MORECAMBE BAY PARTNERSHIP

HEADLANDS TO HEADSPACE
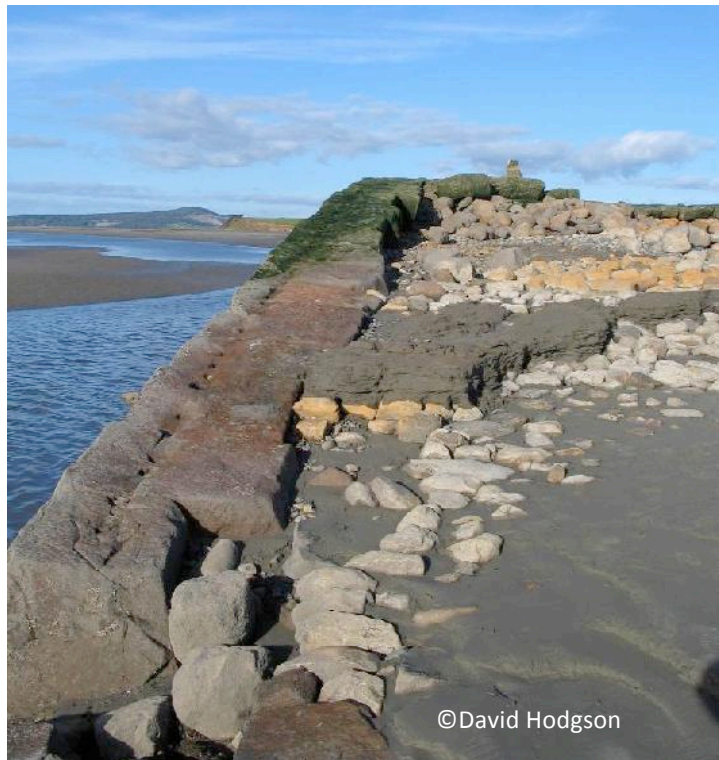
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THE CREEKS OF LANCASTER:

INITIAL ARCHAEOLOGICAL DESK-BASED ASSESSMENT

AND REPORT ON WARDLEY'S CREEK

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SUMMARY

This report provides a summary of a research project undertaken by Morecambe Bay Partnership and volunteers focussing on the creeks of Lancaster. The project was run as part of the Heritage Lottery-funded Headlands to Headspace scheme, an initiative motivated by a community desire to protect and celebrate Morecambe Bay's rich heritage. A key aim of the scheme is to improve the understanding of the natural and cultural heritage of the Bay significantly, and to help conserve this heritage for future generations. This report is an outcome of this project, to record and promote the rich heritage of the Bay.

An overview of the heritage assets is presented, which comprise the creeks of Lancaster within the H2H Scheme area: including Piel of Foudray, Greenodd, Milnthorpe/Sandside, Hest Bank, Morecambe, Heysham, Sunderland Point, Lancaster and Glasson. Given the size and scope of the study area, this project was designed to bring together readily available evidence for these heritage assets and present recommendations for expanding and enhancing the records for each asset.

This report also includes individual research undertaken and reported by volunteer Nic Fogg on Wardley's Creek, to the south-west of the H2H area and though technically only briefly a creek of Lancaster, nevertheless an important contributor to the maritime history of Morecambe Bay. This substantial contribution to the project is included as an Appendix to the main report (Appendix 3).

ACKNOWLEDGEMENTS

TRAINING, RESEARCH AND REPORT INFORMATION

The main report structure was produced by Cat Peters of Wardell Armstrong Archaeology, with research text produced by Louise Martin, Dr Louise Parkinson and volunteers, with additional contributions by Cat Peters and Dr Richard Newman. The work on Wardley's Creek was produced by volunteer Nic Fogg. The report production was co-ordinated by Cat Peters and Dr Richard Newman. The figures were produced by Adrian Bailey of Wardell Armstrong. All photographic images in the main report were taken by Louise Martin, apart from where specifically stated in the captions. The photographs in the Wardley's Creek section were captured by Nic Fogg.

1 INTRODUCTION

1.1 Background of Project

1.1.1 This report provides a summary of a research project assisted by volunteers, through professionally-led training, focusing on the archaeology of the creeks of Lancaster within the Headlands to Headspace (H2H) Scheme area. This includes the Piel of Foudray, Greenodd, Milnthorpe/Sandside, Hest Bank, Morecambe, Lancaster, Sunderland Point, Glasson and Heysham. An individual piece of research on Wardley's Creek, which is located to south-west of the H2H area, near Hambleton is included as an Appendix (see Appendix 3).

1.1.2 The project was run by Morecambe Bay Partnership as part of the Heritage Lottery-funded H2H Scheme, an initiative motivated by a community desire to protect and celebrate Morecambe Bay's rich heritage. A key aim of this scheme is to improve the understanding of the natural and cultural heritage of the Bay significantly, and help to conserve this heritage for future generations.

1.1.3 An initial phase of the Headlands to Headspace documentary research project was undertaken in Spring/Summer 2015, delivered by Louise Martin and Louise Parkinson. Further research training was delivered by Wardell Armstrong from March 2016 to March 2017 to communities around the Bay. The aim of these training sessions was to ensure that, "*community participants acquire the necessary skills and knowledge required to undertake documentary research of cultural heritage sites, produce reports and disseminate the results*" (Morecambe Bay Partnership 2015, 1).

1.1.4 The initial volunteer training sessions relating to the creeks of Lancaster project were undertaken on Saturday 8th and Saturday 15th October 2016 at Morecambe Heritage Centre. Training was delivered following the Morecambe Bay Partnership guidance (Martin *et al* 2016). The aim was to furnish volunteers with the requisite tools in order for them to convert their enthusiasm for the heritage of their locality into an archaeological study of a specified area of interest. The specified area of interest summarised by this report was the creeks of Lancaster.

1.1.5 Thus, this desk-based assessment comprises the report-producing and disseminating phase of the H2H project, one of six archaeological reports produced as a result of the Heritage Lottery funded H2H Cultural Heritage Documentary Research project.

1.1.6 This desk-based assessment focuses on the archaeology of the creeks of Lancaster. In this instance, the term '*study area*' refers to the coastline of Morecambe Bay shown

in Figure 1. Key assets known as the creeks of Lancaster, which were targeted for this study, are shown in Figure 2.

1.2 The Purpose of the Desk-Based Assessment

1.2.1 The desk-based assessment seeks to improve our understanding of the archaeology of the creeks of Lancaster through documentary research.

1.2.2 It brings together previously known and new documentary evidence relating to the creeks of Lancaster and identifies key assets and areas requiring further research.

1.2.3 The report has been produced to enable the dissemination of the data produced by the project to a wide audience, making the results of the study publicly accessible for future generations.

2 METHODOLOGY

2.1 Introduction

2.1.1 All work undertaken was consistent with the relevant standards and procedures of the Chartered Institute for Archaeologists, as set out in *Standard and Guidance for Historic Environment Desk-Based Assessment* (CIfA 2014).

2.1.2 More specifically, this work followed methodologies outlined in the 'Guide to Undertaking Documentary Research and Desk-based Assessments for Volunteers', produced by Louise Martin, Wardell Armstrong Archaeology and Louise Parkinson for the Morecambe Bay Partnership, in association with Mark Brennand, Peter Iles, Ken Davies and Eleanor Kingston (Martin *et al* 2016).

2.1.3 The data underlying the desk-based assessment was gathered through desk-based study of documentary sources undertaken alongside volunteers under the supervision of Louise Martin of the Morecambe Bay Partnership, and Richard Newman and Cat Peters of Wardell Armstrong.

2.2 Documentary Sources

2.2.1 The primary and secondary sources used were derived from the Cumbria and Lancashire Historic Environment Record, Kendal and Barrow Record Offices and Lancashire Record Office at Preston. Online sources, including The Archaeology Data Service (http://archaeologydataservice.ac.uk/ifp/wiki.pdf), the National Heritage List (https://historicengland.org.uk/listing/the-list/), PastScape (http://www.pastscape.org.uk/), Old-maps (https://www.old-maps.co.uk/#/), Mario

(http://mario.lancashire.gov.uk/agsmario/) and the National Library of Scotland mapping (http://maps.nls.uk/geo/find/#) were also consulted.

2.3 Site Visit

2.3.1 To date, some of the assets comprising the creeks of Lancaster have been visited, however, recommendations for further research includes visiting all the sites listed in the gazetteer (see Appendix 1 and Figure 2). Assets are visited as part of a desk-based assessment in order to:

- assess if any evidence of the creek of Lancaster could be identified as physical features in the landscape;

- identify any previously unknown archaeological features, and;

- assess the previously known archaeological features and compare the current state of the feature with the known record in order to assess the accuracy of the known record.

2.4 Glossary

2.4.1 The following standard terms for compiling the assessment are used throughout the report:

- *Heritage Asset* – a building, monument, site, place, area or defined landscape positively identified as having a degree of heritage significance that merits consideration in planning decisions.

- *Historic Environment Record (HER)* – an information service, usually utilising a database, which provides public access to up-to-date and dynamic resources relating to the historic environment of a defined geographic area.

- *Significance* – the value of a heritage asset to present and future generations attributable of its heritage interest. That interest may be archaeological, architectural, artistic or historic (including historical associations).

- *Creek* – 'a small bay or harbour on a sea coast' or 'a narrow inlet on a sea coast or in a river bank' (Thompson 1995).

  • *Port* – physical definition is 'a harbour or haven for ships, from where trade is enacted, with the implication of the provision of some facilities to assist in the loading, unloading and storage of cargoes' (Newman 2014), *Legal definition* – an area of customs authority (Newman 2014, 1) where custom charges could

be levied (Smith 2009, 11). British ports developed into a system of a head port, member port and creek (*ibid*).

- *Jetty* – timber or stone structures to improve loading and unloading of goods (Newman 2014, 7), which provide a more constant deepwater berth (Newman 2014,10).

- *Wharves* – the primary aim of these timber structures is to facilitate the unloading and loading of cargoes but also can serve as revetments for reclaimed water frontages (Divers 2002, 43 and Gove 2013, 41-2 in Newman 2014, 8). Frequently, the timber used for construction was reused from ships (Goodburn 2001, 74, in *ibid*)

- *Enclosed harbours and quays* – these often developed as specialist facilities to enable the rapid handling of bulky, low value cargo (Tyson 1985 and Beckett 1981, 158-172 in Newman 2014, 10).

- *Dock* – an artificially excavated basin connected to the river or sea, used for both ship maintenance and loading and unloading of cargo (Newman 2014, 10). They can include wet docks and graving/dry docks for building, repair and dismantling of ships.

3   ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

3.1   General Background

3.1.1   This historical and archaeological background is compiled from secondary sources and primary records consulted during the initial desk-based research. It is intended only as a summary of historical developments relevant to the creeks of Lancaster. The location of known heritage assets within the study area are illustrated in Figure 2, and summarised in Appendix 2.

3.1.2   *Prehistoric (up to AD 72)*: no archaeological evidence has been recorded relating to prehistoric ports, quays, harbours or jetties within the Morecambe Bay H2H study area. The Palaeolithic, Mesolithic and Neolithic periods are represented by stone tool scatters, although some later Mesolithic tools have been found on raised beaches in West Cumbria (Hodgson and Brennand 2006, 25). One of the most striking remains are human footprints found in Formby dating to the Mesolithic period (*ibid*). This evidence indicates prehistoric activity close to the sea, most probably for the exploitation of its resources. Evidence for boats has been yielded from Cumbria (*ibid*, 44) and Preston (Middleton 1996, 46) indicating the use of waterways and possibly the coast. Wetlands and rivers were important places during the prehistoric period as evidenced by the disposal of objects in these environments (Middleton 1996, 45). Neolithic objects have been found within the Rivers Lune and Ribble, although wetlands became more important in the Bronze Age. It is believed that these were votive offerings, although the reasoning for this is not completely understood (*ibid*). In the Iron Age, there is clear evidence for trade and seafaring activities from the site at Meols on the North Wirral Coast, where the beach was used as a landing site (Hodgson and Brennand 2006, 57). Hillforts in Morecambe Bay close to the sea, such as at Warton Crag, also point to coastal activities (Haselgrove 1996, 67).

3.1.3   *Roman Period (c. AD 45 to c. 410)*: the Romans were the first to engineer any kind of dock as we would understand it in modern terms, although seafaring had been an activity undertaken long before their arrival. A Roman port is known at Ravenglass, and possibly also at Maryport, and there is evidence for early port-related activity at Allonby and Silloth.

3.1.4   Further Roman ports are known from the North West, including at Chester where there was a dock, and one was recorded by the author Ptolemy, who refers to it as Portus Setantiorum or 'Harbour of the Setantii'. Unfortunately, its exact location is unknown, although suggestions include Kirkham (Philpott 2006, 88) or to the south

of Windermere around Newby Bridge (Shotter 2004, 7). It is important to note that a port may not have had any structural features other than a sandy beach (Philpott 2006, 88) and therefore would be undetectable in the archaeological record.

3.1.5   Lancaster was occupied by the Romans in the first century AD, where the fort overlooked a strategic crossing point of the River Lune (OA North 2006). It is highly likely that the Romans had a port of some description at Lancaster, based on documentary evidence indicating that a 'unit of bargemen' were stationed there (Shotter 2004, 109). Four successive forts were constructed and the latest one suggests that a 'Saxon shore' type defence system was constructed to protect the coastline against the invading Saxons (OA North 2006). The Wery Wall forms part of the defences at Castle Hill dating to AD 330-340 (Philpott 2006, 89) that may have been constructed to guard a harbour and fleet supply base (OA North 2006). It has been suggested that the River Lune ran to the south-east of its current course and that a Roman bridge was once located at St George's Quay (OA North 2006).

3.1.6   **_Medieval (c. 410 to 1540):_** by the medieval period and up until around 1560 when Carlisle had gained prominence, Cumbria's ports were controlled by the city of Chester. This period also saw the integration of ports and the transportation of goods into the legal system, requiring a more organised record of goods entering and leaving individual ports, documented in 'port books'. Most of the goods imported were raw materials used to manufacture Cumbrian produce.

3.1.7   In the early medieval period, a trading port is known at Meols on the north coast of the Wirral. Trade from here with the Classical World and Africa is known from the 7th century until the medieval period and appears to be Scandinavian (Bacilieri, Knight and Williams 2009, 13).

3.1.8   During the medieval period, the monasteries were involved in trading activities, particularly with Ireland. The monks at Furness Abbey ordered the construction of the castle on Piel Island in the early 14th century and maintained its upkeep. It is likely that the monks used this castle as a fortified warehouse to store their traded goods (Newman 2006, 130). Cartmel Priory also had strong trade links with Ireland and it has been suggested that they controlled a small port at Flookburgh (http://www.british-history.ac.uk/vch/lancs/vol8/pp254-265). Timber wharfage and jetty remains on the foreshore near Conishead Priory may be the remains of medieval facilities related to that monastery. Given Conishead's extensive Irish land holdings it must have been extensively involved in trans Irish Sea activities (pers comm R. Newman). A monastic presence is indicated at Lancaster through

inscriptions and Domesday (Newman 1996, 98) and their access to the port at Lancaster may suggest that trading activities took place here during the medieval period, if not earlier. In a non-monastic capacity there is also a suggestion of coastal trade at Milnthorpe (Mcintire 1936).

3.1.9 Several shipwrecks are also known in the North West, three of which are in the River Dee in Chester dating to 1536, whilst a fourth 15th or 16th century vessel has been identified near Barrow-in-Furness (Newman 2006, 137).

3.1.10 ***Post-Medieval and Modern Periods (1540- present)***: a royal warrant issued in 1565, included a list of all the ports and havens, and included eight in Cumberland, "*Millum, Ravenglas, Calder, St Bees, Whithaven, Wirkington, Skynburness and The Water of Solwey*" (Fox 1921, 74). A Certificate of Ports of Cumberland of 1566, included Bowsteadehill, Skinburness, Ellnesfoot, Workington, Parton, Whithaven, Ravenglasse and Powsfoote (*ibid*, 75). A survey of 1582 placed Cumberland as last of the maritime counties with only 12 small ships, whilst Chester had 49 (*ibid*, 79-80).

3.1.11 Up until the mid 16th century, Chester was the head port for the entire north-west of England, but afterwards the northern part of the area from the River Wyre to Scotland came under the jurisdiction of Carlisle. In the south Chester was replaced in significance by Liverpool. Part of the study area, including Milnthorpe to New Barnes, became part of the port of Carlisle. Whitehaven became a member port of Carlisle in the mid-17th century and under this port three places were appointed as legal quays: Whitehaven, Workington and Milnthorpe (Smith 2009, 12). During the late 17th century, the port of Lancaster became a member port of the headport of Chester, extending "*from the foot of the River Broadfleet easterly to twelve fathoms of water seawards from the harbour of Peele and so to the twelve fathoms of water seaward along the Islands of Walney to the foot of the River Duddon*" (Blackledge nd, 6-7), encapsulating Morecambe Bay from Pilling to Walney.

3.1.12 A number of creeks later came under the remit of Lancaster at this time, however, Lancaster was still a member port of Chester. By 1748, Lancaster became a head port in its own right (Blackedge nd, 13).

3.1.13 St George's Quay at Lancaster was constructed during the 1750s (LAHS 2016) and financed by the Lancaster Port Commission. It was specifically built to trade directly with the Americas. By 1764, Lancaster was England's fourth slaving port, carrying more than 29,000 slaves from Africa during the 18th century (PastScape 41367 information; McNeil and Newman 2006, 155). By 1759, records show that ships up to

300 tonnes were docking at the quay, which was then 200 yards in length (OA North 2006). The wharves and warehouses at St George's Quay continued to develop in the 18th and 19th centuries. Of note is the Custom's House, which was designed by Richard Gillow and opened in 1764 and is now the Maritime Museum. The New Quay was constructed in 1768 to accommodate larger vessels and Skerton bridge was built in 1788 to replace the earlier medieval bridge. These developments, and others at St George's Quay and the rest of the town, highlight the successful trade Lancaster enjoyed at this time, particularly with the West Indies (OA North 2006).

3.1.14 By the end of the 18th century, the River Lune was beginning to silt up and a new port was constructed at Glasson Dock to accommodate the larger vessels. It was opened in 1787 and the docks were connected to the Lancaster Canal in 1826 (http://www.heritageandhistory.com/contents1a/2008/10/glasson-and-the-glasson-dock-area-lancaster/?doing_wp_cron=1494325020.5476100444793701171875). This period of prosperity lasted until the 19th century, when the American plantations eclipsed the Caribbean plantations on which Lancaster was so dependent. Subsequently, some of the buildings at St George's Quay were used as mills in the linoleum industry and more recently, they have been converted into residential flats (OA North 2006).

3.2   Specific Sites

3.2.1   *Introduction*: a number of small ports and creeks served the main ports in Morecambe Bay, such as Ulverston and Barrow-in-Furness. Many of these were used for intra-regional trade, particularly during the 16th to 18th centuries. Iron ore was shipped from Furness to smaller ports around Morecambe Bay in order to manufacture iron. It is likely that other heavy raw materials were also shipped around the coast, such as limestone and coal (McNeil and Newman 2006, 161). Other ports were involved with more long-distance trade, particularly Glasson Dock and Sunderland Point. Most of these ports became defunct following the arrival of the railways in the mid-19th century. There are few remains today, apart from at the larger ports of Lancaster, Glasson Dock and Barrow-in-Furness, as many of them were constructed in wood. A summary of these sites is presented below with further information in the gazetteer (Appendix 1).

3.3   Piel of Foudray (Asset 1)

3.3.1   The Piel of Foudray (Piel Island) is located at a strategic and attractive position to locate a harbour at the approach to the deep-water channel into Barrow, with

shelter provided by Walney Island (Green 2009; Baker 2016). The harbour may have earlier origins; but it is known to have been used for transhipment by the monks of Furness Abbey in the early 14th century. The present castle at the site was constructed around this time, with a licence to crenellate granted in 1327 (Historic England Listing 1009097). Piel castle was most likely used as a fortified warehouse up to the Dissolution (1540s); however, whilst the castle may have been abandoned, Piel harbour continued in use into the 18th century, primarily for the export of haematite. A custom's house was built in 1720 (Green 2009) with houses for pilots constructed in the late 18th century (Baker 2016).

3.3.2   In the mid-19th century a causeway to link Roa Island (located to the north of Piel) to the mainland and a wooden pier were built by John Abel Smith (CCC HER 5594). The initial idea was to develop a harbour company at the site for exporting iron ore, but this was met with local opposition by ship operators (Green 2009; Easdown 2009, 165) as the site was used for tourist traffic to Fleetwood and Liverpool. The pier was rebuilt in 1868 and included an 810ft long pier, with a high-level and low-level track (used at low tide), a 300ft transverse pier with two steam cranes and a rail track. Images of this substantial pier are available online (http://www.gracesguide.co.uk/File:Im1877MidRail-Piel.jpg; http://www.geog.port.ac.uk/webmap/thelakes/html/lgaz/gb05e5.htm).   Services operated from this pier until 1881 when it moved to Barrow. The pier was used until 1891 for small craft, when it was dismantled and moved to Grange-over-Sands, as the Clare House Pier (Easdown 2009, 165).

3.4   Barrow (Asset 2)

3.4.1   The iron ore industry and investment from the Railway companies were the driver for the development of port facilities at Barrow, with a quay being constructed in 1782 by the Newland Company to ship haematite (Skidmore 2009, 52). Subsequent jetties were constructed in 1833, 1839 and 1842, with the Furness Railway company creating a pier in 1845. As the pier was extended, the jetties were dismantled and continued growth and development of the iron ore industry in Barrow, fuelled by the new railway links, led to the development of docks and associated facilities at Barrow. The docks in Barrow developed over the latter half of the 19th century around the railway with Devonshire Docks opening in 1867, Buccleuch Dock in 1873, and Ramsden and Cavendish Docks in 1879 (Green 2009). Iron ore and pig iron were shipped out of the docks and items such as timber brought in from Canada, and Jute from Calcutta. A custom's house was constructed in 1868 and shipyards were

developed, in particular by James Fisher & Sons (Rothwell 2010, 139). The extent of the docks is shown in a *c*. 1870 illustration of the Port of Barrow (Plate 1) and on the 1895 map of the area (Plate 2).

Plate 1. Illustration of the Port of Barrow c. 1870

Plate 2. Excerpt of the 1895 6 inch to 1 mile Ordnance Survey map showing the dock system in Barrow in Furness. Surveyed 1889 to 1890. Lancashire Sheet XXI. Reproduced with permission of the National Library of Scotland

3.4.2   An aerial image (Plate 3) shows the extent to which the port facilities survive, forming part of the site of BAE Systems and also playing a key role in serving the offshore energy sector.
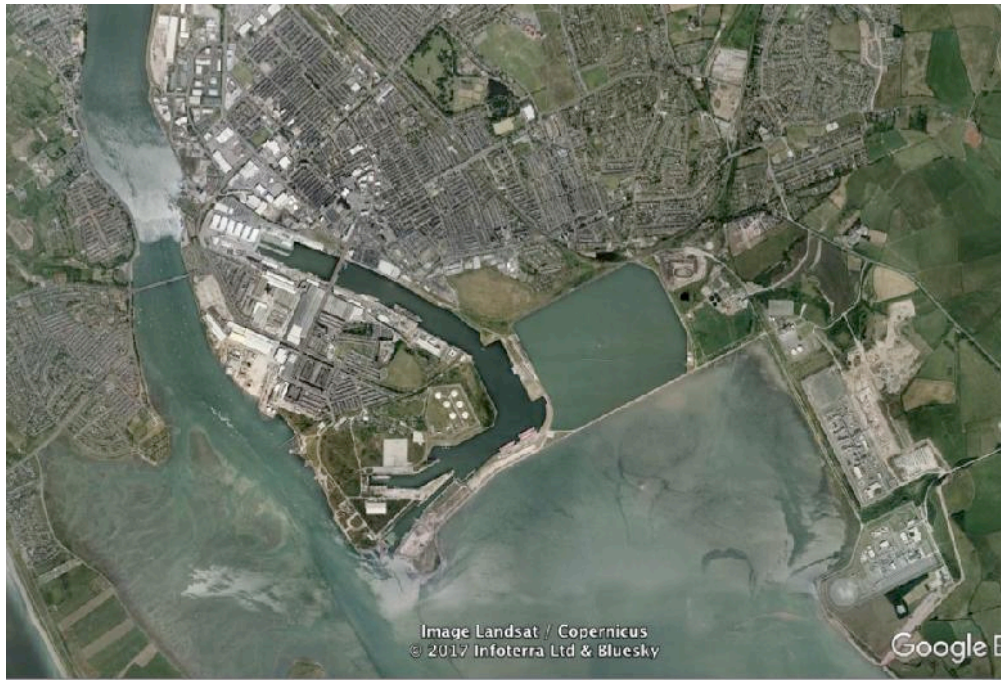
Plate 3. Google Earth Image of the dock system forming the Port of Barrow

3.5   **Beanwell Baycliffe (Asset 3)**

3.5.1   A small port was located at Baycliffe and was used to transport iron ore (Marshall and Davies-Shiel 1969 in Johnson 2009, 165). A wooden pier is shown on the 1st edition mapping (Plate 4) which is no longer shown by the mapping of 1895 (not illustrated). Further information is required about this port.
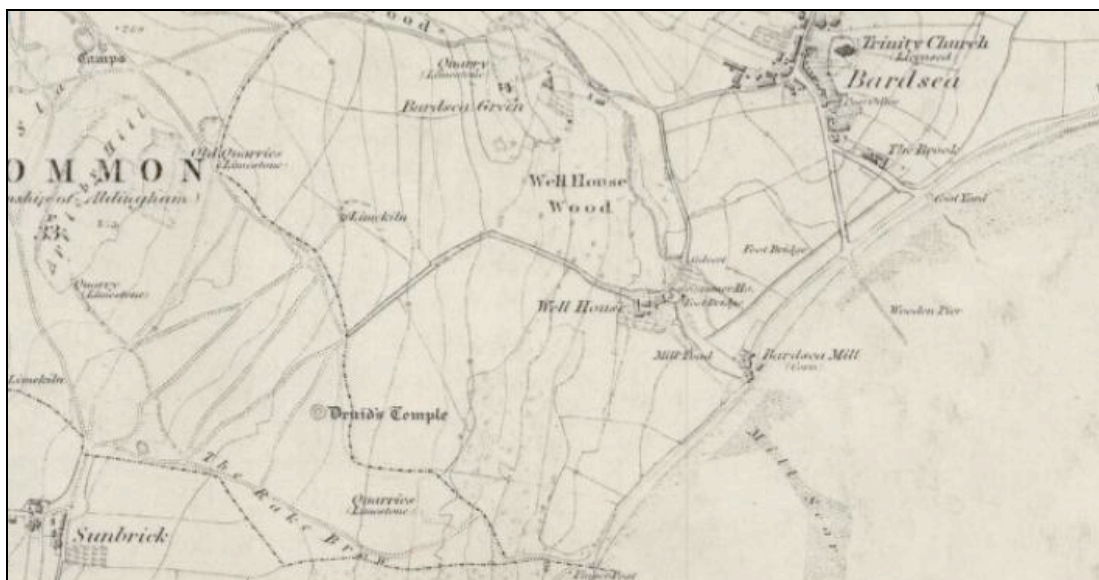
Plate 4. Excerpt from the 1850 6 inch to 1 mile Ordnance Survey mapping showing a wooden pier to the south of Bardsea. Surveyed 1846-7. Sheet Lancashire XVI.
Reproduced with permission of the National Library of Scotland

3.6   Conishead (Asset 4)

3.6.1   Further evidence of the shipping of iron ore is found at Conishead, where a series of upright posts are the vestiges of a former landing stage and there is also evidence of a wharf. The date of these structures is unknown and as stated previously they may be associated with Conishead Priory. The site may be mentioned in A History of the County of Lancaster which states, "*from the town* [Ulverston], *as already indicated, roads lead away in all directions... Along the southern border is one now called Red Lane, from the red dust of the ore that used to be carted down to Conishead for shipment*" (Farrer and Brownbill 1914a, 348-256). Conishead is also mentioned in the early 18th century as one of the anchorage sites associated with the coast between the Piel of Foudrey and Ulverston (Pers Comm R Newman). Further work is required to understand the function and date of the small jetty and wharf.

3.7   Ulverston (Asset 5)

3.7.1   During the 18th century there was a shipping point at Hammerside Hill, where the canal lead into the town of Ulverston. The 1¼ mile long canal, which was constructed in 1794 and led to an increase in shipping trade (Farrer and Brownbill 1914a, 348-256; Rothwell 2010, 135), with coal, timber and merchandise being brought into the town from the River Leven. Shipbuilders also established themselves along the canal (Rothwell 2010, 135).

3.7.2   Beaconsfield pier, later renamed Ainslie Pier, was constructed in the late 19th century at the southern end of Ulverston Canal. It was constructed by the North Lonsdale Iron and Steel Company, whose works were located near to this site and was used to ship pig iron (CCC HER 41381 and Rothwell 2010, 135). Whilst industries developed both along the canal and within the town, the deviation of the river channel alongside the arrival of the railway and construction of the docks in Barrow, led to the demise of Ulverston as a port.

Plate 5. Excerpt from first edition 1850 6 inch to 1 mile Ordnance Survey map showing the pier at the eastern end of Ulverston Canal. Surveyed 1846-7. Sheet No. XVI. Reproduced with permission of the National Library of Scotland
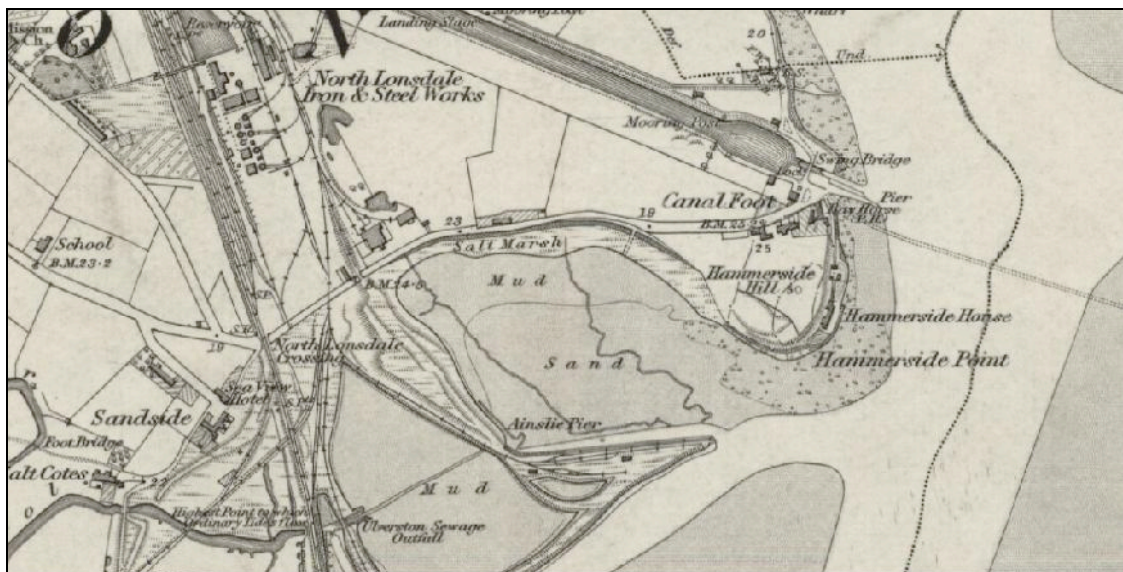
Plate 6. Excerpt from 1895 6 inch to 1 mile Ordnance Survey map showing Ainslie Pier. Surveyed 1888-9. Sheet XVI. Reproduced with permission of the National Library of Scotland

3.8 **Plumpton Bight** (**Asset 6**)

3.8.1   The pier at Plumpton is associated with the nearby limestone quarries and is referred to in McKeever and Layfield as Tyson's Pier, purportedly after the owners, T F Tyson & Sons, who worked the quarries and limekilns in the area around the turn of the 19th century (Plate 7). This was used in their many trades, which included "*builders, joiners, wheelwrights, carpenters and undertakers*" (McKeever and Layfield 2013,

23). The site survives as timber uprights and a stone retaining wall, which have recently been recorded by Morecambe Bay Partnership and CITiZAN, assisted by volunteers which will be reported in due course through the Headlands to Headspace Scheme.

3.8.2   By 1931, the site of 'Tyson's Pier' is annotated, 'Old Pier' and no structure is shown, indicating it may have been dismantled by this time. Whether the pier was for the sole use of the Tysons' ventures is unclear as quarrying continued in the area until at least 1940. A mineral railway, operated from the quarries owned by the North Lonsdale Iron and Steelworks, to Plumpton Junction (McKeever and Layfield, 2013, 25).

Plate 7. Excerpt from the 1919 Ordnance Survey map of Plumpton. Revised 1911. Sheet Lancashire XVI.NE. *Reproduced with permission of the National Library of Scotland*

3.9   Greenodd (Asset 7)

3.9.1   Prior to the construction of the railway in 1869, Greenodd was a flourishing port, used to ship copper, lead, slate, gunpowder and iron ore from South Lakeland (CCC HER 5547; Rothwell 2010 132-3), whilst cotton and sugar were imported. Six quays existed on the River Crake, several of which are shown on the 1st edition Ordnance survey map (Plate 8) including Postlethwaites, Fells (x 2), Ropers (all listed under CCC HER 16340) and Marshalls (CCC HER 16337), along with a coal wharf (CCC HER 16336). The village also had a boatyard for constructing coastal vessels (CCC HER 16341) The rise of the port at Ulverston had a significant impact on Greenodd and the introduction of the railway in 1869, which cut off access to the river from the estuary, sealed the fate of the port.

Plate 8. Excerpt from the 1850 First Edition Ordnance Survey map of Greenodd, showing the various quays. Surveyed 1846. Sheet Lancashire XVI. Reproduced with permission of the National Library of Scotland

3.10 **Flookburgh/ Cark (Asset 8)**

3.10.1 It is likely that the canons of the priory of Cartmel established a port at Flookburgh or Cark, which is mentioned in 1297 (Farrer and Brownbill 1914b), although its location is unknown. A map of the area of 1752 annotates the area to the south of Flookburgh, 'Cartmel Wharfs' (Plate 9), indicating that it was probably utilised as landing stages for shipping.
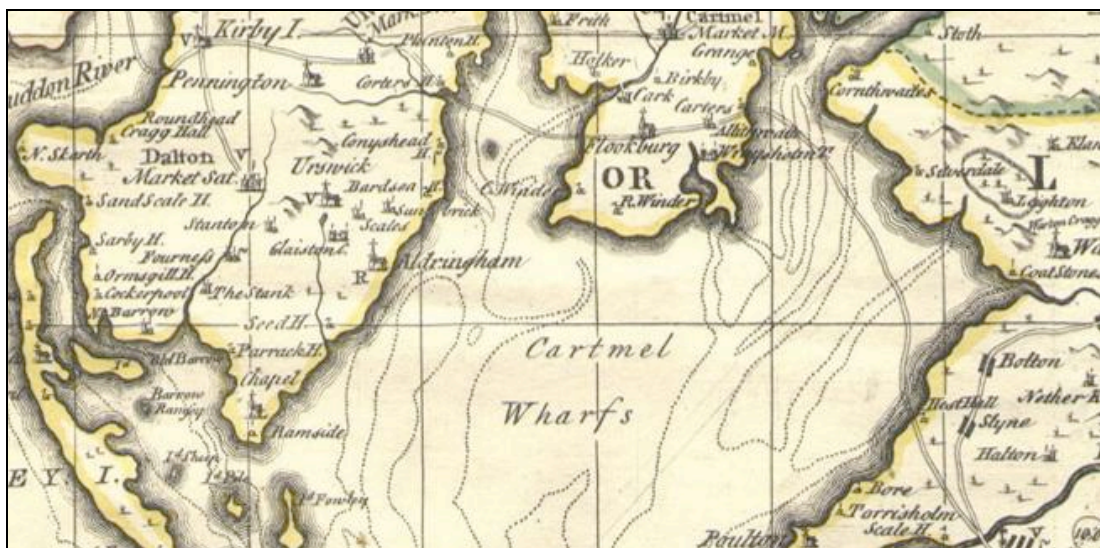
Plate 9. Excerpt from 'An Accurate map of the County of Lancaster' Emanuel Bowen 1752

3.10.2 Research into Cark anchorage and shipbuilding in the area has been undertaken by H2H volunteer Barbara Copeland, with additional information from Pat Rowland. The results of this research are detailed here, presenting lines of research to be followed to continue research into this topic. James Stockdale built ships at Cark in the middle of the last century (1750s) referred to by Stockdale in the Annals of Cartmel (1872). This states, '*For many years, vessels of the burden of 50 to 200 tons were built at Carke. My grandfather had a ship-building yard there about the middle of the last century…Some of the old posts of the rope walk, or rather that part of them which had been sunk into the ground, are still in existence, and may yet be seen along the side of the wall of my Coal Yard Meadow, near Crook Wheel; and when I made the cottage gardens on the Marsh below Carke, now taken up by the railway company, many caulking irons and other shipwright's tools were found. One of the last vessels, if not the very last, built at Carke, was called "The May flower". As the vessels trading with the Baltic scarcely ever made more than one voyage in the year, they were laid up in the winter, and I have frequently heard old people say that the place for mooring one or more of these Baltic traders was the end of the present tail race, opposite the then Captain Postlethwaite's orchard; the cables of the vessels being attached to the boles of some large apple trees, two of which trees were still growing there in my early days.*'

3.10.3 A post-medieval wharf is recorded in Pastscape (NMR SD 37 NE59) at Coal Yard Point and Davies-Sheil and Marshall (1969) refer to 'Slight traces of a coal wharf used by flats (coal vessels) before 1857 are visible near the point where the river Eea enters the salt marsh at Cark.'

3.10.4 Cartmel Parish Registers, dated 1771-1837, in Barrow Record Office have been examined as part of this research and identified a number of individuals of interest:

- 1777 burial of Luke Bradley, sailmaker

- 1802 burial of Edmund Turner, Grange, ship carpenter

- 1759 burial of Henry Bradley, Flookburgh, sailmaker (thanks to Pat Roland via Mike Davies-Shiel, Kendal Record Office). Henry could be related to Luke, above.

3.10.5 Mike Davies-Shiel, an eminent local industrial archaeologist at Kendal Record Office, recorded: …….'whereas the Newton, Ayside, Barber Green Weavers were still at work in 1819, 1851? Making sails for the Stockdale ships built and launched on Cark Creek from the 1750s. Neither Hill Mill nor the shipyards are easy to locate today'.

3.10.6 The Lloyds Shipping registry was also examined which shows three ships called Mayflower but only one may be from Cark. This is 'The Mayflower' built (British) in 1759, owners from Whitehaven, 180 tonnes, Captain B. Gilliat and it is sailing from Liverpool to Virginia, however, there is nothing there to link it to Cark.

3.10.7 Old maps and LiDAR: a number of early maps have been examined as part of this research. Only Yates map of 1788 (Plate 10) shows cotton works with a decent water inlet to the west.

Plate 10. Excerpt from William Yates' map of 'The County Palatine of Lancashire showing the Cotton Works to the North of Flookburgh

Plate 11. Excerpt from the first edition Ordnance Survey 6 inch to 1 mile map of 1851, surveyed in 1847-8. Sheet No. XVII. Reproduced with permission of the National Library of Scotland

3.10.8 The First Edition Ordnance Survey Map (Plate 11) shows the location of Coal Yard Point whilst the second edition mapping shows the location of 'Crooked Wheel ' (Plate 12).
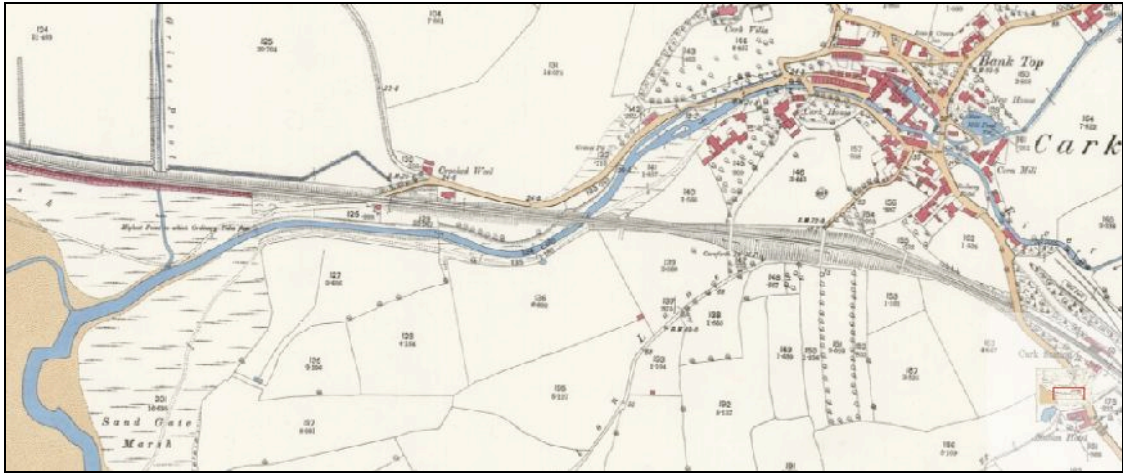
Plate 12. Excerpt from the 1891 25 inch to 1 mile Ordnance Survey map, surveyed in 1889 showing the location of Crook Wheel and the River Eea. Sheet No. XVII.6.
Reproduced with permission of the National Library of Scotland

3.10.9 Nothing is visible in the LiDAR data. A number of archives have been examined as part of the research into the industry and are listed below:

Document Reference	Details
Preston Record Office	
DDCA/13/1/136 – 20/21 Feb 1774	Lease and release for £150 James Stockdale of Nether Cark, gent, to Lord George Cavendish – Marsh Meadow, lately purchased from George Rigg of Frith deceased
DDCA/13/1/139	May 1785. Lease and release of further meadows
QJB/30/15	1755 Debtors insolvency papers
Barrow Archive Centre	
BDX 83/10-11	1783 lease and release buildings in Cark
BDX 9/1/9	Account of the personal estate of James Stockdale of Cark who died on 17 April 1823
9/1/10	rents and debts due from above
9/1/11	12 contracts, taxes, wages from above
9/1/13	notes on personal property of JS 1823
9/1/14	notes re sums owned to JS
9/1/16	17 1825 appraisal of goods and chattels of JS
All documents relating to Cark Cotton Mill interesting re the land	

Document Reference	Details
BDX 83/24-25 28-29	Cark cotton mill mentions Ropehouse 1797
DDHJ 4/1/2	1764 sketch of Frith estuary
DDHJ 4/1/5	1777 description of the voyage of the Grenadier West Indies, James Stockdale
DDHJ 4/2/1	James Stockdale's historical notes re Carke
DDHJ 4/3/2	letters from John Wilkinson to James Stockdale re shipments
DDHJ 4/5	deeds and documents 1636-1873 (11 files)
DDHJ 4/2/1/17	This is in Stockdale's papers and it appears he was just jotting down notes or lists below. Watt's Fire Engine - cottages Mill Races Bridge, arches and corn mill, Paper Mill, race (ran through?) Carke Hall land – number of bridges. Ships built at Crook Wheel Dallam Tower Mayflower Cavendish Wooden Bridge Rope Walk. I have highlighted in red the references to shipbuilding.
BDX83/24	18 March 1797 Release in Fee of 1/9th part and share of and in a cotton mill and other hereditaments at Cartmel and in the County of Lancaster late the property of Edward Hardy deceased. And also to 2/9ths part of shares the said E. Hardy. Stock in Trade therein. Said premises sold and surveyed by the said James Stockdale the younger to the said Rt. Hon. Lord George Cavendish and his issues and also of all that close of Little Croft situate near the Damside of Cark aforesaid heretofore purchased by the said James Atkinson of and from the heirs of William Seatle and of all that Ropehouse and the utensils therein situate at or near Cark aforesaid and also of all that messuage or dwelling house wherein John Rawhall? formerly dwelt situate standing and being Tenter Bank.

3.11 Grange-over-Sands (Asset 9)

3.11.1 It has been suggested that there was a port at Grange-over-Sands, used by the monks of Cartmel Priory during the medieval period (http://www.grangeoversandstowncouncil.gov.uk/History-of-Grange-over-

Sands.aspx). During the 18th century occasional shipping is documented for the area (*ibid*), but the shallow depth of the estuary made it inaccessible for heavy loads. Ships would offload part of the cargo in the village of Grange, where it would be stored in warehouses awaiting shipment when the vessel returned. The locations of both of these ports are not clear and require further research.

3.11.2 Two high tide piers were constructed to serve the flourishing tourist trade to the town in the late 19th century, at Bayley Lane and Clare House Lane (Plate 13). Bayley Lane was constructed by the Morecambe Bay Steamboat Company in 1875, which is noted by Easdown (2009, 165) to have replaced a small jetty. Clare House pier was located to the south of the town and was constructed from timbers recovered from the demolition of Piel pier, which was dismantled in 1891. With the construction of Clare House pier by Richard Bush, the Bayley Lane pier became derelict and it was demolished in the early 20th century. Clare House pier had a toolhouse at the western end and the pier was in use, by both cross bay steamers and local fishermen, until the 1930s (http://www.bodian.co.uk/j.html). Images of the jetties and piers of Grange are available online from the Bodian website (*ibid*).

Plate 13. Excerpt from 1893 6 inch to 1 mile Ordnance Survey map showing two piers serving the town. Surveyed 1890. Lancashire Sheet XVII. Reproduced with permission of the National Library of Scotland

3.12   **Milnthorpe (Asset 10)**

3.12.1 A port is thought to have been located at Milnthorpe since at least medieval times until the mid-19th century (McIntire 1936). 16th century documentary evidence for the port includes a record dating to 1558, which refers to Milnthorpe Haven, and

records of Elizabeth I's tax collector of the port in 1589 (McIntyre 1936, 43). Milnthorpe was the principal landing place as the Kent Estuary and it has been suggested that it was navigable via the River Bela into Milnthorpe up to *c*. 1800, after which the building of a road bridge across the river prevented access to the town (Skidmore 2009, 53). Of interest is the area between the Mill and Old Bridge on the River Bela which is called 'The Strand' which suggested maritime associations (Plate 14). It is highly unlikely, however, that sea going vessels ever entered the Bela and the principle quay for the creek of Milnthorpe was at Sandside, where it is clearly shown on the 1st Edition Ordnance Survey map (Plate 14).

3.12.2 The HER notes that goods were bring transported from Grange to Milnthorpe in 1790, as indicated by Camden's Britannica, which states 'on the south side lies Milnthorpe, the only sea town in this county: Tho' the commodities which are imported are brought hither only in small vessels from Grange in Lancashire' (Bingham 1987, 44). By the mid-18th century it had become a member of the port of Lancaster, with two ships connected to the port (*ibid*), however, the situation prior to this date was confusing with Carlisle, Whitehaven and Lancaster all staking claim to Milnthorpe (Smith 2009, 14). Following 1723, Lancaster port authorities could collect customs from the creek of Milnthorpe and this may have led to the construction of Crown Cottage at Sandside, the possible office of a Tide Waiter or searcher (*ibid*, 15). In 1829, Milnthorpe was classed as '*a dependant sea port of Lancaster and has belonging to it 4 or 5 vessels of nearly 100 tons burden each but seldom can they get nearer to the town than Arnside or Haverbrack*' (Parson, W.M and White, W.M, 1829 in Bingham 1987, 47).

3.12.3 A possible custom's house relating to the port of Milnthorpe is recorded in the HER (10a), with local historian Roger Bingham postulating that the summerhouse at the mouth of the Bela was built on the site of a tollhouse where dues were levied by the Dallam Estate on boats unloading at the port (10c; Bingham 1987, 40-41).

3.12.4 Bingham claims that the port of Milnthorpe never had a harbour or stone quay (1987, 38). A number of locations were used on the southern bank of the Kent to beach vessels, from where goods would be unloaded onto carts and transported on a branch of the main turnpike road (Skidmore 2009, 53). Documentary evidence of this method of unloading cargo is referred to in the obituary of John Mashiter of Crosby Lodge (dated 1900 and presented in Bingham 1987, 42) which records memories of helping load ships in the bay in *c*. 1840 "*there was no proper quay, when unloading the vessels, the carter had to keep moving around the ship to prevent wheels sinking*

too deep". Even so it is clear from field, map and topographical print evidence that there was an artificial wharfage at Sandside at least before the building of the railway viaduct at Arnside.

3.12.5 One such location is opposite Dixie's (only accessible on high spring tides), where Bingham has identified part of a stumpy wharf (*ibid*; Bingham 1987, 38) and at Sandside, near the current Ship Inn, and Arnside, opposite the Fighting Cocks Inn, which was used when the river moved to the opposite bank (Skidmore 2009, 53). Bingham also refers to wooden jetties at St. Johns Cross (to the south of the Ship Inn), at the Fighting Cocks in Arnside (Bingham 1987, 42). A stone quay was later built on the western side of Arnside near New Barnes at Blackstone Point, which is still visible today along with an iron ring for tying up vessels.

3.12.6 During the training sessions undertaken as part of this project, examination of historic maps and Goggle Earth images highlighted two potential areas of interest, where a port could have been located; at Dixies Inn where Ferry cottage is located (see Plate 15) and to the west of the Ship Inn where a possible curvilinear quay was identified by Richard Newman. These potential sites for landing stages within the port of Milnthorpe would benefit from further research.

Plate 14. Excerpt from 1857 6 inch to 1 mile Ordnance Survey mapping. Sheet Westmorland XLVI. Surveyed 1857. Reproduced with permission of the National Library of Scotland
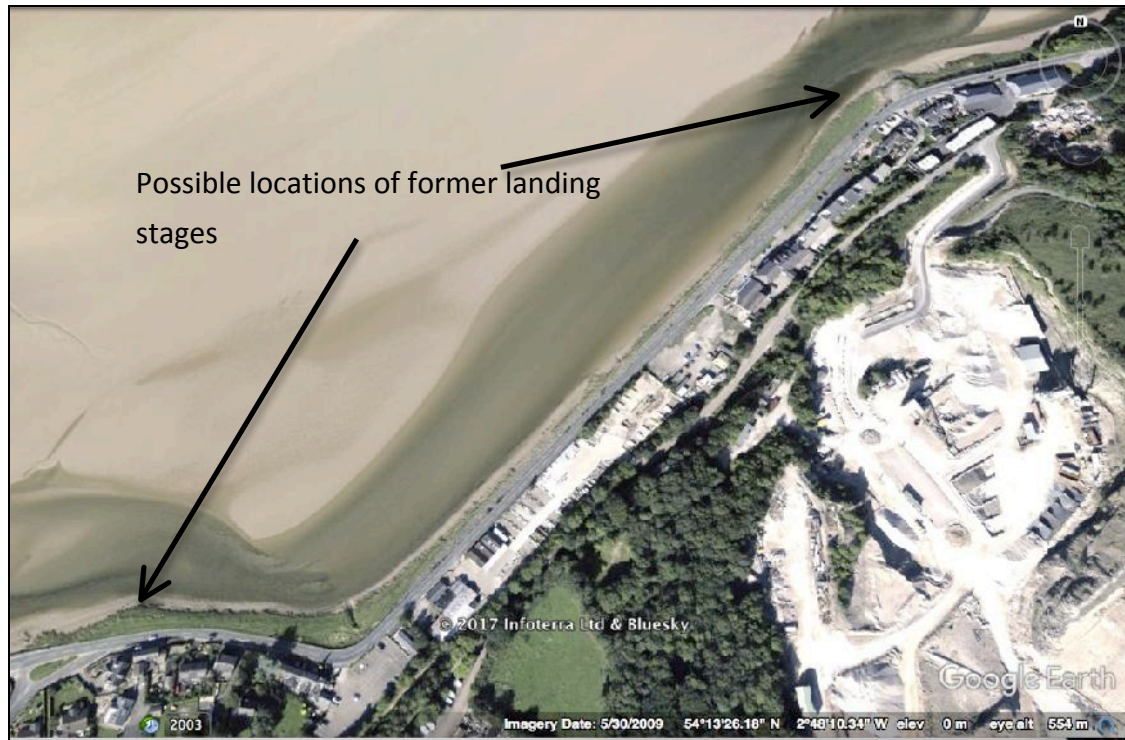
Plate 15. Google Earth image of possible landing stages within Milnthorpe port at Sandside

3.12.7 The village of Milnthorpe still contains numerous warehouses characterised by large doorways/openings, many of which are still in use as residential/commercial properties. Hostelries and Inns which once served the workforce that passed through the village, delivering and/or moving goods, are also plentiful. Some of these Inns had strong links with the maritime activity of the port, with the owners of the Bull's Head in the 18th century also being customs officers (Bingham 1987, 39). Site visits undertaken with Richard Newman during the documentary research project focused on the town's links to its maritime past, including a rapid walk around the former warehouses of the town. As an extension to this project, it would be beneficial to undertake a rapid survey of the surviving warehousing and condition of such buildings to enhance the record of the town's links with its maritime past.

3.12.8 The later purpose of Milnthorpe was as a port for the town of Kendal. The building of the Lancaster Canal to Kendal in the early 19th century changed the need to cart cargoes from Milnthorpe to Kendal and instead they were taken to Wakefield's canal wharf at Crooklands. A more direct access to the canal was established at Hest Bank in 1821 and this removed the *raison d'etre* for shipping via Milnthorpe, a task that was made impossible for any sizeable vessel following the erection of the railway viaduct across the Kent estuary at Arnside in 1857 (R. Newman pers. comm). The

construction of Hest Bank jetty (see 3.13) appears to have had a significant impact on the amount of cargo handled at Milnthorpe, although salt, saltpetre, gunpowder and guano were all still being shipped until the mid-19th century (Smith 2009, 51). The railway viaduct prevented vessels from sailing further than Arnside. A new stone quay being constructed at Arnside to compensate for the restricted access (http://www.cumbria-industries.org.uk/a-z-of-industries/ports-and-harbours/#milnthorpe) but few vessels loaded and discharged at Arnside Point. Whilst some vessels used these facilities until 1890's the port of Milnthorpe officially ended in 1859, with the removal of the customs officer (Smith 2009, 55). The port of Milnthorpe lost its purpose when goods could be taken to Kendal along the canal directly from a sea access point at Glasson and later with the connection of Kendal into the railway system (R. Newman, pers. comm).

3.13 **Hest Bank Jetty (Asset 11)**

3.13.1 During 2004, large stone blocks, stone cobbles and timbers were revealed when the shifting channels and erosion of Morecambe Bay caused the sands and saltmarsh in the area to retreat. Historical research undertaken after the discovery of the structure confirmed its interpretation as a shipping jetty, which would have enabled small coasting vessels from Liverpool and Glasgow to discharge their cargos at Hest Bank. The cargos could then be transported on a short journey to the canal to be taken north and south (Farrer and Brownbill 1914, 137, in Iles 2005, 62). The jetty was constructed in *c.* 1819 as part of the Hest Bank Canal Company's scheme to link the sea canal and road network (OA North 2010, 3). The jetty appeared to function for a short time, with the main operation occurring between *c.* 1819 and 1831 (*ibid*). Its abandonment may be attributed to a reduction of trade linked to the construction of Glasson Dock in 1826 and associated access to the Lancaster Canal, or the opening of the railway in 1846 (Iles 2005, 63).

3.13.2 The jetty is located in a position that on historic maps is labelled as a 'breakwater', e.g. Hennet's 1830 map of Lancashire, 1848 Ordnance Survey 1st Edition map (Plates 16 and 17).
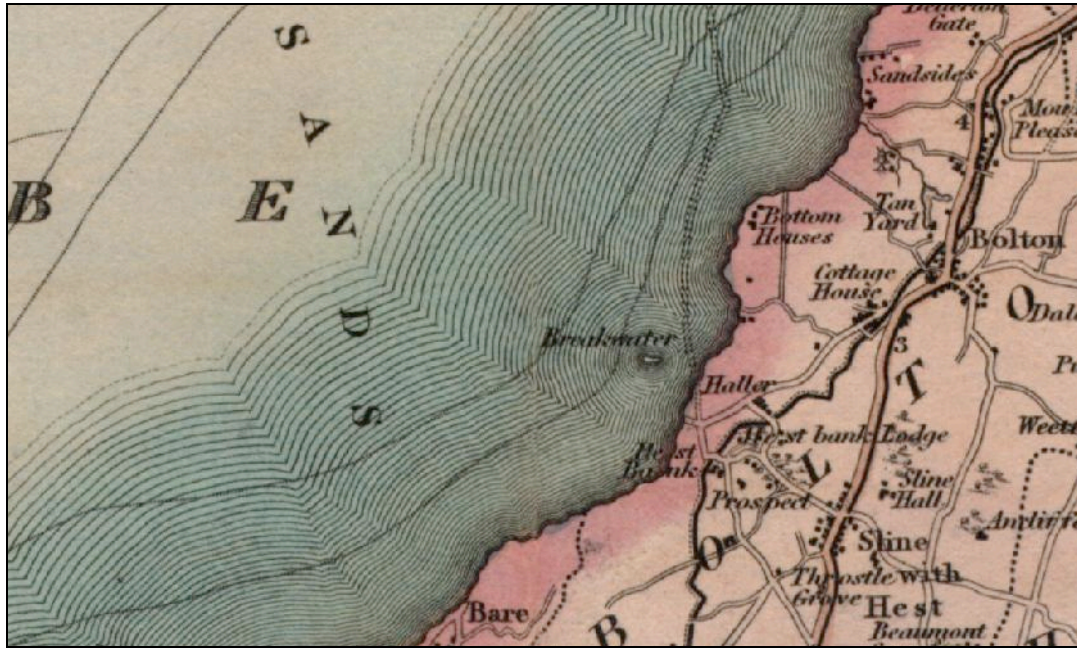
Plate 16. Excerpt from Hennet's 1830 map of Lancashire showing a breakwater just off the shore to the north-north-west of Hest Bank

Plate 17. Excerpt from 1848 Ordnance Survey First Edition mapping, showing the breakwater and fishing baulk. Surveyed 1845. Scale 6 inches to 1 mile. Lancashire Sheet XXIV. Reproduced with permission of the National Library of Scotland

3.13.3   Whilst a jetty was known at this location the scale and preservation of the asset was unexpected. Slyne with Hest Local History Group comment on their website: *'the recent dramatic shift in the course of the Keer channel to within about 200 m of the shore at Hest Bank has revealed a long lost relic. In fact we had no idea that the*

old Hest Bank Wharf, presumably built in the early days of the canal, was such a substantial object. We are used to seeing the odd wooden stump rising from the sand but now you can visit the remains of the wharf where the boats would tie up to load and unload goods transshipped to the canal at the warehouse opposite the HB hotel. The wharf was constructed from huge dressed sandstone blocks with wooden beams still strapped to the walls. It is an amazing site and ought to be properly surveyed by experts. Does anyone have pictures of the wharf as it was when in use?'

3.13.4 The exposed site was brought to the attention of Peter Iles, Special Advisor, Archaeology, Lancashire County Council, with observations and records made during field visits in 2004. Further elements of the structure were recorded as erosion continued. A report produced in 2005 for Contrebis by Peter Iles provides a detailed descriptive record of the archaeological remains uncovered (Iles 2005, 60-65). This outlines that the exposed structure was of a substantial size, measuring *c.* 50m in length by 15m height and up to 3m in width and in a good state of preservation. The large sandstone blocks forming the jetty were seen to curve at its western end; vertical and horizontal timbers fixed with iron cramps and bolts were interpreted as a system of rubbing strips or fenders. Evidence of railings, possible iron rings or pegs and the remains of a possible flag pole/marker/crane were identified within the stonework of the jetty. A cross wall positioned around half way along the jetty, and a distinct difference in the wooden baulks that continued from this point towards the shore possibly indicated two phases of construction or even the foundations for a structure (Iles 2005, 62).

3.13.5 In 2009, Oxford Archaeology North was commissioned to undertake a topographic and semi-rectified photographic survey of the remains to make a permanent record of the structure. Analysis of the remains revealed that the main structure of the jetty was formed by a sandstone wall on the northern side, in addition to layers of large and small cobbles (OA North 2010, 3). A full description, detailed plans and photographs of the various structural elements of the jetty are contained within the report detailing the survey work (OA North 2010, 8-10). These include identification of architectural features, noted in 2004 by Peter Iles, including a flagpole or crane, iron plates for an access ramp, anchoring points, a series of iron bracketed wooden fenders or rubbing posts, and possibly the location of railings on the northern end of the jetty (OA North 2010, 3).

3.13.6 Insurance records survive of cargos being brought into the jetty and these have recently been photographed and partly transcribed by H2H volunteers, in particular Clayton Jackson, Pat Hartley (Plate 18) and Collette Lawlor. Such documents provide a valuable insight into the cargos and vessels using the jetty. The results of this work are presented in Appendix 3.

Plate 18. Volunteer Pat Hartley with transcribed insurance account records for Hest Bank

3.13.7 Use of the site in the later 19th century is evidenced by a number of spent lead bullets and cartridges that were uncovered as the structure was revealed from the sands. Peter Iles suggested that the location of these bullets indicated that the end of the jetty was used for target practice following the abandonment of the jetty. The bullets have been dated to probably the later 1870s (Iles 2005, 63).

3.13.8 By the publication of the 1891 Ordnance survey map, the breakwater is no longer shown. Whether this indicates that the sands had enveloped the jetty by this time is unclear. Subsequent mapping does not record a feature in this area but illustrates the movement of Hatlex Beck (Plate 19), which may have contributed to the silting up of the site/area until it was uncovered again in 2004 (OA North 2010, 5).

Plate 19. Excerpt from 1933 Ordnance Survey mapping showing the change of direction of Hatlex Beck. Revised c.1930. Scale 6 inches to 1 mile. Sheet XXIV.SE.
Reproduced with permission of the National Library of Scotland

3.14 Morecambe Harbour (Asset 12)

3.14.1 Pryce (*nd*) states that the earliest record of shipping in the area was in 1822, when the 'Duke of Lancashire' offloaded 120 passengers. The HER reports that two wooden jetties were constructed by 1850, with the area between labelled as Morecambe Harbour (Plate 20). Iron and iron ore were being imported into the harbour (*ibid*). The southernmost jetty was replaced by a stone structure constructed by the Little North Western Railway in 1853. It traded in timber, iron and general cargo in addition to functioning as a port to serve Northern Ireland transport routes and to receive iron ore from the Furness and Clyde Coasts (Quick 1962, 3 in Peters, 2008, 14). This was part of failed plans to make Morecambe into a major railway port with trains terminating at the stone jetty for passengers to alight from the trains straight onto ferries. The harbour's western wall is still extant forming the present Stone Jetty (Wade 2017).

3.14.2 In 1866, the harbour is described in the Directory for Lancashire Parish, p.525: *'the harbour of Morecambe is very safe and now possesses every facility for the loading and unloading of cargos. A substantial stone quay and jetty have been erected and a screw-pile lighthouse is placed at the mouth of the deep water channel, leading to the harbour. The town has made rapid progress in public estimation as a shipping port and buildings have sprung up in all directions, in a very short space of time* (in Peters 2008, 14).

Plate 20. Excerpt from the 1895 6 inch to 1 mile Ordnance Survey map showing Morecambe Harbour. Surveyed 1891. Sheet Lancashire XXX. Reproduced with permission of the National Library of Scotland

3.14.3 Towards the end of the 19th century, Morecambe was becoming a more popular tourist attraction with the development of piers, hotels and leisure facilities reflecting its changing function. By 1889, the villages of Bare, Poulton-le-sands and Torrisholme merged to collectively be known as Morecambe (Spalding 1974, 1 in Peters 2008, 15). Surviving cinema film footage from 1902 show the range of tourist attractions that had been developed at the end of the stone jetty and the popularity of the area at this time: http://player.bfi.org.uk/film/watch-scenes-by-the-stone-jetty-morecambe-1902-1902/

3.14.4 This development continued into the 20th century, although the same cannot be said of the Morecambe port, which ceased in 1904 when Heysham Harbour was opened (Pryce *nd*). In 1905, the stone jetty became Wards, one of the largest ship breakers yards in the county (Potter 1976, 22 in Peters 2008, 15; http://www.thoswwardltdresearch.co.uk) and operated until the 1930s when it was cleared to make way for new attractions. An aerial image of the site during the early 20th century is available at: http://www.thoswwardltdresearch.co.uk and shows both the stone and wooden jetty, alongside ships awaiting/being dismantled. A 1920s image shows many ships and small shipping vessels in the area https://britainfromabove.org.uk/en/image/EPW004079, whilst by 1933, the former harbour, appears to be deserted and partly demolished: https://britainfromabove.org.uk/en/image/EPW042139; https://britainfromabove.org.uk/en/image/EPW042132.

3.14.5 The old wooden jetty was demolished in 1948 (Quick 1962, 75 in Peters 2008, 15) as shown in this forefront of an aerial image dating to 1949: https://britainfromabove.org.uk/en/image/EAW026226.

Archive Reference	Title	Archive Centre
http://discovery.nationalarchives.gov.uk/details/r/C3436729	Morecambe Bay Harbour Company. Morecambe Bay Harbour and Railway Company. Registered between 1844 and 1856, and either dissolved before 1856 or re-registered by 1860	National Archives-Kew
DB HJ Plan/19	Map showing proposed works at Morecambe harbour and railway dating to 1844	Barrow

3.15 Lancaster (Asset 13)

3.15.1 Lancaster is likely to have been used as a port since at least the Roman period with documentary evidence attesting to trade during the 14th and 15th centuries. During the 17th century a quay was built by John Lawson to serve his sugar refinery (Wilkinson and Tyson 1982, 3; Plate 21). Trade with the West Indies, Europe and the Baltic led to Lancaster's economic prosperity during the 18th century. Ancillary industries were established including shipbuilding (established by George Brockbank in the 1730s), anchorsmiths, blockmakers, rope and sail makers, furniture makers (including Robert Gillow) utilising the cheap tropical hardwoods coming into the town, candle and soap making using tallow imported from the Baltic, dye, sugar refining and tobacco/snuff manufacturing (Skidmore 2009, 54, 64). During the early 18th century it was part of the port of Chester (Shaw 1943, 121) and by the middle of this century it was second only to London as a port shipping cargos to the West Indies (Rothwell, 2010, 107).

3.15.2 The navigation of the river Lune was, however, poor and the problems were outlined by Defoe in *c.* 1731 who stated that the town '*had little to recommend it but a decayed castle and a more decayed port, not capable of receiving ships of any considerable burden*'. Samuel Simpson in 1746 stated, '*the town is situate near the mouth of the River Lune but the port is so choaked up with sand that it is incapable of receiving ships of any considerable* burthen *and consequently trade finds little encouragement here*' (Wilkinson and Tyson 1982, 4). Until 1749, vessels had to '*lie in the river bed along the banks of the river in order to discharge their cargos onto carts*' (Shaw 1945, 121) or lighters.

3.15.3 St George's Quay, was constructed in the 1750s through an 'Act of parliament to improve the navigation of the River Loyne, otherwise known as the Lune, and for building a quay or wharfe near the Town of Lancaster in the County of Palatine of Lancaster' (Pickering 1794, 274-5). The quay was constructed by a group of Lancaster merchants and ship owners, who chose the area of Vicarage Lands for the quay. At this time Lancaster became a port in its own right (no longer a member port of Chester). The river was straightened and skears cleared to facilitate goods to be brought up the river Lune, which had previously beached at Sunderland Point and brought upstream on lighters (Skidmore 2009, 57). A new custom's house was erected at St George's Quay in 1764 (Shaw 1945, 122) and a new quay in 1767, below Scale Ford (Wilkinson and Tyson 1982, 4; Plate 22). However, larger fully laden vessels found it difficult to navigate into the town and as ship sizes increased a site

nearer to the mouth of the river was sought. This led to the development of the new quay at Glasson in 1787 (Skidmore 2009, 57). Glasson was recorded in a 1780 survey report as a '*very eligible situation to make a convenient and safe reception for ships of burthen to lay in great safety*' (http://www.lancasterport.org/history/). Trade into Lancaster declined in the early 19th century, as navigation up the Lune presented challenges and the slave trade declined/stopped.
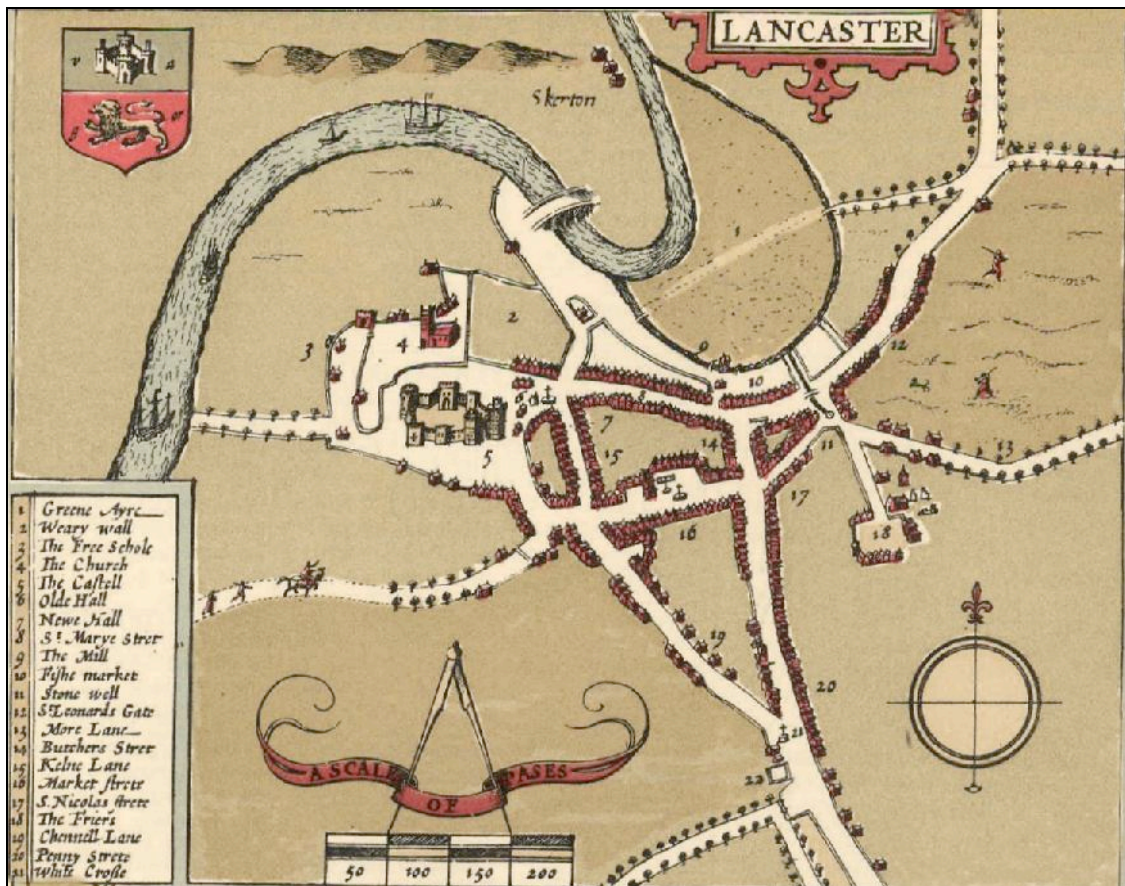
Plate 21. Excerpt from Speed's 1610 map of Lancaster, showing ships sailing up the River
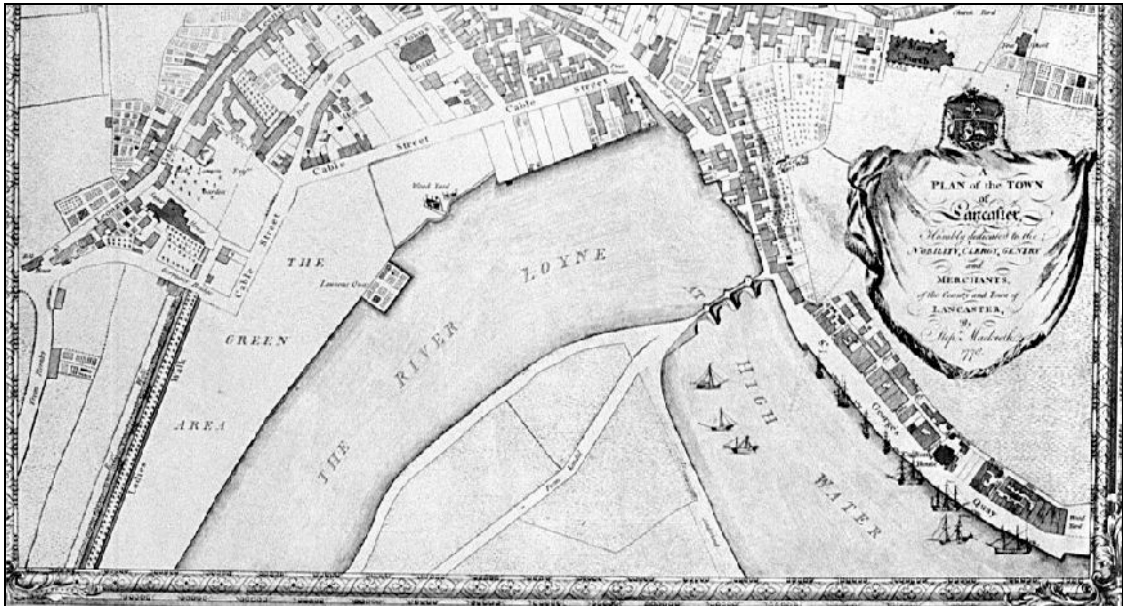
Plate 22. Excerpt from Stephen Mackreath's 1778 Plan of the town of Lancaster, showing the River Loyne (Lune) and St George's Quay

Plate 23. Excerpt from 1895 6 inch to 1 mile Ordnance Survey map of St George's Quay area of Lancaster. Central Lancashire Section. Surveyed 1891, published 1895.
Reproduced with permission of the National Library of Scotland

3.16 Heysham (Asset 14)

3.16.1 The harbour at Heysham was constructed between 1897 and 1904 by the Midlands Railway company (Plate 24-26). The site was chosen as deep-water access was more reliable than at Piel or Morecambe and served the Northern Ireland and Isle of Man passenger services. The harbour was a substantial feature extending from Near Naze to Red Nab rocks enclosing two areas: a roughly rectangular harbour basin and a

large   rectangular   area   accessed   by   a   lock
(http://www.heyshamheritage.org.uk/heysham_harbour.html).

Plate 24. Excerpt from 1848 First Edition 6 inch to 1 mile Ordnance Survey map. Lancashire sheet XXIX. Surveyed 1845. Reproduced with permission of the National Library of Scotland

Plate 25. Excerpt from the 1891 25 inch to 1 mile Ordnance Survey map showing the area which was later developed as Heysham harbour. Lancashire Sheet XXIX.16. Surveyed 1889. Reproduced with permission of the National Library of Scotland
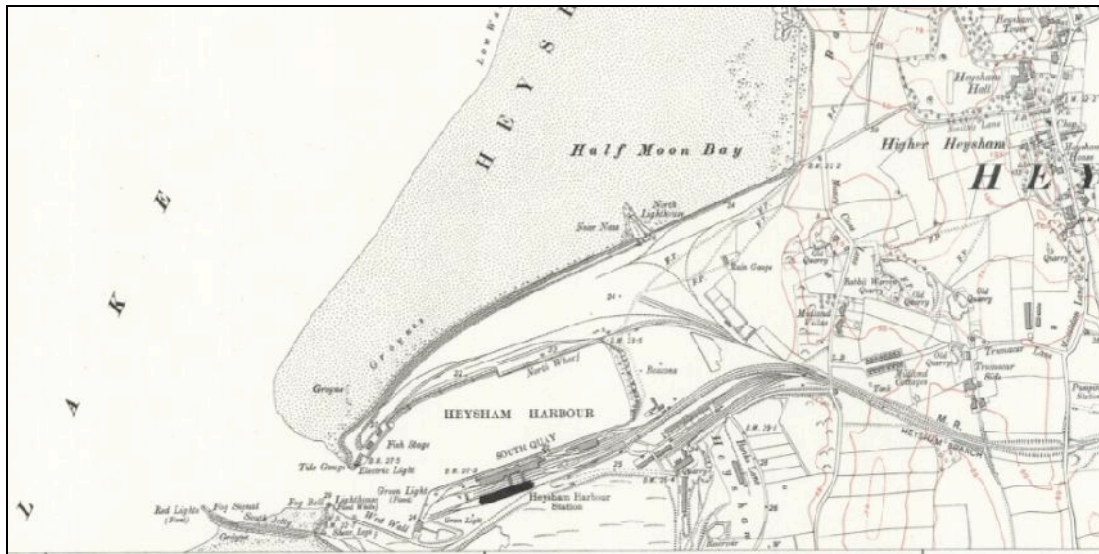
Plate 26. Excerpt from 1915 6 inch to 1 mile Ordnance Survey map. Lancashire Sheet XXIX.SE. Revised 1911. Reproduced with permission of the National Library of Scotland

3.16.2 An image of Heysham harbour can be found here: http://cumbrianrailways.zenfolio.com/p851296226/h29109E41#h29109e41

3.17 Sunderland Point (Asset 15)

3.17.1 The haven at Sunderland Point (LCC HER PRN 4812) developed around 1700 and was the first attempt to provide Lancaster with a landing place, which was easier for vessel access than the quays on the Lune (Johnson 2009, 137). The port was constructed by Robert Lawson and included a stone jetty, an anchor smithy, a blockmaker's shop, associated warehousing and a ropewalk. It is possible that the stone for the construction of the port may have been taken from Cockersands Abbey. Sunderland Point was the first port in England to land cotton (MHLG 1960 from LCC HER 4812) and dealt with ships from the West Indies and North America (HER PRN 31067). Lawson went bankrupt in 1728 and the port went into decline in subsequent years. It was surpassed by Glasson Dock, when the Custom House moved to its new location in 1787 (Plate 27).

Plate 27. Excerpt from Yates' 1788 map of Lancaster, showing 'new dock' at 'Glason Point'

3.17.2 Sunderland Point has remained much unchanged since the 1790s, and the settlement has retained many features associated with its history as a port, including the remains of a quay, warehouses (now converted into housing) and a gate pier. As such much of the village is protected through listed status in order to protect this valuable archaeological resource. A summary of the sites of archaeological/historical interest are listed as Assets 15a-u in the Gazetteer.

3.18 Glasson Dock (Asset 16)

3.18.1 Prior to 1780, a wooden pier at Glasson provided refuge for ships awaiting favourable winds and tides to continue their journey to Lancaster (White 2006-7, 51). This wooden pier formed the basis for the development of the dock, constructed by the Lancaster Port Commission as an alternative to St George's Quay in Lancaster to mitigate difficulties navigating the River Lune. The new dock was opened in 1787 providing a safe floating harbour (*ibid*), which could receive twenty-five large merchant vessels, the cargo of which would be offloaded and transported to Lancaster on lighters (Rothwell 2010, 98). The new dock was of stone construction, rectangular in shape and covered two acres. At the eastern side is a breakwater providing a riverside quay, which also contains an early lighthouse.
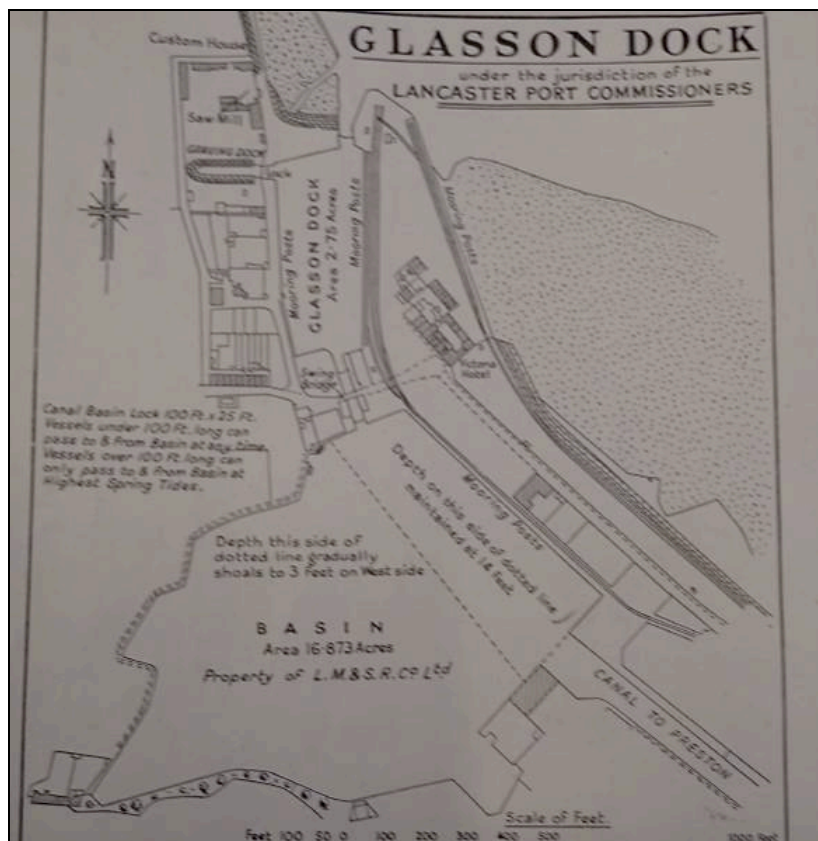

Plate 28. Plan of Glasson Dock (after Shaw 1945, 122)

3.18.2 Glasson Dock was connected to the Lancaster Canal in 1826 (http://www.heritageandhistory.com/contents1a/2008/10/glasson-and-the-glasson-dock-area-lancaster/?doing_wp_cron=1494325020.5476100444793701171875) and included the construction of a large canal basin. A small terrace of housing and new warehouses were built as a result of the canal, with further housing built following the construction of the dry dock and associated shipyard in 1837. This included a row of cottages known as Railway Place, with a further three terraces to the west. (Canal Street/Bridge Street/Post Office Row, Thurnham Terrace/Dalton or Front Terrace and Dalton Street (White 2006-7, 52-53). This housing is shown on the 1845 1st edition map (Plate 29), to the west of Glasson Dock, which also details the custom's house and the graving dock constructed in the 1840s and thought to be the first of its type in England.

Plate 29. Excerpt from the 1848 First Edition Ordnance Survey 6 inch to 1 mile mapping showing Glasson Dock and associated housing. Lancashire Sheet XXXIV. Surveyed 1844-45. Reproduced with permission of the National Library of Scotland

3.18.3 The modification/extension to the east quay was undertaken in the 1880s to accommodate the railway line, whilst the west quay was added in the 1950s (http://www.lancasterport.org/history/). The graving dock was filled in during the 1960s, with the dry dock infilled in the following decade. Much of the extant remains of Glasson Dock, including the east pier, pier head, Harbour Master's Offices, graving dock, lock and entrance to the canal basin are protected as a Scheduled Monument (NHL 1005091).

3.19   **Previous Archaeological Works**

3.19.1 This table lists previous archaeological work that has been undertaken on the creek sites themselves, rather than the wider study area**.**

Site No	Location	Previous Archaeological work
1	Piel of Foudray	NWRCZA
2	Barrow	NWRCZA
3	Baycliffe	NWRCZA
4	Conishead Priory	NWRCZA
5	Ulverston	NWRCZA
6	Plumpton Bight Pier	Currently under investigation by MBP
7	Greenodd	NWRCZA
8	Flookburgh. Cartmel	No previous archaeological work
9	Grange	No previous archaeological work
10	Milnthorpe	Book produced by Leonard Smith on Kendal's Port. Building survey of Berry's Barn Warehouse, Sandside by Oxford Archaeology North in 2010. Archaeological Desk-based Assessment and watching brief, 11 The Square in 2004. Report No. L9303. Extensive Urban Survey Archaeological Assessment Report, SLDC, Milnthorpe, Cumbria County Council and English Heritage.
11	Hest Bank	This site was surveyed and recorded in 2009 by Oxford Archaeology North. The results of the survey are reported in: (https://library.thehumanjourney.net/267/1/L10128_HestBankJetty_FullReportflattened.pdf) . The site has recently been subject to a rapid condition survey, using the results reported by OA North as a basis for this survey. This work has included an aerial

Site No	Location	Previous Archaeological work
		survey undertaken by Jamie Quartermaine and a walkover survey undertaken by volunteers, alongside CITiZAN and Morecambe Bay Partnership.
12	Morecambe	Desk-based Assessment covers the area of the stone jetty. 'Morecambe Prom Environmental Impact Assessment. North Pennines Archaeology Ltd.
13	St George's Quay, Lancaster	NWRCZA Other recent studies (Beyond the Castle)
14	Heysham	NWRCZA
15	Sunderland Point	NWRCZA
16	Glasson Dock	A desk-based assessment was undertaken at the site by Minerva Heritage prior to the redevelopment of the Transit Shed, in 2009. The desk-based assessment recorded three scheduled sites and four Grade II listed buildings and the group of features identified were considered to be of importance in terms of potential contribution to archaeological research, education and interpretive objectives. The desk-based assessment included a walkover survey which identified the almost certain survival of the remains of the original dock's east pier. A subsequent watching brief in 2010, where no features deposits or artefacts or other remains of archaeological significance were encountered (information collated from LCC HER PRN 2600). To date these reports have not been assessed as part of this project, however, it would be prudent to acquire copies of these reports to be included as part of the on going research of this project.

4   SITE VISITS

4.1.1   *Introduction*: the majority of the assets outlined in this report still require a site visit, with the exception of Ulverston (canal pier), Hest Bank, Morecambe and Glasson Dock (only publically accessible areas), which were visited as part of the site visits but not recorded in detail.

4.1.2   *Ulverston:* during the documentary research training in April 2016, a group of volunteers, led by Dr Richard Newman, visited Ulverston Canal, examining extant remains of its former use. The remains of the pier located at the east of the canal were inspected and found to be constructed of stone, well maintained and in good condition (Plates 30-32). Evidence of its past use survives in the form of metal mooring points. The pier is well visited being used for fishing and leisure. Ulverston Canal Regeneration Group are currently undertaking redevelopment work along the canal.

Plate 30. Ulverston pier located at the eastern end of the canal looking south-east

Plate 31. Ulverston pier located at the eastern end of the canal looking north-east

Plate 32. Ulverston pier located at the eastern end of the canal looking north-east

4.1.3 **Milnthorpe**: the site of the possible location of a quay at Sandside, near to the Ship Inn was visited by volunteer Vivienne Charlesworth in March 2017 (Plates 33 and 34). The images below shows the approximate location of this quay; however, during the site visit no distinct remains of were identified. The quay, however, may be more visible towards the Ship Inn, where there is a bank between the road and the mud flat erosion scar (R. Newman, pers. comm) The site near Dixies is still to be visited. The town of Milnthorpe was also visited and the location of warehousing observed but not recorded in detail (Plate 35).

Plate 33. Area of Sandside near the Ship Inn where a possible quay was identified through Goggle Earth images. Submitted by Vivienne Charlesworth

Plate 34. Area of Sandside where a possible pier was identified through Google Earth images. Submitted by Vivienne Charlesworth

Plate 35. Former Warehouse in Milnthorpe observed during the site visits

4.1.4 **Hest Bank:** David Hodgson has been visiting and capturing the site of Hest Bank jetty through photography since it was revealed in the sands in 2004. A selection of this invaluable photographic archive is presented in Plates 36 to 43, enabling a comparison to be made of this changing site. The site was visited by the documentary research volunteers in October 2016, where it was noted that there had been significant change/deterioration (Plates 44 to 47). Further recording through a condition survey was undertaken of the site in March 2017, alongside CITiZAN and will be reported in due course.

Plate 36. The remains of Hest Bank jetty captured in 2004 by David Hodgson

Plate 37. Detailed shot of the north-eastern end of the jetty showing the timber uprights captured by David Hodgson in 2004

Plate 38. Hest Bank jetty in 2004 captured by David Hodgson, looking east

Plate 39. The north-western side of the jetty as exposed in 2004. Photography
by David Hodgson

Plate 40. The south-eastern extent of the eastern side of Hest Bank jetty captured in 2004 by David Hodgson

Plate 41. Hest bank jetty captured by David Hodgson in 2005

Plate 42. The north-eastern end of Hest Bank jetty captured by David Hodgson in 2005

Plate 43. Detailed shot of internal jetty feature observed in 2005 by David Hodgson

Plate 44. Documentary research volunteers inspecting the northern end of Hest Bank jetty during training workshop in October 2016

Plate 45. The northern end of Hest Bank Jetty during the site visit in October 2016

Plate 46. North-eastern end of Hest Bank jetty recorded in March 2017 by David Hodgson

Plate 47. Internal shot of the possible crane/flag pole recorded in March 2017
by David Hodgson

4.1.5 **Morecambe Stone Jetty:** the site of the stone jetty in Morecambe was visited in October 2016 by the documentary research volunteers, led by Dr Richard Newman (Plate 48-50). The stone jetty has been redeveloped as part of the tourist infrastructure in the town and is in good condition with elements of its former use surviving as metal mooring points.

4.1.6 The western side of the jetty is formed of large roughly hewn and irregular ?limestone rubble fragments whilst the eastern side comprises dressed limestone blocks. The jetty appears to be of similar form to that shown in historic images (e.g. https://c1.staticflickr.com/4/3734/13888125582_125585d504_b.jpg).

Plate 48. Volunteers on the documentary research-training workshop at the south-eastern end of the stone jetty

Plate 49. Volunteers exploring the Stone Jetty during training in October 2016

Plate 50. The stone jetty, which is now used for tourism in Morecambe

4.1.7   ***Glasson Dock:*** accessible elements of Glasson Dock were visited as part of the documentary research training (Plate 51); however, much of the site is still in use as a working dock/industrial area and was not examined. The area of the dock survives in good condition and mooring points remain as shown on the historic plans (e.g. Plate 28). The area of the Basin is now used as a marina. A car park is now in the area of the mooring posts (which are still extant). Volunteer, Nic Fogg, wrote up his observations of the site visit (confer 4.1.8).

Plate 51. Dr Richard Newman explaining the history and development of the port facilities at Glasson Dock to documentary research volunteers
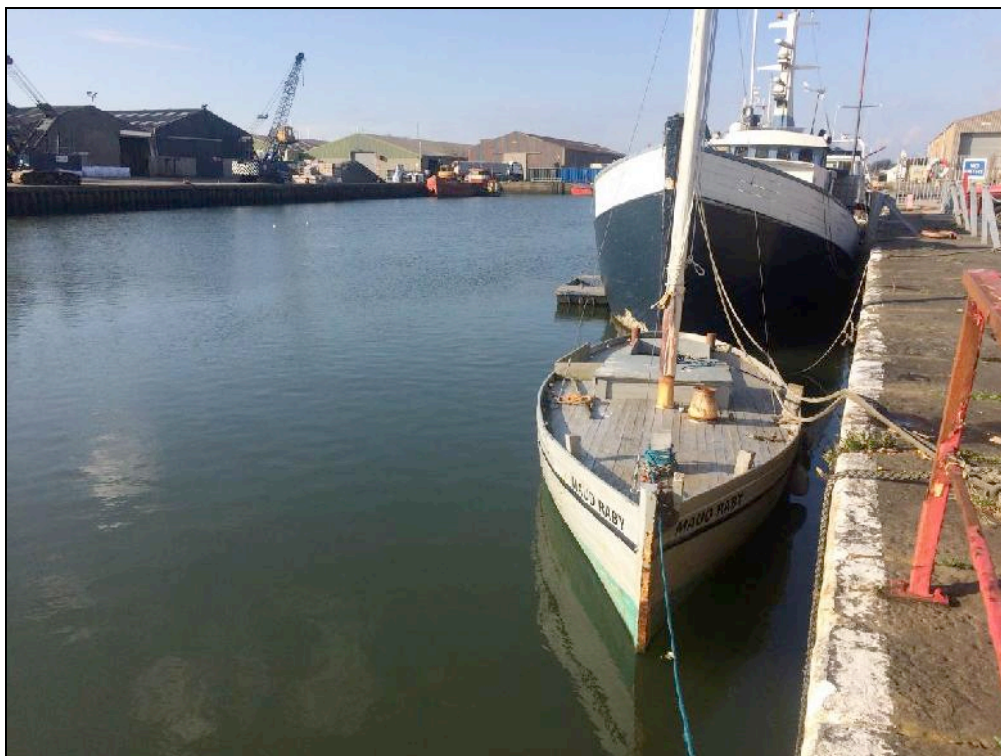
Plate 52. A 'Lancashire Nobby', Maud Raby, moored at Glasson Dock

Plate 53. Gravestone within the churchyard in Glasson village attesting to the maritime heritage of the area

4.1.8   ***Glasson Dock Site Visit, Nic Fogg***: I concentrated on the area from the Victoria Hotel eastward along the former railway and the current main road as far as Brows Farm. The Victoria is shown on the 1840s OS First Edition, although then it was a smaller building on a roughly rectan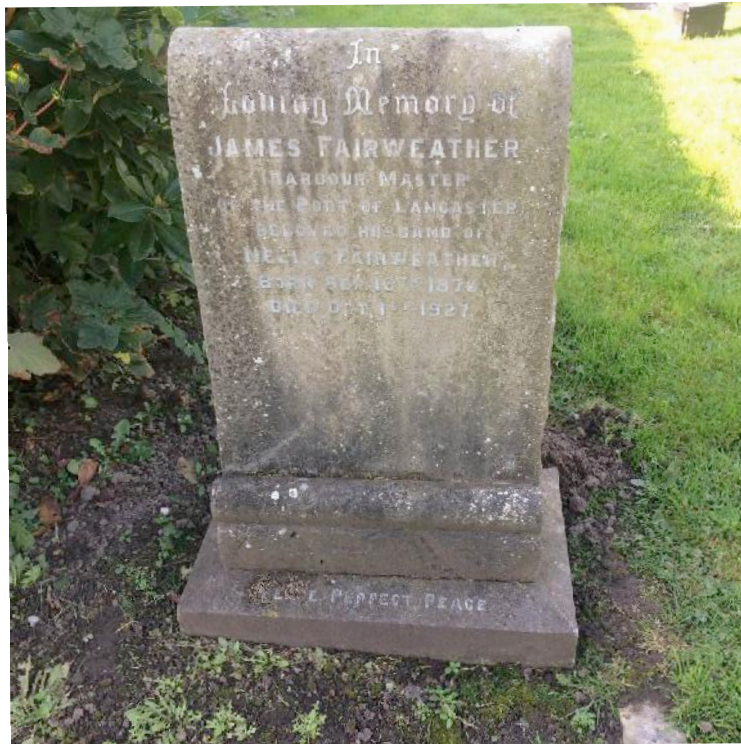gular plot jutting out beyond the line of the then sea wall. By the 1890s the building of the new sea-ward quay and the railway embankment meant is was further inland. The cluster of terraces and alleyways (including Railway Place and Lune View), which today stretches north-westward from the hotel was, by this time, complete. Sadly, the hotel itself has now closed and there must be concerns for its future. To the side of the pub is a ship's wheelhouse which appears to have been converted into a "smokers' den." To the rear of the building, an external door is at first-floor level without any connecting stairs – a feature that might repay further investigation.

4.1.9   From here, I walked along the foreshore in the Conder Green direction. The sloping seaward railway embankment, clad in its original stone, is visible here for some considerable distance, although intermittently covered with vegetation. A new

section of concrete wall takes over just before the stream outlet near the former station site.

4.1.10 It is worth noting that the railway embankment was built beyond the line of the original sea wall – effectively reclaiming a narrow strip of land, although this is sometimes at foreshore level, rather than flush with the embankment. Perhaps 100 metres to the east of the station site, a brick-built wall topped with sandstone copings and iron railings can found under a dense layer of brambles down the bank to the right. This 10-12 metre structure surmounts a culvert under the old railway.

4.1.11 On the OS 1ˢᵗ edition, a loop of road curves out towards the foreshore at Salt Coat Brows, to the estuary side of a cluster of buildings. By the 1890s edition, the renamed Saltcote Brows lies inland of the railway line, in an area which appears to be shaded as saltmarsh. Brows Farm (which is present but unnamed on the First Edition), is shown straddling the main road into Glasson. This farm complex can be seen today, although one of its barns is in poor condition. An older property at the junction with School Lane is today named Saltcote House.

4.1.12 The surface of the former railway has been converted into a well-used footpath, and I could find no remnants of the track or of railway "furniture" there, or anything relating to the station. I noted that both the 1890s and 1960s maps showed a single line leaving the main track at the Station; crossing the road diagonally near Station House and the Vicarage; traversing some land on an embankment; continuing along the car park edge of the canal basin, and then following the northern edge of the dock itself. The land between Station House and the Basin is overgrown, but I was able to walk the top of the embankment most of the way to the Basin. (A short section close to the Basin itself appears to have been dismantled). I saw one large squared stone and several other stones in the gullies alongside the embankment.

4.1.13 I looked round Christ Church, Glasson, which is built by the side of the canal. I noted two ships and a lighthouse in the stained glass windows – a reminder of the village's maritime foundation. A leaflet on the church's history states that the land was conveyed to the Vicar of Cockerham and to James Penny Nicholson, a member of the Glasson shipbuilding family, in 1839. It quoted from an unnamed document stating that the 600-plus inhabitants of Glasson, Thurnham and Conder Green were "so far distant from any Protestant place of worship that they were seldom able to avail them selves (sic) of the benefits of Religious Ordinances. There are also about 2,000 Sailors who arrive annually at Glasson Dock, to whom it is particularly

desirable to render Spiritual Instruction. It is therefore proposed to erect at Glasson a small Church, sufficient to accommodate 300 persons, and to locate there an active Clergyman."

4.1.14 The pamphlet notes that the church was built in a year, with Mr E Sharpe of Lancaster being the architect. It was consecrated on 29th June, 1840, by the Rt Rev John Bird Sumner, Bishop of Chester, although "the attendance was not as numerous as might have been expected." Afterwards the Bishop and most of the gathered clergy set out for Lancaster and "partook of a cold collation at the house of George Burrow, Esq., one of the trustees of the new church." The village's first wedding, between a sailmaker and a Miss Porter, both of Glasson, took place not long afterwards. The day was wet, "but nevertheless the different ships in the dock hoisted their flags in honour of the occasion."

4.1.15 On a brief visit to the nearby graveyard, I noticed a gravestone for Elizabeth, widow of the late Captain Hogarth of Lancaster, who died in 1864. The church history leaflet notes that the Dalton family vault lies to the east of the churchyard, and there is also a gravestone for Thomas and Margaret Tiller – founders of the famous Tiller Girls dancing troupe.

5   CONCLUSIONS AND RECOMMENDATIONS

5.1.1   This study of the creeks of Lancaster has brought together an initial assessment of information available for the jetties and quays of the Port of Lancaster. It is acknowledged that there is significant scope to build on this work, gathering together documentary and archaeological evidence to enhance our understanding of these assets. Some assets have been subject to previous archaeological studies, such as Glasson (Minerva Heritage 2009) and Hest Bank (Schofield 2010) and it would be beneficial to undertake similar, more extensive studies for all the sites presented as part of this study. This will enable complete archaeological record for these sites to be compiled. Extension of the work presented could include:

- Primary archive searches, including resources identified throughout this report in local archives and assessment of resources that may be contained within the National Archives. This may include port books, harbour authority records, trade directories, shipping lists, newspaper articles, etc.;

- Identification and assessment of all secondary sources of information relating to the topic of study;

- Assessment of museum collections and research projects;

- Collation and assessment of all historical mapping relating to the sites of interest, including admiralty charts;

- Examination of aerial and LiDAR images;

- Targeted walkover surveys, where possible, of sites of interest;

- Recording of specific elements relating to the maritime heritage of the area, such as the warehouses in Milnthorpe.

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Illustration of the Port of Barrow c.1870

Google Earth Image of the dock system forming the Port of Barrow

Plan of Glasson Dock (after Shaw 1945, 122)

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National Library of Scotland Ordnance Survey Series for England, 1846- 1954, (http://maps.nls.uk/) Accessed 10th May 2017

APPENDIX 1: HERITAGE ASSET GAZETTEER

Heritage Assets within the study areas of the Creeks of Lancaster

Asset No.	Reference	Site Name	Description	Grid Reference	Period
1	http://www.cumbria-industries.org.uk/a-z-of-industries/ports-and-harbours/; Newman 2006: 130; OS 1847 (6 inch); NHL 1009097;	Piel of Foudray	Furness Abbey had strong trade connections with Ireland and Piel Island was used for transhipments by the monks of Furness Abbey from 1327. The castle was constructed and maintained by them and was most likely used as a fortified warehouse. The customs house was built in the 1700s and was later transferred to Ulverston. No further information on the OS map. Piel Castle is a Scheduled Monument and Grade 1 Listed Building	323371,463794	Medieval, Post-Medieval
2	http://www.cumbria-industries.org.uk/a-z-of-industries/ports-and-harbours/; HER 41413; HER 41414; HER 4141; HER 16316; Archaeological Research Services Ltd 2009: 165; OS c. 1873 (6 inch), Sheet 21	Barrow	The first jetty was constructed here in 1782 by the Newland Company for the export of iron ore. These comprised four quays including the Barrow Iron Ore Quay, the Messrs Town and Rawlinson Ore Quay, the Harrison Ainslie and Co Iron Ore Quay and the Schneider and Company Coal and Iron Ore Quay to export iron ore from the Furness. The latter site is no longer extant and the other three are not visible as they now form part of a later and larger dock system, which developed from the 1850s (Archaeological Research Services Ltd 2009: 165). The 1st edition OS map shows Devonshire Dock and Buccleuch Dock (OS c. 1873).	319809,468867 320032,468746 319973,468792 320294,468595	Post-Medieval
3	HER 3148; Archaeological Research Services Ltd 2009: 139; OS 1851 (6 inch), Sheet 22)	Baycliff	The port at Baycliff was used to export iron ore (Archaeological Research Services Ltd 2009: 139). No evidence for a port is seen on the 1st edition OS map (1851).	328802,471599	Post-Medieval

4	HER 2391; Archaeological Research Services Ltd 2009: 139; OS 1847 (6 inch), Sheet 16	Conishead Priory	In the grounds of Conishead Priory, to the south of Ulverston, a series of upright posts for a landing stage are sited at the end of the line of an old iron ore shipment track. It is possible these were associated with the medieval priory, but it is likely that they were associated with the export of iron ore from the Furness Peninsula (Archaeological Research Services Ltd 2009: 139). No evidence for this can be seen on the 1st edition OS map (1847).	330937,475768 (south)	Post-Medieval
5	http://www.cumbria-industries.org.uk/a-z-of-industries/ports-and-harbours/; HER 2382; OS 1847 (6 inch), Sheet 16	Ulverston	Attempts were made to construct a port that was not reliant on the tides by using the canal to connect the town with the estuary, which opened in 1796 (HER 2382). It reached its peak in the 1840s and went into decline following the arrival of the railways and closed in 1916. Imports comprised iron, bricks and coal, whilst exports included baskets, limestone and gunpowder. The canal is shown on the 1st edition OS map (1847) and is Grade II listed (HER). The canal is also shown on Hennet's map (1828) and a 'pier' is annotated.	331388,477451	Post-Medieval
6	HER 44218; OS 1932 (25 inch), Sheet 16.4	Plumpton Bight Pier	The remains of a pier or jetty, incorporating timber uprights and a ruinous stone retaining wall have been identified. The structure does not appear on the 19th century OS maps suggesting construction between 1899 and 1911. It is recorded as 'old pier' on the 1930s OS mapping, which shows an irregular, elaborate structure with constructed walk- or cart-ways leading to a wharf-type structure facing the sea. It seems likely that the pier was related to the limestone quarries to the immediate west (HER 16007) and was used for exporting the stone in the early 20th century. Records at Cumbria Archives, Barrow state that Mr Colville, owner of Plumpton Hall, owns a foreshore on which a proposed pier is to be built dating to 1896 (BC BUC 44/7/2).	331306,478275	Post-Medieval

| 7 | http://www.cumbria-industries.org.uk/a-z-of-industries/ports-and-harbours/; HER 5547; HER 16337; HER 16340; Archaeological Research Services Ltd 2009: 139; OS 1846 (6 inch), Sheet 11; OS 1889 (25 inch), Sheet 11.8; OS 1911 (25 inch), Sheet 11.8 | Greenodd | The port developed when the new turnpike bridge closed the river for navigation in 1820. There were six quays on the river Crake that lay downstream of the turnpike bridge that shipped copper ore, lead and slate from the mines in the Lake District and gunpowder. The railway and the rise of the port at Ulverston sealed its fate and it discontinued in 1869 (http://www.cumbria-industries.org.uk/a-z-of-industries/ports-and-harbours/). Greenodd had a boatyard for the construction of coastal vessels (Archaeological Research Services Ltd 2009: 139). Several quays are annotated on the 1st edition OS map including Postlethwaite's, Fell's (x2), Roper's and Marshall's, along with a coal wharf (OS 1846). By 1889, the quays are still annotated and the railway line is now shown (OS 1889). By the 1911 map, the quays have disappeared. Records at Cumbria Archives, Barrow include correspondence between John Cranke and HH Oddie, esq. re proposed railway across Morecambe Bay and Duddon estuary and rights of Lord of Manor, with statement of profits received by Duke from areas in question, such as quays at Greenodd, Barrow, dues on kelp at Rampside and Peel, dues on stones removed from beach. Dated to 1840 (BD BUC 21/8/7). | 331507,482559 | Post-Medieval |
| 8 | http://www.british-history.ac.uk/vch/lancs/vol8/pp254-265; OS 1848 (6 inch), Sheet 17; Bowen, 1752 Map of Lancashire; HER 16099; NMR SD 37 NE 59 Pastscape | Flookburgh | A possible medieval port existed here owned by the canons at Cartmel Priory, who regularly traded with Ireland (http://www.british-history.ac.uk/vch/lancs/vol8/pp254-265). Davis-Sheil, 1977 (from HER 16099) refers to slight traces of a coal wharf used by flats (coal vessel) in the pre-railway period at SD 355764. No evidence of a port is shown on the 1st edition OS map (1848). On Bowen's map of 1752, 'Cartmel Wharfs' in annotated in the sea suggesting there may have been several on this peninsula. | c. 335842,47535; 335549,476410 | Medieval |

9	http://www.grangeoversandstowncouncil.gov.uk/History-of-Grange-over-Sands.aspx; OS 1848 (6 inch), Sheet 17	Grange-over-Sands	It has been suggested that the monks at Cartmel Priory had a port here during the medieval period. The village grew as a fishing village with a small harbour for occasional shipping with a warehouse for storage and customs master. No evidence of a port is shown on the 1st edition OS map (1848).	c. 345096, 477364	Medieval, Post-Medieval
10	McIntire 1936: 43, 55; http://www.storth.com/historyofstorth.htm; OS 1842 (6 inch), Sheet 46; HER 2680	Milnthorpe	There appears to have been a port from medieval times until the mid-19th century (McIntire 1936). It may have been used in the 14th century (McIntire 1936.40) and documentary evidence dating to 1558 refers to Milnthorpe Haven (Hindle 1998, 169 from HER 2680). In 1589, Barnabye Bennyson is mentioned as Her Majesty's tax collector for the port during the reign of Elizabeth I (HER 2680). There were no wharves, so ships unloaded their goods across planks. Imports included salt, coal, pig iron and grain and exports comprised gunpowder, agricultural products and textiles. It is suggested that the opening of the Lancaster Canal in 1819 adversely affected the port, relocating it to Sandside. The construction of the railway in the 1850s cut off this part of the estuary (http://www.cumbria-industries.org.uk/a-z-of-industries/ports-and-harbours/). A warehouse (HER 43637) and customs house (HER 2676) lay half-way between these ports on the quarry road, which is still extant (http://www.storth.com/historyofstorth.htm). No evidence is shown on the 1st edition OS map (1842). The warehouse is known as Berry's Barn and originally had a wharf here. It is not annotated on the 1st edition OS map (1842). Records at Cumbria Archives, Kendal have Walter Berry's Day books, which provide details of commodities imported and exported from Milnthorpe. Dated to 1838-1863 (WDB 1/1-4). There are also Shipping registers for ports including Milnthorpe and Glasson, identifying ships, commodities, ports, how transferred, etc. 1823-1858 (WDB 12/8), Kendal. Damaged salt at Milnthorpe 1776 (WQ/SR/400/8-9), Kendal.	c. 347654,480751 349320,481430	Medieval, Post-Medieval

10a	Milnthorpe Customs House; HER 2676	Site of building	A reputed custom's house.	349400,481500	Post-medieval
10b	Berry's Barn, Quarry Lane Sandside HER 43637	Warehouse	A survey (Murray 2010) of the warehouse found it was mentioned in a lease of 1778 and is associated with a number of merchants listed in Milnthorpe trade directories. It originally had a wharf until the Furness Railway was built in 1876.	349900,481600	Post-medieval
10c	HER 12596; OS 1842 (6 inch), Sheet 46	Dallam Summerhouse	The summerhouse on Summerhouse Point at the mouth of the River Bela was built about 1780 on the site of a tollhouse. Dues were levied from here by the Dallam Estate on boats unloading at the port. It is annotated as 'Summerhouse' on the 1st edition OS map (1842). Kendal Archives has records for the customs house at Milnthorpe relating to admittances from 1759-1826 (WD D/B 1/1).	348560,481560	Post-Medieval
11	Archaeological Research Services Ltd 2009: 140; HER 26016; OS 1848 (6 inch), Sheet 24	Hest Bank Jetty	A large stone jetty was built by 1810, although it became redundant by 1840 (Archaeological Research Services Ltd 2009, 140). Not shown on the 1st edition OS map (1848). The HER states that the jetty was built in 1820 by the Hest Bank Canal Company to provide passenger traffic and cargo reshipment for coastal vessels from Liverpool and Glasgow. The goods could then be shipped across the UK via the canals. A map of Hest Bank harbour and adjacent lands showing proprietors and field names, etc. dating to 1825 is at Kew Archives (MR 1/212).	346615,466936	Post-Medieval
12	HER 4806; OS 1891 (6 inch), Sheet 30; OS 1913 (25 inch), Sheet 30.5; OS 1933 (25 inch), Sheet 30.5	Morecambe Harbour	Originally there were two wooden jetties, built by 1850, with a stone one built in 1853 (HER). The old wooden jetty was demolished in 1948 (NPA 2008, 15). The harbour, jetty and landing stages are all shown on the OS maps (1891, 1913, 1933). Barrow Archives has a map (BD HJ Plan /19).	342618,464677	Post-Medieval

13	OA North 2006; http://www.lancasterport.org/history/ ; OS 1891 (6 inch), Sheet 30	St George's Quay Lancaster	Lancaster was likely used as a port since at least Roman times, and possibly during the medieval period. St George's Quay was constructed in the 1750s and operated successfully until the 19th century when it went into decline (OA North 2006). The Lancaster Corporation took it over in the 1950s when it was no longer accessible (http://www.lancasterport.org/history/). The Custom's House and St George's Works are shown on the OS map, the quay is not annotated (OS 1891).	347390,462230	Roman, Post-medieval
13a	PastScape 41385; HER 10257	Warehouses and Quay	A series of four and five storey 18th century warehouses. The warehouses were converted to a mill to produce linoleum in the 19th century.	347391,462231	Post Medieval
13b	PastScape 41367; HER 2127	Grade II* listed Former Custom House	Former Custom House on St George's Quay, built in 1764 by Richard Gillow and closed in 1882. It was constructed to replace an earlier customs house following the city's expansion and wealth in the trade of slaves, sugar, rum, cotton and mahogany. It was restored 1983-4 as a Maritime Museum.	347357,462275	Post Medieval
13c	HER 13474	Grade II listed Quay Wall, St George's Quay	The quay wall was built *c*. 1750-1755 and partially re-built in 1806 for the Lancaster Port Commission. It defines the frontage of St George's Quay on the south-west bank of the River Lune and extends for 400m. Excavations next to the wall yielded multiple cobbled surfaces and a sherd of medieval pottery.	347351,462317	Post-Medieval
13d	HER 16033	Peel House,	This mid-18th century warehouse was converted in 1980 into residential flats. Grade II listed.	347410,462200	Post-Medieval
13e	HER 16034	Warehouse	A mid-18th century warehouse, which is Grade II listed.	247412,462209	Post-Medieval
13f	HER 15998	Tonnage Warehouse,	A mid-18th century warehouse, which is now Grade II listed.	347408,462214	Post-Medieval
13g	HER 16036	Nos 21 and 22	A pair of houses dating to *c*. 1800 and altered in the twentieth century. They are Grade II listed.	347388,462244	Post-Medieval

13h	HER 16037	No. 23	House dated to the late 18th century and altered in the twentieth century. It is Grade II listed.	347385,462250	Post-medieval
13i	HER 16038	George and Dragon Pub	Late 18th century house with alterations c. 1900. It is now a public house and Grade II listed.	347380,462254	Post-Medieval
13j	HER 16039	No. 25	House built in c. 1760 and altered in the 20th century. It is Grade II listed.	347376,462258	Post-Medieval
13k	HER 16040	Nos 27 and 27a	Three warehouses dating to the late 18th century and converted in c. 1987 into offices and annexe to the Maritime Museum. It is Grade II Listed.	347335,462296	Post-Medieval
13l	HER 16041	Wagon and Horses, No. 28	Three houses dating to the late 18th century and altered in the 19th and 20th centuries. It is now a public house and Grade II listed.	347328,462307	Post-Medieval
13m	HER 16042	Nos 29-33	Row of five houses dating to the late 18th century and altered in the 19th and 20th centuries. They are Grade II listed.	347310,462321	Post-Medieval
13n	HER 16043	No. 34	A house dating to c. 1800, which is Grade II listed.	347296,462325	Post-Medieval
13o	HER 16044	No. 35	A late 18th century warehouse with later alterations. It has now been converted to residential flats and is Grade II listed.	347292,462327	Post-Medieval
13p	HER 16045	Nos 36 and 37	Three late 18th century warehouses, now converted into residential flats. It is Grade II listed.	347282,462332	Post-Medieval
13q	HER 16046	Brunton's Warehouse	Mid-18th century warehouses, converted and altered c. 1980 into residential flats. It is Grade II listed.	347401,462219	Post-Medieval
13r	HER 16047	Victoria Corn Mill	Late 18th century warehouses, altered in the late 20th century into residential flat. It is now Grade II listed.	347420,362190	Post-Medieval
13s	HER 16048	Warehouse No. 10	Mid-18th century warehouse, altered in the 20th century and converted in 1994 to residential flats. It is Grade II listed.	347387,462236	Post-Medieval
13t	HER 16049	Warehouse	Warehouse dating to c. 1760 and converted c. 1986 into residential flats. It is Grade II listed.	347371,462262	Post-Medieval

13u	HER 21796	Nos 1-11 Buoymasters	This building is no longer extant, but it is shown on as a building on the first edition 6 inch map, 1948. It is shown as a public house on the 25 inch map.	347449,362159	Post-Medieval
13v	HER 21797	Nos 50-53	A school is shown on the 25 inch map, 1893, but it is no longer extant.	347235,462337	Post-Medieval
13w	HER 26080	St George's Quay	A wooden post around 60cm long found upright in the silt during a watching brief, possibly associated with the construction of the quay.	347380,462280	Post-Medieval?
14	http://www.heyshamheritage.org.uk/heysham_harbour.html; OS 1848 (6 inch), Sheet 29; HER 4786	Heysham	The harbour was constructed by the Midland Railway Company and work began in 1897 and opened in 1904. The harbour extended from the headlands with two substantial sea walls enclosing an area 800m by 200m (http://www.heyshamheritage.org.uk/heysham_harbour.html). Not shown on the 1st edition OS map (1848). It covers 36 acres with concrete quay walls capped with granite and wooden jetties near the dock entrance. The original lighthouse on the southern breakwater is extant, but the station, goods shed and cattle dock have all disappeared. The former iron ore quay (North Wharf) is now a container berth. 1846 Act for making a harbour and docks at Heysham on Morecambe Bay and a Railway connexion therewith, (Parliamentary Archives HL/PO/PB/1/1846/9&10V1n223)	340316,460262	Post-Medieval

15	http://www.cheshirenow.co.uk/sunderland_point.html; HER 4812; Archaeological Research Services Ltd 2009: 139; OS 1845 (6 inch), Sheet 34	Sunderland Point	The port was used for the trade of slaves, cotton and sugar from the West Indies and North America, but it went into decline as other ports, such as Glasson opened. It developed around 1700 by Robert Lawson, a Quaker. The port may have been constructed using stones taken from the nearby Cockersand Abbey. Following Lawson's bankruptcy in 1728, the port went into decline and was surpassed by Glasson Dock, which opened in 1787. Associated structures include a former public house and a gatepier (http://www.cheshirenow.co.uk/sunderland_point.html). A quay with associated settlement was built in the 18th century to provide a better port for Lancaster than those further up the River Lune. A stone jetty and warehouses were built around 1700, but it was vulnerable to erosion by the Irish Sea and lacked deep water for larger vessels leading to its decline (Archaeological Research Services Ltd 2009: 139). No evidence has been found on the 1st edition OS map (1845). Most of the village is now listed due to their former use and association with the port (HER).	342669,456078	Post-Medieval
15a	LCC PRN 16348 No. 1 The Lane Sunderland Point; NHL 1164331	Grade II Listed Building	18th century Brewhouse to the ship inn (which may be Nos 8-9 The Lane). Sambo, a slave buried nearby is recorded to have died in this building in 1736 (reported in Cunliffe H. 1984 The Storey of Sunderland Point) Now a house (NHL website)	342652,455999	Post-Medieval
15b	LCC PRN 16346 No. 5 (The Summer House); NHL 1362511	Grade II Listed Building	This summerhouse is said to have been built as a pilot station in the early to mid-18th century and extended in the 1890s (NHL website)	342513,456044	Post-Medieval
15c	LCC PRN 16353 No. 3A Sunderland Point (Old Customs House); NHL 1071778	Grade Ii Listed Building	Mid-18th century house which is said to be the former customs house. Not shown on the 1848 OS mapping but present on the 1892 OS map (NHL website)	342657,456095	Post-Medieval
15d	LCC PRN 16354 No. 4 First Terrace NHL 1164377	Grade II Listed Building	House of c. 19th century date which is shown on the 1848 OS mapping.	342674,456053	Post-Medieval

15e	LCC PRN 16355 Nos. 5 and 6 First Terrace; NHL. 1362513	Grade II Listed Building	Pair of houses of probable mid 19th century date, Shown on 1848 OS map. https://historicengland.org.uk/listing/the-list/list-entry/1362513	342675,456044	Post-Medieval
15f	LCC PRN 16356 The Haven No. 7; NHL 1362532	Grade II listed building	Late 18th century house	342675,456034	Post-Medieval
15g	LCC PRN 16358 No. 10 First Terrace; NHL 1362533	Grade II Listed Building	Late 18th century house	342669,456009	Post-Medieval
15h	LCC PRN 16359 No. 11 First Terrace; NHL 1071737	Grade II Listed Building	Late 18th century house	442663,455998	Post-Medieval
15i	LCC PRN 16360 Sunderland Wharf; NHL 1071738	Grade II Listed Building	Mid 18th century wharf and gatepier, comprises a sandstone rubble wall with one flight of stone steps, surmounted by 15 octagonal stone posts. The southern post is listed as broken. At the southern end of this feature is a square gate pier constructed rusticated sandstone	342678,455999	Post-Medieval
15j	LCC PRN 16361 No. 13 Second Terrace; NHL 1362494	Grade II Listed Building	An 18th century warehouse that has been converted into a house	342625,455845	Post-Medieval
15k	LCC PRN 16362 No. 14 Second Terrace; NHL 1071739	Grade II Listed Building	An 18th century warehouse converted into a house	342621,455839	Post-Medieval
15l	LCC PRN 16363 No.15 Second Terrace; NHL. 13662495	Grade II Listed Building	House of probable late 18th century date	342624,455835	Post-Medieval
15m	LCC PRN 16364 No 16 and 17 Second Terrace; NHL 1072140	Grade II Listed Building	Pair of houses converted from mid-18th century warehouses	342623,455828	Post-Medieval
15n	LCC PRN 16365 Nos 1 2 and 3 Cotton Tree Barn; NHL 1071741	Grade II Listed Building	Farm building probably partly converted from a house in 1707	342618,455775	Post-Medieval

15o	Sambo's Grave LCC PRN 30761	Grave	The grave of a slave who, according to legend died in 1736 in an ancillary building to the local Inn, No. 1 The Lane (see 18a) A plaque on the gravestone was added 60 years later and has been replaced with a copper alloy plaque which reads: Here lies/ Poor SAMBOO/ A faithful NEGRO /who/ (attending his Master from the West Indies)/ DIED on his Arrival at SUNDERLAND// Full Sixty Years the Winter's Wave/ Has thundering dashed this bleak & barren Shore/Since SAMBO's Head laid in the lonely Grave/ Lies still and ne'er will hear turmoil more//Full many a Sandbird chirps upon the Sod/And many a Moonlight Elfin round him trips/Full many a Summer's Sunbeam warms the Clod/And many a t(oweri)ng Cloud upon him drips?? But he sleeps still- till the awakening Sounds/Of the Archangel's Trump new Life impart/Then the GREAT JUDGE his Approbation founds/Not on Man's COLOR but his WORTH OF HEART// James Watson Ser. H(Bell)dd/1796 (Historic England website)	342231,455946	Post-Medieval
15p	(No. 20) Cotton Tree Cottage LCC HER PRN 16366; NHL 1317776	Grade II Listed	House dating to 1751	342616,455758	Post-Medieval
15q	Quay Marker Stone; NHL 1393562	Grade II Listed Building	A former quay marker stone, marking the southern boundary of the early 18th century port at Sunderland	342627,455750	Post-Medieval
15r	8 and 9 First Terrace HER PRN 16357; NHL 1071736	Grade II Listed Buildings	Pair of houses of early 19th century date shown on 1st Edition OS mapping	342671,456022	Post-Medieval
15s	No. 21 (Old Hall and No. 22) PRN 16367; NHL 1362496	Grade II Listed Building	Late 17th century house that was altered in the 19th century	342540,455572	Post-Medieval
15t	No 17a Second Terrace	Warehouse	An 18th century warehouse which was converted into a reading room in 1786. Noted as listed in HER records but unable to locate NHL entry	342615,455818	Post-Medieval
15u	Nos 18-19 Second Terrace LCC PRN 38804	Houses	18th century houses. Noted as listed in HER records but unable to locate NHL entry	343623,455791	Post-medieval

| 16 | http://www.heritageandhistory.com/contents1a/2008/10/glasson-and-the-glasson-dock-area-lancaster/?doing_wp_cron=14943250020.5476100444793701171875; http://www.lancasterport.org/history/; OS 1845 (6 inch), Sheet 34; OS 1890 (25 inch), Sheet 34.10; OS 1910 (25 inch), Sheet 34.10; OS 1954 (1:25,000), Sheet SD45; HER 2600; NHL 1005091 | Glasson Dock-Scheduled Monument | The Lancaster Port Commission developed Glasson Dock into a port to serve Lancaster due to difficulties navigating the River Lune up to Lancaster because of silting in the later 18th century. The dock was built in 1787 by Thomas Morris and connected to Lancaster Canal in 1826. It comprises a chain and mooring stone (1751) and a pier (1780), which forms part of the later dry dock, constructed between 1783-91 and opened in 1787. It is rectangular c. 500 feet x 200 feet, 2 acres in extent (with stone walls). There is a breakwater on the east providing the riverside quay with an early lighthouse at the north (HER 4770). There are heavy wooden gates on the entrance from the river. It held 25 merchantmen of 200 tons each. The dry dock was used by the adjacent shipyard between 1840 and 1960. The graving dock was constructed in the 1840s and is thought to be the first of its type in England. The quay has been altered multiple times over the years; the East Quay was extended in the 1880s to accommodate the railway line; the West Quay was added in the 1950s. The 1st edition OS map shows Glasson Dock and its associated basin, and the Custom's House and associated structures, features also shown on the subsequent maps (1890, 1910, 1954). The graving dock was infilled in the 1960s, and the dry dock in the 1970s. The scheduled area covers the wet dock (HER records state it was constructed in 1800), the east pier (c.1785), the pier head, the Harbour Master's offices (1789), the graving dock (1800) and the lock and entrance to the canal basin (1824). It is a rare example of a late 18th to 19th century commercial dockyard. The Harbourmasters Office was originally a sailcloth loft. The dock is still in commercial operation. Plan showing the evolution of Glasson dock 1779-1967, Lancashire Archives, Preston (DDX 116/12). | 344441,456229 | Post-Medieval |
| 16a | HER 4771; Listed Building No. 1164654 | Grade II Listed building | Former late 18th century customs house | 344359,456310 | Post-medieval |

16b	HER 4770; Listed Building No. 1071724	Grade II Listed Lighthouse	Late 18th century lighthouse located on the east side of the entrance to Glasson Dock	344461,456296	Post-medieval
16 c	HER 4772	Canal basin	Glasson Dock canal basin, which linked to Lancaster Canal. It opened in 1825. The former canal warehouses have been demolished. A lock between the canal and dock provided access for sea-going ships into a large basin.	344600,455900	Post-medieval
16 d	HER 4773	Grade II Listed Victoria Hotel	A public house dated to c. 1800	344578,456144	Post-medieval
16e	HER 4774	Grade II Listed buildings	Nos 1-4 Victoria Terrace comprises a group of four cottages under one roof, probably early 19th century date. No. 2 is the Post Office. The HER also records 'The Caribou' which is also c. early 19th century in date.	344555,456156	Post-medieval
16f	HER 4775	Grade II listed buildings	Dalton Row is late 18th century housing and includes the Dalton Arms Hotel	344390,456130	Post-medieval
16g	HER 4776	Grade II Listed buildings	Ten Row Glasson Dock is a terrace of housing built by the canal company after 1827.	344390,456090	Post-medieval
16h	HER 19047	Glasson saw mills- site of	Glasson stream saw mills located near to the customs hose. The area is now occupied by a modern factory	344356,456280	Post-medieval
16 i	HER 19048	Smithy- site of	A smithy located on the north edge of the canal shown on the 1st edition mapping	344781,455954	Post-medieval
16j	HER 19049	Railway Station- site of	Site of the railway station or the Glasson Dock Railway which opened in 1883. It closed to passengers in 1930 and was closed entirely in 1964.	344967,455973	Post-medieval
16k	HER 19050	Bridge- site of	A movable swing bridge between the sea dock and the canal basin. It is presumably associated with the construction of the canal basin (1824). The present structure is believed to be a replacement.	344513,456087	Post-medieval
16l	HER 31004; White 2006-7	Terraced houses	Terrace of pre-1845 workers housing bough by the railway company in 1883. A short row of terraces is shown on the first edition (1848) mapping with a longer row shown by 1891.	344556,456187	Post-medieval

16m	HER 31260; SM 1005091	Dock Masters Offices	Glasson Dock Master's Offices dated to 1789. The site is located parallel to the (dry) dock (on the south) and was originally used as a sailcloth loft.	344377,456196	Post-medieval
16n	HER 31429	Store House-site of	Glasson Dock Store House which is a large warehouse with boat entrances. Labelled on 1st edition mapping.	344728,455886	Post-medieval
16o	HER 38928	Grade II Listed Building	Harbour House constructed in c. 1800.	344531,456178	Post-medieval

APPENDIX 2: FIGURES

PROJECT:	The Creeks of Lancaster	KEY:
CLIENT:	Morecambe Bay Partnership	
SCALE:	1:250,000 at A4	● Locations of sites
DRAWN BY:	AB	
CHECKED BY:	AB	
DATE:	July 2017	
REPORT No:	CP11586	

Wardell Armstrong
2017

Figure 1: Sites' location.

320000/460000

350000/460000

PROJECT:	The Creeks of Lancaster
CLIENT:	Morecambe Bay Partnership
SCALE:	1:150,000 at A3
DRAWN BY:	AB
CHECKED BY:	AB
DATE:	July 2017
REPORT No:	CP11586

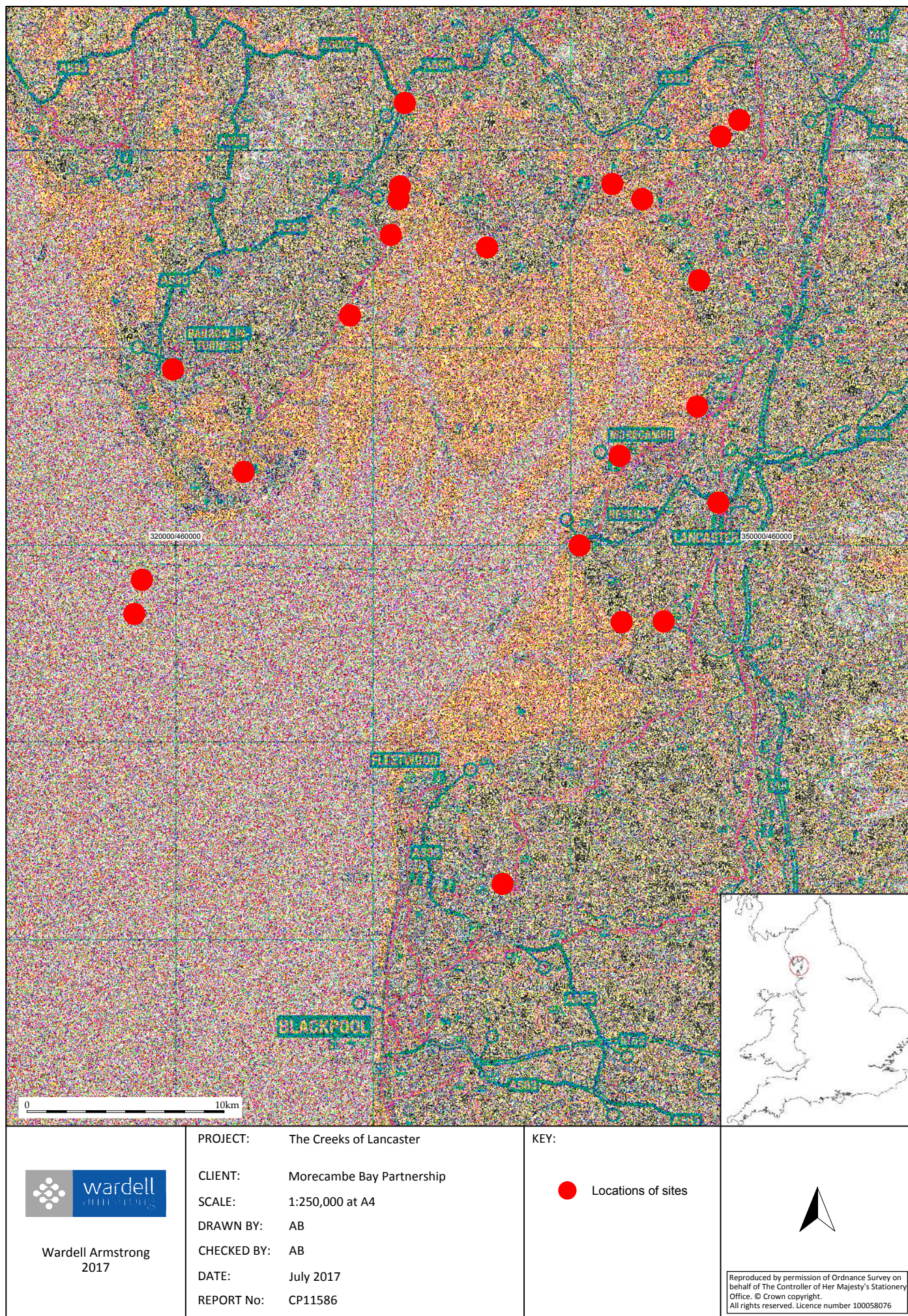Wardell Armstrong
2017

KEY:

- Roman
- Medieval
- Post-medieval

Figure 2: Location of heritage assets.

APPENDIX 3: FOGG, N. WARDLEY'S CREEK DESK-BASED ASSESSMENT

BACKGROUND

Location, Topography and Geology

Topography: Flat

Location: Wardley's Creek, Staynall, Poulton-le-Fylde

Solid Geology Sidmouth Mudstone Formation - Mudstone. Sedimentary bedrock formed approximately 217 to 250 million years ago in the Triassic Period. Local environment previously dominated by hot deserts. These rocks were formed in mainly hot dry environments where potential evaporation was greater than precipitation; often characterised by dunes, loess and evaporites.

Superficial Geology   Till, Devensian - Diamicton. Superficial Deposits formed up to 2 million years ago in the Quaternary Period. Local environment previously dominated by ice age conditions. These rocks were formed in cold periods with Ice Age glaciers scouring the landscape and depositing moraines of till with outwash sand and gravel deposits from seasonal and post glacial meltwaters.

Archaeological and Historical Background

Introduction: Lancashire County Council's Historic Environment Record (HER) was consulted for an area within a 1,000 metre radius of the site. This included parts of Staynall (the area within which the site lies), Hambleton (which lies adjacent to it) and Thornton Cleveleys, which is on the opposite side of the river. There are also references below to other named sources.

Prehistoric (up to c. AD 72): In 1922, a stone axe and perforated stone axe hammer[1] were ploughed up at in the Staynall area. Around 1951 another stone axe[2] was reported to have been found at Wardley's Ferry, adjacent to the site.

Roman Period (c. AD 45 to c. 410): A brass umbo[3], or shield boss, was found in 1850 near the River Wyre at Wardleys. This was thought to be possibly Roman. The Archaeology Data Service[4] states that a stone hand-mill, perhaps Roman, was found by Mr. William Singleton, farmer at Staynall, when excavating a dyke.

Medieval (c. 410 to 1540): A number of metal objects from this period have been discovered in the search area by metal detectorists in recent years. These include two silver

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[1] SMR PRN53-MLA53
[2] SMR PRN1320-MLA1320
[3] SMR PRN26085-MLA26019
[4] Archaeological Data Service (2017). *No title*.[Online] [Accessed on 26th March 2017]
http://archaeologydataservice.ac.uk/archsearch/record.jsf?titleId=984104

pennies of Edward 1[5], dating from 1282-89 and from 1301-10, which were on opposite sides of the river; and a silver hammered groat of Edward IV[6], minted at Limerick and dating from 1473-8, which was retrieved not far from Wardley's. Detectorists' finds from Hambleton include a Medieval cast copper alloy spout[7], probably dating to the 15th century, in the shape of a dog's head with open mouth; a copper alloy object, thought to be a hooked attachment for spur leathers[8] and dating from 1500 to 1800; a medieval lead pilgrim's ampulla[9] in the shape of a scallop shell dated circa 1175 to 1500; and a Spanish gold double excelente of Ferdinand and Isabella[10], minted around 1497. The HER states that from the 15th century to about 1715 salt was produced in Hambleton on the saltmarsh opposite what is now known as Storey's Garage. Documentary evidence sited by the HER states that two "saltcoats[11]" (sic), thought to be on an oval flat-topped mound north of Bank Farm, were leased by tenants for a number of years. Their leases included the right to remove sand or "slitch" from a specified area of the saltmarsh, known as the "sandfloor." Tenancy agreements usually gave the "saltweller" (tenant) the right to cut and remove turf to boil the brine from the slitch. The Hambleton industry fell into decay when cheap salt could be obtained all-year-round from the large salt-works in Cheshire. The Archaeology Data Service[12] states that the existence of a Medieval cross known as Combelaw Cross is indicated in the 13th century Cockersand Chartulary. It was suggested that it was situated near the village of Stainall (or Staynall) although it is not shown on OS 6" 1848 in the Staynall area.

Post Medieval (1540-1900): (a) The HER describes **Wardley's Creek[13]** as a circa 18th century port with quay and warehouse – now a minor yacht mooring. It states: "*The River Wyre forms the western boundary, and upon it, at the south of Staynall, is the hamlet of Wardleys, where before the rise of Fleetwood there was a small port, with warehouses, from which the Kirkham spinners a century ago drew their supplies. In 1825 the Baltic produce used at Kirkham was brought up the Wyre and landed at Wardleys, where the Kirkham manufacturers had large and commodious warehouses for storage. Wardleys was part of the port of Poulton. Wardley's Creek - site of a port, mostly constructed in the eighteenth*

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[5] SMRs PRN32876-MLA29441 and PRN 32915-MLA29480
[6] SMR PRN32916-MLA29481
[7] SMR PRN36602-MLA33196
[8] SMR PRN35853-MLA32437
[9] SMR PRN38054-MLA34733
[10] SMR PRN38180-MLA35663
[11] SMR PRN35193-MLA31407
[12] Archaeological Data Service (2017). *Combelaw Cross.* [Online] [Accessed on 26th April 2017] http://archaeologydataservice.ac.uk/archsearch/record.jsf?titleId=984108
[13] SMR PRN31463-MLA29697

century. Included a stone quay and warehouses. Before Fleetwood was constructed Wardleys and Skippool were both controlled from the customs house at Poulton-le-Fylde. When this complex was in full swing all that could be seen in what is now the Fleetwood area was a deep pool known as Canstie Hole…. In the period around 1750 the Poulton customs house handled more cargo than Liverpool and imports included rum, tobacco, sugar, wine, cotton and especially timber from such places as the West Indies, North America, the Baltic and Imperial Russia. South West Africa was also a vital import customer as bird excrement, known as guano, (was) brought in to fertilise the land of the Fylde, which was then being reclaimed from the drained fenlands."

Historic England's Pastscape record[14] states the following: *"A stone quay showing evidence of two periods of construction is situated on the north side of Wardley's Creek (or Pool). Fronting the quay is a two-gabled brick-built warehouse of probable 18th century date, although there is evidence of foreign trade in the reign of Elizabeth I (1558-1603). According to Porter[15] ships were bringing American timber and Russian flax and tallow to Wardleys just before the construction of Fleetwood port (circa 1840). He also mentions the stone wharf and three or four spacious warehouses, partially converted to shippons, as well as a shipbuilding yard. "*

(b) **Wardley's Hotel**[16] is described in the HER as a *"possibly late 18th century/ early 19th century building, extant in 1848, extended 1850-90 to its present form, damaged by fire in 2011."* (Sadly, since the granting of a Certificate of Immunity the same year, it has since been demolished and a large house has been built on the site. See below). The HER states: *"Prior to the construction of Fleetwood Docks in the C19, Wardley's Creek (originally known as 'Wardless Pool') along with Skippool Creek, used to be part of a small port on the River Wyre serving Poulton-Le-Fylde and the surrounding area with goods such as tobacco, rum and fertilizer from the West Indies, including Jamaica. Wardley's Hotel is believed to have been constructed prior to 1848 (a building is depicted on the site on the 1st edition 1:10560 OS map published in 1848), possibly in the late C18/early C19, although an exact date of construction is unknown. The building is first annotated as Wardley's Hotel on the 1st edition 1:2500 OS map published in 1892 and its footprint has remained largely unchanged since this time.*

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[14] Historic England PastScape (2017). *Wardley's Creek*. [Online] [Accessed 23rd February 2017]
https://pastscape.org.uk/hob.aspx?hob_id=39451&sort=4&search=all&criteria=wardleys&rational=q&records perpage=10#aRt
[15] Porter, J (1876, reprinted 1968): *History of the Fylde of Lancashire*. Fleetwood and Blackpool: W Porter and Sons.
[16] SMR PRN35589-MLA31752

"*The building was extended in the mid-late C19 and again in the mid C20. Internal alterations were also carried out in the mid-late C20, including the creation of an open-plan bar area in the 1980s. The building has been empty since late 2010 and incurred a major fire in April 2011, following which a substantial part of the building had to be demolished on Health & Safety grounds*".

(c) **Lime Kiln**[17] north of Wardley's Hotel. The HER points out that this is shown on the OS first edition mapping of 1847 and named as "Old Lime Kiln" on the 1: 2,500 mapping of 1892. It is not shown on modern maps, where the area is in use as a caravan park. The HER states: "*It may be a coincidence, but there is a site to the south of Wardley's at SD 36726 42612 called Lime House on the 1892 maps, although there is no kiln noted there. What is now called Kiln Lane was named Moor Lane in 1847 and probably refers to the nearby malt kiln, rather than a lime kiln.*"

(d) **Wardley's Ferry**[18]: The HER observes that the ferry is marked on the OS first edition 1:10,560 map, and states: "*This ferry was called Wardless Ferry, but now there is a hotel nearby to the ferry, and it is called Wardley's Hotel, note the different endings.*"

(e) The HER makes reference to a number of extant and demolished buildings in the wider area, dating back to the 17th century onwards, but these are not thought to be relevant to the enquiry.

(f) In recent years, metal detectorists have found a silver hammered threepence of Elizabeth 1[19] in an area thought to be north of Hambleton and an extremely worn or bent groat or 4d of William 111[20] nearby.

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[17] SMR PRN31457-MLA29690
[18] SMR PRN5734-MLA5733
[19] SMR PRN32917-MLA28482
[20] SMR PRN32918-MLA29483

Previous Archaeological Works

The HER refers to two pieces of archaeological work in the search area, the second of which is particularly relevant:

Two trenches dug at Market Street, Hambleton[21], in 2006 by Oxford Archaeology North, which revealed pottery demonstrating medieval occupation in close proximity, during the 13th and 14th centuries.

Excavations and investigations by local historians in 1995-6' which exposed what appeared to be the track of a Roman road running from the A6 near Garstang to within 200 metres of the Wardley's Hotel at Wardley's Creek[22]. A number of trenches revealed a paved road some 5.5 to 6.5 metres wide with a raised agger and ditches on either side. The route was walked and surface evidence was backed up by the use of aerial photographs. The team surmised that this may have linked with another Roman road (from Walton-le-Dale to Lancaster) and a similar track on the west side of the River Wyre.[23]
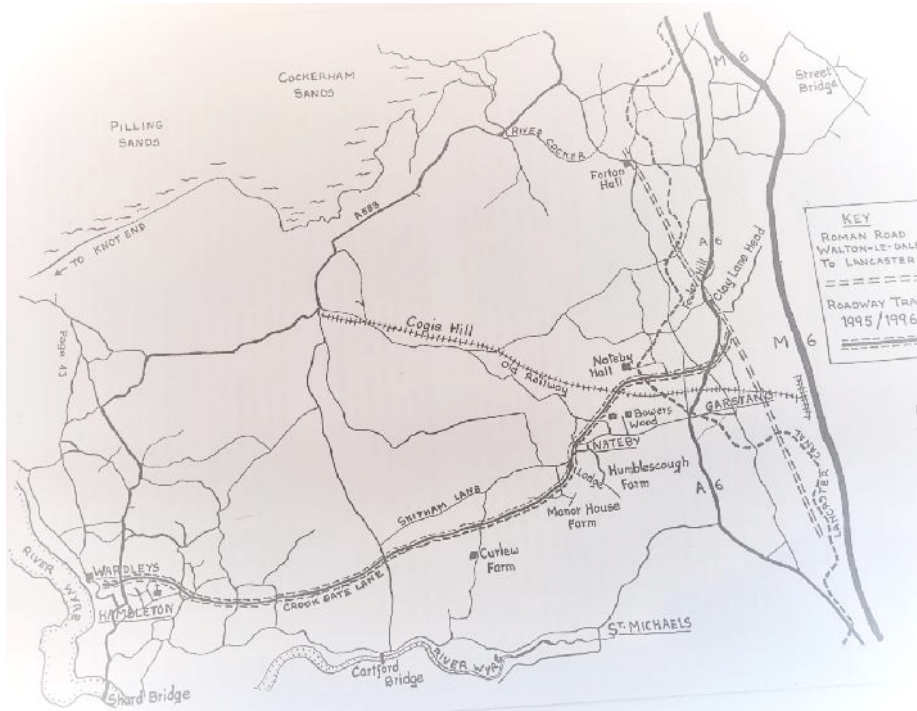
The line of the possible Roman road from the A6 near Garstang to Wardleys, from Thompson et al (1996, 1). The map was drawn by Mr Bob Parkinson, by whose kind permission it is used here.

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[21] SMR PRN26399-MLA26347

[22] Thompson, N, Lawrenson, W, Salisbury, J, Parkinson, R and Thompson, D (1996, 1): "Diary of a survey of an ancient highway in Nateby and Over Wyre, Lancashire." *The Over-Wyre Historical Journal, Vol 7.*

[23] The team had earlier surveyed part of the line of what appeared to be a Medieval track in Nateby. They provided evidence that this might have linked Cockersands Abbey with the abbey's holdings on Tarnacre Moss, and christened it "The Monks Track." This name has, later, become conflated with the possible Roman road by some writers. See Thompson, N, et al (1996, 2):"The Monks Track. Report of a survey at Humbleclough Wood, Nateby, October, 1995." *The Over-Wyre Historical Journal, Vol 7.*

Information about a number of other archaeological investigations is listed on the Archaeology Data Service website. These include:

Wardell Armstrong Archaeology's trial trench evaluation of a pre-19th century tanyard at Sower Carr Lane, Hambleton, in 2014. Their report[24] stated the tanyard, consisting of at least two buildings, had been established by 1841, with potentially three rows of east-west pits, which may have originated in the 18th century. Their investigation found only fragmentary traces of the yard, which had disappeared by 1890.

Archaeological work into a post-Medieval barn, carried out at Robinson's Farm, Staynall Lane, Staynall, prior to building work in 2000[25].

CARTOGRAPHIC AND PICTORIAL SOURCES

Introduction

Numerous early maps of the area were studied at Lancaster Museum and the Lancashire County Archives, Preston. Various maps available on the National Library of Scotland's site[26] and on Lancashire County Council's Old Maps[27] and MARIO system[28] were also consulted. Those showing the most important differences are referred to below:

Gough (1360) shows no trace of local settlements

Speed (1610) shows Hambleton but not Wardleys

Yates (1786) shows both Hambleton and "Wardless," but with little detail.

Greenwood (1818) shows Wardless, "Stannah" (where Staynall now lies) and Hambleton, and a more detailed road map. This shows a road leading north from Wardleys, then north west, to reach what is now the A 588 Carr Lane. The earlier part of this route may now be a public footpath leading to a minor road from Staynall Leeches. The map also shows Shard Ferry, starting near Hambleton and leading to Means and Little Singleton on the Poulton side of the river. Road links to Kirkham are also shown.

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[24] Wardell Armstrong Archaeology (2014): *Land at Sower Carr Lane, Hambleton, Lancs. Archaeological Evaluation Report, CP No 11032, 16/07/2014*. [Online] [Accessed 31st January 2017] http://archaeologydataservice.ac.uk/archiveDS/archiveDownload?t=arch-1444-1/dissemination/pdf/wardella2-184045_1.pdf

[25] Archaeological Data Service (2017) *Robinson's Farm, Staynall Lane.* [Online] [Accessed 26th March 2017] http://archaeologydataservice.ac.uk/archsearch/record.jsf?titleId=1825468

[26] National Library of Scotland: *Map Images: Ordnance Survey* Maps [Online] [Accessed 31st January 2017] http://maps.nls.uk/os/

[27] Lancashire County Council: *Old Maps of Lancashire.* [Online] [Accessed 31st January 2017] http://www3.lancashire.gov.uk/environment/oldmap/

[28] Lancashire County Council: *MARIO – Maps and Related Information Online.* [Online] [Accessed 31st January 2017] http://mario.lancashire.gov.uk/agsmario/

Two sections from the 1818 Greenwood[29] map, showing (top) Wardless, Hambleton and "Stannah" and (below) Shard Ferry, Little Singleton and the roads to Kirkham.

Hennett (1829): This smaller-scale map mentions Wardless, Hambleton and "Stanal", but with little detail.

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[29] Lancashire County Council: *Old Maps of Lancashire.* [Online] [Accessed 14th February 2017]
http://www3.lancashire.gov.uk/environment/oldmap/greenwood/greenwood.asp
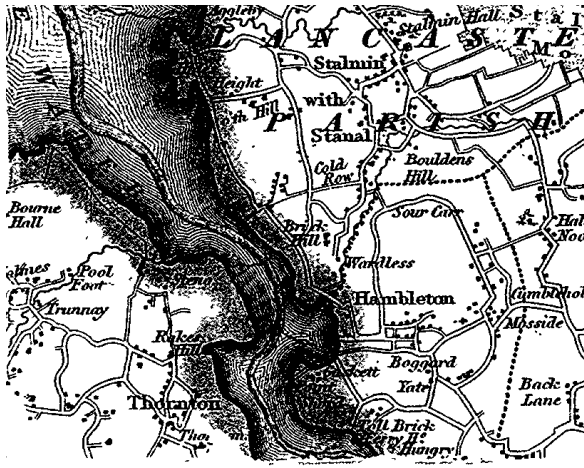
Extract from the Hennet[30] map (1829)

<u>The Tithe Map for Stalmine with Staynall (1841),</u>[31] and its accompanying documents, shows William Birley to be the owner of 15 fields and properties in the area of Wardleys. Birley and his brother, Thomas, were joint partners in major Kirkham linen firm, John Birley and Sons. This company and its predecessors used Wardleys to import flax from the Baltic and export the finished article. The inventory to the map below shows Birley to be the owner (and William Lewtas the tenant) of the "warehouses, quay etc" in 873, the house and warehouse in 865 and 865a, and the garden in 864. The parcel of land marked 867 is owned by William Birley, but occupied by "Robert Cardwell and another."


Extract from the Stalmine with Staynall tithe map, showing Wardley's Creek.

First Edition Ordnance Survey, 1848[32], six inches to the mile scale: This shows a small settlement, Wardless, at the mouth of "Wardless Pool." A large building with two wings faces on to the Pool itself, with two smaller buildings apparently within its curtilage. Salt-marsh lies to the north of the Pool for a short distance, and a gravel foreshore to the south. A floodgate and pipe are shown on the first section of a double loop of the Pool. A road leads northward from the Pool. On the river-bank – protected by what appears to be a substantial wall or quay – lies a large rectangular building within a pentagonal enclosure. A smaller building is also within the enclosure, with a slightly bigger one on its boundary to the south. A larger building lies alongside the road with three smaller ones in a river-front field behind it. To the north of the field lies a track running from the river to the road. On the river slightly north of this is marked "Wardless Ferry." Further north still, on the river bank, a limekiln is shown. Moor Lane, leading from Hambleton village, terminates at the riverbank some distance south of Wardless Pool, above a substantial hall called Lime House, and close to three small houses. There are no bridges across the Pool itself. This indicates that any goods sent by road from the warehouses to the north of the pool would have had to be carried along a circuitous route via Little Lane northwards, then east to what is now Carr Lane, then south through Hambleton to the ford at Shard. Using Wardless or Shard Ferries would have been an alternative, but most goods would probably have been taken by lighters or barges upriver to Wardleys' sister-port of Skippool, and thence inland to Poulton. A small building is marked on the opposite bank of the Wardless Ferry, but no roads are marked on that side of the river.
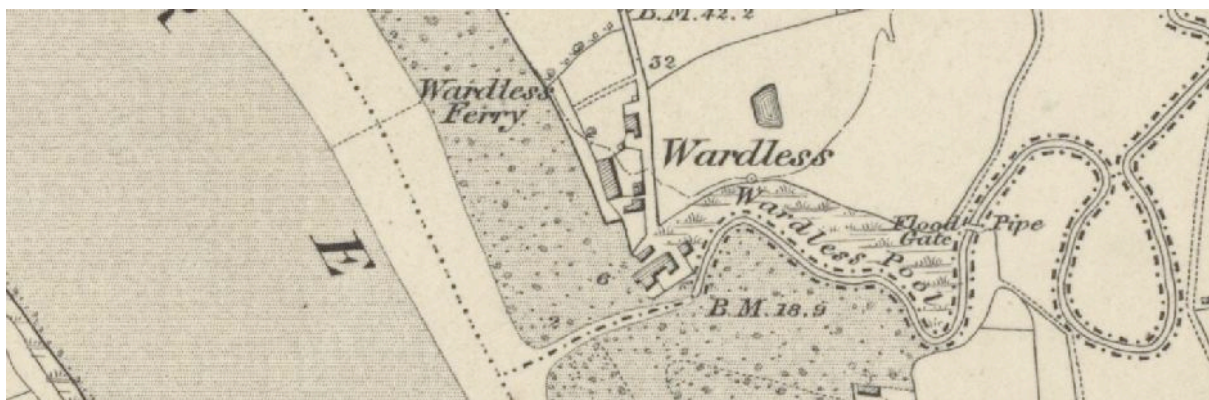
Two extracts from the 1848 First Edition Ordnance Survey[33] map (six inches to the mile)

<u>1892 25-inches to the mile Ordnance Survey, surveyed 1890, and 1895 six-inch OS map.</u> Wardless Pool and Wardless Ferry have both been re-named "Wardley's", and a Wardley's Hotel has also appeared. This is a more substantial building on the footprint of the road-side building referred to in the 1848 addition. The two-winged house fronting the Pool has been extended at the rear and further buildings have been erected on the river wall. The ferry now has landing stages at both sides of the river, and on the west bank it terminates near a building called Cockle Hall. A track (noted as a footpath) leads from the ferry there to Underbank Road at Stanah, and thence to Little Thornton, Skippool and Poulton. The limekiln is now an "Old Limekiln." The six-inch map shows the toll-bridge at Shard, which has replaced the ferry there and become the lowest bridging-point across the Wyre.

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[33] Lancashire County Council: *MARIO – Maps and Related Information Online.* [Online] [Accessed 31st January 2017] http://mario.lancashire.gov.uk/agsmario/default.aspx . NB The seamless version on the National Library of Scotland maps site, http://maps.nls.uk/view/102343883, makes it clear that there are no roads on the far side of the river at the ferry crossing point.

Two sections of the 1892 OS 25-inch map[34](upper),and two parts of the 1895 six-inch OS map[35](lower)

[34] National Library of Scotland: *Map Images: Ordnance Survey* Maps [Online] [Accessed 14th February 2017] http://maps.nls.uk/view/126515900

[35] National Library of Scotland: *Map Images: Ordnance Survey* Maps [Online] [Accessed 14th February 2017] http://maps.nls.uk/view/102343880

Ordnance Survey 25-inch revised 1910, printed 1912[36]: Marsh Lane has been re-named Kiln Lane. A bridge has been constructed across the Pool to allow it to join the road running north from Wardleys.
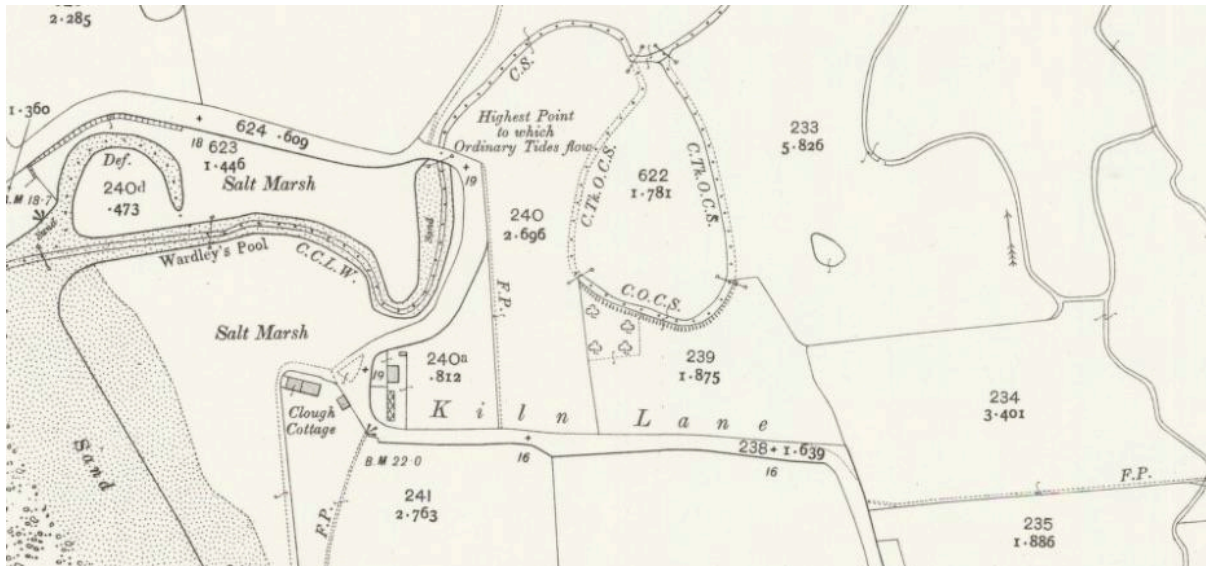
A section of the 1912 OS 25 inch map, showing the new bridge across Wardley's Pool

Ordnance Survey (1954) 1:25,000 map. Little has changed here, apart from the addition of powerlines crossing the river to the north of Wardleys. There is no mention of the ferry, and Wardleys itself is un-named. The Wardley's Hotel is indicated by the sign "Inn".

*A section of the 1954 OS 1:25,000 map showing the lack of a mention of Wardleys*

Lancashire Mario Map, 2017[37]: This shows that the Wardley's Hotel has disappeared and been replaced by a large, unusually-shaped building called Wardleys Reach. (Some background is contained in a 2007 press report.[38] This stated the hotel had closed two years

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[36] National Library of Scotland: *Map Images: Ordnance Survey* Maps [Online] [Accessed 14th February 2017] http://maps.nls.uk/view/126515900. blob:null/b873b911-0aaf-4aa0-936f-ebb95d68726b

[37] Lancashire County Council: *MARIO – Maps and Related Information Online.* [Online] [Accessed 14th February 2017] http://mario.lancashire.gov.uk/agsmario/default.aspx

[38] Blackpool Gazette (2007): *"Police uncover massive drugs factory."* 29th April, 2007. [Online] [Accessed 26th April 2017] http://www.blackpoolgazette.co.uk/news/police-uncover-massive-drugs-factory-1-410200

earlier and been replaced by a Chinese restaurant. Police had since raided it and found 1,500 cannabis plants growing in 9 rooms. A 2012 report[39] stated that the pub had been ravaged by fire the previous year and might be demolished to make way for a house, holiday cottage and cafe). To the south of Wardleys Reach, the map shows a house called The Moorings and two other properties. Beneath these, the two-winged building facing the Pool has transformed into a wide M-shaped structure known as Wardley's Cottage. On the river-front of this building, a landing stage is shown. Another landing-stage is marked by the Pool itself. Further up the Pool, Wardleys Yacht Club is indicated. To the north of Wardleys Reach is a caravan park. On the river-front there, a Landing Stage (disused) is marked – the former Wardley's Ferry.
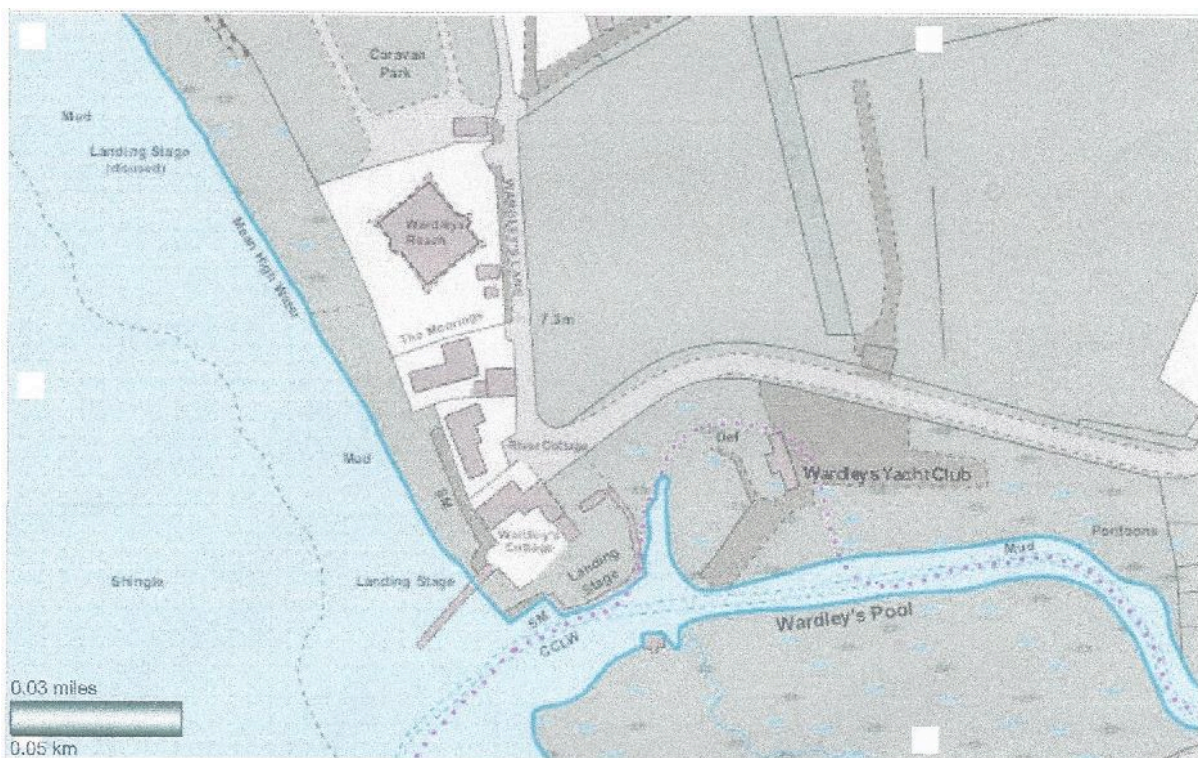
A large-scale 2017 map from Lancashire County Council's Mario site

LiDAR[40] images were obtained from the Environment Agency's website. In the Pool area, the smaller LiDAR image shows what appears to be a man-made harbour just inside the entrance to the Creek. A deep defile leads at right-angles towards the road, and then turns

[39] Garstang Courier (2012): *"Fire-damaged riverside pub to be demolished?"* 25th January, 2012. [Online] [Accessed 26th April 2017] http://www.garstangcourier.co.uk/news/fire-damaged-riverside-pub-to-be-demolished-1-4178922

[40] Environment Agency (2017): *LIDAR Composite DTM - 2m* [Online] [Accessed 26th April 2017] http://www.geostore.com/OGC/OGCInterface;jsessionid=LfSwNDM-aKQKwRgOvkQSvwzj?SESSIONID=-111014373&INTERFACE=ENVIRONMENT&FORMATS=image%2Fpng&LAYERS=LIDAR-DTM-TSR-2M-ENGLAND-EA-WMS&FORMAT=image%2Fpng&TRANSPARENT=true&SERVICE=WMS&VERSION=1.1.1&REQUEST=GetMap&STYLES=&SRS=EPSG%3A4258&INFO_FORMAT=text%2Fxml&EXCEPTIONS=&_OLSALT=0.24619246493742242&BBOX=-2.9730371268857,53.875783449674,-2.9603749975895,53.882788567972&WIDTH=1004&HEIGHT=556

parallel to it. It then turns briefly south, before heading east and forming a tongue sticking out into the harbour. This would allow vessels to berth on both sides. A further, wall-like structure leaves the channel slightly further up – completing a harbour-style enclosure. The serrated indentations seen further up the Pool are berths for yachts. On the larger image, two long, slightly curving lines to the east of Wardley's Lane appear to coincide with field boundaries behind Wyre View Farm. A further long line above these also appears to be a field boundary. This is interrupted by two indentations, which are shown as small ponds on current maps. A larger feature in the field below also appears to be a pond. An indentation and line running to the river on the far side of the road are less easy to identify. These lie on the current caravan park – an area identified by Keenlyside[41] as the site of a shipyard, last operated by W and M Lewtas in the 1830s. Large ships were launched from there broadside into the river. A pond is shown on the site on modern maps and on a 1940s aerial photo on Mario[42], which also indicates entrance and exit channels.

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[41] Keenlyside, A (2002): *The River Wyre Estuary*. Poulton-le-Fylde: Poulton-le-Fylde Historical and Civic Society.
[42] Lancashire County Council: *MARIO – Maps and Related Information Online.* [Online] [Accessed 31st January 2017] http://mario.lancashire.gov.uk/agsmario/default.aspx rio/default.aspx , Easting:336496, Northing:443373 Scale=1:1000
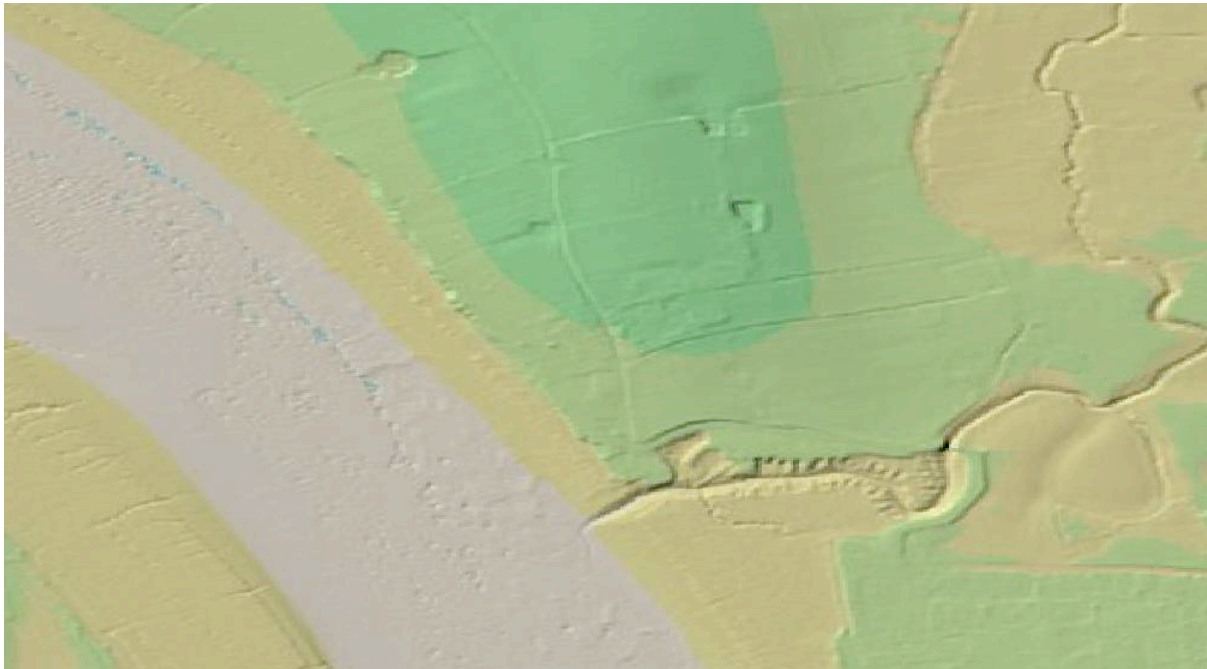
Two views from the LiDAR image for Wardley's Creek. The first is a close-up of Wardley's Pool – clearly showing the outline of what appears to be a man-made harbour near the entrance. The second shows the wider area, including possible traces of a pit linked to ship-building.

Aerial Photographs:

The pictures below are taken from the Fylde and Wyre Antiquarian website[43], having been posted there on 30/04/10. The upper picture echoes the LiDAR image in showing the artificial nature of part of the harbour – however, it must be noted that the date at which the excavation took place is not clear, and may have been in relatively recent times. To the left of the picture is a stone building, since demolished. It is not known whether this was one of the three warehouses built to service the creek. In the lower picture, the large white building is the Wardley's Hotel, now also demolished. To the left of it is the caravan park – once the site of a ship-building yard.

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[43] The Fylde and Wyre Antiquarian (2010): *Wardley's Creek.* April 30th. [Online] [Accessed 27th February 2017] http://fyldeantiquarian.freeforums.org/wardley-s-creek-t331-30.html

*Aerial photographs of Wardley's Creek posted by Carrillion on the Fylde
and Lancashire Antiquarian website*

SITE VISITS

Introduction

Two visits were made to Wardley's Creek. The first was confined to the area of the creek, while the second took a broader view, ranging as far as Staynall. On both occasions, the timing of the visits coincided with low tide. Observations from both visits have been combined. Access to the river foreshore was gained by a path and gate, immediately to the left on entering the Wardley's Creek Holiday Home Park.

The foreshore area is covered with reeds for some considerable distance, turning to mud as the river channel is neared. It soon became evident that the river only reaches the riverside wall on extremely high tides. Towards the creek itself, an area of shingle can be seen between the mud and the river.

Immediately ahead through the gate is a path through the reeds leading to the sparse but visible remains of the Wardley's Ferry jetty. Parts of a few uprights can be seen, leading to a more substantial structure which would probably have supported the end of the jetty (*See photograph JB067720, below*).

To the left, another path leads along the river wall to Wardley's Creek. This is a tidal inlet from the River Wyre, with multiple branches surrounded by rickety jetties which act as tying up points for numerous small boats.

The river entrance to the creek (PB 067693, above) is edged by a quay surfaced with large, flat, stone blocks, which look of considerable age, but are now held in place by a sloping bank of concrete (PB 067704, below).

A small metal bollard can be seen at the end nearest the river. This bull-nosed, sandstone-edged quay stretches for some 50 feet until it appears to terminate by a wooden landing-stage. On its northern flank is a shallow channel which is bounded on its far side by a brick wall (see below, P2177750).

Keenleyside (2002)[44] states that ships were moored at a quayside at the entrance to the creek, and this must represent the remains of it. The surface blocks are held to each other with large, metal rivets. Up to five courses of blocks are visible before the quay disappears into deep mud (see below, P 2177749).

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[44] Keenlyside, A (2002), Ibid.

Unsuccessful attempts were made to locate a series of marker blocks which formerly indicated to skippers the depth of the water inside the creek – thus reducing the risk of grounding. The illustration below, taken with permission from Harris and Hughes (2009)[45] , shows the roman numerals marked on each foot-deep block – the lowest one being VIII, indicating that seven feet of mud now lies beneath!

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[45] Harris, M and Hughes, B (2009): *The History of the Wyre*. Unknown town of publication: Harris and Hughes.
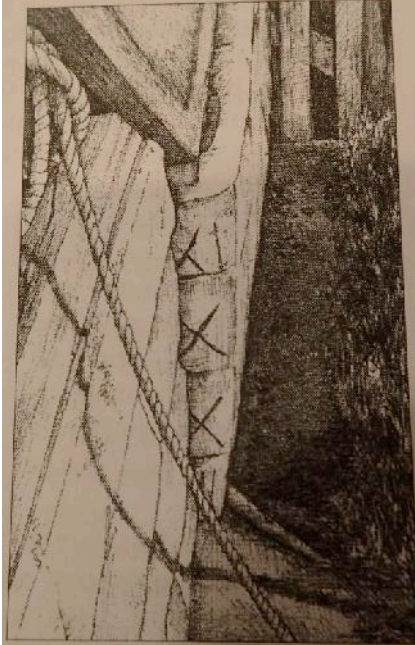
The "Roman Numerals"stones, reproduced by kind permission of Brian Hughes and Michelle Harris

Next, a wooden jetty slopes down to the river from a large stone base. This appears to be of relatively recent constructions and is, evidently, still in use (PB 067691).

Following the river downstream, a cobbled slope protects the old property now known as Wardleys Cottage (PB 067690, below).

This much-altered building was formerly the Ship Inn which, according to Keenlyside (2002)[46], was built in 1593 of cobbles and handmade brick with interior wattle-and-daub walls, and originally thatched. It ceased to be an Inn when the Wardley's Hotel was built nearby in the late 18th or early 19th century.

Approximately 30 yards of rough cobbled wall stretch from the end of the Cottage to the end of a modern bungalow (PB067698, below).

In this area may have stood some of the old warehouses, pictured below[47]. The roof of the Cottage can be glimpsed behind.

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[46] Keenlyside (2002), Ibid
[47] Mould, G (1970): *Lancashire's Unknown River*. Lavenham, Sussex: Terence Dalton Ltd,

A slade sloping up from the shore, running some 10 yards in the same direction as the river wall, starts just before the end of the bungalow (PB 06702).

This is approximately 16 to 18 feet wide and edged with dressed stone blocks – one of them approx 8 feet long by 20 inches wide. Keenleyside[48] says some ships were not moored to the Wardley's quay, but were beached on shingle. They were unloaded onto carts or packhorses, which used the slade to access nearby warehouses. A modern cobbled wall has been built across the slade to provide privacy for the bungalow. Beyond this, approximately 12 yards of wall fronting a second bungalow have been faced with concrete and topped by a modern wall.

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[48] Keenlyside (2002), Ibid.

A modern, "pagoda-style" house, Wardleys Reach, has been built beyond the second bungalow, on the site of the former Wardley's Hotel. The latter was damaged by fire in April, 2011, and later demolished[49]. About 25 yards of what appears to be 18th century dressed-stone river wall or quay can be clearly seen on the river-front here, rising four foot to four foot six inches from the current level of the bank, with a modern wall above (PB 0677112, below). Ships not able to moor in the sheltered environment of Wardley's Creek itself may well have tied up here.

The first section of the quay is constructed from larger blocks, up to 44 inches by 16 inches. A couple of old metal spikes protrude from the wall here (PB 067713, below).

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[49] Garstang Courier (2012), Ibid.

Later, the blocks are smaller – perhaps 20 inches by 8 inches.

Beyond the faced-stone section is a cobbled length of quay leading as far as the holiday home park. It is surmounted by a more modern cobbled wall.

(PB 67679, below).

Keenlyside (2002)[50] states that this downstream section is formed of "random cobbles of Elizabethan age", (PB067717, below)

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[50] Keenlyside (2002), Ibid.

These irregular cobbles are in contrast to the dressed sandstone of the 18th century wall running towards the slade. Once again, ships may have tied up here.

During the second site visit, I walked northwards along the foreshore until a riverside path petered out after some considerable distance. I returned and walked north along the road, noting the public right of way, to the right at Prospect Hill, which was mentioned in the maps section in connection with earlier transport routes. At Staynall, I noted a sunken path of considerable age leading down to the riverside (P2177776)

It is possible that this was used as a shortcut to Wardleys – either by river, or along the bank (see P2177775 below – Wardleys lies beyond the powerlines).

DISCUSSION

The Early Origins of Wardley's Creek: Wardleys lies at the first narrow point on the River Wyre after its long tumble southwards from the Irish Sea. The river has bent southwestwards here – providing a certain shelter from northerly storms. Wardley's Pool itself, with its broad entrance, provides further shelter, and its muddy, tidal banks an inviting haven for certain types of craft. All make it likely that it was used in antiquity, albeit on an intermittent basis. The discovery of a stone axe at the ferry, and a possibly-Roman brass shield-boss in the river not far away, add weight to this view.

The discovery in the 1990s of a possible Roman road from near Garstang to Wardleys gives a conjectural starting-point for regular use somewhere in the early centuries of the first millennium CE. The metalled path, found at Nateby and confirmed by trial digs at various points Over Wyre, could have linked by ferry to another track on the far side of the river, or terminated at a small port at Wardleys itself. The discovery of a possibly-Roman brass shield-boss in the river close to Wardleys lends weight to this view. A number of Roman coin hoards have been found at no great distance – for instance, on Preesall Hill and at Hackensall Hall Farm[51] near Knott End. Other hoards and collections of Roman coins have been reported across the river at Poulton-le-Fylde, Thornton Windmill, Fleetwood and Rossall[52].

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[51] Shotter, D (Date Unknown): "The Hackensall Hoard." *The Over-Wyre Historical Journal, Vol 1.*
[52] Unknown Author (Date Unknown): "*87 III Roman Coin Hoards A: Roman Hoards from Lancashire, Merseyside and Greater Manchester.*" University of Lancaster. [Online] [Accessed 13th May, 2017]

Sixteenth and Seventeenth Centuries: The existence of the haven remains shadowy for hundreds of years, but by the sixteenth and seventeenth century, indications begin to emerge of maritime activities there. Porter (1876)[53] asserted that "*as early as 1590-1600, William and James Blackburne of Thistleton, carried on an extensive trade with Russia, and there can be no doubt that their cargoes of merchandise, most likely flax and tallow, were landed on the banks of the Wyre at these ancient harbours (Wardleys and Skippool)."* Although this statement may be regarded with some scepticism, linen production was a substantial cottage industry in North Lancashire and Cumbria, and flax-growing locally was insufficient to meet supply. Robinson (1998)[54] says that extra supplies were imported – mostly, initially, from Archangel and the Baltic ports of Riga, Narva and St Petersburg.

Coastal shipping, however, probably supplied the bulk of the trade. Keenlyside[55] says coastwise traffic to and from Poulton as a whole in 1631-2 included cargoes of wheat, rye, oats, white herrings, meal, thread, buttons and fustian. Wardleys itself was certainly active by this time. Cass, in a study of late 17th and early 18th Century probate records[56], lists four people from Staynall (the parish which encompasses Wardleys) as having occupations connected with the sea. Roger Danson (probate 1684) was a ship carpenter; Joshua Doughty (1689) and John Doughty (1697), were both mariners; and Peeter Lytham (1685), a seaman. Another mariner, William Gant (1686), lived nearby in Hambleton. Peeter Lytham, incidentally, owned "*one quarter of a barque called swallow.*"

Part-ownership of vessels by ambitious seamen does not appear to have been unusual at the time. Most seafarers would, also, have had their own farms or smallholdings to tend during slack periods away from the sea. Cass says it is clear from his research that men of the Wyre estuary fished for herring commercially, imported pine planks and exported grain to Ireland in the 1680s and 90s.

In a more recent study, Cass[57] highlights the boom in salt production and exports from the coastal townships of West Lancashire between 1650 and 1715, which finally ended when

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http://www.lancaster.ac.uk/users/rhc/resources/resource-papers/3.%20Roman%20Coins%20from%20North-West%20England_part_III.pdf

[53] Porter, J (1876), Ibid.

[54] Robinson, Margaret (1998): "The linen industry in North Lancashire and Cumbria, 1660-1830." In Roberts, E (ed.): *A History of Linen in the North West.* Lancaster: Centre for North-West Regional Studies, University of Lancaster.

[55] Keenlyside (2002), Ibid

[56] Cass, Jonathan (undated*): Goods, Chattels and Credits: A Study of the Probate Inventories of Communities on the River Wyre*. Unpublished dissertation, Lancaster University. In Lancashire Record Office at G13 CAS.

[57] Cass, Jonathan (2016): *Saltcoats Storms, and Small Barques: Sea Salt Production & Trade in West Lancashire, 1650-1715*). Unpublished thesis – kindly made available to the Morecambe Bay Partnership.

mined Cheshire salt cornered the market. Salt was leached from sand and crystalised in lead pans over turf fires in numerous "saltcotes" along the coast and tidal estuaries. Using probate records from the period, Cass found references to six ships part-owned by Staynall residents, two for nearby Stalmine Grange, one for Hambleton and three from Preesall – all on the Wardleys bank of the river. Among those mentioned were Richard Fisher of Staynall, who owned three ships, one laden with salt, and was credited with 'salte in Walles (Wales) & in the North' when he died in 1670. Roger Danson of Stalmine Grange had two vessels, the 'Paradockes' and the 'Hoppwell', and left 'Sallt in Walles' worth £8.[58]

Cass found evidence that cargoes of salt, primarily for preserving herring, were shipped to Strangford Lough in Northern Ireland; to Millom and Bardsea on the Furness peninsula, and into the Welsh ports of Porthmadog, Aberdovey/Aberdyfi, Aberystwyth, and Cardigan – although not necessarily from Wardleys. However, he surmised that the Wyre haven, and its companion port on the opposite bank, acted as outlets for most of the salt produced by the large industry at Pilling, where only one probate record mentioned part-ownership of a vessel.

Keenlyside[59] says 17th century coastal imports to Poulton included coal from Whitehaven, slates from Piel and Fouldry and Ulverston, iron from Grange and herrings from Beaumaris.

The Legal Status of Poulton and Wardleys: According to Jarvis[60] (1947), an Act of Elizabeth's reign referred to Chester as the principal North West port. When the Customs service was re-organised and modernised in 1671, Liverpool, Poulton Lancaster and Whitehaven became separate "member ports" of Chester – places at which it was legal to transact foreign trade. Poulton (which included the twin creeks of Wardleys and Skippool on opposite banks of the Wyre) embraced the hundreds of Amounderness and Leyland. Lancaster encompassed the hundred of Lonsdale, and its authority extended as far south as "Broadfleete" (Pilling) –.

Quarterly salary costs for Poulton in 1679 (£16 5s) were not far short of those for Lancaster (£17.10s). Port of Lancaster records quoted by Jarvis show a subsequent involvement with "Poulton." In 1691, Charles Anderson, surveyor, was paid £10 one quarter by Lancaster "*to keep a horse and survey the Port of Poulton.*" Jarvis quotes a 1739 document[61] defining the

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[58] Lancashire Archives WRW/A: Robert Tinkler, Thornton, (1669); Richard Fisher, Staynall, (1670);Roger Danson, Stalmine Grange (1671).
[59] Keenlyside (2002), Ibid
[60] Jarvis, RC (1947): "Some Records of the Port of Lancaster." *Transactions of the Lancashire and Cheshire Antiquarian Society.* Vol LV111. Reprinted in monograph form and available in Lancaster Reference Library.
[61]Reference taken from Jarvis (1947), Ibid: PRO: King's Remembrancer. Comm. 6928 (See also Mem. Roll, 12 Geo.11, Hil, No.65 Add.)

legal quays of Lancaster, which describes Poulton as lying "*at or near a certain place commonly called Poulton Ring extending Northeastwards from Poulton West Lane 150 yards and Southwestwards from the said Lane 250 yards and bounded on the Northwest side by the River Kerr and on the Southeast side by the Shoar*." However, this description mentioning the River Keer applies to Poulton-le-Sands (now Morecambe) and not to Poulton-le-Fylde.

By the 1760s, Poulton had become an under-port of Preston, and the landing-points of Wardley's and Skippool had been officially described for the first time. A Lancashire Archives document[62], describing the limits of the Port of Preston, and signed by the Commissioners on 31/05/1760, designates "*several places hereafter mentioned to* [be] *the lawful keys or wharfs respectively for the landing or discharging lading and shipping of any goods, wares or merchandise within the Port of Preston*." One of these is "*that open place called Hamilton Scar to begin lineable[63] with the northernmost corner of a certain House called Wardley's[64] and to be extended south easterly over a pool called Comley Pool or Wardley's Pool to 180 yards along the side of the River Wyre bounded by the shore north easterly and the said River Wyre south westerly*." It also describes the Skippool landing point on the far side of the river.

Schofield (1958)[65] states that the Port of Preston was extinguished in 1826, and Lancaster became the new port of registration for vessels from the Preston area, including Poulton. Poulton remained a sub-port of Lancaster from 1826 until it (Poulton) was extinguished in 1839. At this point, Fleetwood[66] took over responsibility for registration of Wardley's and Skippool ships. Fleetwood itself became a sub-port of a resurrected Preston from 1844 to 1849, when it became a port of registry in its own right.

Wardleys in the Eighteenth Century: The first two-thirds of the century were the heyday for Poulton as a port, and of its creeks of Wardleys and Skippool. Poulton's own Customs House was established in 1708, according to Lockett[67], although Keenlyside[68] states that there were two customs officers there as early as 1632. In 1708, he says, the Poulton Collector of Customs, William Jennings, had a salary of £30, while the five officers beneath him shared

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[62] Lancashire Archives: From Customs and Excise Records, Box 3, 85 acc 960

[63] In a straight line

[64] It is interesting to note the official spelling of Wardleys – 80 years before maps designated it as "Wardless."

[65] Schofield, MM (1958): "The Statutory Registers of Merchant Ships for North Lancashire." *Transactions of the Historic Society of Lancashire and Cheshire*. Vol 110. Reprinted in monograph form and available at Lancaster Library, PT 920 N43 CCH.

[66] Lancashire Archives Customs and Excise Records SS acc 9601, boxes 1 and 2, include a map of the legal boundaries of the Port of Fleetwood, including Wardleys.

[67] Lockett, A. (1976): *Ports and People of Morecambe Bay.* North Lonsdale Publications.

[68] Keenlyside (2002), Ibid

£75 equally. The big boost to business came from the expansion of the linen trade and, most specifically, the linen mills at Kirkham, which used Poulton as their main port for the import of raw materials and export of cloth. The Kirkham mill-owning families Langton, Birley, Shepherd and Hornby all used Poulton and some also became ship-owners.

Kirkham's linen industry, according to Robinson (1998)[69], was principally concerned with producing sailcloth, with some additional coarse linen, and twine for fishing-nets. A major boost to that town's trade came in 1736 when an Act of Parliament was passed requiring all English ships to carry a full set of English-made sails. Perhaps this is why a further quay was built on the Wyre at a place called James' Road, Higham Poole. Mould (1970)[70] states that there are records of this 140-yard long quay – now believed to be on the site of a council waste tip –dating back to 1744. However, it was six miles from Poulton, and the venture was abandoned because it came to be regarded as "useless." Instead, as Skidmore (2009)[71] records, Wyre merchants petitioned for new legal quays at Skippool and Wardleys because the existing ones were unsuitable for vessels from the Baltic, and this request was granted in 1745. He says Langton family records refer to Wardleys as being a substantial landing-point for Baltic flax.

Evans (1989)[72] reports that in 1742 the brigantine Neptune arrived at Poulton from Barbados with upwards of 81 hogsheads of sugar, rum cotton wool etc. The following year the Hollow Oak arrived from the same West Indies island with similar goods. Other cargoes at this time included oranges, wines, spirits, tea, tobacco, timber and fertiliser.

Keenlyside recounts how various merchants, who were part-owners of a ship called the Hankinson which traded to St Kitts, Riga and St Petersburg, had constructed the three-storey Ramelsford Warehouse at Skippool in 1741. They did this to save themselves port-dues levied by Liverpool while they traded with Barbados, St Kitts and the Baltic. A few years later, in 1750, Langton, Shepherd and Co built three-storey brick warehouses at Wardleys on what became the car park of the Wardley's Hotel (they were demolished in 1972).

In 1770, Ramelsford was sold and its owners built more new warehouses at Wardleys, which was favoured for big ships because of its deep water and hard beach. Keenlyside says that,

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[69] Robinson, M. (1998): "The Linen Merchant-Manufacturers of Kirkham in the 18th and 19th Centuries." In Roberts, E' (1998, ed.): *The History of Linen in the North West*. Centre for North West Regional Studies, University of Lancaster.

[70] Mould, George (1970): *Lancashire's Unknown River: The Story of the River Wyre*. Lavenham, Suffolk, Terence Dalton Ltd,.

[71] Skidmore, P' F. (2009): *The Maritime Economy of North West England in the Later 18th Century*. PhD Thesis University of Greenwich. [Online] [Accessed 27th April, 2017]
http://gala.gre.ac.uk/5655/4/Peter%20Fletcher%20Skidmore%202009%20-%20Redacted.pdf

[72] Evans, Graham (1989): *Skippool, Old Port of Poulton-le-Fylde*. Skippool, Creek Publishers.

being in the river proper, there was more room to manoeuvre than in the steep-sided creek at Skippool, which involved reversing out. Wardleys also had a gently-sloping pebble beach. Ships could come in on the tide and ground there at low water. Their cargoes could then be discharged into horse-drawn carts or onto pack-horses if they could not be moored to the wharf. He says that, by this time, Wardleys had an extended wharf, shipyards, the Ship Inn, timber yards with saw-pits, its own customs office and ancilliary buildings. Apart from flax, timber, iron, tallow, turpentine, wheat, potash and hemp were imported.

By the mid Eighteenth Century, Wardleys was a busy place. In 1750, says Keenlyside, John Langton had stock insured for £1,400 – a huge sum at the time. As many as 30 master blacksmiths came to buy iron when one ship was discharging. In 1764, the Langton firm sent 90 pieces of sailcloth to South Carolina, and two years later it secured a valuable contract to supply the Navy with the same material.
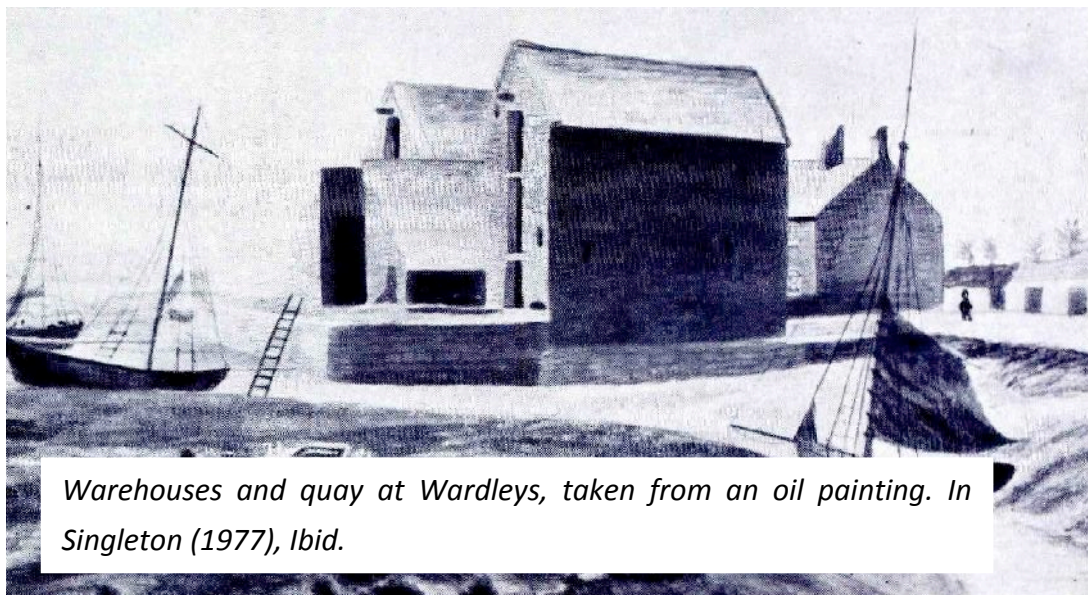
Warehouses and quay at Wardleys, taken from an oil painting. In Singleton (1977), Ibid.

The late 18th century was an extremely hazardous period for British shipping because of near-constant warfare. During the American War of Independence, a ship called the Industry, with potash from Danzig, was seized and held for ransom. France was allied with the Americans, and, in turn, made a secret alliance with Spain. This led to the ill-fated "Armada of 1779" – a combined invasion attempt to land 40,000 men on England's south coast. As a joint French-Spanish fleet prepared to head for Britain, a convoy of merchantmen was on its way back to Lancashire from Riga. Included in this was the Jenny, bound for the Wyre. There must have been huge relief when a letter arrived at Lancaster on 27th July[73], stating that the convoy had arrived safely in Stromness. It was accompanied by

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[73] Shaw, JB (1926): From copies of articles by this author, published in the Lancaster Observer during the year 1926, in Lancaster Library's Port of Lancaster records. Refers to Lancaster's "*Diary to the Movement of Shipping*" for the year 1779.

the man-of-war Chatham. "They had in company a large vessel mounting 26 guns and several more ships with four or six guns."

Poulton, Slaves and the Trade with the Colonies: The port's trade in human cargo was relatively brief and not very profitable. Keenlyside, using information from the Admiralty's register of Mediterranean Passes, says the 50-ton Betty and Martha, owned by Langton Shepherd and Co, sailed from Poulton to Sierra Leone in 1753 and landed 65 slaves in Barbados. It made a second voyage two years later. The Hothersall of Poulton, owned by John Birley and Co, made voyages in 1753 and 1755 and landed 155 and 135 slaves respectively. A letter of 1756 letter from Langton's agents in South Carolina said the price of slaves there was at a low ebb because of the declaration of what became known as the Seven Years War. Consequently, their slave-ship stopped in the West Indies and did not continue to the American mainland, as had been planned. The West Indies-bound ships tended to return to England with rum, tobacco, sugar, sago, rice and mahogany, but would not necessarily unload this in the Wyre. No more slavers sailed from Poulton after the mid 1750s, although the Langton and Birley firms were part-owners of Liverpool-based ships involved in the infamous "Triangular Trade." By 1780, voyages between Poulton and the American and West Indies colonies had also ceased.

Nevertheless, the local deep-sea connections continued, as is evidenced by gravestones in St Chad's churchyard, Poulton, including "Captain Richard Wilding (who) departed this life on board the ship Neptune in Cameroons Africa, on the 6th July 1811 aged 53 years."[74]

The Ships of the Wyre: Lord Liverpool's Registry Act of 1786 required that registers of merchant ships be compiled[75], and in the North West three were opened – for Lancaster, Preston and Liverpool.   These were supposed to record details of all ships within the port area as a whole, without differentiation. However, and fortunately for later historians, the Preston register[76] erroneously separated out some of those based in Poulton during the early years. (Skidmore (2009) cautions that, as only four ships were registered at Poulton between 1786 and 1795, some of its trade must have been carried out by vessels from other ports).

Among these were the Molly and Nancy, a 50-ton round-sterned sloop, built at Tarleton Dock and having James Livesley, of Tarleton, as one of its owners. There were long-standing trade links between Wardleys and Tarleton. Skidmore (2009) says this ship was typical of the

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[74] Un-named Author (1972*): Index of Graves, St Chad's Churchyard, Poulton-le-Fylde*. Bound typed list in Poulton-le-Fylde library.
[75] Schofield, MM (1958): The Statutory Register of British Merchant Ships for North Lancashire. In *Transactions of the Historic Society of Lancashire and Cheshire*, Vol 110.
[76] Preston Register of Ships 1786-1815, in Lancaster Record Office

vessels used in the Ribble coal trade. Coal would be brought to Poulton and limestone – presumably transhipped from other ports – carried on the return leg.

The linen firms had a large stake in a much bigger ship, the Henry. This was a twin-decked, two-masted 120-ton brigantine, whose owners included Thomas Birley and John Langton, both of Kirkham.

Two pilots, Robert Cottam and Thomas Jackson, both pilots, of Sea Dyke close to the entrance of the Wyre, owned the small sloop, Friends, and presumably used it to guide vessels up the river's tricky channels. Porter (1876)[77] stated that: "*Several of the officers connected with the Custom House at Poulton were stationed at Knot (sic) End, opposite the Warren, living at the small cottage standing near the shore, in order to board the different craft as they entered the river, and pilot them up the stream to Wardleys.*"

Sea Dyke, Knott End – once used by pilots escorting vessels to Wardleys and Skippool. Photo courtesy of Wikemedia Commons

Later, registration was recorded for the Port of Preston as a whole, but links with the Wyre come out in ownership. The square-sterned sloop Speedwell was owned by three Skippool men, R Wilding, William Bickerstaffe and John Barton, at the time of its registration in 1793. The 1804-registered Truelove, 40-tons, was owned in by Thomas Gaskell, a gentleman, of "Stainey," and Thomas Thompson, a tanner, of Hambleton. Meanwhile, the 1809-registered 23-ton round-sterned "flatt" Penny Bridge was owned by two Poulton men – Richard Parkinson, "Malster," and William Lawrenson, mariner. Two Poulton gentlemen, James Gibson and James Hull, owned the 1812-built 23-foot wherry, the Peggy.

A volume held at Lancaster Library entitled "Register of Shipping: Port of Preston, August 1823 - Dec 1849"[78], refers to the Lancaster Rose, a 44-foot smack built at Skippool in 1827.

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[77] Porter, J (1876), Ibid
[78] Register of Shipping: Port of Preston, August 1823 - Dec 1849. In Lancashire Record Office

Another vessel mentioned, The Hope, a single-deck, three-masted barque with a "woman figurehead," had been built at Wardleys in 1836 and was owned by Hambleton timber merchants Matthew and James Lewtas.

Keenlyside[79] includes a list of other 19th century vessels with Wyre links, compiled by Alan Hirst. These include Alice, a 43 ton sloop built in 1831, part-owned and skippered by Richard Shepherd of Preesall; the 1836-built 73-ton sloop Trafalgar, owned by Thomas Seed of Poulton; the 1824-registered 17-ton schooner Flora, part-owned by Stalmine schoolmaster George Taylor; the Sisters, a 62-ton sloop built in 1829, owned by George Taylor and William Atkinson of Stalmine; the 65-ton flat Lovely Sea, built in 1813 and owned by Richard Shepherd of Preesall and cordwainer Jeremiah Parkinson, of Pilling; the 1831-registered 12-ton sloop Jane, owned and skippered by Thomas Anyon of Preesall; and the Mary Ann, an 1830-registered 57-ton sloop, owned by its master William Braithwaite and by coal merchant J Manning, both of Poulton.

Shipbuilding at Wardleys: There is little evidence for boat-building at Wardleys before the 1800s, although it is likely that small craft were constructed there, as they were in many sheltered creeks. In the early part of the 19th century, according to Keenlyside, William and Matthew Lewtas had a timber yard and shipbuilding operation on the site of the present-day Wardley's caravan park. They were also ship-owners. In 1823 they built an 85-ton two-masted schooner for themselves, and a 59-ton two-masted brig with a woman's figurehead for a man called Nickolas Bannister. Both were named "Lewtas." Their largest venture was the Hope of Lancaster (mentioned above) - a 330 ton three-masted barque, built for themselves and Daniel Elletson, of Parrox Hall, Preesall. It was constructed in cradles above high water and launched sideways into the river before a huge crowd.

The Wyre Ferries: The ferry between Wardleys and the far side of the River Wyre is of some considerable antiquity, although how far back it goes is uncertain. Humphries (1970)[80] traced three ferrymen operating between Staynall and the Thornton side between 1624 and 1646. They were Robert Dicconson, who left a small estate in 1626; Hugh Parke, who was operating the ferry in 1636; and Thomas Dicconson, inn-keeper, who left his house and his ferry to his wife in 1646. Other records she quotes tell of a court case earlier in the century involving ferryman Hughe Parke. This timorous character claimed that a certain Alice Awards had uttered such threats that he feared she would "beate his person, kill or spoile his goods."

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[79] Keenlyside, ibid.
[80] Humphries, M. (1970): *The behaviour of the population of Poulton-le-Fylde in the late 16th century and the first half of the 17th century, with some reference to economic and social conditions*. Thesis, Liverpool University. Copy available in Poulton-le-Fylde Library.

Evans (1989) writes that a riverside track which passed the former Silcocks bone mill at Skippool, led to Cockle Hall, where the ferry set out for Wardley's. This would have been kept very busy in the 1700s with the comings and goings of ship's masters, mariners, customs men and traders. It was summoned by a "loud whistle," he reports.

Catherine Rothwell (1976)[81] records, from unknown sources, the memories of William Swarbrick, who was 78 in 1894 and had operated the ferry for more than 50 years. He recalled that up to seven vessels would arrive at Wardleys at a time in the years before Fleetwood was built. He remembered that Swainsons and Birleys had quays there, and the Wardley's Hotel was originally known as the Royal Oak. The hotel's outbuildings were fitted with hoists for unloading cargoes. One cottage was used as a Customs House, while another had an opening in a wall, through which timber was floated into a yard. When not skippering the ferry, William Swarbrick fished for salmon in the Wyre and gathered mussels. He had two sons and six daughters - and it was after the female Swarbrick children that a ship called the Six Sisters, which will be referred to later, was named. One of the daughters, Ann, kept what is now Wardley's Cottage as "Ye Wardleys Toffee Shop" in the early years of the 20th century, according to Clayton[82]. She had started to make something called Wardleys Mint Cake in 1861, and later produced two types of Wardleys Toffee.

The Decline and Fall of Wardley's: The Napoleonic Wars were a difficult time for merchants. Lancaster's trade never recovered, and Poulton's suffered severe decline. This was exacerbated by the completion of the section of the Leeds-Liverpool Canal connecting to the Lancaster Canal in 1816. This enabled flax to be landed at Hull and barged up the Aire and Calder Navigation and then across the Pennines to Lancashire. The arrival of the railways, and the construction of Fleetwood, further eroded its trade. However, some use of Wardleys continued well into the 19th century.

Skidmore (2009) provides evidence for the coastal trade existing in 1807, include a dozen sailings to Dumfries as well as several to Liverpool, Kirkudbright, Ulverston and Drogheda. In 1825 Baines[83] was still able to describe Wardleys as a "small seaport on the River Wyre, where vessels of 300 tons may discharge their burdens." He added that Baltic raw materials for linen, sailcloth and cordage were "brought up the Wyre and landed at Wardleys on the north east side of that river where the principal manufacturers of Kirkham have large and

[81] Rothwell, C.(1976): *The Fylde Coast As It Was*. Nelson, Henderson Publishing Co.
[82] Clayton, A. (Date unknown): *Albert Clayton's Forgotten Fylde Album*. Wyre Publishing Co..
[83] Baines (1825): *History, Directory and Gazetteer of the County Palatine of Lancaster. Quoted in Porter (1876) Ibid.*

commodious warehouses for the reception of goods.[84]" In September, 1832, two ships are recorded as being in the Wyre from Narva and one from Archangel with flax for J Birley and Son, according to Singleton(1977)[85]. But after 1840, he added, the Baltic flax ships started to use Fleetwood, and the warehouses were leased to the Lewtas company, who imported timber there from the Baltic and Canada.

Before the haven fell into terminal decline, one final, life-changing voyage was to be made. The Six Sisters, mentioned above, set out from Wardleys on April 3rd, 1833, with 67 emigrants aboard, bound for Quebec. Among them was David Cragg[86], a sixty four year old widower, and six of his seven children (the other was already in America). He had chosen Wardleys because it was a lot cheaper than a voyage via Liverpool. Cragg, a Quaker tenant farmer from Langthwaite, near Lancaster, had been taught to read and write at an early age, and kept a diary. A few nights before the ship sailed, there had been a massive celebration: "*A vast company to see the vessel and the emigrants. It is called the Wardley's Fair. There was hundreds. Got some ale. I'm in good spirits thus far. The captain expects to be off about Tuesday noon and the sooner the better, say I. We can do no good here.*" He was to live to regret those sentiments during the 60 storm-tossed days they spent at sea.

There were nine in his party altogether - including his children of both sexes, aged 13 to 25 - and all had to live in a space 12 feet long by nine foot wide by 5ft 6ins high, into which they crammed bunk beds and all their worldly possessions. As the ship pulled away downriver, there was more "shouting, hurrahing and waving of hats by those on board and answered by a great crowd on shore." But soon they were riding a gale, with "waves as high as haystacks," and the crew organised a rota to empty buckets of vomit over the side. David complained that it was like "living in an old barn in the country for three or four score people for six or eight weeks, fast locked up and without any possible means of escape."

In a subsequent storm, all their possessions, including pans, tubs and dishes, came loose, and the 13-year-old Alice fell from the top bunk onto her head. On other days, there were tremendous Lancashire versus Yorkshire rows below decks over alleged thefts, episodes of mass drunkenness, fights, and a major vendetta by the captain against the ship's cook, who

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[84] Baines (1825), Ibid, quoted in Singleton, FJ (1977): The Flax Merchants of Kirkham. *The Transactions of the Historic Society of Lancashire and Cheshire*, Vol 126.

[85] Singleton, FJ (1977): The Flax Merchants of Kirkham. *The Transactions of the Historic Society of Lancashire and Cheshire*, Vol 126 (1977).

[86] Fandrey, Georgina (1977): *The Craggs of Greenbank*. Saskatchewan, Spingside. [Online, republished by University of Calgary, 2008] [Accessed 14th January 2017]
http://ourroots.ca/page.aspx?id=501339&qryID=663167ed-cda5-4325-96a4-f7a049d99a38

had made the mistake of crossing him. In the future, people would be "*best to raise more money and go by steam packet*," Crag concluded wistfully. Later the ship's ropes and sails were crusted with ice as they sailed past icebergs.

But eventually Canadian soil was reached: *"June 1st, 1833 – 60th day – a fine day. We are in Perdition Isle waiting an inspection of the doctor and walking about. There was a ring-ting night of it last night among the transports. They had singing, dancing, weeping, merry drinking and all means of pastime. The doctor came, in all pomposity, looked us over, fooled among our goods for about two minutes and then said we were all at liberty to go, at which good news we clapped hands gave three cheers and packed up our rags in a minute and carried them down to the waterside."*

Their ordeal was far from over, because they had a gruelling trek by riverboat up the St Lawrence, a wait at York in rented rooms, then an arduous 55-mile walk behind the two wagons carrying their possessions, to Reach Settlement, where they could finally built their homestead. David was dead within two years, but his family survived and prospered. It was his great-granddaughter, Georgina, who transcribed his diaries.

The Wardleys warehouses remained of sufficient value in 1859 for merchant John Langton of Kirkham[87] to leave provision in his will for the continuance of a lawsuit against John Byspham of Stalmine, "*now in foreign service*."

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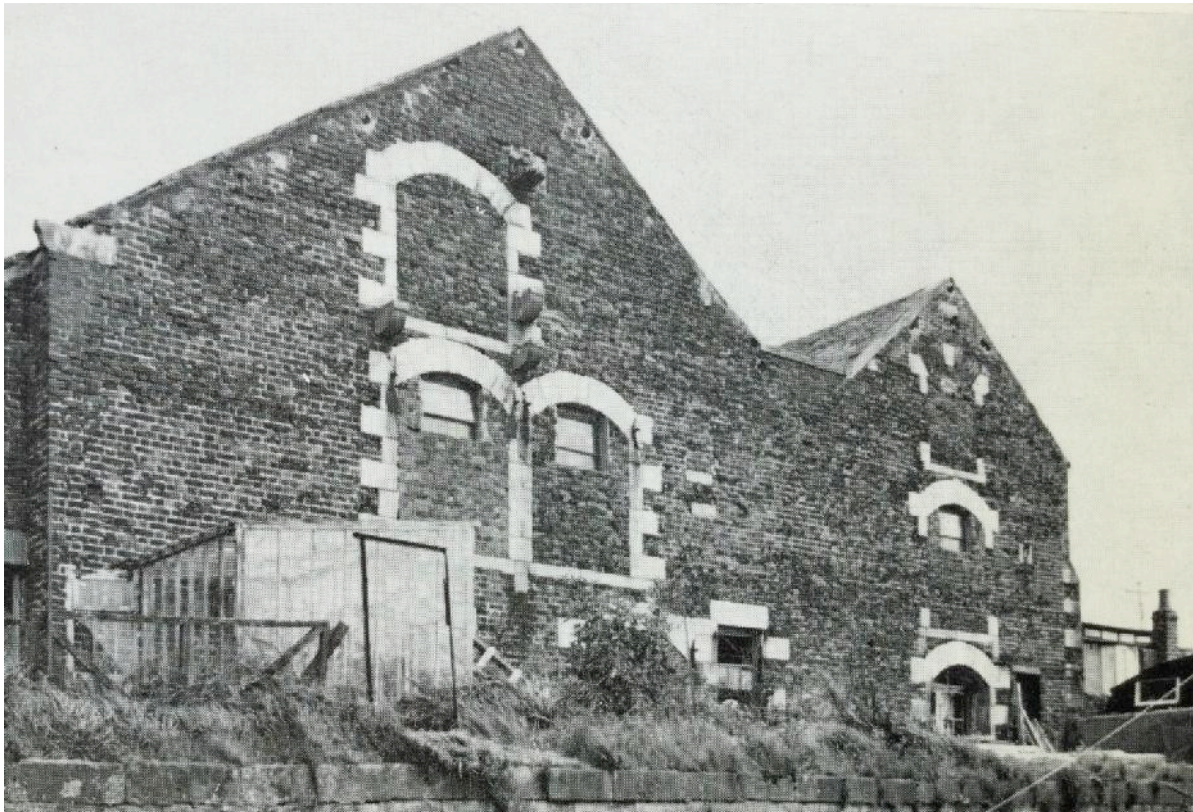
[87] Lancashire Records Office, DDX/190 1-2, the Langton of Kirkham MSS

The warehouses at Wardleys after they fell derelict. Picture courtesy of Dr Graham Evans.

Writing in the 1870s, Porter (1876)[88] said: *"Even within the last few years, during high tides, vessels laden with grain have been unloaded in the narrow creek leading from Skippool bay, while bags of guano have often terminated their sea-voyages at Wardleys. A solitary warehouse . . . is almost the only remaining witness of the pretensions of the first named place. At Wardleys, three or four spacious warehouses, in . . . dilapidated condition and now partially converted into shippons, the remainder being unused except as lumber-rooms or temporary storehouses for guano or some local agricultural produce, together with a stone wharf, are evidences of a fair amount of business once being carried on at that little port."*

A postcard showing the warehouses at Wardleys and the Wardley's Hotel

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[88] Porter (1876), Ibid

A post-war picture of Wardleys from the decaying ferry jetty at Cockle Hall, courtesy of Dr Graham Evans

The warehouses were said by Rothwell (1976)[89] to have been pulled down in the early 1970s.Today, the sea-going tradition of Wardleys is maintained by the smaller craft of the Wardleys Marine Yacht Club.

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[89] Rothwell (1976), Ibid

An early 2000s painting of Wardley's Creek, with the Wardley's Hotel at the top right. Courtesy of Dr Mike Evans of Hambleton.

CONCLUSION

This desk-based assessment has gone beyond its brief – and I apologise for its lack of brevity. Wardleys was a small haven, well away from the mainstream of Lancashire life, and information about it is scattered across a considerable number sources. My intention was to pull together as many of these as I could, to make it easier for anyone wishing to research it further. That being said, I must acknowledge the massive amount of prior work down by local authors, most particularly Alan Keenlyside. Although for much of its history it was not part of the port of Lancaster, and thus technically not a creek of it, the maritime history of Morecambe Bay and the other creeks of Lancaster cannot be appreciated without reference to Wardleys.

It is clear that Wardleys, lying as it does at a pinch-point of the Wyre not far from its limit of navigation, probably has a history stretching back into antiquity. The discovery of the Monks Track, which may have terminated at Wardleys, means there may be much more to discover about its Medieval past. But the haven really started to develop in the 17th Century, when the salt industry and the need for flax to serve the nascent local linen industry encouraged skippers to go further afield. By the 18th century, they were heading to Russia, the Baltic, the West Indies and North America as commerce - including the infamous slave trade - boomed. The following century, competition from larger, more efficient ports, as well as the canals and the railways, meant that it eventually outlived its usefulness.

Wardleys' tortuous legal history, as a creek of Poulton, which was itself an under-port of Chester, Preston, Lancaster and Fleetwood in turn, means that the threads of its story are tangled and difficult to tease out. Much more work needs to be done to clarify which ships used it, who owned and skippered them, what were their cargoes, and where and whence they sailed. It might also be worth checking the Lancaster deportation orders and the Liverpool plantation register to see whether these have anything new to offer. The West African connection, instanced by regular guano shipments into the 19th century, may also be worthy of further exploration.

It is clear that more work also needs to be done to examine communication links, which are currently far from clear. Wardleys was on the "wrong" side of the River Wyre, for its main markets were on the opposite flank, and the road network serving it was extremely poor. How could very large amounts of goods be shifted from there to Kirkham, for instance? And how could it make money when better-situated creeks were in competition?

Perhaps the most important issue for the future will be to ensure that what remains of Wardleys are preserved. Much has gone in recent years because of a failure to protect. The

warehouses were demolished in the Seventies, a magnificent collection of old photos in the Wardley's Hotel disappeared in the 2000s, and the pub itself was demolished not long after, with no thought for its unusual history.

The two site visits made during the preparation of this document have shown that large sections of riverside quay remain, as do substantial areas of creek-side wharfage. So, too, does Wardley's Cottage, with its 450-year history and its garden full of maritime secrets. Perhaps, at some future dates, archaeologists may consider probing the seven feet of mud which plasters the sides of the wharf to see what lies beneath. More urgently needed, though, is a proper survey by qualified professionals able to make a proper assessment of what can be seen above ground.

Many questions need to be answered – for instance, are there *really* traces of the old Tudor quays? What was the sequence of building? How can the "dug-out" sections of the Creek, shown on the LiDAR image, be interpreted? Why is the bull-nosed quay at the entrance to the creek so narrow? Why is there a channel to the north of it? Which were the main routes for goods across the river? Does the sunken track to the river-front at Stannah have any significant part to play in the Wardleys story? The local community may be able to help provide some of the answers. And it is through the involvement of that community that the remains of this unusual little haven can best be preserved.

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Nic Fogg, April 2017

wardell-armstrong.com

STOKE-ON-TRENT
Sir Henry Doulton House
Forge Lane
Etruria
Stoke-on-Trent
ST1 5BD
Tel: +44 (0)845 111 7777

CARDIFF
22 Windsor Place
Cardiff
CF10 3BY
Tel: +44 (0)29 2072 9191

EDINBURGH
Suite 2/3, Great Michael House
14 Links Place
Edinburgh
EH6 7EZ
Tel: +44 (0)131 555 3311

GREATER MANCHESTER
2 The Avenue
Leigh
Greater Manchester
WN7 1ES
Tel: +44 (0)1942 260101

LONDON
Third Floor
46 Chancery Lane
London
WC2A 1JE
Tel: +44 (0)20 7242 3243

NEWCASTLE UPON TYNE
City Quadrant
11 Waterloo Square
Newcastle upon Tyne
NE1 4DP
Tel: +44 (0)191 232 0943

PENRYN
Tremough Innovation Centre
Tremough Campus
Penryn
Cornwall
TR10 9TA
Tel: +44 (0)1872 560738

SHEFFIELD
Unit 5
Newton Business Centre
Newton Chambers Road
Thorncliffe Park
Chapeltown
Sheffield
S35 2PH
Tel: +44 (0)114 245 6244

TRURO
Wheal Jane
Baldhu
Truro
Cornwall
TR3 6EH
Tel: +44 (0)1872 560738

WEST BROMWICH
Thynne Court
Thynne Street
West Bromwich
West Midlands
B70 6PH
Tel: +44 (0)121 580 0909

International offices:

ALMATY
29/6 Satpaev Avenue
Rakhat Palace Hotel
Office Tower, 7th Floor
Almaty
050040
Kazakhstan
Tel : +7-727-3341310

MOSCOW
Suite 2, Block 10,
Letnikovskaya St.
Moscow, Russia
115114
Tel: +7(495) 980 07 67

Wardell Armstrong Archaeology:

CUMBRIA
Cocklakes Yard
Carlisle
Cumbria
CA4 0BQ
Tel: +44 (0)1228 564820

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