

ARCHAEOLOGICAL DESK-BASED ASSESSMENT

SHED 8, ORWELL QUAY, IPSWICH

Archaeological Desk-Based Assessment

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1 Introduction

At the time of writing almost all of the northern side of the Ipswich Wet Dock from Neptune Quay to Stoke Bridge is subject to Planning Permission for conversion and/or redevelopment for residential use. However, with the exception of the new development immediately to the north of the present site, the eastern side of the Wet Dock (south of Coprolite Street) has yet to see similarly intensive proposed redevelopment.

The Suffolk County Council Archaeology Service (SCCAS hereafter) Field Team has been commissioned by Alan Baxter and Associates on behalf of their client, Landmark Projects and Developments Ltd., to undertake a Desk-Based Assessment of the present site: Shed 8, Orwell Quay. The site is bounded to the north by a new residential development, to the east by Duke Street, to the south by yards and transit sheds and to the west by Orwell Quay and the river's edge.

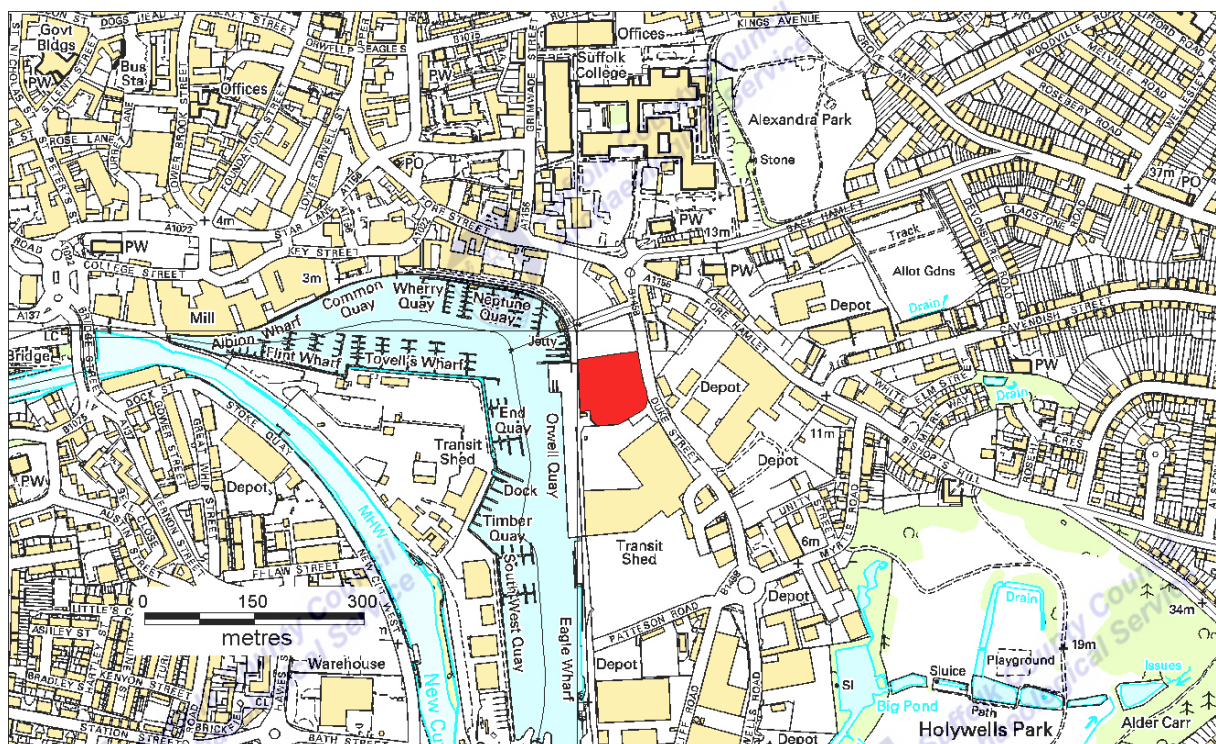


Figure 1. Site location

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2 Methodology

The following sources were examined in order to assess the archaeological potential, history and development of the site:

- The Sites and Monuments Record (including records of actual archaeological interventions in the vicinity of the site)
- Historic cartographic sources
- Documentary sources (see Appendix 1)

Given the amount of recent redevelopment activity at surrounding adjacent sites it was not thought necessary to consult primary sources in all cases and other recent Desk-Based Assessments have been summarised where it was deemed appropriate.

No formal building survey or site investigation report was available at the time of writing so a rudimentary site walkover was undertaken.

3 Results

3.1 SMR data

The SMR for Ipswich is maintained by the County Archaeological Service. For this study SMR entries within an approximate 250m radius of the centre of the site have been included and are summarised in Table 1. A graphical representation of the SMR entry locations appears in Figure 2. Further discussion of pertinent entries appears below.

SMR No.	Address	Description	Nature of evidence
IAS 6101/6102	St Clements Church Lane	Monitoring and small excavation	Scatter of medieval and post-medieval finds (13 th to 17 th century). No further detail.
IAS 6105	107 Fore Street	Monitoring (1987)	Machine excavation of large basement up to 1.2m deep revealed modern truncation but no significant archaeological finds.
IAS 6601	Neptune Quay	Excavation (1989, 1998 and 1999)	Extensive excavations revealed complex stratified deposits of Middle Saxon (c. AD 650-850) and later date indicating occupation and enwharfement. Significantly, this excavation identified the later medieval Quay wall (see below).
IAS 6602	90/92 Fore Street	Watching Brief (1989)	Observation of construction work on rear extension revealed natural subsoil at 1.4m bgl and pottery of 12 th -century and later date was recovered.
IAS 9007	Neptune Marina	Monitoring (2002 to 2003)	Limited exposure of natural subsoil exposed in north-eastern part of the site. Substantial reclamation deposits of later medieval/post-medieval date observed elsewhere.
IAS 9008	Duke Street	Evaluation (2005)	No significant archaeological features of medieval or earlier date.
IPS 138	Orwell Works	Stray find	Early Neolithic to Early Bronze Age Greenstone axe. Reported in 1935.
IPS 154	Fore Hamlet	St James' Leper Hospital	Limited excavation by University College London (Brothwell, ?1958) confirmed presence of burials at the junction of Fore Hamlet and Back Hamlet.
IPS 155	Fore Hamlet	Finds	Medieval (13 th to 16 th -century) pottery found during building work '7 feet down'. Reported in 1947.

Table 1: Summary of archaeological information held for the area around Shed 8, Orwell Quay (see Fig. 2)

No known archaeological sites or findspots lie within the proposed area of development.

The most significant archaeological work carried out close to the site in this part of the town was that at Neptune Quay (IAS 6601/IPS 216). Complex stratified deposits were encountered during excavations undertaken in 1989, 1998 and 1999 (Boulter, 2000). The earliest evidence was of Middle to Late Saxon date and indicated the presence of a possible revetment that turned along the line of a former stream that ran down to the river from higher ground to the north. A relatively low level of occupation appears to have occurred during this period, but some formalisation of the riverbank is indicated. Slightly more activity was recorded throughout the medieval period, beginning in the 11th century. The evidence attributable to this period included strand-line ditches, pits, isolated burials, an oven and dumped waste from nearby metalworking. In the later medieval period (14th to 16th centuries) the waterfront was consolidated in a more formal manner with the construction of a stone quay wall with a

metalled surface behind. This structure turned to the north (its alignment is shown in Figure 2), indicating that the north-to-south channel was still extant at this time. Other evidence from what would have been the opposite bank of this channel was less substantial – a poorly constructed wooden revetment was thought to be contemporary with the stone quay wall and suggests much more ephemeral use/occupation of this bank of the channel and the river's edge beyond to the east. The quay wall was maintained into the 17th century until a major episode of reclamation and enwharfment, including a new brick quay wall, effectively pushed the river's edge south near to its present day alignment. From that point development of the newly reclaimed waterfront was extensive.

Immediately to the north at the site of Neptune Marina (IAS 9007/IPS 443) limited monitoring of works including the grubbing out of walls and reduction in levels for basement construction identified some natural gravel subsoil in the eastern part of the site, suggesting that the alignment of Duke Street is analogous to that of an earlier strand-line road (Boulter, 2004). To the west increasingly deep alluvial deposits were recorded, indicating that much of the site was once tidally-washed foreshore. Only the uppermost alluvial layers could be accessed and the finds recovered from these suggested activity of later medieval/early post medieval date. A more substantial dumping/consolidation deposit sealed these alluvial silts and may be part of the major 17th century reclamation works identified to the north-west at Neptune Quay (see below).

Immediately to the south the find of a Neolithic or Bronze Age axe (IPS 138) can tell us little. No record of the circumstances of the find exists so it is difficult to place it in context. Its presence is highly unlikely to represent actual settlement. However, the find means that the possibility of some limited exploitation of the marginal foreshore during the prehistoric period cannot be discounted.

Limited monitoring during site remediation works at Orwell Terminal (the former Gasworks site) c. 200m to the south yielded no significant results (Sommers, 2004). Up to 2m of heavily disturbed made ground was recorded throughout much of the site. Heavy contamination and the unconsolidated nature of the deposits meant that due to Health and Safety constraints no access could be gained to directly observe the deep deposits during the ground reduction operations.

A recent trial trench evaluation of land adjacent to Duke Street (IAS 9008/IPS 474) revealed only low level post-medieval activity (Sommers, 2005). This took the form of scattered pits and boundary ditches running perpendicular to the river. The only features of note were a possible pond at the southern end of the site and a brick structure at the northern tip of the site, thought to be associated with an early 20th century timber yard known to occupy the site. No evidence of medieval or earlier activity was found. It should be noted that a very small percentage of the whole area shown in Figure 2 was actually trenched, so the findings of the evaluation should perhaps be treated with a degree of caution.

The remaining sites included in Table 1 and shown in Figure 2 only serve to confirm medieval and later occupation outside the historic core of the town well to the north of the present site.

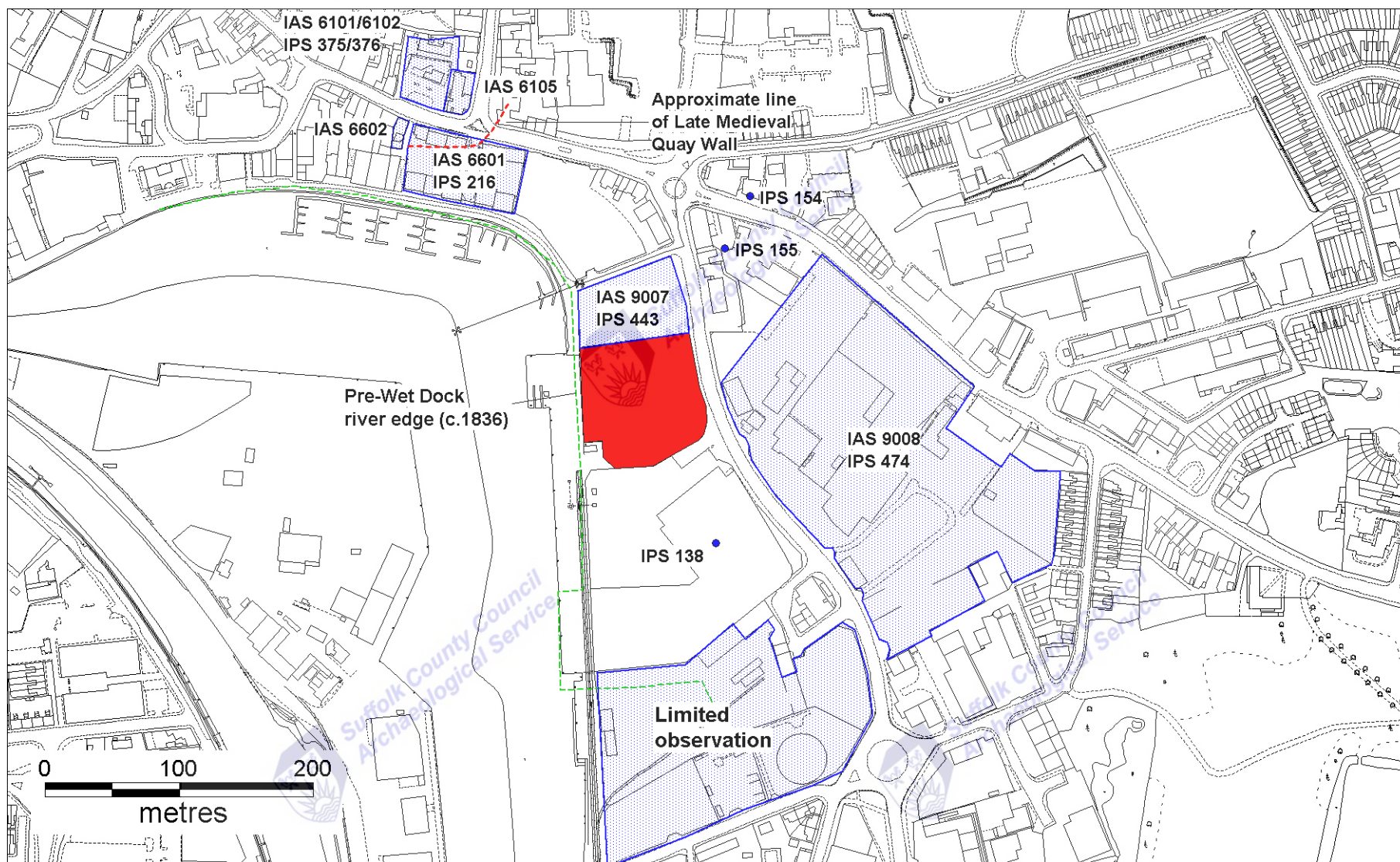


Figure 2. Site location and relevant SMR entries.

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3.2 Cartographic sources

by A Breen

Due to the repetitious nature of some of the information in this section not all of the maps referred to are reproduced as illustrations.

The site is shown at the southwest corner of the 1:2500 Ordnance Survey maps sheet number LXXV.12 to the south of a manure factory and situated between Ransome's Wharf and the Wet Dock to the west and Duke Street to the east. The 1926 and 1904 editions show only the pad of the buildings without further detail, and are not reproduced here. The first edition surveyed in 1880 does show some additional details (Figure 3). These consist of a series of long sheds running east west with smaller buildings running parallel to the dock frontage. This arrangement appears on an illustration of the works in 1865 published in Carol and Michael Weaver's "Ransome 1789-1789: A Bicentennial Celebration". A "Description of the Orwell Works" published in 1913 includes a ground plan of the lower part of the site only. An arrow on the plan suggests that Shed 8 was part of the lawnmower works.

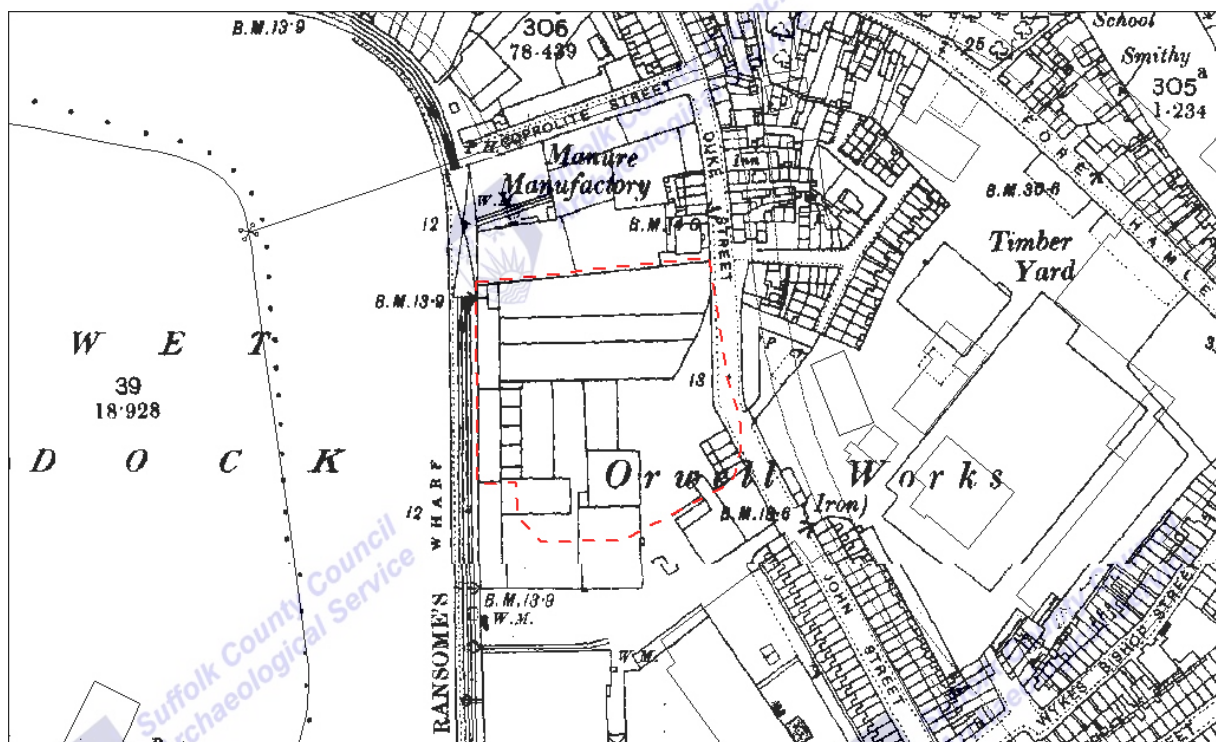


Figure 3. Extract from First Edition Ordnance Survey Map of 1880

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White's Map of Ipswich (ref. MC4/58) published in 1867 does show a significant additional detail at the eastern end of the site (Figure 4). On the 1880 Ordnance Survey map the southern end of Duke Street curves into John Street. On White's map the southern end of Duke Street curves into Foundry Road to the west of John Street. By the time of the 1880s map this street had been closed. On Monson's 1848 Map of Ipswich (ref. MC4/56) the site is marked as part of "Messrs Ransome's Foundry" (Figure 5). Foundry Street is not named on this map and Duke Street continued south to the corner of the gas works. At the point where John Street joins Duke Street there is a small row of houses between what became Foundry Road and Duke Street. This row had been demolished by 1867 and is described in some detail in contemporary deeds.

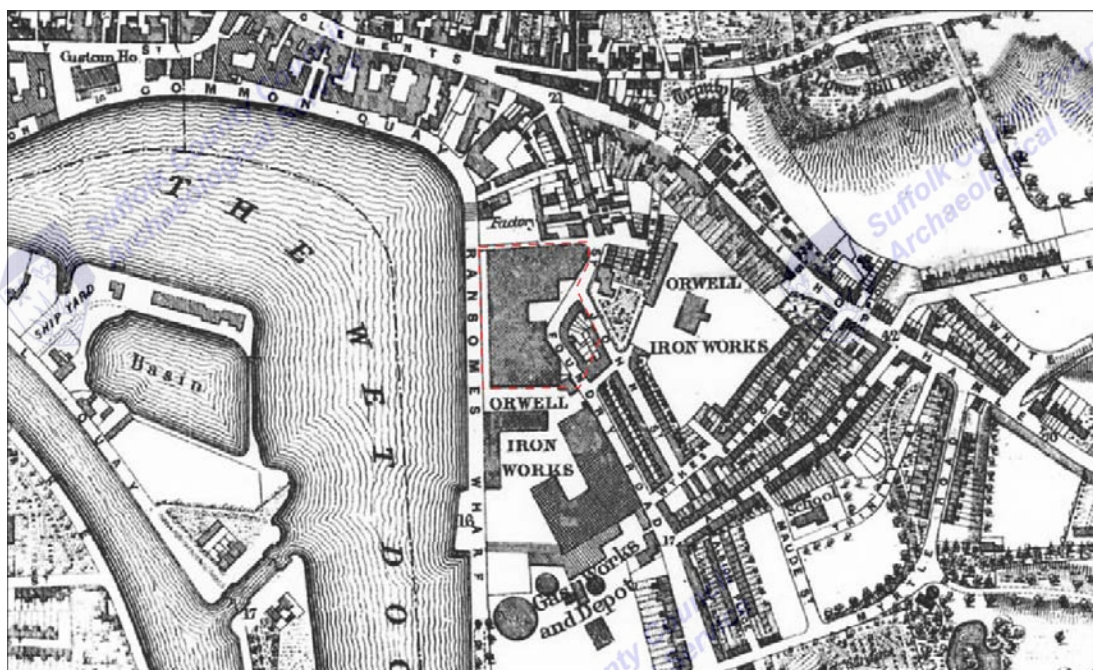


Figure 4. Extract from White's 1867 map, with approximate site location

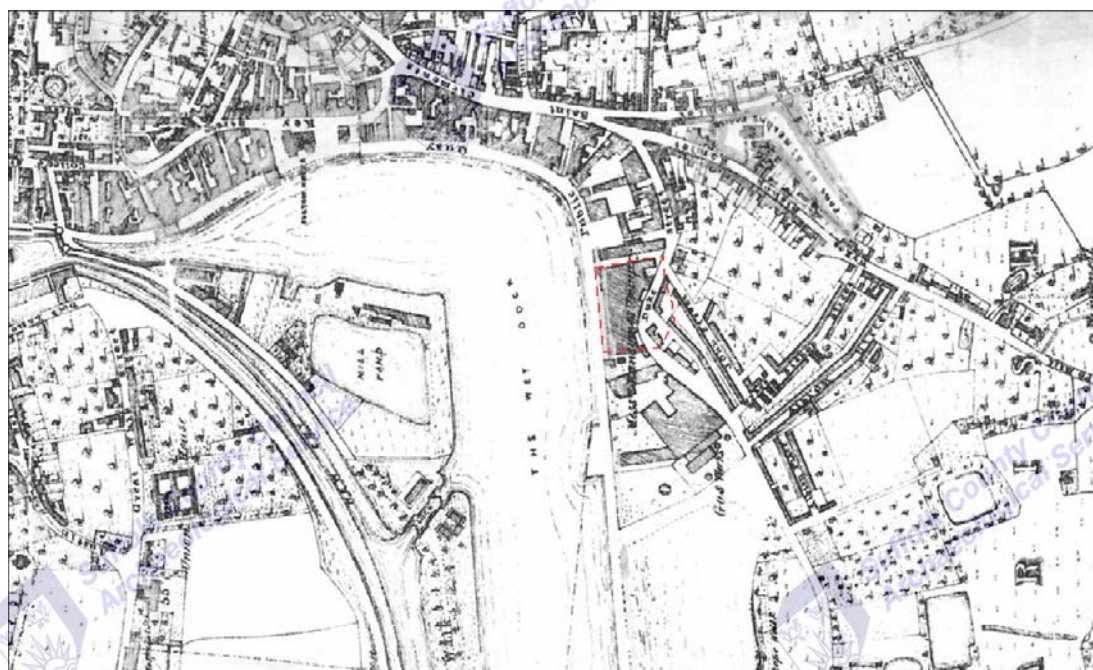


Figure 5. Extract from Monson's 1848 map, with approximate site location

The works is within the parish of St Clements, Ipswich. The parish consisted of 1597 acres though only 1050 acres were titheable. The tithe map of this parish (see Figure 6) is dated 1844 and shows the Orwell Works before the redevelopment of the site as shown on Monson's map of 1848. The land has been given the number 51b described in the apportionment under the lands of the "Commissioners of the Dock" as an Iron Foundry occupied by Ransome & Co measured at 2 acres 2 roods and 14 perches. The area to the south numbered 51a was also owned by the commissioners but occupied by the Gas Works and consisted of 2 roods and 32 perches. The buildings fronting Duke Street are not listed and were not subject to the payment of tithes. The map marks the position of the Ballast Wharf. This wharf projected into the Wet Dock and as is shown on later maps. In 1844 the wharfs ended at Ballast Wharf and by 1848 the quay wall had been extended to the south and a new roadway is marked as Marine Promenade on White's map of 1867. Originally the entrance to

Wet Dock was through the Island site and into the New Cut. The present entrance was
ned in 1881.



ne Map, showing approx

EL1/7/1/44) shows the
small dockyards to the
south of the mo
of this dock is marked

On a plan of the proposed docks dated 1837 (ref. EL1/7/1/2) the same docks are shown (Figure 8). There are fewer buildings along the line of Duke Street. On both this plan and that of 1842 the small row of buildings between Duke Street and what later became Foundry Road are clearly shown.



Figure 8. Extract from the proposed plan of the Wet Dock dated 1837

Edward Caley sketched the docks at low tide in August 1837 (ref. EL1/7/12/1-2). His sketch book depicts most of the buildings along the dock. In this area, he has illustrated the southern end of the Orwell Iron works and the dock to the north but not the entire site. The names of the owners appear above the buildings. The elevations of the dockside taken at low tide include detailed notes of the condition of the wharfage. There are a large number of these sketches and they have not been included in this report. In front of the Iron Works he noted that the timber face and a batter were in a bad condition and at the low water the “fender piles project 2ft 0 in”. The length of each part of the quay is given in front of the iron works the length was 80 feet 6 inches. On his coloured illustration (Figure 9) he did show the shipyards in detail (ref. EL1/7/12/3-6).



Figure 9. Detail from Edward Caley's colour illustration of 1837

In preparing the arguments in favour of the proposed wet dock documents relating to previous proposals and observations on other docks within Britain were collected into a single volume (ref. EL1/7/1/3). Amongst the plans there is a map of the area based on Pennington's 1778 map of Ipswich. The map number 13 in the book records the names of the owners of the properties adjoining the docks. Cobbolds were the owners of the site of shed 8 and most of the land in the immediate area apart from those buildings on the south side of Coprolite Street and fronting Duke Street which are marked as "Prentices now Cobbolds Malting". Moffat includes in his work a plan of these docks based on a map by Bransby dated 1811. He states that the northern end of the site was copyhold land held of the manor of Wix Bishop. The copyhold extended southward to the southern side of manure factory.

On a map of Ipswich, part of Hodskinson's 1783 Map of Suffolk, only three docks are shown in this area marked on the map as shipyards. The Ballast Wharf is not shown. This was created under the terms of "An Act for Improving and rendering more commodious the port of Ipswich" 45, Geo III cap ci. Pennington's 1778 map of Ipswich (ref. MC4/52) shows the same details. The site is depicted on Samuel and Nathaniel Buck's "The South-West Prospect of Ipswich" published in 1741 (see Figure 10). The ship in the centre of the docks is propped up on one side and may have been launched into to the river by the removal of these props and the vessel slid sideways into a dock before being floated out into river at high tide. Moffat includes two other illustrations in his work, both from the Ipswich Borough museum collection. One is a print dated 1801 shows Raymond's shipyard. In this view a vessel is being built parallel to the river though again propped up on one side. The other view is part of Chevely's 1753 "Prospect of Ipswich". A large vessel, the Biddeford, is shown in the centre of the illustration at an oblique to the river and another unnamed vessel is shown being built at the southern shipyard but at right angles to the river. He has included statistics from 1777 in his work when Ipswich was the 9th largest shipbuilding port in England with vessels averaging 161 tons, though by that date most of the larger vessels were being built further down river at the Halifax Yard.

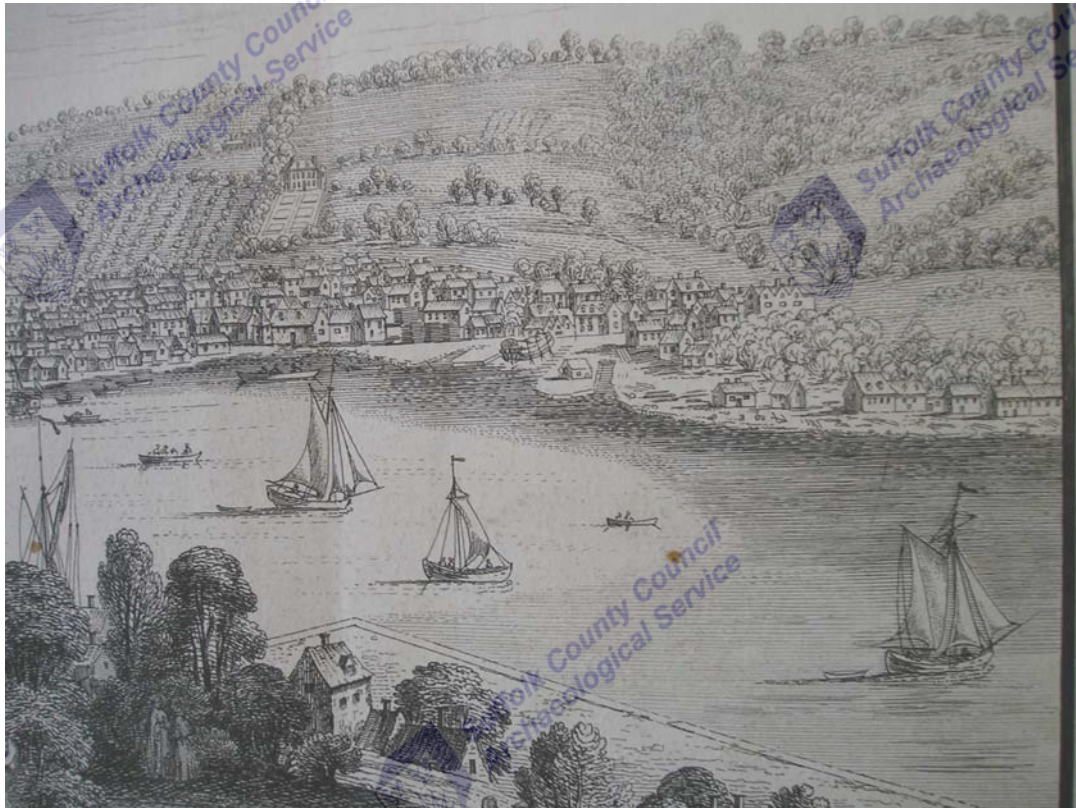


Figure 10. Detail of Samuel and Nathaniel Buck's "The South-West Prospect of Ipswich" (1741)

On Ogilby's map of 1674 (ref. MC4/51), the same docks are shown. The site of Shed 8 is within the area marked as "timber yard for ship building". Again a vessel is shown to the north of the site. On his map the lower end of Duke Street is called the way to Greenwich. On these three maps, Hodkinson's, Pennington's and Ogilby's the site of the row of houses at the junction of Duke Street and what became Foundry Road are almost at the end of the land area. Part of the row faces directly into the channel. Speede's map of 1610 (ref. MC4/50) is the earliest map of Ipswich. On this map there is a large area of open space between two isolated houses in this area. Further details of the area can be gathered from two manorial surveys and from property records.

3.3 Documentary evidence

by A Breen

3.3.1 Introduction

This site was formerly part of Ransomes Simms & Jefferies' Orwell Works. The firm was first established by Robert Ransome at St Margarets Ditches, Ipswich in 1789. They began their move to the Orwell Works site in 1837 and abandoned their original premises in 1849. From the original 10 acres Orwell Works site grew to cover 100 acres in the area between Ipswich Wet Dock and Duke Street and in the surrounding streets. In 1948 they opened a foundry at Nacton Road and eventually all production was transferred to this new site. Before moving to the Orwell Works site the firm was already noted for several innovative products and methods of production including the discovery of a process for chilling cast-iron in 1803, the introduction of gas lighting to Ipswich in 1817, the erection of the new cast-iron Stoke Bridge in 1818 and the production of the first lawnmowers in 1832. The Orwell Works site was required for the increase production of lawnmowers, a wide range of agricultural machinery including portable steam engines and railway equipment. These products were exported worldwide and the opening of Ipswich Wet Dock in 1842 facilitated this trade.

Unfortunately not all the firm's archives have been deposited at the Suffolk Record Office. A very large collection of documents has been deposited at the University of Reading, Museum of English Rural Life. Their collection includes "The History of the Orwell Works" written by C J Palmer and a number of plans of the works.

Evidence of title in the form of deeds and other documents were not deposited at Reading. Instead they were passed to the new owners, the Ipswich Port Authority on the sale of the site. Most of these documents were deposited at the Suffolk Record Office in Ipswich in 2000 and were added to the existing the Ipswich Docks Collection (EL1). This collection was catalogued in 1984 and a bound typescript version is available in the search room at the record office. Though the additional papers have been catalogued the full references have not been added to the existing typescript catalogue. Instead the record office has given permission for the original papers slips to be used to identify relevant material. The deeds describe in detail later acquisitions of land by Ransomes, though they do not include the deeds for the purchase of the original 10-acre site.

Before 1837, the area between Duke Street and the then river Orwell was covered with various shipyards. Their history has been recently described in Hugh Moffat's "Ships and Shipyards of Ipswich 1700-1900". His work is largely based on local newspapers and Custom House registers of shipping and these sources have not been re-examined for this report. This section of the report has been prepared by using maps, secondary sources, deeds, manorial documents and probate material. All these documents are available at the Suffolk Record Office in Ipswich or online. These combined with Hugh Moffat's work are sufficient to offer a detailed history of the site from the late 16th century through to the establishment of the Wet Dock and Orwell Works in the period 1837 – 1842. The records held at Reading offer the potential for a more detailed analysis of the site when it was under the ownership of Ransomes, Simms and Jefferies.

3.3.2 Evidence of title: Ransomes

Transfers of manorial copyhold land are recorded in the manor court books, a system of tenure that was not finally abolished until 1922. The contemporary manorial court books for the manor of Wix Bishop are indexed and do not list Ransomes. The southern part of the Orwell Works site included the buildings immediately to the north of the Ballast wharf and these are shown on the 1842 plan. This land was acquired by Robert Ransome in June 1847 from the Ipswich Dock Commissioners (ref EL1/3/96/4). The earliest document in this bundle of deeds is a lease from Mileson Edgar on behalf of the River Commissioners to Benjamin Raymond, a ship builder dated 30 October 1827. The deed includes a detailed plan of the site and shows that Benjamin Raymond was given liberty "occasionally to lay any vessel in the dock ... shown on the side of the said dock adjoining to the same piece of land". The dock was to the south of the buildings and to the north of the Ballast Wharf. In 1827 John Cobbold was the owner of the area to the north and the road to the east was then known as Greenwich Way.

Ransome also acquired the Ballast Wharf in 1847 from the Ipswich Dock Commissioners (ref. EL1/3/96/35). The bundle of documents includes a plan of the wharf attached to a deed and shows land to the north as "lately occupied by William Colchester and Company". There is a plan of the building at the southern end of the site attached to another deed dated 17th September 1849. The plan shows the position of an Iron warehouse, two smiths shops, the location of the steam hammer, four foundries, a pig iron yard and trimming shop all located on the site of the former Ballast Wharf. There are also some early photographs taken from the site of Ransome's Wharf facing west showing various vessels along the wharf and moored

along the Island site beyond. There is also a copy of the 1805 act of Parliament. Amongst these documents there is an “Order for diverting turning and stopping up an old Highway” in the parish of St Clements, Ipswich issued by the Quarter Sessions of the county. The document is dated 15th March 1850 and follows an inspection of the site by two Justices of the Peace made on 24th December 1849. The road is described as:

a certain highway called Duke Street situate in the said parish commencing at a point opposite a messuage and Beer house in the occupation of George Welch and extending from thence to a terminating point adjoining or near the works of the Ipswich Gas Light Company and containing in length five hundred and ten feet or thereabouts which said old Highway is proposed to be diverted turned and stopped up. And that we the said Justices have also viewed a certain New Highway also situate in the said parish commencing on the East side at or near the said messuage and Beerhouse of the said George Welch and extending from thence over the land late of James Ransome deceased and of Robert Ransome ... unto or near the lower end of Wyckes Bishop Street on the same side and the said works of the Ipswich Gas Company on the west side by the Iron works, houses walls fences and premises late of the said James Ransome ... being of the length of four hundred and eight five feet or thereabouts and of the uniform width of thirty feet”. Following the necessary public consultation this old highway was closed. This document details the closure of the original lower end of Duke Street also known as Greenwich Way.

Another bundle (ref. EL1/3/96/9) relates to a property known in 1853 as White Cottages. These were described in 1746 as “six several messuages adjoining together their divided into twelve tenements or dwellings ... to the eastward of the Ship-yards there late the estate of Christopher Mallett”. They had been built at “Green Yard”. In 1801 three of these cottages are described as “lately rebuilt” and in 1851 the premises is described as “lately been pulled down and the site thereof laid partly into the public road & partly into the land & yards of R. Ransome”. Unfortunately the bundle does not include a plan of the site, though it is reasonable to suggest that these had been the cottages in Duke Street shown on the maps before 1848 and that they had been demolished after the closure of this road in 1850. Until 1811 these buildings were in the ownership of Joseph Barton, an Ipswich builder. In 1831 the site was acquired by John Chevalier Cobbold who sold it to Robert Ransome in 1851.

The bundle of deeds for a freehold property in Fore Hamlet purchased by Ransomes in 1872 (ref. EL1/3/96/13) includes an attested copy of the will of Benjamin Raymond senior dated 17th May 1788 he was an Ipswich ship builder. Benjamin Raymond’s will is a simple document, in which he left all his property to his wife Margaret “for the term of her natural life” and after her death in was to be divided amongst his five children of the eldest of which was the Benjamin Raymond mentioned in the 1827 deed. His shipyard is depicted in the 1801 print in Moffat’s book. The father of Benjamin Raymond was also Benjamin and he is mentioned in a deed dated 30 March 1745 though his occupation is given as a mariner. The earliest document in the bundle is the will of Robert Fourd, an Ipswich Mariner dated 16th August 1658, in which he left his property to his son Joseph and then to his grandson Robert and then to his sister Mary.

The Cobbold family owned the Cliff Brewery and in 1814 purchased the lordship of the manor of Wix Bishop. They demolished a farmhouse called Pitts Farm to build Holywell House and created the surrounding parklands. There are several collections of documents relating to this family and their business interests. Unfortunately they do not include the documents relating to this site or the site of the brewery. They had acquired copyhold lands in

this area from 1749 onwards that is before becoming the lords of the manor. In 1819 John Cobbold leased a parcel of land from Joseph Barton the Ipswich builder is described in the document as a bricklayer (ref. HB/8/5/191). The land was “lately part of a rope ground situated in the parish of St Cement’s ... lying in front of the brick wall of a garden ... containing in length one hundred and twelve feet or thereabouts and abutting the salt water towards the west”. This is possibly the rope yard shown on the 1842 plan of the docks. According to Moffat the Cobbold family acquired the river side ooze to the south the Ballast wharf in 1829. In about 1840 they set out a new shipyard on part of this site beyond the dam across the Orwell and outside of the Wet Dock.

3.3.3 Manor of Wix Bishop

According to most sources this manor was the crown first granted this manor to the bishops of Norwich at the end of the 12th century. In 1535, William Rugge the former abbot of St Benet’s Holme was made bishop of Norwich and in an act of parliament the estates of the bishops were exchanged for the lands of the former abbey and land reverted to the crown. In 1545 the crown granted this manor to Sir John Jermy, it then passed through the hands of various owners until John Cobbold acquired the lordship in 1814. Early 15th century documents held at the Norwich Record Office strongly suggest that the site of the manor moat, now within Holywells Park had been abandoned by the beginning of the 15th century and unlike other Episcopal manors in Suffolk there is no evidence that the demesne lands were turned into parkland in the medieval period. In documents relating to the borough of Ipswich, the hamlet of Wix Bishop, though within the parish of St Clements, is nearly always listed as a separate area.

There are two 17th century surveys of this manor dated 1620 and 1656. The 1620 survey (ref. HB8/1/938) is included in a book of surveys of the manors then owned by Thomas Hewytt. The description of Wix Bishop begins on folio 25. At a later date some one has entered in pencil additional notes to indicate which pieces adjoined on to the “salt water”. The column on the left side of each page gives the dates of admission of each tenant with a note of the entry fines. The dates are given as regnal year and the calendar years have been added in brackets for this report.

The copyhold lands begin with

William Hamond & Anne his wife 5 Oct Jaco: 18 (1620) fyne xxxiii s iiid

William Hamond and Anna his wife tooke up to their heirs and assignes one third of certaine tenements & landes bond according to the effect of an indenture tripartite bearing date the 26th of February in the 16 yeare of the Kinge, as in the rowles appeereth at large the wordes to this effect are these And the said William Hammond & Anna his wife and their heires shall have for their parte the dimition alongst from the part of Robert Bull and Alice his wife, forth on the northwaies being in breadth at the east end therof next the waye threescore and two foote of the rule and in breadth at the west end thereof towards the said salt water thirty fowre foote and a halfe of the rule and all the grownd with the compass of the said partition from side to side and from end to end and they were admitted tenants by the yearly rent of iiid d p ann.

Robart Bull and Alice his wife as before to the effect (same date and fine)

And he said Robart Bull and Alice his wife and their heires shall have for their parts the south side of the said parcel of grownd or tymber yard viz from the said houses measured out and being on breadth on the east fifty foote of the rule and in breadth at the west end therof

towards the salt water or channel thirty fowre foote and a half of the rule with the tenement and stable standing within the same, And so all the ground standing within the said partition ... to whom the lord gave seizure to have and to hold to them and to the heires and assignes of the said Alice by the rents and services due and accustomed and by the yearly rent of iiii d.

Thomas Lane etc as before (same date and fine)

And that the said Thomas Lane and his heires according to the custome shall for their parts the next division alongst by the east viz from the said part of the said William Hammond forth on the northward measured out as the former and beinge in breadth at the end therof next the said waye three score of the rule and in breadth at the west therof towards the salt water or channel thirty three foote and a half of the rule to which the said Thomas Lane the lord gave seizure to have and to hold to him and his heires for tearme of his life by the yearly rent of iiii d.

The next piece is on folio 27 under *John Browning 14 April 13 Jaco: (1615) fine xx li*

John Browning had by the surrender of his father Jo: Browning deceased one messuage or tenement with a curtilage ajoyninge ... containing by estimation halfe an acer lying betweene the land and stable of William Pilbrough north and the land builte in the tenure of John Forde south and on the salt water west and upon Greenwich Way east which the said John tooke up the 4th of November 44th of Eliz and was admitted by the yearly rent of iiii d p ann and service court.

Thomas Wright held another piece “*abutting upon Anthony Paine west and east upon Robert Bull, William Hammond, Thomas Lane*”. This piece had the saltwater to the south. Robert Bull’s land described on folio 31 also abutted the salt water to the south. Anthony Paine also had land abutting the salt water to the south. The last piece described as copyhold was in the possession of Sophony Forde 27 March 42 Eliz (1600).

Sophony Forde and Elizabeth his wife had by the surrender of Sophony Forde one parcel of land waste with the house end new built conteyning in breadth 55 foote lying betweene the waste of the Lord of the mannor south and John Forth land north Greenwich Way East and the salt water west ... which premises the said Sophony Forde took to him and his heires as the onely son and heire of Robert Forde the 30th March 32 Eliz (1590). To which Sophony the Lord gave seizure to have and to hold to him and his heires of his body lawfully begotten and for defect of such issue the reversion to remaine to the heires of the said Sophoney and Elizabeth and to the longer liver of them both by the rents and services due and accustomed.

Forde’s Christian name is spelt in a variety of different ways and is a form of the name Zephaniah. It was used by this family over several generations. It is important to note that his house was “*new built*” and that the land to the south was waste ground and had not been granted out to any tenant.

The 1656 survey (ref. HB8/1/937) takes a simpler form. Tenants are named together with the dates at which they entered the properties and this is followed by a brief description of their land. In the right hand column the abutments are given for most of the parcels.

John Cole copyhold is described as “*one salt marsh adjoining to the keys of the lord in the tenure of Soph Foord lying from Bromhill by the river leading to Nacton*”. He entered this property on 11th August Car 5 (1629). John Cornelius held “*one messuage one curtilage one garden, one key*” from 2nd January 1655 “*lying between the tenement of Thomas Dryver*

south, Abigail Grymble widow north abutting the saltwater west and Greenwich Way east". Thomas Bantoft's land abutted the saltwater to the south but with a frontage of 12 foot. Edward Hamond held "One messuage or tenement newly built with a yard thereunto belonging lying between the bond tenement of Richard Watkins north the bond tenement of Abigaile Grimble south, the saltwater west and Greenwich Way east". Two dates are given for this entry 18th January Ca 23 (1648) and 10th January 1655. Richard Watkins held "one messuage or tenement with the appurtenances lying between John Wright north, Edward Hammon south and abutting the saltwater west and Greenwich Way east". He entered this property on 18th April 1655. Abigaile Grymble held "one messuage tenement with the appurtenances lying between Edward Hamond north, John Cornelius south and abutting the saltwater west and Greenwich Way east". She had entered this property on 16th December Jac 20 (1622). Thomas Dryver held "one messuage and key with the appurtenances lying between the bond tenement of John Cornelius north the bond tenement of John Foorde south and abutting Greenwich Way conteyning 22 foote 3 inches east and the saltwater conteyning 21 foote west". He had entered this property on 23rd January 1655. The next tenant Robert Fullwood held "one marsh with a messuage thereon built conteyning 2 acres lying between the tenement bond of William Noys south, (the north is omitted) and abutting Greenwich Way east and the saltwater west". He had entered the property on 18th January Car 23 (1648). William Noyse's land is simply described as "one tenement bond called Cophall and parcel of the wash of the manor called the marsh". John Wright's property included two pieces abutting the saltwater to the south. The frontage of each piece was 22 feet. He had entered one of the pieces described as "lately built" on 12th November 1652.

In both surveys the land owned by John Ford that abutting the river Orwell is not described. Some of these lands were later acquired by the Cobbold family. The earliest reference to them in the manorial court records is in 1749. On 10th August 1749 John Cobbold acquired "one house or tenement late built upon a piece of waste land formerly in the occupation of Anne Hammond". John Cobbold acquired Cophall on 3rd January 1759.

3.3.4 Probate Records

Before 1858, jurisdiction of probate was the responsibility of various church courts. Most wills were proved at the local archdeaconry court, though if a testator had property in more than one archdeaconry they were obliged to use the bishop's consistory court and if they had land in more than one bishopric they had to use the archbishop of Canterbury's prerogative court. Sometimes for either status or convenience wills were proved at the higher court. The records of the Prerogative Court of Canterbury are now held at the National Archives and are available on line. There are only nine wills for Ipswich shipwrights proved at this court. One was a shipwright in the Royal Navy another two had their wills proved in 1704 and 1763. Of the remaining six wills five relate to this part of Ipswich.

The will of William Forthe is dated 4th April 1590 (ref. PROB11/75) and mentions shares in three ships or "hoyes" the "Salutation", the "Julian" and the "Margaret". He left £5 to Sophonie Ford when he reached the age of 21. The will of Robert Write or Wryte is dated 31st March 1596 (ref. PROB11/87) was probably written at Woolwich he gave money to "Thomas Write of St Clements", probably the same as Thomas Wright mentioned the 1620. Moffat mentions that a Mrs Wright shipyard was "valued at £6 per annum in the churchwardens rates" in 1727.

The will of Robert Bull, the father of the Robert mentioned in 1620 survey of the manor of Wix bishop, is dated 15th December 1606 (ref. PROB11/107). He held two tenements one of which was in the occupation of William Roaffe, shipwright. His copyhold land adjoined the lands of Anthony Paine, mariner. His freehold land that had been "late purchased" was to be

divided between his two sons Robert and William on condition that William set up a seven foot high fence or pale between his property and that of his brother Robert. Robert was given, *"all that my timber and old stuffe which is in the yeard where he is now buildinge in"*. John Ward in his will is dated 17th February 1631 (PROB11/163) describes himself as "very aged". He left money to his daughter Thomazine Cole together with shares in his ships "Seaflower" and "Support". Amongst the witnesses to the wills there is the name of Jeremy Cornelius. The will of John Ford is dated 20th July 1662 (ref. PROB11/311). He mentions his son in law John Cole who was given *"all that my messuage or tenement as it now lies square downe the channel ...now in the occupation of John Cole and alsoe my warehouse lately built"*. He left his wife *"Houses with yards and shipyards which late were my brother Sophony Forde"*.

Amongst the will proved at the archdeaconry court of Suffolk there are the names of various shipwrights including Sophonie Ford the elder 1642, John Ford the elder 1663, Robert Ford 1687 and John Cole 1678. Other family members are described as mariners as are members of the Grimble and Hammond families. It is interesting to note that the references to shipwrights only appear at the end of the 16th century and in the early 17th century at a time when various buildings are described as newly built. The will of Robert Ford (ref. IC/AA2/75/309) mentions his property at Green Yard. This is the same property mentioned in 1746 in the Ransome deeds as "adjoining the shipyards".

3.3.5 Discussion of the Documentary Evidence

by A Breen

The site of Shed 8 was part of the Orwell Works from 1837 onwards. The building was used for the manufacture of lawnmowers and the site had probably been developed before 1848. Part of the site adjoins onto the former "Green Yard" and includes sections of the former Greenwich Way, Duke Street or Foundry Road closed in 1850. The distance between the street and water frontage was not more than 40 metres. This can be measured by reference to the various plans and by the measurement given for the rope ground 112 feet in the lease of 1819.

The various views of the ship yards in 1741, 1753 and 1801 show that ships were not always built within the docks shown on the maps. They were built on the foreshore just above the high water mark. Once the props were removed the ships would slide into the then tidal river Orwell to be floated out at high tide. The yards would include rope grounds and various saw pits. By 1837 these features were buried for the construction of the new wharf and for the site of the Orwell Works. More details could be obtained from a careful study of the Ransomes archives at Reading and an examination of the records for the construction of the Wet Dock held in Ipswich.

Shipbuilding on this site is unlikely to have predated the end of the 16th century. In 1620, Sophony Forde held "one parcel of land waste with a hose end new built". The land to the south is described as "waste". This land joined on "Green yard" to the east probably at that point where Duke Street curved towards the river Orwell. This area is shown free from any buildings on Speede's map of 1610. Additional information relating to the development of this area could be obtained from a more detailed study of the various deeds, manorial records and wills.

Moffat mentions a shipyard in the parish of St Clements in 1295. This is unlikely to have been in this area. In medieval documents St Clements is described as a suburb of Ipswich and Wix Bishop is a separate hamlet. The river frontage to the south of St Clements church seems to have been occupied from the end of the 14th century onwards and the earlier shipyard is more likely to have been in that area than on this site.

3.4 Site walkover and topography

A site visit was made on the 8th of June 2005. The site lies on level ground at c. 3.4m AOD. At the time of writing the site stands wholly open and currently serves as a car park. No standing structures, apart from a boundary wall fronting the quayside road at the western edge of the site, remain. It is uniformly covered by concrete slab.

The underlying superficial geology in this part of Ipswich consists of sand and gravel drift deposits. Glaciofluvial in origin, these comprise a largely homogenous layer of sub-angular flints in a sand matrix. This deposit has been consistently identified in excavation throughout the southern two-thirds of the town. To the north beyond these gravels the surface geology is dominated by impermeable Boulder Till.

Borehole evidence in this part of the town is very sparse and consequently no detailed attempt at deposit modelling has been undertaken in this report.

4 Discussion

4.1 The archaeological potential

The available evidence suggests that the site has **very low** potential with respect to archaeological deposits of prehistoric or Roman date. Although the stray find of a Neolithic/Bronze Age axe from the site to the south could indicate low-level prehistoric activity on what is most likely to have been marginal floodplain or marshland at the time. Evidence of such activity would likely be very difficult to identify in a trial trench evaluation.

While the Early to Middle Saxon period saw the development of Ipswich as a leading trading centre it is known that the main focus was a significant distance from the present site, with the eastern town bank and ditch lying just west of, and parallel to, Lower Orwell Street c. 450m to the north-west. Whilst the findings at Neptune Quay (Boulter, 2000) indicate some suburban occupation or activity at the time it is quite small scale. It would seem unlikely that evidence of this kind could extend a further c. 150m to the south-east into the present site, which is therefore considered to have **very low** potential for the preservation of Saxon deposits.

The findings at Neptune Quay also suggest the possibility of some limited late medieval use of the foreshore beyond the eastern boundary of that site. However, as with the evidence for Saxon deposits, it seems unlikely that substantial remains of the period would extend into the area of the present site. It is possible that late medieval forerunners of the shipyards known to occupy the site in the post-medieval period could have existed but given that the documentary evidence indicates that the land in the vicinity of the site was described as 'waste' in 1620 this again seems unlikely. It is therefore suggested that the site has **low to moderate** potential for the preservation of medieval deposits.

The first firm evidence for occupation of the site indicates that it was used for shipyards early in the post-medieval period following large-scale reclamation along the foreshore. Documentary and cartographic evidence suggests that this continued until the establishment of the Orwell Iron Works in the 1830s. The site therefore has **very high** potential for the preservation of post-medieval remains.

It also worth noting that the estuary was heavily used from the Middle Saxon period onwards after Ipswich became a major trading centre. The estuarine muds therefore have the potential

to contain the remains of boats and/or jetties from any period of the Middle Saxon or later. The Saxon and medieval strand-line area could also yield remains of other unusual features such as oyster pits, as it is known that they were collected and probably farmed at that time.

4.2 Ground disturbance and constraints

The widespread buildings of the former Orwell Works are likely to have caused a significant degree of truncation to the underlying deposits. Unfortunately close detail of building locations and construction designs in the form of plans was not available during the documentary search (see Section 3.3.5). Later maps are not sufficiently accurate to enable the location of individual buildings to be predicted with any degree of accuracy. Consequently, without any further information from a Geotechnical or Site Investigation report no informed decisions about the likely location of preserved deposits can be made.

Other recent excavations at Neptune Quay, Cranfield's Mill and Albion Wharf have confirmed that groundwater levels are high. This makes deep excavation difficult due to the necessity for shoring in some places. It also means that there is excellent potential for the preservation of organic remains (wood, leather etc.) in the waterlogged deposits, which also has a cost implication in terms of post-excavation.

5 Recommendations

Although it has been stated above that the site has low archaeological potential for most periods a programme of trial trench evaluation is still recommended. This is due to the largely inconclusive results from the monitoring of the neighbouring Neptune Marina site and nearby former gasworks site, as this means that the nature of deposits along this stretch of the river have yet to be adequately characterised. It therefore remains unclear whether any of the earlier occupation hinted at by the evidence from Neptune Quay extends this far along the river.

The objectives of the trial trench evaluation would be as follows:

- Confirm and record the presence of the 17th century quay wall (unfortunately this was destroyed before it could be recorded at the neighbouring Neptune Marina).
- Assess the extent, nature and confirm the date of reclamation activity across the site.
- Record the topography of undisturbed natural river gravels.
- Identify and record any evidence for the post-medieval shipbuilding known to have taken place on the site.
- Assess whether any earlier occupation (late medieval or earlier) took place along this stretch of the river prior to the major post-medieval reclamation episode.

The site covers an area of *c.* 7500m². A 5% sample of the area (as usually stipulated by the SCCAS Conservation Team) would therefore mean a maximum of 375m² of trial trench.

Given the uncertainty of the location and degree of truncation across the site no precise locations are suggested for trial trenches at this stage. Instead the following options are suggested:

Option 1. *Targeted* small trenches. In this option the evaluation would take place after any Geotechnical/Site Investigation Report so that areas of substantial truncation could be avoided. A series of *c.* 5m x 5m 'boxes' are provisionally suggested. Given the likely depth of any sensitive earlier deposits and the high water table these would be easier to control in terms of safe access via shoring and pumping *etc.* Adjustment to the size of

these trenches could easily be made depending on the findings of a Site Investigation Report. Also, depending on the results of such a report, less than a full 5% evaluation of the area may be thought acceptable by the SCCAS Conservation Team.

Option 2. *Untargeted* small trenches. In this case trenches of similar dimensions to Option 1 would be used prior to a Site Investigation Report. They would have similar advantages in terms of safe access and could be similarly flexible in terms of size depending on the findings made on the ground. However, this option has the disadvantage of being somewhat ‘hit and miss’ – although some limited information can be gleaned from early maps (particularly the 1st Edition OS). It is likely that this option would require more trenching to be carried out, as some trenches may encounter heavy truncation and be uninformative in terms of the Evaluation’s objectives (see above).

Option 3. A series of linear trial trenches *c.* 2m wide. These could provide good results in terms of assessing the topography of the site, particularly if aligned to cross the site east-to-west. However, given the likely depth (and the high water table) of any sensitive earlier deposits that might be encountered it would be difficult to enable safe access for excavation and recording. These could be *targeted* or *untargeted* as described above.

It should be noted that while the SCCAS Field Team would be happy to undertake the work using any of the options outlined above they are presented in order of preference.

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Other Sources

The Prerogative Court of Canterbury wills are available online from the National Archives. All other documents and printed sources are available at the Suffolk Record Office in Ipswich.

Maps and Illustrations

- MC4/58 White’s Map of Ipswich 1867
- MC4/56 Monson’s Map of Ipswich 1848
- P461/146 Tithe Map St Clements Ipswich 1844
- FDA146/1A/1a Tithe Apportionment 1846
- MC4/52 Pennington’s Map of Ipswich 1777
- HD480/28 Samuel and Nathaniel Buck’s “The South West Prospect of Ipswich” 1741
- MC4/51 Ogilby’s Map of Ipswich 1674
- MC4/50 Speede’s Map of Ipswich 1610

Ipswich Port Authority Collection

Evidence of Title

EL1/3/96/2 Malting Office, chambers, sheds yards, wharf and 2 adjoining cottages in Duke Street in St Clements, Ipswich 1821-1853

EL1/3/96/4 Pieces of land with messuages and malting office thereon in St Clement, Ipswich 1829 – 1853

EL1/3/96/6 Premises commonly called the Timber Park in St Clements, Ipswich 1709 – 1853

EL1/3/96/9 Title deeds of the site of houses called White Cottages purchased of J. C. Cobbold.

EL1/3/96/13 Freehold land 23 ½ perches with 10 cottages thereon in Fore Hamlet in St Clement, Ipswich 1659 – 1873

EL1/3/96/35 Title Deeds of piece of land late Ballast Wharf 1821 - 1853

Plans and Illustrations

EL1/7/1/2 Plan of proposed wet dock in the port of Ipswich n. d. (early 19c).

EL1/7/1/3 Volume entitled “A collection of maps and plans, published documents, official records and investigations as to the practicability of some suggested improvements in the town and harbour of Ipswich” 1835.

EL1/7/1/44 Plan endorsed “Plan of dock and river to Upper Earth Point” n. d. (c. 1842)

Drawings

EL1/7/12/1, 2 Sketch Books by Edward Caley 1837

EL1/7/12/3-6 “Elevation of quay and its adjoining buildings plan of quay ... enlarged drawing of quay in its present condition” Edward Caley [1837]

Manor of Wix Bishop

HB 8/1/937 Volume containing surveys of several manors including Wix Bishop 1656

HB 8/1/938 Volume containing surveys of several manors including Wix Bishop 1620

HB8/1/715 Court Book “D” 1728 - 1753

HB8/1/716 Court Book “E” 1754 -1785

HB8/1/717 Court Book “F” 1785 – 1813

HB8/1/718 Court Book “G” 1815 – 1841

Cobbold Deeds

HB8/5/191 Lease of part of Rope Ground Joseph Barton to John Cobbold 21st September 1819

Archdeaconry of Suffolk Wills

IC/AA2/75/309 Will Robert Ford, Shipwright, Ipswich 1687

Prerogative Court of Canterbury

PROB11/75, 490/428 Will William Forthe, Ipswich, shipwright 1590

PROB11/87, 229/213 Will Robert Write or Wryte, Ipswich, shipwright 1596

PROB11/107, 109/600 Will Robert Bull, Ipswich, shipwright 1606

PROB11/163, 520/451 Will John Ward, Ipswich shipwright 1633

PROB11/311, 96/86 Will John Ford, Ipswich, shipwright 1663

Report No. 2005/84

Rhodri Gardner (SCCAS), for Alan Baxter and Associates, June 2005.

Disclaimer

Any opinions expressed in this report about the need for further archaeological work are those of the Field Projects Division alone. The need for further work will be determined by the Local Planning Authority and its archaeological advisors when a planning application is registered. Suffolk County Council's archaeological contracting service cannot accept responsibility for inconvenience caused to clients should the Planning Authority take a different view to that expressed in the report.