



C261 Early East
Non-Listed Built Heritage Walkover
Assessment
Instone Wharf (XRW10)

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1 Introduction

Museum of London Archaeology (MOLA) was commissioned by Crossrail Ltd to assess the historic features at Instone Wharf, Canning Town, London E16, in the London Borough of Newham. The approximate centre of the site lies at Ordnance Survey National Grid reference 539598 180650.

Conditions attached to the planning consent (applications 10/01016/AOD) required appropriate archaeological investigation and assessing to be carried out on the site, in line with national and local planning policies. This document reports the results of a walkover assessment, carried out by a MOLA Buildings Archaeologist on the 5th April 2012.

The scope of the walkover assessment was outlined in the method statement (Crossrail 2012b). Non-listed structures of low historical value, due to their association with the industrial past of the area, were present on the site and proved to require only a minimum amount of recording, which was conducted at the same time as the assessment.

2 Objectives and scope of this report

The scope of this work was defined by the Addendum to the WSI (Crossrail 2012a, 3.13 to 3.14):

- *A non-listed built heritage (NLBH) walkover survey will be undertaken by the Archaeological Contractor (C261) in the area of the barge loading facility at Instone Wharf/Thames Wharf and along the River Lea frontage.*
- *The purpose of the NLBH walkover survey will be to identify and record any surviving features of historic significance on the wharf. These may include mooring posts, bollards and other wharf features. The report shall make recommendations for their recovery and reuse in accordance with Crossrail standards for NLBH.*

The aim of the walkover was further defined in the Method Statement (Crossrail 2012b) as '*to assess identify and record surviving remains of historical significance; for example mooring posts, bollards and other standing structures and features. A report will be prepared containing the information gathered from the site walkover, and research based on available documentary sources in order to advise the client (Crossrail) on the requirement for further recording and the best options for the reuse and recovery of historical features.*'

The report has been prepared within the terms of the relevant standards specified by the Institute for Archaeologists (IFA 2001) and corresponds approximately to the form of record and reporting at 'Photographic Survey' in the specifications, *Understanding Historic Buildings, a guide to good recording Practice* (English Heritage 2006) summarised by English Heritage. A Photographic Survey record is in as the simplest level of record, comprising photographs and brief notes. The level of recording was specified in the *Method Statement* (Crossrail 2012b).

Note: within the limitations imposed by dealing with historical material and maps, the information in this document is, to the best knowledge of the author and MOLA, correct at the time of writing. Further archaeological investigation or more information about the nature of the present buildings may require changes to all or parts of the document.

3 Method of work

The overall research aim of this archaeological work was defined in the *Written Scheme of Investigation* (Crossrail 2010, 5.2), in conformity with applicable planning policies and English Heritage guidelines (Archaeological Guidance Paper No. 3, revised June 1998) and the recently issued *National Planning Policy Framework*, March 2012:

- *is there any below-ground or above-ground evidence for the Nineteenth Century Thames Ironworks, and other shipyards and wharves? In particular, is there evidence for the internal railway systems, dock structures, or slipways?*

The investigation satisfied the research aims, and it was determined that it would not be necessary to investigate the structures further during demolition or removal.

The work was carried out in accordance with the *Method Statement* (Crossrail 2012b), Crossrail's non-listed built heritage recording procedures (Crossrail 2008), the Museum of London *Archaeological Site Manual* (1994) and MOLA *Health and safety policy* (2009). The location and exterior of the features were determined in outline on the modern Ordnance Survey plan.

The site records comprise a total of 45 digital colour photographic images and two sketch drawings. No objects or samples were collected.

The site records will be deposited and indexed in due course in the Museum of London archaeological archive under the site code XRW10. Only some of the photographs taken during the survey are used in this document. These will be included in the archive under the site code XRW10.

4 A brief summary of structures

The area included in the survey measured was roughly 180m from north to south and 45m from west to east. The following brief outline description should be read in conjunction with selected photographs taken in April 2012 (Fig 1 to Fig 6).

Table 1 Historic features on site

The mooring posts

A series of eight mooring posts was built along the western edge of the Instone Wharf to allow the mooring of barges/boats (Fig 1). The posts are composed of concrete bases supporting iron bollards. The bases of the posts (125 x 84 x 152 cm) are built at roughly 1m from the river wall (Fig 2), although the base of the southernmost post is abutting the river wall, possibly the result of a later rebuilding of the wall itself.

Each T-head bollard is a vertical post attached on an iron base (base measuring 80 x 65 x 8 cm) bolted to the concrete plinth with 5 bolts (Fig 3). The bollard has a wider T-shaped head which discourages docklines from coming loose and is hollow. These bollards are suitable for steep rope angles which would be expected in an area of heavy fluctuation of the water level due to the Thames tide.

Each bollard presented manufacturer code stamped on the top: 813HX51A which was identically reproduced on each bollard (Fig 4).

See Fig 14 for locations.



Fig 1 View of the mooring posts, looking south



Fig 2 Detail of a mooring post, looking south-west



Fig 3 Detail of an iron bollard, looking west



Fig 4 Possible manufacturer's identification number at the top of the bollards

Railway paved surfaces

A series of railway paved surfaces was present on the site and dates probably to the 1950s when the site was used as a freight terminal. The series of paved surfaces, a succession of concrete rectangles, can be sub-divided into two sections:

- Northern section of railway paved surfaces, occupying 2/3rds of the site and oriented north–south. The first cartographic evidence of those features dates back to the 1952 OS map (see section 5, Fig 11)
- Southern section of railway paved surfaces, occupying the southernmost area of the site, oriented east–west.



Fig 5 View of the southern section of the railway paved surfaces



Fig 6 View of the northern section of the railway paved surfaces

5 Documentary research

Evidence gained from documentary sources at the Newham Local Studies Library suggests that the bollards at Instone Wharf may have been installed in the 1930s, although later sources suggests they were from the 1950s.

Although the map progression left a gap between 1916 and 1952, information on a LB Newham website (www.newhamstory.com/node/1624) explains that the earlier timber-made river wall was replaced between 1933 and 1935. It is possible that, as part of the same refurbishment, the mooring posts were installed. They first appear on the OS map of 1952 and are indicated with the letters MP.

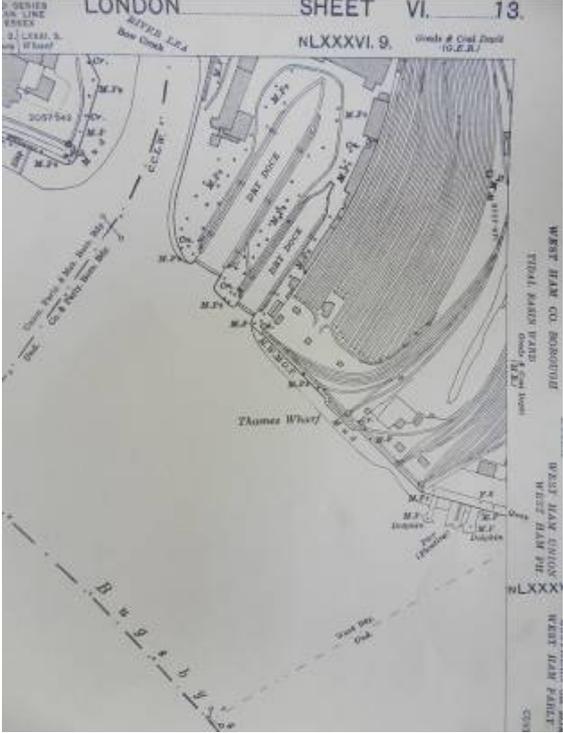
In the 1950s, Instone Wharf was used as a freight terminal for the London and North-Eastern railway: it provided a link between barges and trains transporting goods either from or towards the northern counties. The posts were used to secure ropes for mooring the barges.

Previous mooring posts present on the wharf were located on top of the earlier river wall rather than installed on concrete plinths, a solution possibly due to the exposure of the area to the Thames tide. However, mooring posts installed directly on the river walls seem to be common for the majority of the London Docks.

It has not been possible in this initial documentary research to identify the manufacturer, although it possible that any further work might be able to trace this, through the identification number. It is possible that they were made in the Thames Ironworks for one of the nearby slipways or wharves, and later reused.

The concrete surfaces associated with the presence of the railway on the site of the Instone Wharf probably date to the 1950s. The OS map of 1952 also shows travelling cranes present on the site which might have needed concrete foundations and supports.

Table 2 Documentary research – Newham Local Studies Library, 12/04/2012

Document	Photo number	Evidence
 <p data-bbox="188 1016 735 1084">Fig 7 OS 1894-95, 1:1056, London Sheet V111.73</p>	<p data-bbox="826 304 1023 338">DSCN0830 (2)</p>	<p data-bbox="1093 304 1453 539">No mooring posts along the river wall, two tracks going into the wharf and one turntable linking them. Only existing mooring posts are along the two dry docks to the south-east</p>
 <p data-bbox="188 1852 772 1886">Fig 8 OS 1916, 1:2500, London sheet V1.13</p>	<p data-bbox="826 1106 1023 1140">DSCN0832 (3)</p>	<p data-bbox="1093 1106 1430 1173">No significant changes to the site area</p>

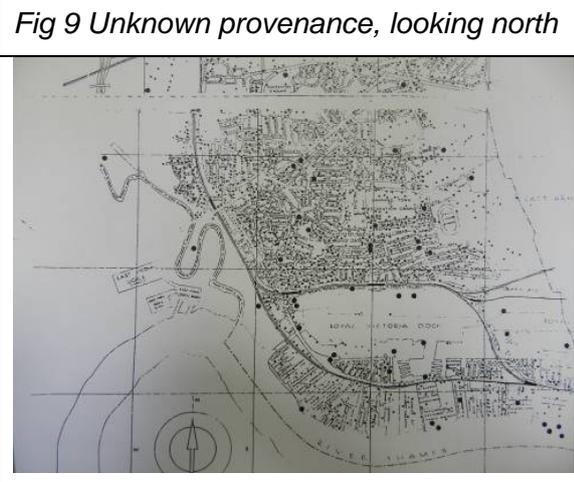
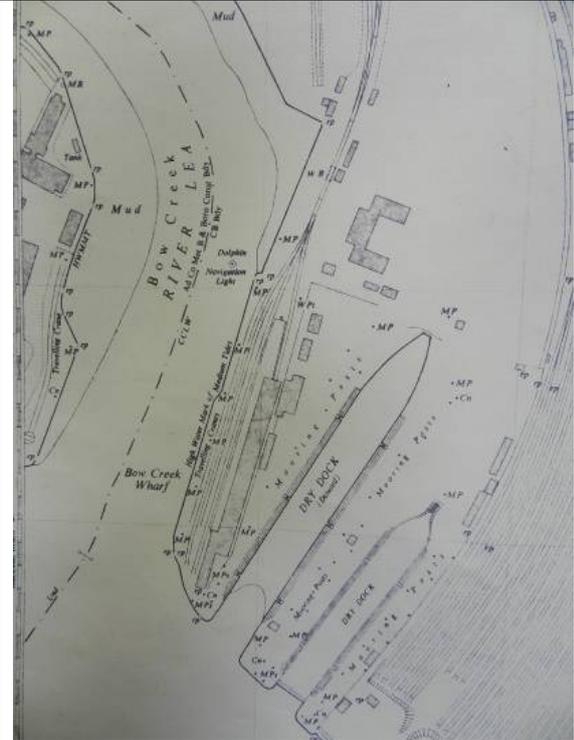
	<p>Photo from www.newhamstory.com/node/1624</p>	<p>The old timber wall was being replaced from north to south (note staging for pile driver adjacent to river wall), the whole wall was redone between 1933 and 1935. A likely date for the installation of the surviving mooring posts. Railway Wharf of London and North-Eastern railway. The older mooring posts are on the old wall in the foreground.</p>
	<p>DSCN0840 (5)</p>	<p>A high explosive bomb landed in the north-east corner of the Instone Wharf</p>
	<p>DSCN0824 (1)</p>	<p>First cartographic evidence for the mooring posts</p>

Fig 9 Unknown provenance, looking north

Fig 10 Bomb map circa 1945 West-Ham war damage map from The west-ham air raid incident register

Fig 11 OS 1952, 1:2500, plan TQ 3980

	<p>DSCN0835 (4)</p>	<p>Better detailed than the previous OS map</p>
<p>Fig 12 OS 1953, 1:1250, plan TQ 3980 NE</p>		
	<p>DSCN0842 (6)</p>	<p>Travelling cranes, two main tracks coming in and a covered track line to the east of the other ones. The line is coming from the north. To the east there is a building possibly called Thames Wharf, but there is a boundary dividing the Instone Wharf from this area. Instone Wharf is called Bow Creek Wharf at that time.</p>
<p>Fig 13 OS 1969, 1:1250, Plan TQ 3980 NE</p>		
<p>Not reproduced OS 1981, 1:1250, plan TQ 3980 NE</p>	<p>(7)</p>	<p>The building to the east has extended towards west, the shore, the tracks and the covered area remain</p>

		the same
 <p>Fig 14 OS 1992, 1:1250, TQ 3980NE</p>	(8)	The area has been cleared and looks vacant. The eight mooring posts are present on the map.
NS 3031, box 12	9	'Arrival of the King of Sweden at the Thames Iron Works' 1900. shows there was no river wall above ground level, train track visible
NS 1417, box 13	10	'Thames Ironworks: HMS Duncan ready for launch' 1901
Box 23	-	Examples of bollards from other docks. Different types, all without a plinth. Possibility for further research
Box 22	-	-
Box 24	-	Examples of bollards from other docks. Different types, all without a plinth. Possibility for further research
Box 25	-	-
Box 166	-	-
Box 166	-	-
NS 2708, Box 92	11	Picture of the Bow Creek showing the river wall and

		two barges in the background. The picture is undated but the type of barge portrayed could well be the same as the boats moored at the Instone Wharf
NS 2711, Box 14	12	Photograph of the site of Iron works ship building taken in 1972, shows the river wall and one bollards by the right hand edge

6 Conclusions

6.1 Importance

Whilst the mooring posts (of likely 1930s date) are undoubtedly of local importance, being associated with the use of the site as a river freight terminal, nothing to suggest that they are of regional or national importance.

The railway paved surfaces (of probable 1950s date) are of minimal historic importance.

However, the items recorded produce a snapshot of Instone Wharf from the surviving evidence recorded in this survey and from documentary sources. The transport of goods via barges and the role of the railway are often underestimated, but represented a vital mean of transport in the past in the London area.

6.2 Further work

It is considered that the records made during this assessment constitute an EH Level 1 Photographic survey (EH 2006).

No further recording is considered necessary.

6.3 Reuse of historic features

The eight mooring posts are considered of local importance (see 6.1), and if they are to be removed, or are likely to be damaged by the Crossrail works, it is recommended that the bollards (excluding the concrete plinths) should be recovered, stored safely, and either reinstated, or relocated (either on the site following Crossrail works, or elsewhere).

6.4 Original research aims and archiving

It has proved possible to both assess the structures on site and produce a minimum record of them prior to their possible alteration.

The site archive containing original records will be stored temporarily with MOLA pending a future decision over the longer-term archive deposition and public access process for the wider Crossrail project.

6.5 Publication

The records will initially be disseminated via this assessment report. The supporting site archive of records (including digital data), any post-excavation assessment, analysis and publication proposals will be considered in relation to later fieldwork in the wider context of archaeological potential and results across the Crossrail scheme.

A summary report will be published in the London Archaeologist excavation round up and also deposited with the LAARC.

6.6 Acknowledgements

The assessment was commissioned by the Crossrail Project Archaeologist, [REDACTED], whom MOLA wish to thank. They are especially grateful to [REDACTED] and [REDACTED] of

Dragados Sisk JV for facilitating access to the buildings, and to the staff at Newham Local Studies.

The walkover assessment was conducted by Patrizia Pierazzo. The MOLA contracts manager was Elaine Eastbury.

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