

99/15

KNOWLES AND SON
HERTFORD COLLEGE

**SALTER'S BOATYARD, FOLLY BRIDGE
ABINGDON ROAD, OXFORD**

NGR SP 5144 0550

ARCHAEOLOGICAL INVESTIGATIONS DURING DEVELOPMENT

Planning Ref. No. 97/606/NFH



OXFORD ARCHAEOLOGICAL UNIT
DECEMBER 1999

KNOWLES AND SON
HERTFORD COLLEGE

**SALTER'S BOATYARD, FOLLY BRIDGE
ABINGDON ROAD, OXFORD**

NGR SP 5144 0550

ARCHAEOLOGICAL INVESTIGATIONS DURING DEVELOPMENT

Planning Ref. No. 97/606/NFH

NMR DATA	
SITE NAME	SALTER'S BOATYARD
ADDRESS	FOLLY BRIDGE
TOWN --	OXFORD
COUNTY	OXFORDSHIRE
NGR	SP 5144 0550
LISTED STATUS	GRADE II CURTILAGE WALL AND UNLISTED BUILDINGS
PLANNING APPLICATION NO.	97 / 606 / NFH
VISIT/SURVEY DATE	1997 - 1998
OAU SITE CODE	OXSALT 98
ARCHIVE LOCATION	OXFORDSHIRE MUSEUMS SERVICE

OXFORD ARCHAEOLOGICAL UNIT
DECEMBER 1999

**SALTER'S BOATYARD, FOLLY BRIDGE,
ABINGDON ROAD, OXFORD**

ARCHAEOLOGICAL INVESTIGATIONS DURING DEVELOPMENT

LIST OF CONTENTS

Summary

1	INTRODUCTION	
1.1	Introduction	
1.2	Archaeological and historic background	
2	BUILDING INVESTIGATION	
2	Historic buildings	
3	ARCHAEOLOGICAL WATCHING BRIEF	
4	CONCLUSIONS	
	Bibliography	
	Table A1: Building materials seen in the investigative openings	
	Appendix A 1844 Sale Particulars (<i>Centre for Oxfordshire Studies</i>)	

LIST OF FIGURES

	<i>ARCHAEOLOGICAL AND HISTORICAL BACKGROUND</i>	
1	Site Location	
2	Brasenose 16 th -century map	
3a	Loggan's 1675 map	
3b	Whittlesey's 1726 map of Brasenose estate	
4a	Isaac Taylor's 1750 map	
4b	St Aldate's Tithe map of 1847	
5	Plan from 1844 Sale Particulars	
6	1876 Ordnance Survey 1:500 plan	
7a	1900 OS 25" plan	
7b	1939 OS 25" plan	

BUILDING INVESTIGATION

- 8 Building Location Plan
- A.1 Ground Floor Sketch Plan of Lock House. Showing the location of the investigative openings.
- A.2 First Floor Sketch Plan of Lock House. Showing the location of investigative openings.
- A.3.1-3 Measured survey of the boundary wall

WATCHING BRIEF

- WB1 Site plan showing section locations
- WB2 Sections 1-5
- WB3 Sections 6-10
- WB4 Sections 11 and 12
- WB5 Sections 13 and 14

LIST OF PLATES

- Front Salter's Boatyard, Folly Bridge, Oxford by William Turner of Oxford, undated watercolour
- Cover (WITT library, Makins Collection, A85/1738PS)

NORTH ISLAND

- A1 North elevation of Lock House
- A2 West elevation of Lock House
- A3 East elevation of Lock House during demolition
- A4 GFR1 – West wall
- A5 GFR2 – West wall
- A6 FFR1 – West wall
- A7 FFR2 – West wall
- A8 East elevation: Timber framing exposed during demolition, note original window and door
Openings
- A9 East wall - north end, internal view following the removal of the stairs showing timber
framing with diagonal bracing
- A10 Mortice holes of timber framing after demolition
- A11 Tenons of timber framing after demolition
- A12 Demolition of Lock House
- A13 Rubble wall after demolition of Lock House
- B1 Building B/1.1 – 1.2 – external view
- B2 Building B/1.1-1.2 – internal view
- B3 Building B/1.3 – external view
- B4 Building B/1.3 – interior detail

SOUTH ISLAND

- C1 Building C/1.1-1.2 – external view, north and west elevations
- C2 Building C/1.1-1.2 – external view, south elevation
- C3 Building C/1.1-1.2 - internal view, ground floor
- C4 Building C/1.1-1.2 – internal view, ground floor
- C5 Building C/1.1-1.2 – internal view, first floor
- C6 Building C/1.1-1.2 – interior detail
- C7 Building C/1.3 and C/1.4 – external view
- C8 Building C/1.4 – external view of east gable
- D1 Building D – external view
- D2 Building D – internal detail

- E1 Building E – external view of west elevation
- E2 Building E – external view of east elevation
- F1 Building F – external view of west elevation
- F2 Building F – interior view
- G1 Building G – external view of west elevation
- K1 Footbridge K

OTHER FEATURES

- 1.1 Building 1 – external view
- 2.1 Northern boundary wall
- 3.1 Building 3 – external view
- 3.2 Building 3 – fabric detail
- 3.3 Building 3 – short length of embedded railway track
- 4.1 Post by building C
- 5.1 Cast-iron crane base
- 6.1 Building 6 – external view
- 6.2 Building 6 – internal view

**SALTERS BOATYARD, FOLLY BRIDGE,
ABINGDON ROAD, OXFORD.**

ARCHAEOLOGICAL INVESTIGATIONS DURING DEVELOPMENT

Summary

This document reports the findings of the archaeological investigations undertaken by the Oxford Archaeological Unit (OAU) during the development of an area of Salter's Boatyard, Folly Bridge, Oxford. The site was being developed by Knowles and Son for Hertford College to provide student accommodation.

Under the provisions of PPG15 and 16 some archaeological mitigation was required by Oxford City Council Planning Control and Conservation (Planning Application No. 97/606/NFH). The archaeological investigations included a building investigation of a number of unlisted boatyard buildings demolished during the redevelopment (written description, photographic record, annotated plan), the stone-by-stone recording of a length of boundary that was intended to be demolished and that was within the listing curtilage of Grandpont House and a watching brief of the below ground archaeology effected during ground disturbance works.

The site is bounded to the west by the scheduled ancient monument of the Grandpont causeway – a Norman river crossing, and to the other sides by channels of the River Thames. Folly Bridge marks the latest in the forms of river crossing at this point, which date back to at least the Saxon period. From the 16th-century the site was open land, and was later developed as a timber wharf and then a boatyard in the 19th-century.

The historic, unlisted buildings that were recorded prior to demolition included only one domestic building – Lock House. Lock House was a timber-framed building built against the pre-existing rubble boundary wall with an internal red brick chimney stack. The building dated to the early-mid 19th-century. Its softwood framing was of nailed rather than jointed construction with modern replacement weatherboard cladding. Much of the framing was seen to be original but the building had substantial 20th-century repairs and alterations – including an extension to the east and a modern replacement roof structure. The ground floor plan had originally been divided into two rooms, with a single room on the first floor. The building may have originated as a Lock Keepers Cottage.

The other buildings investigated relate to the working practises of the site as timber yard and boat yard, and include workshops and office buildings. Three main building periods were observed in the structures. Phase I relates to the use of the site as a timber yard, the surviving buildings from this period were of timber-framed construction. The later two phases of building relate to the site's use as a boat yard with an phase of concrete buildings cast in-situ relating to the building of wooden boats and a later phase using pre-fabricated structures relating to the building or repair of smaller fibreglass river craft.

The archaeological watching brief monitored the ground works of the development. Deposits encountered during the watching brief were of made ground deposits dating to the 19th and 20th-centuries. No evidence of pre-19th-century activity was observed.

**SALTERS BOATYARD, FOLLY BRIDGE,
ABINGDON ROAD, OXFORD.**

ARCHAEOLOGICAL INVESTIGATIONS DURING DEVELOPMENT

1 INTRODUCTION

1.1 INTRODUCTION

- 1.1.1 The Oxford Archaeological Unit (OAU) was commissioned by Knowles and Son, on behalf of Hertford College, to undertake a programme of archaeological investigations, comprising building recording and an archaeological watching brief, at Salter's Boatyard on Folly Bridge, Oxford. Permission had been granted for a residential development on the site (Planning Application No. 97/606/NFH) and the archaeological mitigation was required as a condition of planning consent in accordance with the provisions laid down in PPG 15 and 16. The recording was undertaken as specified in a brief agreed with the Oxford Archaeological Advisory Service (archaeological watching brief) and Oxford City Council Planning Control and Conservation (building recording). The procedure detailing the work undertaken can be found in the Written Scheme of Investigation (OAU, June, 1998) as agreed between OAU and Oxford City Council.
- 1.1.2 Previous work on the site had been undertaken by the OAU: a desktop study issued in April 1997, a building investigation of Lock House of June 1997 and an archaeological evaluation of November 1997. Some of the information issued with these reports is reiterated here with addition and amendment in light of the later investigations.
- 1.1.3 The programme of work reported on here includes both the building investigations and the archaeological watching brief. The building investigations comprise the architectural record of a number of unlisted boatyard buildings which were demolished prior to the development of the site. The OAU desk-top study had evaluated the importance of the buildings and had concluded that they were of no great architectural significance and mostly dating to the present century. The buildings were recorded by written description and photographic record and are reported here in section 2. The June 1997 report on Lock House concluded that the building was likely to be of early-mid 19th-century date and a watching brief and photographic record was made during its demolition. Additionally a stone-by-stone survey was made of both sides of a length of boundary wall intending to be demolished which abutted Grandpont House and was included in its listing curtilage. The length of wall ran from Grandpont House at its south end and had Lock House built against it at its north end. In addition to this recording of the standing archaeology of the site a watching brief of the below ground archaeology was undertaken during ground disturbance and is reported on here in section 3.
- 1.1.4 The report begins with a review of the archaeological and historic background of the site, largely taken from the April 1997 desktop study report. This is followed by the reporting of the building investigations including Lock House and the boundary wall recording. The below-ground archaeology is then described and discussed with general conclusions forming the final section of this document.

1.2 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

- 1.2.1 *General:* The development site lies to the south of Oxford City centre on the southern bank of the Thames. Figure 1 shows that the site is bounded to the west by the scheduled ancient monument of the Grandpont causeway, now known as Folly Bridge, and to the remaining sides by channels of the Thames. A further east-west running Thames channel divides the site to the north. The site lies outside the city of Oxford's outermost defended gate and historically the site lies in rural Berkshire rather than urban Oxford, but its history is connected with the development of Grandpont. This causeway of Norman date brought the southern approach road to Oxford. Originating from natural or man-made islands, possibly occupied in the Saxon period, the Norman bridge and causeway of Grandpont was built along the western edge of the site. From the 16th-century the site was open land, or sparsely occupied, and was later developed as a timber wharf then boatyard in the 19th-century. A brief summary of this development is provided here.
- 1.2.2 *The river channels:* Environmental evidence indicates that the course of the River Thames to the south of Oxford has undergone a series of changes since the last Ice Age. During the Neolithic and Bronze Age the development site probably fell within the river channel. A number of clay banks appeared in the early Saxon period, forming channels which remained stable into the mid-late Saxon period as a result of increased alluviation caused by a rise in the water table, and reclamation activity.
- 1.2.3 *Origins and development of the bridge:* Evidence from archaeological excavations and observations over the last 25 years suggests that in the Saxon period the southern approach road to Oxford was carried across a series of streams and islands, initially by means of a ford and from the late Saxon period via a timber bridge. The stone causeway is believed to have been built as part of the 'great bridge' built by Robert D'Oilly in the late 11th century. It ran from close to the southern end of Christ Church to South Hinksey, on the far side of the floodplain, a distance of c. 1.5 miles (SAM 21757). A gate tower with a drawbridge was built in the 13th century where the bridge crossed the main stream of the Thames. Repairs to the bridge are recorded in the 14th century.
- 1.2.4 *Site development – the map evidence:* The earliest view of the site is a detailed 16th-century map of the property of Brasenose College called Swynshull Farm (Figure 2), including Cow Meadow, Welshe Meadow and Irish Meadow.¹ The site is shown as two islands immediately south of the gate tower, one un-named and the other marked *pillinge / huyth*; the next island south is part of *Cowe / medowe* and is certainly part of the Brasenose estate, but seems to be the northern limit of the college holding.
- 1.2.5 The next depiction of the site is that on David Loggan's map of 1675 (Figure 3A), which shows two islands south of the gate: the northernmost with two buildings and the southern only with trees; both islands extend west of the causeway, as on the 16th-century map. A barge is depicted approaching the west of the bridge (containing the only human figure shown on Loggan's map), and another barge is tied up at the main wharf at the south end of St Aldate's. A fine depiction of a river barge towed by horses is also shown on Whittlesey's map of the Brasenose estate in 1726 (Figure 3B).² This map explicitly demarcates the Brasenose land

¹ Brasenose College Archives, said to be of c.1500 but probably mid-16th century; reproduced in *Brasenose Quatercentenary Monographs (VI)* Vol. I, O[xford] H[istorical] S[ociety] 52 (1909).

2. Brasenose College Archives; map reproduced in J.L.G. Mowat *Sixteen Old Maps of Properties in Oxfordshire... in the possession of the Colleges in the University of Oxford.. illustrating the Open Field System* (1888), no. 17b Cowmead

(islands D and E) as the land adjacent to the south of the site, which is depicted as two islands with trees and each with a house. The northern island has boats tied to it, as does the next on the north (the island attached to the gate tower). The first proper printed map of Oxford, Isaac Taylor in 1750 shows much the same (Figure 4A), while appearing to locate buildings at the north-west corner of the north island, and the mid-north side of the south island.

- 1.2.6 *19th-century development*: The gate tower or 'Folly' had been demolished in 1779 by the Hinksey Turnpike Trustees.³ From 1815 when an act for rebuilding the bridge was passed there were great changes: the bridge was rebuilt in 1825 and there was a general redevelopment of the area. Simultaneously, a major redevelopment of the riverside facilities took place, including new wharves and streets constructed on the north side of the river, fronting a basin, while the navigation stream was diverted south through a pound lock (to the north of the development site, with possible connections with the Lock House). While the island adjacent to the gate tower (the location of the present Salter's Offices) was developed as a City waterworks, and is depicted in numerous views of Folly Bridge, the site under consideration (immediately to the south) is less well covered by topographical views. However, the sale particulars of 1844 contain a detailed map of islands being used as a timberyard (Figure 5), and the tithe map of 1847 confirms this (Figure 4B). Also in 1844 the Great Western Railway station opened just south of the bridge (at the junction of Western and Marlborough Roads).⁴ The island next south of the site was purchased by Taunton and he built a house there in 1785, still existing as Grandpont House.
- 1.2.7 One consequence of the 19th-century alterations was the loss of the western ends of the two islands to water, though a small piece survives at the north end as the abutment for the pedestrian bridge. Later Ordnance plans, from 1875 on, show the development of the Salter's boatyard, established in the 1850s (Figures 6, 7a &b).
- 1.2.8 *19th-century development of the site*: The ownership history of the development site itself is unfortunately somewhat obscure, falling between the city and Brasenose College land. It was probably in origin part of the city estate, since the leases of the gate tower from 1591 include 'four hammes near south bridge'. After the separate leasing of the island next the tower (Salter's Boat Hire), the 1733 and later leases of the waterworks still included three hams, down to the last lease of 1766, which presumably lapsed after demolition of the tower. The two islands forming the development site were perhaps purchased by William Taunton who owned 'garden grounds' in the vicinity in 1785. In any case, they must have ceased to be city property by 1844 when they were offered for sale as 'Freehold Wharfs Cranes and Buildings in St Aldate's, Oxford, very near to the Oxford Station of the Branch Railway from Didcot to Oxford, And in a situation most desirable for trade' (Figure 5, Appendix A).⁵ The sale included the main wharf north of the river ('Head of the River' site), and the two islands forming the development site as Lots 2 and 3, lying either side of a dock. They are both described as wharves, in occupation of T. Mallam, timber merchant, and had 'sheds and buildings' which purchasers could take at a fair valuation. The sale plan shows the northern island with 'G -

and Swinsell Farm 1726 by Robert Whittlesey. Parcels D and E are described as hams, and were part of Cow Mead.

3. *VCH Oxon* iv, 303.

4. *VCH Oxon* iv, 286-7.

5. Centre for Oxfordshire Studies, Folly Bridge pamphlets; original in Oxon. Record Office, SC.64.

6. Hibbert C & Hibbert E, 1988, sn Salter Bros.

Dwelling House' (Lock House), and the southern island with 'H - Office; I - Stable; K - Timber sheds, and 'L - Crane'.

- 1.2.9 *Salter's Boatyard:* The purchaser is unknown, but by 1858 the firm of Salter Bros was established by John and Stephen Salter, and their premises included the three lots sold in 1844.⁶ Boat hire and boat building are still being organised from these premises. The large scale Ordnance Survey plan of 1876 depicts a number of buildings in the boatyard, and the existing Isis House at the east end of the southern island now appearing as 'Grandpont Cottage' (Figure 6). By 1900 the dock was roofed over (Figure 7A), and as mapped in 1921 and 1939 (Figure 7B) the southern range of buildings had perhaps been rebuilt. The only further change noted is the appearance of a rail and gantry on the south island in the 1956 1:1250 OS plan. More recent OS mapping seems to provide an unreliable guide to the buildings actually standing on the site.

2 BUILDING INVESTIGATION

2.1 INTRODUCTION AND RECORDING STRATEGY

- 2.1.1 A number of historic, unlisted boatyard buildings were demolished as part of the re-development of the site. These buildings were recorded by written description and photographic record and are reported on here. The location of the buildings is shown in Figure 8 and the labelling of the buildings refers to this figure. Figures and plates relating to individual buildings are prefixed with the buildings letter, for example a Lock House figure would be Figure A.1.
- 2.1.2 Lock House, building A, had previously been investigated and reported on in June 1997. An internal and external examination of the building had been undertaken with written description and black & white negative and colour slide photographic record. A series of intrusive investigative openings in the building fabric were made in order to determine the date of the building, to find the character of the original building and discover how much of this fabric survived and how the plan had evolved. Sketch plans were produced showing the location of the openings on both the ground and first floors of the building (Figures A.1 & A.2) with the fabric observed listed in table A1. The building was demolished as part of the re-development and a watching brief with photographic record was maintained during the demolition. Information from the June 1997 investigation is included here with amendments and additions in light of the watching brief.
- 2.1.3 Additionally the rubble wall running from Grandpont House to Lock House was recorded stone-by-stone prior to its proposed demolition and is discussed in paragraph 2.2.2. The stone-by-stone recording of the rubble boundary wall was carried out photographically. The wall was covered with calibrated targets and the photographs were taken. The photographs were scanned into the computer and then the known targets were used to rectify the image. The stones were traced around creating the stone-by-stone computer drawings seen here as Figures A3.1-3.3.

NORTH ISLAND

2.2 *Building A – Lock House*

2.2.1 *Pre-demolition Survey*

The building was believed to be early-mid 19th-century in date. A building in this location is

shown on the sale plan of 1844 (Figure 5). The name of the property suggests connections with the nearby lock which was created c.1820, and the building may represent an early lock keeper's cottage. Many such dwellings were replaced by Thames Conservancy in the early 20th century to a set pattern during lock upgrading programmes. In this instance the lock itself did not outlive the 19th-century, and the house became part of the boatyard. A detailed description of the building follows and a summary of the observations is provided at the front of the report.

2.2.2 *Exterior of Lock House and boundary wall*

2.2.2.1 External examination of the building shows that it was constructed using a pre-existing boundary wall as the lower part of the west elevation (Plate A.2). The wall was recorded stone-by-stone (see Figures A3.1 –3.3) and is shown on the general site plan (Figure 8). The southern portion of the wall is of a mixture of irregular rubble pieces and shaped blocks of limestone with sizes ranging from 0.5 x 0.25m – 0.15 x 0.05m. The randomly laid rubble is built in general lifts (ie brought to course). To the east side of the wall is a buttress which appears to be contemporary with the rest of the wall. During the development the construction of the wall was observed. It is of two skins of facing stone with the inner core of the wall being filled with smaller rubble pieces and lime mortar. A piece of pottery was recovered from the core of the wall and is a fragment of the base of a post-medieval stoneware vessel.

2.2.2.2 The wall against which Lock House was constructed is of a similar build with a mixture of limestone sizes and is again brought to course. There are no buttresses on this length of the boundary wall. The southern end of this run of the wall has clearly been rebuilt in recent years with replacement stone. The wall in general stands approximately 6 feet in height above the modern pavement level.

2.2.2.3 Lock House was constructed against this and was predominantly of light timber construction with a brick chimney stack rising internally (Plates A1, A3). The weather boarding attached to the timber frame was a modern replacement, however the frame itself was seen to be original with some modern additions. No historical evidence remained of the roof structure as it had also been replaced in recent years. A modern extension had been built to the east of the building housing bathroom and lavatory and was not included in the investigation. All the windows of the building were modern replacements thought to have been fitted in the original window locations.

2.2.3 *Ground Floor Room 1 - GFR1*

2.2.3.1 The ground floor had two rooms. GFR1 (Openings 24 - 32) had recently been in use as a living room (Plate A4). The *west wall* was the limestone rubble wall, as seen from the exterior. Its eastern surface viewed via openings 20 and 28 was weathered demonstrating its previous function as an exterior boundary wall. The wall had been refaced twice with grey plaster board and subsequently modern sterling board. The fireplace was a modern replacement presumably built in the original location of a hearth. The red brick chimney stack had been disguised by modern boxing and coving. Dimensions of the bricks were investigated in every room in the building (Openings 8, 11, 21 and 27) and were of a consistent type throughout measuring 22.5 x 7 x 11 cm. The lime mortar binding the bricks was also similar throughout being light beige in colour with inclusions of grit.

2.2.3.2 The *southern wall* of GFR1 (Openings 29 & 30) was of riven lath and plaster with an inserted bay window / French door. The lime plaster mix was also of one type throughout the building; being light grey in colour with a hair binder, 2cm in thickness. Information about the timber frame of the building was seen in several of the openings; the normal size of stud was 7 x 10 cm. However in opening 29 a corner post was exposed measuring 12 x 9cm. In opening 30 evidence for diagonal bracing was observed.

- 2.2.3.3 The *eastern* wall of GFR1 was of lath and plaster to the southern end (Opening 31) with modern pink plaster board to the north (Opening 32). During the watching brief it was observed that this was the blocking material for an original window opening which was blocked when the modern extension was added.
- 2.2.3.4 The *northern* wall of GFR1, also the southern wall of GFR2, was found to be of lath and plaster construction (Openings 19, 25 & 26) with an area extending 90 cm to the west of the connecting doorway of pink modern plaster board (Opening 18). Two studs of this internal dividing wall were observed, opening 25 had a stud of 6 x 10 cm however the stud in opening 19 was 6 x 5 cm. A modern entrance hall had been constructed in GFR1 using grey plaster board (Opening 24).
- 2.2.3.5 The softwood *floor boards* in GFR1 were suspended 57 cm above a ground surface covered in rubble and debris. The boards were laid E - W and were 17 cm in width, 2 cm thick and of various lengths. The bay window area was framed separately. The boards sat on joists running N - S with centres of 42 cm, measuring 7.5 x 10 cm and of various lengths.
- 2.2.4 *Ground Floor Room 2 - GFR2*
- 2.2.4.1 Room GFR2 had been recently used as a kitchen and this was no doubt its original function (Plate A5). All walls of this room had an additional covering of modern rendered pink cement. The west wall was the rubble wall described above, it had been refaced using grey plaster board (Opening 20). The brick built chimney stack presumably served as the flue for a range, no evidence of this could be found as the area had been covered in hard cement. The stack projected 41 cm from the rubble wall surface.
- 2.2.4.2 The *northern wall* of GFR2 was of modern grey plaster board (Opening 23). The southern wall had been described above 2.2.3.4. The eastern wall was of modern plaster board partitioning forming an under the stairs storage space.
- 2.2.5 *Staircase*
- 2.2.5.1 The staircase was concealed behind a door in GFR2 with original beaded doorframe. It was of softwood construction with 11 steps in the flight, with a rise of 22 cm and a width of 24 cm. The west wall of the stair case was covered with wooden panels up to first floor level, above this level it was of modern plasterboard as Opening 15 demonstrated. As shown by Openings 16 & 17 the north and east walls were of lath and plaster construction.
- 2.2.6 *First Floor Room 1 - FFR1*
- 2.2.6.1 The first floor of Lock House was split into two rooms (Plates A6 & A7); however it appears from the investigative openings made that there was originally only one room. The west wall of the upper floor was not the rubble wall seen in the ground floor openings but lath and plaster construction on the timber framing of the upper section of the west elevation. The brick stack made up the majority of the wall surface and projected 44 cm into the room; Openings 8 & 9 uncovered the central fireplace. No original fittings were revealed beneath the plaster board blocking. The flue sloped diagonally up the stack.
- 2.2.6.2 The *southern wall* of FFR1 was of lath and plaster construction on the buildings timber frame (Openings 5 & 6). The *eastern wall* was also of lath and plaster work on the timber frame although the window was a replacement and had a surrounding of modern pink plaster board. The *northern wall* of FFR1, also the southern wall of FFR2, was a modern construction of pink plaster board.

2.2.6.3 The *floor* of FFR1 was of softwood. The boards ran E - W and measured 22.5 cm in width and 2.5 cm in thickness with various lengths. The joists had dimensions 5 x 13 cm and were spaced at 38 cm centres. The floor in front of the fireplace had a stone support measuring 89 x 46 cm. The floor of FFR2 was of the same construction as FFR1.

2.2.7 *First Floor Room 2 - FFR2*

2.2.7.1 The west and north walls of FFR2 were of lath and plaster construction fixed to the timber frame of the building, and had been covered with various layers of modern wooden board (openings 12, 13 & 14). The brick chimney stack dominates the southern half of the wall and stood 32 cm proud of the wall surface (opening 11). No evidence for a blocked fireplace was found, adding to the evidence that the upper floor was originally only one room.

2.2.7.2 The southern and eastern walls of FFR2 were of modern pink plaster board (openings 10 & 15). The door from the stairs in the eastern wall was modern as were the skirting boards of the room unlike those of room FFR1.

2.2.8 *Evidence from the Watching Brief during Demolition*

2.2.8.1 *External east elevation – south side*

During the watching brief the flat roofed extension on the eastern side of the building was demolished prior to the rest of the building. This revealed the timber framed construction of the original eastern wall of the building (WB1), (Plates A3 & A8). The wall was of vertical studs (7.5 x 8.5cm, c38cm centred spacings), with lath and plaster finish internally. On the external surfaces of the studs a series of nails at c20cm intervals, which had been hammered flat, confirm the original external weather boarded finish. The corner posts of the construction were of a larger size (12 x 12cm). The studs were fixed to a sill beam at ground level and a girding beam at first floor level. No diagonal bracing was observed in this side of the wall. An original window opening was revealed to the immediate south of the door which connects the modern extension with the rest of the building. The window measured 149 x 105 cm and was pegged into the stud framework. It had been blocked with plaster board and soft wood batons when the modern extension was built. The door was also an original feature with the lintel pegged to the framing.

2.2.8.2 *Internal east wall, north side, ground floor*

The stair case was removed exposing the framing in this area (WB2), (Plate A9). The stud work was the same as that described above but with two diagonal bracing struts.

2.2.8.3 *North wall*

The lower part of the north and northern part of the east wall were externally rendered in cement rather than weather boarded (WB3). Internal inspection of the walling material in these places showed that the lower part of the north wall was of brick and with the east being of expanded metal applied to the timber framing. The red, regular bricks are the same dimensions as those of the chimney stack.

2.2.8.4 *Internal south wall, east side, ground floor*

The skirting board had been removed exposing more evidence of the timber framing seen in opening (30), (WB4). The diagonal brace seen in the preliminary opening continued to the eastern corner at floor level.

2.2.8.5 *Ceiling construction*

Areas of lath and plaster had been removed from the ceilings of the ground floor rooms exposing joists 5 x 13cm spaced at c34cm centres running north-south.

2.2.8.6 *Framing joints and timbers*

After total demolition of the building the softwood framed panels of the building were observed on the ground (Plates A10-12). The wall plate of the frame was 9 x 9cm and had a lapped joint at either end, 11 x 4cm. The joint was secured with nails. The jointing technique between studs and wall plate and cross rail was seen to be a shallow mortice and tenon joint. The tenon of the studs measured 5.5 x 1.5cm and was flush to one face of the stud, rather than being central. The diagonal braces and the studs were nailed together, although a similar shallow mortice and tenon joint seems likely. The struts were framed into the diagonal timbers. Generally throughout the constructional timbers some evidence for reuse was seen in the form of additional peg holes and occasional mortice holes which were not necessary in the construction of the building. A scrap of 19th-century wall paper was removed from the first floor debris. It is of a vertically banded design with columns of pink roses and a trellis work of leafed foliage in greens and greys and is block printed.

2.2.8.7 *The rubble wall*

After the building had been demolished the rubble wall was retained to act as a boundary wall. The scorch marks from the former hearths and flues were clearly visible on the stone work (Plate A13).

2.2.9 DISCUSSION

2.2.9.1 *The original building*

The original building consisted of the pre-existing rubble boundary wall seen in the west elevation, the internal brick chimney stack and a timber frame with an outer surface of weather boarding and an inner surface of lath and plaster construction. The ground floor of the building was originally two rooms probably used as living room and kitchen. During the watching brief evidence was seen for a blocked window in the east wall originally lighting GFR1. The door immediately adjacent to this window may be the original entrance to the house before the modern extension was built. The first floor of the building was originally only one room. Evidence for this is that the dividing wall between the present FFR1 and FFR2 is of modern construction pink plaster board and that the wooden floor is of continuous construction throughout the first floor. A further consideration is that the upper floor is served by only one hearth and that the skirting boards and door of FFR2 are modern unlike those of FFR1. How the upper room related to the staircase is unclear; the dividing wall between the stairs and FFR2 is of original wooden panels up to first floor level and then of modern grey plaster board. However an original door frame is sited at the top of the stairs opening into FFR1 providing evidence that the stairs were sealed off from the bedroom in the original building.

2.2.9.2 *Date of the building*

The character of the building, both the external brickwork and the framing, is consistent with an early to mid-19th-century date (e.g. similar to early Victorian brick housing in Oxford, and softwood framing in Paisley House of c.1844). The investigative openings made clear that a substantial amount of the original building fabric still existed, albeit in places covered by several layers of modern resurfacing. Much of the original timber frame was seen to survive although the external weather boarding and the roof were modern replacements. The wooden flooring was original with some modern patching.

2.2.9.3 *Alterations to the building*

Modern alterations to the building were seen in all the rooms, and the majority of this activity was resurfacing of walls. The fireplaces and flues served by the brick chimney stack had been altered in GFR1 and blocked in GFR2 and FFR1 with no original fittings surviving (openings 8,

9, 27, 21, 22). An entrance hall had been constructed of plaster board and built into GFR1 (opening 24). A bay window had been inserted into the south wall of GFR1. Other plaster boarding was seen around the replacement windows and doorframes (openings 18 and 32). The north wall of GFR2 had been rebuilt using modern plaster board as had the dividing wall between the stairs and FFR2. The most significant of the modern alterations however was the division of the first floor into two rooms with a modern wall of plaster board (openings 1, 2 & 10).

2.3 ***Building B - Workshop***

2.3.1 This building consisted of two main elements, B/1.1-1.2 and B/1.3. From the quantities of sawdust and thin wooden offcuts, it appeared that both sections had latterly been used as joiner's machine shops. Room B/1.2 was a small office recently sub-divided out of B/1.1. A summary of the observations can be found at the front of the report.

2.3.2 *B/1.1-1.2* was a long single-storey building constructed on an awkward site, which tapered from 7.15m to a mere 1.7m in width (Plates B1 & B2). Although outwardly appearing to have been of recent construction with its corrugated iron roof and walls of brick on cast *in-situ* half-height concrete stub walls, the building was in-fact constructed sometime between 1876 and 1900. The building was of six bays. The south wall was 19th-century brick to 68cms above FFL, cast *in-situ* concrete to 130cms above FFL and modern concrete brick with 'Crittall'-type windows to the eaves. The north wall was cast *in-situ* concrete to 150cms above-FFL with modern concrete brick above. Embedded into both elevations were vestiges of softwood vertical 9"x 3" posts at 2.95m centres. The posts coincided with the 19th-century softwood king-post trusses with iron straps. Through much of the structure, the trusses were still sat on the original softwood 4"x 4" wall plates. During demolition it became apparent that several of the wall-plates were painted or morticed on their undersides, revealing evidence of the building's original appearance. On the south wall it was noted that the first bay from the east was originally studded vertically, and probably therefore also boarded with horizontal ship-lap or feather-edge boarding whereas the second and third bays were originally open, facing over the dock. Whilst it is impossible to be certain, because of the manner of demolition, it appeared likely that the rest of the south wall was originally open-sided whilst the north wall was studded and boarded.

2.3.3 *B/1.3* was a rectangular four-bay building measuring 10.66m by 5.15m externally (Plate B3). It was of similar appearance to B/1.1-1.2, which abutted it to the east. The roof was of Welsh slate and the north and south walls were of concrete brick. The west wall was a set of mid-20th-century wooden garage doors. There was no east wall as the building opened directly into building B/1.1-1.2. Despite its relatively modern appearance, as the ceiling, walls and roof-covering were peeled away, it became apparent that it was the same building as that first shown on the site on the 1847 Tithe map (but absent from the 1844 map) and it probably also features in the Turner drawing. Visible internally was the timber frame of the original walls, which consisted of upright posts at 2.92m centres surmounted by 6"x 5" wall plates front and rear. The underside of the northern wall plate was visible and was morticed for studs at 16" centres (Plate B4). The underside of the south wall was unfortunately not visible and the manner of demolition precluded detailed observation. The Turner drawing shows this wall as boarded. The softwood roof trusses (raking strut and no king post) and wooden gables were also primary.

2.4 ***Other features***

2.4.1 *Flat-roofed building – Building 1 on Figure 8*

This building lay to the south-west of building B, abutting the covered dock structure F (Plate 1.1). Its plan measured 5.16m x 2.97m and most of the building was of modern construction,

notably the corrugated asbestos roof and north and east walls of modern brick. The south wall was of earlier origin, judging from the hand-made nature and the bullnose special bricks on the north-east corner, clearly of 19th-century origin. This wall appeared to be a remnant of the garden wall to Lock House, first shown on the 1876 plan. Whilst the standing building was contiguous with a shed erected between the 1900 and 1939 OS maps, most of the surviving structure appeared to be of more recent origin. The building appeared to have been thoroughly reconstructed (probably during the 1960s or 70s) as a diesel store. The doors were fireproofed with sheet steel and the floor was soaked in diesel. The older west wall was limewashed on its west face and this limewash clearly dated to the earlier shed on this site. The extant shed appeared to date to after the Second War but it is conceivable that the surviving building and that shown in 1939 were in fact the same.

2.4.2 *Northern boundary wall - Building 2 on Figure 8*

This wall, which formed the northern boundary between the development site and the towpath, from Folly Bridge to building B/1.3, was constructed of cast *in-situ* concrete posts and panels (Plate 2.1). Cast-in softwood spacer blocks were noted, identical with those noted in the walls of buildings C/1.1-1.2 and the small remaining stub of a building adjacent to bridge L. This wall was doubtless built during the same phase as these structures.

SOUTH ISLAND

2.5 *Building C*

- 2.5.1 *C/1.1-1.2. Large Workshop*: This two-storey building dominated the site (Plate C1 & C2). The map sources are unclear as to the date of its construction. The 1844 plan and subsequent maps show a building exactly contiguous with this building and either this building was substantially earlier than its construction would indicate or it was a rebuild of that structure. Certainly similarities in the constructional details of the roof trusses with others elsewhere on site would imply that the roof structure derives from a later 19th-century building, possibly that shown on the 1900 map. It appeared probable from the cast *in-situ* concrete construction of its walls that most of the building dated from the second or third decade of this century (1910-1929) and a date of pre-1921 has been suggested in the desktop report (OAU, April 1997). Comparison with the small store adjacent to workshop G (which is not shown on the 1900 or 1939 maps) may however suggest a later date and conclusive evidence is only likely to be provided by a securely-dated historic photograph. The building measured 26.05 x 8.17m in plan and had seven bays on two storeys. Rooms C/1.1 and C/1.1A occupied the westernmost two bays of the ground floor (Plates C3 & C4). The floor level in this part of the building was laid some 75cm higher than that of room C/1.2. Partitions were of (generally unpainted) tongued-and-grooved boarding, which appeared primary. Access to the upper storey was by a nautical-style 'rungs' fixed against the west wall of the entrance lobby, C/1.1A as well as by a staircase at the east end of the C/1.2. The south wall of the building was well fenestrated whilst the north and west walls contained double sets of taking-in doors on both floors. It was clear from the enormously long benches which survived on the upper storey (Plate C5) and the long boat-shaped outlines created on the ground floor by years of glue drips, that this building had been purpose-built for the construction of rowing 'eights'. Evidence of other craft being built on site was discovered in this building, principally wooden patterns or 'moulds' for both powered and un-powered small craft found stored beneath the floor of room C/1.1 as well as labelled plan-chest draws and some surviving drawings located in the small drawing store/office on the upper store which indicated that many different designs of small motor vessel were constructed. In spite of this clear evidence of other types of craft having been built on the site, there was no evidence that this particular building was ever used to construct any type of boats other than 'eights'. This building was of particular note because of its method of construction. The roof and first floor

were of good quality, yet quite conventional, timber construction. The walls by contrast were highly unusual and the technique used appears to have been evolved by Salter & Co, possibly making use of the woodworking skills already possessed in-house. The walls were built using an adobe or beton-pisé method of cast *in-situ* concrete construction (Plate C6). Apart from small piers, which were cast in to support each truss/principal joist, the walls were only four inches thick and without cavity. Small 4" long wooden spacers c.1¼" square (each with a hole drilled through longitudinally) remained embedded in the wall indicating how the shuttering forming each face of the wall had been bolted through to hold it to gauge. The depth of each pour of concrete was still clearly visible in the unpainted concrete, each 'lift' being some 21 inches. After each 'lift' had cured, the shuttering would have been simply unbolted and reused, its lower edge being fixed onto the upper spacer blocks left embedded into the previous pour. The method of construction was relatively sophisticated and allowed for the incorporation of cast *in-situ* 'air bricks'. The use of concrete cast *in-situ* has already been noted on the thicker stub-walls of the buildings on the north island and its use would appear to be a 'trade-mark' of Salter's buildings. This more sophisticated method of adobe or beton-pisé construction employed in this building has already been noted in the description of the northern boundary wall and it will be met with again in building F, the northern boundary wall 2 and the remaining stub of building 3 adjacent to bridge L.

2.5.2 *C/1.3 Office:* This single-storey building was of timber construction with a slate-covered roof (Plate C7). It abutted building C/1.1-1.2 with which it appeared to be contemporary. The design of window used was the same and examination within the roof space revealed that the roof (purlin and rafter construction with no truss) was of 20th-century construction. The building was well fenestrated and contained a modern sink-unit. It clearly had latterly functioned as an office and, judging by its appearance, it may well always have served this purpose.

2.5.3 *C/1.4 Workshop:* This single-storey, three bay slate-roofed building was outwardly similar to the buildings which abutted it (C/1.3 and D) yet it pre-dated both (Plate C7). Its southern and eastern walls were of timber stud construction which removal of the internal cladding of sheet asbestos showed to be of early 19th-century origin. This is consistent with the map evidence which appears to show a building of similar plan, but extending west as far as the Abingdon Road as early as 1844 although this surviving portion probably dated to 1844-47. Whilst the south wall of this building was clad in modern feather-edge boarding (with C/1.3), the eastern wall abutting building D was still clad with 19th-century clapperboarding which clearly pre-dated the construction of building D sometime between 1847 and 1876 (Plate C8). The northern wall was clearly secondary. It was built of rendered concrete block, pierced by domestic-scale 'off-the-peg' doors and windows of an early post-second-war appearance. Despite one of these units being a pair of double garage doors, the internal space appeared to have never been partitioned. Internally, the building contained only a domestic wash-hand basin, electric water heater and a built-in cupboard. This cupboard contained upholstery materials and it appeared most probable that this building had functioned latterly as an upholsterer's shop. Inspection of the roof-space revealed four surviving primary king-post trusses with joggled king posts and raking struts. Numerous 1¼" dia. dowels were noted protruding some 30-40cm from one of the truss ties and the easternmost northern purlin. These dowels were closely spaced (c.4-5" centres) and appeared to indicate that the building was formerly used to store long narrow objects (such as oars or wooden deals) on end.

2.6 *Building D - Open shed*

2.6.1 Abutting the eastern end of building C/1.4 was a partially collapsed four bay open-fronted shed with a slate roof, hipped at the east end (Plate D1). The roof profile and construction of this building were very nearly identical to that noted in building C/1.4 that it is presumed that these

two buildings are very close in date. As building C/1.4 was extant by 1847, it is probable that this very similar building was erected before 1850. Despite the poor state of the building, it had suffered fewer alterations than its earlier neighbour and a detailed record was made. The northern elevation simply consisted of four 6" square planed stop-chamfered softwood posts (two collapsed) bearing traces of flaking red paint whilst the eastern and southern elevations were studded (primary) and clad with the modern feather-edge boarding. A secondary opening had been created in the eastern wall. The southern elevation was largely missing or collapsed but from a study of the sole-plate (which here was set on a primary low brick stub wall) and the remaining sections of primary studding, it was clear that each bay had been pierced by a 45"-wide full-height opening central to each bay. It was not clear whether these openings were windows or taking-in doors although rebates indicated something, which could be opened rather than something fixed. The quality of the construction of this building was high. The roof was supported by pegged softwood king-post trusses with joggled king posts and full assembly marks (in sequence, numbered from the east). The structure was braced laterally by curved wind-braces (Plate D2). Beneath the single remaining *in-situ* truss was an original pegged framework consisting of a soleplate and mid-height rail with two sets of three vertical posts. Mortice evidence in the underside of the other truss ties indicated that each truss was originally similarly fully framed to floor level. There was no evidence that these frames were ever infilled or boarded and at the time of survey the surviving frame was being used (with a similar frame and partition which divided the first bay) to support stacks of stored timber. It appears probable that this had always been the function of this building.

2.7 ***Building E - Boat-building shed***

- 2.7.1 This 17.4m x 7.58m, four-bay concrete portal-frame building lay to the north of building C. It was clearly a modern proprietary building, its north and south walls being clad with stone-effect concrete panels (Plate E1). The easternmost bay of this building was wider than the remainder. No explanation for this was apparent except that the building occupied a tapering site and pre-fabricated frames can only be used to build parallel-sided buildings. The west wall was largely made-up of two sets of double doors (Plate E2). The western wall was much cruder, being made of granular concrete block. It was clear from the poor pointing on the exterior of this wall that it had been built abutting a pre-existing building of which feature 3 was the only surviving part. There was a recess in this wall, which appeared to indicate that this building had been built around some obstruction (probably a piece of machinery) at this point. The large quantities of fibreglass matting and resin, both unused and stuck to the floor, indicated that this building was constructed and used for the construction and repair of fibreglass craft.

2.8 ***Building F - Covered mooring***

- 2.8.1 This was a four-bay structure aligned east-west and spanning the watercourse that divides the northern and southern islands (Plate F1). The building consisted of little more than a set of posts along its southern face and a northern wall (both in the house-vernacular of cast *in-situ* concrete with cast-in softwood spacers) supporting a timber roof structure. The fenestrated northern wall, which was poured in 53cm (21") lifts, continued west of the extant roof and it was clear from the evidence of heavy charring on the westernmost surviving truss that two further bays of the roof had been destroyed by fire in latter years although clearly while the site was still operational, as the roof had been repaired and the surviving westernmost truss clad with ship-lap weatherboarding. The well-constructed remaining softwood trusses (joggled queen-posts), which were set at 3.05m centres some 3.85m above water-level (Plate F2), appeared to be 19th-century in origin and indeed a building, contiguous with that existing at the time of survey, is shown not only on the 1900 edition of the 1:2500 Ordnance Survey but also a City Engineer's plan purportedly surveyed in 1876. As with the northern boundary wall and building C/1.1-1.2, it is possible that the building extant at the time of survey was built prior to 1900 although it is equally likely that this building was rebuilt in concrete at the same time that

building C/1.1-1.2 might have been rebuilt. It is probable that the fire that also destroyed the majority of building 3 destroyed the western end of this building.

2.9 *Building G - Workshop shed*

- 2.9.1 This building, which measured 6.25m x 9.95m in plan, was a garage-type structure of 1950s/1960s appearance (Plate G1). It had concrete block walls, rendered externally. The northern and southern walls were fenestrated whilst the eastern and western walls were pierced by proprietary glazed double wooden garage doors. The roof was of steel trusses and purlins, clad with corrugated asbestos. The quantities of fibreglass matting and coloured drips and puddles of resin on the floor made it clear that this building was used for the building/repair of fibreglass craft.

2.10 *Building H - Isis House*

- 2.10.1 This brick and rendered house with overhanging eaves and bay windows lay outside the development area and was consequently not recorded in any detail. It was built between 1847 and 1875, on the site of a short-lived building, which first appears on the Tithe map of 1847

2.11 *Buildings I & J - Concrete bridges*

- 2.11.1 These structures, which carries the towpath over the channel dividing the north and south islands and the southern channel both lie outside the development area and both have survived the development of the site. Earlier bridges stood on both sites by 1844. The existing bridges are of 1960s appearance with some architectural pretensions. They are each composed of a cast *in-situ* gently arched concrete slab with decorative welded steel railings.

2.12 *Building K - Steel and timber bridge*

- 2.12.1 This was a rudimentary narrow footbridge connecting the north and south islands within the development area (Plate K1). It was of welded construction, consisting of two rolled steel joists with a softwood decking and handrails of galvanised steel water pipe. The abutments were of cast *in-situ* concrete and were therefore probably constructed during the same phase as the other similar structures, namely buildings C/1.1-1.2, E and L. There was certainly a footbridge here by 1900. It is possible that the abutments could have been extant by 1900 although the welded girders and deck are clearly later. It is equally possible that all of the structure is a replacement built on the site of that shown in 1900.

2.13 *Buildings L and M - Stone bridge carrying Abingdon Road*

- 2.13.1 The history and development of Folly Bridge has been described in section 1.2 of this report and the two surviving arches of the Grandpont will not be described here in detail. Immediately adjacent to its eastern side was another timber-decked bridge, supported by steel joists. It was similar to bridge K but substantially wider. It was almost inaccessible because of undergrowth but it would appear to have been constructed to allow access from Lock House to the south island.

2.14 *Other Features*

2.14.1 *Stub of building adjacent to bridge L - Building 3 on Figure 8*

Adjacent to the southern entrance to the site, there remained a small fragment of a much larger building whose southern end was latterly abutted by building E. The remaining portion consisted of a small single-storey lean-to containing a toilet (surviving intact) and part of the two-storey western gable end of the lost building, the constructional details of which were identical with those of building C/1.1-1.2 (Plate 3.1). Both parts were contemporary with one another, both being constructed of cast *in-situ* concrete with cast-in softwood spacers (Plate 3.2). An interesting feature of note was a short length of c.22" gauge railway set in concrete, leading into the lost part of the building from the south (Plate 3.3). This was close to the recess

in the west wall of the later building E and it seems possible that the lost building was a saw-mill, used for converting sizeable logs of teak etc for boat building. Once again, both parts of this building appear to have been almost exactly contiguous with structures shown on the 1900 OS map and exactly so with structures shown on the 1939 edition. Therefore the same comments apply as to the northern boundary wall, footbridge K and buildings C/1.1-1.2 and F.

2.14.2 *Post by building C - Building 4 on Figure 8*

In the angle between buildings C/1.3 and C/1.4 there was an old circular softwood post standing to a height of some 4.2m above ground level (Plate 4.1). It tapered from 11½" diameter at the base to some 10" and at the top it had the truncated remains of a composite beam some 10" square, fixed with a forged iron strap. This post was clearly more than 100 years old and was interpreted as the last surviving support for an elevated mobile gantry crane. Such a structure, if correctly interpreted, would indicate that the site was equipped for moving substantial objects, most probably heavy baulks of sawn timber or un-sawn tree-trunks.

2.14.3 *Cast-iron crane base adjacent to bridge K - Building 5 on Figure 8*

An attractive iron casting resembling a decorative bollard with a spigot projecting from its flat top remained in-situ adjacent to the channel dividing the north and south islands (Plate 5.1). This was clearly the base of a crane noted on the maps from 1844 to 1939.

2.14.4 *Flat-roofed store adjacent to workshop G - Building 6 on Figure 8*

This small building (1.6m x 2.38m) was situated adjacent to a landing area on the channel dividing the site. The building, which was of cast in-situ concrete construction (with cast-in softwood spacers) right down to its integrally cast internal shelves, is not visible on either the 1900 or 1939 maps (Plates 6.1 & 6.2). It appeared to be associated with diesel pumps for fuelling river craft. This building is the best evidence that the method of concrete construction, so typical of numerous buildings and structures on this site, dates to the 1930s.

2.15 DISCUSSION

2.15.1 The buildings on the site appear to represent three main building periods. The earlier and longer phase (Timber Yard phases 1-4) consisted of building an increasing number of timber-framed buildings, apparently connected with the use of the site as a wharf, probably principally in connection with the timber trade. The later two phases consist of concrete buildings cast *in-situ* (Boat Yard phase 1), followed by a move to buildings constructed of prefabricated elements (Boat Yard phase 2). Both of these phases appear to be connected with boat building and repair.

2.15.2 *Timber Yard Phase 1 - Pre-1844* The two islands which comprise the site appear to have functioned as a single wharf since at least the time of the earliest detailed plan. This plan is that accompanying the sale particulars of 1844 (Figure 5). This plan shows Lock House (A) and a wharf on the northern island, with the south island occupied by further wharfage together with a crane (4), a small office and a long open-fronted range with a stable at the west end, the remainder of the range being used for timber storage. The principal building on the site in 1844 was a long range on the south island consisting of a stable and timber (storage) sheds. Whilst this range was contiguous with the large C/1.1-C/1.2 building extant at the time of survey, it seems clear from study of the building and its roof trusses that none of its elements dated to this period.

2.15.3 *Timber Yard Phase 2 - 1844-c.1850* The site continued as a wharf following the 1844 sale of the site, and a plan of the area from the City Engineer's Department which dates to between the opening of the railway to Grandpont in 1844, and the extension of the railway northward c.1850

shows both islands as Mallam's Wharf. This plan appears to closely pre-date the 1847 Tithe Map. These plans reveal several changes to have occurred soon after the 1844 sale of the site. The most notable change was the construction of a rectangular building on the site later occupied by Grandpont Cottage (Isis House). This building is shown on the Tithe map only and as it lies on a different alignment to the extant house, it is presumed not to be the same building. Another substantive change was the building of a rectangular shed on the north island. Study of the fabric of building **B/1.3** indicated that its roof and elements of its walls were consistent with this date. Study of the fabric of this building showed that it was originally timber-framed with morticed close-set vertical studs forming its northern wall. It is possible that this building was another timber store with its south wall open-fronted but this could not be determined as the underside of the wall plate was not visible. Whether this building was that shown in the Turner view is unclear as the position of the building does not seem right and the date of the drawing is not known. It also appears that the long range of timber storage sheds on the south island had been lengthened by this time. The roof and south wall of this extension survived until the time of survey, incorporated into building **C/1.1** and it is presumed that these remaining elements (and the more intact remains of building **D**) reflect the original appearance of the earlier timber storage sheds.

- 2.15.4 *Timber Yard Phase 3 - c.1850-1876* The open wharf areas became more crowded with buildings between 1847 and the time of the 1878 OS edition (surveyed in 1876) and a City Engineer's plan which bears a legend stating it to have been surveyed the same year. The principal changes are the construction Grandpont Cottage (**Isis House**) at the east end of the south island. This is clearly a much higher status residence than Lock House and its appearance indicates the increased prosperity of the wharf. The other substantial alterations were the further lengthening of the long south timber storage shed range (building **D**) and the construction of a cluster of sheds on the north bank of the south island. This latter cluster of buildings were again contiguous with structures which survived until recent times (principally building **3**) although no historic fabric was found to have survived within that structure. The City Engineer's plan (but not the OS of the same year) also shows a building contiguous with the covered mooring structure (**F**) although it is not clear if this is a later addition to the map. The form of the surviving open-fronted south range extension (**D**) with the earlier parts of the range (**C/1.1**) implies that the primary function of the site during this period was still the transport and storage of timber. From the evidence of the rails found beside building **E** it is inferred that the cluster of buildings built at this time on the north bank of the south island may have included a mechanical sawmill.
- 2.15.5 *Timber Yard Phase 4 - 1876-1900* The principal changes to have occurred between 1876 and 1900 were the construction of the covered mooring structure (**F**) and the wedge-shaped shed (**B/1.1-1.2**). It was clear from the analysis of the remaining fabric that whilst the roofs of both structures were primary (and similar in character to that of **C/1.1-1.2**), the concrete walls and columns were later additions. Whilst any evidence of the original walls of the covered mooring had been lost, study of the wall plates of the wedge-shaped building during demolition revealed it to have been timber-framed, originally having a studded north wall and an open-fronted south elevation overlooking the inlet dividing the islands. The function of these buildings is unclear although their forms are not inconsistent with the use of the site as sawmill / timber wharf.
- 2.15.6 *Boat Yard Phase 1 - Cast in-situ Concrete* Because of the way in which almost all of the extant structures of this type were contiguous with earlier structures, these buildings are difficult to date precisely. These buildings clearly follow a single design philosophy and it is thought that they all date to Salter's tenure of the site and that all are connected with wooden boat building. The only clue as to the date-range encompassed by this phase is the small store **5** which does not appear on any map until after 1939. The principal buildings to incorporate material of this

phase were buildings 3 and C/1.1-1.2. Both were substantial two-storey buildings, identical in terms of constructional details and although it seems likely that both may have reused elements of the buildings they replaced, principally roof members, these buildings were apparently very largely new purpose-built structures. Whilst most of building 3 had been destroyed (apparently by fire) prior to survey, it was clear that building C/1.1-1.2 was built specifically for the production of 'eights'. Other buildings to have incorporated similar cast *in-situ* concrete elements (principally walls and columns) were buildings **F** and **B** whilst the **northern site boundary wall** and footbridge **K** were also built using the same beton-pisé techniques.

- 2.15.7 *Boat Yard Phase 2 – Prefabricated Buildings* Only two site buildings were of this type. These were **E** and **G**. Both were apparently built after 1960 and both were clearly latterly used for the building or repair of smaller G.R.P. (fibreglass) river craft. Building **E** was probably purpose-built for this technology prior to the destruction of the lost part of building 2.

3 ARCHAEOLOGICAL WATCHING BRIEF

3.1 INTRODUCTION

- 3.1.1 An archaeological watching brief was required to mitigate the ground works of the development. This comprised piling, the excavation of trenches for ground beams and excavation for two large drainage pump sumps in advance of the construction of new residential accommodation.
- 3.1.2 The aims of the watching brief were to identify any archaeological remains exposed on site during the course of the works, and to record these to established OAU standards (Wilkinson 1992), in order to secure their preservation by record.

3.2 METHODOLOGY

- 3.2.1 Groundwork commenced with piledriving, which was not archaeologically monitored. This was followed by the excavation of ground beam trenches and pits for the installation of the two drainage pump sumps. Separate inspection visits were made to site during the course of groundworks; all excavation was by 360° tracked mechanical excavator, fitted with a toothless bucket.
- 3.2.2 Within the constraints imposed by health and safety considerations the deposits exposed were cleaned, inspected and recorded in plan, section and by colour slide and monochrome print photography. Written records were also made on proforma sheets. Soil description utilises standard charts for the approximation of percentage of inclusion types in soil deposits.

3.3 BACKGROUND

- 3.3.1 A general archaeological and historical background to the site can be found in section 1.2 of this report. This further background concentrates on the archaeological background of the site with information taken from the desktop study (OAU April 1997) and the archaeological field evaluation (OAU January 1998) of the site.
- 3.3.2 Several excavations and monitoring exercises have been carried out in the immediate vicinity of the development site:

- Rescue work in the Telecom Tunnel beneath St Aldate's, across the Thames to the north of the site revealed possible late Saxon or Norman occupation following construction of the bridge and filling a former river channel (Campbell, forthcoming).
- Also across the Thames to the north of the site, evaluation work at the "Head of the River" Public House produced information relating to the processes involved in medieval land reclamation (OAU 1994).
- Excavations at Whitehouse Road, 250 m to the south-east of the site revealed evidence of Middle Iron Age occupation on the lower gravel terrace (Mudd 1993).

- 3.3.3 In the November 1997 evaluation on the development site, three trenches were excavated by machine to a maximum depth of 1.25 m. The trench locations were limited by restricted working space and the presence of a large number of underground services. Trench 1 was 7.5 m long, Trench 2 was 9 m long and Trench 3 was 5 m long; all were machine dug with a toothless bucket to a width of 1.6 m. A single 2 m square trench, numbered as (4), was dug by hand. All four trenches were excavated to a depth of 1.25 m in order to determine the immediate impact of the development, with an allowance for a cushion between the groundworks and any archaeological deposits present.
- 3.3.4 The evaluation revealed the remains of a building dated to the 19th century or later by a small quantity of 19th-century pottery and clay pipe fragments; the building possibly was associated with the 19th-century timber wharf. Findings otherwise were limited to dumping and levelling deposits of 19th-century date; these were excavated to a maximum depth of 1.25 m and produced finds ranging in date from the 12th to the 20th centuries. The earliest deposit in trench 1 (100) produced a single sherd of Tudor Green ware and potentially could date from as early as the 16th century; however the same deposit produced a clay pipe stem, suggesting that a much later date for this deposit is probably more likely. All the medieval material seen derived from 19th or 20th century deposits of made ground, and do not necessarily derive from the site itself, or even the immediate locality.
- 3.3.5 The site lies on alluvial clays and gravels, overlying Oxford Clay, on the Thames floodplain at c. 57 m OD. The site consists of two islands in the River Thames, which probably are of natural origin although extensively built up and surrounded by river walls. The western boundary of the site consists of the Grandpont Causeway.

3.4 RESULTS

- 3.4.1 The deposits encountered throughout the watching brief generally were very similar in the pump excavations and the ground beam trenches and consisted of variable and well-drained made ground deposits of 19th- and 20th-century date. The numbering sequence was begun at (1000) in order to avoid confusion with those numbers issued during the 1997 evaluation. Figure WB 1 shows the location of the recorded sections.
- 3.4.2 *Pump 1 - (Section 13, Figure WB 5)*
The reduced ground level here prior to excavation was c. 57.00 m OD, and the pit was dug to a level of c. 54.60 m OD, being between 2 and 2.5 m square in plan. The earliest deposit seen here was a redeposited alluvial clay, (1000); this was sealed by a deposit of clayey sand containing pieces of mortar and brick, (1001). This was sealed by five further clayey sand and gravel made ground deposits (1002)-(1006), raising the ground level by c. 1.10 m. A service trench [1007] was visible in the north section, slightly angled it was aligned almost exactly east-west; it was backfilled with gravel (1008) and sealed by a compacted mixture of

coarse subangular sand and fine-coarse subangular gravel (1009). Prior to ground reduction the area had been sealed by a modern surface comprising a layer of clinker (1010), a layer of fine subangular gravel (1011) which was sealed by a layer of rolled concrete (1012).

3.4.3 *Pump 2 - (Section 14, Figure WB 5)*

3.4.3.1 Deposits of made ground seen here generally sloped downwards from west to east (away from the bridge); this slope was particularly noted in some of the lower deposits.

3.4.3.2 The reduced ground level here prior to excavation was c. 56.80 m OD, and the pit was dug to a level of 54.25 m OD, being between 2 and 2.5 m square in plan. The earliest deposit seen here was a redeposited alluvial clay, (2000); this was sealed by a deposit of clayey sand containing fragments of mortar and brick, (2001). This was sealed by six further clayey sand and gravel made ground deposits (2002)-(2007), raising the ground level by c. 1.5 m. These deposits were overlain by a compacted mixture of coarse subangular sand and fine-coarse subangular gravel (2008); prior to ground reduction the area had been sealed by a modern surface comprising a layer of clinker (2009), a layer of fine subangular gravel (2010) which in turn was sealed by a layer of rolled concrete (2011).

3.4.4 *Ground Beams - (Figures WB 2, 3 & 4)*

3.4.4.1 The ground beam trenches were dug to an average depth of 1 m and were cut through a variety of fills, none of which formed a definite surface. The similarity of these deposits allows for a general description across the site obviating the need to describe areas individually. Generally speaking the ground beam trenches were cut through deposits similar to those exposed in the drainage pump sump pits.

3.4.4.2 The earliest deposit seen was a very mixed and dirty deposit of coarse subangular charcoal stained gravel with occasional lumps of gray silty clay, (3000). This was overlain by a mixed deposit of sand and clay with occasional loamy lenses (3001), which in turn was sealed by a deposit of fine-coarse yellow/white subangular sand and medium-coarse subangular gravel with occasional lenses of charcoal-stained grey clay, (3002).

3.5 FINDS

3.5.1 Working methods on site meant that finds were retrieved from spoil which had already been dug out. Excavated material was sorted by hand for finds before its removal from site. Spoil was removed from site on a regular basis due to very limited working space. The paucity of finds retrieved is thought at least in part to be due to the working method, and all the finds that were retrieved are unstratified. Three small fragments of 19th- or 20th-century window glass were retrieved together with a small quantity of highly abraded pottery. The lack of diagnostic sherds of pottery means that no firm dates can be assigned; the pottery spans a date range from the late-medieval to post-medieval, with material also from the 19th and 20th centuries. It is thought likely that the medieval and post-medieval material was redeposited in the 19th or 20th centuries, as a part of the various dumped deposits on the site.

3.5.2 Various small fragments of animal bone were also retrieved, but were not identifiable due to their high degree of fragmentation.

3.6 ENVIRONMENTAL RESULTS

3.6.1 Due to the absence of any significant archaeology, no environmental soil samples were taken.

3.7 DISCUSSION

- 3.7.1 Neither the ground beam trenches nor the drainage pump sump excavations penetrated below the substantial quantities of made ground present on both islands. Nothing was found during the watching brief to contradict the findings of the evaluation, that the site has been substantially raised and levelled since the 19th century; all of the medieval finds were in redeposited material, not necessarily derived locally, dumped in the 19th-century. No evidence was seen which would shed light on the history of the site prior to its use as a timber wharf and boat yard in the 19th century, and similarly nothing was seen relating to the pre-19th century extent of the islands.

4 CONCLUSIONS

4.1 BUILDING INVESTIGATIONS

4.1.1 *Lock House* – The watching brief carried out during the demolition of Lock House added to the knowledge of building from the previous investigation reported on in June 1997. Original features such as a blocked window on the east wall and the original door were revealed during demolition. Further observations of the framing techniques used in the construction were seen to be consistent with an early-mid 19th-century date for the structure. Elements of the original building were seen to survive such as the majority of the frame, the west rubble wall, internal brick stack, historic wall surfaces and floor structures. However, the roof and the external weather-boarding was all modern replacement material, as were the window and door fittings.

4.1.2 *Industrial structures* - The survey of the industrial archaeology of the standing buildings at Salter's Boatyard is regarded as having been a worthwhile exercise. Not only has it ensured that a record has been made of a distinctive landmark at the southern entrance to the City but it has also preserved by record something of a small Thames-side boatyard which was formerly engaged in the production and repair of not only a large range of small powered and un-powered pleasure craft but also of rowing 'eights', a type of craft very much associated with the City (and more especially the University) of Oxford. The survey has also revealed the un-expected remains of a riverside wharf and timber yard dating from a period spanning either side of the arrival of the railway in Oxford, an event which eventually spelt the decline and final demise of the Thames as Oxford's commercial artery. The survey has also revealed a novel use of the little-used constructional technique of cast *in-situ* wall construction, known as beton-pisé in its country of origin.

4.2 ARCHAEOLOGICAL WATCHING BRIEF

4.2.1 The development ground-works disturbed only 19th-century made ground levels which had been previously encountered in the field evaluation of the site (OAU January 1998) and so no further evidence was uncovered of pre-19th-century activity.

John Dalton, Rob Kinchin-Smith, Julian Munby & Kate Newell
Oxford Archaeological Unit
December 1999

Bibliography:

Campbell, G E	forthcoming	'Excavations at Thames Street, St Aldate's, Oxford', tss draft for OAU monograph <i>Oxford before the university</i>
Mowat J L G	1888	<i>Sixteen Old Maps of Properties in Oxfordshire....in the possession of the Colleges of the University of Oxford.....illustrating the Open Field System</i>
Mudd, A	1993	'Excavations at Whitehouse Road, Oxford, 1992', <i>Oxoniensia</i> LVIII (1993), 33-85
OAU	April 1997	Salter's Boatyard, Folly Bridge, Abingdon Road, Oxford. Archaeological Desktop Study. Unpublished Client Report.
OAU	July 1994	41-43 St Aldate's & The Head of the River, Oxford. Archaeological Evaluation Report.
OAU	January 1998	Salter's Boatyard, Folly Bridge, Abingdon Road, Oxford. Archaeological Evaluation Report.
Oxford Historical Society	1909	<i>Brasenose Quartercentenary Monographs</i> , Vol. I
		Victoria County History, Volume iv
Wilkinson, D (ed)	1992	Oxford Archaeological Unit Field Manual

ORO

SC.64 Plan of wharfs at Oxford, for sale by auction July 3 , 1844.

Also large notice, reading as follows:

Freehold Wharfs Cranes, and Buildings, in St. Aldate's, Oxford, very near to the Oxford Station of The Branch Railway From Didcot to Oxford, And in a Situation most desirable for Trade.

To be sold by auction, by W. Fisher, At the Star Hotel, Oxford, on Wednesday the Third of July, 1844, at Two o'clock, The above-mentioned valuable Property, in the following Lots, viz.: -

Lot 1.-All that WHARF, with the Cranes, Buildings and Premises, lately occupied by RICHARD PARKER, as a Carrier and Wharfinger, lying in the East side of Folly Bridge, at the foot or end thereof next St. Aldate's Street, having convenient access from the same Street, and a good frontage against the navigable River Thames or Isis, with every facility for loading and unloading goods; together, also, with the extensive and well arranged BUILDINGS forming in part the boundary of the same Wharf, viz., - a very suitable and comfortable DWELLING HOUSE and Offices for Clerks, capacious Warehouses, Stables, and conveniences of every description for carrying on an extensive Trade.

Lot 2.-The WHARF lying South of Folly Bridge and East of the Abingdon Turnpike Road, and thence running down to the River Thames or Isis, against which there is a frontage now occupied by Mr. T. MALLAM, Timber Merchant, bounded North by the Navigation Channel, and South by a Wet Dock, which divides this and the next Lot, together with the joint use of such Wet Dock in Common with the Owner of Lot 3.

Lot 3.-The WHARF, with Crane thereon, known as the Lower Wharf, lying South of the Wet Dock, and East of the Turnpike Road, and thence running down to the River Thames or Isis, against which there is also a frontage, also now occupied by Mr T. MALLAM, and bounded South by water known as the Back Stream, with the joint use of the Wet Dock in common with the Owner of Lot 2.

Lots 2 and 3 have some Sheds and Buildings thereon, which the respective Purchasers of these Lots will have the option of taking to at a fair valuation, to be made by Arbitrators chosen in the usual manner,

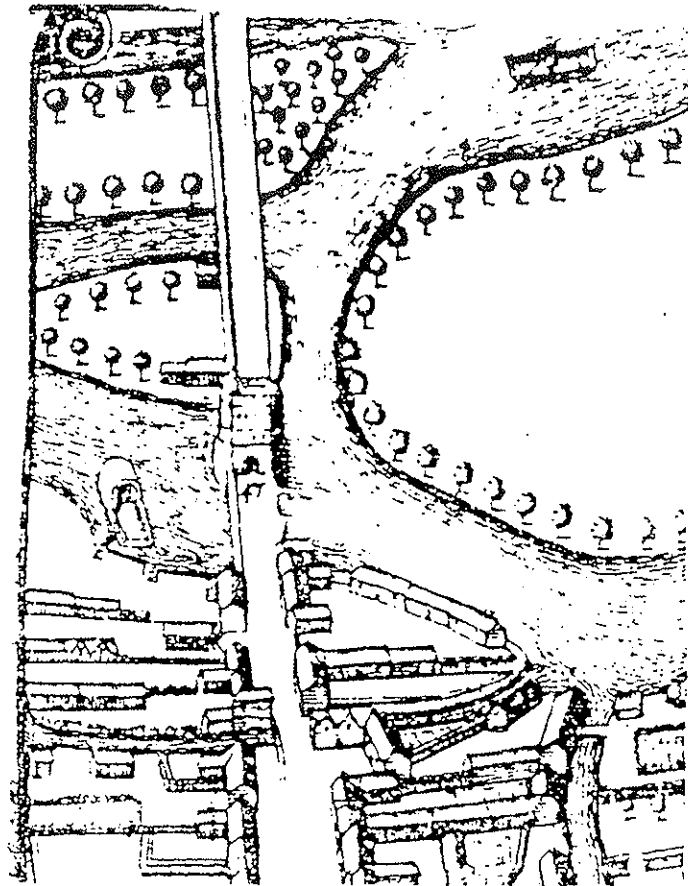


Figure 3A: Loggan's 1675 map

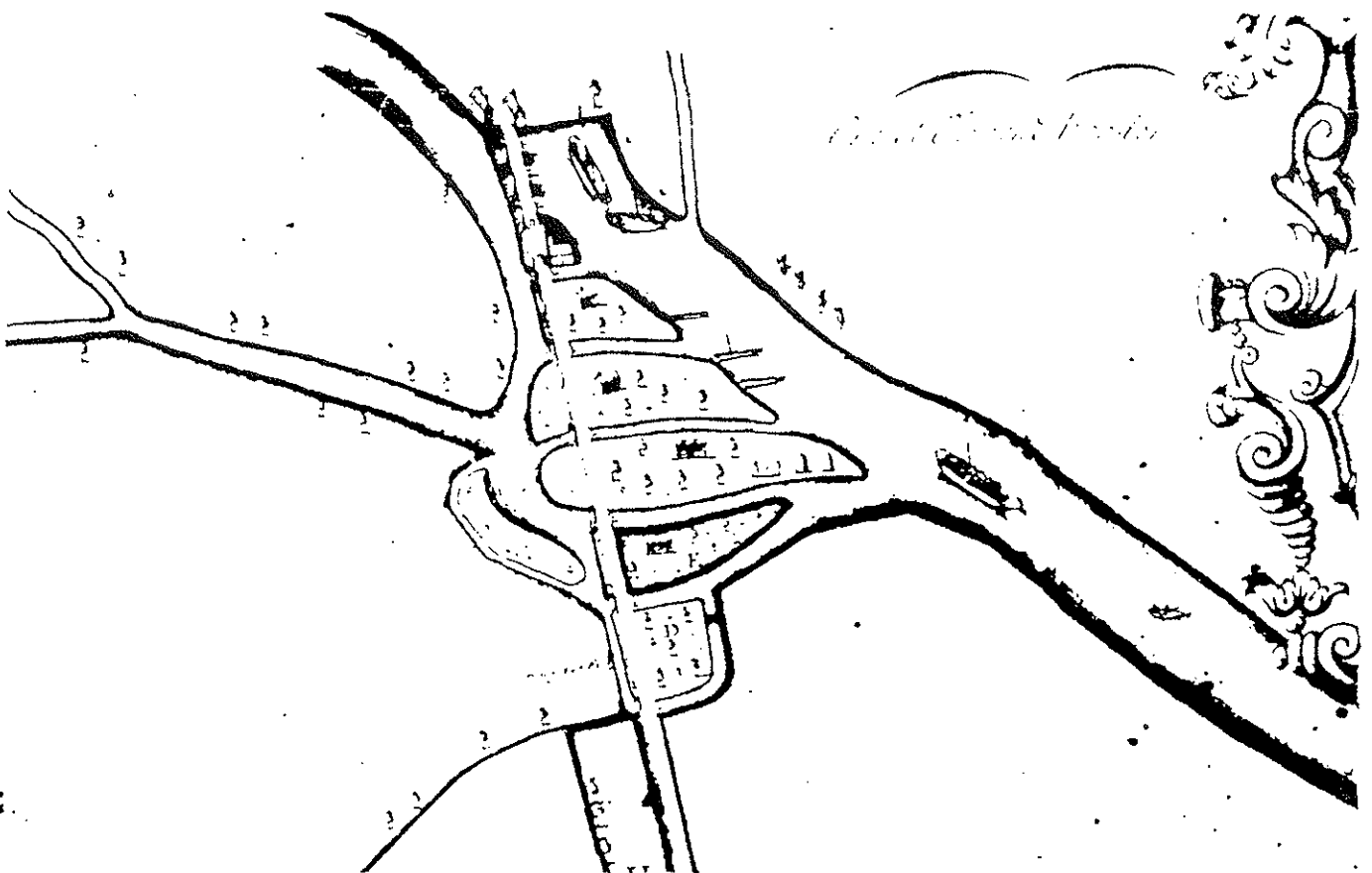


Figure 3B: Whittlesey's 1726 map of Brasenose estate

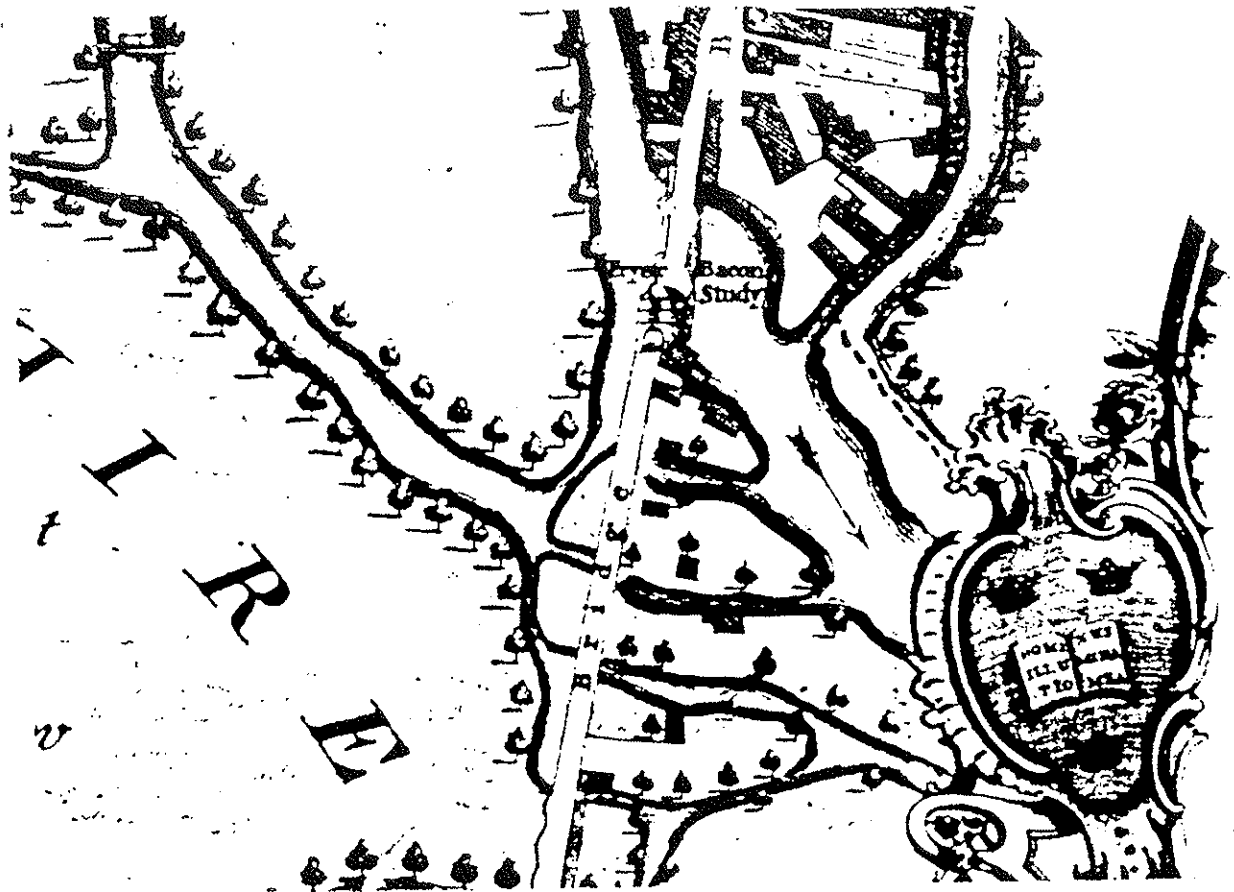


Figure 4A: Isaac Taylor's 1750 map



Figure 4B: St Aldate's Tithe map of 1847

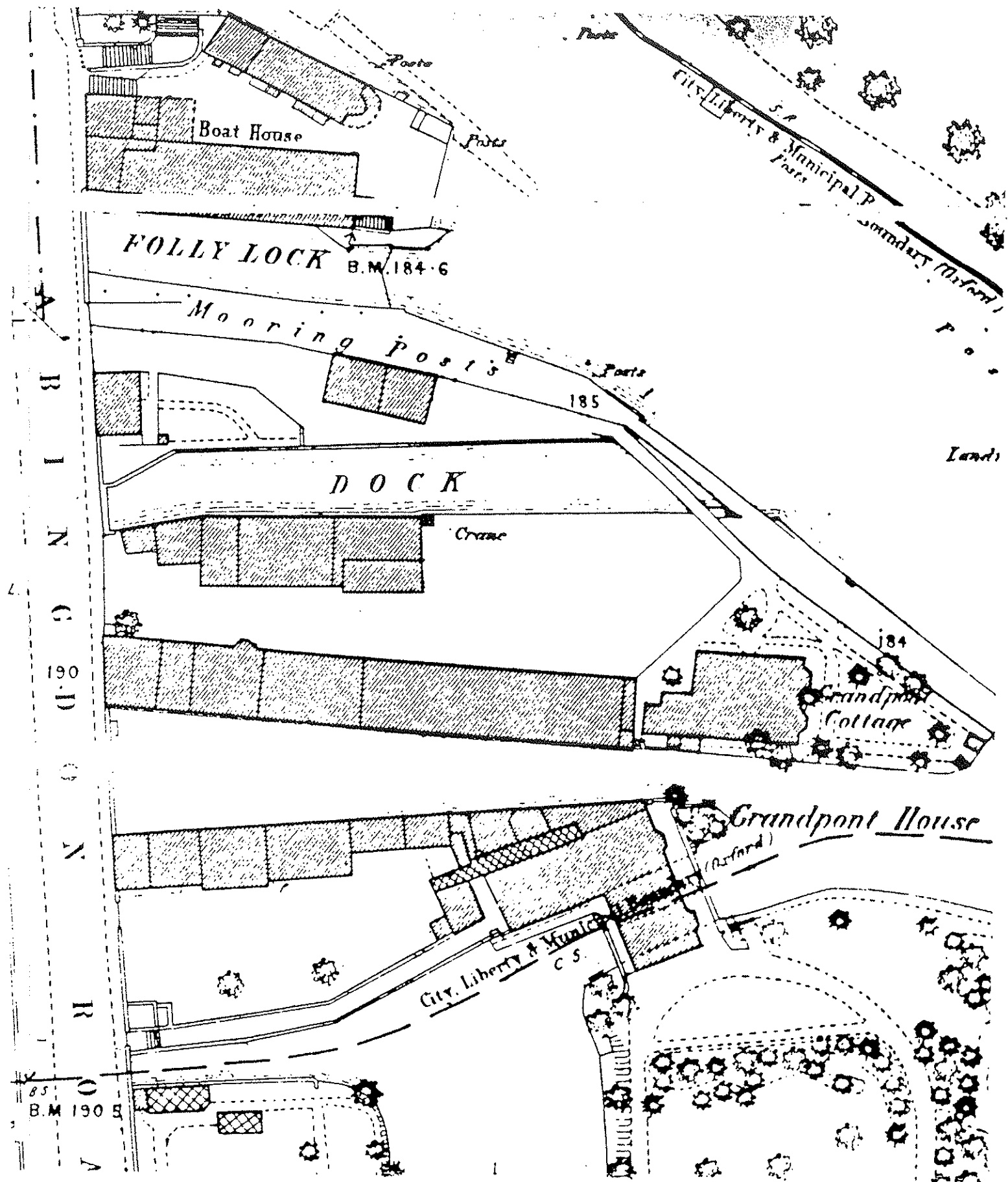


Figure 6: 1876 Ordnance Survey 1:500 plan

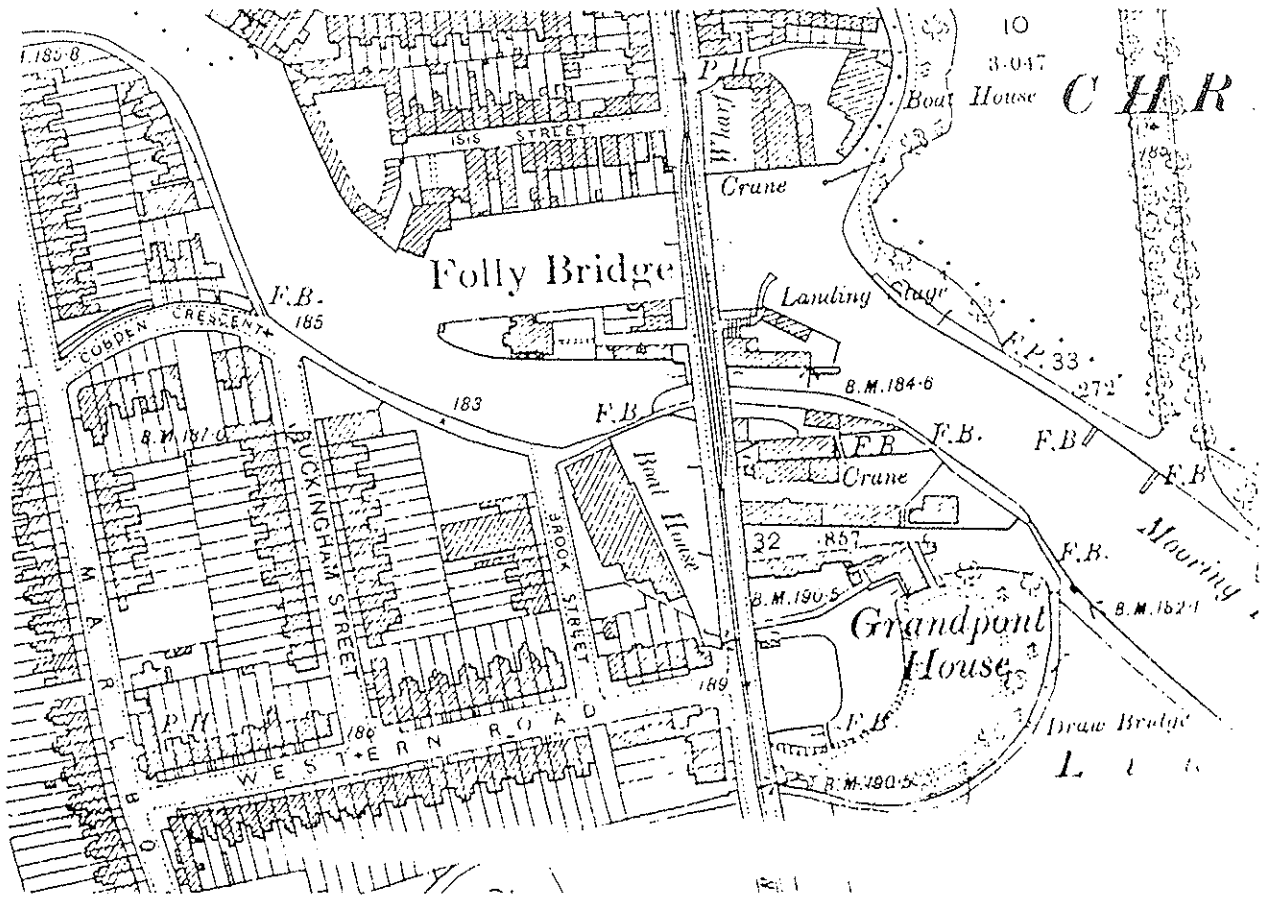


Figure 7A: 1900 OS 25" plan

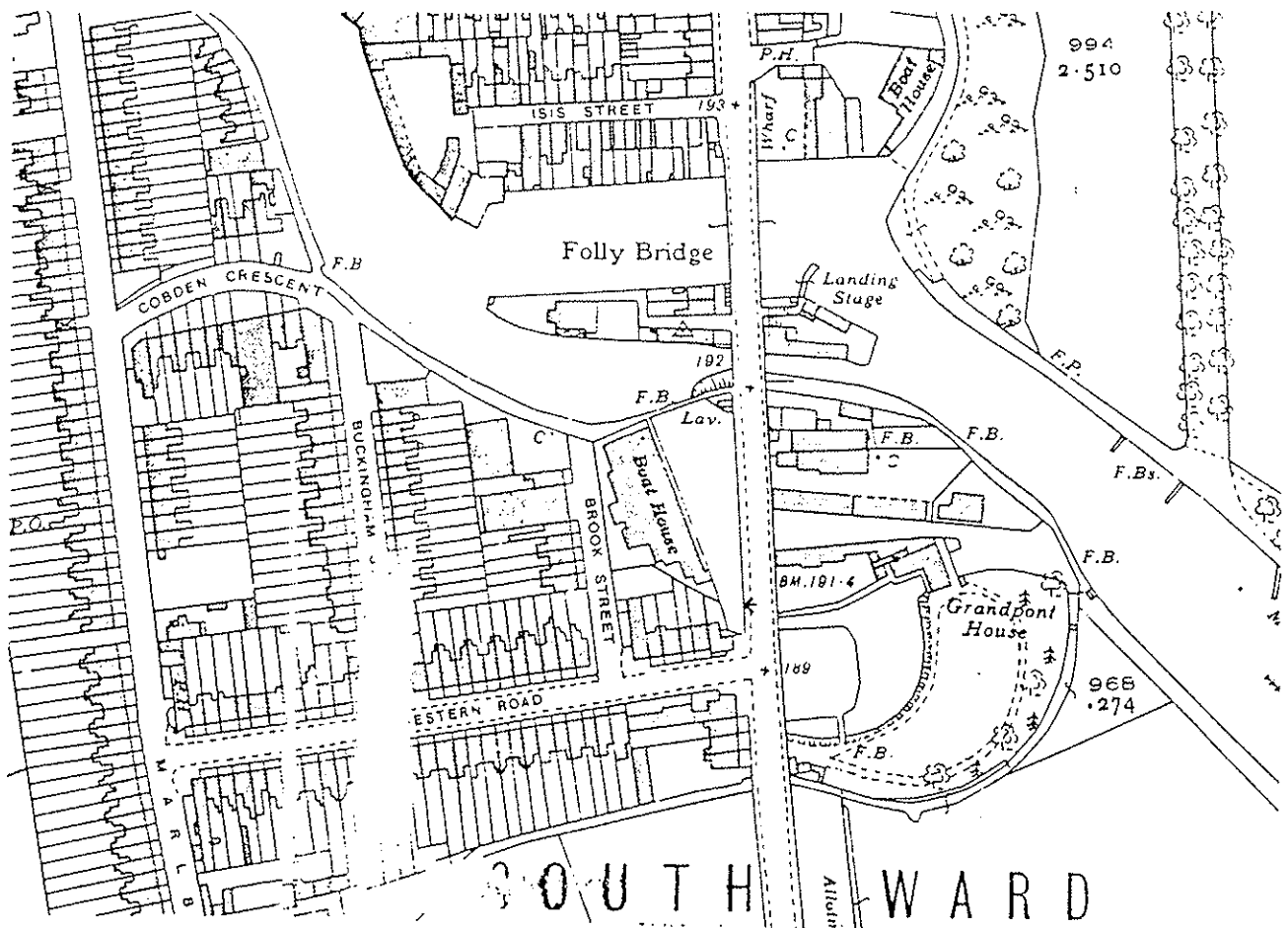


Figure 7B: 1939 OS 25" plan

TABLE A.1: BUILDING MATERIALS SEEN IN THE INVESTIGATIVE OPENINGS

No	Building Material	No	Building Material
1	Pink Plaster Board	17	Lath and Plaster
2	Pink Plaster Board	18	Pink Plaster Board
3	Lath and Plaster	19	Lath and Plaster
4	Lath and Plaster	20	Grey Plaster Board through to rubble wall
5	Lath and Plaster	21	Red Brick
6	Lath and Plaster	22	Red Brick
7	Lath and Plaster	23	Grey Plaster Board
8	Red Brick	24	Grey Plaster Board
9	Red Brick	25	Lath and Plaster
10	Pink Plaster Board	26	Lath and Plaster
11	Red Brick	27	Red Brick
12	Lath and Plaster	28	Grey Plaster Board through to rubble wall
13	Lath and Plaster	29	Lath and Plaster
14	Lath and Plaster	30	Lath and Plaster
15	Pink Plaster Board	31	Lath and Plaster
16	Lath and Plaster	32	Pink Plaster Board

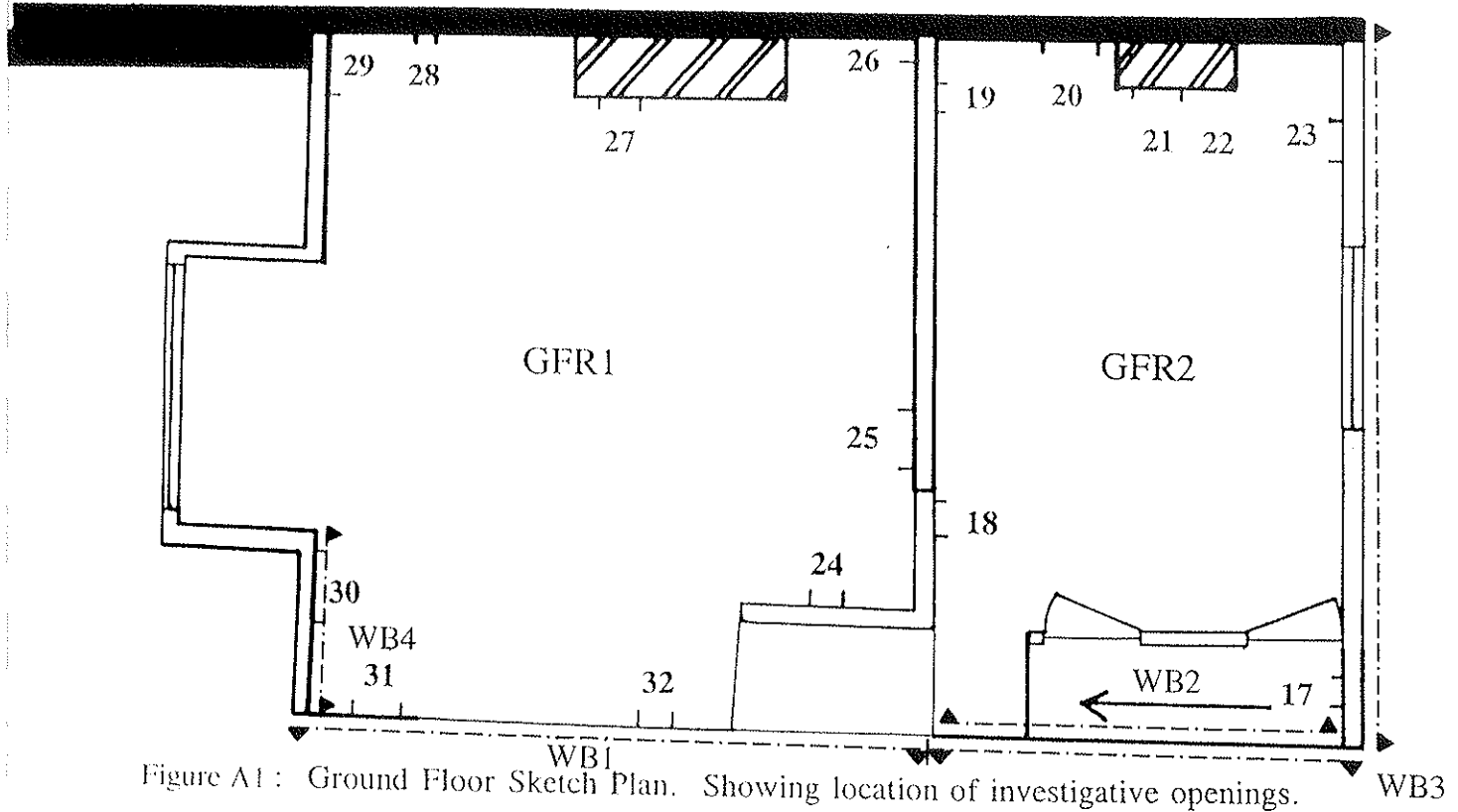


Figure A1: Ground Floor Sketch Plan. Showing location of investigative openings.

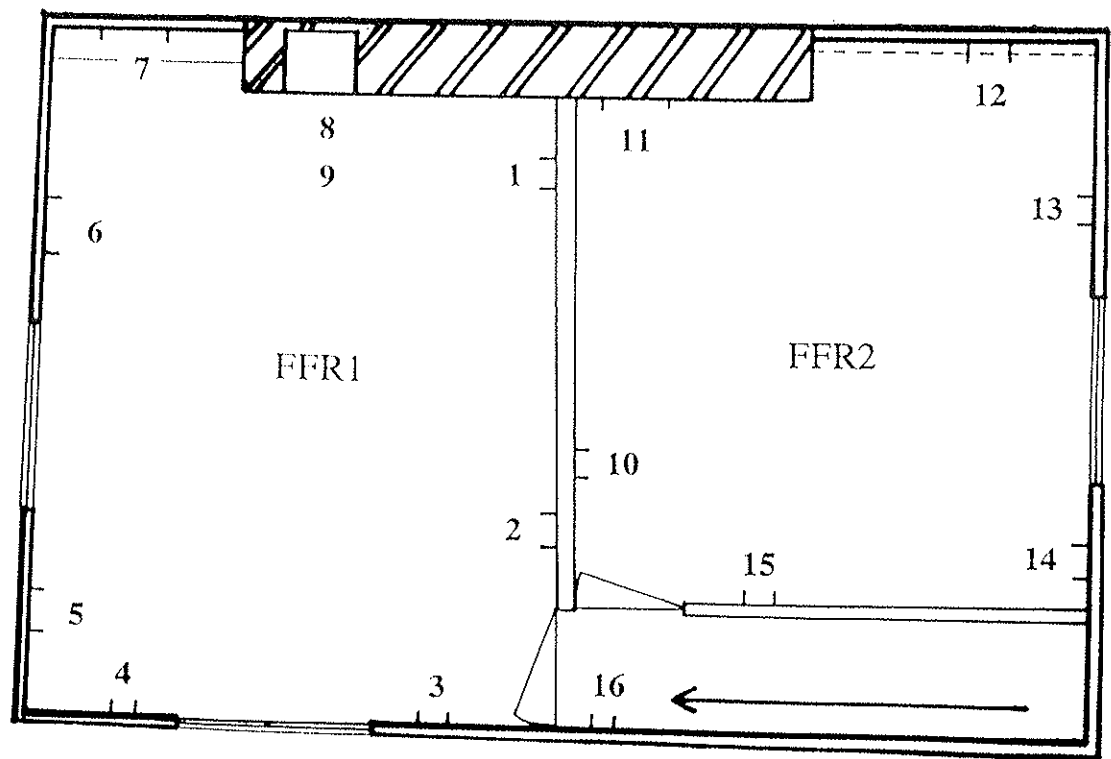


Figure A2: First Floor Plan Sketch Plan. Showing location of investigative openings.

KEY

	Rubble Wall
	Brick
	Lath and Plaster
	Modern Plaster Board



Scale - 1:50 at A4

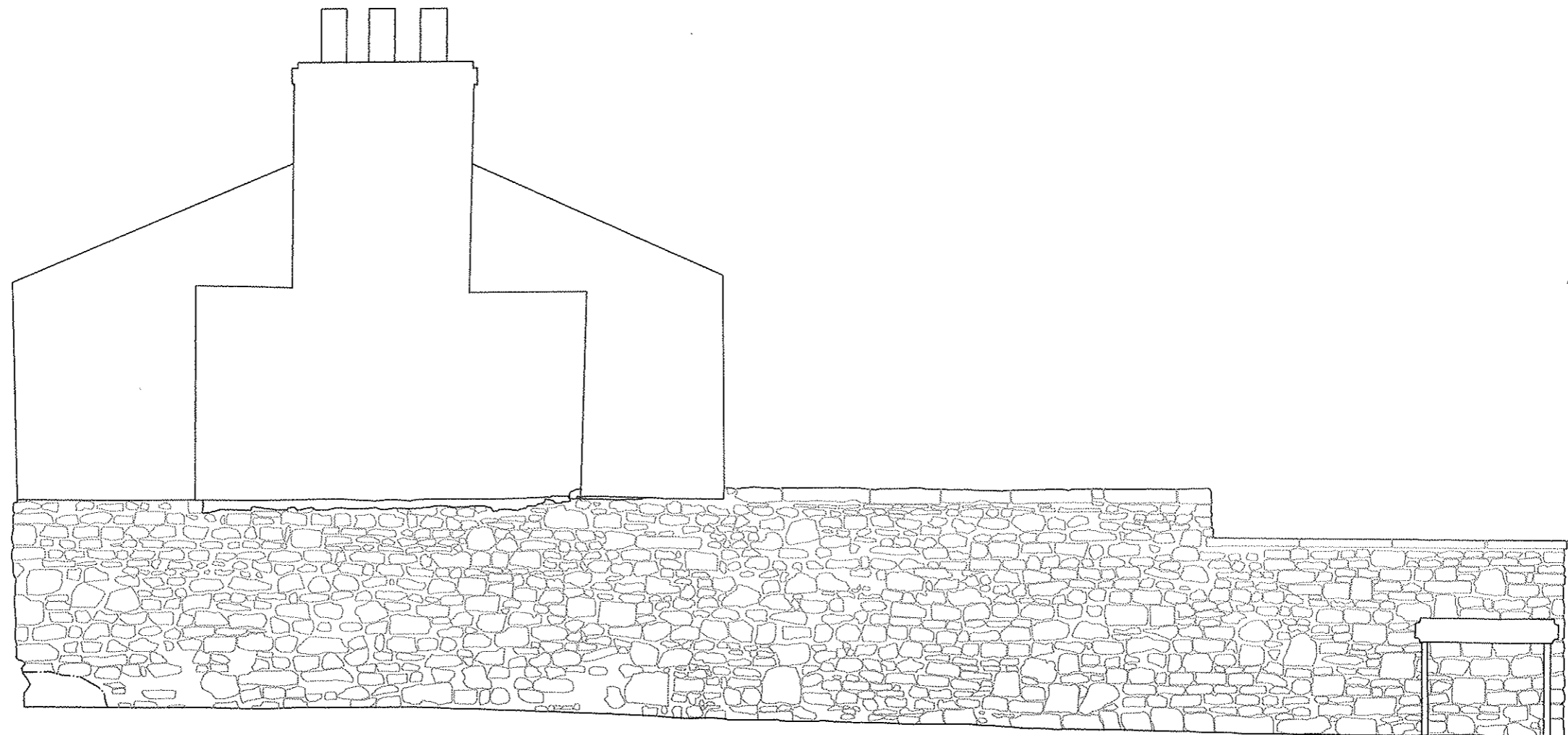
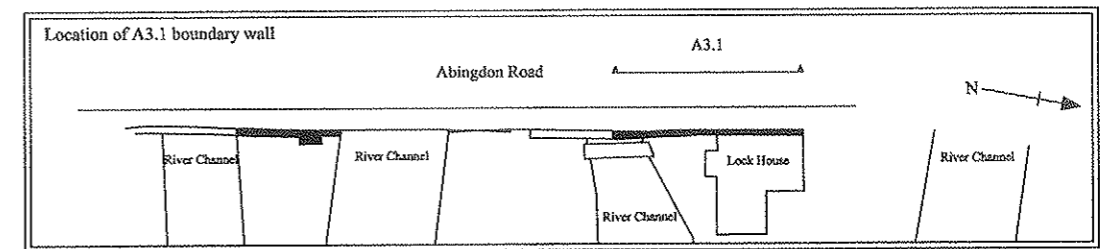


Figure A3.1:
Measured survey of the boundary wall (1:50 at A3)

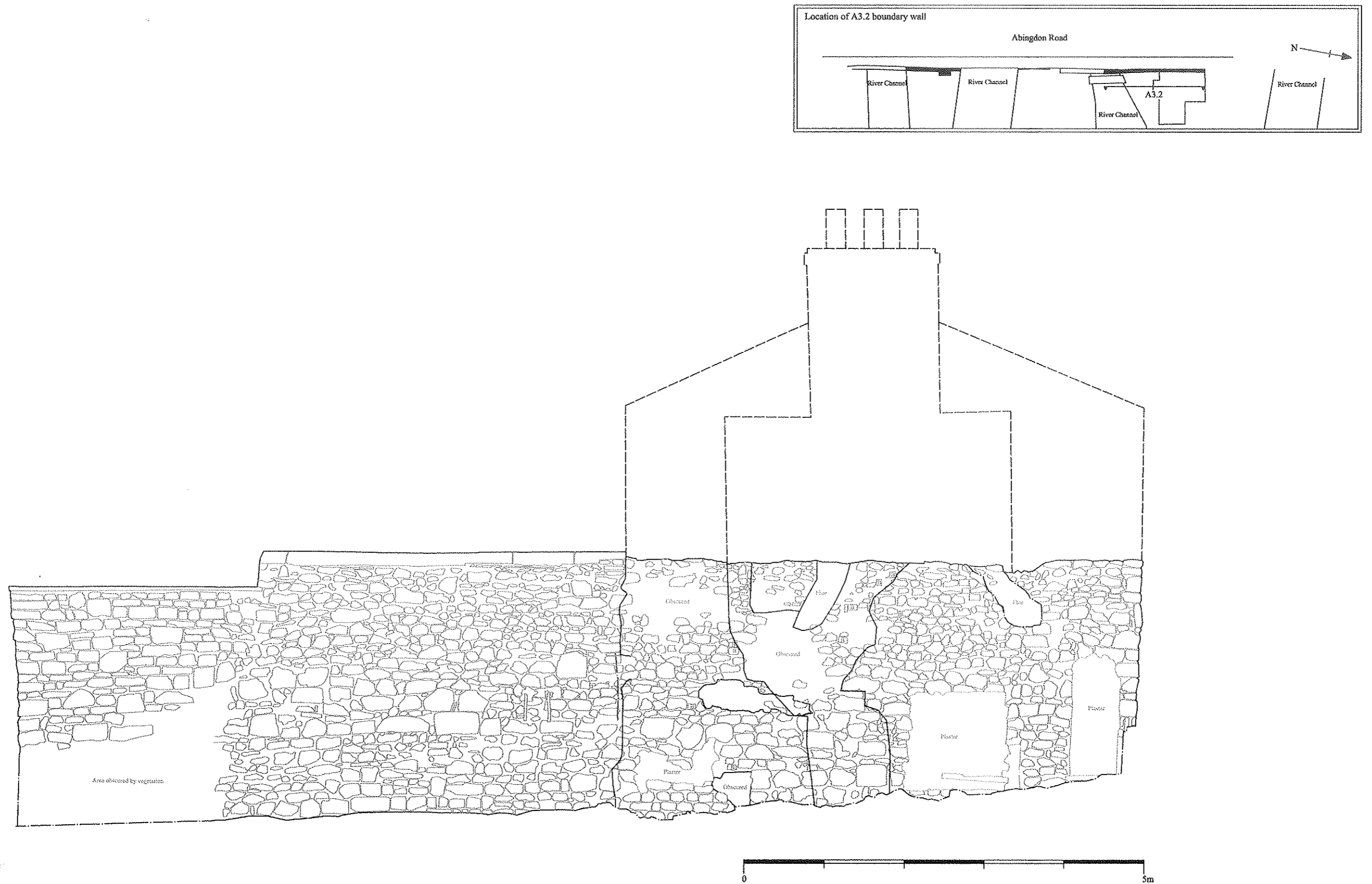
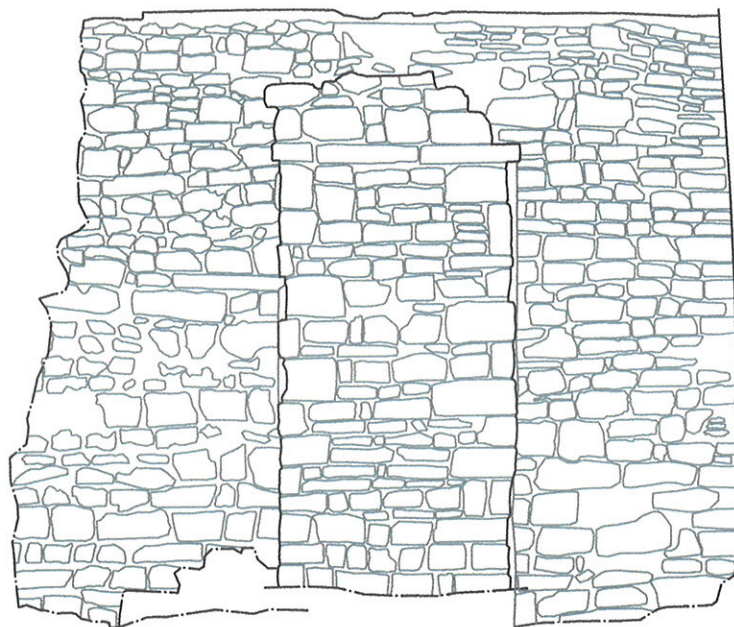
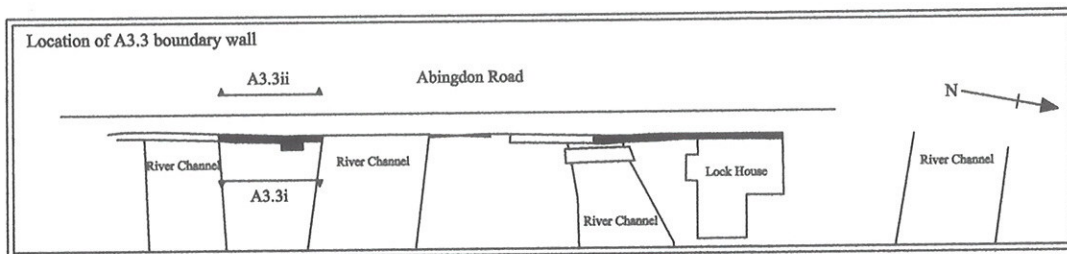
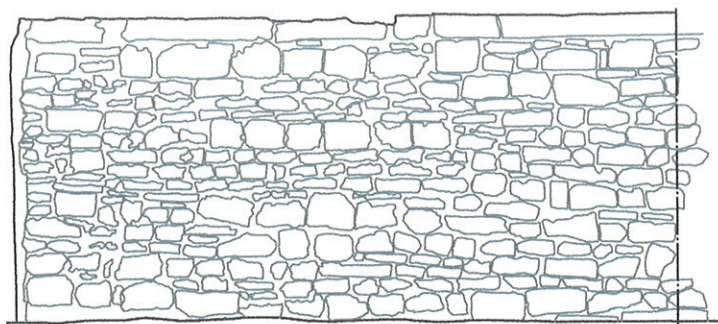


Figure A3.2:
Measured survey of the boundary wall (1:50 at A3)



A3.3i



A3.3ii



Figure A3.3:
Measured survey of the boundary wall (1:50 at A4)

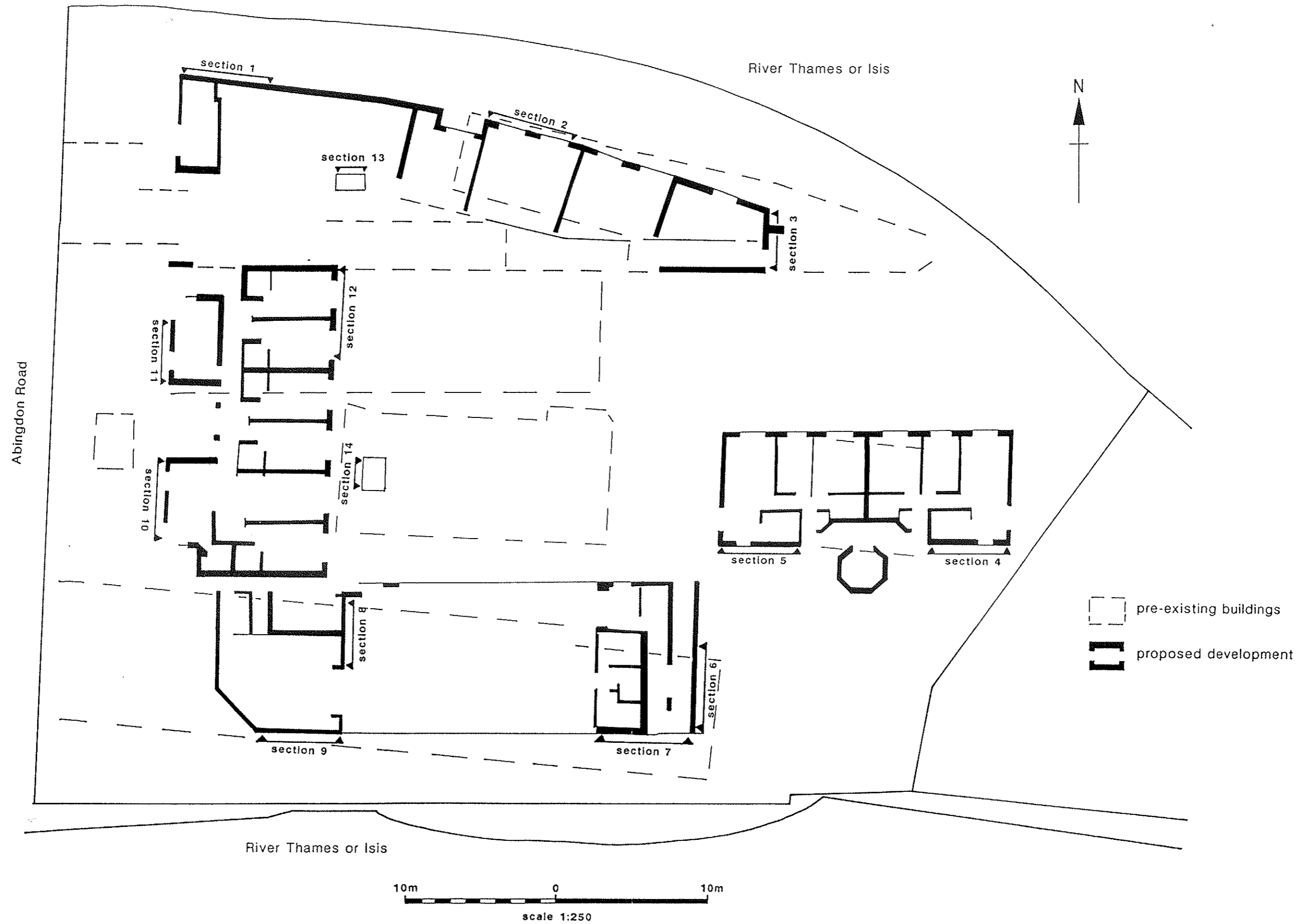
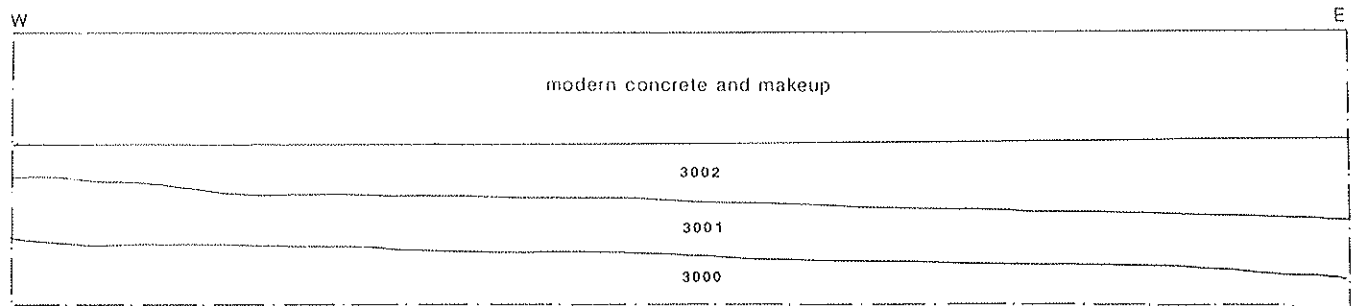
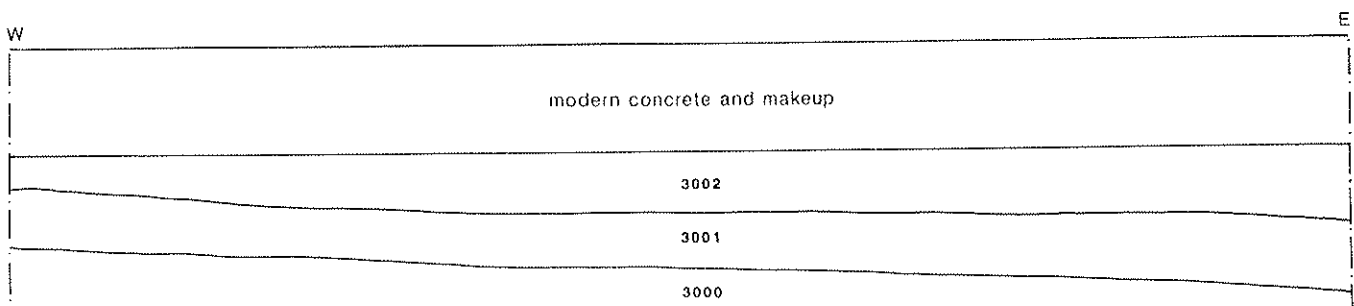


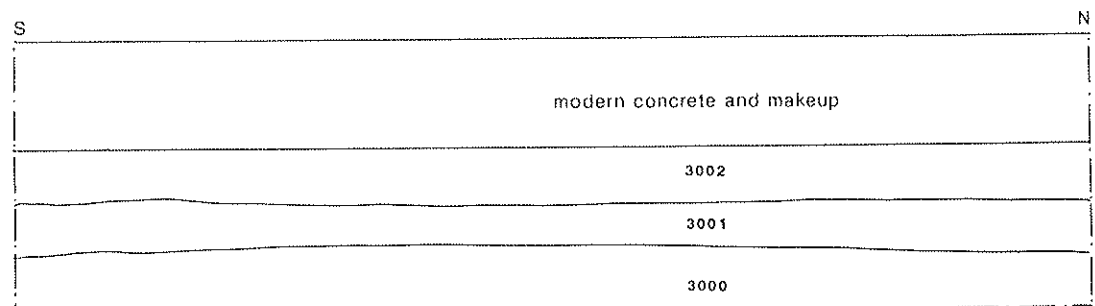
Figure WB1 : site plan showing section locations



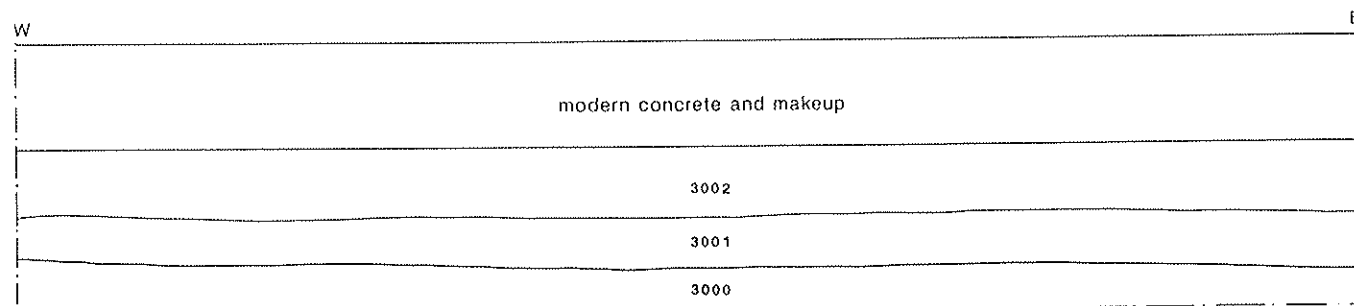
section 1



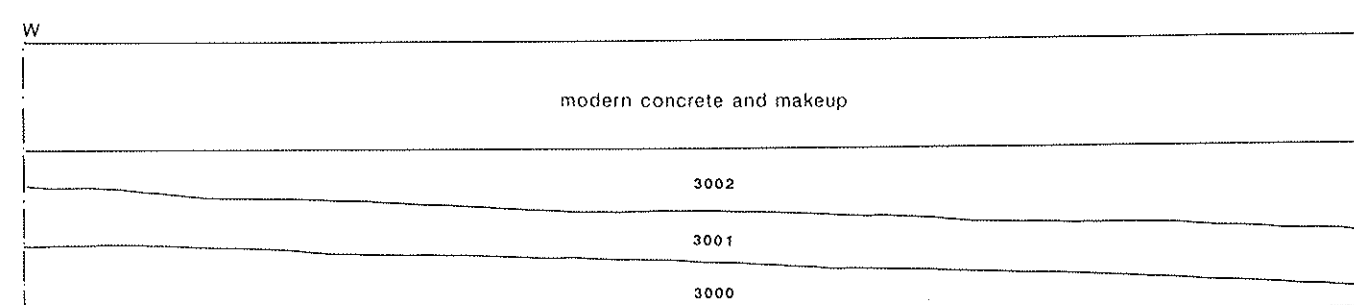
section 2



section 3



section 4



section 5



scale 1:20

At A3

Figure WB2: sections 1 to 5

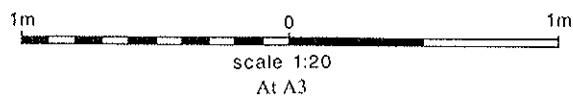
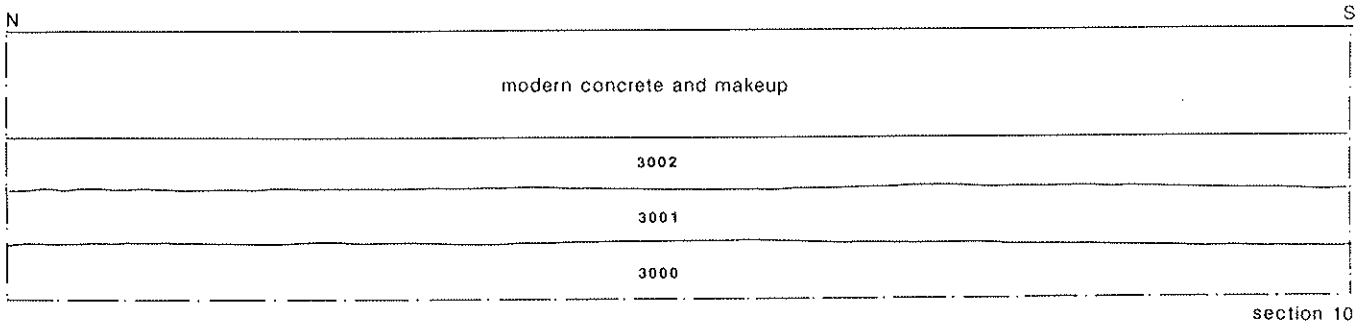
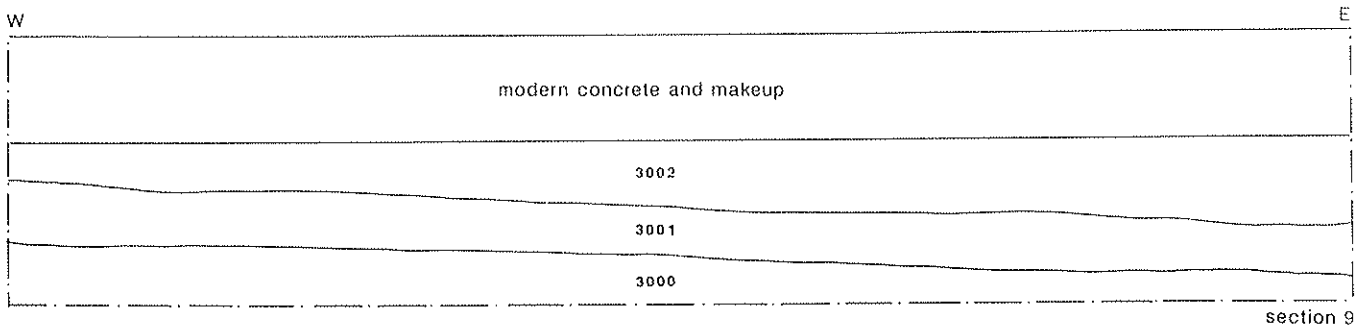
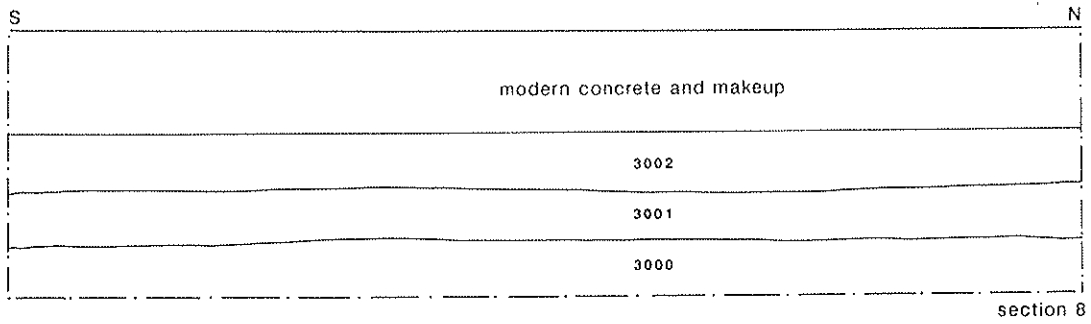
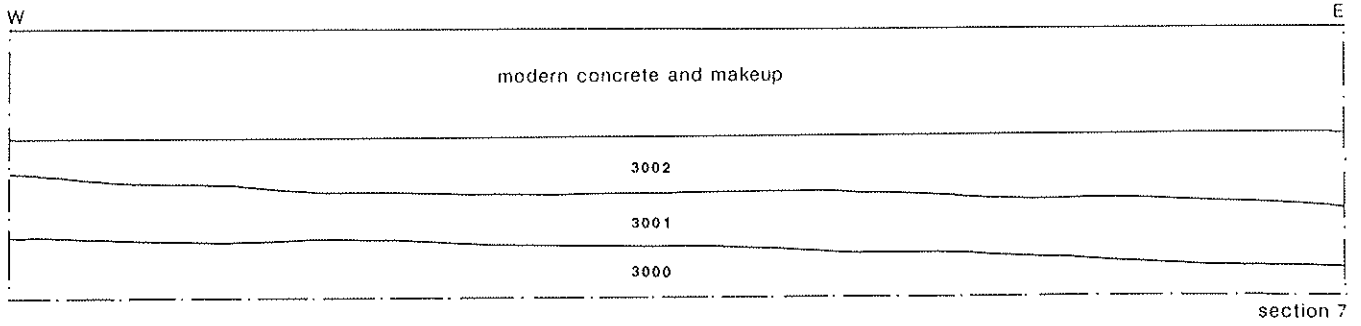
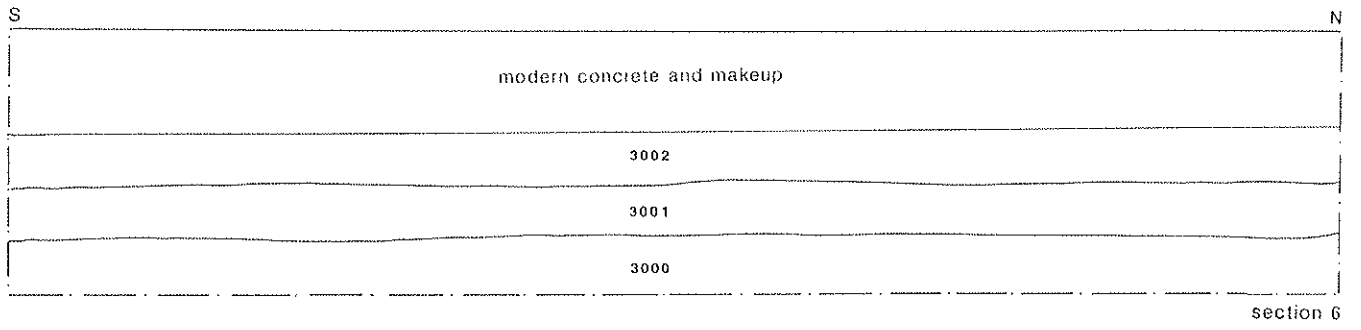


Figure WB3 : sections 6 - 10

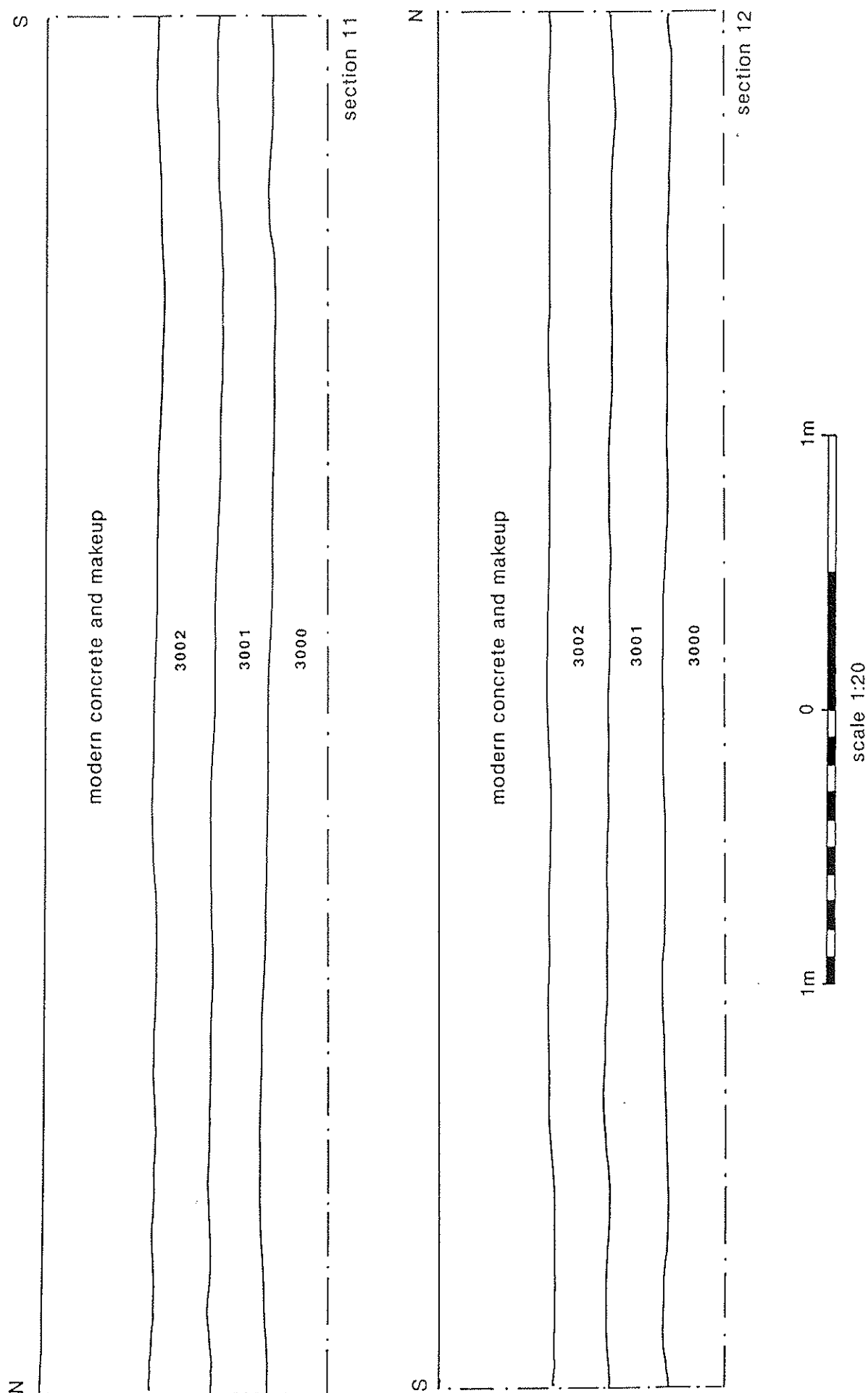
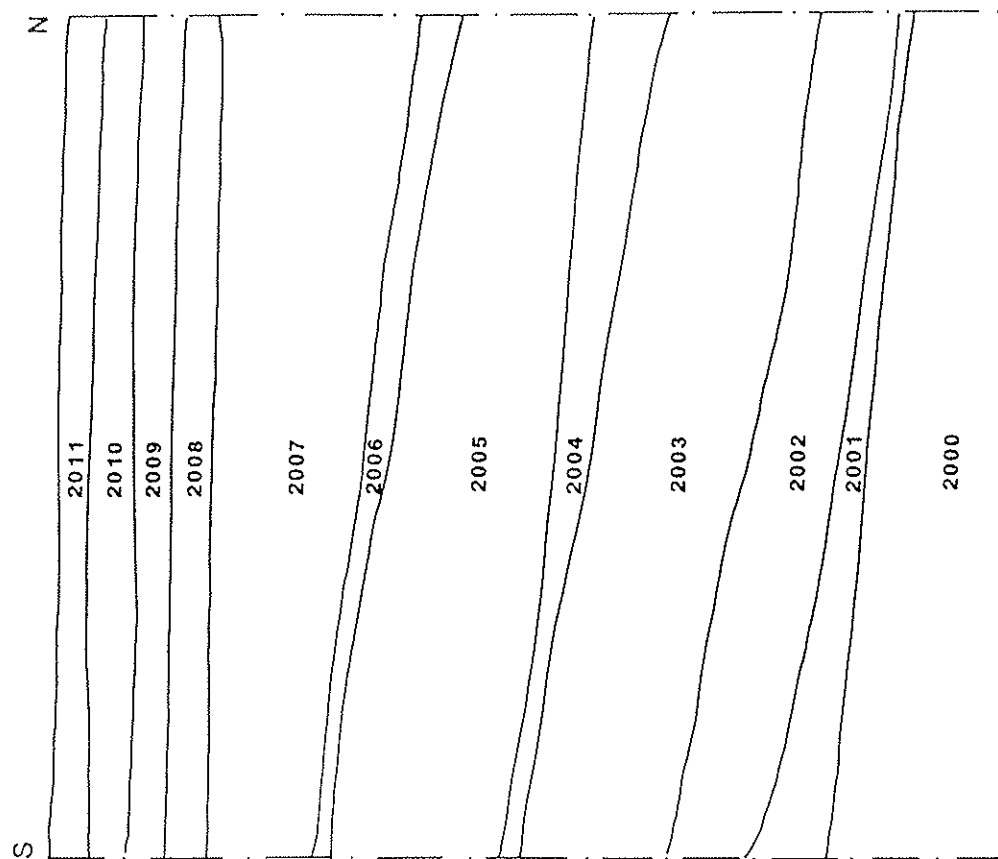
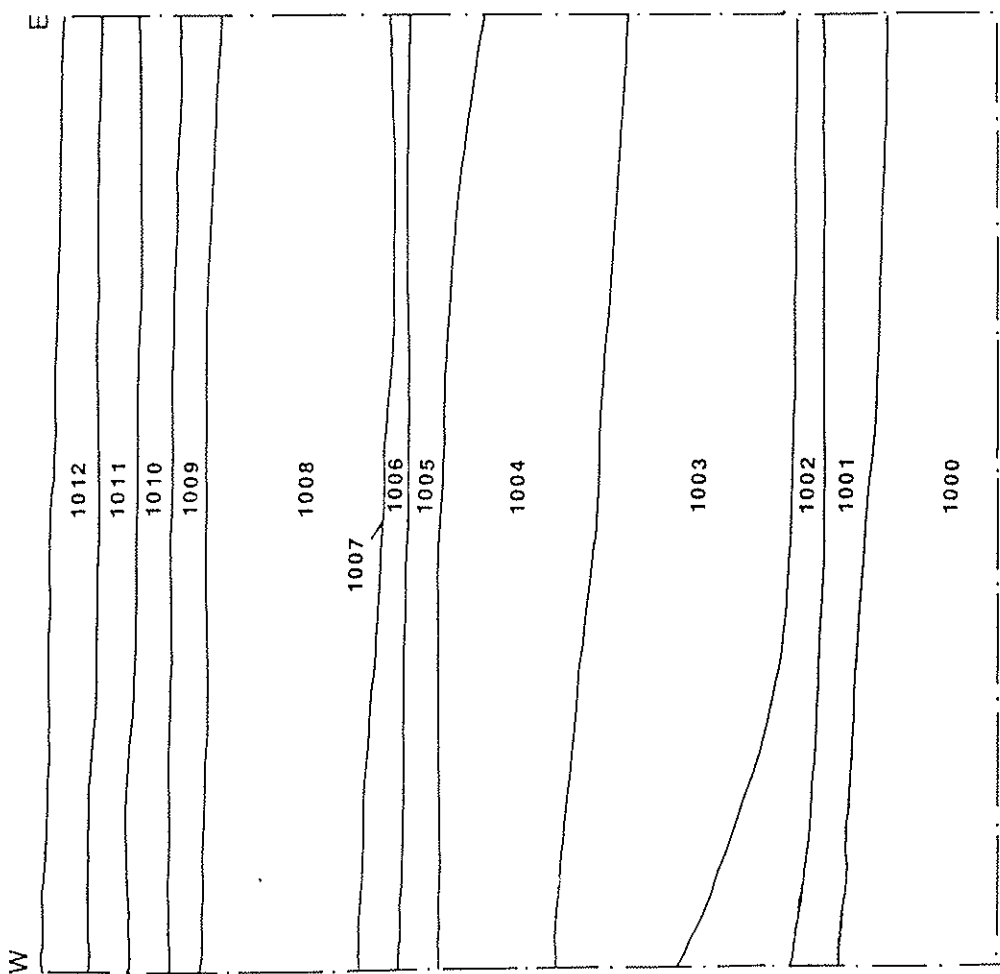


Figure WB4 : sections 11 and 12

OXSALT 98



section 13

section 14



Figure WB5 : sections 13 and 14



Plate A1: North elevation of Lock House

Plate A2: West elevation of Lock House

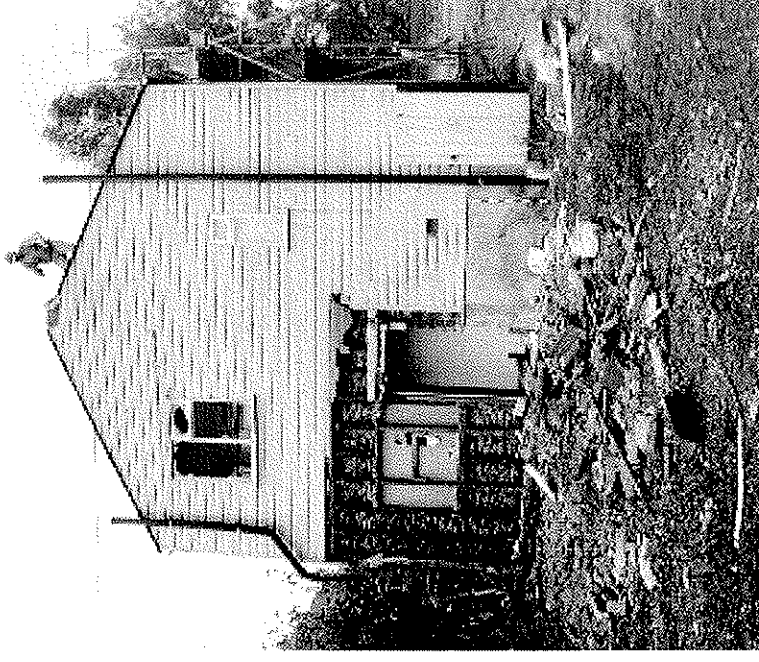
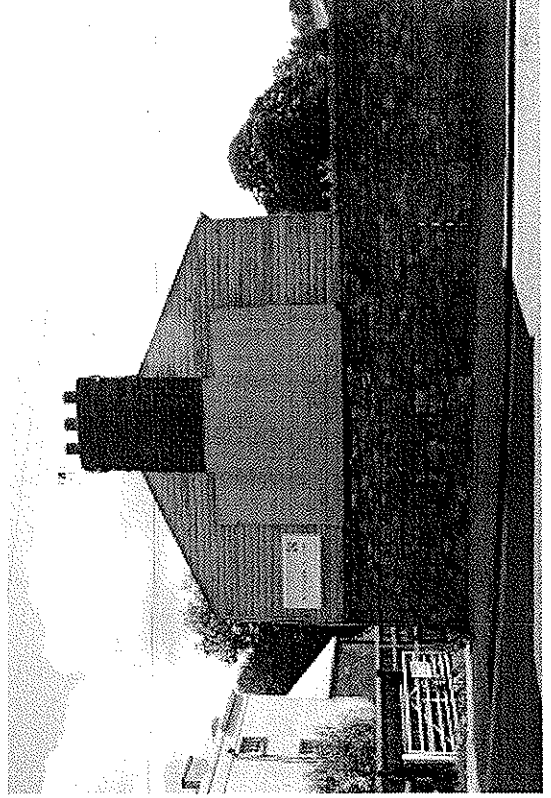


Plate A3: East elevation of Lock House during demolition

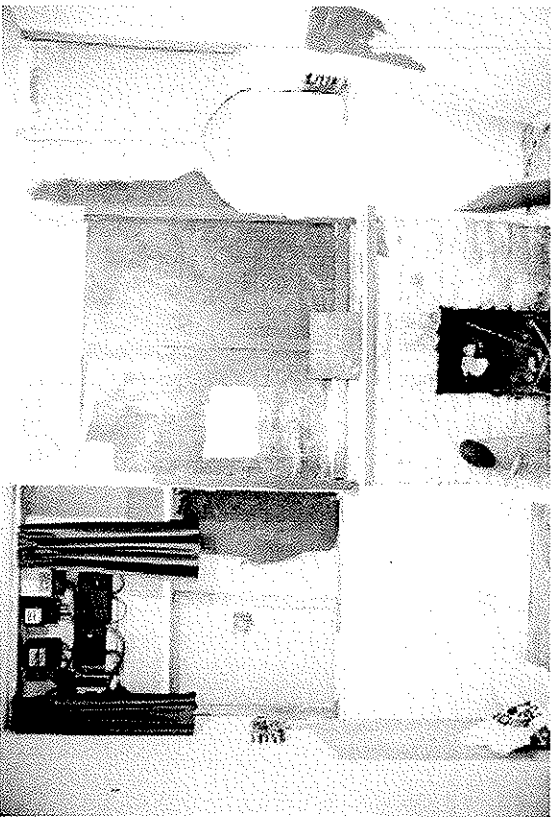


Plate A4: GFR1 – West Wall



Plate A5: GFR2 – West wall

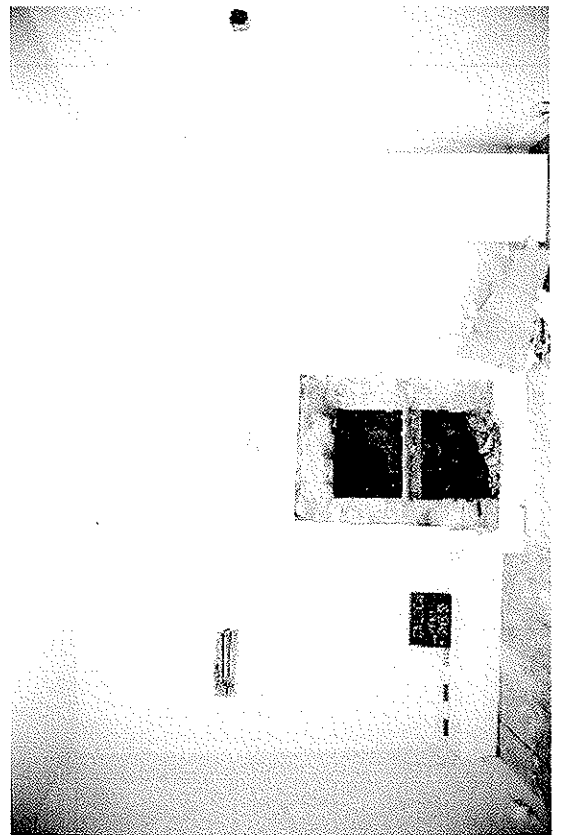


Plate A6: FFR1 – West wall



Plate A7: FFR2 – West Wall

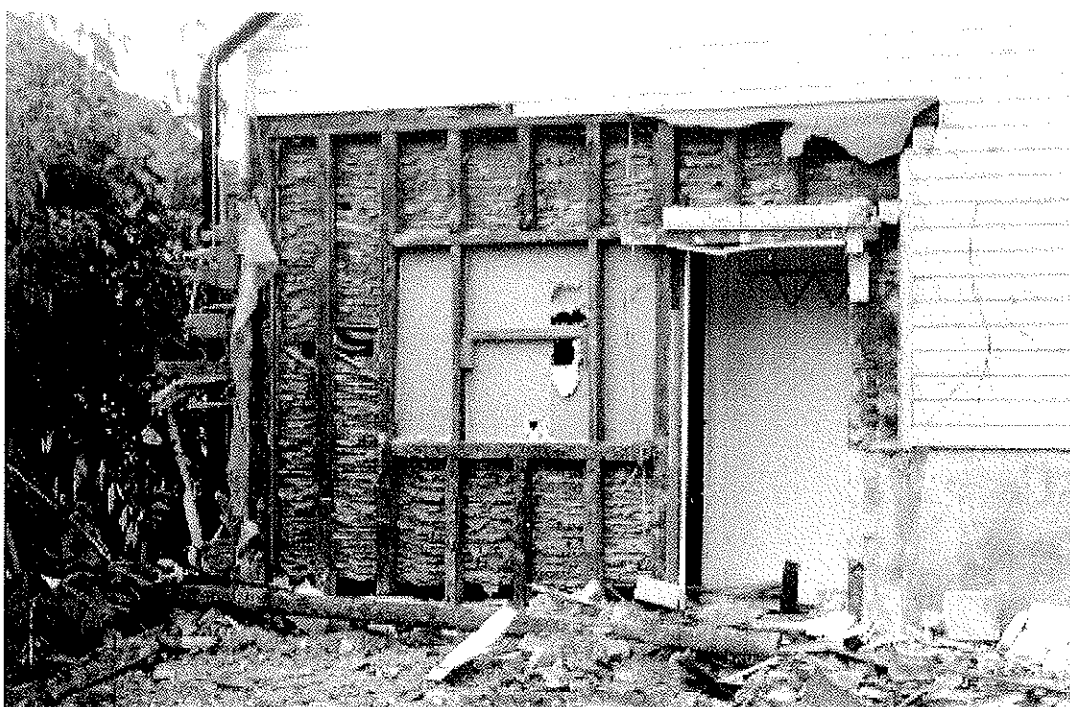


Plate A8: East elevation: Timber framing exposed during demolition, note original window and door openings

Plate A9: East wall – north end, internal view following the removal of the stairs, timber framing with diagonal bracing exposed





Plate A:10: Mortise holes of timber framing after demolition



Plate A:11: Tenons of timber framing after demolition

Plate A:12: Demolition

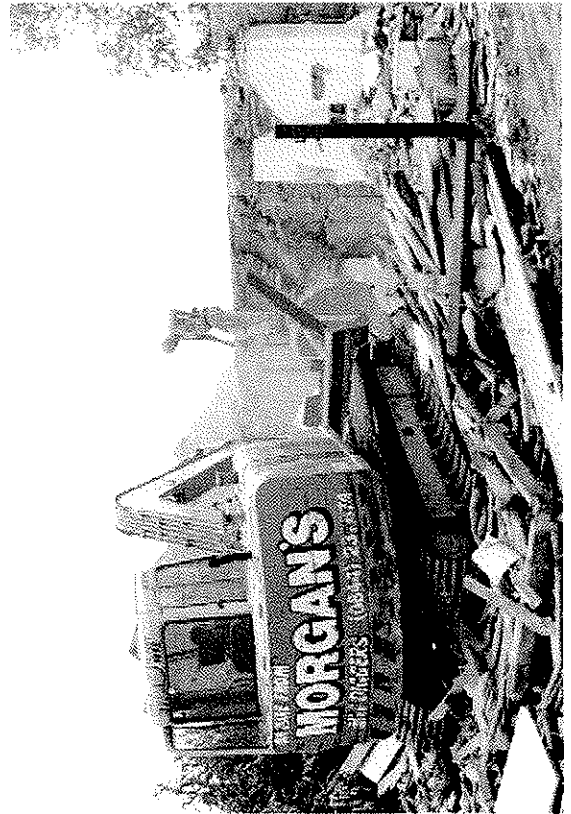
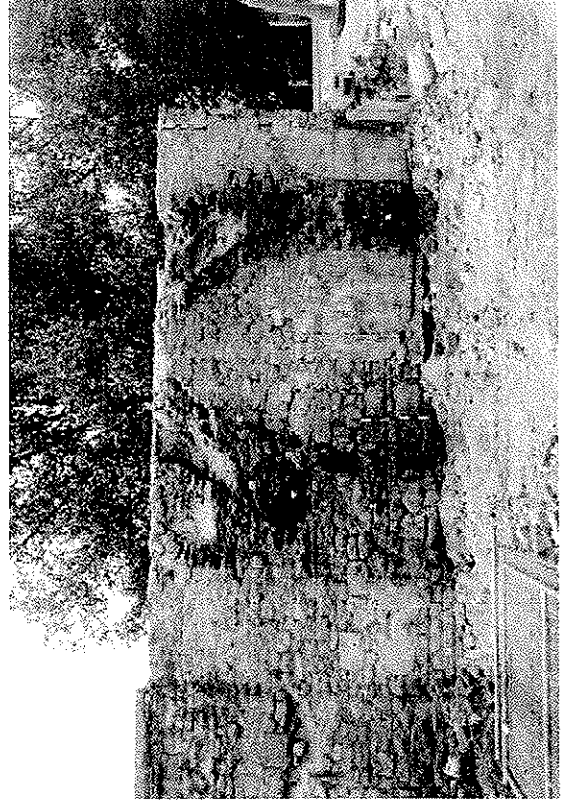


Plate A:13: Rubble wall after demolition of Lock House



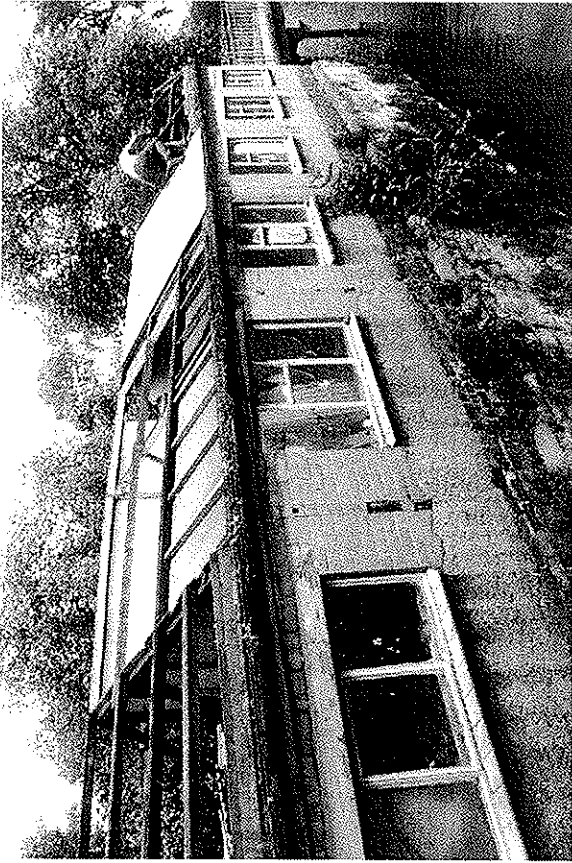


Plate B1: Building B/1.1-1.2 from the south-west showing primary roof structure and timber posts set into secondary beton-pisé and concrete brick walls. Note historic stone walling of wharf side beneath.

Plate B3: Building B/1.3 from the south-west. Note the primary gable and roof structure surviving above secondary concrete brick walls.

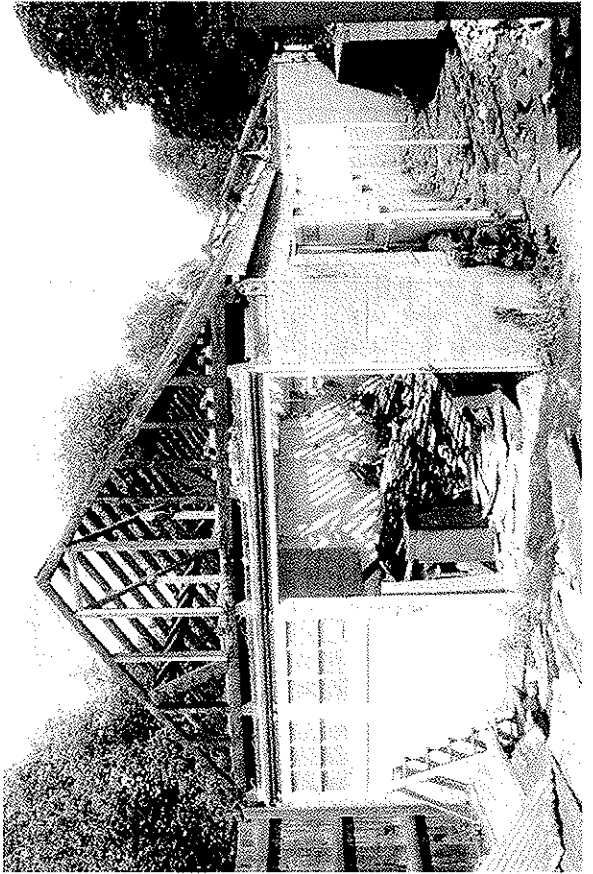


Plate B2: Interior of building B/1.1-1.2 from the west showing primary roof structure and timber post set into walls. Note hardwood off-cuts from machine sawing operations.

Plate B4: Building B/1.3. Interior detail showing underside of primary northern wall plate with typical mortice showing site of former wall stud.





Plate C1: Building C/1.1-1.2 from the north-west. Note taking-in doors on both storeys an north and west elevations.

Plate C3: Building C/1.1-1.2. Ground floor from the west showing raised floor of C/1.1 in foreground. Room C1.2 visible beyond. The large square hole cut from the studded and boarded wall is not a historic feature but was cut out shortly before survey.

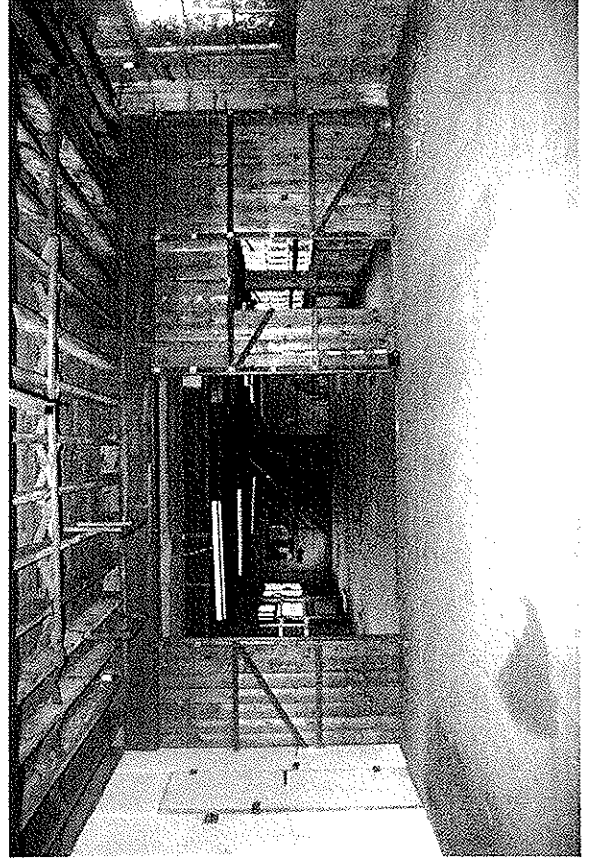
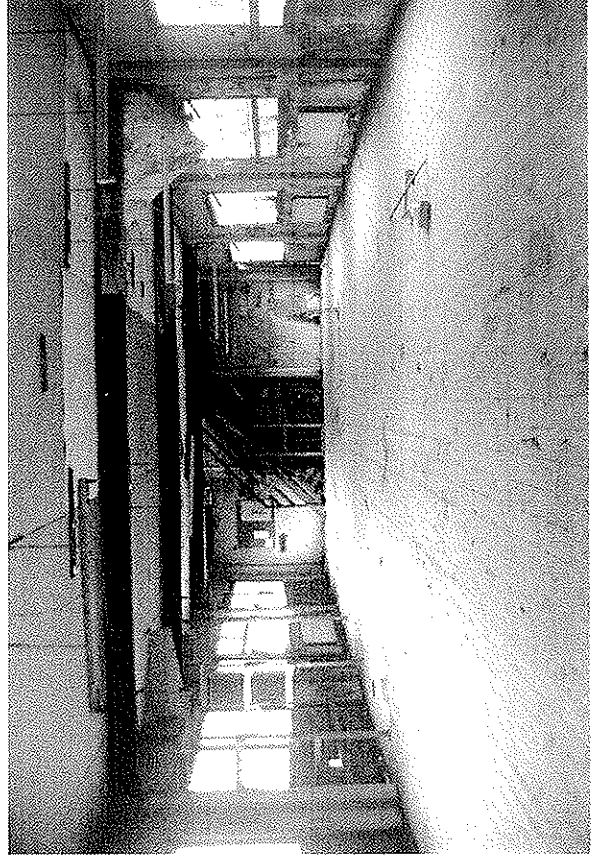


Plate C2: Building C/1.1-1.2. South elevation.

Plate C4: Building C/1.1-1.2. Ground floor workshop C/1.2 from the west. Remains of boat stands and glue lines indicating the outlines of rowing 'eights' are visible on the floorboards.



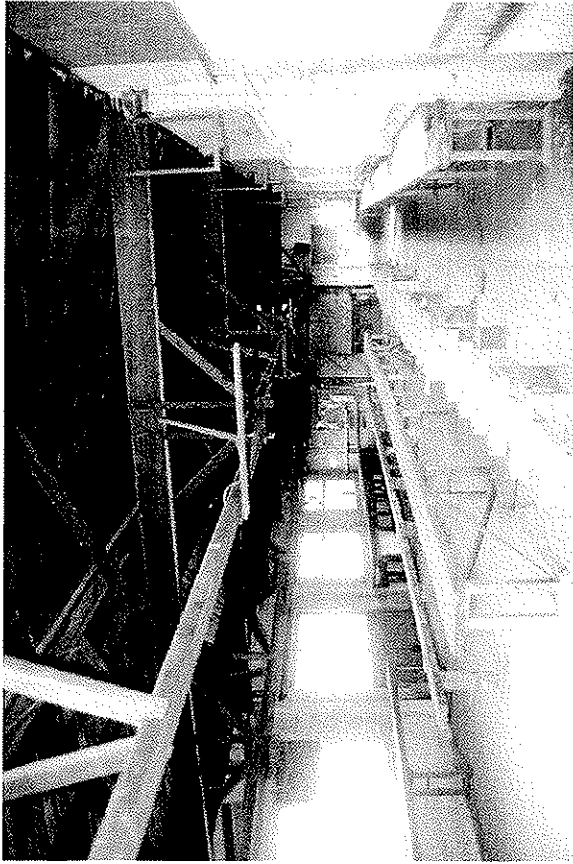


Plate C5: Building C/1.1-1.2. First floor workshop from the west showing timber roof structure as well as stands and workbenches for building rowing 'eights'. The foreman's office is at the far end on the left.

Plate C7: Building C/1.3 and C/1.4 from the north-west. Note the wooden post (4) and Grandpont Cottage (Isis House) to left.

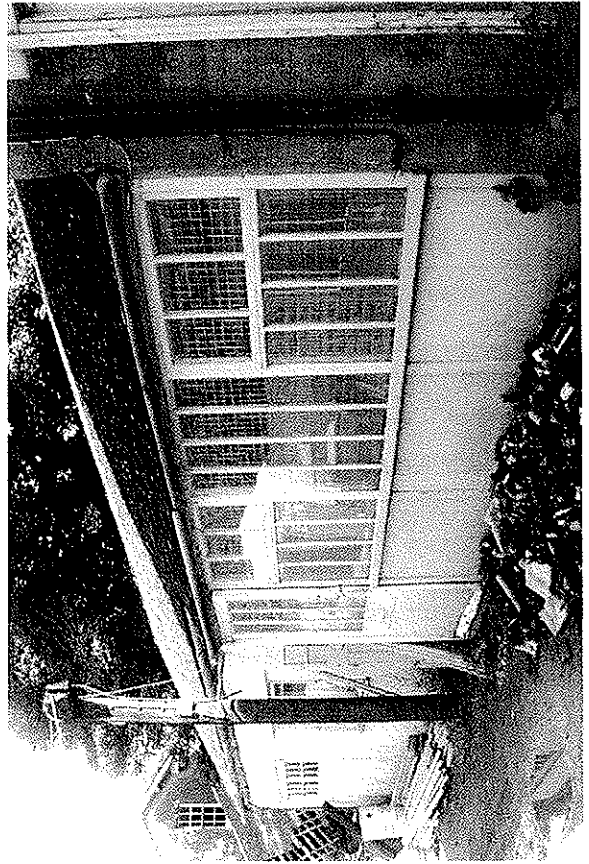


Plate C6: Building C/1.1-1.2. Detail showing construction of cast *in-situ* concrete wall and pier with integral softwood trimmer supporting floor joists of first floor. Note similarity of construction to remains of building 3 (plate 3.1)

Plate C8: Building C/1.4. Detail showing former east gable from the north-east. This early wall clearly pre-dates the collapsed adjacent building D (on left).

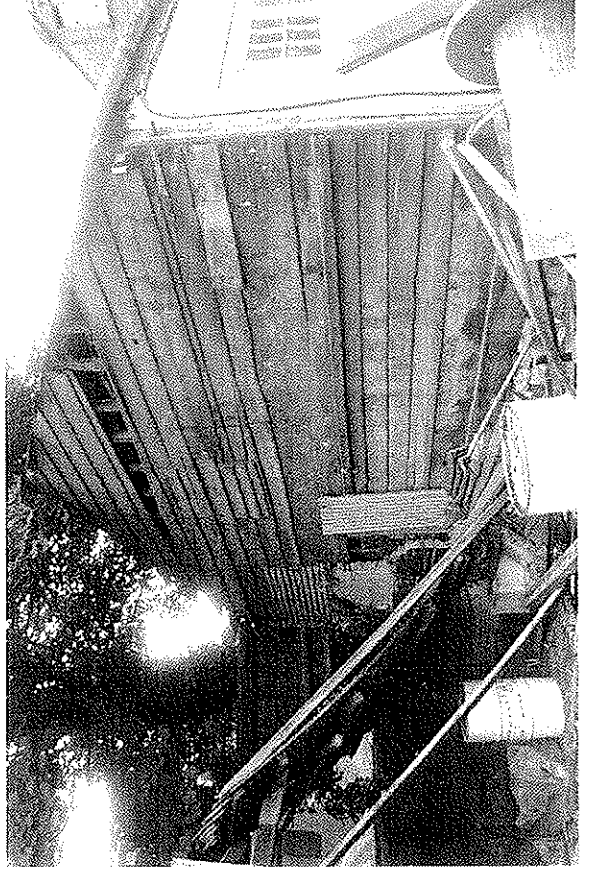




Plate D1: Building D from the north-west showing the collapsed state of this former mid 19th-century open-fronted timber storage shed at the time of survey

Plate E1: Building E from the south-west showing the portal-frame construction. The rough finish of the concrete block gable wall indicates that this building was erected abutting building 3 which had burned down prior to survey. The recess in this wall is just visible behind the motor car.

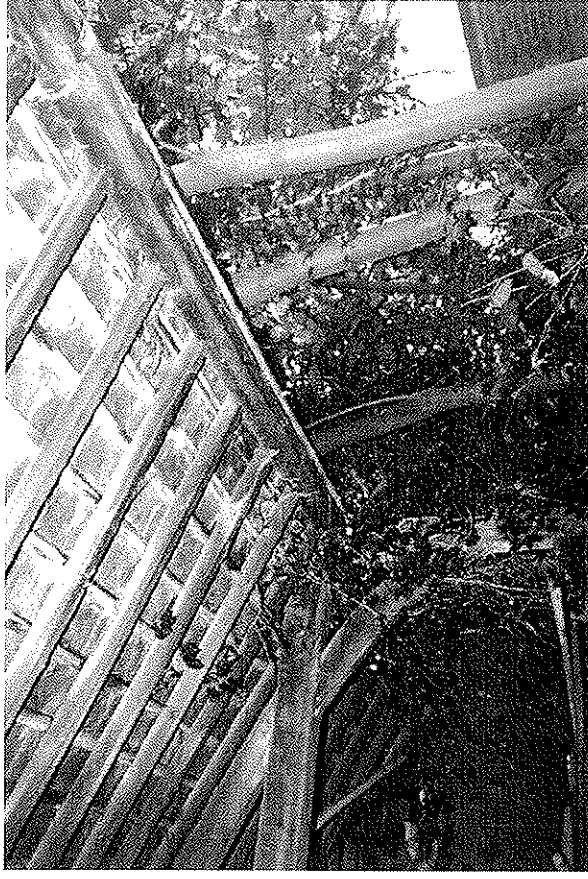
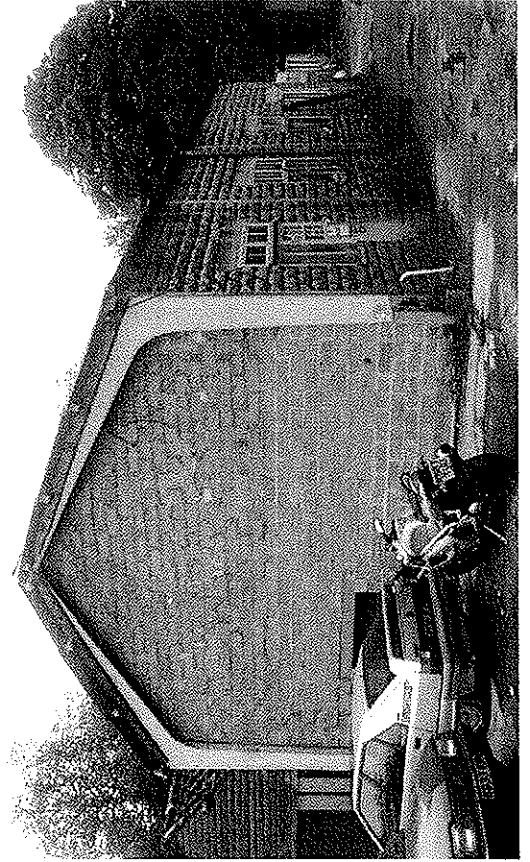


Plate D2: Building D. Internal detail showing curved wind-brace. Note the wall plate of the formerly studded and boarded south wall. The site of the former long windows or taking-in doors is just visible as a rebated section of the inner arris between the second and sixth rafters.

Plate E2: Building E from the east showing the large double doors in this gable end.

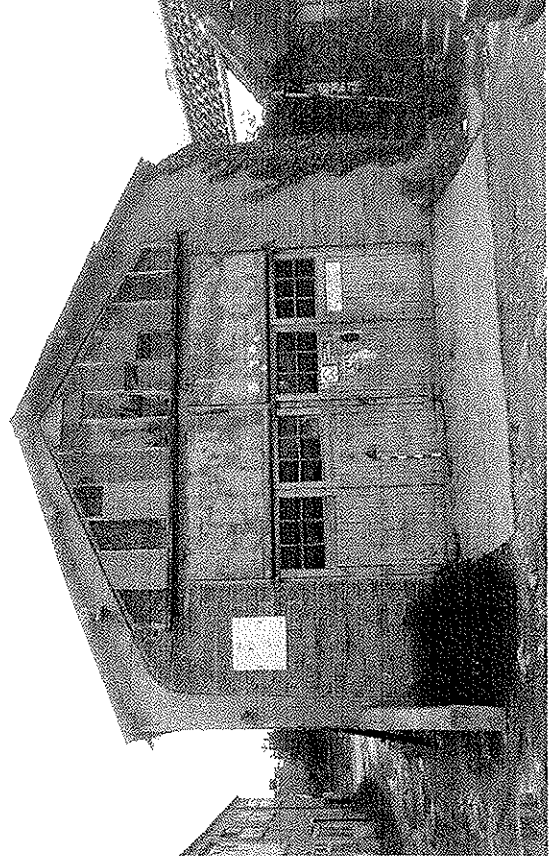




Plate F1: Building F from the south-west showing the truncated roof and cast in-situ concrete north wall.

Plate G1: Building G from the south-west.

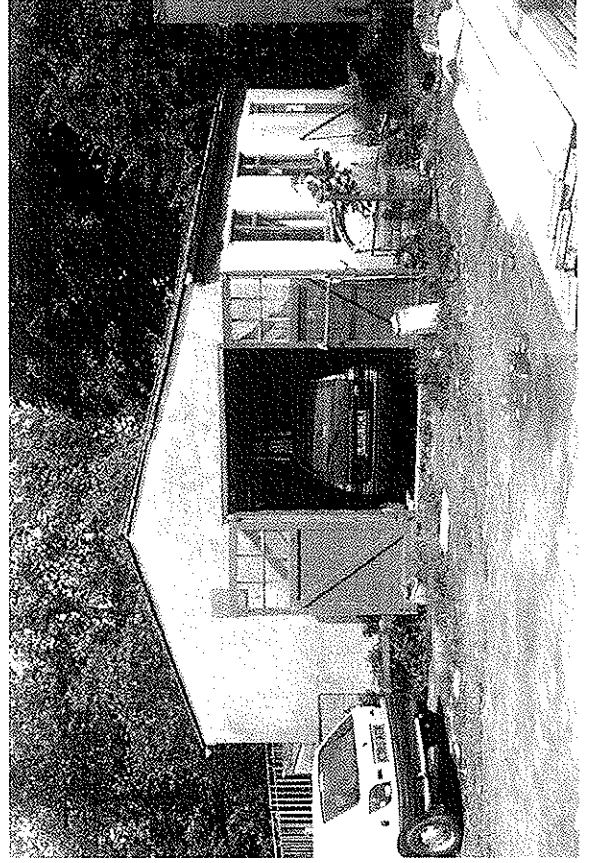
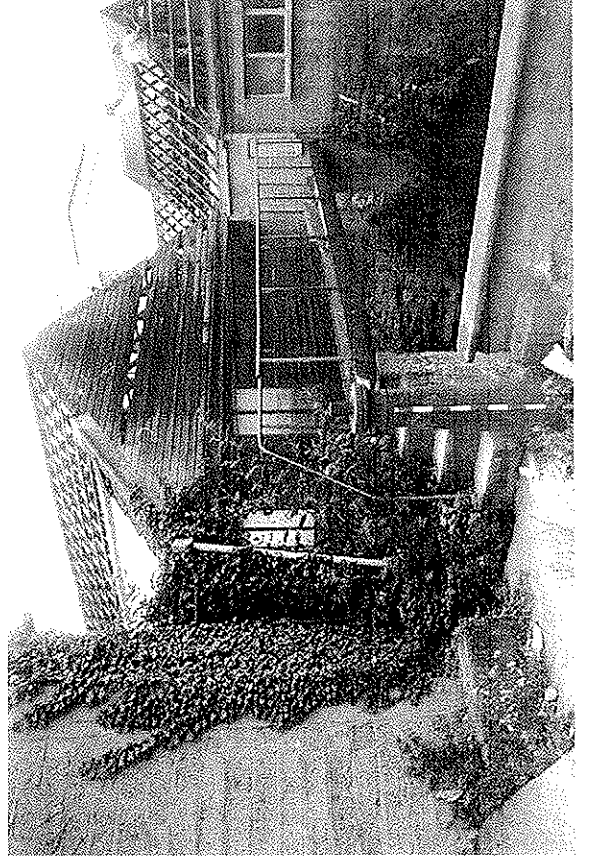


Plate F2: Building F. Interior view from north-east showing queen-post trusses with truncated principals and cast *in-situ* concrete posts on left.

Plate K1: Footbridge K showing cast *in-situ* concrete abutments. Crane base (4) in foreground.



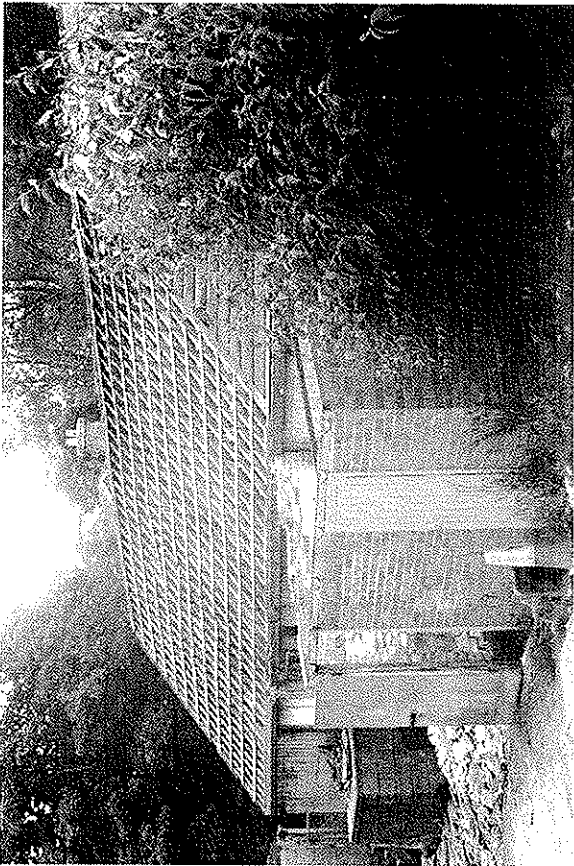


Plate 1.1: Small flat roofed building on north island (other features 1).

Plate 3.1: Stub of building adjacent to bridge L (other features 3) showing similarity of detailing with building C/1.1-1.2 (plate C6).

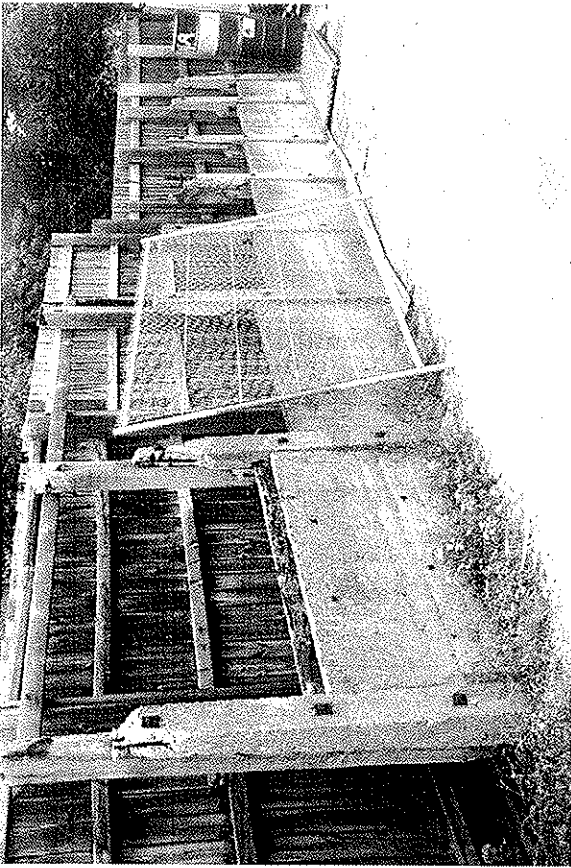
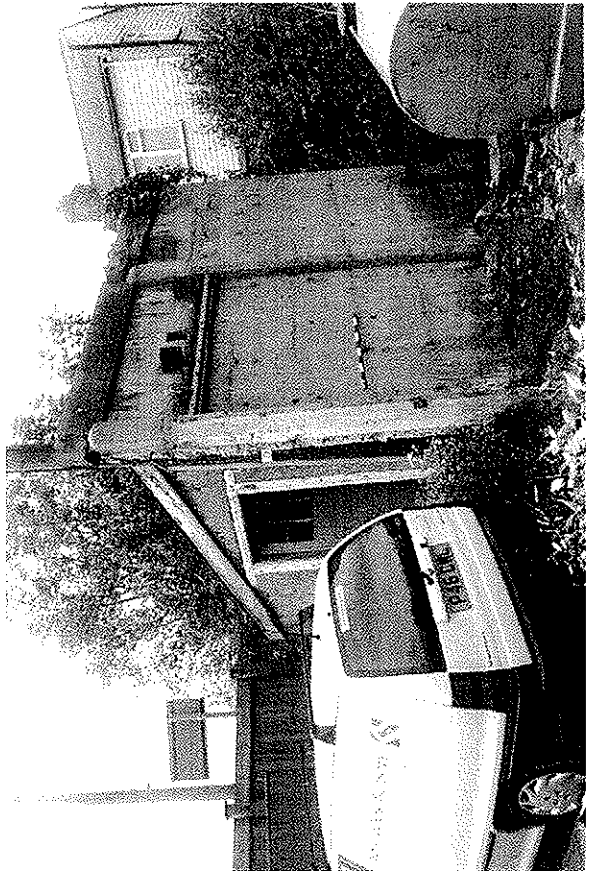


Plate 2.1: Northern boundary wall (other features 2) showing cast-in-situ concrete construction matching other structures on site.

Plate 3.2: As plate 3.1 showing details of cast *in-situ* concrete construction. Note square wooden plugs and depth of each 'lift'.

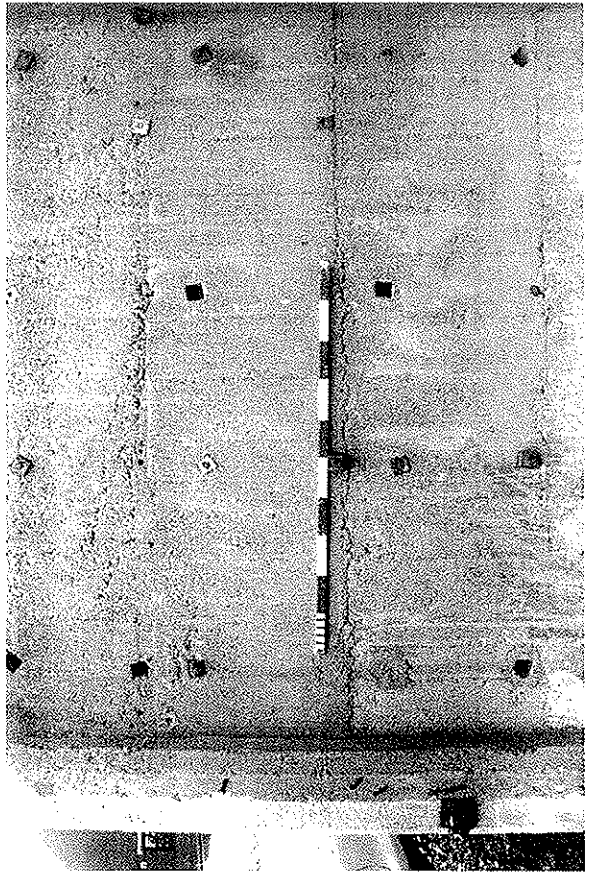




Plate 3.3: The length of embedded railway track adjacent to the west end of building E. It seems probable that this was used for transporting very heavy objects (possibly un-sawn logs) into the lost building of which feature 3 was the only remaining part.



Plate 4.1: Post by building C (other features 4) interpreted as a former support for an elevated mobile gantry crane. Such a structure, if correctly interpreted, would indicate that the site was equipped for moving substantial objects, most probably heavy baulks of sawn or un-sawn timber.

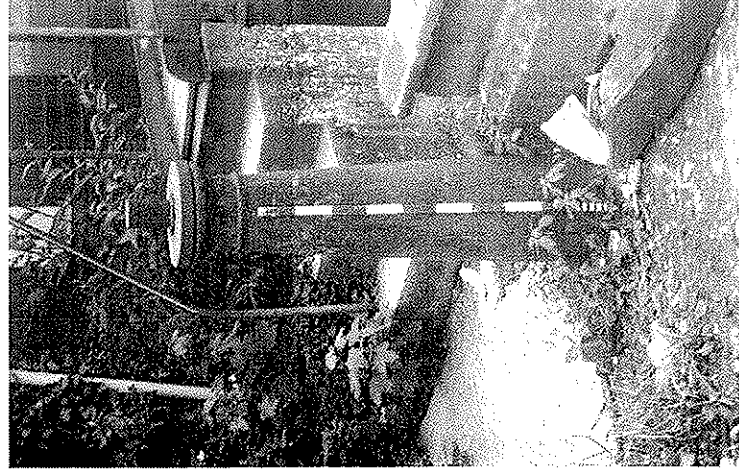


Plate 5.1: Cast-iron crane base adjacent to bridge K (other features 5). This was clearly the base of a crane noted on the maps from 1844 to 1939.

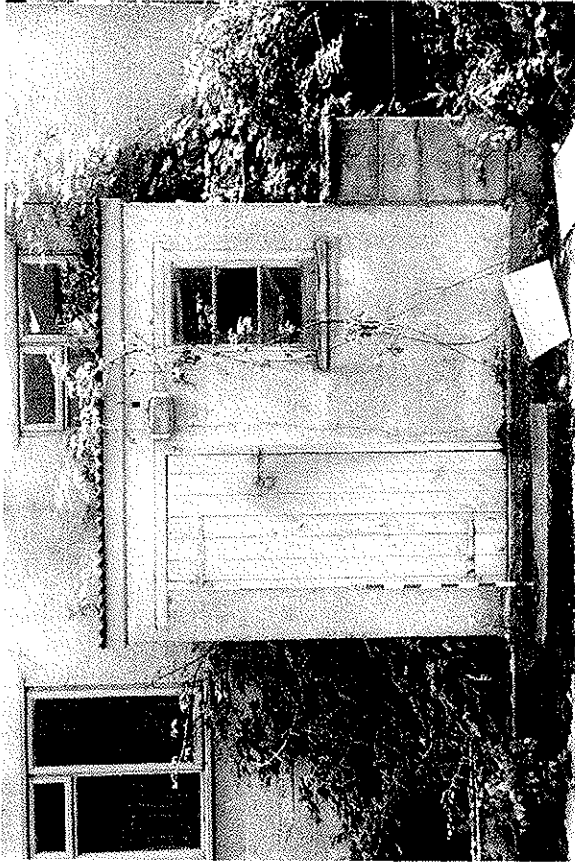


Plate 6.1: Flat-roofed store adjacent to workshop G (other features 6) This small building was also of cast *in-situ* concrete constructio. It was located facing onto the inlet dividing the north and south islands and appeared to have been associated with pumps for refuelling boats.

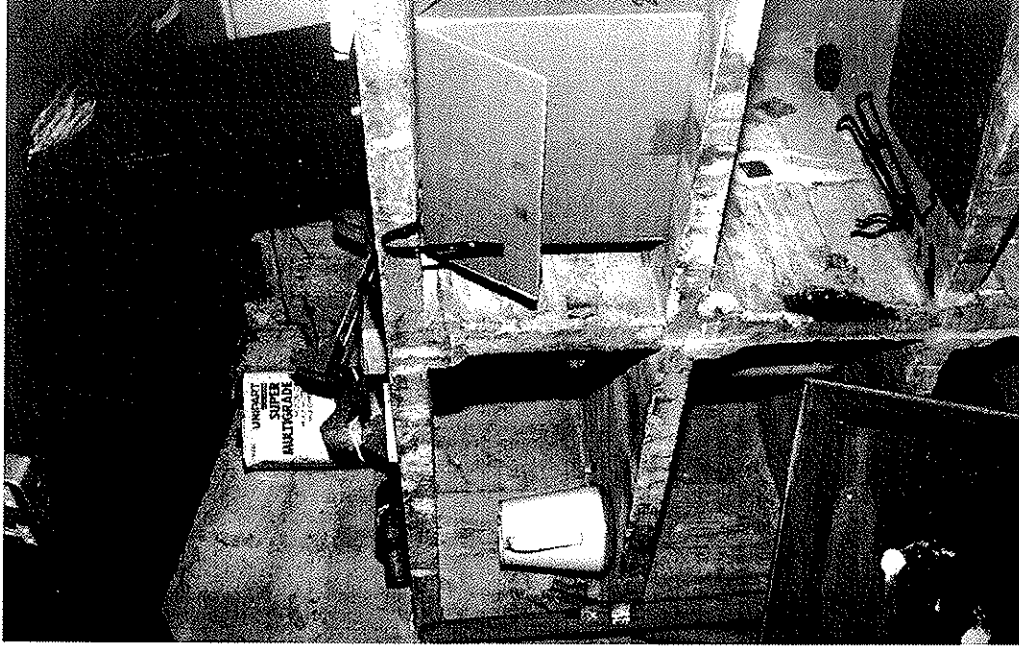


Plate 6.2: Interior detail of the flat roofed store showing cast *in-situ* concrete shelves.



OXFORD ARCHAEOLOGICAL UNIT

Janus House, Osney Mead, Oxford, OX2 0ES

Tel: 01865 263800 Fax: 01865 793496
email: postmaster@oau-oxford.demon.co.uk



Director and Chief Executive: David Jennings B.A., M.I.F.A. Oxford Archaeological Unit Limited.
Private Limited Company Number: 1618597 Registered Charity Number: 285627.
Registered Office: Janus House, Osney Mead, Oxford OX2 0ES