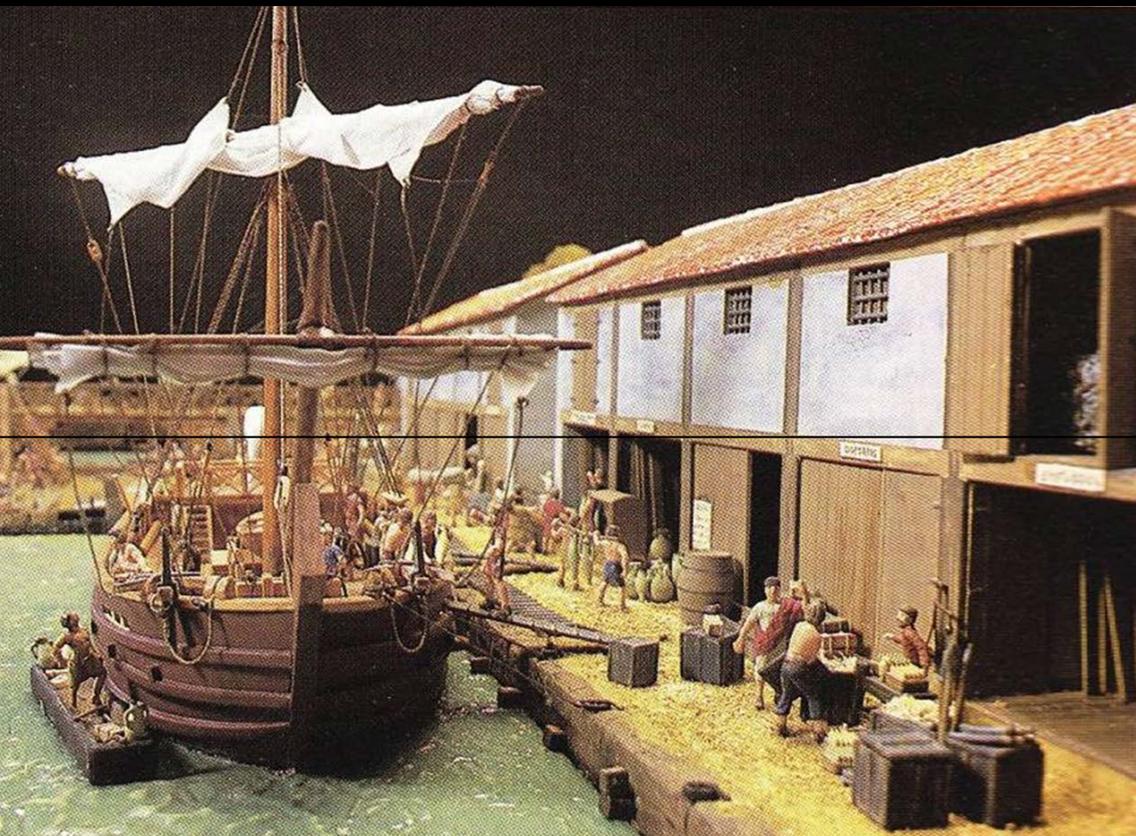


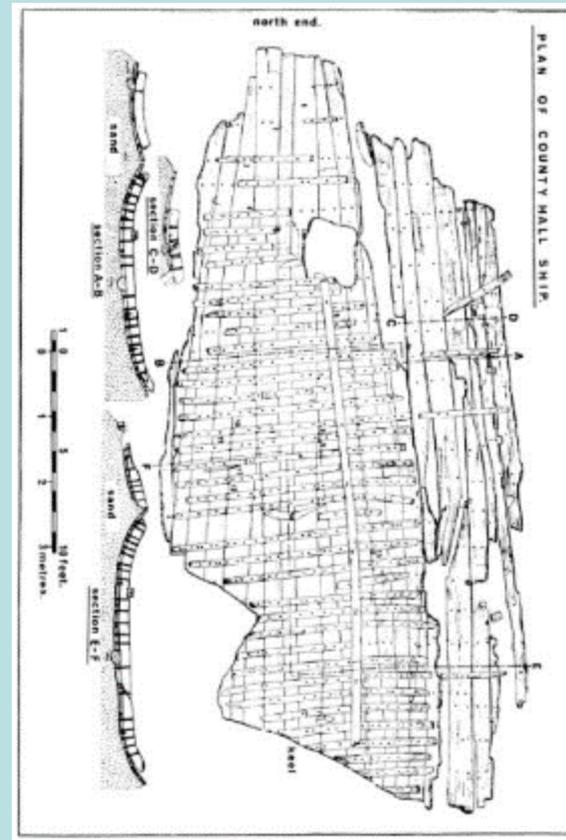
discovering the Port of Roman London



Gustav Milne

UCL MOLA

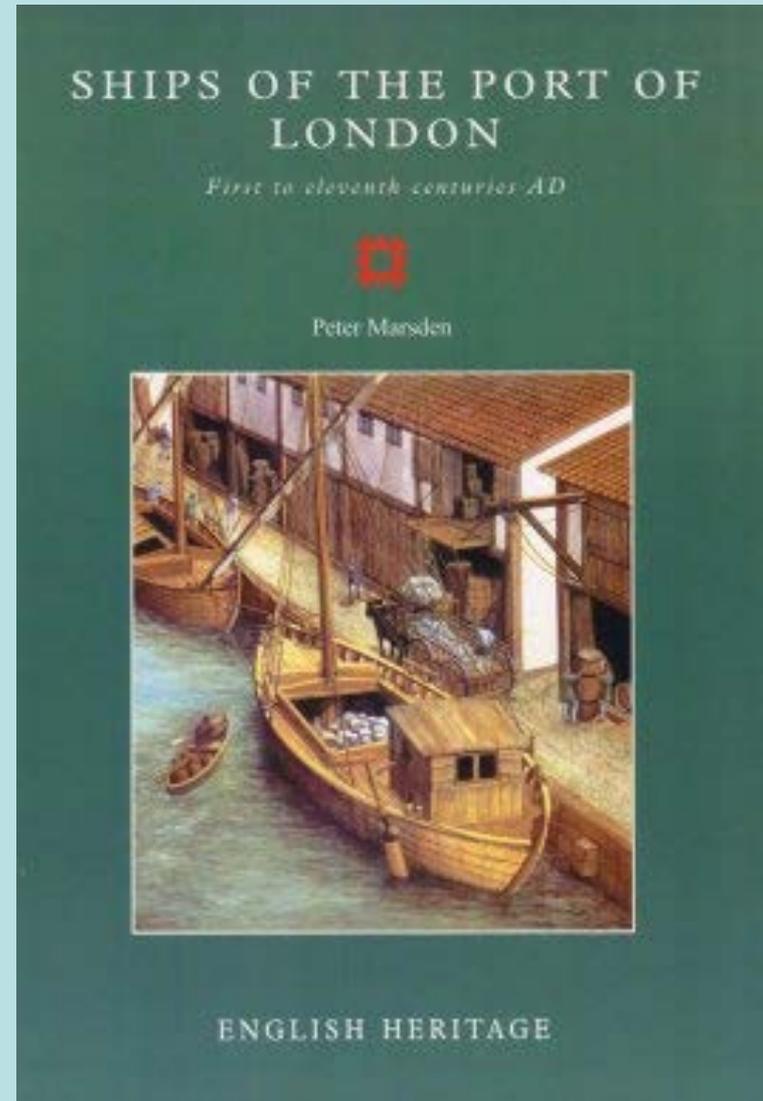
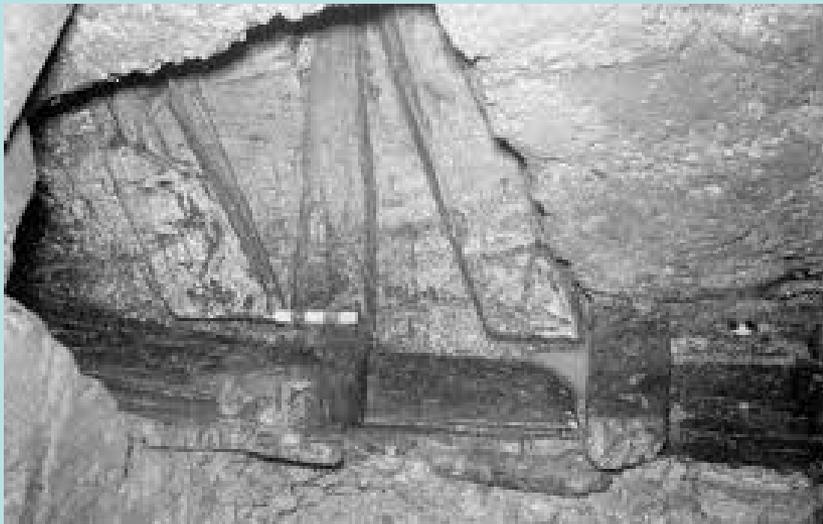
1910 County Hall ship



Regis House 1930

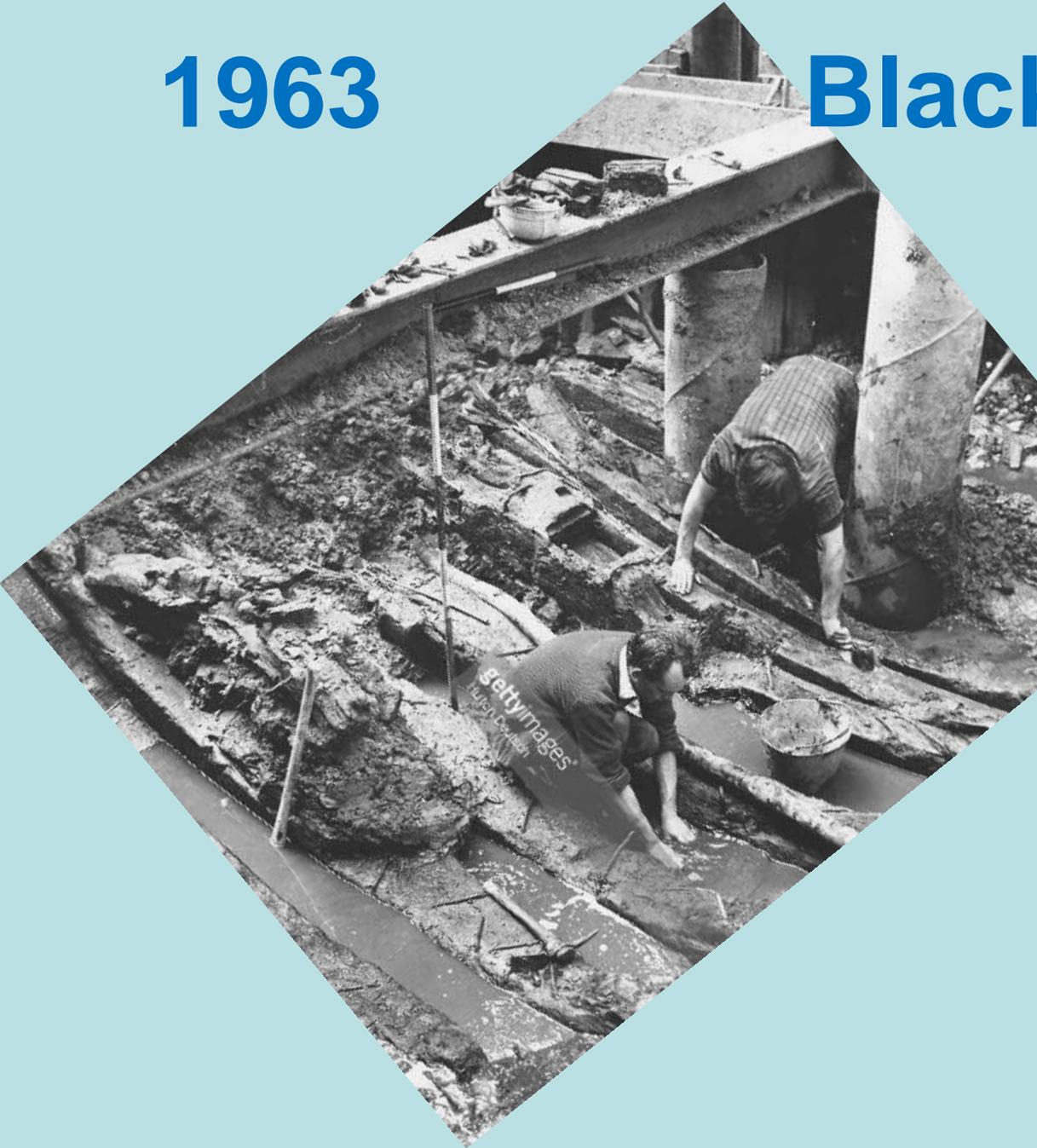


New Guy's Hospital 1958



1963

Blackfriars Ship



1973 Customs House



THE TIMES 6th Oct 1973

Archaeological report

Photo Removed

Roman quay: Beams recovered after 1,700 years

Huge beams and joists from the original Roman quay in the Pool of London were yesterday lifted from the site where they have lain for about 1,700 years, preserved in Thames clay.

The site beside the Customs House in Lower Thames Street is being redeveloped and archaeologists employed by Guildhall had their last day there to remove what they could before the bulldozers and pile-drivers move in. The timber was sunk in the moat of the Jewel House beside the Houses of Parliament to prevent it from drying and deteriorating. There experts will be able to examine and preserve it at leisure.

With the possible exception of the Roman wharf at Dover excavated by the Victorians, this is the finest wooden quay

recovered from anywhere in the Roman Empire. The great Roman harbours at Ostia and Leptis Magna were more spectacular, but they were built of stone. In Londinium the nearest stone for building was many miles away, and so the Romans built with timber. The mud has preserved it almost intact.

The box structure about 40ft long by 12ft wide where the galleys tied up is of particular interest for the light it sheds on the arcane subject of ancient carpentry. It includes magnificent examples of half-lap joints, splayed bare-face soffit tenons, and other contrivances of the Roman carpenters

To judge from pottery found on the site the quay appears to date from the end of the second century AD. Dendrochronology measurement of the spaces between the annual rings in the

timber, and its comparison by computer with weather tables, may provide a more precise date.

The excavation also uncovered a large braced wooden structure of the thirteenth century, whose function is still obscure. It might have been a tidal mill. This is particularly interesting because it provides a rare example of medieval mortise-and-tenon work and other techniques that will enable specialists to trace the evolution of carpentry joints. Balks of this medieval structure have also been removed to the moat of the Jewel House.

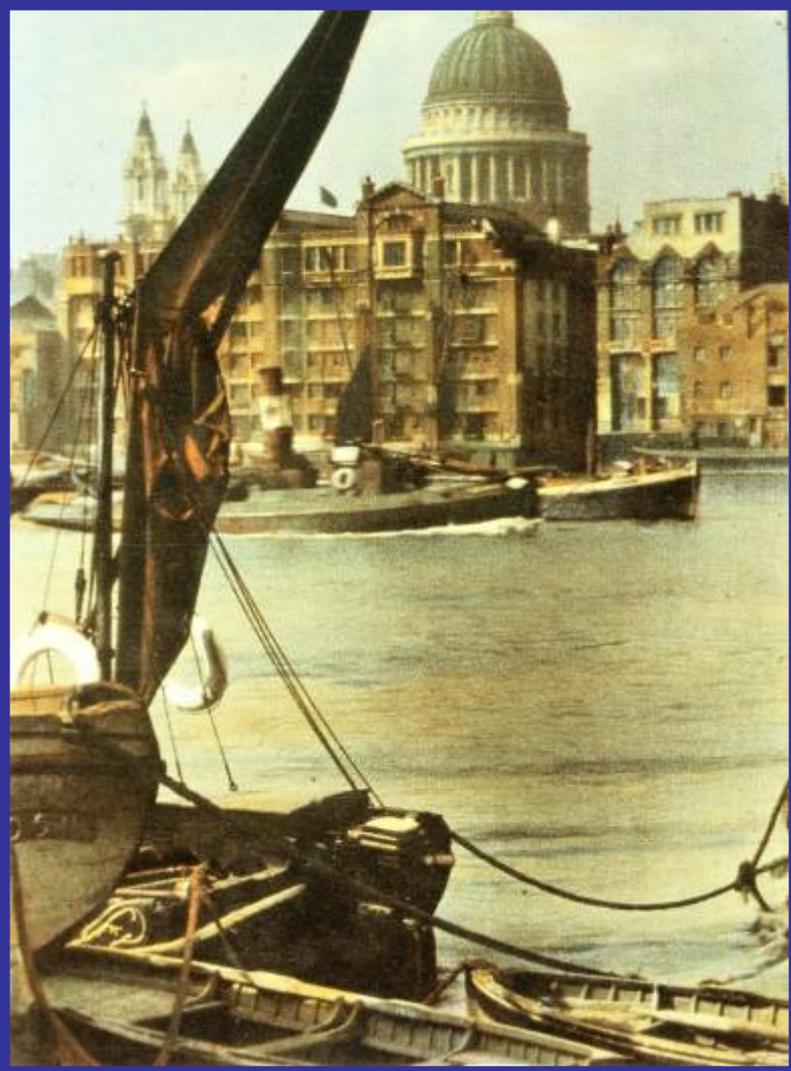
Mr Tim Tatton-Brown, of the Institute of Archaeology, who is supervising the dig, said yesterday, as the crane hoisted beams out of their glutinous bed: "We should like to have taken more, but the beams are enormously

heavy, and we have no more time."

The foundation of the original stone Customs House of the fourteenth century, where Chaucer worked, was also uncovered and a wooden drain removed from it for preservation.

When the remains of London's original waterfront have been examined and preserved they will probably be reconstructed in the new London Museum, or perhaps in a display on their original site. Meanwhile the archaeologists hope, when Billingsgate market is redeveloped in the next few years, to uncover, just upstream from the Roman quay, the remains of the Roman and Saxon bridges across the Thames.

By Philip Howard

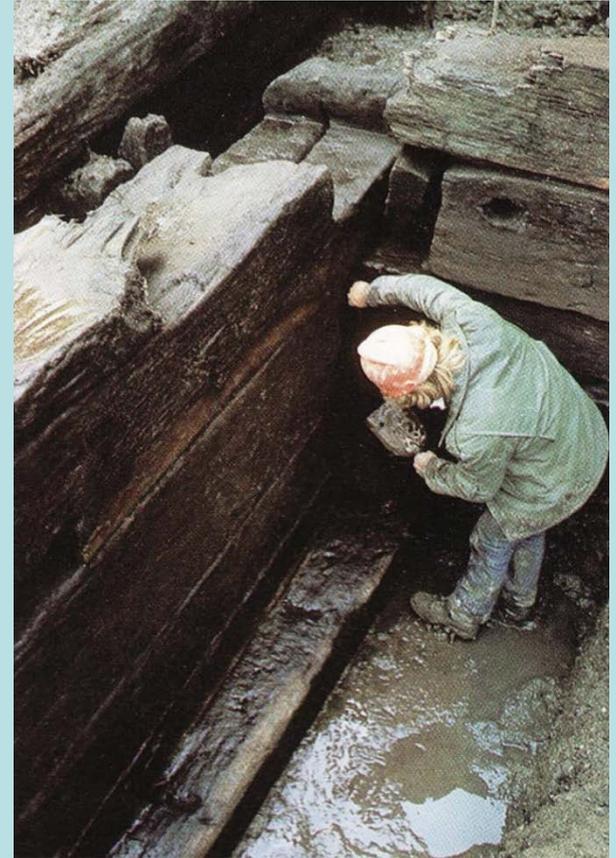
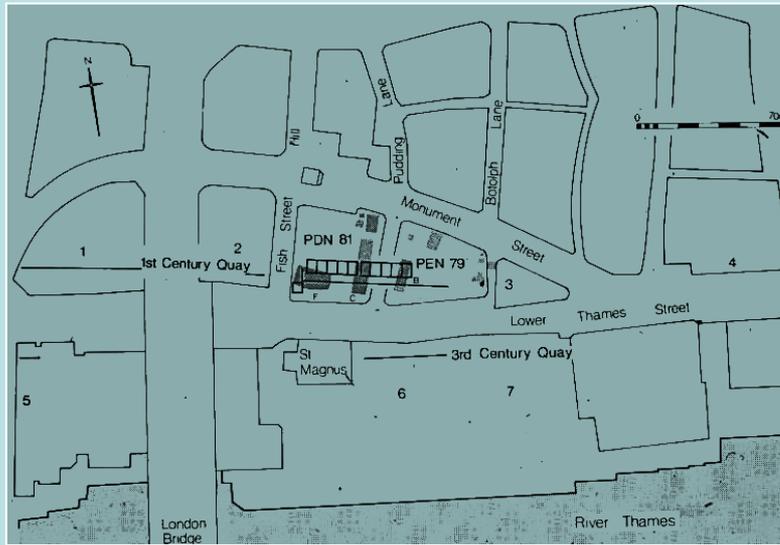
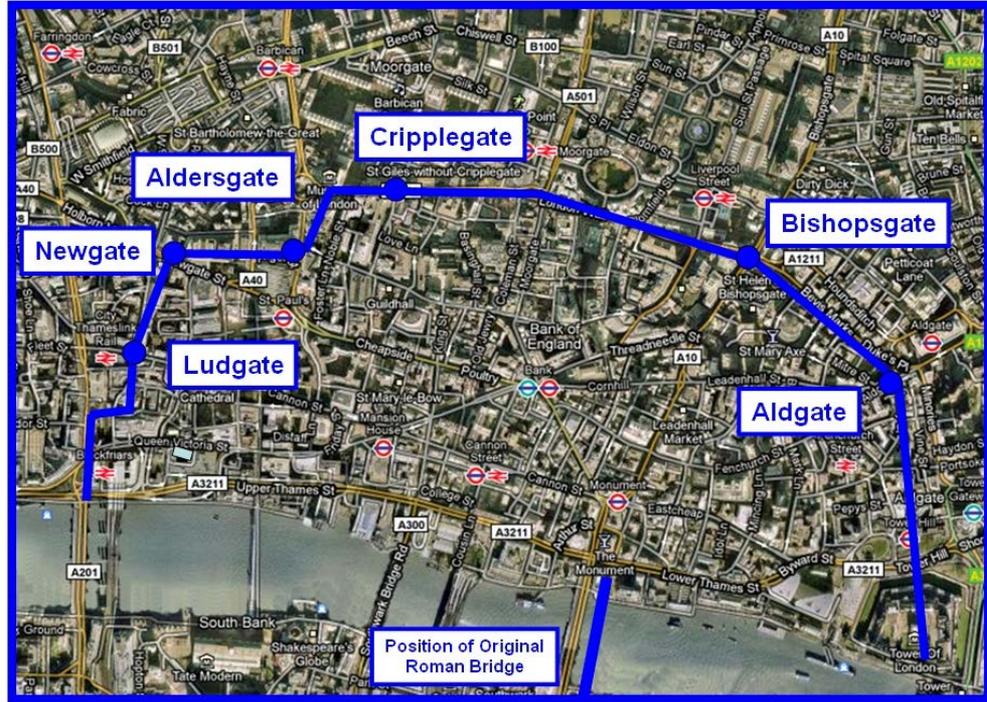


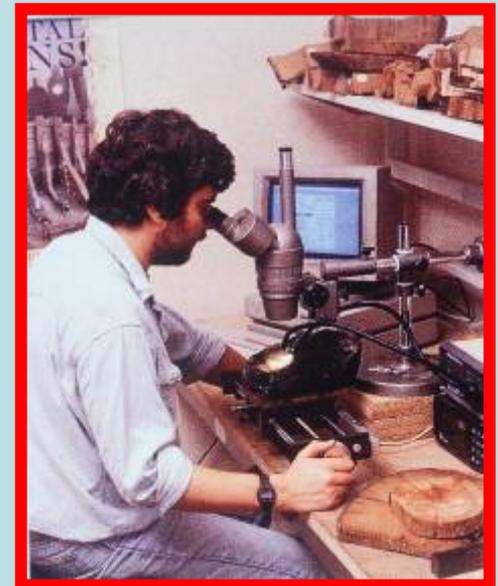
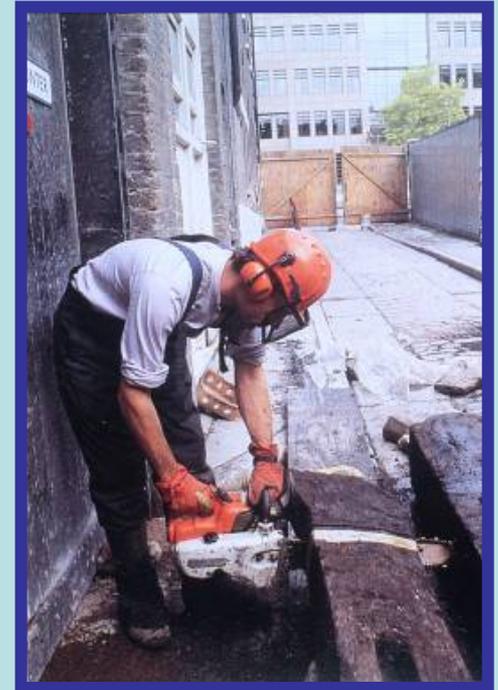
1973-1991 Rescue Archaeology





1979-81: Pudding Lane Fish Street Hill Lower Thames St





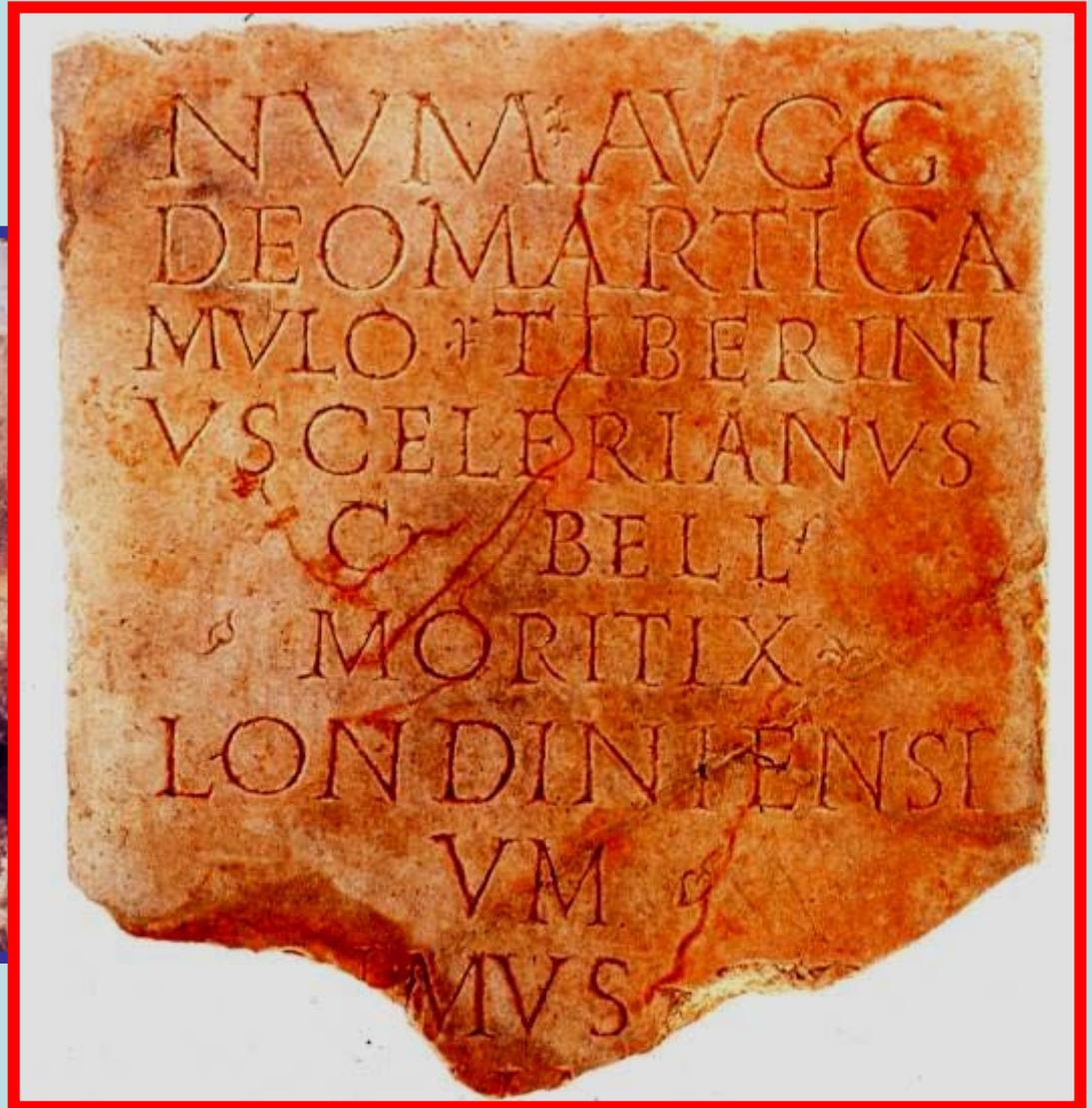
1982-3: Billingsgate Lorry Park



1988 underneath Cannon St Station: mouth of the Walbrook Stream



Contract Archaeology 1991+



ANNUAL REVIEW

MoLAS 96

museum of
LONDON



ARCHAEOLOGY SERVICE

2011 Three Quays

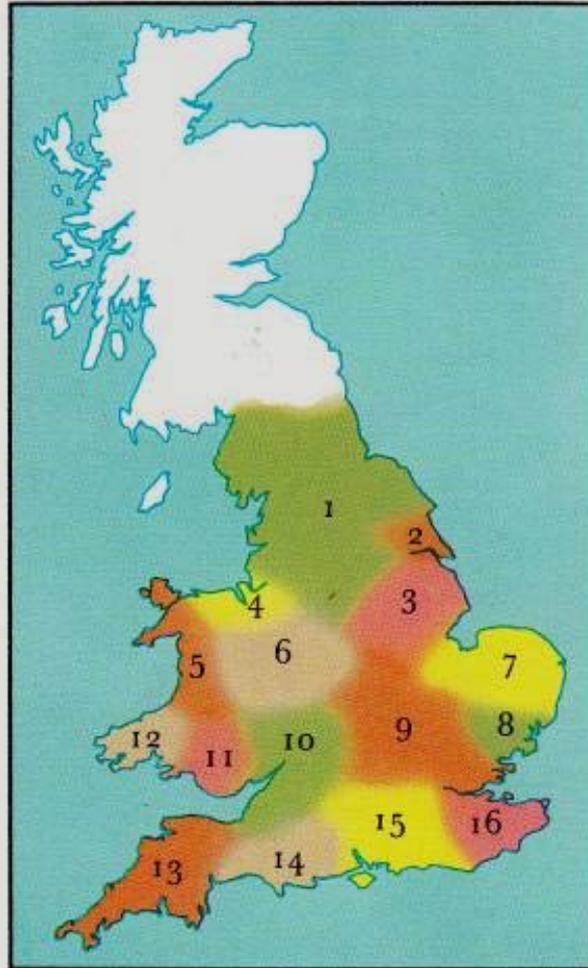
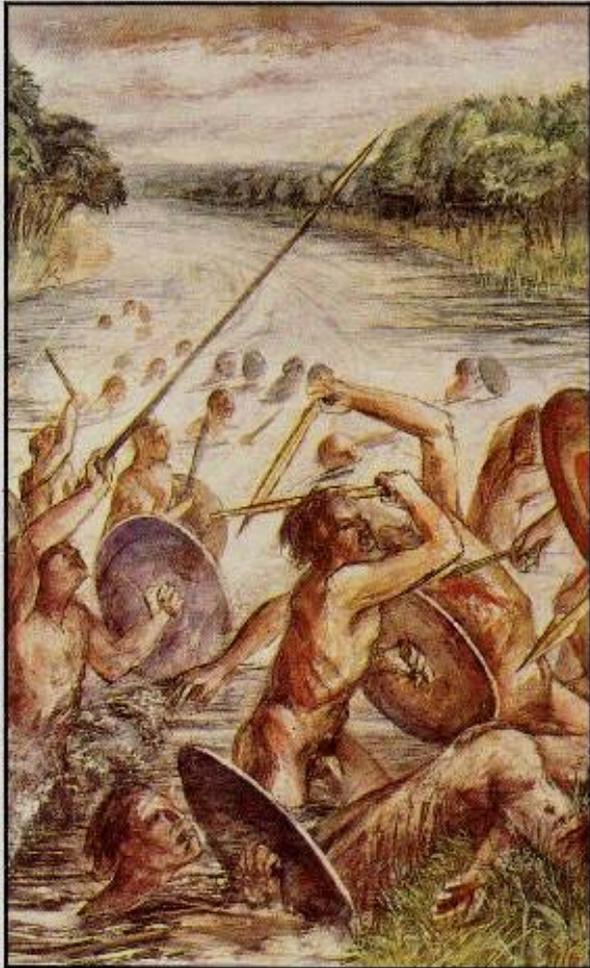


2016 Sugar Quay



Roman London *Londinium*

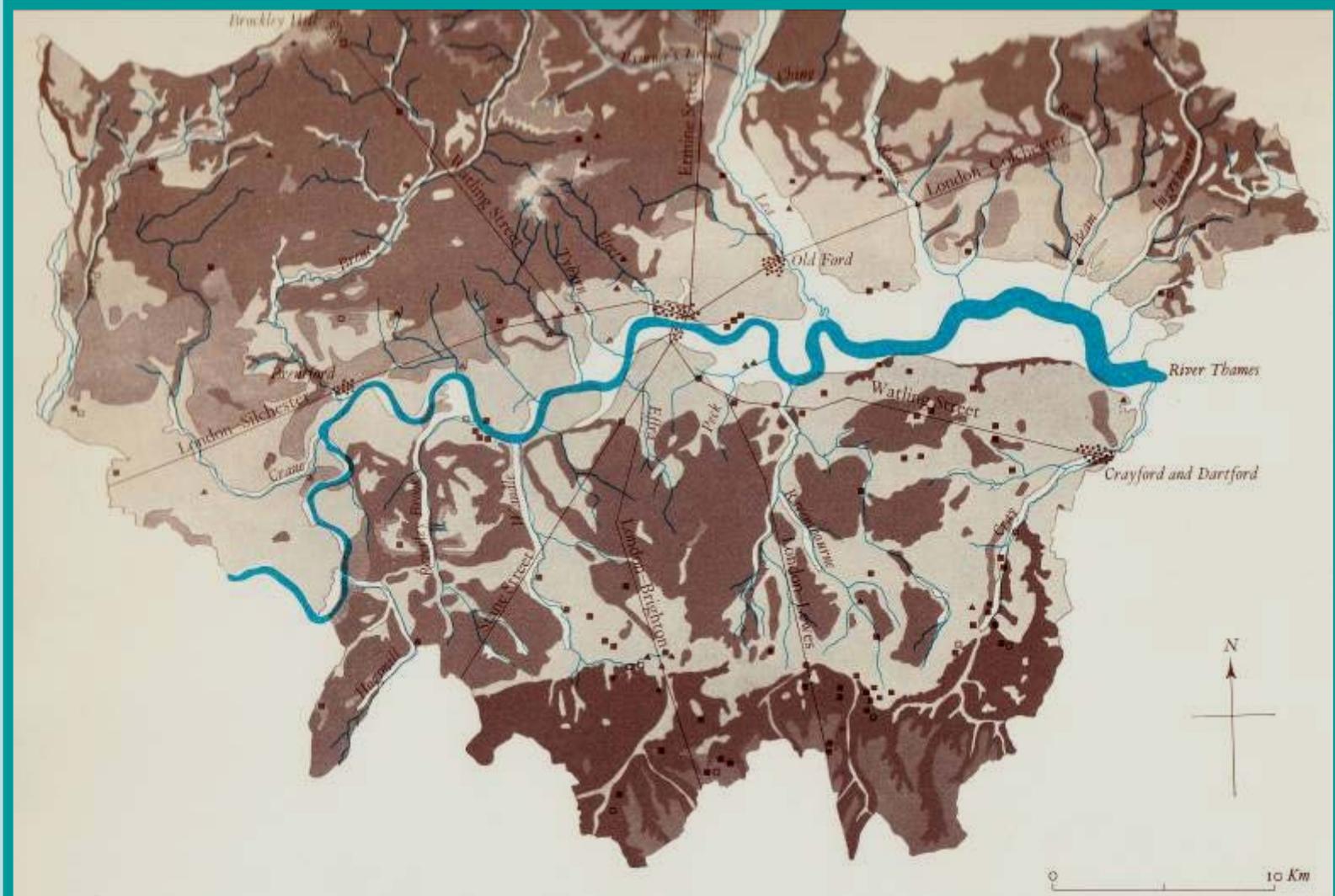
- AD 47 new foundation
- AD 60 destroyed in native uprising
- AD 60-75 rebuilt: new public buildings
forum & basilica, bath-houses,
amphitheatre, PORT begins
- AD 85-120 major expansion: BRIDGE;
enlarged forum, PORT



3 (FAR LEFT)
The Thames formed a boundary
between warring tribes

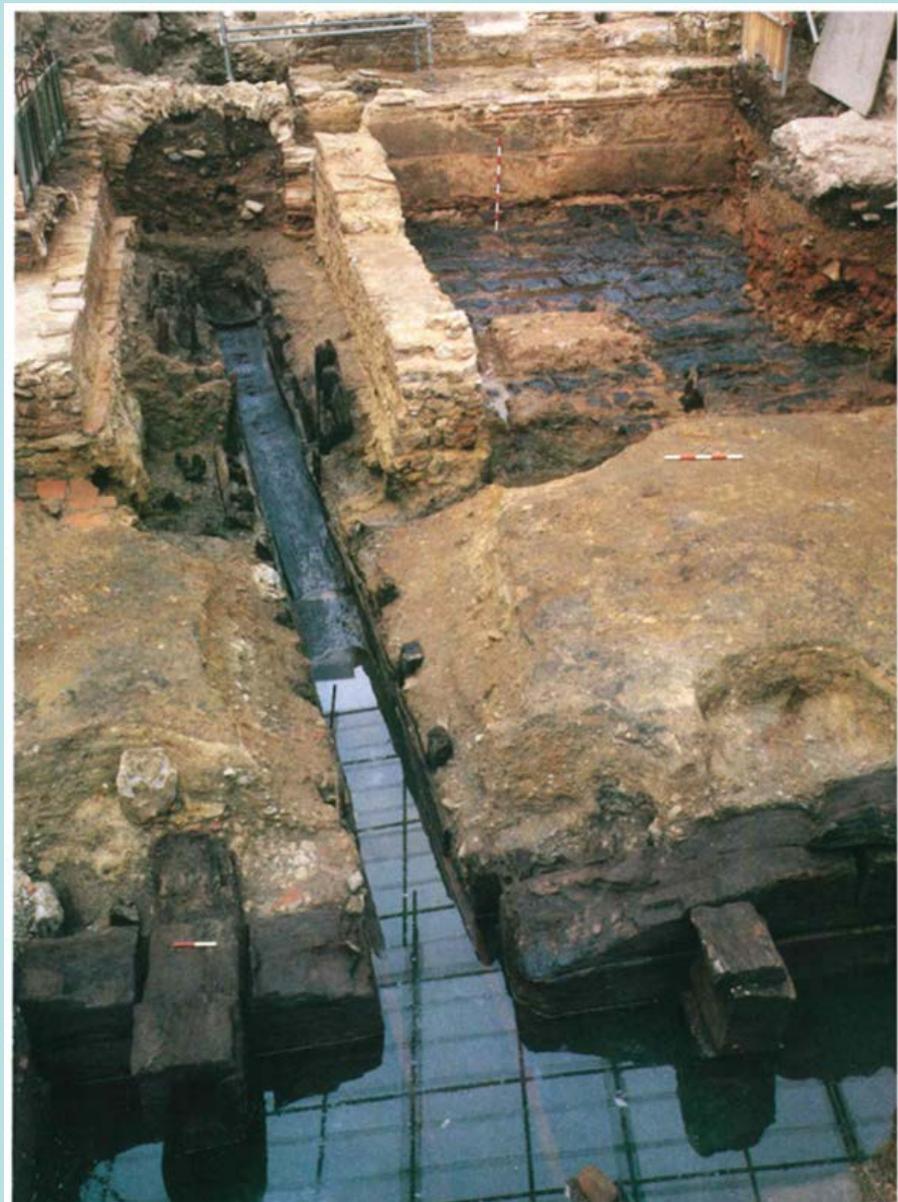
4
The Iron-Age tribes of southern
Britain at the time of the Claudian
invasion:

- 1 BRIGANTES
- 2 PARISI
- 3 CORITANI
- 4 DECEANGLI
- 5 ORDOVICES
- 6 CORNOVII
- 7 ICENI
- 8 TRINOVANTES
- 9 GATEVALLAUNI
- 10 DOBUNNI
- 11 SILURES
- 12 DEMETAE
- 13 DUMNONII
- 14 DUROTRIGES
- 15 ATREBATES
- 16 CANTIACI



Map 1: The position of the City of London in the Thames valley. Iron Age sites are predominantly to the west of the City, or on the surrounding gravels. The Roman road network which quickly made London a centre of communications may have been based in part on prehistoric trackways. These major routes all survive as major roads today.

- | | | | |
|---|----------------------------|---|-----------------|
| □ | Iron Age deposits recorded | ■ | Chalk |
| ■ | Roman deposits recorded | ■ | London clay |
| △ | Iron Age coin board | ■ | Boulder clay |
| ▲ | Roman coin board | ■ | Sand and gravel |
| ⊞ | Roman roadside villages | □ | Alluvium |



The Romans' London bridge found

By Martin Walker

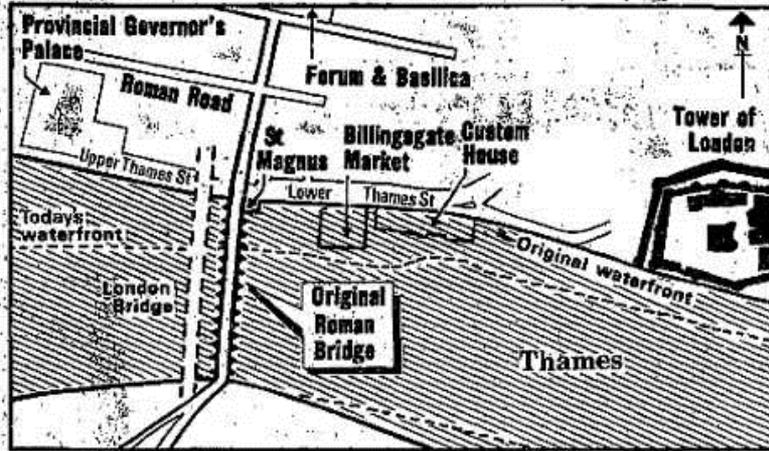
THE HUB of the Roman Empire in Britain, the site of the vital bridge across the River Thames, has at last been found.

A team of the Museum of London's Department of Urban Archaeology, working 30 feet below the traffic of Upper Thames Street, has cleared up "the last great mystery of Roman London."

Hard by the London Bridge of today, and adjoining the site of the medieval London Bridge with its clustering shops and houses, the Roman bridge line runs under the porch of the church of St. Magnus the Martyr, and across to the Hay's Wharf site on the south bank, almost exactly under the large sign which advertises Anchor Butter.

"This is the last great mystery of Roman London, the precise site of that bridge," Mr Brian Hobley, director of the BUA, said yesterday. "It is the one site that still fills me with wonderment and excitement."

The Roman and the Imperial towers and the Governor have stood on Cornhill, about 50 the birth of Christ, "Yes. Here



The object of the archaeologists' passion looks rather like a sodden log cabin, a

square oak beams to investigate the box itself.

"It is not yet utterly cer-

about the origins of London. Unlike most Roman towns, it did not grow from the civi-

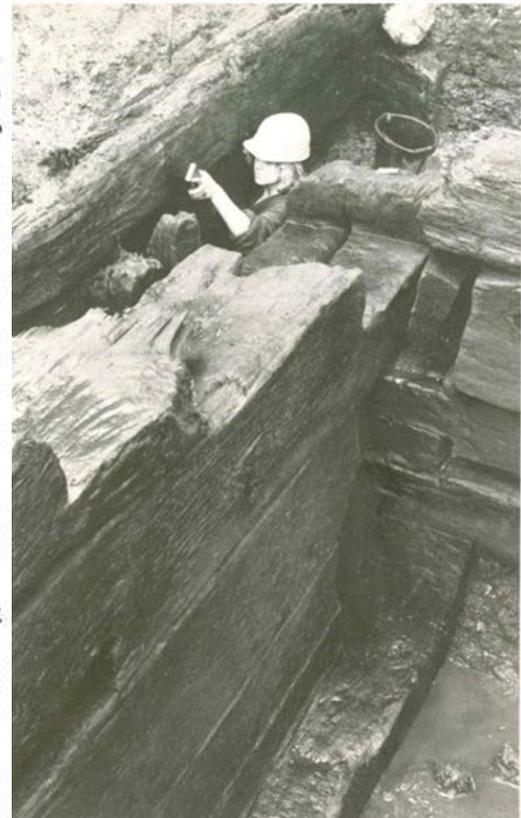
Thames, at Westminster. They planned their new port on virgin land, at the first point on the Thames to be free from flooding, with enough deep water for wharfs and quays.

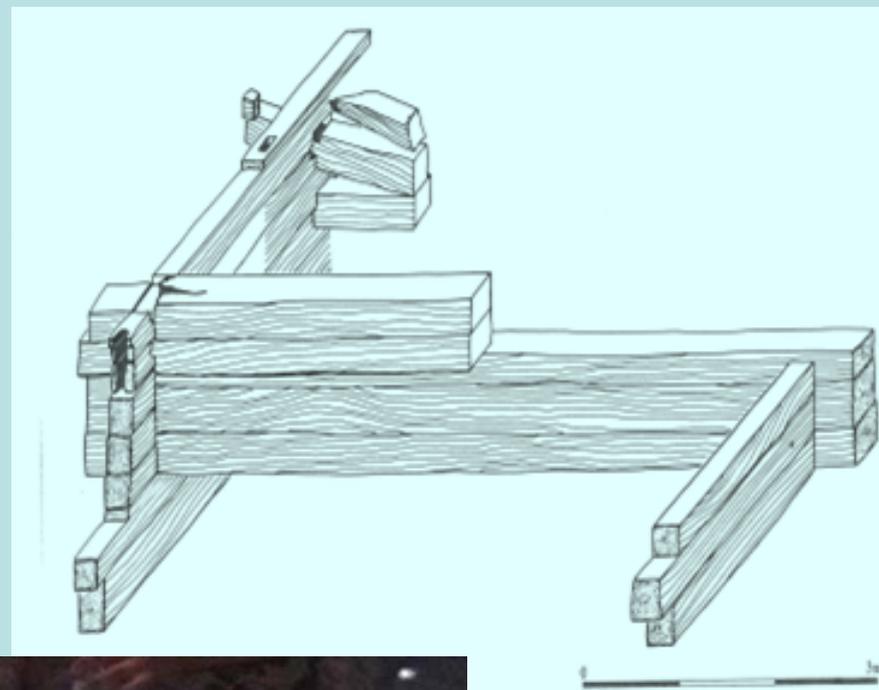
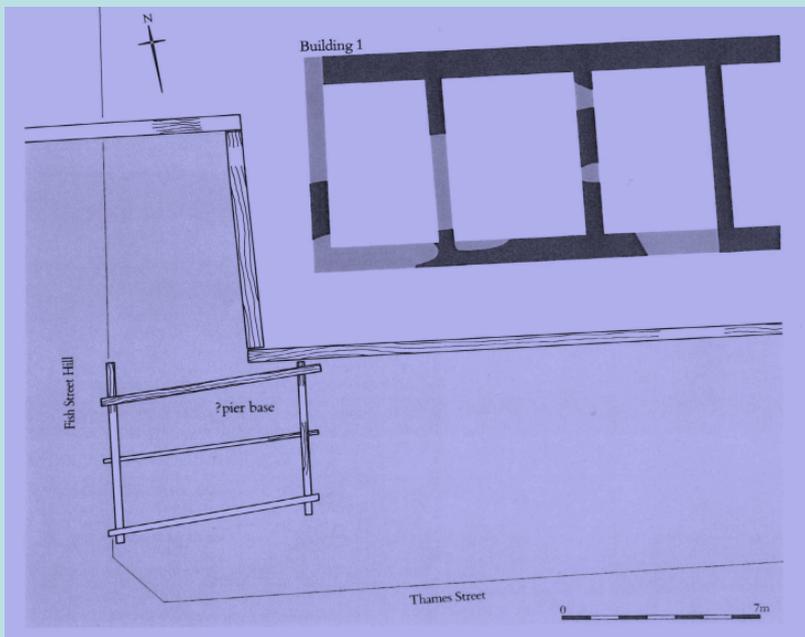
The road from the bridge ran directly north to the site of the great forum, on the line of what is now Fish Hill St. And at eight acres, that forum was almost four times the size of Trafalgar Square. Its great basilica was the Roman Empire's largest building north of the Alps.

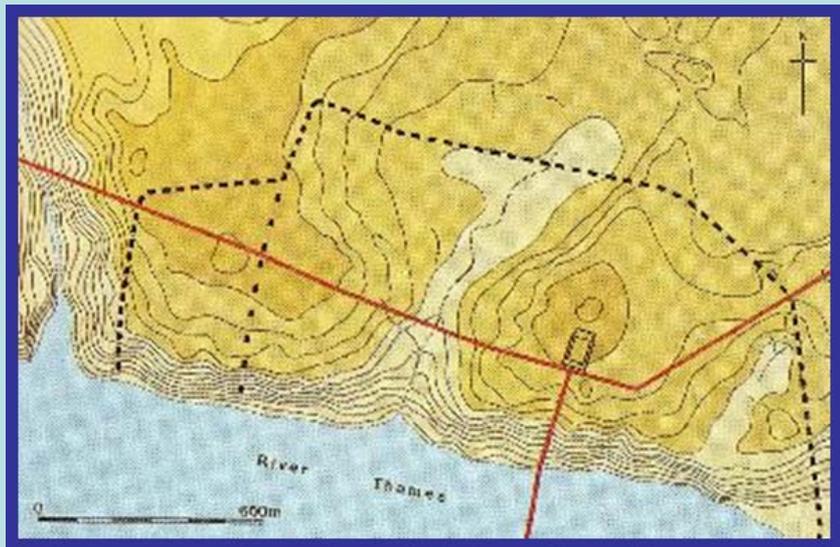
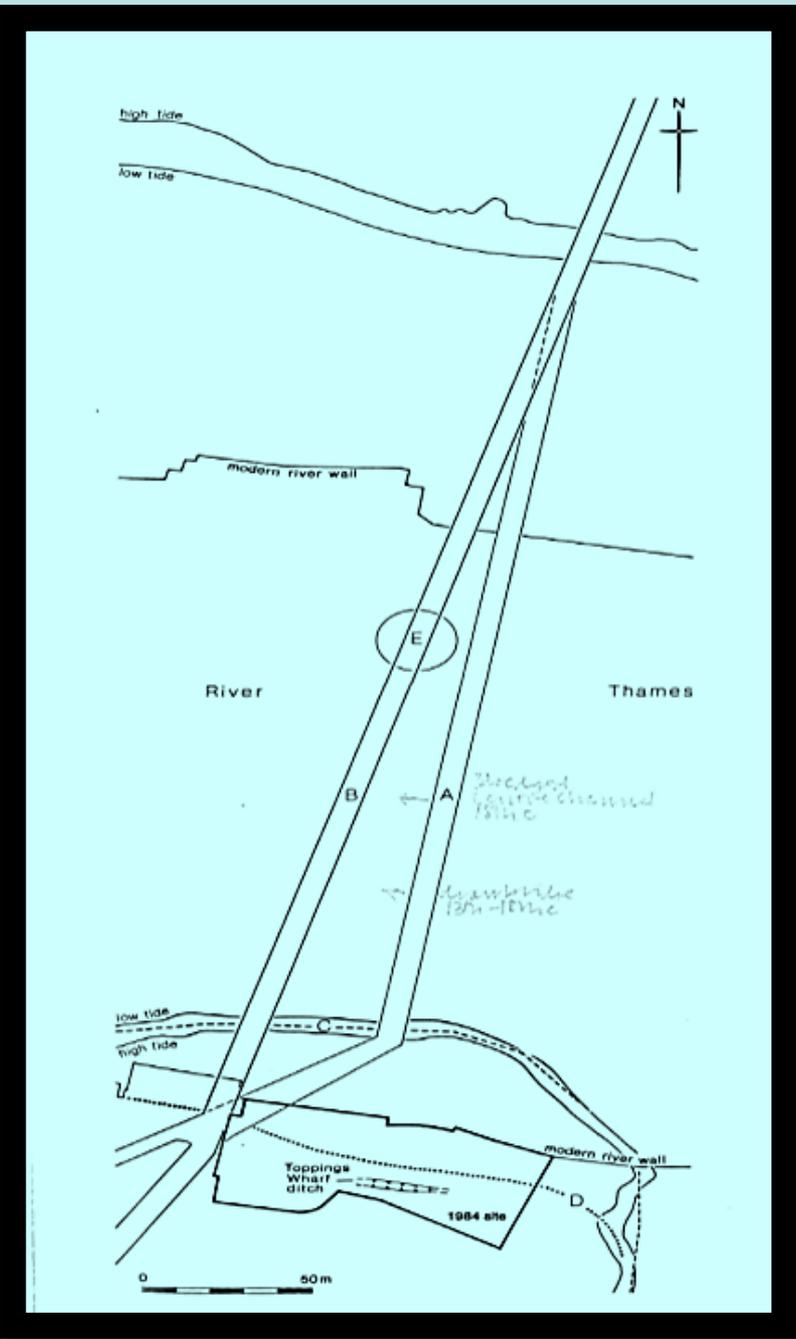
The bridge was almost certainly part of the rebuilding of London after Boudicca's revolt in AD 60, but may, just conceivably have been built in the decade before her revolt, which saw the start of the construction of the great riverfront wharf system.

The bridge pier has been found on a site being redeveloped by English Property Corporation and the National Provident Institution, and Mr Hobley yesterday to give the time for their and a grant of

the bridge pier few yards down the Billingsgate



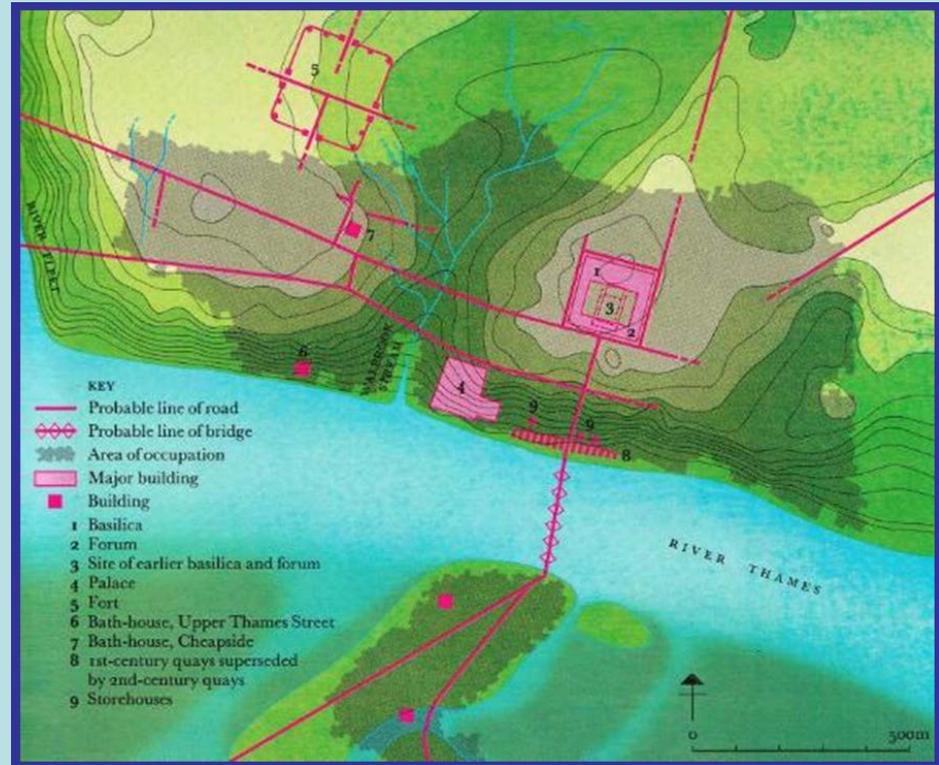




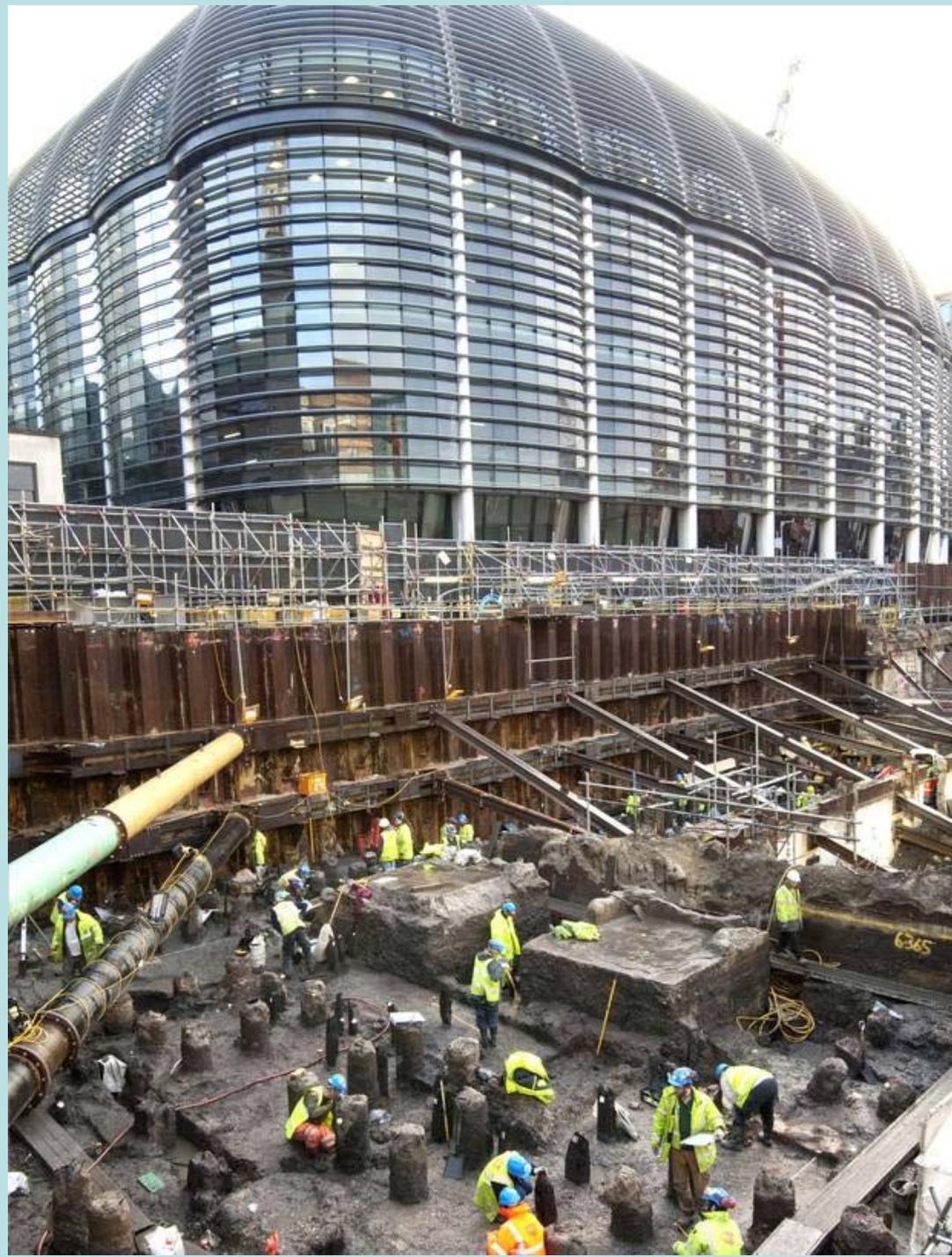
C2nd: enlarged Forum & Basilica



Walbrook

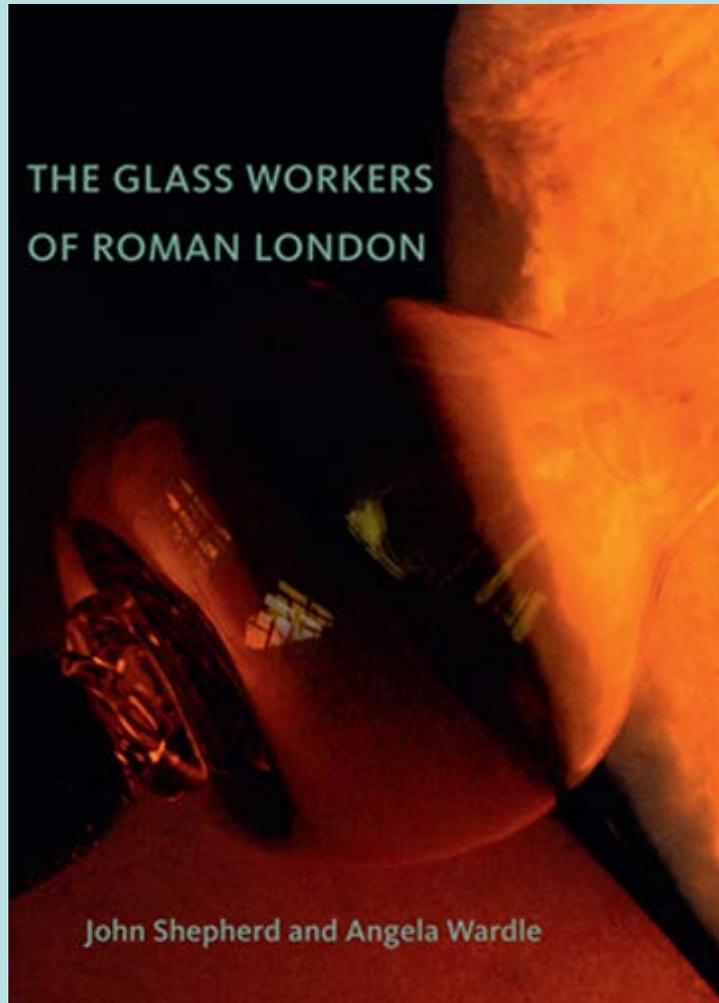


Southwark





Walbrook industrial zone



Roman pottery production in the Walbrook valley

Excavations at 20-28 Moorgate,
City of London, 1998-2000

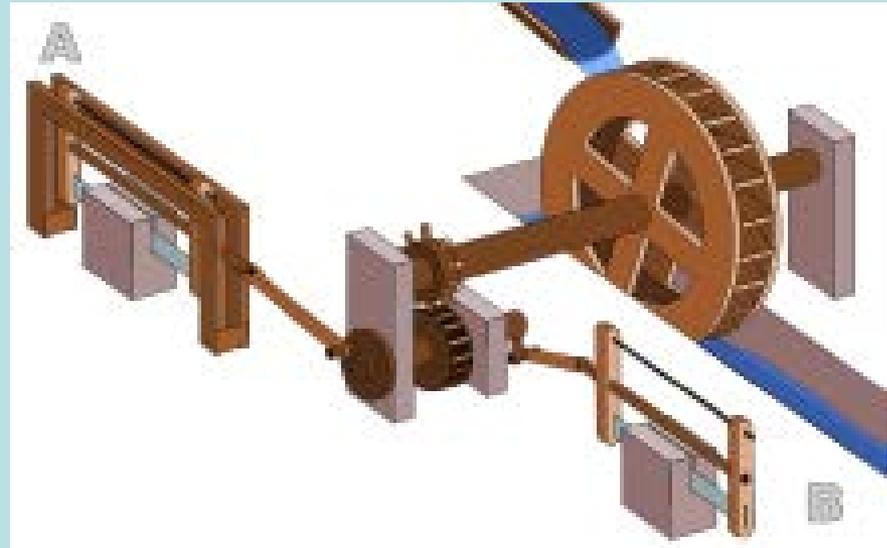
Fiona Seeley and James Drummond-Murray

MoLAS MONOGRAPH 25

MUSEUM OF LONDON
Archaeology Service



Tidal mills on Walbrook and River Fleet



Southwark



Industry in north-west Roman Southwark

Excavations 1984-8

Friederike Hammer



MoLAS MONOGRAPH 17

MUSEUM OF LONDON
Archaeology Service



Roman Southwark settlement and economy

Excavations in Southwark 1973-91

Carrie Cowan, Fiona Seeley, Angela Wardle, Andrew Westman and Lucy Wheeler

MONOGRAPH 42



Urban development in north-west Roman Southwark

Excavations 1974-90

Carrie Cowan



MoLAS MONOGRAPH 18

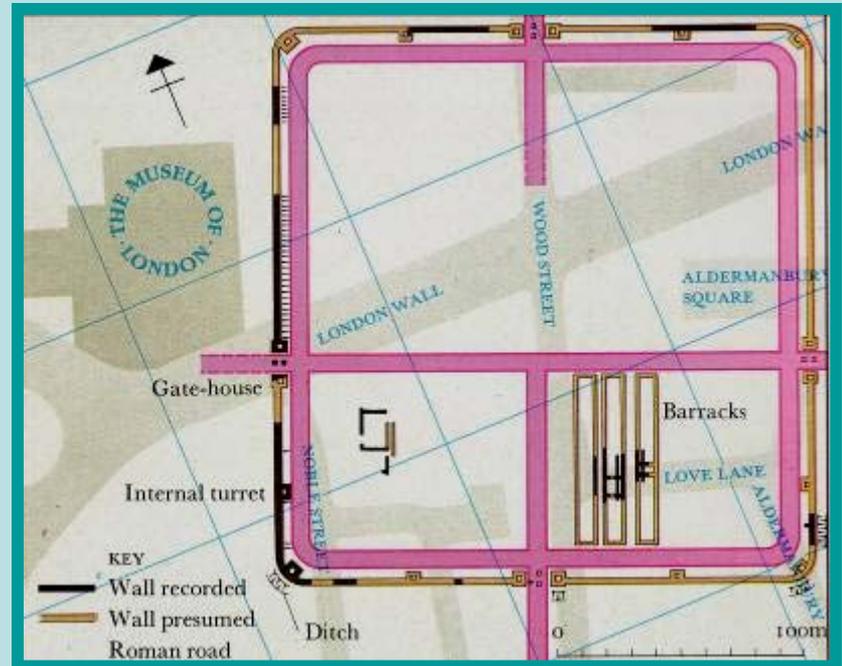
MUSEUM OF LONDON
Archaeology Service

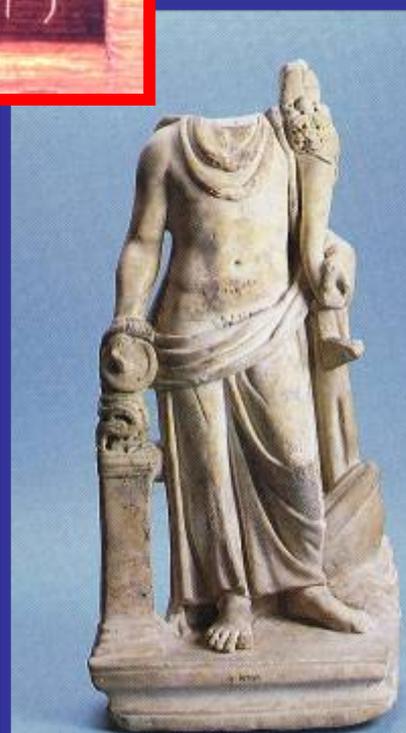
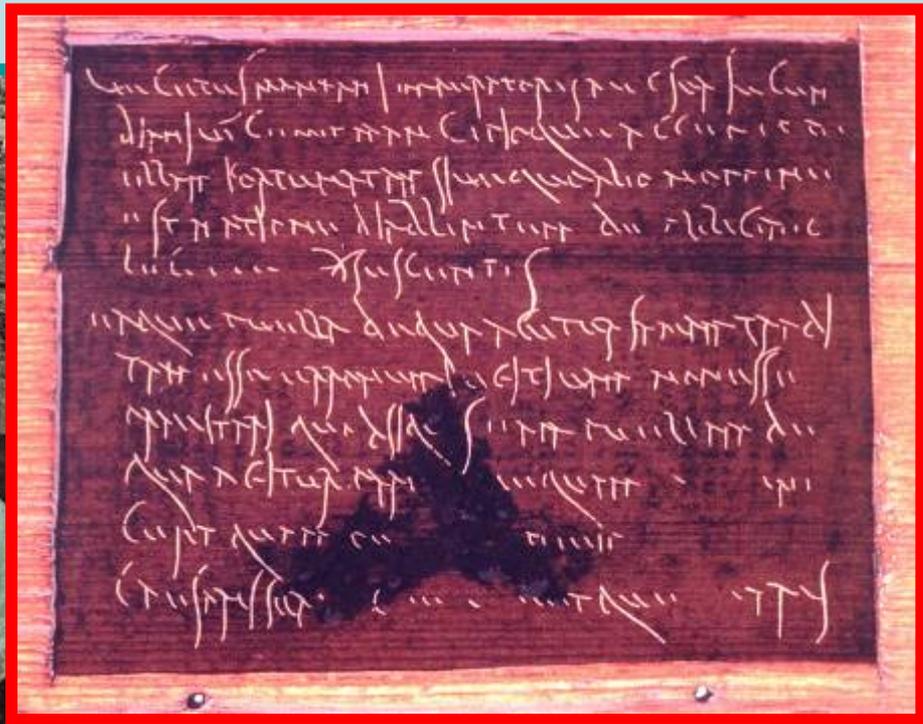
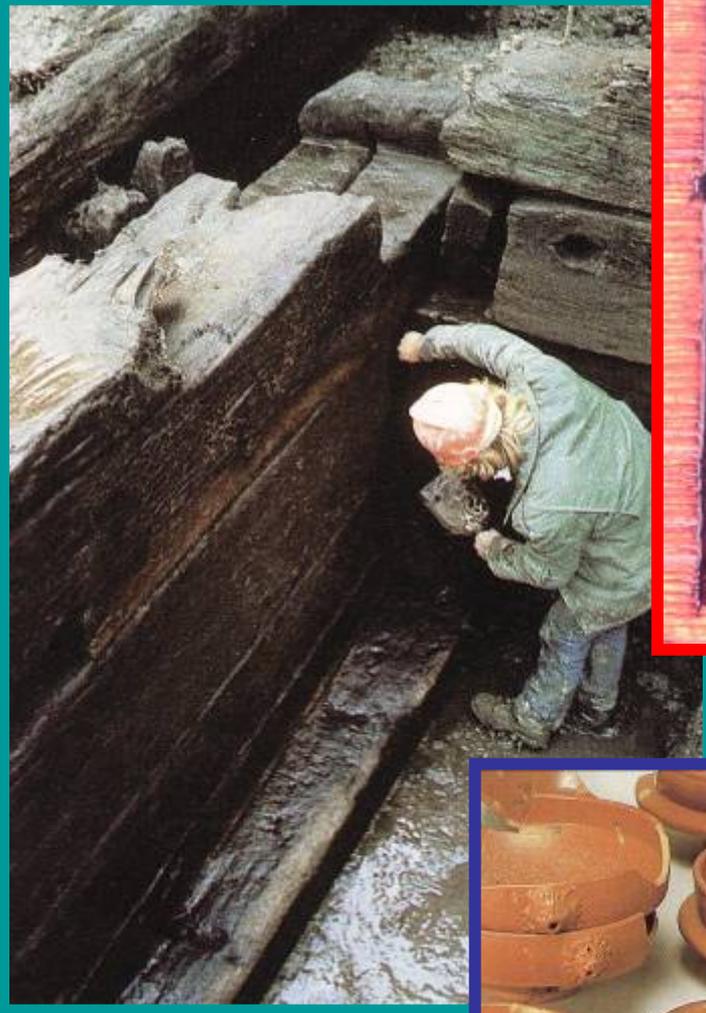


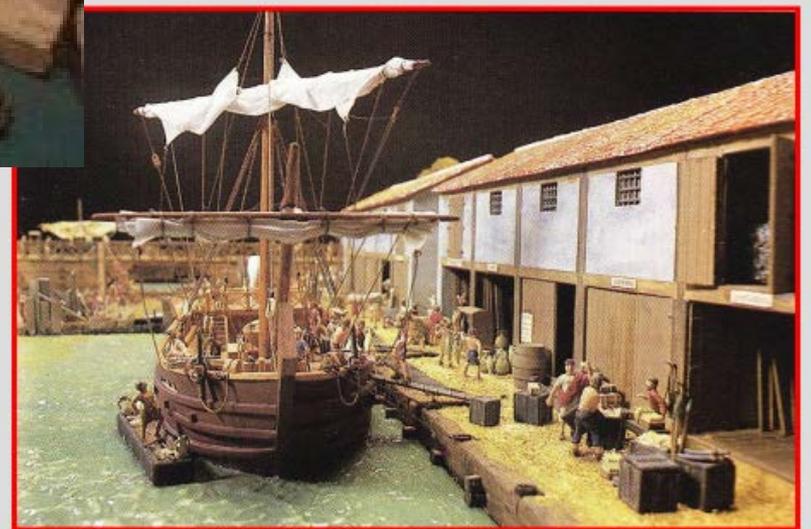


Classis Britannica CL BR

**troop transport; *cursus publicus*;
ship-building; harbour construction;
stone-quarrying; bricks; iron industry**

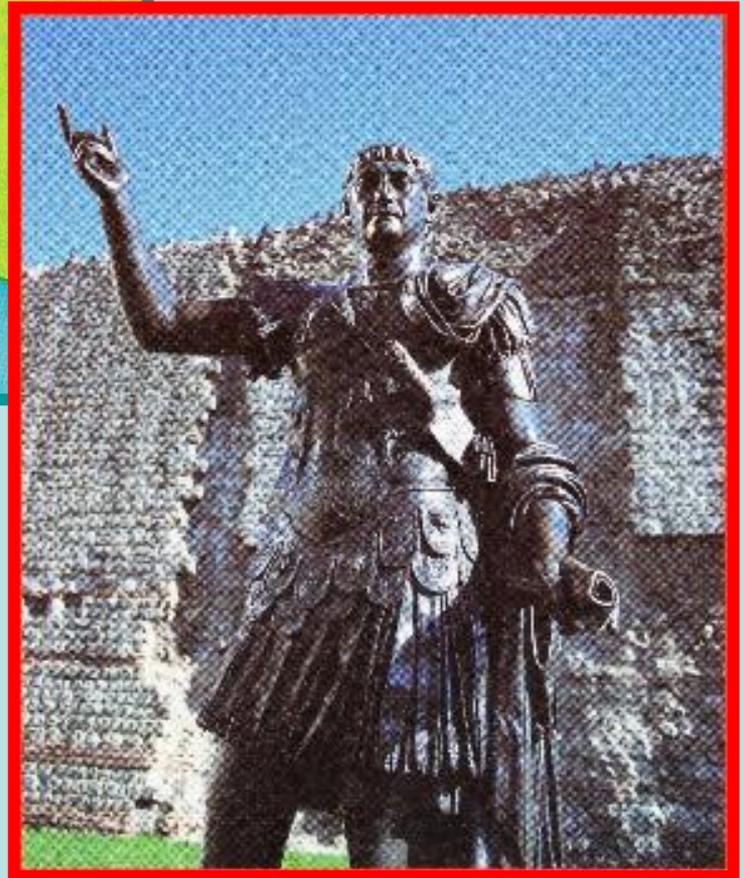
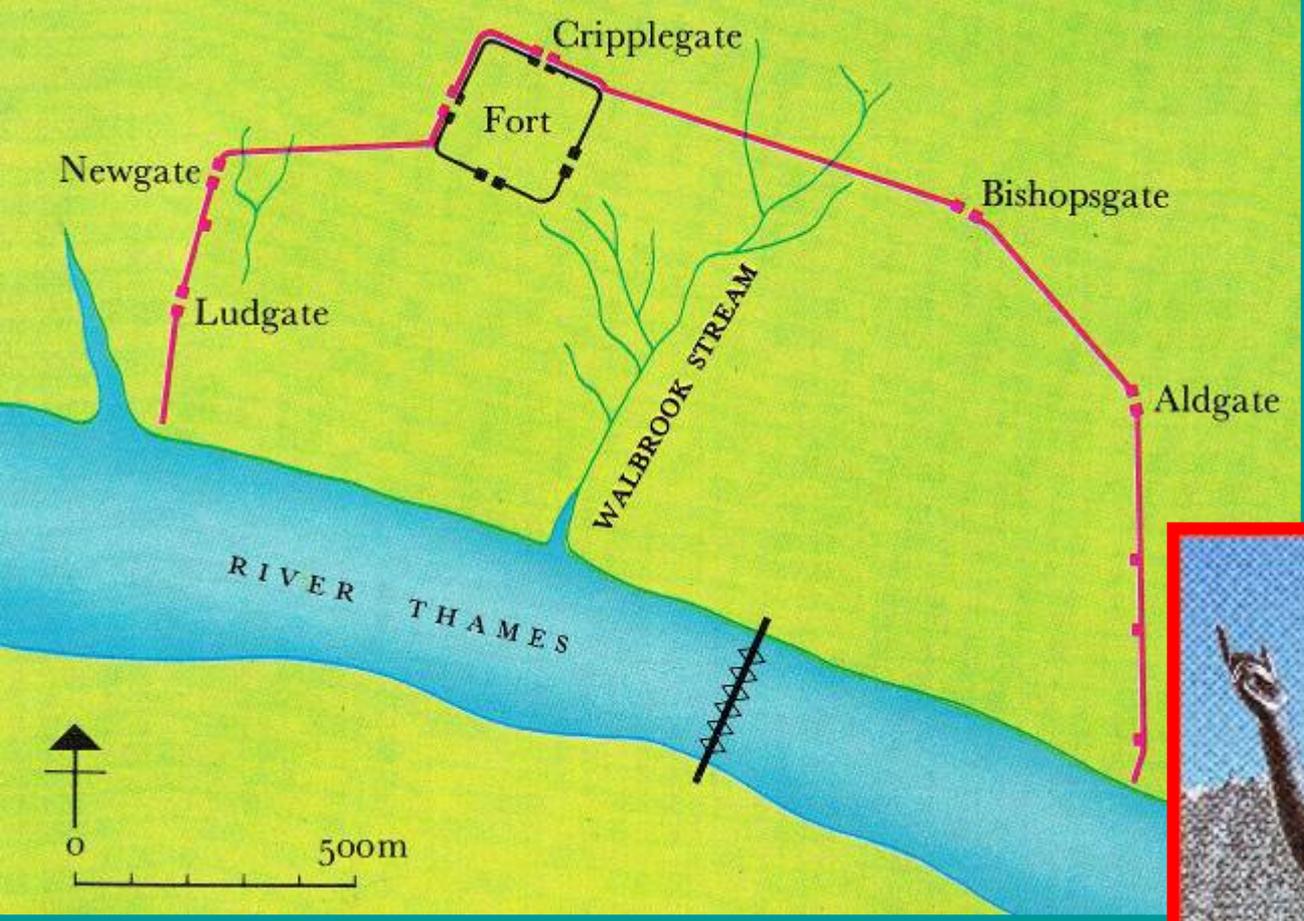


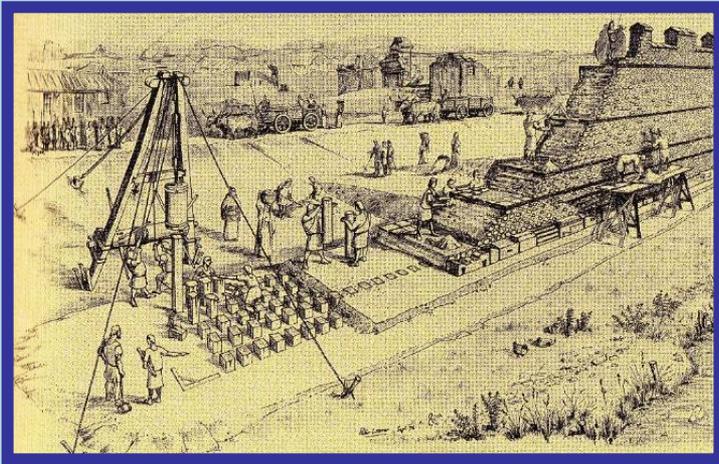




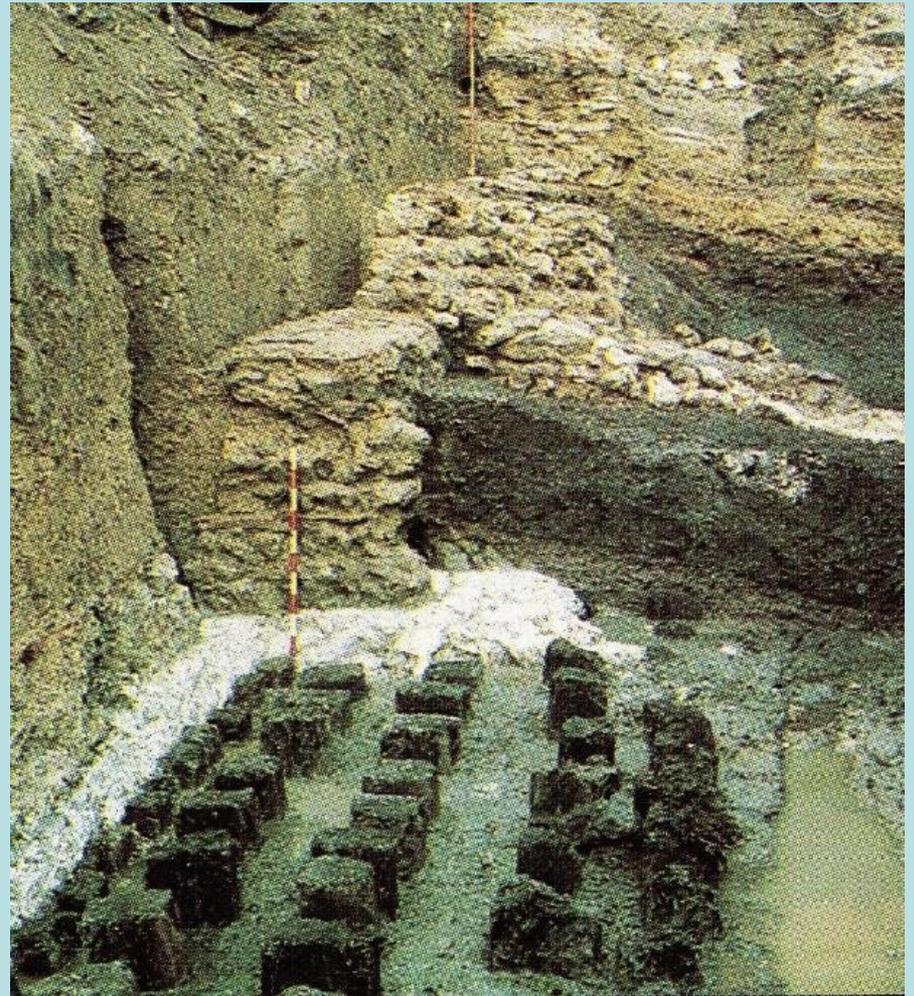
Roman London *Londinium*

- AD 200 Landward city wall built
- AD 250-450 settlement contracts, but private housing high-quality
- AD 250-300 Public buildings demolished: HARBOURWORKS dismantled
- AD 270-300 RIVERSIDE WALL built
- AD 350+ defences strengthened
- AD 457+ settlement abandoned



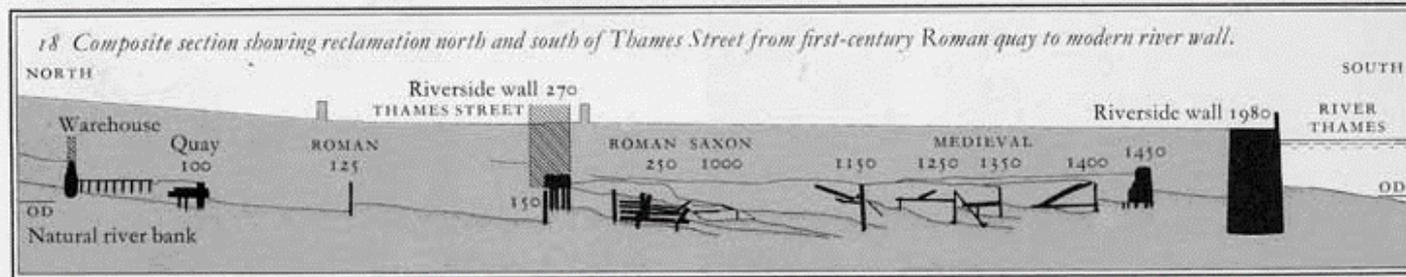


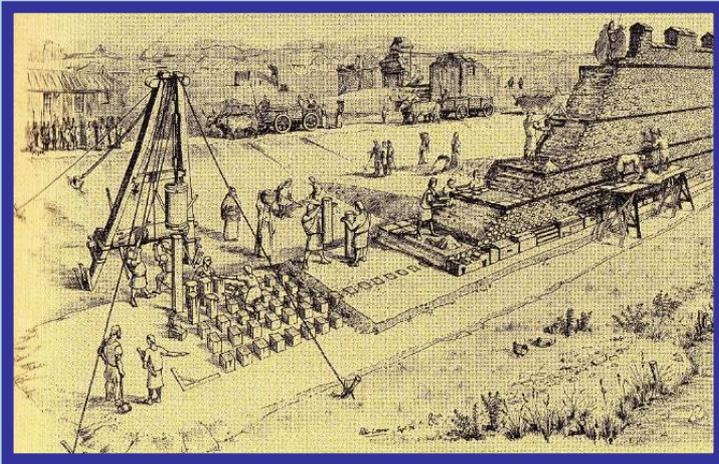
C3rd riverside wall



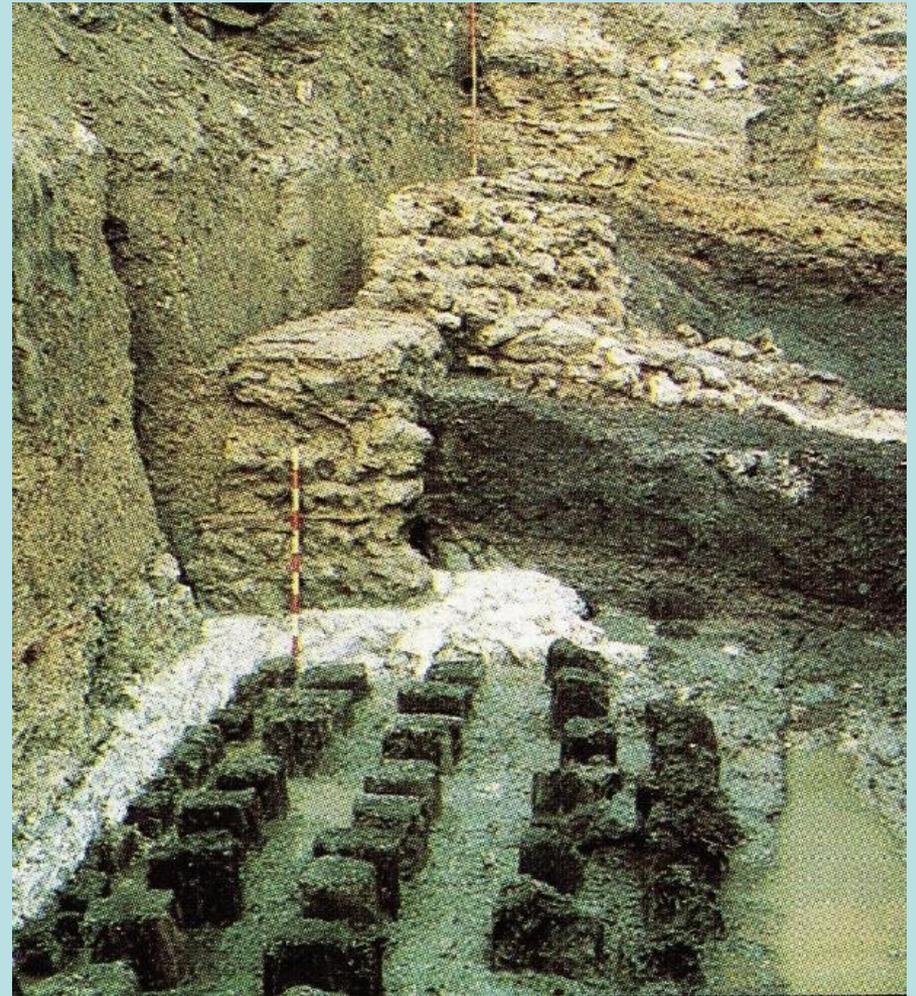


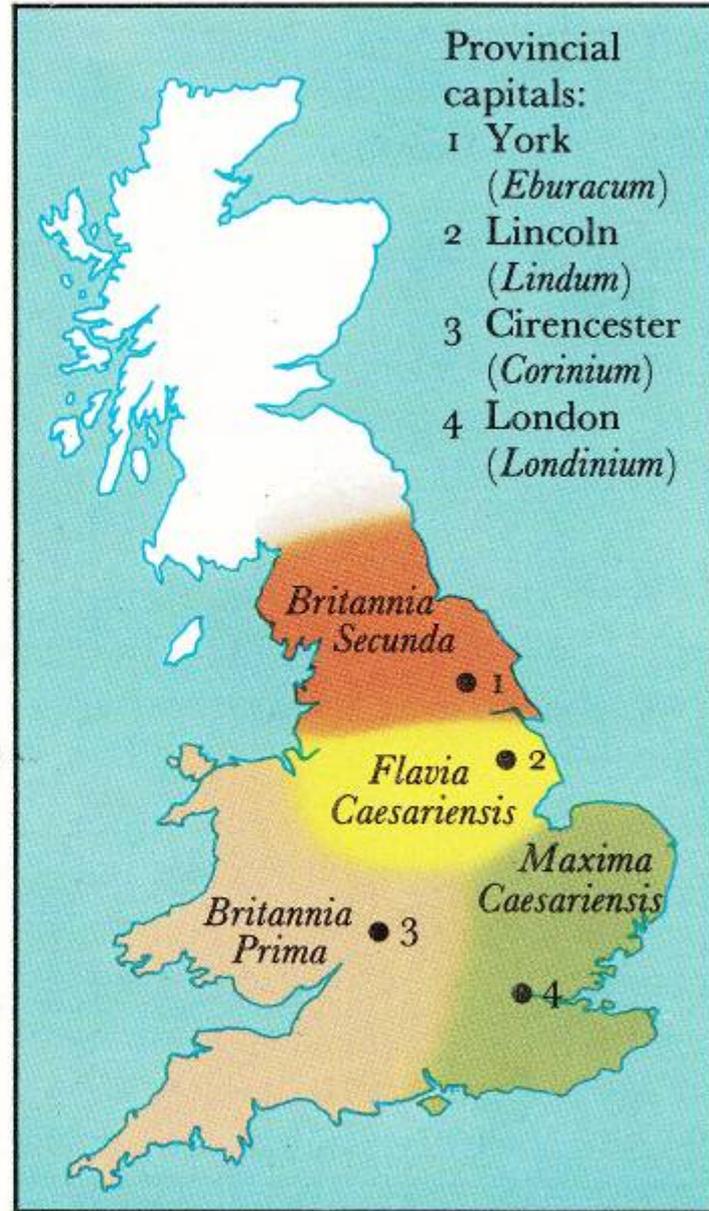
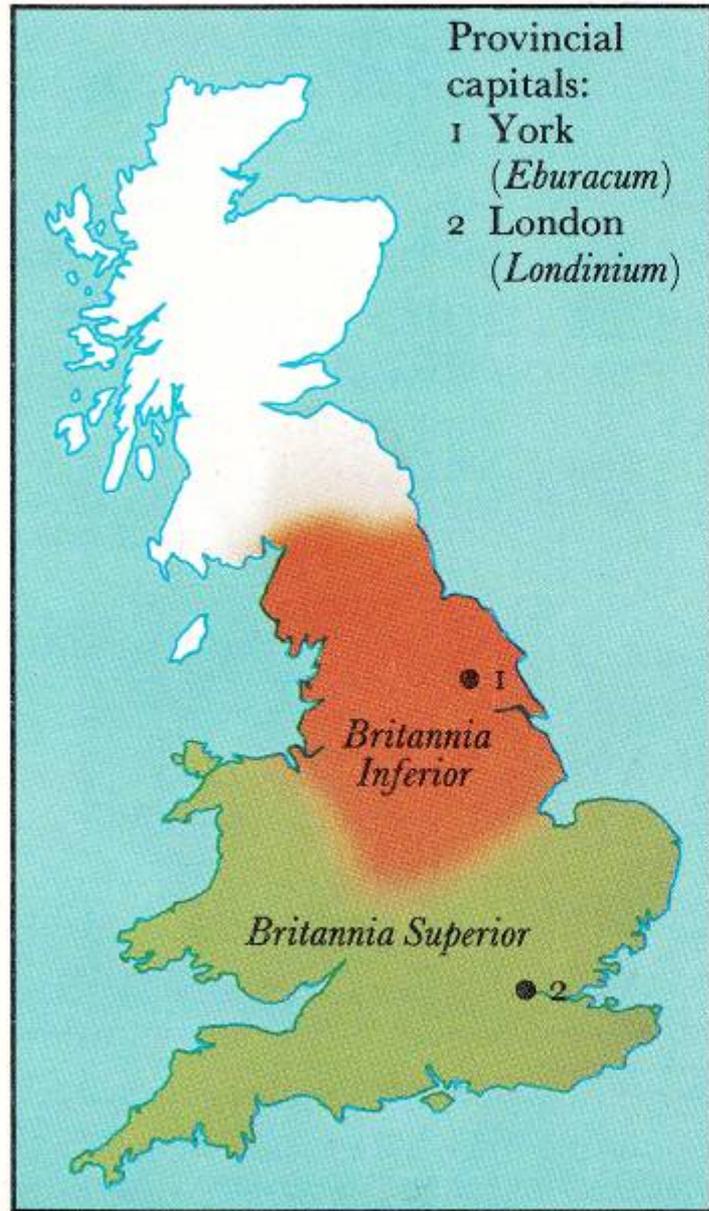
Quays dismantled: warehouses abandoned

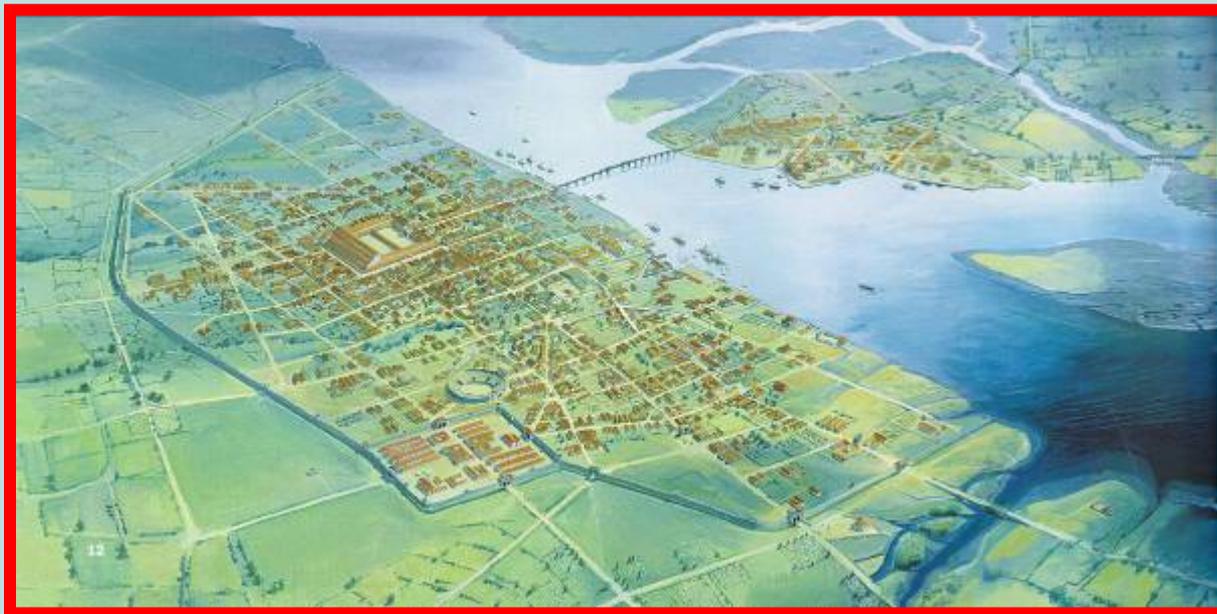
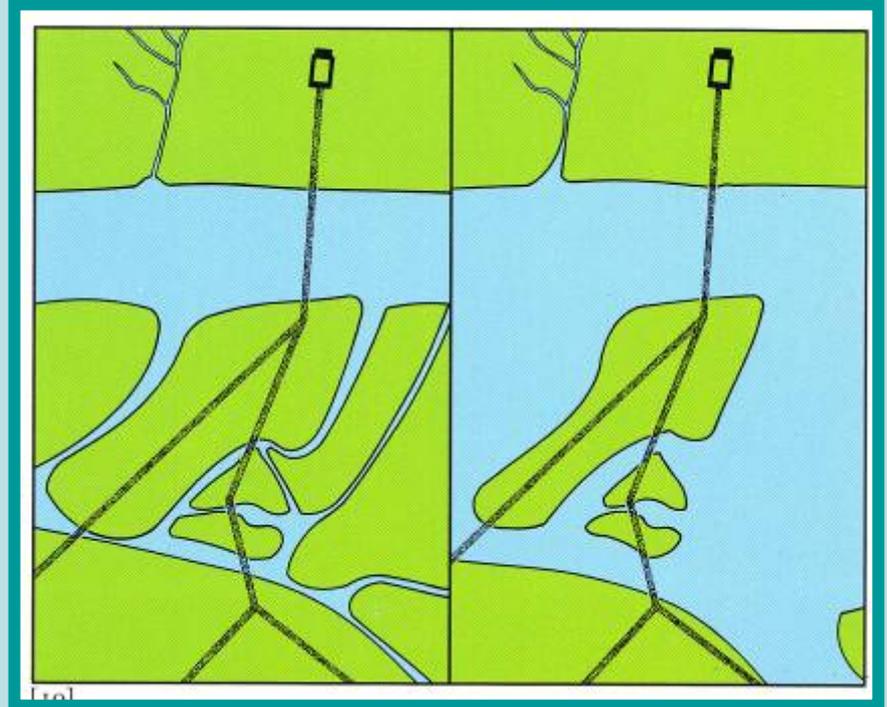
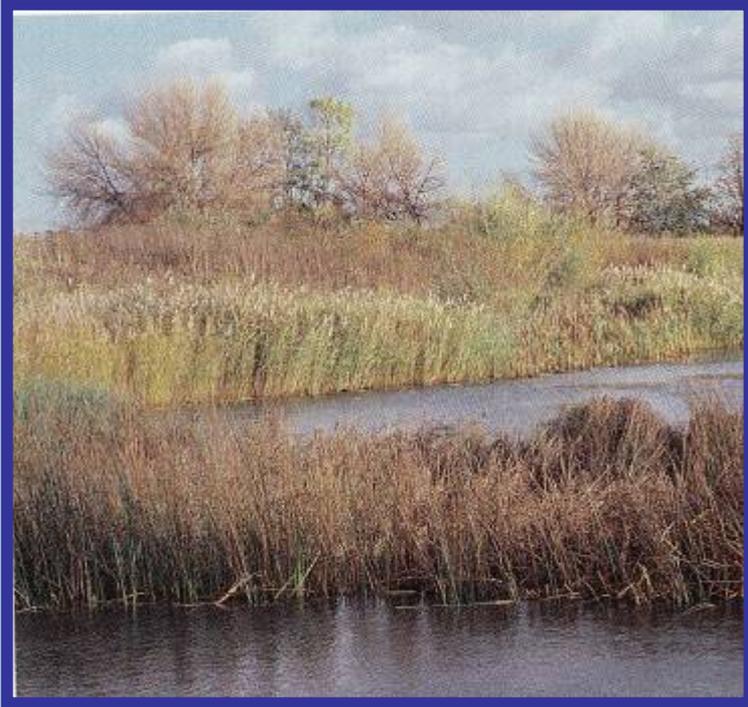


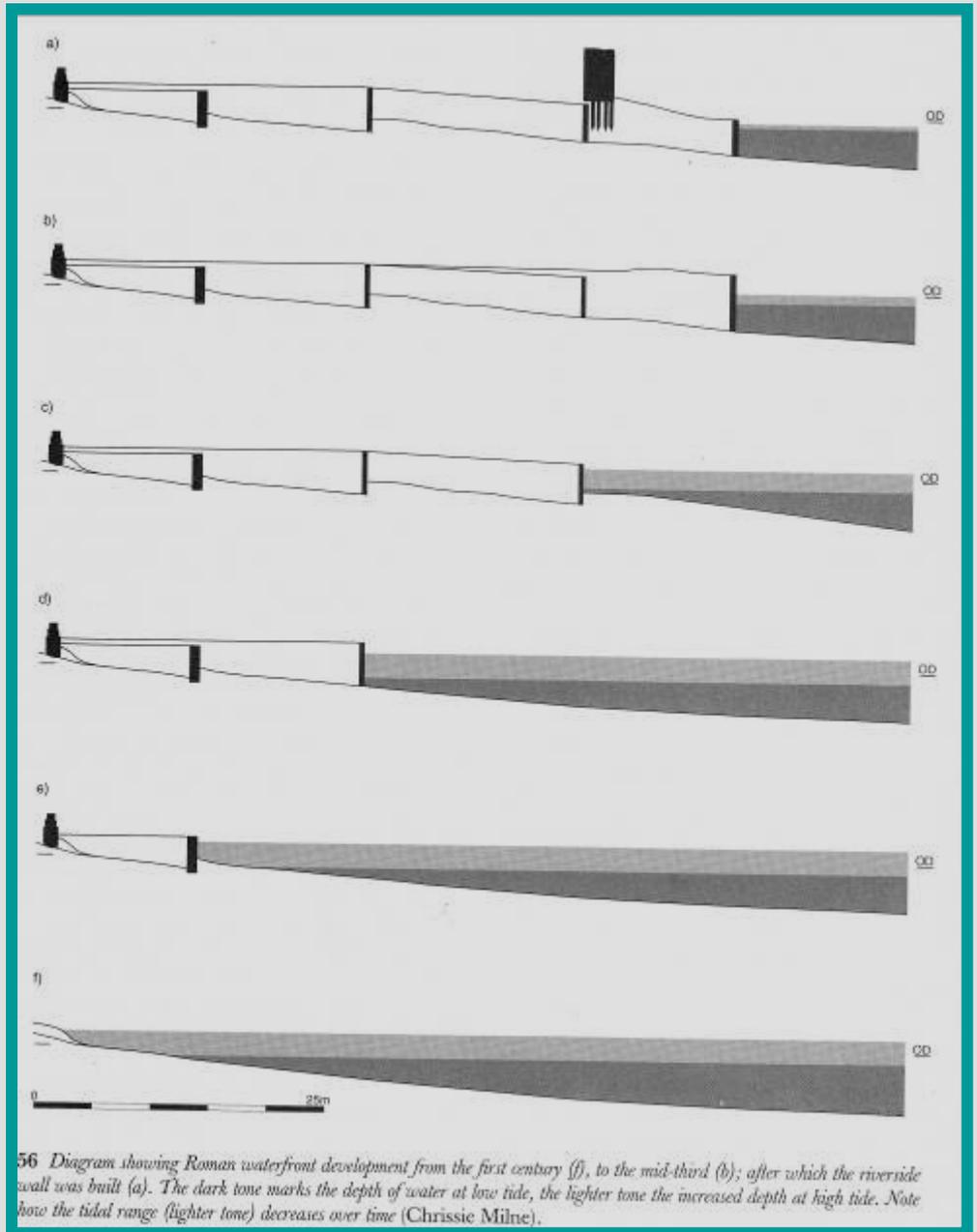
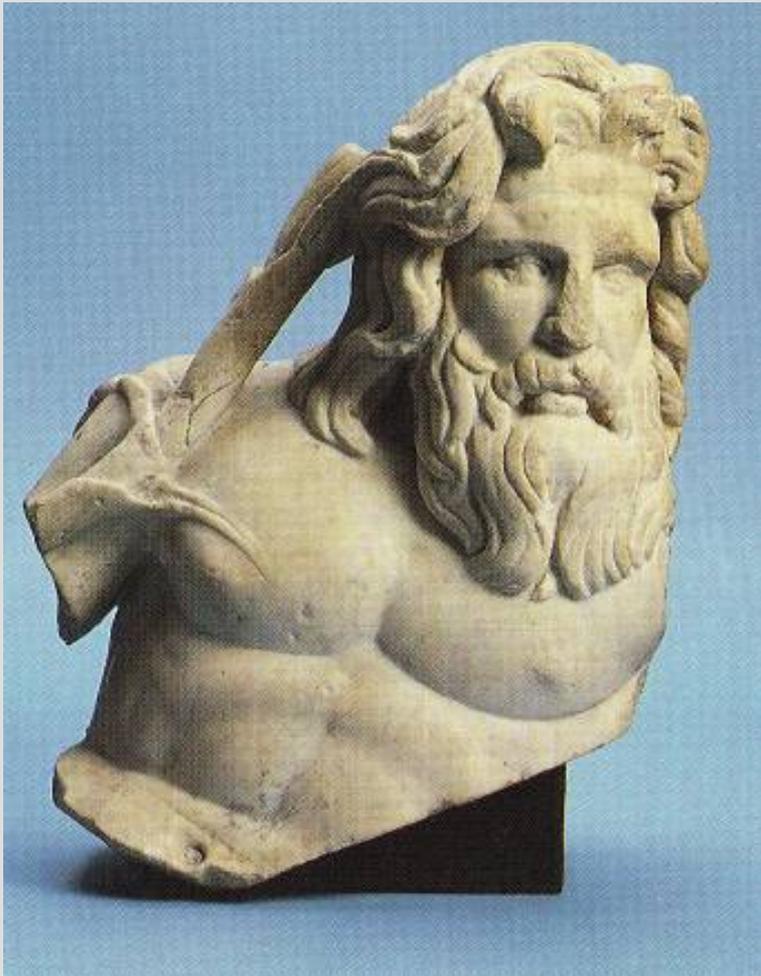


C3rd riverside wall



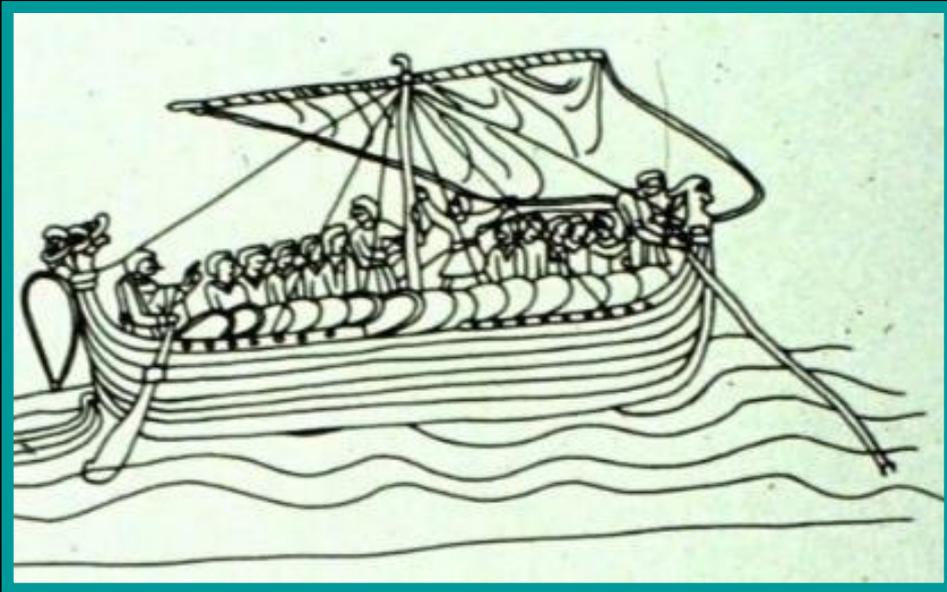






56 Diagram showing Roman waterfront development from the first century (f), to the mid-third (b); after which the riverside wall was built (a). The dark tone marks the depth of water at low tide, the lighter tone the increased depth at high tide. Note how the tidal range (lighter tone) decreases over time (Chrissie Milne).

Barbarian invasions: Londinium abandoned c. AD 457



**For the province and the port,
Britannia's Brexit from the
Roman Empire did not go well.....**



