admiralty pattern anchors that were recovered during the clearance works of the obstruction at Sea reach no.1 buoy. It is likely to be post 1841, the design having been introduced by Admiral Sir William Parker in that year.</p> <p>This anchor has one arm of the iron stock missing whilst the other arm is complete and still retains the ball. On the section of the broken arm of the stock, a hole for the retaining pin can be seen. The stock's eye diameter is approx. 120 mm and the remaining arm of the stock is approx. 1.8 m long. The shank is approx. 3.2 m long with diameter at the top measuring 150 mm. The length of the fluke is 650 mm (including bill) by a maximum width of 480mm. The distance between the bills is approx. 1.75 m.</p> <p>It is possible that this anchor was lost from a vessel or used as a fixed mooring at the Nore anchorage.</p>			
Recommendation			
Label and/or add a sign, remain with LG to be relocated as historical feature.			
Assessment of the conditions of the items as found		The powdery surface and the presence of brown droplets on the shank indicate the presence of active corrosion.	
Image of object			

ID	WA9009		
Current Location	Gate 45, LG compound - outdoor		
Site/Lordi	3065	WA no.	1009
		Report no.	115
		ROW droit no.	076/1
Description			
<p>An iron capstan with part of the drumhead missing. The capstan has a diameter of 550mm and it is 750mm long. In the underside, a shaft 1450mm long connect it to a geared mechanism. Four pawls are on the base of the capstan, one of which appears to be in the locking position. The absence of a gypsy may indicate that this capstan was intended to be used for handling rope rather than chain. This machinery is all made of iron and probable date to the late 19th or early 20th Century.</p>			
Recommendation			
Label/add a sign, remain with LG to be relocated as historical feature. Otherwise discard.			
Assessment of the conditions of the items as found		The find shows general active surface corrosion. However, no visible cracks or stress areas were observed at the time of the survey.	
Image of object			
			

ID	WA9010		
Current Location	Gate 45, LG compound - outdoor		
Site/Lordi	None	WA no.	None
		Report no.	None
		ROW droit no.	Applied for by LGP
Description			
Solid iron projectile with lead or zinc studs. The diameter is 7in/165 mm and length 360 mm. This calibre was adopted for rifled muzzle-loading (RML) guns which commonly armed medium-sized British Warships and land batteries from the 1860s. The studs imparted spin and improved accuracy. The Palliser shot or shell was designed to defeat increases in battleship armour.			
Recommendation			
Label and offer to Coal House Fort. Free From Explosives (FFE) certificate may be required.			
Assessment of the conditions of the items as found		The find does not show evidence of particularly active corrosion other than the presence of rust powder on the surface	
Image of object			
		 <p>SHOT RIFLED MUZZLE LOADING PALLISER. 7 INCH VI § 2222 WEIGHT 113 LB ± 1.5 PER CENT CAPACITY FOR BURSTING CHARGE IF REQUIRED 15 LB.</p> <p>Over body 6.952 = 416 Over studs 7.91 = 405</p>	
			



ID	WA9011		
Current Location	Gate 45, LG compound - outdoor		
Site/Lordi	none	WA no.	none
		Report no.	none
		ROW droit no.	Applied for by LGP
Description			
Broken, elongated projectile made of iron. The shot diameter is 230mm which corresponds to a 9in calibre. The length of what remains is 480 mm. Elongated projectiles date from the 1860s.			
Recommendation			
Label and offer to Coal House Fort. Free From Explosives (FFE) certificate may be required. Otherwise discard.			
Assessment of the conditions of the items as found			The surface shows possible pitting corrosion but the find seems to be mostly stable.
Image of object			



ID	WA9012		
Current Location	Gate 45, LG compound - outdoor		
Site/Lordi	none	WA no.	None
		Report no.	None
		ROW droit no.	Applied for by LGP
Description			
Solid iron projectile with driving band (fired). The diameter of 230mm is similar to the one of WA9011, which corresponds to 9in. The total length is 690 mm, with the cuprous alloy driving band being 70mm. Projectiles with a copper driving band were used from the 1870s. This calibre was used by the Royal Navy and also used by coastal defence batteries. It is likely to date to the late 19th or early 20th century.			
Recommendation			
Offer to Coal House Fort. Obtain Free From Explosives (FFE) certificate if necessary.			
Assessment of the conditions of the items as found		The find does not show evidence of particularly active corrosion other	

	than the presence of rust powder on the surface
Image of object	

ID	WA9013		
Current Location	Gate 45, LG compound - outdoor		
Site/Lordi	None	WA no.	None
		Report no.	None
		ROW droit no.	Applied for by LGP
Description			
<p>This iron anchor stock was difficult to access as it was under other material at the time of the survey.</p> <p>This is a straight iron anchor stock. Iron stocks were used in the Royal Navy from 1807 however the adoption of iron stocks in anchors of sizeable dimensions (30+ cwt) dates from the 1830s.</p>			
Recommendation			
Disposal/discard			

Assessment of the conditions of the items as found	Mostly stable with few areas of active corrosion.
---	---

Image of object




ID	WA9014		
Current Location	Gate 45, LG compound - outdoor		
Site/Lordi	None	WA no.	1008
		Report no.	114
		ROW droit no.	076/1
Description			
This is a small stocked anchor of the Admiralty pattern or fisherman's type, although the stock is missing. The rounded arms and metal stock along with the use of a ring instead of a shackle suggests a date 1800-1850 at the latest.			
Recommendation			
Label/add a sign, remain with LG to be relocated as historical feature.			

Assessment of the conditions of the items as found	The surface of the anchor easily flakes off is a sign of an active corrosion.
---	---

Image of object



ID	WA9015		
Current Location	Outside the terminal building - outdoor		
Site/Lordi	none	WA no.	1008
		Report no.	114
		ROW droit no.	076/1
Description			
<p>Long shank type anchor with straight arms. This anchor has lost both flukes and parts of the arms. The shank has a circular section. The length of remaining shank is 610 mm. The pointed crown and the angle of the arms of 60 degrees could indicate a late production date (18th or early 19th century) rather than an early one.</p>			
Recommendation			

<p>Label/add a sign, remain with LG to be relocated as historical feature, possibly indoor. Otherwise discard.</p>	
<p>Assessment of the conditions of the items as found</p>	<p>The presence of flakes and loose rust on the surface suggests the presence of active corrosion.</p>
<p>Image of object</p>	
	



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