

**Northern Marine Management,  
Clydebank, West Dunbartonshire:  
Archaeological Mitigation**

Data Structure Report

by Alan Matthews

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**Rathmell**

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Archaeology Ltd

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## Introduction

1. This Data Structure Report has been prepared for James Barr on behalf of Northern Marine Management in respect to the extension of their offices at Alba House in Clydebank Business Park. The archaeological works are designed to mitigate the impact on the archaeological and historic remains within the development area.
2. The planning consent for the development granted by West Dunbartonshire Council (DC10/309/FUL) did not apply a condition for archaeology nor was there any identified adverse impact on the historic environment. However, one element of the development is an outfall into the Forth-Clyde Canal.
3. The Forth-Clyde Canal is a Scheduled Monument under the terms of the Ancient Monuments and Archaeological Areas Act 1979. James Barr, on behalf of Northern Marine Management, has negotiated with British Waterways and Historic Scotland to agree the character of these works. Scheduled Monument Consent was applied for and granted for the finalised proposal. Any works carried out within the boundary of the Scheduled Area are subject to Scheduled Monument Consent.
4. An element of this application was the Written Scheme of Investigation (Rees 2011) provided by Rathmell Archaeology Ltd, which outlined the scope of the archaeological works. This document defined the character and extent of the proposed archaeological works and was designed to comply with the requirements of Historic Scotland, the granted Scheduled Monument Consent and the requirements of British Waterways.
5. This Data Structure Report covers all archaeological work undertaken within the scheduled area. All work was undertaken according to the terms of the Written Scheme of Investigation (Rees 2011) and in accordance with the Institute for Archaeologists' Standards and Policy Statements and Code of Conduct and Historic Scotland Policy Statements.

### *Archaeological & Historical Background*

6. The Forth and Clyde Canal provides a route for sea-going vessels between the Firth of Forth and the Firth of Clyde at the narrowest part of the central belt. It was designed by John Smeaton with construction started in 1768 and, after delays due to funding problems, completed in 1790. The canal was nationalised in 1948, along with the railway companies, and control passed to the British Transport Commission. In 1962, the British Transport Commission was wound up, and control passed to British Waterways.
7. The Forth and Clyde Canal was scheduled under the terms of the 1979 Act in recognition of its national significance as an element of our industrial heritage. While the protection afforded under the 1979 Act universally applies to all designated ground, the significance and hence the focus of interest with regard to this monument relates to the 18<sup>th</sup> and 19<sup>th</sup> century fabric of the canal.
8. The wider site to the north of the Forth-Clyde Canal, which is currently occupied by Clydebank Business Park, was previously the Singer's Sewing Machine Factory. This large complex of buildings was built from 1882 for the Singer Manufacturing Company Limited.
9. Though much altered in over the years of its use, this very large complex included two late 19<sup>th</sup> century, multi-storey brick blocks, one four storey, the other six storey, both flat roofed and with concrete floors; single storey oil store, with brick chimney-like ventilators. In addition, the factory had a famous clock tower, with the largest clock faces in Scotland. All of the complexes of factory buildings have since been demolished however it is further worthy of note that the area was one of the most bombed locations in Scotland during the Second World War.
10. Examination of the available historical mapping of the area shows some of the changes in the landscape over the late 19<sup>th</sup> and early 20<sup>th</sup> century. The 1<sup>st</sup> edition Ordnance Survey map (1850) (Figure 1a) shows the Forth-Clyde Canal in its original location. As we can see by comparison with the 2<sup>nd</sup> edition Ordnance Survey map (1900) (Figure 1b) the line of the canal was moved south at some point in the late 19<sup>th</sup> century in order to facilitate



Figure 1a: 1<sup>st</sup> edition Ordnance Survey (1850)

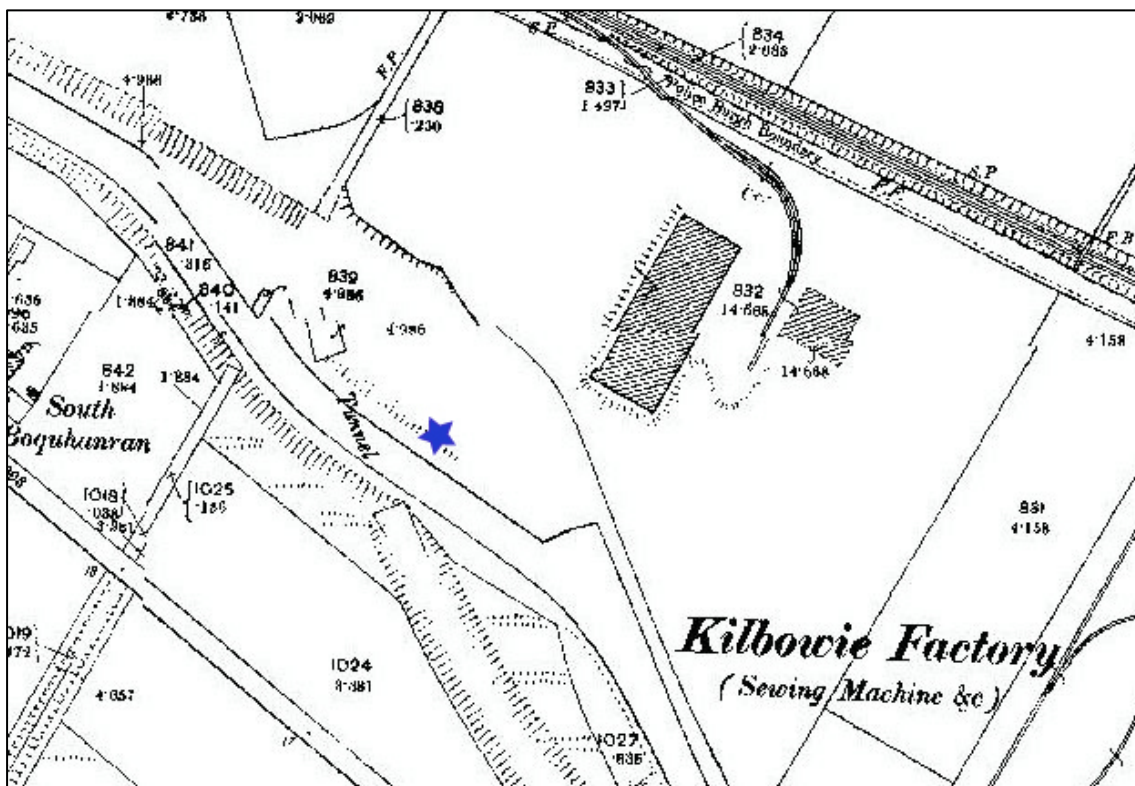


Figure 1b: 2<sup>nd</sup> edition Ordnance Survey (1900)



Figure 2a: Line of outflow marked out



Figure 2b: Excavation close to the canal wall

the construction of the railway tunnel. Figure 1a and Figure 1b show the location of the excavated area in relation to the historical mapping. It is worthy of note that the scheduled area relates to the current route of the canal rather than the original route shown on the 1<sup>st</sup> edition.

## Project Works

11. Archaeological monitoring of the all ground breaking works within the boundary of the Scheduled Monument took place from 30<sup>th</sup> until the 31<sup>st</sup> March 2011. The ground breaking works involved the excavation of tracks for the placement of drainage and access (Figure 2a).
12. This connected into the network of drainage already established as an element of the larger development works to the north and ended with an outflow into the Forth-Clyde Canal. These works were carried out using a 13t 360<sup>0</sup> excavator. Hand excavation was carried out in proximity to the fabric of the canal or when near services.

## Findings: Archaeological Monitoring

13. The archaeological monitored works which actually took place within the Scheduled Area were:
  - ❖ the excavation of a track for the outfall pipe orientated roughly south-west to north-east for approximately 20m (NS 4902 7085 to NS 4903 7086); and
  - ❖ the placement of a manhole access chamber within the same track (NS 4903 7085).
14. The Scheduled Area includes the structure and the bank of the Forth-Clyde Canal; however, the extent to which the boundary of the Scheduled Area extends beyond the canal itself varies along its length.
15. It is unclear exactly where the boundary of the Scheduled area ends with regards to this development, however, the boundary would seem to broadly correspond to the crest of the embankment which runs parallel to the canal. This also roughly corresponds to the line of mature trees running along the side of the canal. Where possible, works were archaeologically monitored to a point which was comfortably outside the boundary of the Scheduled Area in order to ensure that all potentially archaeologically sensitive material was observed. In line with the terms of the Written Scheme of Investigation this work was intended to record significant archaeological remains within the Scheduled Monument with specific reference to the historic fabric of the canal.
16. It was clear, even before the commencement of excavation works, that the fabric of the canal had been improved in this area. The opposite bank of the Canal, which also included the towpath, has been reconstructed with gabion cages. The bank upon which the development work took place was retained by a cast reinforced concrete wall topped with an iron fence. Therefore, the most likely location for survival of historic fabric of the canal is within the sediments of the bank to the north of the existing canal especially as this extends towards the original line of the canal before its re-alignment in the late nineteenth century.
17. Excavation work began adjacent to the concrete wall which forms the current bank of the canal (Figure 2b). This work was initially carried out by hand and supported by the 13t 360<sup>0</sup> excavator using a toothless bucket. It was necessary to excavate to a depth of 1.6m from the top of the canal wall but due to the steepness of the ground this quickly deepened the further the excavation was carried out north from the canal. The instability of sediments along with the depth of excavation required that, for reasons of Health & Safety, the excavated trench which was within 10m of the canal wall was stepped in order to prevent collapse (Figure 3a). At this distance there was a pause in the work as the excavation encountered a previously unknown gas service.



Figure 3a: Excavation extending away from the canal



Figure 3b: Canal wall





Figure 4a: Concrete anchor and large gas pipe



Figure 4b: Placement of manhole

18. Within the first 10m from the canal wall a track was excavated to approximately 2m wide and stepped out approximately a further 600mm at the top on both sides of the trench. The canal wall (002) which was exposed at this point was composed of cast concrete slabs held together by concrete coping (Figure 3b). This coping was anchored in the sediments to the north by use of a steel pole which was embedded in a large block of concrete (007) 8m from the canal and buried to a depth of approximately 1.5m. It is not surprising therefore that the sediments encountered in this area were massively disturbed by modern works (Figure 4a). Approximately the first 300mm (001) was made up of topsoil and other organic material consistent with the floor of a wooded area including modern rubbish. Beneath this upper layer was between 500mm and 1.2m of made ground (003). These deposits contained modern (20<sup>th</sup> century) building material as well as disturbance from the roots of trees. Other modern deposits in the first 10m from the canal wall included: a deposit of ash (004) and a large dump of modern rubbish (005) including timber, fabric, plastic bags and concrete. Beneath these deposits was yellow-orange clay (006) which continued for the remaining depth of the excavation.
19. Services were known to exist within the proposed excavation area for the outflow pipe. These included a high voltage electrical cable and a telecommunications cable running parallel to the canal. These services were located just beyond the edge of the scheduled area however an additional service, previously unknown, was located at a depth of 2.5m approximately 9m from the canal wall. This was identified by the marker tape as a gas pipe. Disturbance for the placement of this gas pipe included excavation of a track running parallel to the canal and approximately 1m wide (008). The fill (009) at its base consisted of sand and a pipe approximately 300mm in diameter.
20. The track which was excavated to the north of the gas pipe was approximately 1.5m wide and between 3 and 4m deep. This track was made safe for working by placing a box in the trench and so observation of the section and sediments had to be made from original ground level rather than from the base of the trench. The sediments in this area, beneath the topsoil layer (001), were entirely composed of made ground (010). This deposit included several layered inclusions of modern building material such as concrete, brick and timber. The deposit also included fragments of fabric and plastic even at depths of more than 2m. This deposit of made ground continued beyond the base of the excavated track.
21. Any potentially significant archaeological material or remains was recorded in the course of the excavation works according to the terms of the Written Scheme of Investigation.

## Discussion

22. The archaeological monitoring work failed to identify any significant archaeological remains within the track excavated through the scheduled area. However, those sediments observed did provide some insight as to the recent history of the area.
23. The depth of made ground, beyond the scheduled area to the north, may relate to the demolition of the Singer Sewing Machine Factory although this possibility is weakened by the fact that the only recognisable material recovered from within this deposit was convincingly 20<sup>th</sup> century. It is possible that the material observed related to the very latest stages of the use of the site. In either case this material was at the very edge or beyond the edge of the scheduled area and not an element of the structure of the canal, therefore its study in detail is out with the scope of this report.
24. Another potential explanation of the depth of made ground to the north of the scheduled area is that it may, in part, relate to the original line of the canal. This explanation is supported by the evidence from historic mapping, which shows the canal realigned in the late 19<sup>th</sup> century. However, given the 20<sup>th</sup> century material recovered from depth within the made ground there would have to be some more recent landscaping or development works to cause the build up of 20<sup>th</sup> century material



Figure 5a: Excavation beyond the gas pipe



Figure 5b: Excavated area looking from the canal

25. The build up of sediments observed in proximity to the canal also did not reveal any significant archaeological remains. All of the anthropic material recovered in this area related to the 20<sup>th</sup> century use of the site and it is likely that the concrete wall forming the bank of the canal is a modern improvement of the structure (Figure 4b). A great deal of disturbance has been caused to the surrounding sediments by the placement of the canal wall and its concrete anchor set back 8m from the edge. Additional disturbance has been caused in the area by the placement of modern (20<sup>th</sup> century) services (Figure 5a) such as the gas pipe. In addition to the made ground there appears to be at least two large dumps of modern material within this area, one of ash and one of building material.
26. The deposit of clay which was observed at depths of more than 1.2m and in proximity to the canal did not show any signs of being redeposited in the small amount which was observed. This clay contained no inclusions and appeared to be uniform and undisturbed natural clay. However, given that it was not located anywhere else in the excavation and given that only a small area of it was observed the possibility remains that it relates to the building of the canal during its relocation in the late 19<sup>th</sup> century. Archaeologically sterile natural subsoil was not observed at any other location during the excavation works (Figure 5b).
27. Although this archaeological monitoring work was carried out within the area of the Scheduled Monument of the Forth-Clyde Canal it is interesting to note that in this location the original route of the canal was further north. A greater potential would therefore exist for recovery of material relating to the construction of the original canal by examination of deep excavations to the north, and outside, of the scheduled area.
28. No significant archaeological remains were observed in the course of the monitoring works and no anthropic material was located other than that which related to the 20<sup>th</sup>

## Recommendations

29. The archaeological monitoring of groundbreaking works failed to identify any significant archaeological features or artefacts within the development area. The extent of modern disturbance in proximity to the canal suggests that all but 20<sup>th</sup> century material has been removed from the area to the depth excavated. The archaeological monitoring stopped when all groundbreaking works within the scheduled area had been carried out.
30. For this reason Rathmell Archaeology Ltd recommends that no further archaeological work is required with regards this Scheduled Monument Consent. No anthropic material was recovered which would require post excavation analysis and no further examination of the site is required according to the terms of the Written Scheme of Investigation.
31. The appropriateness and acceptability of our recommendations rest with Historic Scotland.

## Conclusion

32. Archaeological monitoring work was carried out by Rathmell Archaeology Ltd for James Barr on behalf of Northern Marine Management in respect to the extension of their offices at Alba House in Clydebank Business Park. The archaeological works were designed to mitigate the impact on the archaeological and historic remains within the development area. One element of the development was an outfall into the Forth-Clyde Canal. Scheduled Monument Consent was applied for and granted for the finalised proposal.
33. A Written Scheme of Investigation (Rees 2011) provided by Rathmell Archaeology Ltd, which outlined the scope of the archaeological works. All works carried out within the scheduled area were done within the terms of the Written Scheme of Investigation. No significant archaeological material was observed in the course of the monitoring works and the only anthropic material recovered related to the modern (20<sup>th</sup> century) use of the site. The extent of modern disturbance within the scheduled area suggests that any traces of older structures have been removed. However, these results are not surprising given that the original route of the canal was north of the current route and the scheduled area.

## References

### *Documentary*

<http://www.west-dunbarton.gov.uk/mww/html/singer.html>

Rees, T 2011 *Northern Marine Management, Clydebank, West Dunbartonshire: Archaeological Mitigation, Written Scheme of Investigation*, Rathmell Archaeology Ltd

### *Cartographic*

1747-1755	Roy	Military Survey of Scotland
1850	Ordnance Survey	1 <sup>st</sup> edition Ordnance Survey
1900	Ordnance Survey	2 <sup>nd</sup> edition Ordnance Survey
1911	Ordnance Survey	3 <sup>rd</sup> edition Ordnance Survey
1938	Ordnance Survey	4 <sup>th</sup> edition Ordnance Survey

## Appendix 1: Registers

Within this appendix are all registers pertaining to works on-site regardless of the process by which that information was gathered (e.g. evaluation or strip, map & sample).

### Context Register

Context No.	Area/ Trench	Type	Description	Interpretation
001	Site	Deposit	Vary dark brown humic silty sand with inclusions of roots, wood and small stones. Area is covered with normal organic debris of the floor of a wooded area including modern rubbish.	Topsoil
002	Site	Structure	Retaining wall structure constructed of cast concrete slabs and a concrete coping.	Canal Wall
003	Site	Deposit	Dark brown to black sandy silt. Fragments of modern brick, concrete, wood and other modern rubbish.	Modern 20 <sup>th</sup> century backfill
004	Site	Deposit	Ash and fragments of 20 <sup>th</sup> century building material mixed in with dark brown to black silty sand.	Dump of Ash
005	Site	Deposit	Broken pieces of timber, plastic, rubber, fabric. All dumped together within a matrix of brown to black silty sand.	Dump of 20 <sup>th</sup> century rubbish.
006	Site	Deposit	Yellow/orange very compact slightly silty clay. No inclusions.	Large deposit of clay was excavated to a depth of more than 1m. The sterile quality of the clay (no inclusions) suggests that it may be in-situ natural however the possibility remains that it may be redeposited to form the bed of the canal.
007	Site	Structure	Large concrete block.	Large block of modern concrete which forms an anchor point for the coping of the canal wall.
008	Site	Cut	Steep sided, almost vertical, cut for the placement of a large gas pipe. Between 2m and 3m deep and between 500mm and 1m wide.	Cut for the placement of 20 <sup>th</sup> century gas pipe.

Context No.	Area/ Trench	Type	Description	Interpretation
009	Site	Fill	Fill of 008. Including a large quantity of sand, marker tape and a large pipe (300mm diameter).	Placement of large Gas Pipe
010	Site	Deposit	Made ground in a dark brown sandy silt matrix. Fragments of 20 <sup>th</sup> century building material, reinforced concrete, brick, wood, small stones, plastic bags and fabric. Continued to a depth of more than 3m.	Large build-up of made ground probably resulting from the demolition of the previous occupation of the larger site.

*Photographic Register*

Image No.	Print		Slide		Digital	Description	From	Date
	Film No.	Neg. No.	Film No.	Neg. No.				
1	-	-	-	-	886	Area before excavation	N	30/3/11
2	-	-	-	-	887	Area before excavation	N	30/3/11
3	-	-	-	-	888	Manhole outside scheduled area	NE	30/3/11
4	-	-	-	-	889	Manhole outside scheduled area	NE	30/3/11
5	-	-	-	-	890	Area before excavation	N	30/3/11
6	-	-	-	-	891	Area before excavation	N	30/3/11
7	-	-	-	-	892	Area before excavation	N	30/3/11
8	-	-	-	-	893	Area before excavation	N	30/3/11
9	-	-	-	-	894	Manhole outside scheduled area	S	30/3/11
10	-	-	-	-	895	Manhole outside scheduled area	S	30/3/11
11	-	-	-	-	896	Marking out line	E	30/3/11
12	-	-	-	-	897	Marking out line	E	30/3/11
13	-	-	-	-	898	Area before excavation	N	30/3/11
14	-	-	-	-	899	Area before excavation	N	30/3/11

Image No.	Print		Slide		Digital	Description	From	Date
	Film No.	Neg. No.	Film No.	Neg. No.				
15	-	-	-	-	900	Excavation near the canal	E	30/3/11
16	-	-	-	-	901	Excavation near the canal	E	30/3/11
17	-	-	-	-	902	Excavation near the canal	E	30/3/11
18	-	-	-	-	903	Excavation near the canal	E	30/3/11
19	-	-	-	-	904	Excavation near the canal	E	30/3/11
20	-	-	-	-	905	Excavation near the canal	E	30/3/11
21	-	-	-	-	906	Excavation near the canal	E	30/3/11
22	-	-	-	-	907	Excavation near the canal	E	30/3/11
23	-	-	-	-	908	Excavation near the canal	E	30/3/11
24	-	-	-	-	909	Excavation near the canal	E	30/3/11
25	-	-	-	-	910	Excavation near the canal	E	30/3/11
26	-	-	-	-	911	Excavation near the canal	E	30/3/11
27	-	-	-	-	912	Excavation near the canal	N	30/3/11
28	-	-	-	-	913	Excavation near the canal	N	30/3/11
29	-	-	-	-	914	Excavation near the canal	N	30/3/11
30	-	-	-	-	915	Excavation near the canal	N	30/3/11
31	-	-	-	-	916	Excavation near the canal	N	30/3/11
32	-	-	-	-	917	Excavation near the canal	N	30/3/11
33	-	-	-	-	918	Excavation near the canal	N	30/3/11
34	-	-	-	-	919	Excavation near the canal	N	30/3/11
35	-	-	-	-	920	Area of the outflow	N	30/3/11
36	-	-	-	-	921	Area of the outflow	N	30/3/11
37	-	-	-	-	922	Excavation near the canal	E	30/3/11



Image No.	Print		Slide		Digital	Description	From	Date
	Film No.	Neg. No.	Film No.	Neg. No.				
38	-	-	-	-	923	Excavation near the canal	E	30/3/11
39	-	-	-	-	924	Excavation near the canal	E	30/3/11
40	-	-	-	-	925	Excavation near the canal	E	30/3/11
41	-	-	-	-	926	Continuing excavation of track	SE	30/3/11
42	-	-	-	-	927	Continuing excavation of track	SE	30/3/11
43	-	-	-	-	928	Continuing excavation of track	SE	30/3/11
44	-	-	-	-	929	Continuing excavation of track	SE	30/3/11
45	-	-	-	-	930	Continuing excavation of track	SE	30/3/11
46	-	-	-	-	931	Continuing excavation of track	SE	30/3/11
47	-	-	-	-	932	Continuing excavation of track	SE	30/3/11
48	-	-	-	-	933	Continuing excavation of track	SE	30/3/11
49	-	-	-	-	934	Placing the box	SE	30/3/11
50	-	-	-	-	935	Placing the box	SE	30/3/11
51	-	-	-	-	936	Placing the box	SE	30/3/11
52	-	-	-	-	937	Placing the box	SE	30/3/11
53	-	-	-	-	938	Placing the box	SE	30/3/11
54	-	-	-	-	939	Placing the box	SE	30/3/11
55	-	-	-	-	940	Placing the box	SE	30/3/11
56	-	-	-	-	941	Placing the box	SE	30/3/11
57	-	-	-	-	942	Placing the box	SE	30/3/11
58	-	-	-	-	943	Placing the box	SE	30/3/11
59	-	-	-	-	944	Placing the box	SE	30/3/11
60	-	-	-	-	945	Placing the box	SE	30/3/11

Image No.	Print		Slide		Digital	Description	From	Date
	Film No.	Neg. No.	Film No.	Neg. No.				
61	-	-	-	-	946	Area of the outflow	NW	30/3/11
62	-	-	-	-	947	Area of the outflow	NW	30/3/11
63	-	-	-	-	948	Pipe near the canal	E	30/3/11
64	-	-	-	-	949	Pipe near the canal	E	30/3/11
65	-	-	-	-	950	Pipe near the canal	NW	30/3/11
66	-	-	-	-	951	Pipe near the canal	NW	30/3/11
67	-	-	-	-	952	East facing section	E	30/3/11
68	-	-	-	-	953	East facing section	E	30/3/11
69	-	-	-	-	954	Excavating through concrete and modern rubbish	E	30/3/11
70	-	-	-	-	955	Excavating through concrete and modern rubbish	E	30/3/11
71	-	-	-	-	956	Excavating through concrete and modern rubbish	E	30/3/11
72	-	-	-	-	957	Excavating through concrete and modern rubbish	E	30/3/11
73	-	-	-	-	958	Concrete and gas pipe	S	30/3/11
74	-	-	-	-	959	Concrete and gas pipe	S	30/3/11
75	-	-	-	-	960	Pipe near the canal	NW	30/3/11
76	-	-	-	-	961	Pipe near the canal	NW	30/3/11
77	-	-	-	-	962	Pipe near the canal	NW	30/3/11
78	-	-	-	-	963	Concrete and gas pipe	S	30/3/11
79	-	-	-	-	964	Concrete and gas pipe	S	30/3/11
80	-	-	-	-	965	Canal wall	N	30/3/11
81	-	-	-	-	966	Canal wall	N	30/3/11
82	-	-	-	-	967	Concrete and gas pipe	NW	30/3/11
83	-	-	-	-	968	Concrete and gas pipe	NW	30/3/11

Image No.	Print		Slide		Digital	Description	From	Date
	Film No.	Neg. No.	Film No.	Neg. No.				
84	-	-	-	-	969	Concrete and gas pipe	NW	30/3/11
85	-	-	-	-	970	Concrete and gas pipe	NW	30/3/11
86	-	-	-	-	971	Excavation near the canal	NE	30/3/11
87	-	-	-	-	972	Excavation near the canal	NE	30/3/11
88	-	-	-	-	973	Excavation near the canal	NE	30/3/11
89	-	-	-	-	974	Excavating past concrete and gas pipe	E	31/3/11
90	-	-	-	-	975	Excavating past concrete and gas pipe	E	31/3/11
91	-	-	-	-	976	Excavating past concrete and gas pipe	E	31/3/11
92	-	-	-	-	977	Excavating past concrete and gas pipe	E	31/3/11
93	-	-	-	-	978	Excavating past concrete and gas pipe	SE	31/3/11
94	-	-	-	-	979	Excavating past concrete and gas pipe	SE	31/3/11
95	-	-	-	-	980	Excavating past concrete and gas pipe	SE	31/3/11
96	-	-	-	-	981	Excavating past concrete and gas pipe	SE	31/3/11
97	-	-	-	-	982	Placing the manhole	NE	31/3/11
98	-	-	-	-	983	Placing the manhole	NE	31/3/11
99	-	-	-	-	984	Placing the manhole	NE	31/3/11
100	-	-	-	-	985	Placing the manhole	NE	31/3/11
101	-	-	-	-	986	Placing the manhole	NE	31/3/11
102	-	-	-	-	987	Placing the manhole	NE	31/3/11
103	-	-	-	-	988	Power and telecom services	S	31/3/11
104	-	-	-	-	989	Power and telecom services	S	31/3/11
105	-	-	-	-	990	Continued excavation of track	SE	31/3/11
106	-	-	-	-	991	Continued excavation of track	SE	31/3/11

Image No.	Print		Slide		Digital	Description	From	Date
	Film No.	Neg. No.	Film No.	Neg. No.				
107	-	-	-	-	992	Continued excavation of track	SE	31/3/11
108	-	-	-	-	993	Continued excavation of track	SE	31/3/11
109	-	-	-	-	994	Area of the outflow	NE	31/3/11
110	-	-	-	-	995	Area of the outflow	NE	31/3/11
111	-	-	-	-	996	Continued excavation of track	SE	31/3/11
112	-	-	-	-	997	Continued excavation of track	SE	31/3/11
113	-	-	-	-	998	Continued excavation of track	NE	31/3/11
114	-	-	-	-	999	Continued excavation of track	NE	31/3/11
115	-	-	-	-	1000	Continued excavation of track	N	31/3/11
116	-	-	-	-	1001	Continued excavation of track	N	31/3/11
117	-	-	-	-	1002	Box in track	N	31/3/11
118	-	-	-	-	1003	Box in track	N	31/3/11
119	-	-	-	-	1004	Continued excavation of track	SE	31/3/11
120	-	-	-	-	1005	Continued excavation of track	SE	31/3/11
121	-	-	-	-	1006	Continued excavation of track	SE	31/3/11
122	-	-	-	-	1007	Continued excavation of track	SE	31/3/11
123	-	-	-	-	1008	Continued excavation of track	SE	31/3/11
124	-	-	-	-	1009	Continued excavation of track	SE	31/3/11
125	-	-	-	-	1010	Box in track	NE	31/3/11
126	-	-	-	-	1011	Box in track	NE	31/3/11
127	-	-	-	-	1012	Box in track	NE	31/3/11
128	-	-	-	-	1013	Box in track	NE	31/3/11
129	-	-	-	-	1014	Box in track	NE	31/3/11

Image No.	Print		Slide		Digital	Description	From	Date
	Film No.	Neg. No.	Film No.	Neg. No.				
130	-	-	-	-	1015	Box in track	NE	31/3/11
131	-	-	-	-	1016	Excavated track	S	31/3/11
132	-	-	-	-	1017	Excavated track	S	31/3/11

## Appendix 2: Discovery &amp; Excavation in Scotland

<b>LOCAL AUTHORITY:</b>	West Dunbartonshire
<b>PROJECT TITLE/SITE NAME:</b>	Northern Marine Management
<b>PROJECT CODE:</b>	RA11015
<b>PARISH:</b>	Old Kilpatrick
<b>NAME OF CONTRIBUTOR:</b>	Alan Matthews
<b>NAME OF ORGANISATION:</b>	Rathmell Archaeology Limited
<b>TYPE(S) OF PROJECT:</b>	Monitoring
<b>NMRS NO(S):</b>	None
<b>SITE/MONUMENT TYPE(S):</b>	None
<b>SIGNIFICANT FINDS:</b>	None
<b>NGR (2 letters, 6 figures)</b>	NS 490 709
<b>START DATE (this season)</b>	30 <sup>th</sup> March 2011
<b>END DATE (this season)</b>	31 <sup>st</sup> March 2011
<b>PREVIOUS WORK (incl. DES ref.)</b>	None
<b>MAIN (NARRATIVE) DESCRIPTION:</b> (may include information from other fields)	Archaeological monitoring work was carried out in respect to the extension of offices at Alba House in Clydebank Business Park. One element of the development is an outfall into the Forth-Clyde Canal. Scheduled Monument Consent was applied for and granted for the finalised proposal. No significant archaeological material was observed in the course of the monitoring works and the only anthropic material recovered related to the modern (20 <sup>th</sup> century) use of the site. The extent of modern disturbance within the scheduled area suggests that any traces of older structures have been removed. However, these results are not surprising given that the original route of the canal was north of the current route and the scheduled area. As shown on the 1 <sup>st</sup> and 2 <sup>nd</sup> edition Ordnance Survey.
<b>PROPOSED FUTURE WORK:</b>	None
<b>CAPTION(S) FOR ILLUSTRS:</b>	None
<b>SPONSOR OR FUNDING BODY:</b>	Northern Marine Management
<b>ADDRESS OF MAIN CONTRIBUTOR:</b>	Unit 8 Ashgrove Workshops, Kilwinning, Ayrshire KA13 6PU
<b>E MAIL:</b>	contact@rathmell-arch.co.uk
<b>ARCHIVE LOCATION (intended/deposited)</b>	Report to West of Scotland Archaeology Service and archive to RCAHMS Collections.

## Contact Details

34. Rathmell Archaeology can be contacted at our Registered Office or through the web:

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