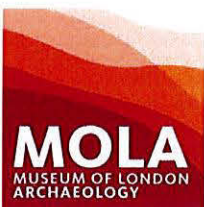


**Northey Island  
River Blackwater  
Maldon  
Essex**

**ARCHAEOLOGICAL SURVEY REPORT**

Date 08/10/2015

Project Manager: Louise Davies



# Northey Island River Blackwater Maldon Essex

Site Code MDNI 15  
NGR 587770 206530

Archaeological survey report

## Sign-off History:

Issue No.	Date:	Prepared by:	Checked/ Approved by:	Reason for Issue:
1	18.09.15	Eliott Wragg	Louise Davies	Draft
2	25.09.15	Eliott Wragg Louise Davies	Louise Davies	Second draft incorporating NT comments
3	08.10.15	Eliott Wragg Louise Davies	Louise Davies	Third version

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# Summary

*This report presents the results of an archaeological intertidal survey carried out by MOLA at Northey Island, River Blackwater, Maldon, Essex. The report was commissioned from MOLA by the National Trust.*

*In accordance with the Method Statement (MOLA 2015) a number of features were investigated on the 1st and 2nd of September. Some of these features had been previously identified from aerial photographs taken by a small unmanned aircraft (SUA) which flew over the site in August 2015.*

*Two barge hulks were observed to be in a disintegrating state, along with four 20th century oyster pits, a 20th century wharf, and a probable 20th century landing stage. The sea wall was seen to comprise an earthen bank north of the post 1897 maintained defences. A 20th century swimming pool was also recorded.*

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# 1 Introduction

## 1.1 Site background

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- 1.1.1 An archaeological intertidal survey was carried out by MOLA at Northey Island ('the site') on the 1st and 2nd of September 2015 (see Fig 1). The area had previously been photographed from a small unmanned aircraft (SUA), to produce a photo orthomosaic for the purpose of identifying and recording archaeological features. The orthomosaic aerial photo can be viewed at:  
<https://www.droneLab.io/map/public/view/c3dca965e0e8494aa6e0610897c7e37d>
- 1.1.2 This document is the Report on the features identified from the aerial photos and from fieldwork.
- 1.1.3 A written scheme of investigation (method statement) was previously prepared, which covered the whole area of the site (MOLA 2015). This document should be referred to for information on the natural geology, archaeological and historical background of the site, and the initial interpretation of its archaeological potential.

## 2 Topographical and historical background

### 2.1 Topography

- 2.1.1 Northey Island is located in an area of London Clay, which outcrops in the higher, south-western part of the island. In other parts of the island the London Clay is overlain by Quaternary alluvial deposits of silt, sand and gravel. Ground level at Northey Farm is c 4m OD (MOLA 2015).
- 2.1.2 The island was formerly joined to the mainland by a spur of London Clay, with Southey Creek being a small stream. Rising sea levels since the end of the last glacial period (c 10,000 years ago) meant Northey Island was cut off from the main land, however it could still be accessed via a causeway since at least the early medieval period (MOLA 2015).

### 2.2 Archaeology

- 2.2.1 A possible Neolithic settlement has been recorded on the southern edge of the island, with part of a Neolithic polished flint axe found nearby. Prehistoric pottery and flint implements were also reputedly found in a gravel pit in the central part of the island. The Essex Historic Environment Record contains two records of mounds on the island, historically described as tumuli. One mound was originally located in the south-eastern part of the island, but can no longer be found due to water erosion. The other mound in the north of the island still exists, albeit in poor condition. These features are undated, but could be late prehistoric or later burial mounds (MOLA 2015).
- 2.2.2 There are no known Roman finds from the island, however Roman pottery, salt workings and evidence for a Roman building have been found c 1km to the south-west on the mainland (MOLA 2015).
- 2.2.3 The area around South House Farm, on the mainland to the south-west of the island, is the reputed site of the battle of Maldon in 991. This is listed in the Register of Historic Battle Fields maintained by Historic England. The causeway to Northey Island is thought to have been in existence by this date, when Southey Creek was only about half of its present width (MOLA 2015).
- 2.2.4 Sea levels rose quickly between the 12th and 14th centuries and sea walls may have been needed to maintain the pasture on the island. A commission dating to 1439 describes sea defences being built along the Essex coastline. The commission does not specify sea walls at Northey, however they may have existed at this time. There are no written records of the sea walls until the 17<sup>th</sup> century, when they were described as needing repair, therefore must have been in existence by this time. The sea wall is thought to have originally been a clay bank, possibly based on a revetment of stakes. It was strengthened with stone in the early 19th century. It was breached in several places during a storm in 1897, and only partially repaired, resulting in much of the interior of the island beginning to revert to saltmarsh despite attempts to reclaim the marshes being made up until the 1920s.
- 2.2.5 The hulks of two Thames Barges are located within the study area, these are the Mistley (1891) and the Gillman (1865). Both were recorded by the Nautical Archaeology Society in 1997, but have since deteriorated considerably (MOLA 2015).
- 2.2.6 Former oyster pits exist within the southern part of the study area, dating from the late 19th century or early 20th century, while an early 19th century farm house was destroyed by bombing and replaced by the current Northey Farm building in the

1920s. A number of other 19<sup>th</sup> and 20<sup>th</sup> century buildings surround it (MOLA 2015).

## 3 Survey methodology

### 3.1 Field methodology

- 3.1.1 An SUA undertook an aerial survey of the site in order to create a 2D and 3D orthomosaic.
- 3.1.2 This orthomosaic was subsequently ground-truthed using photography, sketches, measured plans and *pro-forma* recording sheets as appropriate.

### 3.2 Recording methodology

- 3.2.1 The archaeological ground survey was carried out in accordance with the Method Statement (MOLA 2015).

### 3.3 Site archive

Number of feature/vessel record sheets	11
Number of sketches/plans	4
Number of photographs	168



## 4 Results of the survey

4.1.1 The site comprised an area of salt-marsh and mudflats, c 5.7 hectares in size in the north-western part of Northey Island. The entire site, apart from a small area in the south-western corner, was inundated at high tide; however the tide on the days of the survey was particularly high. The highest part of the site was the south-western corner, at a height of c 6.5m OD. A number of archaeological features were recorded during the survey and are described below and shown on Figure 2.

### 4.2 Vessel 1

4.2.1 Vessel 1 is located on the south bank of a creek in the landward side of the sea wall. The national grid reference for the vessel is 587572 206492. This vessel was identified as a carvel-planked barge with a length of 27.20m (including rudder), a length of 25.00m (stempost to sternpost), a beam of 6.02m and an estimated visible height of 2.50m (site conditions precluded accurate measurement). The interior of the vessel had largely silted up and comprised saltmarsh.



*Vessel 1 Starboard side, looking south*

4.2.2 It was in a very degraded condition but the stempost, sternpost and rudder were substantially intact, some of the vessel sides were intact to deck level but the majority had collapsed to some degree or other. The stempost was molded at the head 0.28m and sided at the head 0.23m, while the sternpost was molded at the head 0.23m and sided at the head 0.20m while being sided at the foot 0.28m. One piece of rising deadwood was noted, while the salt marsh was partially removed to reveal a softwood keelson sided 0.42m. The frames were molded 0.14m and sided 0.17m and were spaced, centre to centre, at 0.56m. There were two layers of overlapping external planking, the outer planks being 0.25m wide and 0.06m thick ,

while the inner planks were of the same thickness but 0.20m wide.

- 4.2.3 Most of the deck and the hold coaming had collapsed inboard and only some deck planking was visible. The deck planking ran fore and aft, the planks were 0.15m wide and 0.06m thick; the deck itself being originally supported by iron hanging knees bolted through the ceiling planking and into the frames. One athwartship beam was still *in situ* above the area of the hold, 9.40m aft of the front of the stempost and was molded 0.18m and sided 0.20m. The hold itself was 15.70m long, the coaming being 0.39m wide and 0.09m thick. The ceiling planks of the hold were 0.24m wide and 0.04m thick, while the fragments visible forward of the hold were 0.23m wide and 0.012m thick and displayed traces of red paint.
- 4.2.4 The screw steering gear was observed although it had fallen from the rudder head. It had a name plate inscribed 'Taylor-Neath Rochester', presumably the manufacturer. Three chain plates for standing rigging were observed midships on the upper port strakes. Two iron bilge pump tubes were observed forward of the hold, the starboard one appeared to still be *in situ* and had an 0.18m external diameter and 0.12m internal diameter. Observed closer to the bow and considerably obscured by the saltmarsh was the anchor windlass.



*Vessel 1 Screw steering gear and sternpost*

## 4.3 Vessel 2

- 4.3.1 This vessel was almost entirely covered by salt marsh, only the rudder, sternpost and two extremely degraded frames being visible. The observed length was 2.85m and observed height 2.60m. The rudder and sternpost are located at NGR 587578 206439.
- 4.3.2 The sternpost was molded at the head 0.23m and sided at the head 0.15m. The rudder fan was studded with iron nails and a square iron collar measuring 0.34m by 0.33m was recorded on the rudder head. The rudder was not attached to the

sternpost by the usual gudgeon and pintle system but by straps from both sternpost and rudder around a vertical iron post. The two observed frames were too degraded to make any accurate measurements of their original dimensions but appeared to be spaced, centre to centre, 0.40m.



*Vessel 2 Rudder and sternpost looking starboard*

## 4.4 Vessel fragment 3

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- 4.4.1 This vessel fragment comprised six planks fastened to a deck beam with hold coaming attached above. The fragment was located at NGR 587565 206437.
- 4.4.2 The planks were 0.10-0.20m wide and 0.08m to 0.10m thick, the deck beam was molded 0.18m and sided 0.20m, while the coaming comprised two planks, the lower one being 0.30m wide and 0.10m thick, the upper being 0.10m wide and 0.10m thick. The lower part of the coaming was studded with copper nails.
- 4.4.3 The dimensions of the planks, deck beam and coaming are consistent with those recorded in Vessel 1; it is, therefore, considered that this is part of the deck of that vessel which has come adrift.



*Vessel fragment 3, planks, deck beam, hold*

## 4.5 Oyster pits

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- 4.5.1 Four former oyster pits were recorded in the south of the site, connected to each other by a drainage channel on the south and east sides, and by a number of pipes, most of which were ceramic but two of which were plastic. The central national grid reference for the group of oyster pits was 587580 206410.
- 4.5.2 The oyster pits ranged in size from 4.2m x 5.8m to 16m x 20m, were generally steep sided and c 0.8m deep. Some showed evidence of being revetted with small timber piles and planking. Most were square/rectilinear but some had irregular edges which may have been the result of subsequent flooding and silting. Where visible the bottoms of the pits contained gravel, some gravel also being recorded in the connecting drainage channel.
- 4.5.3 The oyster pits were recorded by measured archaeological survey and photography, and can be seen on Figure 4.



*Southern end of north-eastern oyster pit showing timber revetments*



*Drainage channel on southern side of oyster pits*



*Plastic drainage pipes in northern end of north-eastern oyster pit*

## 4.6 Sea wall

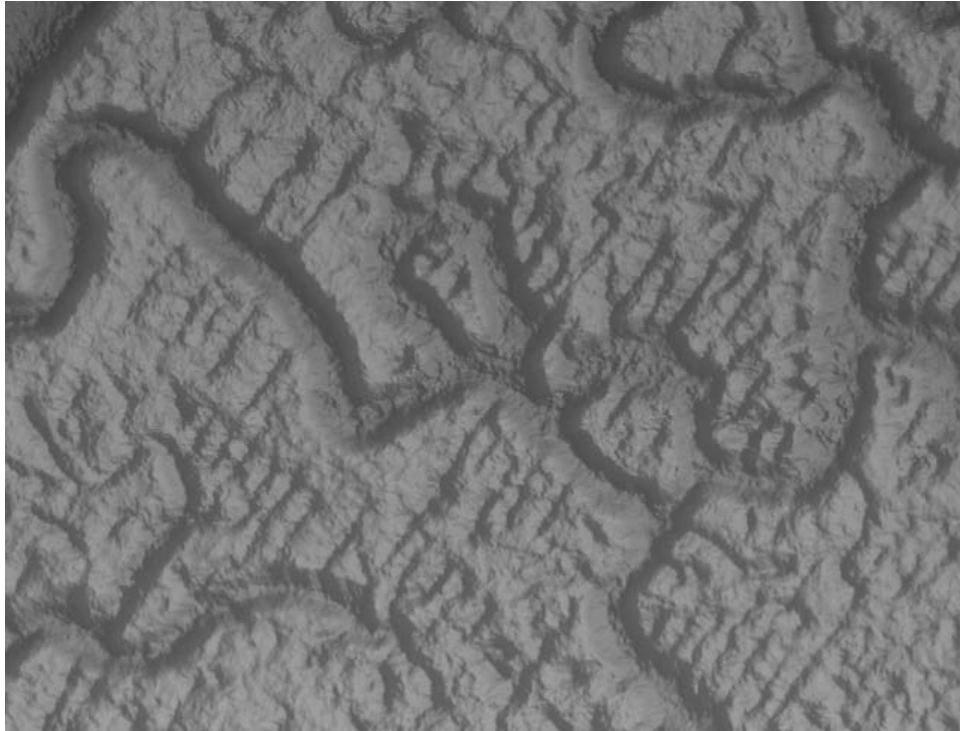
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- 4.6.1 Most of the sea wall comprised an earthen bank with vegetation ranging in height from 0.75m to 1.50m on the landward side and from 0.30m to 1.20m on the seaward side. The southernmost side has been partially faced in concrete. The sea wall with levels is shown on Figure 2.

## 4.7 Cultivation marks

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- 4.7.1 The aerial photo of the site clearly shows the presence of parallel lines orientated north-south across the majority of the site, which are the remnants of cultivation marks. These were not obviously visible on the ground, and have been recorded from the orthomosaic photo and digital elevation model. The distance between the lines is largely similar, between 2m and 3m.



*Cultivation marks visible on the digital elevation model (DEM) of the site*

## 4.8 Wharf

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- 4.8.1 In the north-west of the site the remains of what appears to be an 'L' shaped wharf was recorded, measuring c 29m x 34m. The central grid reference of the wharf was NGR 587564 206623.
- 4.8.2 The wharf appears to have been constructed by dumping masonry and ferrous slag onto a raft of timber planks. The seaward side was revetted by a number of posts and planks driven into the foreshore, twenty four of these were observed during the survey.



*Timber raft of the wharf, overlying ferrous slag, looking north-west*



*Wharf looking south-west showing timber revetments along western side*

## 4.9 The landing stage

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- 4.9.1 In the south-west of the site a linear structure was observed comprising thirty three posts and planks driven into the foreshore. The structure was 17.40m long and up to 1.40m wide and was interpreted as the remains of a possible landing stage. The central grid reference of the landing stage was NGR 587497 206463.



*View of landing stage looking west*



## 4.10 The swimming pool

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- 4.10.1 A swimming pool was recorded in the trees in the south-west corner of the site, centered on NGR 587530, 206417. Measuring 7.50m by 4.60m it was built of light blue painted cast concrete with curved concrete capping stones, and was surrounded by a c 2m wide earthen bank.
- 4.10.2 To the south-west of the pool a slight bank and depression c 2m<sup>2</sup> suggests a feature associated with the pool, such as a building or terrace.

## 5 Archaeological potential and conclusions

### 5.1 General discussion of the survey

- 5.1.1 Vessel 1 had been previously been identified as the *Mistley*, launched in 1891 at Harwich, by the NAS survey undertaken in 1997. That survey demonstrated that the hull was largely intact except for considerable damage at the bow, and that the deck was largely still *in situ*. It also demonstrated that the vessel had two openings to the hold (Clarke *et al*, 1997). The vessel has now deteriorated to such an extent that this was not discernible, although it explains the presence of the athwartship beam recorded above the area of the hold. It seems highly likely that this beam was one of the deck beams of the forward hold opening. Vessel Fragment 3 is almost certainly part of the *Mistley's* deck, possibly from either forward or aft of the after hold opening. It is highly likely, once the deck had collapsed inboard, that the rate of degradation and disintegration increased, and that this increased rate of destruction will continue.
- 5.1.2 Likewise, Vessel 2 had been previously identified as the *Gillman*, launched in 1865 at Lambeth. This vessel was recorded as in considerably worse condition than the *Mistley*, only the floor timbers and some outer planking, along with the sternpost and rudder being visible (Clarke *et al*, 1997). Only the sternpost, rudder and ends of two extremely degraded floor timbers were observed during this survey. It is, however, likely that more of the bottom of the vessel survives under the salt marsh. Again, this vessel is likely to continue to disintegrate.
- 5.1.3 An area of oyster pits had been identified on the aerial survey; on investigation there proved to be five pits, connected by drainage channels and several ceramic and two plastic pipes. These pits are likely to post date the 1897 breach of the sea walls; as prior to this date this area would have been dry land and the pits would not have been filled with water as the tide rose. They appear to have continued in use into at least the mid 20th century and are visible on the 1975 Ordnance Survey map.
- 5.1.4 The majority of the sea wall observed comprised an earthen bank with vegetation, which is presumed to be the remains of the sea wall breached in 1897. The southernmost section had been partially faced in concrete.
- 5.1.5 The parallel lines recorded from the aerial photograph and DEM are the remnants of cultivation/plough marks relating to the site's former use as agricultural land. During the later 18th century an increase in demand for food led to more land, including marsh land, being used for crop production. During this time it would have been economically viable to repair the sea walls and protect the land within the site so it could be used as arable land. It is likely that the cultivation marks date from this period.
- 5.1.6 An 'L' shaped wharf was recorded in the northwest of the site built of ferrous slag and masonry being dumped onto a timber raft. The wharf is first marked on 1924 Ordnance Survey map. It may have been used for moving agricultural products off the island or building materials on to it. The slag and masonry which were used to build up the wharf could have been brought to the island as ballast.
- 5.1.7 A linear timber structure was observed on the foreshore in the south-west of the site which possibly represents a landing stage. Historic photos show a timber landing stage in this area, which was constructed shortly after the island was bought by Norman Angell in 1923, and the posts visible today could be the remains of this structure.



*View of landing stage looking west with Norman Angell's yacht, from Ardley, N. 2011 The Jottings of a Thames Estuary Ditch-Crawler*

- 5.1.8 Another timber jetty is shown in the background of a photo of a houseboat moored on the 'beach' in the south-western corner of the site. No traces of this jetty or the houseboat could be seen during the site surveys.



*Norman Angell's lighter, No. 527, Friends, in about 1930, from Ardley, N. 2011 The Jottings of a Thames Estuary Ditch-Crawler*

- 5.1.9 A swimming pool was recorded in an area of trees just north of the maintained sea wall, presumably associated with the period when Eric Lane, nephew of Normal Angell, owned the island, from 1946 to 1978. It has an earthen berm raised around it to stop sea water flooding. As fairly substantial trees were growing in it, it must have fallen out of use a significant number of years ago.
- 5.1.10 A feature is shown on the 1975 Ordnance Survey map in the location of the swimming pool. This was originally interpreted as an oyster pit, however it is most

likely to be the pool, as it is the same size and on the same orientation as the pool recorded on site.

- 5.1.11 Earthworks recorded to the south-west of the pool, comprising a slight bank and depression c 2m<sup>2</sup>, could have been a platform for a small building or terrace. A photograph of the 'beach' in the south-western corner of the site looking towards the pool show a timber structure in the location of these earthworks, which may have been a changing room for the pool, or an unrelated outbuilding such as a storage shed. This photograph also shows timber revetments along the seaward edge of the sea wall, which can no longer be seen.



*The final position of Norman Angell's accommodation lighter, showing timber structure in the background to the right, and timber revetments to the left, from Ardley, N. 2011 The Jottings of a Thames Estuary Ditch-Crawler*

## 5.2 Significance

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- 5.2.1 A review of the archaeological features identified from the aerial photograph, DEM and site survey work, combined with documentary research shows that the majority of the features surveyed date to the late 19th or early 20th century. Only the sea wall may pre-date this time, but this shows evidence for more modern repairs. No other features pre-dating the 19th century were recorded in the site.
- 5.2.2 Whilst the archaeological remains are of local significance there is nothing to suggest that they are of regional or national importance. The barges on Northey Island, like the remnants of the landing stage, wharf and oyster pits, are part of the history of the island relating to a time when it was owned by the Angell Lane family. The barges are badly degraded, however, and many examples of similar barges exist which are still in use.

## 6 Bibliography

- Ardley, N. 2011 *The Jottings of a Thames Estuary Ditch-Crawler*. Amberley Publishing Limited
- Chartered Institute for Archaeologists, (CIFA), 2014 *By-Laws, Standards and Policy Statements of the Chartered Institute for Archaeologists, Standard and guidance: field evaluation*
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- Clarke, G. , Crane, B., Crane, C., Georgiou, M., Livingstone, G., Pedley, J., Robinson, S., Sear, J., Witheridge, J. and Witheridge, R., 1997, *Barges on Northey Island, River Blackwater, Essex*, Nautical Archaeology Society unpub report
- English Heritage Greater London Archaeology Advisory Service, 2014 *Standards for archaeological work*
- MOLA (Davies), 2015, *Site Specific Method Statement for an Archaeological Survey on Northey Island*, MOLA unpub report

## 7 Appendix 1: Scanned site record sheets



## FEATURE RECORD

NGR

GPS Mobile Manual Other

CITIZAN no. OB1

Local Ref NORTHEY ISLAND

HER/NRHE no.

CITIZAN Survey Rapid Record

**Site conditions**

SALT MARSH.

**Visible dimensions** L x W x H (m)

X

X

Circle one

Measured

Estimated

**Construction (circle)**

Roundwood

Timber

Earthen

Brick

Concrete

Masonry

Composite

Metal

Other

**Function (circle)**

Coastal

Defence

Military

Industrial

Transport

Nautical

Fishing

Ritual Other

OYSTER BED

**Comments / identification marks**

**Date range**

~~1870s (on site. 05. 1870s)~~ - 20th century (plastic pipes in sluice)

CITIZAN Survey Detailed Record

**Detailed Description/Comments**

RECTANGULAR OYSTER BED WITH REGULARLY SPACED QUARTER SAWN 3" sq. ~~THE~~ TIMBER POSTS. TIMBER PLANKING\* LINED THE OYSTER BED, BEING HELD IN PLACE BY THE POSTS. THIS IS MUCH DEGRADED THOUGH THE LOWER PLANKS ARE STILL IN PLACE IN THE SOUTHERN END OF THE BED. THERE ARE 2 SLUICES - ONE IN THE W SIDE + ONE IN THE N END. IN THE W SIDE THIS HAS ONE CERAMIC PIPE, IN THE N END THERE ARE TWO PLASTIC PIPES (SEE OVER)  
\* EXANT PLANKING = 8" wide by 1/2" thick.

**Relationship to present day water levels and coast**

SITUATED IN SALT MARSH, ~~WATER LEVELS~~ BED FLOODS AT HIGH TIDE

**Relationship to assumed contemporary water levels and coast**

THE SAME AS TODAY

**Image nos**

Plan A

Elevation

Profile(s)

Photos 103, 106, 109, 175

Finds / sample nos

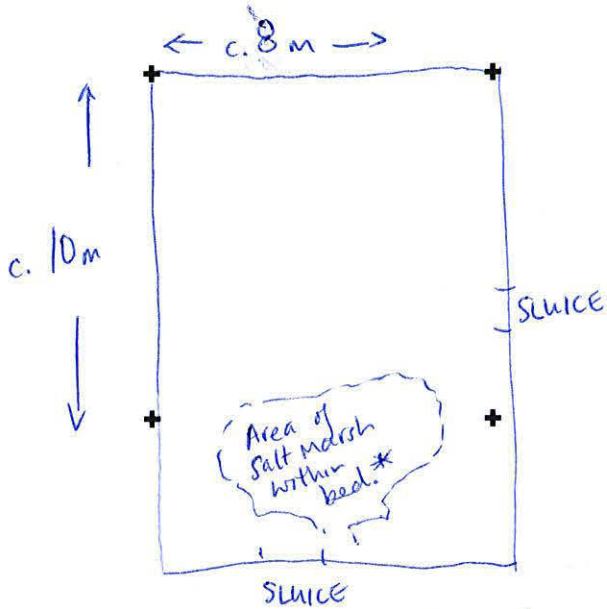
Other Context numbers

Date & name LAB 1/9/2015

Checked

Annotated sketch / further notes overleaf

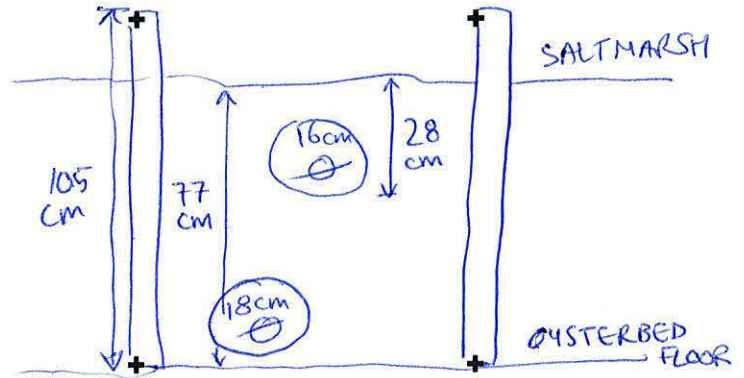
Annotated sketch (mark baseline, orientation, any other information if applicable / known)



\*c. 50cm lower than surrounding Salt Marsh.

NORTH END SLUICE

connects to a possibly natural channel to the North.



Both pipes are plastic + conform to metric measurements.

+

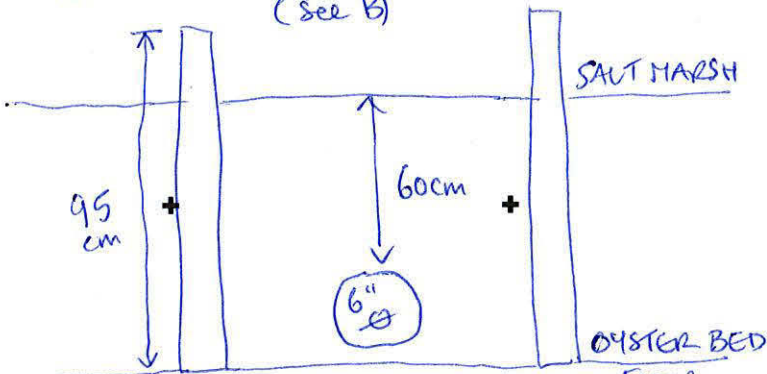
+

+

+

WEST END SLUICE

connects to another oyster bed to the West (See B)



Single ribbed ceramic pipe conforms to imperial measurements.  $\frac{1}{2}$ " thick with ribs  $\frac{1}{2}$ " apart

+

+







### FEATURE RECORD

NGR  
GPS Mobile Manual Other  
CITIZAN no. **FEATURE 2 (OBZ)**  
Local Ref **NORTHERN ISLAND** HER/NRHE no.

CITIZAN Survey Rapid Record

**Site conditions**

Visible dimensions L x W x H (m)      X      X      Circle one    Measured    Estimated

**Construction (circle)**

Roundwood **Timber** **Earthen** Brick Concrete Masonry Composite Metal Other

**Function (circle)**

Coastal Defence Military **Industrial** Transport Nautical **Fishing** Ritual Other

**OYSTER BED**

**Comments / identification marks**

Date range      **LATE 19TH - EARLY 20TH C.**

CITIZAN Survey Detailed Record

**Detailed Description/Comments**

L SHAPED OYSTER BED W/ POSTS ON W + E SIDE. W+S SIDES APPEAR TO BE STRAIGHT CUT HOWEVER. SLUICE IN E SIDE CONNECTING TO FEATURE 1 - PIPE CAN BE SEEN AT BOTH ENDS.  
~~BA~~ 'FLOOR' OF OYSTER BED COVERED IN VEGETATION - OUT OF USE EARLIER THAN FEATURE 1?  
APPROX DEPTH OF OYSTER BED (IN RELATION TO EXISTING SALT MARSH) 50CM.

**Relationship to present day water levels and coast**

**Relationship to assumed contemporary water levels and coast**

Image nos      Plan      Elevation      Profile(s)

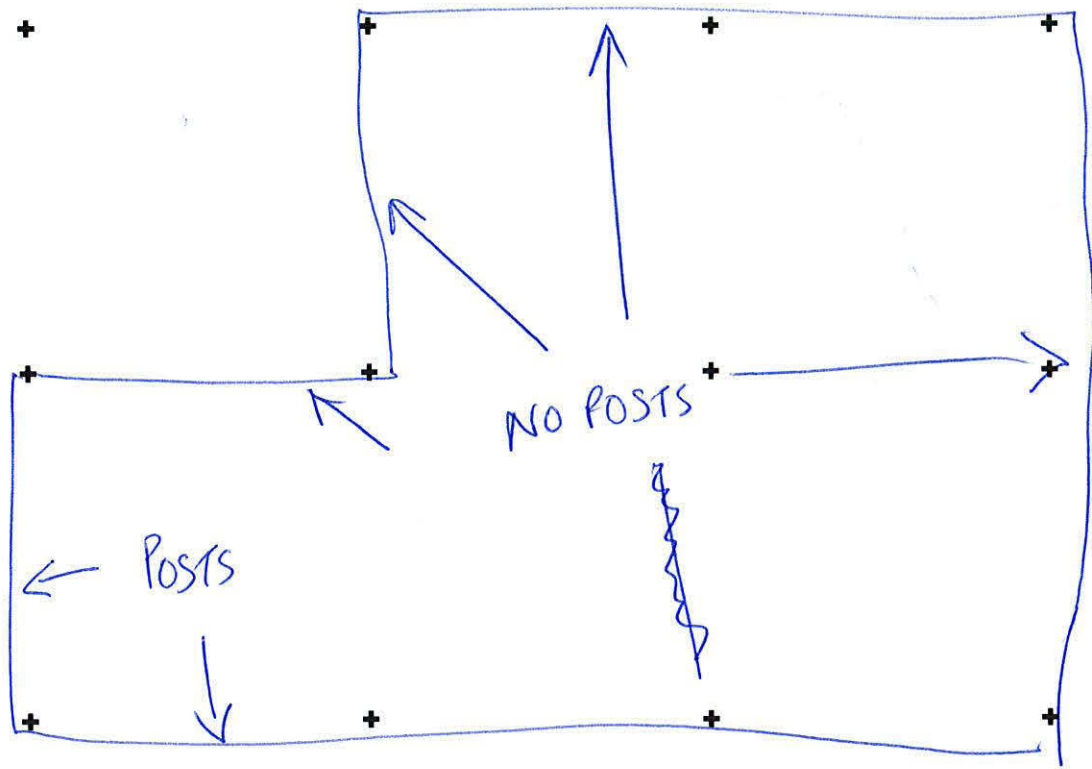
Photos **172-1764**      Finds / sample nos

Other Context numbers

Date & name      Checked

Annotated sketch / further notes overleaf

Annotated sketch (mark baseline, orientation, any other information if applicable / known)



↓ N

+ + + +





### FEATURE RECORD

NGR GPS Mobile Manual Other	CITIZAN no. <b>FEATURE 3 (B3)</b>
Local Ref	HER/NRHE no.

CITIZAN Survey Rapid Record

CITIZAN Survey Detailed Record

**Site conditions**

Visible dimensions L x W x H (m)      X      X      **Circle one**    Measured    Estimated

**Construction (circle)**

Roundwood **Timber** **Earthen** Brick Concrete Masonry Composite Metal Other

**Function (circle)**

Coastal Defence Military **Industrial** Transport Nautical **Fishing** Ritual Other

**Comments / identification marks**

**Date range**

**Detailed Description/Comments**

OYSTER BED - SMALL RECTANGULAR OYSTER BED w/ POSTS ALONG SOUTHERN EDGE ONLY. POSTS 3" SQUARE (I.E. ~~ROUND~~ CONFORM TO IMPERIAL MEASUREMENTS) QUARTERED TIMBER. ALL OTHER EDGES STRAIGHT CUT (THOUGH OVERGROWN) - PLANKING EXTANT BEHIND S. POSTS.

C. 75cm deep in relation to surrounding SALT MARSH THOUGH SHALLOWS AT S. END (SALT MARSH IS LOWER) BASE MUCH BUILT UP THOUGH (I.E. SEDIMENTATION?) AS SLUICE IS ALMOST

**Relationship to present day water levels and coast**

SALT MARSH - FLOODS AT HIGH TIDE

INACCESSIBLE. (BASE IS LOWER THAN BASE OF BED).

SLUICE IN S END CONNECTS FEATURE 3 + FEATURE 4

**Relationship to assumed contemporary water levels and coast**

DON'T KNOW POSSIBLY SIMILAR?

Image nos      Plan      Elevation      Profile(s)

Photos **182, 183 (SLUICE)**      Finds / sample nos

Other Context numbers

Date & name      Checked

Annotated sketch / further notes overleaf

**Annotated sketch** (mark baseline, orientation, any other information if applicable / known)

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FEATURE RECORD	
NGR GPS Mobile Manual Other	CITIZAN no. <u>FEAT 4</u>
Local Ref	HER/NRHE no.

CITIZAN Survey Rapid Record	<b>Site conditions</b>
	<b>Visible dimensions</b> L x W x H (m)      X      X <b>Circle one</b> Measured    Estimated
	<b>Construction (circle)</b>
	Roundwood   Timber   Earthen   Brick   Concrete   Masonry   Composite   Metal   Other
<b>Function (circle)</b>	
Coastal   Defence   Military <u>Industrial</u> Transport   Nautical <u>Fishing</u> Ritual   Other	
<u>OUSTER BED RELATED</u> <u>FEATURE - FILLING DRAINAGE SYSTEM</u>	
<b>Comments / identification marks</b>	
<b>Date range</b>	

CITIZAN Survey Detailed Record	<b>Detailed Description/Comments</b>
	<u>DRAINAGE CHANNEL</u> CHANNEL WITH POSTS TO N+S, AT SECTION BETWEEN FEATURE 3 + FEATURE 5. 3" SQUARE SQUARE QUARTERED TIMBER POSTS. PLANKING EXTANT ON N + S SIDES - SLICES LEADING INTO F3 + F5. // SIMILAR TO THAT IN F1 <del>AND</del> CERAMIC PIPES SAME AS THAT BETWEEN F1 + F2. <del>AND</del> CHANNEL CURVES AROUND SEAD OF F1, + E SIDE BEFORE LEADING INTO SALT MARSH. <del>ON</del> DRAINAGE/FILLING SYSTEM FOR BEDS
	<b>Relationship to present day water levels and coast</b>
	<b>Relationship to assumed contemporary water levels and coast</b>

<b>Image nos</b>	Plan	Elevation	Profile(s)
Photos <u>184-191 (S SLICE) 192 (N SLICE)</u>		Finds / sample nos <u>195.</u>	
Other Context numbers			
<b>Date &amp; name</b>	<b>Checked</b>		

Annotated sketch / further notes overleaf

Annotated sketch (mark baseline, orientation, any other information if applicable / known)

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FEATURE RECORD	
<b>NGR</b> GPS   Mobile   Manual   Other	CITIZAN no. <b>FEATURE 5 084</b>
Local Ref	HER/NRHE no.

CITIZAN Survey Rapid Record	<b>Site conditions</b>
	<b>Visible dimensions</b> L x W x H (m)      X      X <b>Circle one</b> Measured    Estimated
	<b>Construction (circle)</b>
	Roundwood   Timber   Earthen   Brick   Concrete   Masonry   Composite   Metal   Other
<b>Function (circle)</b>	
Coastal   Defence   Military   Industrial   Transport   Nautical   Fishing   Ritual   Other	
<b>Comments / identification marks</b>	
<b>Date range</b>	

CITIZAN Survey Detailed Record	<b>Detailed Description/Comments</b>
	<p style="color: blue; font-family: cursive;">           RECTANGULAR WITH POSTS AT S END ONLY, THOUGH            ALL OTHER SIDES STRAIGHT CUT UNDER OVERRGROWTH            OF VEGETATION. APPROX 50cm deep. BASE POSSIBLY            SICTED UP - OVERRGROWN + HIGHER THAN SLUICE            OYSTER PIT         </p>
<b>Relationship to present day water levels and coast</b>	
<b>Relationship to assumed contemporary water levels and coast</b>	

<b>Image nos</b>	Plan	Elevation	Profile(s)
Photos	Finds / sample nos		
Other Context numbers			
<b>Date &amp; name</b>		<b>Checked</b>	

Annotated sketch / further notes overleaf

Annotated sketch (mark baseline, orientation, any other information if applicable / known)

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FEATURE RECORD	
NGR GPS Mobile Manual Other	CITIZAN no. <del>FEA</del> FEATURE 6 OBS.
Local Ref	HER/NRHE no.

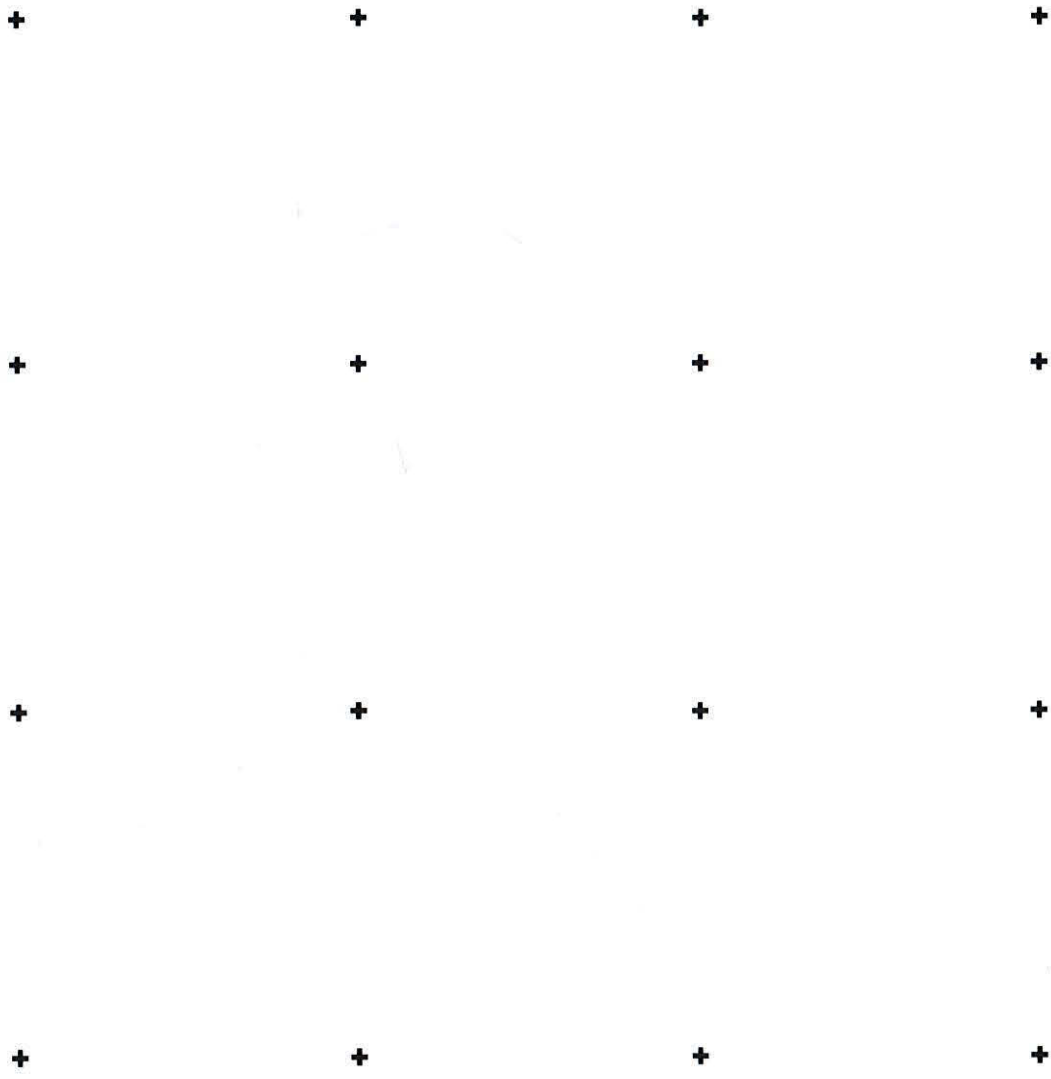
CITIZAN Survey Rapid Record	<b>Site conditions</b>
	<b>Visible dimensions</b> L x W x H (m)      X      X <b>Circle one</b> Measured    Estimated
	<b>Construction (circle)</b>
	Roundwood Timber Earthen Brick Concrete Masonry Composite Metal Other
	<b>Function (circle)</b>
	Coastal Defence Military Industrial Transport Nautical Fishing Ritual Other
<b>Comments / identification marks</b>	
<b>Date range</b>	

CITIZAN Survey Detailed Record	<b>Detailed Description/Comments</b>
	IRREGULARLY SHAPED FEATURE LIKELY TO BE ASSOCIATED WITH OYSTER BEDS AS FEATURE 4 (DRAINAGE DITCH) LEADS INTO IT. POSSIBLY DEEPER THAN IT IS AS HIGHER BANK TO E - WHICH IS POSS BUILT UP OF MUD DUG OUT OF SURROUNDING BEDS. S. EDGE APPEARS FAIRLY STRAIGHT CUT. THE OTHER SIDES ARE MORE IRREGULAR & SLOPING. APPROX DEPTH 1.5m to N + E. AT W <sup>th</sup> SIDE THERE IS POSSIBLY A D SHAPED FEATURE AT N, + RECTANGULAR FEATURE
	<b>Relationship to present day water levels and coast</b>
	TO S. EARLIER OYSTER BED/SYSTEM? PROBS. OYSTER
	<b>Relationship to assumed contemporary water levels and coast</b>

<b>Image nos</b>	Plan	Elevation	Profile(s)
Photos	Finds / sample nos		
Other Context numbers			
<b>Date &amp; name</b>	Checked		

Annotated sketch / further notes overleaf

Annotated sketch (mark baseline, orientation, any other information if applicable / known)





FEATURE RECORD	
NGR GPS Mobile Manual Other	CITIZAN no. <u>FEATURE 7</u> <u>DB6-</u>
Local Ref <u>W1001</u>	HER/NRHE no.

CITIZAN Survey Rapid Record	<b>Site conditions</b>
	<u>GRASSY EDGE OF SALT MARSH</u>
	<b>Visible dimensions</b> L x W x H (m)      X      X      Circle one <u>Measured</u> Estimated
	<b>Construction (circle)</b>
	Roundwood Timber <u>Earthen</u> Brick Concrete Masonry Composite Metal Other
	<b>Function (circle)</b>
Coastal Defence Military <u>Industrial</u> Transport Nautical <u>Fishing</u> Ritual Other	
<b>Comments / identification marks</b>	
<b>Date range</b>	

CITIZAN Survey Detailed Record	<b>Detailed Description/Comments</b>
	<u>IRREGULARLY SHAPED FEATURE WITH STEEP / SHARP CUT SIDES TO N, ALL OTHER SIDES APPEAR TO BE SLOPING THROUGH OVERGROWN WITH VEGETATION + POOL OF WATER TOO DEEP TO GO IN TO CHECK. NOT POSS TO SAY HOW DEEP THE FEATURE IS ASB FILLED WITH WATER. - WHICH ALSO SUGGESTS ISOLATED FROM OTHER FEATURES. POSSIBLY REMAINS OF AN EARLIER OUSTER BED?</u>
	<b>Relationship to present day water levels and coast</b>
	<b>Relationship to assumed contemporary water levels and coast</b>

<b>Image nos</b>	Plan	Elevation	Profile(s)
Photos	Finds / sample nos		
Other Context numbers			
<b>Date &amp; name</b>	Checked		

Annotated sketch / further notes overleaf

**Annotated sketch** (mark baseline, orientation, any other information if applicable / known)

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## FEATURE RECORD

NGR

GPS Mobile Manual Other

CITIZAN no. FEATURE 8

Local Ref NORTHKEY ISLAND

HER/NRHE no.

CITIZAN Survey Rapid Record

**Site conditions**

**Visible dimensions** L x W x H (m)      X      X      **Circle one**    Measured    Estimated

**Construction (circle)**

Roundwood Timber Earthen Brick Concrete Masonry Composite Metal Other

**Function (circle)**

Coastal Defence Military Industrial Transport Nautical Fishing Ritual Other LEISURE  
SWIMMING POOL

**Comments / identification marks**

CURVED CONCRETE CAPPING STONES\* <sup>LIGHT</sup> BLUE PAINTED CAST CONCRETE SIDES.  
VISIBLE THOUGH MUCH OVERGROWN \* 2 VISIBLE, MOST APPEAR TO BE MISSING  
**Date range**      20th Century. Drainage feature W in pool at east end.

CITIZAN Survey Detailed Record

**Detailed Description/Comments**

AS ABOVE. c. 2m wide earthen bank all the way round. Just to SW of pool slight bank + depression c 2m<sup>2</sup> suggests there may have been a building? terrace? or some other feature associated with the pool in this area, though no remains visible + the area, again, much overgrown - see over.  
E end of ~~SW~~ pool has internal 'gutter' - see over  
CAPPING STONES 48cm x 32cm x 4cm, w curved edge to inner

**Relationship to present day water levels and coast**      of pool

Pool situated in the centre of the scrub to the north of the carparking area / bench. Not possible to survey in due to undergrowth.

**Relationship to assumed contemporary water levels and coast**

**Image nos**      Plan 9      Elevation      Profile(s)

Photos      Finds / sample nos

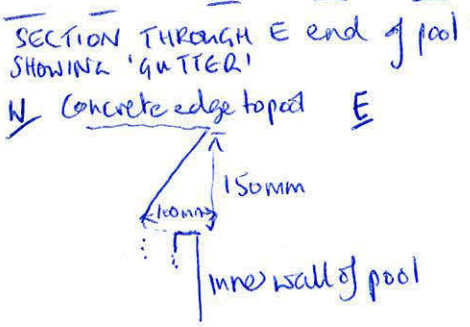
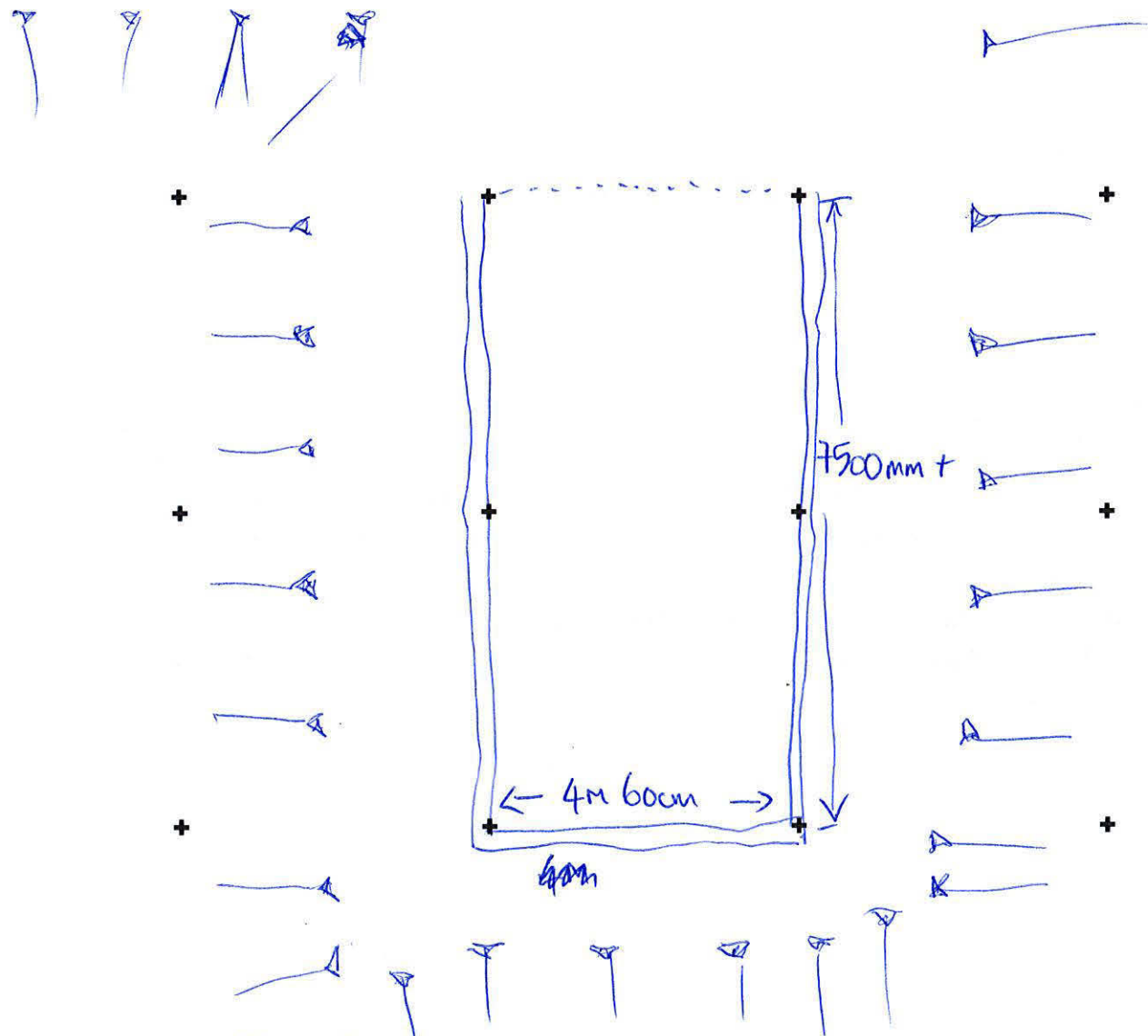
Other Context numbers

**Date & name** 2/9/2015 LAD      Checked

Annotated sketch / further notes overleaf

Annotated sketch (mark baseline, orientation, any other information if applicable / known)

Possible area  
of feature  
associated with  
the pool.





## TIMBER-HULLED VESSEL / FRAGMENT RECORD

<b>NGR</b> GPS Mobile Manual Other	<b>CITIZAN no.</b>
<b>Local Ref</b>	<b>HER/NRHE no.</b>

CITIZAN Survey Rapid Record	<b>Site conditions</b> <i>MARSH MARSHY, TUSsock GRASS MANY CHANNELS.</i>
	<b>Visible dimensions</b> <i>27.2 x 6.02 x 2.50</i> <b>Circle one</b> L x W x H (m)      Measured <i>L x W</i> Estimated <i>H</i>
	<b>Size class (circle)</b> <input checked="" type="radio"/> Barge <input type="radio"/> Boat <input type="radio"/> Ship <input type="radio"/> Don't know
	<b>Construction (circle)</b> <input checked="" type="radio"/> Carvel <input type="radio"/> Clinker <input type="radio"/> Double-diagonal <input type="radio"/> Dugout <input type="radio"/> Don't know
	<b>Propulsion (circle)</b> <input type="radio"/> Manpower <input type="radio"/> Towed <input checked="" type="radio"/> Sail <input type="radio"/> Paddle <input type="radio"/> Screw <input type="radio"/> Don't know
	<b>Comments / identification marks</b> <i>PREVIOUSLY IDENTIFIED AS 'MISTLEY'</i>
	<b>Date range</b> <i>19th / 20th</i>

CITIZAN Survey Detailed Record	<b>Visible Elements</b> <input checked="" type="radio"/> Bow <input checked="" type="radio"/> Midships <input checked="" type="radio"/> Stern <b>Scantling: length x width x depth (m)</b>
	External planks <i>2 LAYER / 0.20m x 0.04m INNER</i> x      x
	Floor timbers <i>0.15m x 0.09m OUTER.</i> x      x
	Internal planks <i>HOLD 0.24m x 0.09m FWD 0.23m x 0.09m</i> x      x
	Keel      x      x
	Keelson <i>SOFTWOOD 0.42m SIDEN</i> x      x
	Knees <i>IRON</i> x      x
	Side frames      x <i>0.17(S) x 0.14 (M)</i>
	Stem post <i>STEAM POST</i> SAT FOOT <i>0.23m</i> x <i>0.20(S) x 0.23(M)</i>
	Stern post <i>NO STEM POST</i> AT HEAD      x <i>0.23(S) x 0.28(M)</i>
	<input checked="" type="radio"/> Deck <i>PLANKS 0.15m WIDE, 0.06m THICK</i> Mooring gear <i>ANCHOR WINDLASS AT BOV</i>
	<input checked="" type="radio"/> Deck structures <i>HOLD COAMING 0.39m WIDE 0.09m THICK</i> <input checked="" type="radio"/> Rudder
	Engine mountings      Stern gear
	Engine remains      Other <i>HOLD 10.10</i>
	Frame spacing centre to centre <i>0.56m</i> <i>SCREW STERN GEAR 'TAYLOR NEATH ROCHESTER'</i>
	Lee-board <i>MIDMID</i> <i>RISING DEADWOOD</i>
	Mast / spars / rig <i>3 CHAIN PLATE PORTSIDE</i> <i>TWO BILGE PUMPS, ONE IN</i>
	<b>Fastenings</b> <input type="radio"/> Copper-alloy <input checked="" type="radio"/> Iron <i>BOLT AT HEAD</i> <input checked="" type="radio"/> Treenail      Other:
	<b>Seam Waterproofing</b>
	<b>Toolmarks</b>
	<b>Surface Treatment</b>
	<b>Contents</b>

0.18m EXTERNAL DIA  
 0.12m INTERNAL DIA

<b>Image nos</b>	Plan	Elevation	Profile(s)
Photos	Finds / sample nos		
Date & name <i>2/9/15</i>	Checked <i>[Signature]</i>		

**Annotated sketch / further notes overleaf**

**Annotated sketch** (mark baseline, orientation, any other location information if applicable / known)

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### TIMBER-HULLED VESSEL / FRAGMENT RECORD

<b>NGR</b> GPS Mobile Manual Other	<b>CITIZAN no.</b>
<b>Local Ref</b>	<b>HER/NRHE no.</b>

CITIZAN Survey Rapid Record	<b>Site conditions</b>				
	<i>SACT MARU</i>				
	<b>Visible dimensions</b>				
	L x W x H (m)	<i>2.85</i>	X	X	<i>2.60</i>
			<b>Circle one</b>		
			<input checked="" type="radio"/> Measured	<input type="radio"/> Estimated	
	<b>Size class (circle)</b>				
	<input checked="" type="radio"/> Barge	<input type="radio"/> Boat	<input type="radio"/> Ship	<input type="radio"/> Don't know	
	<b>Construction (circle)</b>				
	<input type="radio"/> Carvel	<input type="radio"/> Clinker	<input type="radio"/> Double-diagonal	<input type="radio"/> Dugout	<input checked="" type="radio"/> Don't know
Other:					
<b>Propulsion (circle)</b>					
<input type="radio"/> Manpower	<input type="radio"/> Towed	<input type="radio"/> Sail	<input type="radio"/> Paddle	<input type="radio"/> Screw	
				<input checked="" type="radio"/> Don't know	
<b>Comments / identification marks</b>					
<b>Date range</b>					
<i>5-19/2014</i>					

CITIZAN Survey Detailed Record	<b>Visible Elements</b>				<b>Scantling: length x width x depth (m)</b>	
		Bow	Midships	Stern		
	External planks				x	x
	Floor timbers				x	x
	Internal planks				x	x
	Keel				x	x
	Keelson				x	x
	Knees				x	x
	Side frames				x	x
	Stem post				x	x
	<input checked="" type="radio"/> Stern post			<i>AT HEAD</i>	<i>x 0.23 (m) x 0.15 (s)</i>	
	<b>Deck</b>				<b>Mooring gear</b>	
	Deck structures				<input checked="" type="radio"/> Rudder <i>NOT WOODEN AND PINTLE - NOT WOODEN</i>	
	Engine mountings				Stern gear <i>STUDDER WITH FULL PINTLE</i>	
	Engine remains <i>ONLY 2 VERT D EMBL'D FRAMES</i>				Other <i>RISING DEAD WOOD</i>	
	Frame spacing centre to centre <i>0.40m</i>				IRON SQUARE COLLAR ON RUBBER HEAD <i>0.37 x 0.33</i>	
	Lee-board					
	Mast / spars / rig					
	<b>Fastenings</b>		<input type="radio"/> Copper-alloy	<input checked="" type="radio"/> Iron	<input type="radio"/> Treenail	<input type="radio"/> Other:
	<b>Seam Waterproofing</b>					
<b>Toolmarks</b>						
<b>Surface Treatment</b>						
<b>Contents</b>						
<b>Image nos</b>		<b>Plan</b>		<b>Elevation</b>		
				<b>Profile(s)</b>		
Photos				<b>Finds / sample nos</b>		
<b>Date &amp; name</b>		<i>2/9/15</i>		<b>Checked</b>		

**Annotated sketch / further notes overleaf**

**Annotated sketch** (mark baseline, orientation, any other location information if applicable / known)

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## TIMBER-HULLED VESSEL / FRAGMENT RECORD

<b>NGR</b> GPS Mobile Manual Other	<b>CITIZAN no.</b>
<b>Local Ref</b>	<b>HER/NRHE no.</b>

CITIZAN Survey Rapid Record	<b>Site conditions</b>				
	<b>Visible dimensions</b>				
	L x W x H (m)		X	X	<b>Circle one</b>
					Measured      Estimated
	<b>Size class (circle)</b>				
	Barge	Boat	Ship	Don't know	
	<b>Construction (circle)</b>				
	Carvel	Clinker	Double-diagonal	Dugout	Don't know
	Other: <span style="border: 1px solid black; border-radius: 50%; padding: 2px;">Don't know</span>				
<b>Propulsion (circle)</b>					
Manpower	Towed	Sail	Paddle	Screw	
<span style="border: 1px solid black; border-radius: 50%; padding: 2px;">Don't know</span>					
<b>Comments / identification marks</b>					
<b>Date range</b>					

CITIZAN Survey Detailed Record	<b>Visible Elements</b>	Bow	<b>Midships</b>	Stern	Scantling: length x width x depth (m)
	External planks				x      x
	Floor timbers				x      x
	Internal planks				x      x
	Keel				x      x
	Keelson				x      x
	Knees				x      x
	Side frames				x      x
	Stem post				x      x
	Stern post				x      x
	Deck	6 PLANKS 0.10-0.08 THICK 0.10-0.20 WIDE			Mooring gear
	Deck structures				Rudder
	Engine mountings				Stern gear
	Engine remains				<b>Other</b>
	Frame spacing centre to centre				DECK BEAM 0.18m MOVL 0.20m SIDE
Lee-board				HOLD COAMING: 2 PLANKS, LOWER 0.30m X 0.10m	
Mast / spars / rig				UPPER 0.10m X 0.10m	
<b>Fastenings</b>	Copper-alloy	Iron	Trenail	Other: DECK-NAILS	
<b>Seam Waterproofing</b>	PITCH CAULKING			TAPER W/T	
<b>Toolmarks</b>				NOTHING	
<b>Surface Treatment</b>				SMALL COPPER NAILS AT	
<b>Contents</b>				DATE OF EXAMINE	
<b>Image nos</b>	Plan	Elevation	Profile(s)		
Photos	2 / 9 / 15		Finds / sample nos		
<b>Date &amp; name</b>			Checked		

**Annotated sketch / further notes overleaf**

**Annotated sketch** (mark baseline, orientation, any other location information if applicable / known)

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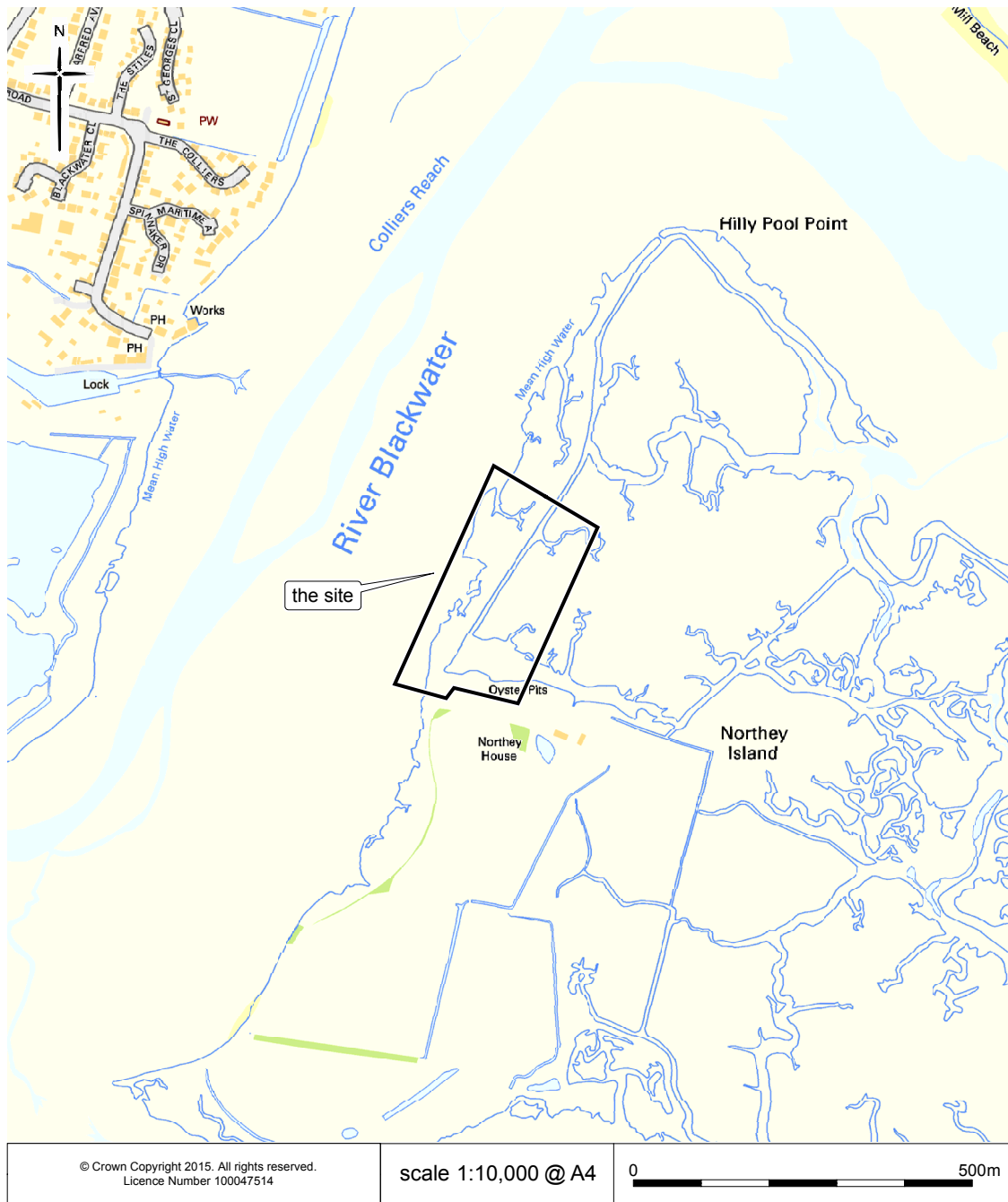
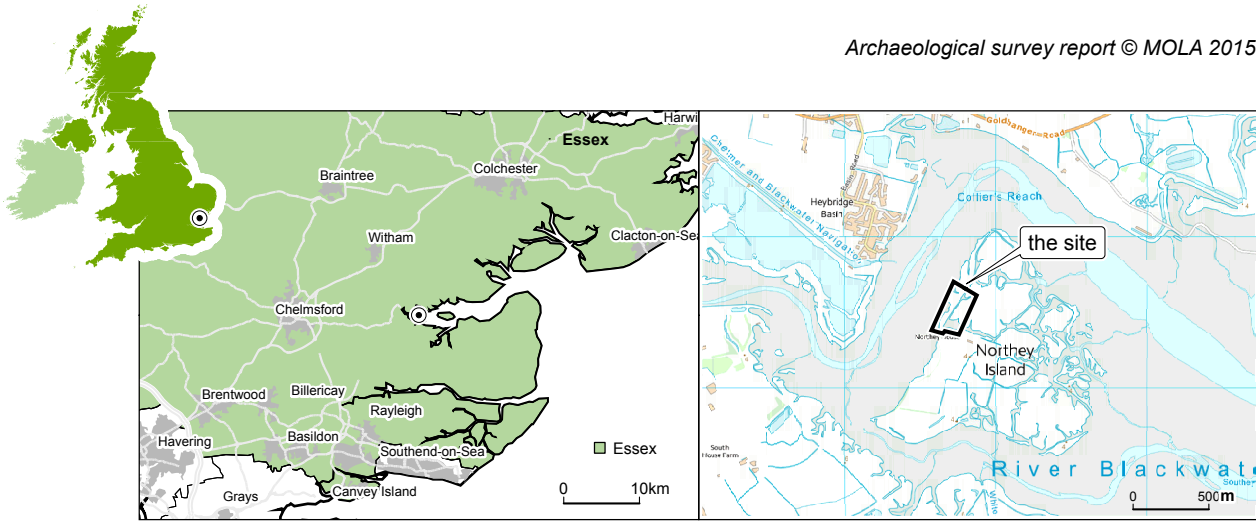


Fig 1 Site location

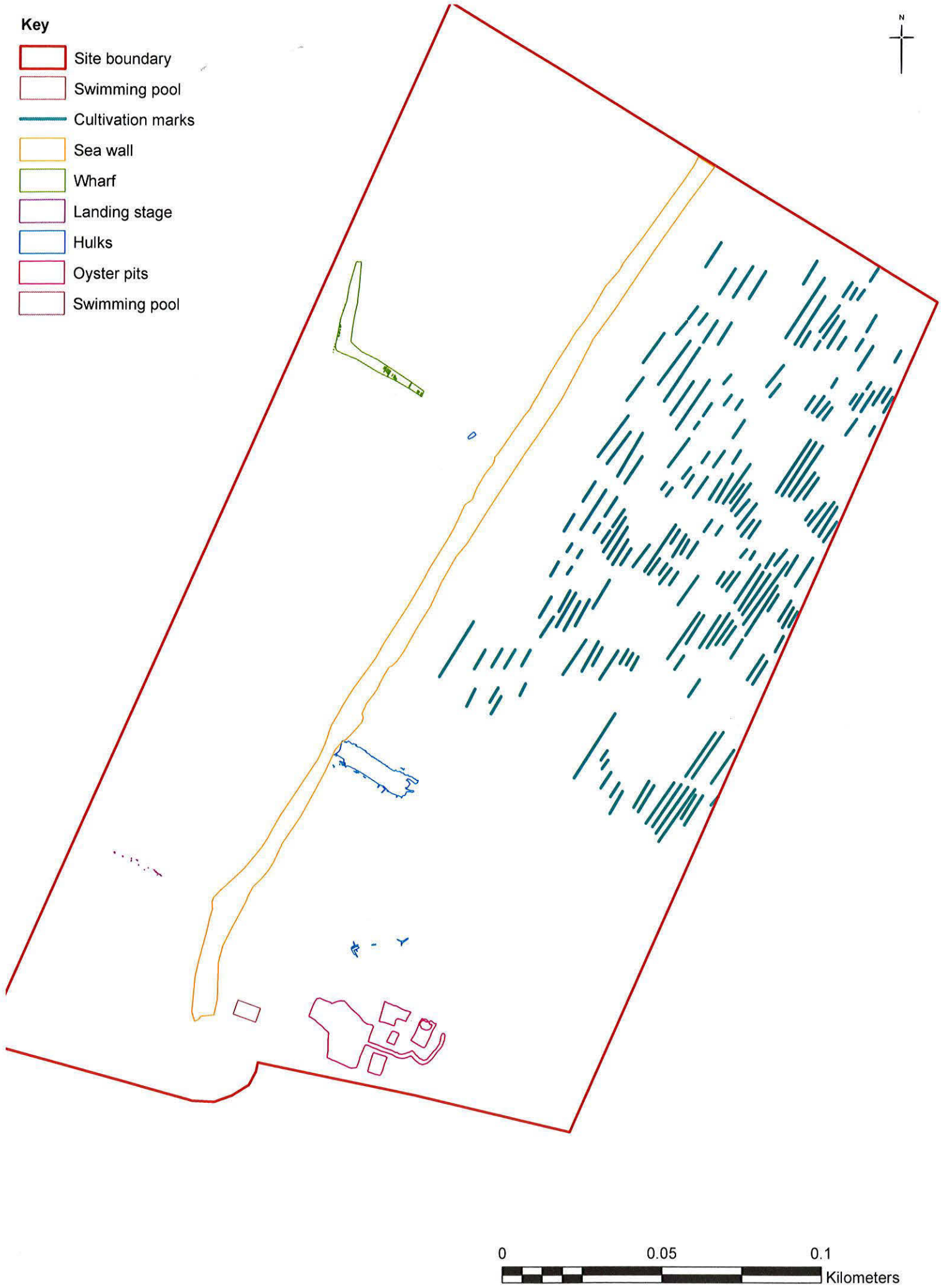
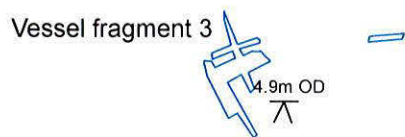
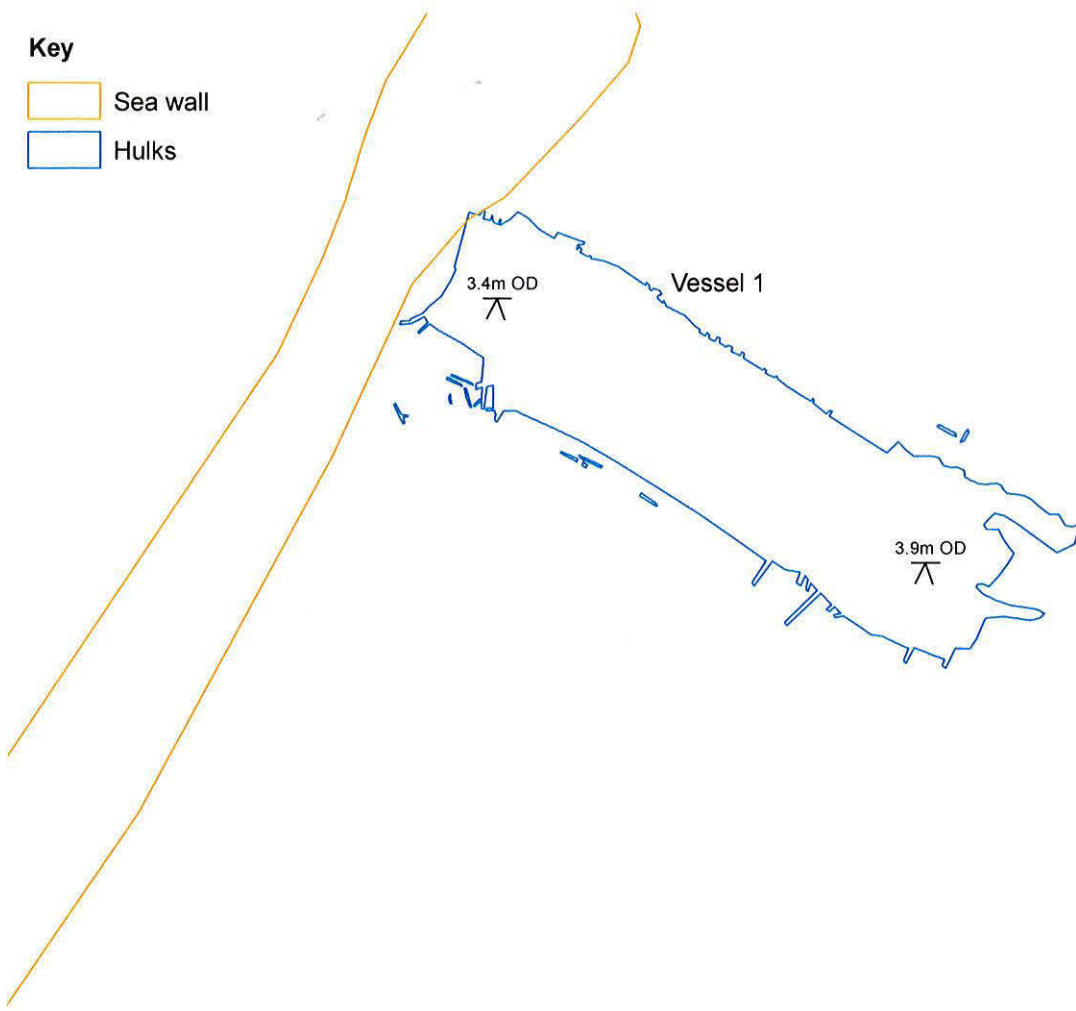


Fig 2 Location of archaeological features identified during the site survey and from the aerial photography and DEM

Key

- Sea wall
- Hulks



Vessel 2

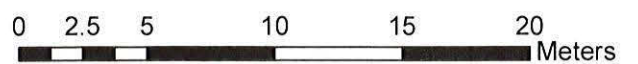


Fig 3 Vessel 1, Vessel 2 and Vessel fragment 3

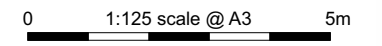
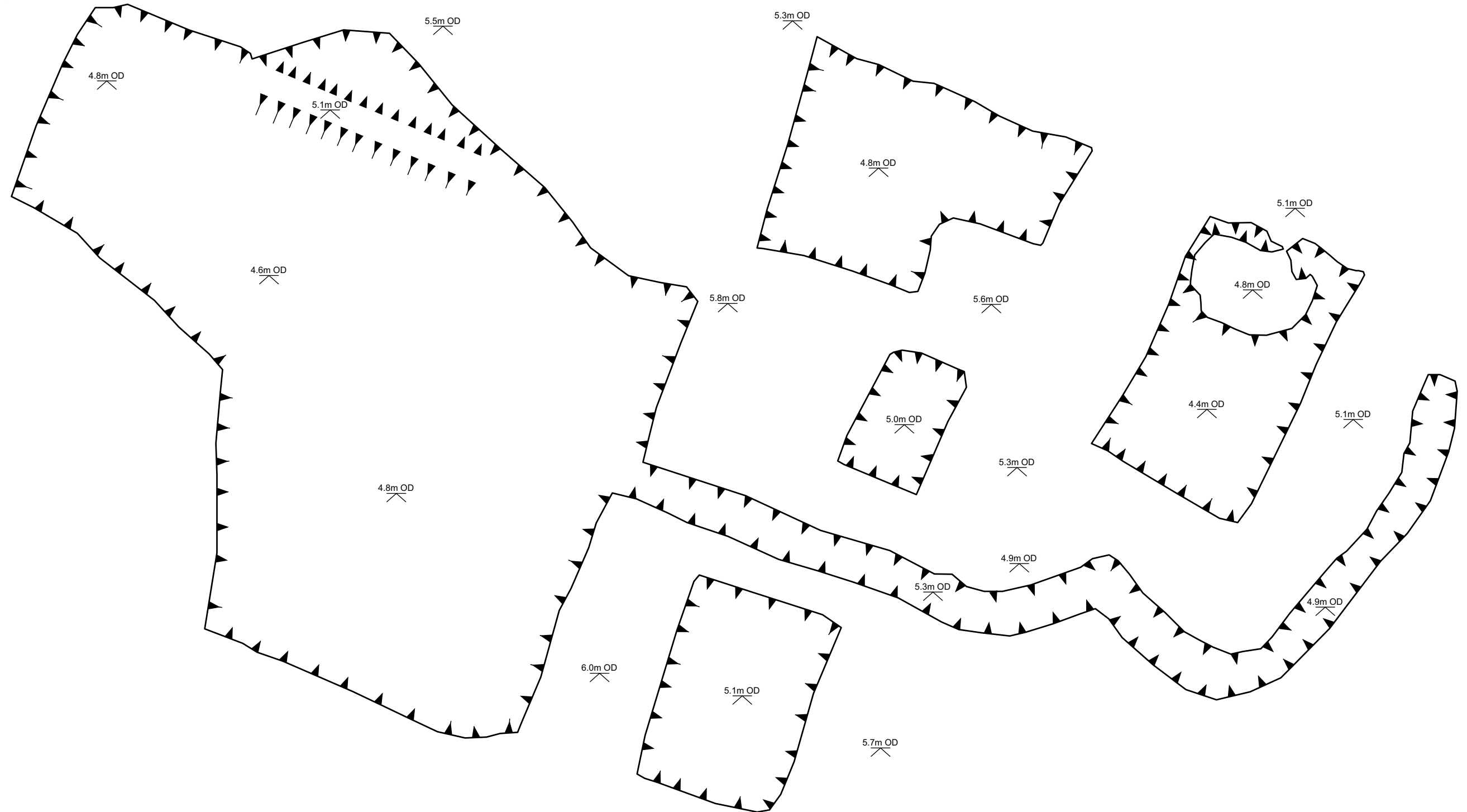




Fig 4 Oyster pits



**Key**

-  Site boundary
-  Wharf

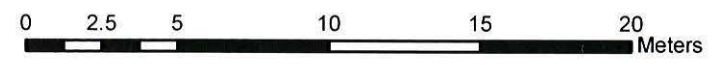
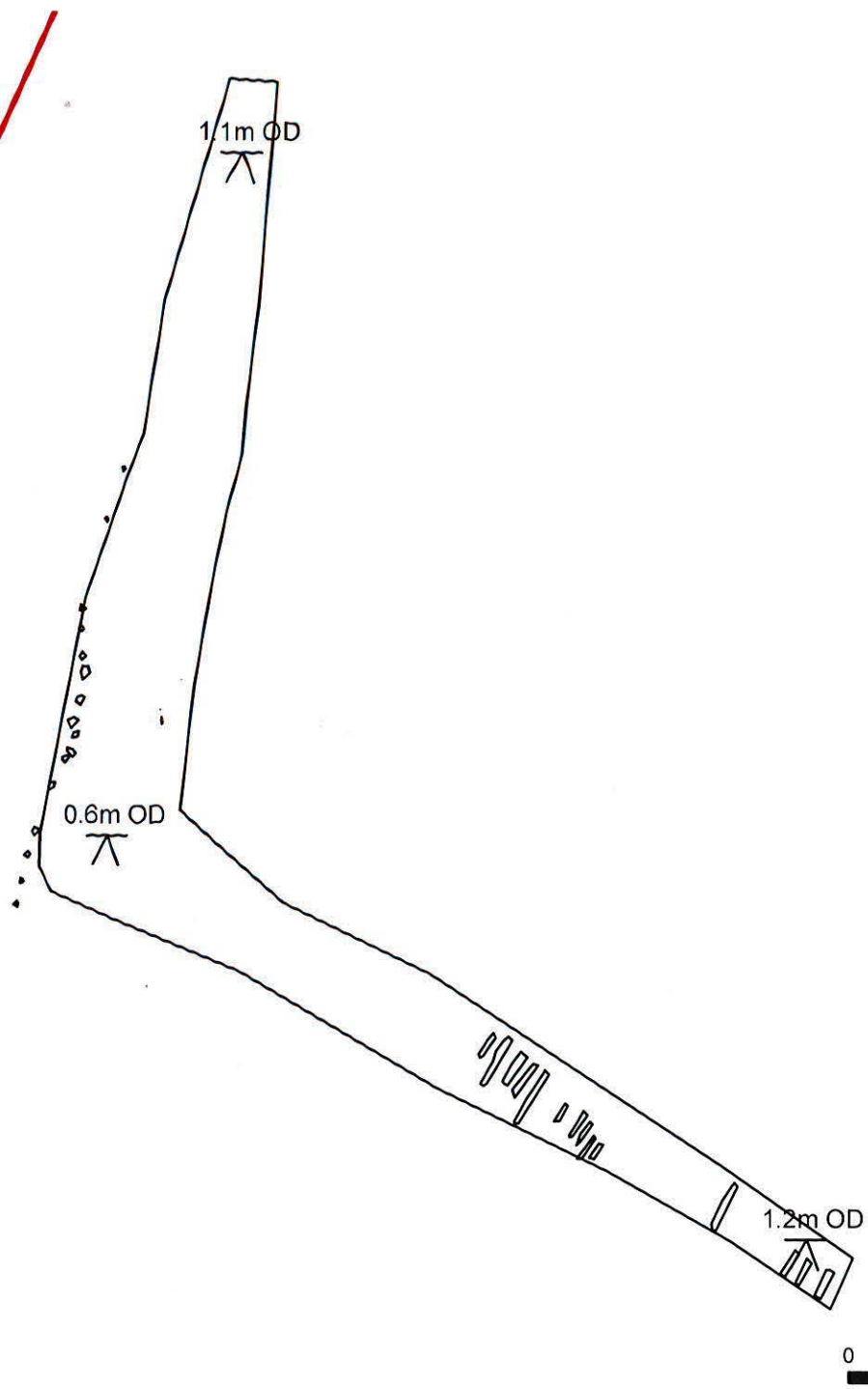


Fig 5 The wharf



0.7m OD  
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1.2m OD  
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1.8m OD  
^

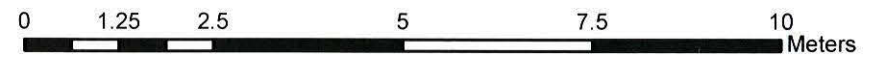


Fig 6 The landing stage

Key

- Site boundary
- Sea wall

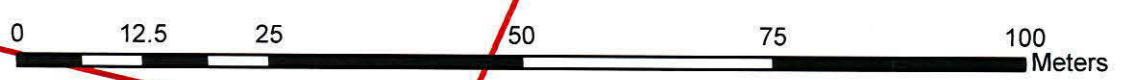
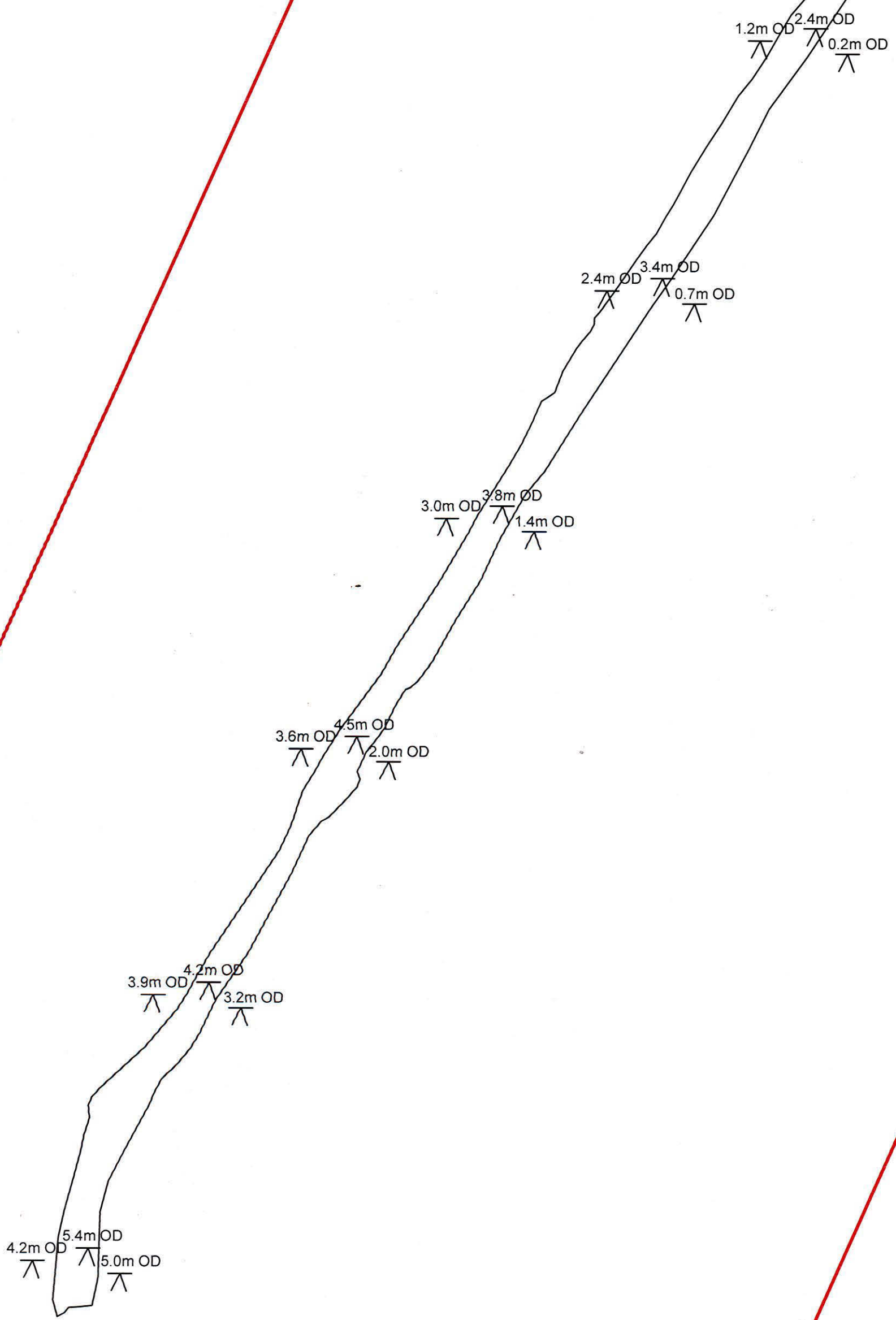
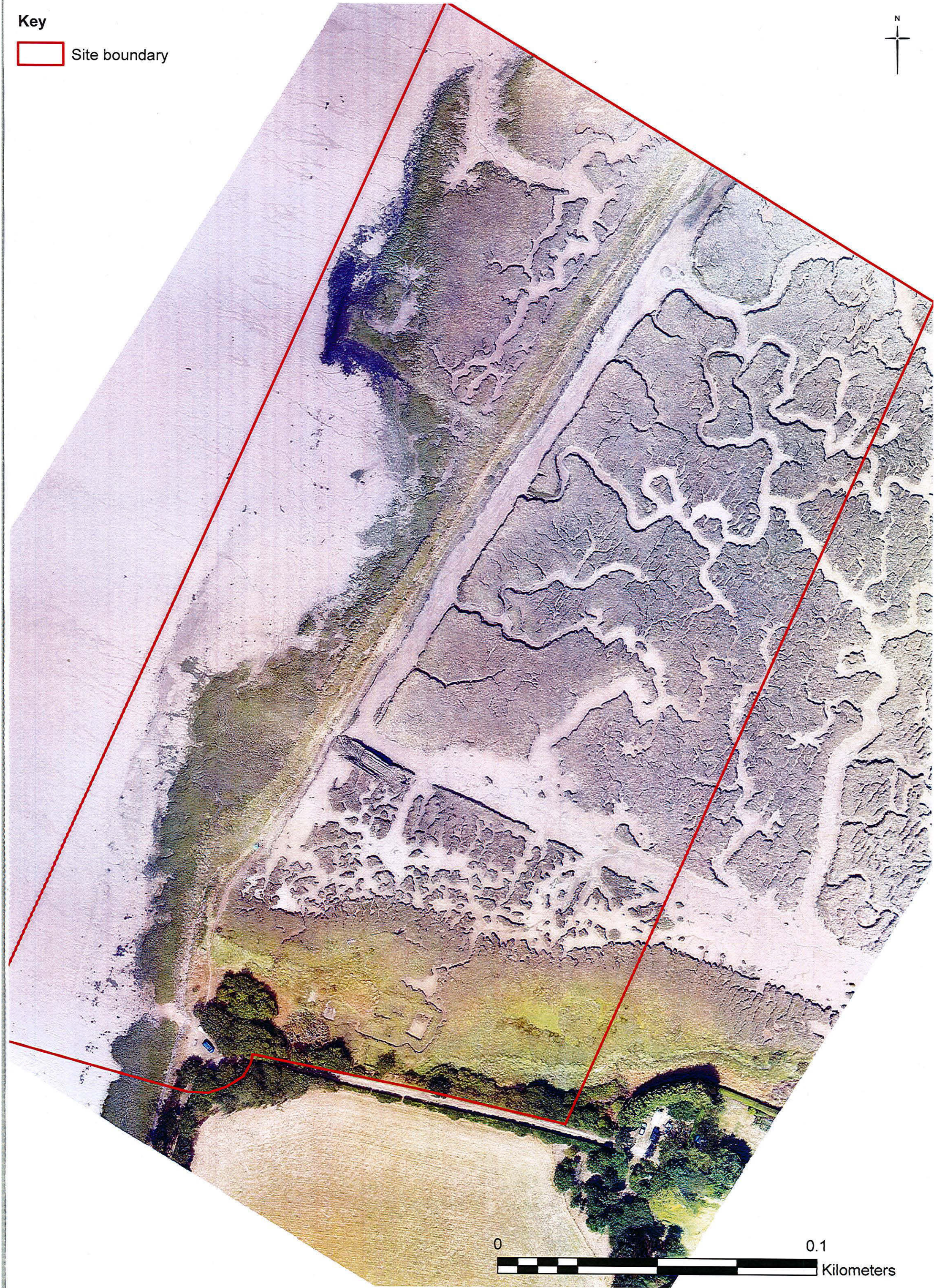


Fig 7 Sea wall with levels taken at 50m intervals, in metres above Ordnance Datum

Key

 Site boundary

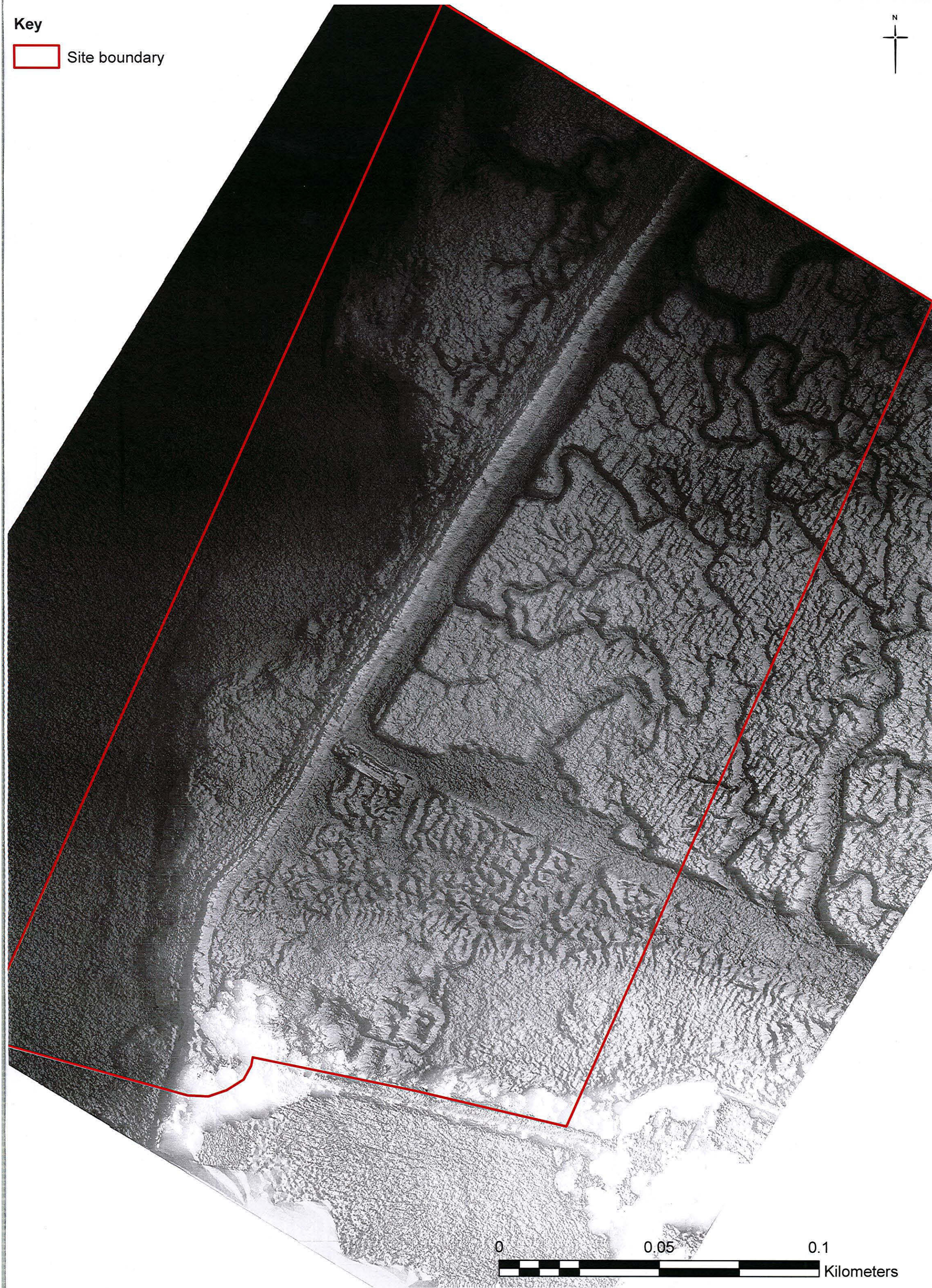


0  0.1 Kilometers

Fig 8 2D photo orthomosaic at A3, 1:1000

Key

 Site boundary



0 0.05 0.1 Kilometers

Fig 9 Digital elevation model at A3, 1:1000