



PRINCES REACH, PRINCES DOCK

ARCHAEOLOGICAL WATCHING BRIEF

June 2016



Non-Technical Summary

This report describes the results of an archaeological watching brief conducted during Ground Investigation (GI) works at Princes Reach, Princes Dock, Liverpool, Merseyside.

The archaeological element of the project was principally aimed at locating and assessing the retaining wall to Princes Dock and a former sea wall shown on historic mapping to the landward (east) of the retaining wall. The site has little or no potential for remains pre-dating the late 18th century.

The watching brief has demonstrated that the Princes Dock retaining wall survives c. 0.3 to 0.5 m below the present ground surface, its line broadly coinciding with the western edge of the bitumen which surfaces a north-south aligned strip running across the centre of the site. However, the upper surface of the wall is in poor condition, the original coping stones having been removed in the 1860s and their granite replacements in the 1920s when concrete staging was constructed to the west. The wall is built in a mix of red and yellow sandstone and bonded with cement.

Stonework likely to relate to the 1803 sea wall was located in two other trenches though it is deeply buried beneath unstable layers of rubble fill c. 3-4 m thick and could not be directly investigated. If this feature is the 1803 sea wall it is estimated to survive to a height of about 1.5 m.

No other archaeological features were present.

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**An Archaeological Watching Brief During Ground
Investigation Works at Princes Reach, Princes Dock,
Liverpool.
NGR SJ 3370 9085
Site Code 174.
Final Report**

1. Introduction

This report describes the results of an archaeological watching brief conducted by Archaeological Services National Museums Liverpool (ASNML) during ground investigation works at Princes Dock, Liverpool, Merseyside.

This report describes the results of fieldwork undertaken between 29 February and 4 March 2016 by Dr M. Adams (Archaeological Services Manager ASNML).

The project was conducted on behalf of Ridge & Partners LLP acting on behalf of Moda Living (hereafter the Client). The watching brief was related to a programme of Ground Investigation conducted by Soil Engineering Ltd aimed at locating sub-surface features within the site. These included buried dock structures.

The watching brief area described in this report is located on the eastern quay of Princes Dock (Fig. 1) and covers an area of c. 0.3 ha situated at NGR SJ 3370 9085 (centred).

The site lies on the former eastern quayside of Princes Dock and is bounded to the east by Princes Dock Wall and to the west by William Jessop Way. The northern and southern boundaries are not marked on site. The site is surfaced in a mix of granite setts, concrete, tarmac and compacted gravel/brick rubble. Railway lines are set within the granite setts.

2. Methodology

The project consisted of archaeological monitoring of four machine excavated geotechnical trial trenches.

Full details of the archaeological methodology are given in the project design (Adams 2016).

Because of the very unstable nature of the deposits in all trenches, none of which were shored and all of which were subject to frequent large scale collapse of the sides of the excavation, it was not possible to gain direct access to record the deposits encountered. Consequently the composition of deposits was recorded from spoil, not *in situ* materials. In general it was not possible to gain direct access to obtain measurements of the depth or location of features. Where possible scaled profile and other drawings were generated from 3D digital models generated in Photomodeler Scanner software. Otherwise drawings are based upon measurements derived from a combination of hand-held laser distance measurement and GPS data supplied by Soil Engineering Ltd.

Locations and depths for features in Trenches TT301/305 and TT302/303 are considered accurate to +/- 50 mm; locations and depths in TT304 and TT306 are accurate to +/- 0.25 m.

3. Aims and Objectives

The aims of the project were:

- To provide information on the presence/absence, location and characteristics of archaeological remains at the site.
- To inform and develop the regional archaeological research agendas.
- To ensure advances in knowledge are communicated to the academic and public audiences.
- To discharge any planning conditions as appropriate.

The specific objectives of the site works were:

- To identify the significance of any archaeological remains within defined areas of archaeological interest.
- To recover artefacts and, where necessary, palaeo-environmental samples and ecofacts from deposits of potential cultural significance.
- To assess the evidence for early land-use within the site, in particular any which may survive pre-dating the construction of Princes Dock.
- To assess the evidence for the development of this section of Princes Dock, including the development of engineering solutions and construction.
- To study any recovered artefacts and assess their contribution to our understanding of Liverpool's trade in the 18th and early 19th century.
- To analyse the site records, artefacts and ecofacts to produce an archive report and publication on the archaeology of the site.
- To submit an ordered archive to a suitable local repository.

Should extensive archaeological remains be present there may be a requirement for additional archaeological works outside the scope of this document. Any proposed change will be approved by the Client and the Planning Authority prior to those actions commencing.

4. Archaeological and Historical Background

Prior to the construction of Princes Dock the site lay on the foreshore of the River Mersey and has little or no potential for deposits pre-dating the 18th century.

By the late 18th century the site lay on the northern fringes of Liverpool, when the closest documented site to the proposed development were baths constructed '*...a little northward of the North Dock...*', and consisting of separate baths and rooms for

the sexes, each supplied with water and steps outside for '*...swimmers who chose to launch into the open-water*' (Aiken 1795, 357). These are the baths shown on John Eyes' map of Liverpool dated 1765, though they do not appear on the Chadwick map of 1725. Aiken also discusses the custom of the '*...lower class of people.....for many miles up the country...*' of visiting Liverpool for '*...the purpose of washing away all the collected stains and impurities of the year.....covering the beach with their promiscuous numbers*'. The late 18th century shoreline in the area around the site is also described in Hughes 1863; '*Beyond the baths there were no houses, all was open shore consisting of boulder stones, sand and pools...there was hot as well as cold water bathing in the baths, and a palisade ran out into the river, within which, at high water persons could swim*'. Another description of the area is provided by Troughton (1810, 361) who states that '*...a person may either descend immediately into the river, by a flight of stone steps, or into private partitioned baths, in the same manner*'. Troughton also mentions the bathing machines.

Horwood's Map of Liverpool of 1803 shows the baths and the line of the waterfront, presumed to have been defined by a sea wall, which crosses the centre of the site on a north-south alignment before taking a 'dog-leg' turn mid-way across the site. However, little is known of the nature of this wall which is not directly mentioned by Aiken or Hughes. A guide to the town 'The Stranger in Liverpool', published in 1812 (<https://archive.org/details/strangerinliver00kaygoog>) provides the following account of the area north of Georges Dock '*...pursuing a straight direction, we arrive at the south end of a gravelled terrace 280 yards in length, running along the side of the river; this is called the Parade, and is reserved solely for the purpose of a public walk. This is terminated by the Pier-head, on which is erected a battery of six guns...*'. References to bathing machines on this part of the shore in all of the contemporary accounts suggests that the sea wall at this point need not have been a substantial barrier, or that suitable access points such as ramps were provided. Contemporary illustrations of this section of the waterfront provide little evidence, those in Troughton imply a mix of stone and timber but are of uncertain reliability. There is some excavated evidence from areas to the south which suggest the use of stone (e.g. Gregory et al 2014, 78) and from test-pits (S.J. Farr pers. comm.) though nothing from within the present site.

A fort was erected north of the site during the American War of Independence and was of '*...a semi-circular form, constructed of soft yellow stone from the quarries near the town*' and held light and heavy cannons and barracks (Aiken 1795, 358). The fort is shown on Charles Eyes map of 1785 but was demolished to make way for Princes Dock. Otherwise little is known of the fort which was totally demolished during the construction of the dock, though drawings survive in the National Archives, Kew (cf. Section 12) which suggest it was finished by c. 1783 and may give further details of its layout.

Named after the Prince Regent and constructed between 1810 and 1821, numerous delays were experienced during the construction of Princes Dock, largely due to problems raising money and manpower during the Napoleonic Wars. Additional problems were created by the acquisition of the fort which occupied part of the site and by mismanagement and corruption (McCarron & Jarvis 1992, 71-73; Jarvis 1991, 8-22; Jarvis 1991a). Two Acts of Parliament were required to allow construction to progress and even after the dock's official opening on the 19th July 1821 substantial work remained to be done. Although the dock and entrance was completed, few of the buildings were finished, most had yet to be started and the passage to Georges Dock was incomplete, despite being shown on contemporary plans (Jarvis 1991, 29).

It was constructed by the then Dock Surveyor, John Foster, with some preliminary work by William Jessop and John Rennie and was the largest dock on the Mersey until superseded by Jesse Hartley's docks to the north 20 years later. Jesse Hartley was appointed as Foster's replacement following the scandals surrounding its construction, accounting procedures were tightened up and an attempt made at making the Dock Committee more accountable (Jarvis 1991a). The earliest map to show the dock is Sherwood's map of Liverpool of 1821 and shows the dock empty of buildings prior to the construction of Hartley's transit sheds (see below).

Although initially intended to take steamers, concerns about the risk of fire resulted in the construction of Clarence Dock in an isolated position well to the north and Princes Dock initially took sailing vessels. Early proposals to construct dock-side warehouses, similar to those later built at Albert Dock were dropped in the face of opposition from warehouse owners who feared loss of business, however it is likely that the proposals were also rejected because of serious financial problems faced by the Dock Committee (Jarvis 1991, 30). Instead open-sided transit sheds, designed by Jesse Hartley, which provided minimal protection from the elements were constructed in 1826/7 following lengthy wrangles and the resignation of Foster. They were constructed using cast iron columns and wooden roof trusses supporting a slate roof. These are the buildings shown on the Gage plan of Liverpool of 1836; three blocks are shown on the western quay and a single block on the eastern quay. The quayside of the dock basin remained devoid of any storage and buildings there were confined to ancillary structures until at least the 1850s.

In its heyday Princes Dock was the flagship of the docks system, taking vessels engaged in trade with North America. Most of the goods handled, such as timber, were at relatively low risk of pilfering and consequently dock-side security was not a serious issue, though this was the first dock to have a complete boundary wall, largely at the insistence of HM Customs. Resistance to the construction of this feature was probably the result of many of the Dock Commissioners being involved in 'White Collar' fraud (Jarvis, pers. comm.). Later, as passenger packets moved to Waterloo Docks and timber to Brunswick, they were used for the high value, low bulk Far East and South American trades for which secure transit sheds were constructed in 1843 on the west side of the dock. Some of Hartley's original drawings for these sheds survive, though they are first shown in detail on the 1850 5 feet to the mile OS map of Liverpool, this also shows the original open shed in continued use on the eastern quay. Fragments of these sheds survived incorporated into later structures until the 1990's.

When Waterloo Dock was redeveloped to handle grain, Princes Dock Basin was converted to a half-tide dock. It was re-opened with a triple entrance in 1868. Single gates to north and south enabled its use as a half-tide dock, whilst in the middle *'...between two Hartley style granite 'islands', was a lock which enabled flats and other small vessels to enter or leave at any state of the tide'*. (Jarvis 1991, 36). These vessels were serviced by a railway transit shed constructed in 1875 and extended in 1877. This was part of a system along the docks for traffic between the railways and large numbers of flats (a 'Mersey Flat' is a form of sailing barge) which traded between the Mersey between Liverpool and Runcorn. Additional alterations included the extension of the basin eastwards to give it its present plan, in the process obliterating the Timber Yard and Slate Yards which occupied the area to the east of the basin in the 1840s. Sheds were constructed on the eastern and southern quaysides and a Dock Master's Office on the northeast,

The east side of the 'dock proper' (Jarvis 1991, 38) remained largely unaltered for the first fifty years of its use. On the west side the open sheds were reconstructed in

1878 and the secure sheds repaired, though there appears to have been little significant alteration to their layout. The paving and coping to the dock also required replacing, at least in part because of the use of inferior materials by Foster.

By the 1880's Princes Dock was largely obsolete for ocean-going vessels, the entrance being too narrow and shallow, though there was still intensive competition for its use between the owners of smaller vessels. Consequently the Dock Board had little incentive to make improvements, a situation compounded by internal wrangles within the Board (Jarvis 1991, 43). One important alteration was the construction of the 'Floating Roadway' at the southern end of the dock which eased access to the floating stages by reaching inland for 550ft, thus easing the previously perilous approach route. This was constructed between 1872 and 1874 and involved the rebuilding of the south boundary wall of Princes Dock on more or less its present line together with a decorative stone balustrade, matching one on the passage for the roadway. This has since been removed.

By 1910 most of the overseas trade had moved to Birkenhead Docks, Princes became the centre for trade with Ireland and several refinements were made to the dock to improve access.

Jesse Hartley's secure storage sheds were generally obsolete by the 1880's, being too small and dark. They were gradually converted into clear span sheds, achieving their final form by 1929. The slow pace of change was largely the result of intensive competition for dock space which meant that the Dock Board had little incentive to make the required changes, especially when further work was required on newer docks to the north. Improvements were finally made in 1904-5, key amongst these were alterations to the dock walls (Jarvis 1991 49-51). Early dock walls were usually built with a batter of several feet to prevent them bursting. This wasn't a problem for sailing vessels which had rounded bottoms. Steamers have straighter, more angular profiles and bilge keels which were frequently damaged on the battered walls. The problem was resolved by constructing a new quayside on concrete piles and new sheds on a concrete deck. The West Quay was built out in this way, and the South Quay was extended into the dock by 50 ft. It was assumed that better handling methods decreased turnaround times so that more storage and less water space was required. The new storage sheds were a vast improvement and were still in use by National Museums and Galleries on Merseyside (now National Museums Liverpool) in 1991 until their demolition shortly afterwards. A concrete quay was also constructed at the north end, though alterations to the sheds there were rather more piecemeal.

One important change during this period was the construction of Riverside Railway Station which opened in 1895. This gave direct mainline rail access to passenger liners using the floating stage and was accompanied by improved passenger facilities.

However, although damaged by fire in 1894, the East Sheds were only replaced and the quayside built out on concrete piles in 1929 (Jarvis 1991 63). The railway lines on the landward side of the new sheds formed a 'passing loop' from the main line of the Dock Railway.

The docks were the subject of intense aerial bombing in World War II, two miles of transit shed were destroyed or seriously damaged, though no serious damage occurred on Princes Dock apart from Riverside Station which was out of action for a period (Jarvis 1991, 66). Some of the damage was still visible in 1991 immediately prior to the station's demolition. In 1949 the new Waterloo Entrance was completed,

replacing the old half-tide entrance. This allowed Irish passenger ferries to dock and was followed by improvements to passenger facilities for that service. Riverside Station was finally closed in 1971 following the progressive decline in services

When trade with Ireland was containerised, Princes Dock became a passenger terminal for Belfast, a roll-on-roll-off terminal was built at the south end in 1967, though services were ended in 1981 with a decline in passenger numbers and the construction of a new terminal at Victoria Dock. The closure of Princes Dock ended '*...160 years of traffic in a dock which had slipped from 'State of the art' to obsolescent within its first twenty years and never quite caught up since.*' (Jarvis 1991, 68).

5. Results of the Watching Brief

5.1 TT301/305

This trench was situated at the north-western corner of the site (Fig. 2), this was originally scheduled as two discrete trial trenches these were amalgamated into a single trench. Survey data for the trench edge was not supplied and the limits given on Fig. 2 are approximate.

The only excavated deposits were loosely compacted layers of dark brown and black humic soil with frequent large (up to c. 1m across) fragments of concrete, brick of various types including 20th century perforated brick, plastic bags and sheeting, fragments of red sandstone up to 0.5 m across and other building debris. These deposits were unstable resulting in frequent collapse of the sides of the trench and restricting access for recording. Three of the stanchion bases to the 1929 staging were also located (see Fig. 2).

The only archaeologically significant feature was the sandstone retaining wall to Princes Dock (Context 3 Fig. 3, Plates 1 & 2). This was situated at the predicted location and was exposed to a depth of c. 3 m below current ground surface. The top of the wall was c. 0.7 m BGL (c. 6.8 m AOD) but was partly obscured the bitumen and concrete floor to the 1920s transit sheds (Contexts 1 & 2) and by debris which fell into the trench and could not be cleared making accurate measurement difficult. The setts seen in TT302/3 were not observed but may have been covered by debris. A cut c. 1 m wide and 1.20 m deep had been made into the top of the wall, removing the coping stone and showing the wall to be constructed in a mix of red and yellow sandstone with portland(?) cement as a bonding material. A patch of concrete measuring c. 0.2 x 0.2 m in the cut face may relate to the concrete staging constructed in 1929 but could not be directly inspected.

5.2 TT302/303

Situated at the south-western corner of the site (Fig. 2), this was originally scheduled as two discrete trial trenches which were amalgamated into a single trench.

Deposits very similar to those in TT301/305 were excavated to a depth of c. 3m (c. 4.3 m AOD).

The only archaeologically significant feature was the sandstone retaining wall to Princes Dock (Context 7 Fig. 3, Plates 3 & 4). This was situated at the predicted location and was exposed to a depth of c. 1.30 m below current ground surface. A similar cut to that seen to the north, c. 1.2 m wide and 0.9 m deep, had been made

into the top of the wall, removing the coping stones. The top of the wall was c. 0.35 m BGL (c. 6.95 m AOD).

The upper surface of the wall was obscured by a layer of granite setts c. 0.2 m thick (Context 5) and these were in turn sealed by a layer of concrete c. 50 mm thick (Context 4). A hexagonal cast iron setting (Context 6) 0.34 m across had been placed with its upper, slightly dished surface level with the concrete. Its function and date is uncertain, the position suggests that it relates to the sheds constructed in 1929 though images of the interior of the sheds (e.g. Jarvis 1991, 61) do not show any columns for which it could have served as a base. It may relate to the earlier sheds, Jarvis (1991, 31) shows column bases projecting above floor level in a broadly contemporary (i.e. mid-19th century) shed, though this remains unproven.

5.3 TT304

This trench was located in the centre of the site and was aimed at locating an east-west aligned arm of the sea wall depicted on Horwood's 1803 map of Liverpool (Arup 2016 and Fig. 2 this report).

The concrete strip at the surface (Context 8) was c. 0.20 m thick and contained large numbers of granite setts identical in character to those presently surfacing the area. Although the setts could not be recorded *in situ* it was clear that some had been undisturbed prior to the concrete being poured whereas others were *in situ* or had been haphazardly replaced beforehand. The most likely explanation is that the concrete represented repair to the surface existing cobbled surface following the removal of rail track, the width and alignment of the concrete strip closely corresponding with the width of the other tracks on site.

This sealed a lower layer of concrete (Context 9) 0.40 m thick which was different in character to the upper layer, containing large rounded cobbles, fragments of brick and being a paler grey colour. This layer appeared to extend beneath the cobbles to either side of the trial trench and was presumably laid as a base for the rail sidings to take the weight of laden goods trains.

No earlier quay side surfaces were observed, the concrete had been laid directly over a heterogeneous deposit of loosely compacted red and yellow sands containing variable quantities of angular, tabular and sub-angular red sandstone up to 0.50 m across and averaging c. 50 mm (Context 10). Although generally homogenous, poorly defined tip lines could be seen within this deposit. Despite a check none of the larger blocks showed signs of having been dressed or otherwise worked and all had the appearance of quarry waste. These deposits also contained very occasional fragments of handmade brick. At the base of the trench these deposits graded in to a paler red-brown to brown silty sand with occasional large (c. 0.2-0.3 m across) lumps of mid-brown silty clay (Context 11).

These deposits were very unstable resulting in frequent collapse of the sides of the excavation, severely restricting access for recording.

The trench was excavated in three sections, commencing at the northern end before moving to the south and completing in the centre. Excavation in the northern section was abandoned at a depth of c. 3.4m BGL (c. 3.8 m AOD) when water began to drain into the trench and in the southern section at 3.8 m BGL (c. 3.4 m AOD).

In the central section a large squared red sandstone block (Context 12) was observed at a depth of c. 3.5 m BGL (c. 3.6 m AOD), (Plates 5, 6 & 7) it was

impossible to obtain direct measurements because of the unstable nature of the deposits, but it probably measured c. 0.5 x 1 m in plan. The block appeared to be securely fixed in place and is likely to be part of a substantial wall.

The only other feature observed was a brick lined culvert in the southern edge of the excavation (Plate 8). It was impossible to gain direct access for recording but it was set c. 0.5 m below ground surface (c. 6.7 m AOD) and was c. 0.4 m in diameter.

5.4 TT306

This trench was located in the north-eastern corner of the site and was aimed at locating the north-south aligned sea wall depicted on Horwood's 1803 map of Liverpool (Arup 2016).

The deposits in this trench (Contexts 13, 14, 15 and 16) were identical to those in TT304. A large sandstone obstruction (context 17) was encountered at a depth of c. 4 m BGL (c. 3.2 m AOD). This was less clearly identifiable as worked masonry than that in TT304 but appeared to have a flat upper surface and a vertical edge on its eastern side (Plate 9). Grey streaking on its upper surface may represent traces of mortar.

The only other feature observed was a brick lined culvert in the southern edge of the excavation identical to that seen in TT304 (Plates 10 & 11). It was impossible to gain direct access for recording but it was set 0.4-0.5 m below ground surface (c. 6.7 m AOD) and was c. 0.4 m in diameter.

6. Finds Evidence

The only artefacts recovered were two small fragments of darkware, two fragments of possible sugar mould and the rim of a creamware plate from context 15 TT306. A fragment of sugar mould, Welsh roofing slate and an oyster shell were recovered from context 10 TT304.

All of this material was found in the make-up levels deposited during the construction of Princes Dock (Contexts 10 and 15) and are consistent with an early 19th century date.

In general it appears that these deposits are very poor in material culture.

7. Conclusions

TT301/305 and TT302/303 successfully located the upper courses of the retaining wall to Princes Dock though this appears to have been badly disturbed to a depth of c. 1.2-0.90 m for most or all of its length by the cutting of a step c. 1-1.2 m wide and 0.9 to 1.2 m deep. This was possibly made to accommodate the concrete staging constructed in 1929, though it will also, at least in part, have been created during the replacement of Foster's original sandstone copings with granite in the 1860s (Jarvis 1991, 38). In consequence none of the dock copings survive and the upper levels the wall retain little of its original form. The wall is constructed in a mix of red and yellow sandstone using a Portland cement or similar. Whilst the facing of the wall has been located it was not possible to determine its thickness, though a minimum upper thickness of c. 1.5 m should be assumed. Photographic evidence shows that the wall had a pronounced batter on the dock face and it is likely to be considerably thicker at its base. Fig. 2 shows the line of this feature projected from the excavated evidence

though it should be noted that this shows the minimum width of the wall at just below surface level and the area underlain by the wall will be wider than that depicted.

None of the other deposits in these trenches were of archaeological significance.

The deposits of sand and crushed sandstone in TT304 and TT306 (Contexts 10 and 15) almost certainly represent material deposited behind the retaining wall of Princes Dock in the period 1810-1820. The source of this material is uncertain but most is likely to derive either from the excavation to create the dock (Jarvis 1991, p. 60 shows a cut of c. 2 m into bedrock) and/or quarry waste imported from the quarries (mainly in the Runcorn area) with the stone used to build the dock retaining walls. Some is likely to be waste from working and shaping the stone which was generally cut on site (Weir et al 1993, 27). The silts and clays noted at the base of both profiles (Contexts 11 and 16) may represent tidal flat deposits associated with the tidal zone of the River Mersey excavated during construction of Princes Dock and redeposited behind the retaining wall.

In general these deposits are similar to those seen elsewhere in Princes Dock (e.g. Pevely & Adams 2006, Johnson 2011) which suggests that they are likely to extend across much of the site. These show a marked contrast to older areas of the docks complex where a more heterogeneous fill was used, often consisting of debris from central Liverpool and with occasional thick lenses of pottery, tobacco pipe debris and other archaeological material bedded within layers of sand, rubble and silt. At Princes Dock there appears to be little cultural material within the fills behind the retaining walls.

The brick culverts observed in the upper levels of this deposit are of uncertain function but are likely to relate to drainage of the site. They are undated but must be in the range 1820-1929.

The sandstone features identified at the bottom of TT304 and 306 (contexts 12 and 17) probably represent the sea wall shown on Horwood's Map of Liverpool of 1803 though it is difficult to be certain of this. The squared block at the base of TT306 was firmly set in place and appeared to be level and *in situ*. Unfortunately it was not possible to prove the presence of any adjacent blocks which means that it is impossible to show whether this was part of an east-west or north-south aligned wall (See Fig. 2) and there therefore remains a degree of uncertainty as to its precise location and alignment within the site. The absence of any similar blocks to the north and south could be an indication that it is aligned east-west but could equally be because the blocks along that section of a north-south aligned wall are absent at this point.

The sandstone in TT304 was less completely observed though there appeared to be a vertical edge on its eastern side which suggests that it is part of a wall, though no jointing could be seen and it is possible that it is in fact the upper surface of bedrock though borehole data suggests that this is unlikely because rock head is probably located at a depth of c. 5.6 m below BGL in the general area of the TT304 and 306 (Arup desk-study). This also suggests that if the sandstone features located in TT304 and 306 are the 1803 sea wall it survives to a height of c. 1.5-2 m.

Broadly contemporary sections of sea wall excavated to the south (Gregory et al 2014, 78) were constructed using yellow sandstone (in contrast to the red sandstone noted above) and had been partly dismantled in places. It is probably reasonable to assume that the section within Princes Dock was constructed in a similar manner, though there is in fact little contemporary evidence for its form in this area (see

Section 3). The closest excavated section to the present site was relatively insubstantial and may actually be a temporary structure related to land reclamation (ibid). Troughton (1810) mentions stone steps descending to the shore from the baths to the east, though Hughes (1863) mentions a palisade, which might imply that it was at least partly constructed in timber. Troughton includes several engravings of the waterfront and those depicting the northern end show strong vertical and horizontal elements to the sea wall which imply that it was, at least in part, constructed using timber and with a slight batter. However, some elements of the views appear to employ a degree of artistic license and it is difficult to be certain of their accuracy.

Stratigraphically it is clear that the make-up for Princes Dock seals the putative 1803 wall, which suggests that the wall as depicted on the 1803 map was either never completed or, perhaps more likely, was partly dismantled during the construction of Princes Dock and the materials recycled.

The concrete used as the base for the setts and rails in this area appears unlikely to be late 19th century (Arup engineers, pers. comm.). One explanation for this could be that that section of the quayside was resurfaced and the rails re-laid during rebuilding of the transit sheds in 1929. Jarvis (1991, 59) shows the demolition of the earlier sheds in 1929 and although it is difficult accurately assess the perspective it appears that the rails in the area around TT304 and 306 have been laid since. Given that only one layer of setts is present, the area was probably stripped to the upper surface of the made-ground and resurfaced.

In general the archaeological potential of the fill material used to construct Princes Dock is low. It appears to contain little cultural material, though analogy with other areas (e.g. Princes Half-Tide Basin; Pevely & Adams 2006) suggests that occasional lenses of material relatively rich in material such as ceramics may be present, particularly to the base of the profile.

The lower fills east of the 1803 sea wall may be richer in cultural material, in general the fill used in earlier areas of Liverpool's docks was more heterogeneous than that used from the early to mid-19th century, often being derived from a range of sources in central Liverpool. Analogy with other sites in the area suggests that these lower fills (i.e. below c. 3.5 m BGL) may be of slightly greater archaeological potential.

The retaining wall to Princes Dock is badly damaged in its upper courses but otherwise remains substantially intact and its location within the site can now be accurately predicted. Although damaged in its upper levels it remains a component of the heritage value of the site.

The earlier, c. 1803, sea wall is deeply buried, in a relatively poor condition and its line remains uncertain, particularly at the southern end of the site, though it is likely that that section was destroyed when Princes Dock was constructed. Consequently it is difficult to provide an accurate assessment of its significance.

8. Acknowledgements

The role of Moda Living and Alek Gruszczynski of Ridge & Partners LLP as project sponsor is gratefully acknowledged, as is the assistance of the main contractor, Soil Engineering Ltd. Colin Reader of Arup also provided valuable assistance. The project was monitored on behalf of Moda Living by Sarah-Jane Farr. The text was read and checked by Clare Ahmad.

9. Figures

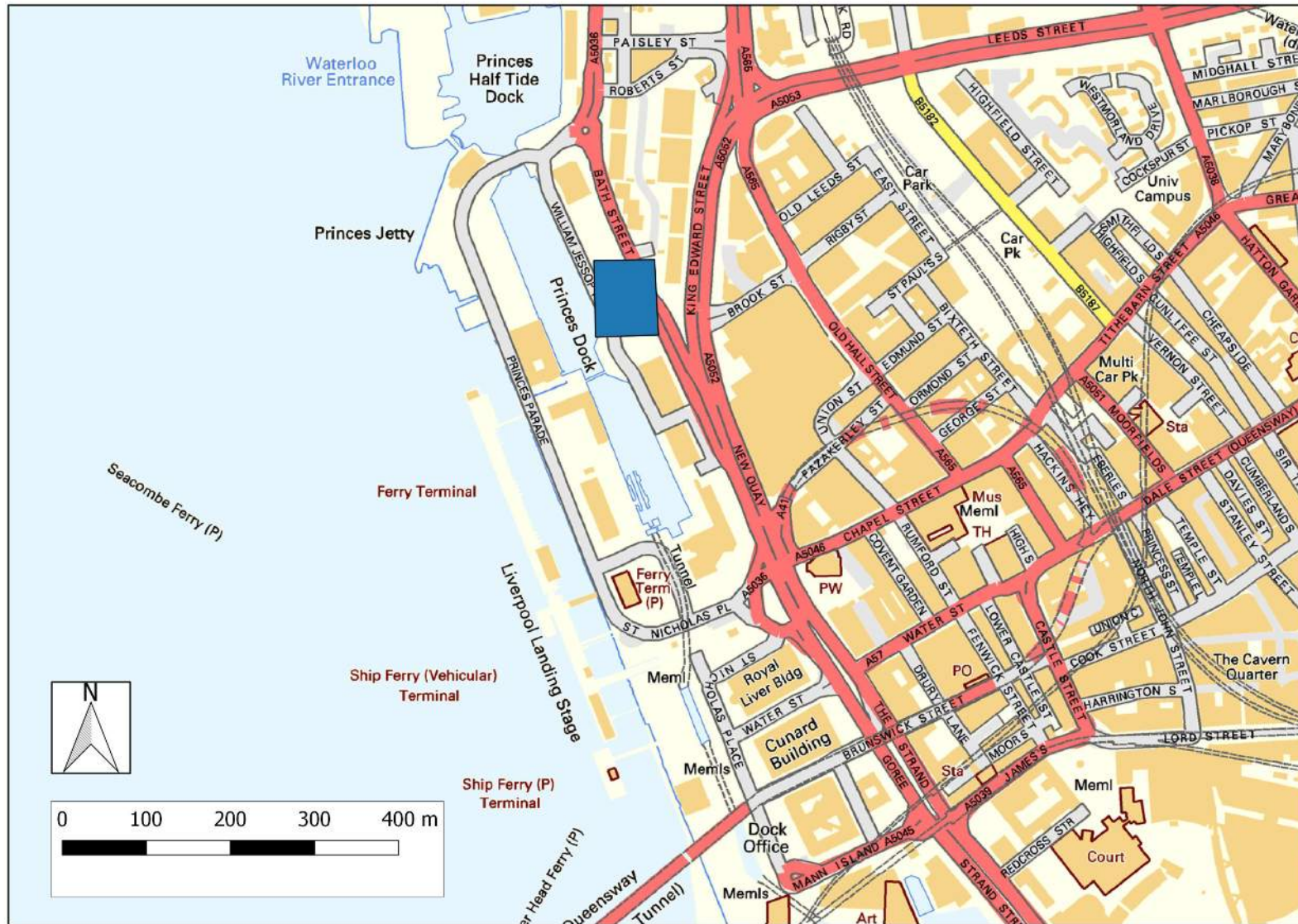


Fig. 1. Site Location. Contains OS data © Crown copyright 2016.

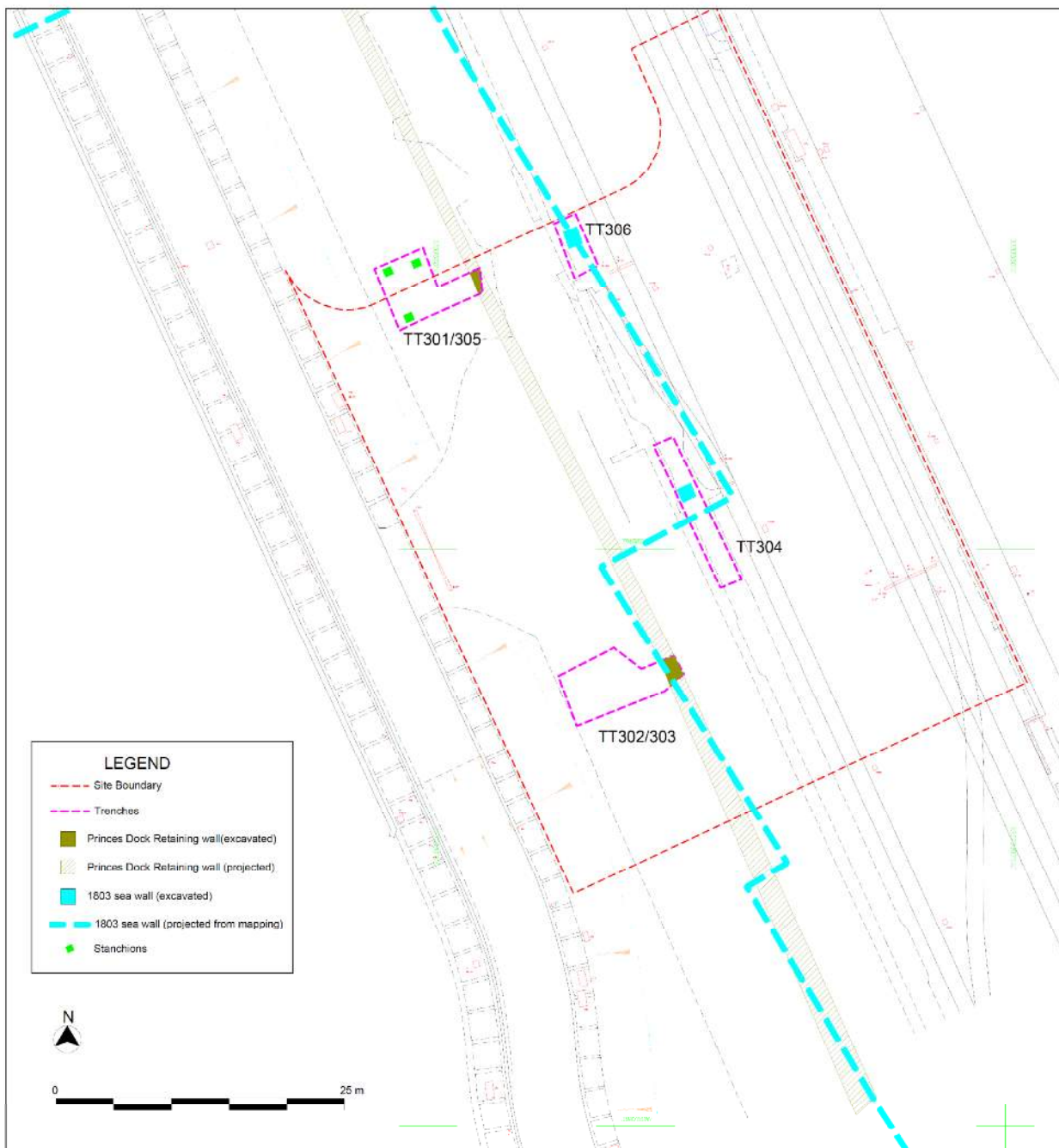


Fig. 2 Location of watching brief area and features discussed in the text. Based upon survey data supplied by ARUP.

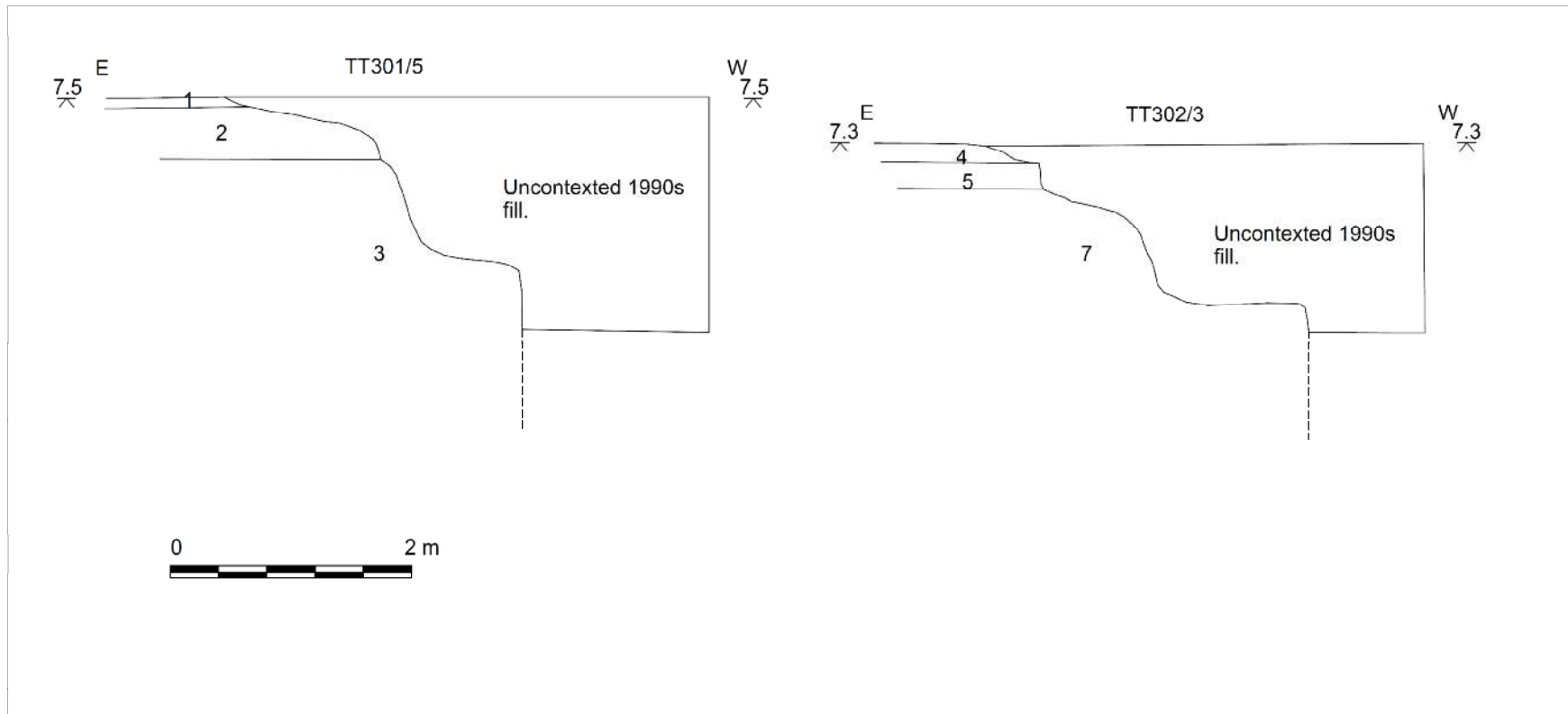


Fig. 3. Profile drawings across Princes Dock retaining wall. All heights in metres AOD.

10. Plates



Plate 1. TT301/305. Retaining wall to Princes Dock as first exposed. View looking east. Scale = 2 m.

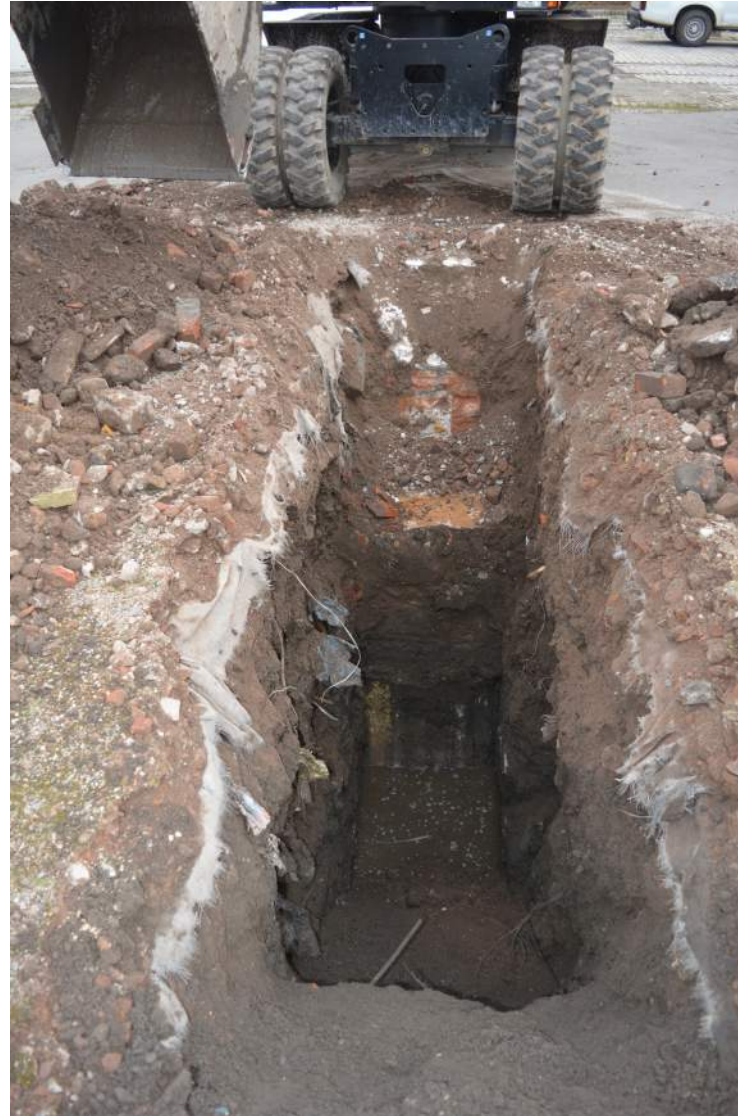


Plate 2. TT301/305. Retaining wall to Princes Dock after further excavation. View looking east. A scale could not be inserted.



Plate 3. TT302/303. Upper surface of Princes Dock retaining wall as first exposed. View looking north. Scale = 1m.



Plate 4. TT302/303. Step cut into upper surface of Princes Dock retaining wall. View looking south-east. Scales = 1m.



Plate 5. TT304. Large red sandstone block exposed at base of trench. View looking west. See Plate 6 for scale.



Plate 6. TT304. Same view as Plate 5 with excavator bucket included for scale.



Plate 7. TT304. Large red sandstone block exposed at base of trench. View looking south.



Plate 8. TT304. Brick lined culvert exposed in southern edge of trench. View looking south-west.



Plate 9. TT306. Red sandstone obstruction in base of trench. The block is set to the immediate right of the excavator bucket. View looking south.



Plate 10. TT306. Brick lined culvert exposed in southern edge of trench. View looking south-east.



Plate 11. TT306. Brick lined culvert exposed in southern edge of trench. View looking south-west.

11. Bibliography

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12. Documents Relating to the North Fort in the National Archives, Kew.

Reference: MR 1/937/6 Description:

Lancashire: Liverpool. Section on a line between the west part of the Fort and Great Howard Street. Scale: 1 inch to 16 yards [1:576] (horizontal); 1 inch to 4 feet [1:48] (vertical). Compass indicator. [By] John Foster, junior.
Date: 1793

Reference:MR 1/1438/10 Description:

Lancashire: Liverpool. Plan, elevation and sections, all on a single sheet, of a fort and proposed barracks. Scale: 1 inch to 30 feet. [By] Harry Gordon.
Date: 1783

Reference:PC 1/12/37 Description:

Order referring to a committee an Ordnance report about works at Liverpool
Note: 14 ff NOTE: Enclosed - memorial of the Mayor and Corporation of Liverpool for the Board of Ordnance to be authorised to complete the fort and barracks commenced there; letter from Lord Amherst transmitting an Ordnance report on the memorial; Lord Townshend's opinion; two letters from Mr Elliott, received Nov 15 and 17, about a proposed appeal Date: 1780 Sept 1

Reference:MR 1/1438/8-9 Description:

Lancashire: 'Plan of the Town and Township of Liverpool ...': two copies of a map showing street names, docks and land lots, with landowners' names; a portion, possibly substantial, of the right-hand side of both copies is missing. Cartouche containing the title. Scale: 1 inch to about 130 feet. Compass star. Surveyed by

Charles Eyes, 1785. Coloured MS additions to both items show alterations to the docks and the sites of a proposed fort and batteries. Dimensions: (8) 59.5 cm x 75 cm; (9) 60 cm x 72 cm.

Date: 1785

Reference:MR 1/1438/11 Description:

Lancashire: Liverpool. Map showing land proposed to be embanked from the River Mersey, a fort intended to be constructed on the embankment, and proposed new roads. Scale: 1 inch to about 35 yards. Signed by John Foster, 25 July 1803.

13. Archive Catalogue

The archive is retained and curated at National Museums Liverpool.

13.1 Photographic Catalogue

174 Princes Reach Photographic Register							
CAT	FILM	SITE	TRENCH	CONTEXT	DESCRIPTION	TAKEN BY	DATE
1	DIGITAL	174			General shots of working area	Mark Adams	29/02/2016
2	DIGITAL	174			General shots of working area	Mark Adams	29/02/2016
3	DIGITAL	174			General shots of working area	Mark Adams	29/02/2016
4	DIGITAL	174			General shots of working area	Mark Adams	29/02/2016
5	DIGITAL	174			General shots of working area	Mark Adams	29/02/2016
6	DIGITAL	174			General shots of working area	Mark Adams	29/02/2016
7	DIGITAL	174			General shots of working area	Mark Adams	29/02/2016
8	DIGITAL	174			General shots of working area	Mark Adams	29/02/2016
9	DIGITAL	174	301		Working shots showing removal of fill over Prices Dock wall	Mark Adams	29/02/2016
10	DIGITAL	174	301		Working shots showing removal of fill over Prices Dock wall	Mark Adams	29/02/2016
11	DIGITAL	174	301		Working shots showing removal of fill over Prices Dock wall	Mark Adams	29/02/2016
12	DIGITAL	174	301		Working shots showing removal of fill over Prices Dock wall	Mark Adams	29/02/2016
13	DIGITAL	174	301		Working shots showing removal of fill over Prices Dock wall	Mark Adams	29/02/2016
14	DIGITAL	174	301		Working shots showing removal of fill over Prices Dock wall	Mark Adams	29/02/2016
15	DIGITAL	174	301		Working shots showing removal of fill over Prices Dock wall	Mark Adams	29/02/2016
16	DIGITAL	174	301	3	Princes Dock wall	Mark Adams	29/02/2016
17	DIGITAL	174	301	3	Princes Dock wall	Mark Adams	29/02/2016
18	DIGITAL	174	301	3	Princes Dock wall	Mark Adams	29/02/2016
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174 Princes Reach Photographic Register							
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33	DIGITAL	174	301	3	Princes Dock wall after further excavation showing west face	Mark Adams	29/02/2016
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174 Princes Reach Photographic Register							
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175	DIGITAL	174	303	7	Princes Dock wall	Mark Adams	02/03/2016
176	DIGITAL	174	303	7	Pre-excavation record shot	Mark Adams	02/03/2016
177	DIGITAL	174	303	7	Pre-excavation record shot	Mark Adams	02/03/2016
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174 Princes Reach Photographic Register							
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185	DIGITAL	174	303	7	Pre-excavation record shot	Mark Adams	02/03/2016
186	DIGITAL	174	303	7	Princes Dock wall as first exposed	Mark Adams	02/03/2016
187	DIGITAL	174	304	8	Working shot breaking out concrete and cobbles	Mark Adams	03/03/2016
188	DIGITAL	174	304	8	Working shot breaking out concrete and cobbles	Mark Adams	03/03/2016
189	DIGITAL	174	304	8	Working shot breaking out concrete and cobbles	Mark Adams	03/03/2016
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203	DIGITAL	174	304	8	Working shot breaking out concrete and cobbles	Mark Adams	03/03/2016
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174 Princes Reach Photographic Register							
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209	DIGITAL	174	304	8	Working shot breaking out concrete and cobbles	Mark Adams	03/03/2016
210	DIGITAL	174	304	8, 9	Upper concrete layers	Mark Adams	03/03/2016
211	DIGITAL	174	304	8, 9	Upper concrete layers	Mark Adams	03/03/2016
212	DIGITAL	174	304	10	Upper levels of dock make-up	Mark Adams	03/03/2016
213	DIGITAL	174	304	10	Upper levels of dock make-up	Mark Adams	03/03/2016
214	DIGITAL	174	304	10	Upper levels of dock make-up	Mark Adams	03/03/2016
215	DIGITAL	174	304	10	Upper levels of dock make-up	Mark Adams	03/03/2016
216	DIGITAL	174	304	10	Upper levels of dock make-up	Mark Adams	03/03/2016
217	DIGITAL	174	304	10	Upper levels of dock make-up	Mark Adams	03/03/2016
218	DIGITAL	174	304	10	Upper levels of dock make-up	Mark Adams	03/03/2016
219	DIGITAL	174	304	10	Upper levels of dock make-up	Mark Adams	03/03/2016
220	DIGITAL	174	304	10	Upper levels of dock make-up	Mark Adams	03/03/2016
221	DIGITAL	174	304	10	Upper levels of dock make-up	Mark Adams	03/03/2016
222	DIGITAL	174	304	10	Upper levels of dock make-up	Mark Adams	03/03/2016
223	DIGITAL	174	304	10	Upper levels of dock make-up	Mark Adams	03/03/2016
224	DIGITAL	174	304	10	Upper levels of dock make-up	Mark Adams	03/03/2016
225	DIGITAL	174	304	10	Upper levels of dock make-up	Mark Adams	03/03/2016
226	DIGITAL	174	304	10	Upper levels of dock make-up	Mark Adams	03/03/2016
227	DIGITAL	174	304	10	Upper levels of dock make-up	Mark Adams	03/03/2016
228	DIGITAL	174	304	10	Upper levels of dock make-up	Mark Adams	03/03/2016

174 Princes Reach Photographic Register							
CAT	FILM	SITE	TRENCH	CONTEXT	DESCRIPTION	TAKEN BY	DATE
229	DIGITAL	174	304	10	Upper levels of dock make-up	Mark Adams	03/03/2016
230	DIGITAL	174	304	10	Upper levels of dock make-up	Mark Adams	03/03/2016
231	DIGITAL	174	304	10	Upper levels of dock make-up	Mark Adams	03/03/2016
232	DIGITAL	174	304	10	Upper levels of dock make-up	Mark Adams	03/03/2016
233	DIGITAL	174	304	10	Upper levels of dock make-up	Mark Adams	03/03/2016
234	DIGITAL	174	304	10	Upper levels of dock make-up	Mark Adams	03/03/2016
235	DIGITAL	174	304	10	Upper levels of dock make-up	Mark Adams	03/03/2016
236	DIGITAL	174	304	10	Upper levels of dock make-up	Mark Adams	03/03/2016
237	DIGITAL	174	304	10	Upper levels of dock make-up	Mark Adams	03/03/2016
238	DIGITAL	174	304	10	Upper levels of dock make-up	Mark Adams	03/03/2016
239	DIGITAL	174	304	10	Upper levels of dock make-up	Mark Adams	03/03/2016
240	DIGITAL	174	304	10	Upper levels of dock make-up	Mark Adams	03/03/2016
241	DIGITAL	174	304	10	Upper levels of dock make-up	Mark Adams	03/03/2016
242	DIGITAL	174	304	10	Upper levels of dock make-up	Mark Adams	03/03/2016
243	DIGITAL	174	304	10	Upper levels of dock make-up	Mark Adams	03/03/2016
244	DIGITAL	174	304	10	Upper levels of dock make-up	Mark Adams	03/03/2016
245	DIGITAL	174	304	10	Upper levels of dock make-up	Mark Adams	03/03/2016
246	DIGITAL	174	304	10	Upper levels of dock make-up	Mark Adams	03/03/2016
247	DIGITAL	174	304	10	Upper levels of dock make-up	Mark Adams	03/03/2016
248	DIGITAL	174	304	10	Upper levels of dock make-up	Mark Adams	03/03/2016
249	DIGITAL	174	304	10	Upper levels of dock make-up	Mark Adams	03/03/2016
250	DIGITAL	174	304	10	Upper levels of dock make-up	Mark Adams	03/03/2016
251	DIGITAL	174	304	10	Upper levels of dock make-up	Mark Adams	03/03/2016

174 Princes Reach Photographic Register							
CAT	FILM	SITE	TRENCH	CONTEXT	DESCRIPTION	TAKEN BY	DATE
252	DIGITAL	174	304	10	Upper levels of dock make-up	Mark Adams	03/03/2016
253	DIGITAL	174	304	10	Upper levels of dock make-up	Mark Adams	03/03/2016
254	DIGITAL	174	304	10	Upper levels of dock make-up	Mark Adams	03/03/2016
255	DIGITAL	174	304	10	Upper levels of dock make-up	Mark Adams	03/03/2016
256	DIGITAL	174	304	10	Upper levels of dock make-up	Mark Adams	03/03/2016
257	DIGITAL	174	304	10	Upper levels of dock make-up	Mark Adams	03/03/2016
258	DIGITAL	174	304	10	Upper levels of dock make-up	Mark Adams	03/03/2016
259	DIGITAL	174	304	10	Upper levels of dock make-up	Mark Adams	03/03/2016
260	DIGITAL	174	304	10	Upper levels of dock make-up	Mark Adams	03/03/2016
261	DIGITAL	174	304	10	Upper levels of dock make-up	Mark Adams	03/03/2016
262	DIGITAL	174	304	10	Upper levels of dock make-up	Mark Adams	03/03/2016
263	DIGITAL	174	304	10	Upper levels of dock make-up	Mark Adams	03/03/2016
264	DIGITAL	174	304	10	Upper levels of dock make-up	Mark Adams	03/03/2016
265	DIGITAL	174	304	10	Upper levels of dock make-up	Mark Adams	03/03/2016
266	DIGITAL	174	304	10	Upper levels of dock make-up	Mark Adams	03/03/2016
267	DIGITAL	174	304	10	Upper levels of dock make-up	Mark Adams	03/03/2016
268	DIGITAL	174	304	10	Upper levels of dock make-up	Mark Adams	03/03/2016
269	DIGITAL	174	304	10	Upper levels of dock make-up	Mark Adams	03/03/2016
270	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
271	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
272	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
273	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
274	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016

174 Princes Reach Photographic Register							
CAT	FILM	SITE	TRENCH	CONTEXT	DESCRIPTION	TAKEN BY	DATE
275	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
276	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
277	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
278	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
279	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
280	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
281	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
282	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
283	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
284	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
285	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
286	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
287	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
288	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
289	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
290	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
291	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
292	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
293	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
294	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
295	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
296	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
297	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016

174 Princes Reach Photographic Register							
CAT	FILM	SITE	TRENCH	CONTEXT	DESCRIPTION	TAKEN BY	DATE
298	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
299	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
300	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
301	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
302	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
303	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
304	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
305	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
306	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
307	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
308	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
309	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
310	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
311	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
312	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
313	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
314	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
315	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
316	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
317	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
318	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
319	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
320	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016

174 Princes Reach Photographic Register							
CAT	FILM	SITE	TRENCH	CONTEXT	DESCRIPTION	TAKEN BY	DATE
321	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
322	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
323	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
324	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
325	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
326	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
327	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
328	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
329	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
330	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
331	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
332	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
333	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
334	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
335	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
336	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
337	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
338	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
339	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
340	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
341	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
342	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
343	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016

174 Princes Reach Photographic Register							
CAT	FILM	SITE	TRENCH	CONTEXT	DESCRIPTION	TAKEN BY	DATE
344	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
345	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
346	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
347	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
348	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
349	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
350	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
351	DIGITAL	174	304	10	Upper levels of dock make-up after further excavation	Mark Adams	03/03/2016
352	DIGITAL	174	304		Missing	Mark Adams	03/03/2016
353	DIGITAL	174	304		Brick culvert	Mark Adams	03/03/2016
354	DIGITAL	174	304		Brick culvert	Mark Adams	03/03/2016
355	DIGITAL	174	304		Brick culvert	Mark Adams	03/03/2016
356	DIGITAL	174	304		Working shot breaking out concrete	Mark Adams	03/03/2016
357	DIGITAL	174	304		Working shot breaking out concrete	Mark Adams	03/03/2016
358	DIGITAL	174	304		Working shot breaking out concrete	Mark Adams	03/03/2016
359	DIGITAL	174	304		Working shot breaking out concrete	Mark Adams	03/03/2016
360	DIGITAL	174	304	10	Working shot, excavating 10	Mark Adams	03/03/2016
361	DIGITAL	174	304	10	Working shot, excavating 10	Mark Adams	03/03/2016
362	DIGITAL	174	304	10	Working shot, excavating 10	Mark Adams	03/03/2016
363	DIGITAL	174	304	10	Working shot, excavating 10	Mark Adams	03/03/2016
364	DIGITAL	174	304	10	Working shot, excavating 10	Mark Adams	03/03/2016
365	DIGITAL	174	304	10	Working shot, excavating 10	Mark Adams	03/03/2016
366	DIGITAL	174	304	10	Working shot, excavating 10	Mark Adams	03/03/2016

174 Princes Reach Photographic Register							
CAT	FILM	SITE	TRENCH	CONTEXT	DESCRIPTION	TAKEN BY	DATE
367	DIGITAL	174	304	10	Working shot, excavating 10	Mark Adams	03/03/2016
368	DIGITAL	174	304	10	Working shot, excavating 10	Mark Adams	03/03/2016
369	DIGITAL	174	304	10	Working shot, excavating 10	Mark Adams	03/03/2016
370	DIGITAL	174	304	10	Working shot, excavating 10	Mark Adams	03/03/2016
371	DIGITAL	174	304	10	Working shot, excavating 10	Mark Adams	03/03/2016
372	DIGITAL	174	304	10	Working shot, excavating 10	Mark Adams	03/03/2016
373	DIGITAL	174	304	10	Working shot, excavating 10	Mark Adams	03/03/2016
374	DIGITAL	174	304	10	Working shot, excavating 10	Mark Adams	03/03/2016
375	DIGITAL	174	304	10	Working shot, excavating 10	Mark Adams	03/03/2016
376	DIGITAL	174	304	10	Working shot, excavating 10	Mark Adams	03/03/2016
377	DIGITAL	174	304	10	Working shot, excavating 10	Mark Adams	03/03/2016
378	DIGITAL	174	304	10	Working shot, excavating 10	Mark Adams	03/03/2016
379	DIGITAL	174	304	12	Stone block at base of trench	Mark Adams	03/03/2016
380	DIGITAL	174	304	12	Stone block at base of trench	Mark Adams	03/03/2016
381	DIGITAL	174	304	12	Stone block at base of trench	Mark Adams	03/03/2016
382	DIGITAL	174	304	12	Stone block at base of trench	Mark Adams	03/03/2016
383	DIGITAL	174	304	12	Stone block at base of trench	Mark Adams	03/03/2016
384	DIGITAL	174	304	12	Stone block at base of trench	Mark Adams	03/03/2016
385	DIGITAL	174	304	12	Stone block at base of trench	Mark Adams	03/03/2016
386	DIGITAL	174	304	12	Stone block at base of trench	Mark Adams	03/03/2016
387	DIGITAL	174	304	12	Stone block at base of trench	Mark Adams	03/03/2016
388	DIGITAL	174	304	12	Stone block at base of trench	Mark Adams	03/03/2016
389	DIGITAL	174	304	12	Stone block at base of trench	Mark Adams	03/03/2016

174 Princes Reach Photographic Register							
CAT	FILM	SITE	TRENCH	CONTEXT	DESCRIPTION	TAKEN BY	DATE
390	DIGITAL	174	304	12	Stone block at base of trench	Mark Adams	03/03/2016
391	DIGITAL	174	304	12	Stone block at base of trench	Mark Adams	03/03/2016
392	DIGITAL	174	304	12	Stone block at base of trench	Mark Adams	03/03/2016
393	DIGITAL	174	304	12	Stone block at base of trench	Mark Adams	03/03/2016
394	DIGITAL	174	304	12	Stone block at base of trench	Mark Adams	03/03/2016
395	DIGITAL	174	304	12	Stone block at base of trench	Mark Adams	03/03/2016
396	DIGITAL	174	304	12	Stone block at base of trench	Mark Adams	03/03/2016
397	DIGITAL	174	304	12	Stone block at base of trench	Mark Adams	03/03/2016
398	DIGITAL	174	304	12	Stone block at base of trench	Mark Adams	03/03/2016
399	DIGITAL	174	304	12	Stone block at base of trench	Mark Adams	03/03/2016
400	DIGITAL	174	304	12	Stone block at base of trench	Mark Adams	03/03/2016
401	DIGITAL	174	304	12	Stone block at base of trench	Mark Adams	03/03/2016
402	DIGITAL	174	304	12	Stone block at base of trench	Mark Adams	03/03/2016
403	DIGITAL	174	304	12	Stone block at base of trench	Mark Adams	03/03/2016
404	DIGITAL	174	304	12	Stone block at base of trench	Mark Adams	03/03/2016
405	DIGITAL	174	304	12	Stone block at base of trench	Mark Adams	03/03/2016
406	DIGITAL	174	304	12	Stone block at base of trench	Mark Adams	03/03/2016
407	DIGITAL	174	304	12	Stone block at base of trench	Mark Adams	03/03/2016
408	DIGITAL	174	304	12	Stone block at base of trench	Mark Adams	03/03/2016
409	DIGITAL	174	304	12	Stone block at base of trench	Mark Adams	03/03/2016
410	DIGITAL	174	304	12	Stone block at base of trench	Mark Adams	03/03/2016
411	DIGITAL	174	304	12	Stone block at base of trench	Mark Adams	03/03/2016
412	DIGITAL	174	304	12	Stone block at base of trench	Mark Adams	03/03/2016

174 Princes Reach Photographic Register							
CAT	FILM	SITE	TRENCH	CONTEXT	DESCRIPTION	TAKEN BY	DATE
413	DIGITAL	174	304	12	Stone block at base of trench	Mark Adams	03/03/2016
414	DIGITAL	174	306		Record shot	Mark Adams	04/03/2016
415	DIGITAL	174	306	13 14	Details of concrete types	Mark Adams	04/03/2016
416	DIGITAL	174	306	13 14	Details of concrete types	Mark Adams	04/03/2016
417	DIGITAL	174	306	13 14	Details of concrete types	Mark Adams	04/03/2016
418	DIGITAL	174	306	13 14	Details of concrete types	Mark Adams	04/03/2016
419	DIGITAL	174	306	13 14	Details of concrete types	Mark Adams	04/03/2016
420	DIGITAL	174	306	13 14	Details of concrete types	Mark Adams	04/03/2016
421	DIGITAL	174	306	13 14	Details of concrete types	Mark Adams	04/03/2016
422	DIGITAL	174	306	13 14	Details of concrete types	Mark Adams	04/03/2016
423	DIGITAL	174	306	13 14	Details of concrete types	Mark Adams	04/03/2016
424	DIGITAL	174	306	13 14	Details of concrete types	Mark Adams	04/03/2016
425	DIGITAL	174	306	13 14	Details of concrete types	Mark Adams	04/03/2016
426	DIGITAL	174	306	13 14	Details of concrete types	Mark Adams	04/03/2016
427	DIGITAL	174	306	13 14	Details of concrete types	Mark Adams	04/03/2016
428	DIGITAL	174	306	15	Excavtion of upper levels of fill	Mark Adams	04/03/2016
429	DIGITAL	174	306	15	Excavtion of upper levels of fill	Mark Adams	04/03/2016
430	DIGITAL	174	306	15	Excavtion of upper levels of fill	Mark Adams	04/03/2016
431	DIGITAL	174	306	15	Excavtion of upper levels of fill	Mark Adams	04/03/2016
432	DIGITAL	174	306	15	Excavtion of upper levels of fill	Mark Adams	04/03/2016
433	DIGITAL	174	306	15	Excavtion of upper levels of fill	Mark Adams	04/03/2016
434	DIGITAL	174	306	15	Excavtion of upper levels of fill	Mark Adams	04/03/2016
435	DIGITAL	174	306	15	Excavtion of upper levels of fill	Mark Adams	04/03/2016

174 Princes Reach Photographic Register							
CAT	FILM	SITE	TRENCH	CONTEXT	DESCRIPTION	TAKEN BY	DATE
436	DIGITAL	174	306	15	Excavtion of upper levels of fill	Mark Adams	04/03/2016
437	DIGITAL	174	306	15	Excavtion of upper levels of fill	Mark Adams	04/03/2016
438	DIGITAL	174	306	15	Excavtion of upper levels of fill	Mark Adams	04/03/2016
439	DIGITAL	174	306	15	Excavtion of upper levels of fill	Mark Adams	04/03/2016
440	DIGITAL	174	306	15	Excavtion of upper levels of fill	Mark Adams	04/03/2016
441	DIGITAL	174	306	15	Excavtion of upper levels of fill	Mark Adams	04/03/2016
442	DIGITAL	174	306	15	Excavtion of upper levels of fill	Mark Adams	04/03/2016
443	DIGITAL	174	306	15	Excavtion of upper levels of fill	Mark Adams	04/03/2016
444	DIGITAL	174	306	15	Excavtion of upper levels of fill	Mark Adams	04/03/2016
445	DIGITAL	174	306	15	Excavtion of upper levels of fill	Mark Adams	04/03/2016
446	DIGITAL	174	306	15	Excavtion of upper levels of fill	Mark Adams	04/03/2016
447	DIGITAL	174	306	15	Excavtion of upper levels of fill	Mark Adams	04/03/2016
448	DIGITAL	174	306	15	Excavtion of upper levels of fill	Mark Adams	04/03/2016
449	DIGITAL	174	306	15	Excavtion of upper levels of fill	Mark Adams	04/03/2016
450	DIGITAL	174	306	15	Excavtion of upper levels of fill	Mark Adams	04/03/2016
451	DIGITAL	174	306	15	Excavtion of upper levels of fill	Mark Adams	04/03/2016
452	DIGITAL	174	306	15	Excavtion of upper levels of fill	Mark Adams	04/03/2016
453	DIGITAL	174	306	15	Excavtion of upper levels of fill	Mark Adams	04/03/2016
454	DIGITAL	174	306	15	Excavtion of upper levels of fill	Mark Adams	04/03/2016
455	DIGITAL	174	306	15	Excavtion of upper levels of fill	Mark Adams	04/03/2016
456	DIGITAL	174	306	15	Excavtion of upper levels of fill	Mark Adams	04/03/2016
457	DIGITAL	174	306	15	Excavtion of upper levels of fill	Mark Adams	04/03/2016
458	DIGITAL	174	306	15	Excavtion of upper levels of fill	Mark Adams	04/03/2016

174 Princes Reach Photographic Register							
CAT	FILM	SITE	TRENCH	CONTEXT	DESCRIPTION	TAKEN BY	DATE
459	DIGITAL	174	306	15	Excavtion of upper levels of fill	Mark Adams	04/03/2016
460	DIGITAL	174	306	15	Excavtion of upper levels of fill	Mark Adams	04/03/2016
461	DIGITAL	174	306	15	Excavtion of upper levels of fill	Mark Adams	04/03/2016
462	DIGITAL	174	306	15	Excavtion of upper levels of fill	Mark Adams	04/03/2016
463	DIGITAL	174	306	15	Excavtion of upper levels of fill	Mark Adams	04/03/2016
464	DIGITAL	174	306	15	Excavtion of upper levels of fill	Mark Adams	04/03/2016
465	DIGITAL	174	306	15 16 17	Excavation of fills including views of stonework 17 and brick culvert	Mark Adams	04/03/2016
466	DIGITAL	174	306	15 16 17	Excavation of fills including views of stonework 17 and brick culvert	Mark Adams	04/03/2016
467	DIGITAL	174	306	15 16 17	Excavation of fills including views of stonework 17 and brick culvert	Mark Adams	04/03/2016
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174 Princes Reach Photographic Register							
CAT	FILM	SITE	TRENCH	CONTEXT	DESCRIPTION	TAKEN BY	DATE
482	DIGITAL	174	306	15 16 17	Excavation of fills including views of stonework 17 and brick culvert	Mark Adams	04/03/2016
483	DIGITAL	174	306	15 16 17	Excavation of fills including views of stonework 17 and brick culvert	Mark Adams	04/03/2016
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504	DIGITAL	174	306	15 16 17	Excavation of fills including views of stonework 17 and brick culvert	Mark Adams	04/03/2016

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13.2 Finds

Find No	Trench	Context	Description
1	TT306	15	Rim from creamware plate
2	TT306	15	Rim from darkware bowl or panchion
3	TT306	15	Small fragment of possible sugar mould
4	TT306	15	Small fragment of possible sugar mould
5	TT306	15	Body sherd from darkware vessel
6	TT304		Fragment of roofing slate
7	TT304		Small fragment of possible sugar mould
8	TT304		Oyster shell

13.3 Context Listing

Context No	Trench	Description
1	TT301/5	Bitumen surfacing to transit shed
2	TT301/5	Concrete floor to transit shed
3	TT301/5	Princes Dock retaining wall
4	TT302/3	Concrete and bitumen surfacing to transit shed
5	TT302/3	Granite(?) setts
6	TT302/3	Cast iron setting
7	TT302/3	Princes Dock retaining wall
8	TT304	Concrete surfacing with disturbed granite setts
9	TT304	Concrete support to railtrack
10	TT304	Upper sandstone fill deposited during construction of Princes Dock
11	TT304	Lower silt and sand fill deposited during construction of Princes Dock
12	TT304	Red sandstone block provisionally identified as 1803 sea wall
13	TT306	Concrete surfacing with disturbed granite setts
14	TT306	Concrete support to railtrack
15	TT306	Upper sandstone fill deposited during construction of Princes Dock
16	TT306	Lower silt and sand fill deposited during construction of Princes Dock
17	TT306	Red sandstone block provisionally identified as 1803 sea wall



MODALIVING

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