

4 PHASE 3

The transition to iron (c. 1861 – 1926)

Structure 3.1 - No. 4 and No. 5 The Terrace

4.1 Grade II Listed Buildings (Designated 18th January 1974).

List Description

4.2 *Situated in row of former officers' houses, east of main dockyard entry.*

Exterior

4.3 *Circa 1877 pair of houses built for Constructor and Chief Engineer of the Royal Dockyard, on a site planned in 1820 layout, but to different design. Rockfaced grey limestone with slate hipped roofs, three-storey six-window front with single bay full-height porch projections on each end wall. Moulded cornice and parapet. Corniced stone stacks. The design is loosely related to the 1817 design of Nos. 2 and 3, but taller Victorian proportions and heavier detail. Ashlar plinth, ground-floor impost band, plaitband, cornice and coping. Ashlar rusticated angle quoins, channelled pier between houses and surround to openings. 12-pane sash windows. Ground floor has arched windows with rusticated surrounds carried down to plinth, first floor plain flush surrounds with sill-brackets and second floor has cambered-headed flush surrounds with sill-brackets. End walls have similar 3-window elevations with similar blank openings each side of projecting porch bay, which have matching windows to north and end elevations, the latter with ground floor arched doorway, blocked on No. 4, double doors to No. 5. Rear is similar, with deep basement and plainer rock-faced stone walls.*

4.4 *Marked as 'under construction' on 1877 dockyard map.*

Reason for designation

4.5 *Group value as part of an important late Georgian/Victorian formal group at Dockyard.*

Architectural Interest

4.6 Late 19th century pair of houses, constructed to continue the pattern of the adjacent earlier buildings along The Terrace.

4.7 The architectural interest of these buildings is derived from the Victorian re-interpretation of the earlier 19th century buildings to maintain a degree of coherence within the overall planned townscape.

4.8 The primary interest derives from the value of the pair as part of a group of 19th century buildings used for officers' accommodation, with differences in proportions, hierarchy of detailing and scale. The buildings are of a more robust masculine character than the earlier officers' houses and reflect the more flexible application of the classical architectural language in the latter part of the 19th century. The garage to the east of No. 5 The Terrace is modern and of no significance.

Historic Interest

4.9 The buildings reflect the continued importance and growth of Pembroke Dock as wooden warships gave way to iron-clad construction. Like the earlier officers' houses, this later pair

is indicative of the relative status of military officers, demonstrated through scale and architectural detailing.

- 4.10 This pair of houses is of historic interest as the only listed buildings within the dockyard that date to the iron-clad era.

Setting

Physical surroundings

- 4.11 The houses are located along the southern edge of the dockyard, in a domestically-scaled part of the historic dockyard. As noted, they form part of a cohesive group of buildings with a shared materiality, character and historic functions.
- 4.12 To the south, the gardens are enclosed by garden walls and also by the Dockyard Wall (**Structure 2.1**), creating a formal distinction with the surrounding town of Pembroke Dock.
- 4.13 There are the remains of formal landscaping to the north, which provide a landscape buffer to the working dockyard, although there has always been clear visual connections to the dockyard itself. These formal gardens also provided a degree of grandeur expected for officers' accommodation as well as an axial arrangement with the dockyard chapel.
- 4.14 There is a contrast in scale, materiality and character with the modern dockyard buildings to the north, as well as a marked contrast with the nature and intensity of the associated dockyard activity.

Experience of the asset

- 4.15 From within the dockyard the asset is experienced as part of a harmonious group of buildings set behind an attractive, formal landscaped space. The houses are of a comparatively minor scale compared to the modern industrial buildings to the north. The strong contrast in materiality and the separating distances ensure the former officers' houses remain legible and significant elements in the local townscape.
- 4.16 The opening-up of Market Place and the insertion of Meyrick Owen Way during the course of the 20th century has eroded the sense of separateness from the town of Pembroke Dock, although a strong sense of this remains from Melville Street/Fort Road where the upper floors of the building are visible rising above the substantial boundary wall. The opening up of the dockyard has nevertheless made the buildings far more accessible than they were in the days of the navy.

Associative relationships with other assets

- 4.17 These assets are associated with the other officers' houses (former Captain Superintendent's House (**Structure 2.3**), Nos. 1 and 2-3 The Terrace (**Structures 2.6** and **2.7**) and their associated Garden Walls, Long Stable Range and Coach Houses (**Structures 2.5, 2.10, 2.4, 2.8** and **2.9**), all of which are listed for their value as part of a harmonious planned group of high-status domestic buildings at the entrance to the dockyard. There is also a strong associative relationship with the listed buildings on Admiralty Way (Former Guard House (**Structure 2.20**), Former Captain Superintendent's Office (**Structure 2.21**), The Old Storehouse (**Structure 2.12**) and Sunderland House (**Structure 2.13**)) by virtue of their shared historic origins, materiality and character.

Summary of Significance

- 4.18 The significance of this pair of officers' houses derives from their presence within an exceptional planned group of 19th century officers' residences at the historic main entrance to the dockyard. The building represents a Victorian interpretation of the earlier officers'

houses adjacent, built to accommodate the additional senior officers required for the construction of steam-powered iron-clad warships. This pair of houses is of historic interest as the only listed buildings within the dockyard that date to the iron-clad era.

4.19 Appreciation of the significance of the group is currently compromised by the poor state of the former Captain Superintendent's House (later Port Hotel - **Structure 2.3**) and adjacent Long Stable Range (**Structure 2.4**).

4.20 The garage to the east of No. 5 The Terrace is modern and of no significance.



Structure 3.2 - Shed adjacent to Paterchurch Tower

4.21 Curtilage Listed with Paterchurch Tower

Description

4.22 Situated c. 15 m north of the Dockyard Wall (**Structure 2.1**) and c. 2 m east of the Paterchurch Tower (**Structure 1.1**), some 130 m east of Fort Road entry to Royal Naval area.

Exterior

4.23 Small stone-built shed with slate roof. Inserted double doorway under a concrete lintel in north gable. Door to west elevation.

Interior

4.24 Not inspected.

History

4.25 Small shed built between 1858 and 1869. Apart from the Paterchurch Tower itself, the building is the last remnant of a cluster of 'Works Department Shops' used for building works within the dockyard.

Architectural Interest

4.26 This plain shed is unremarkable architecturally, although its local stone and slate finishes sit comfortably with the adjacent tower.

Historic Interest

4.27 Apart from the Paterchurch Tower itself (**Structure 1.1**), the building is the last remnant of a cluster of 'Works Department Shops' used for building works within the dockyard. As such, it is the earliest remaining small ancillary building in the dockyard.

Setting

Physical surroundings

4.28 This shed is located adjacent to the Paterchurch Tower, close to the Dockyard Wall (**Structure 2.1**) towards the western end of the dockyard. As found today, the structure is enclosed by a utilitarian fence and portacabins and is located in a wider area of unattractive hardstanding and scrubland. The current setting has the character of vacant industrial land and does not contribute to the significance of this shed or the adjacent tower.

Experience of the asset

4.29 This shed and the adjacent Paterchurch Tower form an isolated, minor element within the dockyard. They are a historical curiosity, adding visual interest to an otherwise largely utilitarian context.

4.30 The tall boundary wall means that the shed is not visible from outside of the dockyard.

Associative relationships with other assets

4.31 The shed has an associative relationship with the Paterchurch tower, on account of its proximity and the use of both buildings by the dockyard Works Department in the 19th and

early 20th centuries. The setting of both structures is visually enhanced by the adjacent Dockyard Walls (Structure 2.1).

Summary of Significance

- 4.32 Apart from the Paterchurch Tower itself, the building is the last remnant of a cluster of 'Works Department Shops' used for building works within the dockyard. The shed is of no significant architectural interest, although it is constructed of local materials and is the earliest surviving ancillary building within the dockyard.



Structure 3.3 - Carr Jetty

4.33 Grade II Listed Building (Designated 18th January 1974).

List Description

4.34 *Situated projecting out to north from north-west corner of dockyard.*

History

4.35 *Deep-water jetty, built 1898 for the fitting out of warships.*

Exterior

4.36 *Approached by six-arch broad bridge from foreshore, tooled granite facings and engineering-brick arches. Cambered arches with long voussoir blocks and raised keystones under bull-nose cornice and parapet. Raised piers between with rounded angles, block capitals under cornice which is broken forward and raised parapet piers. Granite coping. Jetty is canted to north-west, to give a long mooring on north-east, and L-plan at north-west end to give mooring along north-west side. North-east side is faced in granite with granite dressings and copings, flight of steps down. North-west end is similar as is projecting west end, but south-west side of jetty appears to be faced in concrete, with granite copings.*

Reason for designation

4.37 *Carr Jetty was built to obviate the problem of the lack of a deep-water berth within the dockyard, ships having to be taken to Hobbs Point for fitting out. Group value with other listed structures at Pembroke Dockyard.*

Architectural Interest

- 4.38 The building's architectural interest is derived from its value as an impressive piece of 19th century engineering, utilising high quality stonework, which elevates it above purely functional considerations. Its design as a 'self-dredging bridge' demonstrates use of innovative engineering practices during the 19th century.
- 4.39 The use of a robust but classically derived architectural style links the jetty to the earlier 19th century dockyard structures.
- 4.40 The numerous steam capstans around the periphery of the pier are important survivals. The mid-20th century concrete structures on the jetty (**Structures 5.1 -5.5**) detract somewhat from the architectural quality and craftsmanship of the jetty.

Historic Interest

- 4.41 The jetty is principally of historic interest as part of a group of 19th century structures in the north-western part of the dockyard. It demonstrates the development of the dockyard in the later 19th century for large steam-powered iron-clad warships, overcoming the historic shortcoming arising from the lack of facilities to fit out vessels. In this regard, the Carr Jetty marks the heyday of the naval dockyard.
- 4.42 The listed jetty derives interest from the associations with the large iron-clad cruisers and battleships launched from the dockyard in the later 19th and early 20th centuries.
- 4.43 The jetty remained in Admiralty use after 1926, principally as the end point of the bunkering pipeline from the Royal Naval Oil Fuel Depot at Llanreath. The Admiralty use ceased in 2008.

Setting

Physical surroundings

- 4.44 The Carr Jetty forms part of a fragmented and now somewhat isolated group of surviving dockyard structures at the dockyard's western end. The intervisibility of the listed jetty with other structures of a shared origin and historic purpose contributes to its heritage significance, albeit the extent of demolition and development during the course of the 20th century has impaired the legibility of the historic function of the dockyard.
- 4.45 The jetty projects into the Haven from the north-west corner of the dockyard. It is therefore the most exposed westerly element of the historic dockyard, reflecting its historic operation and strong connections to the harbour.

Experience of the asset

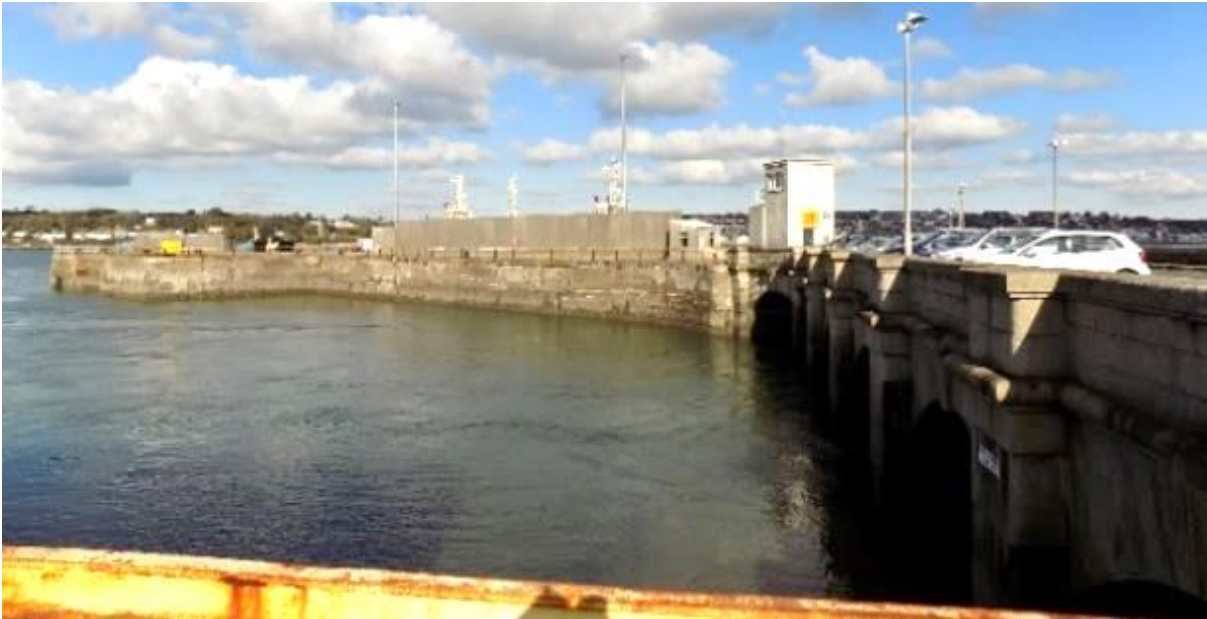
- 4.46 The asset forms part of the functioning industrial dockyard, although this is no longer used for a single, dedicated purpose associated with its origins. It is now part of a fragmented, varied industrial site with no strong, single-overriding purpose. This part of the dockyard has no public access.
- 4.47 The listed building is no longer utilised for the purpose for which it was constructed but is used for the mooring of vessels, which represents a similar function to its historic origins and contributes positively to its significance.
- 4.48 By projecting into the Haven as the most westerly element of the dockyard the jetty forms a prominent element in the approach from the west. It effectively marks the entrance into the historic dockyard area, albeit later piers/jetties to the east have eroded this prominence.
- 4.49 It also forms part of the broader dockyard 'tableau' when viewed from the northern side of the Haven and together with the remaining slipways and graving dock create the most coherent legacy of the 19th century dockyard.

Associative relationships with other assets

- 4.50 There are strong associations with the remaining 19th and early 20th century dockyard structures nearby (notably Building Slips Nos. 1, 2 and 4, the Graving Dock, the Western Camber, the former Pattern and Gunnery Fitting Shops, the former Testing House and the former Shipbuilding Shops (**Structures 2.15, 2.16, 2.19, 2.17, 2.18, 3.7, 3.8 and 3.9**)), derived from their shared origins in the building and fitting-out of warships.

Summary of Significance

- 4.51 The Carr Jetty is an impressive piece of engineering which forms an integral part of the 19th century dockyard. The fragmented nature of the dockyard, and the physical separation between this area and the better-preserved parts of the historic dockyard, have eroded the legibility of the historic function of the dockyard and the contribution of setting to the significance of the listed jetty. The continued use of the jetty for moorings, whilst not the originally intended use, represents a similar function and thus contributes positively to the significance of the jetty. The later jetties and piers to the east have a minor negative impact upon the setting of the jetty.





Structure 3.4 - Former Shed for Docking Gear (later Hayes Building 7H Store)

4.52 Not designated.

Description

- 4.53 Located c. 10 m south-west of the Graving Dock (**Structure 2.17**), towards north-west corner of dockyard.
- 4.54 Built c. 1868-77. Surviving south, north and east walls of shed built to accommodate equipment used for dry-docking iron-clad warships in the adjacent Graving Dock. Rockfaced grey limestone walls with ashlar plinth and quoins. North elevation facing Graving Dock has central double-width door flanked by a blocked square window on each side. Doorway with flattened arch with concrete lintel. Windows have concrete margins. East, west and south walls fragmentary. East wall has three blocked windows. Roof and most of west wall missing.
- 4.55 First shown on 1877 dockyard map, marked as 'Docking Shed'.
- 4.56 Group value with Former Oakum Store, Graving Dock and Former Guard Office (**Structures 2.22, 2.17 and 2.23**) and surviving cluster of non-listed later 19th century ship-wrighting buildings in the north-west corner of the dockyard associated with the construction and repair of iron-clad and steel warships (notably **Structures 3.6 - 3.9**).

Architectural Interest

- 4.57 Negligible, due to functional form, 20th century alterations and fragmentary condition. What interest there is derives from the building's value as part of a group of later 19th and early 20th century industrial buildings constructed of similar materials.

Historic Interest

- 4.58 The building reflects the continued importance and growth of Pembroke Dock as wooden warships gave way to iron-clad construction.
- 4.59 This building is of historic interest as one of the few buildings within the dockyard that survives from the iron-clad ship-building era.
- 4.60 As part of the historic dockyard this non-designated building derives interest from the associations with the ships built and repaired at the dockyard during its heyday.
- 4.61 Following the closure of the majority of the naval dockyard in 1926, the building was leased to Messrs T.W. Ward & Sons as part of a small civilian dockyard. In 1940 Ward's land was re-acquired by the Admiralty for a small repair yard to employ up to 300 men in the repair of naval vessels including landing craft and larger vessels up to the size of C Class cruisers and destroyers. The building reverted to civilian use c.1946, when it became part of the private Hayes Shipyard. Hayes' major business was contract repairs for the Admiralty.

Setting

Physical surroundings

- 4.62 The Former Shed for Docking Gear forms part of a surviving cluster of non-listed, later 19th century ship-wrighting buildings in the north-west corner of the dockyard, associated with the construction and repair of iron-clad and steel warships. The buildings are also associated with the adjacent Graving Dock and nearby Former Oakum Store, Building Slips Nos. 1, 2 and 4, Western Camber and the Carr Jetty (**Structures 2.17, 2.22, 2.15, 2.16,**

2.19, 2.18 and 3.3). It is a less significant element of this group, owing to its later date and incomplete and altered condition. The surviving railway tracks to west and north of the building are reminiscent of the operation of the dockyard, of which the Graving Dock formed an integral part.

- 4.63 The proximity of this undesignated building to other listed and undesignated structures of a shared date, origin and historic purpose contributes to its heritage significance, albeit that the many 20th century Admiralty buildings also extant in the vicinity impairs the legibility of the historic ship-wrighting function of the group and erodes the contribution made by this aspect of setting.

Experience of the asset

- 4.64 The building is in poor condition and its roofless shell barely conceals the scrap metal contained within its fragmented walls. The wider cluster of buildings of which this non-listed asset forms a part is in multiple ephemeral uses associated with the repair and scrapping of cars. It is part of a fragmented, varied industrial site with no strong, single-overriding purpose. This part of the dockyard has no public access. The change in the character of the function of this part of the dockyard has adversely impacted on the building's significance.
- 4.65 Having lost its roof and the upper part of its gables, the remains of the building no longer form a significant part of the broader dockyard 'tableau' when viewed from the northern side of the Haven.

Associative relationships with other assets

- 4.66 The fragmentary remains of the Former Shed for Docking Gear have a strong functional association with the adjacent Grade II* listed Graving Dock (**Structure 2.17**). It also has a visual association with the Former Oakum Store (**Structure 2.22**) and a functional association with the remaining later 19th and early 20th century dockyard structures nearby ((notably **Structures 3.6 - 3.9**) derived from their shared historic origins and function in the construction and repair of iron-clad warships.

Summary of Significance

- 4.67 The significance of the asset is principally invested in its historic interest as an integral part of the 19th century functioning dockyard in the iron-clad era. Whilst the building has a clear functional relationship with the adjacent Graving Dock, its significance is greatly diminished by its fragmentary condition and poor preservation.





Structure 3.5 - Building 15 Former Pater Fort Soldiers' Barracks (now Switzer Offices, formerly Admiralty Main Office, previously Admiralty Building 8A Offices) (MHPA Bldg. M667)

4.68 Not designated.

Description

4.69 Located c. 10 m east of Pater Fort South-West and West Walls at the north end of the dockyard.

4.70 Small two-storey barracks for former coastal battery, built 1879. Two storeys under hipped slate roof. Slightly angled 2-bay barrack wings to either side of a 1-bay wide central staircase. Central door approached up 6 stone steps. 20th century external render, entrance door, replacement sash windows, steel and glass flat-roofed porch and full-width, flat-roofed, single-storey extension to rear.

4.71 Mid-19th century building associated with Pater Fort, the defensive work first started 1758 and left incomplete. Pater Fort was decommissioned and partially dismantled in 1903, after which the former Soldiers' Barracks became part of the dockyard. In 1926 it became the main offices for the much-reduced Admiralty dockyard at the former dockyard's north end, ending in 2008.

4.72 Group value with the listed Pater Fort South-West and West Walls (**Structure 1.2**) and other listed and non-listed buildings at Pembroke Dockyard, including the South-West and North-East Martello Towers (**Structures 2.24** and **2.25**).

Architectural Interest

4.73 The former Pater Fort Soldiers' Barracks have a rather plain and domestic appearance belying the building's original military function. The military appearance has been further diluted through conversion and subdivision of the dormitories into offices and the application of external render and replacement windows. Architectural interest is largely limited to the buildings plan-form, with slightly angled wings to either side of a wide central staircase.

Historic Interest

4.74 The remains of the former Pater Fort and associated structures are illustrative of the development of coastal defences in the Haven from the mid-18th to mid-19th centuries as a consequence of national priorities.

4.75 The building draws some historic interest from its continued use by the Admiralty until 2008, particularly in associating with the refuelling of Atlantic convoy escorts and the maintenance of the anti-submarine nets that protected the Haven during the Second World War.

Setting

Physical surroundings

4.76 The former Pater Fort Soldiers' Barracks are located within the remaining south-west and west walls of the former Pater Fort at the north-western corner of the dockyard. Following the removal of the Fort's south and east walls the former barracks now face into the dockyard. Apart from the remaining walls of the fort, the structures in the immediate vicinity comprise highly functional buildings erected by the Admiralty between 1926 and 2008 to serve the small bunkering (refuelling) facility and auxiliary dockyard retained by the Navy.

Following the purchase of the freehold to this land by the port authority in 2008, the former Soldiers' Barracks and other 20th century Admiralty buildings have found various commercial uses.

Experience of the asset

- 4.77 The former Soldiers' Barracks are now experienced as an uninteresting office building associated with the tugboat and towage company Switzer, whose tugs are moored at the nearby Carr Jetty (**Structure 3.3**). There is no public access to this part of Pembroke Dock.
- 4.78 The former Pater Fort Soldiers' Barracks forms a small part of the broader dockyard 'tableau' when viewed from the northern side of the Haven.

Associative relationships with other assets

- 4.79 The former Soldiers' Barracks have a clear associative relationship with the remains of Pater Fort (**Structure 1.2**) and an associative relationship with the other military defensive structures associated with the dockyard, including the South-West and North-East Martello Towers (**Structures 2.24** and **2.25**), the Dockyard Wall (**Structure 2.1**), the Defensible Barracks (**Structure 2.26**) and the wider collection of contemporary forts and batteries around the Haven waterway.
- 4.80 In its later incarnation the former Soldiers' Barracks have an associative relationship with cluster of late 19th and early 20th century dockyard structures and 20th century Admiralty buildings at the dockyard's north-western corner.

Summary of Significance

- 4.81 The former Soldier's Barracks are of relatively low architectural significance because of 20th century alterations, but of moderate historical significance because of the functional, physical and historic association with the Grade II listed Pater Fort South-West and West Walls. The building also draws historical significance from its Second World War naval function at the heart of all anti-torpedo and anti-submarine defences on Britain's west coast.





Structure 3.6 - Building 26 Workshop (Former Admiralty Workshop, previously Building 2H Hayes Joiner's Shop, previously Iron Store) (MHPA Bldg. M675)

4.82 Not designated.

Description

4.83 Located c. 25 m south of Building Slip No. 1 (**Structure 2.15**), towards north-west corner of dockyard.

4.84 Built sometime between 1877 and 1901. Rectangular stone-built shed with wrought-iron trussed roof, originally an Iron Store associated with the construction and repair of iron-clad warships in the adjacent Graving Dock, Building Slips Nos. 1, 2 and 4, Western Camber and Carr Jetty (**Structures 2.17, 2.15, 2.16, 2.19, 2.18** and **3.3**). Rockfaced grey limestone walls with ashlar plinth and quoins. Seven windows and one doorway under straight heads of snecked voussoirs with drafted margins. Stone sills. Inserted double doorway under a concrete lintel in south gable. Cast iron fire hydrant "F.H. 46 ft." sign on north gable. Upvc replacement fenestration throughout. Slate roof. 'Fireproof' structure of wrought-iron trusses, purlins, rafters and laths.

4.85 First shown on 1901 dockyard map, marked as 'Iron Store'.

4.86 Group value with Building Slips Nos. 1 and No 2 (**Structures 2.15** and **2.16**), Graving Dock (**Structure 2.17**) and Former Guard Office (**Structure 2.23**) and surviving cluster of non-designated later 19th century ship-wrighting buildings in the north-west corner of the dockyard associated with the construction and repair of iron-clad and steel warships.

Architectural Interest

4.87 Low to moderate. Good quality of build and materials, but reduced by lack of architectural embellishment, replacement fenestration and inserted opening. What interest there is derives largely from the building's value as part of a group of later 19th and early 20th century industrial buildings constructed of similar materials.

Historic Interest

4.88 The building reflects the continued importance and growth of Pembroke Dock as wooden warships gave way to iron-clad construction.

4.89 This building is of historic interest as one of the few buildings within the dockyard that survives from the iron-clad ship-building era.

4.90 Following the closure of the majority of the naval dockyard in 1926, the building was leased to Messrs T.W. Ward & Sons as part of a small civilian dockyard. Ward's land was re-acquired by the Admiralty in 1940 for a small repair yard to employ up to 300 men in the repair of naval vessels including landing craft and larger vessels up to the size of C Class cruisers and destroyers. C.1946 it became part of the private Hayes Shipyard, before passing back to the Admiralty sometime after 1957.

4.91 As part of the historic dockyard this non-designated building derives interest from the associations with the ships built and repaired at the dockyard during its heyday.

Setting

Physical surroundings

- 4.92 Building 26 forms part of a surviving cluster of undesignated later 19th century ship-wrighting buildings in the north-west corner of the dockyard associated with the construction and repair of iron-clad and steel warships. It is also associated with the adjacent Building Slips Nos. 1, 2 and 4, Western Camber, Graving Dock, Carr Jetty and Former Oakum Store (**Structures 2.15, 2.16, 2.19, 2.18, 2.17, 3.3 and 2.22**). It is a less significant element of this group, owing to its later date and relatively small scale. The surviving railway tracks to the west of the building are a relic of the movement of iron and steel materials around the dockyard.
- 4.93 The proximity of this undesignated building with other listed and undesignated structures of a shared date, origin and historic purpose contributes to its heritage significance, albeit that the many 20th century (Phase 5) Admiralty buildings also extant in the vicinity impairs the legibility of the historic ship-wrighting function of the group and erodes the contribution made by this aspect of setting.

Experience of the asset

- 4.94 Building 26 is an attractive historic building on a prominent corner plot close by the remaining Nos. 1 and 2 Building Slips. This part of the dockyard has no public access. The wider cluster of buildings of which this undesignated asset forms a part is mostly in multiple ephemeral uses associated with the repair and scrapping of cars, impacting on this building's group value and heritage significance.
- 4.95 Building 26 forms a small part of the broader dockyard 'tableau' when viewed from the northern side of the Haven.

Associative relationships with other assets

- 4.96 Building 26 has a functional association with the adjacent Building Slips Nos. 1, 2 and 4, Western Camber, Graving Dock, Carr Jetty and Former Oakum Store (**Structures 2.15, 2.16, 2.19, 2.18, 2.17, 3.3 and 2.22**) and the remaining later 19th and early 20th century dockyard structures nearby which derive from their shared historic origins and function in the construction and repair of iron-clad warships.

Summary of Significance

- 4.97 The significance of the asset is principally vested in its historic interest as an integral part of the 19th century functioning dockyard in the iron-clad era.





Structure 3.7 - Former Pattern & Gunnery Fitting Shop (later Hayes Building 4H Machine Shop) (MHPA Unit 17)

4.98 Not designated.

Description

4.99 Located c. 60 m south of Building Slip No. 1, towards north-west corner of dockyard.

4.100 Built sometime between 1877 and 1901. Large stone-built shed. 2 parallel ranges of 5 bays, originally Pattern & Gunnery Fitting Shop associated with the construction and repair of iron-clad warships in the adjacent Graving Dock, Nos. 1, 2 and 4 Building Slips, Western Camber and Carr Jetty (**Structures 2.17, 2.15, 2.16, 2.19, 2.18** and **3.3**). Rockfaced grey limestone walls of pier and panel construction. Red brick corbelled eaves and margins and segmental heads to windows and doors. East and west elevations each have 4 windows, 2 to either side of a large central doorway. North gables each have 2 windows. With the exception of 1 window in each of the two south gables, all windows are now blocked. Raised louvred ridges to each range. Modern profiled steel roof-covering. Interior not accessed or visible. Roof thought to be of 'fireproof' structure of wrought-iron trusses, purlins, rafters and laths.

4.101 First shown on 1901 dockyard map, marked as 'Pattern & Gunnery Fitting Shop'.

4.102 Group value with Carr Jetty, Graving Dock, Nos. 1, 2 and 4 Building Slips, Western Camber and Carr Jetty, Former Guard Office (**Structure 2.23**) and surviving cluster of undesignated later 19th century ship-wrighting buildings in the north-west corner of the dockyard, all associated with the construction and repair of iron-clad and steel warships.

Architectural Interest

4.103 Low to moderate. Good quality of build and materials. Interest diminished by blocked windows and modern steel roof covering. Part of a group of later 19th and early 20th century industrial buildings constructed of similar materials. The steel-roofed annexe (**Structure 5.43**) between this building and the former Testing House (**Structure 3.8**) is of no architectural interest.

Historic Interest

4.104 The building reflects the continued importance and growth of Pembroke Dock as wooden warships gave way to iron-clad construction.

4.105 This building is of historic interest as one of the few buildings within the dockyard that survives from the iron-clad ship-building era.

4.106 Following the closure of the majority of the naval dockyard in 1926, the building was leased to Messrs T.W. Ward & Sons as part of a small civilian dockyard. Ward's land was re-acquired by the Admiralty in 1940 for a small repair yard to employ c. 300 men, to repair naval vessels including landing craft and larger vessels up to the size of C Class cruisers and destroyers. C.1946 it became part of the private Hayes Shipyard, whose major source of work was Admiralty repair contracts. The adjoining steel-roofed annexe with welded structural joints (Structure 5.43, aka Unit 18) dates to this later civilian phase (c. mid 1950s).

4.107 As part of the historic dockyard this undesignated building derives interest from the associations with the ships built and repaired at the dockyard during its heyday.

Setting

Physical surroundings

- 4.108 The former Pattern & Gunnery Fitting Shop forms part of a surviving cluster of undesignated later 19th century ship-wrighting buildings in the north-west corner of the dockyard associated with the construction and repair of iron-clad and steel warships. There is also an association with the nearby Graving Dock, Nos. 1, 2 and 4 Building Slips, Western Camber and Carr Jetty (**Structures 2.17, 2.15, 2.16, 2.19, 2.18** and **3.3**). The surviving railway tracks to the east of the building are a relic of the movement of iron and steel materials around the dockyard.
- 4.109 The proximity of this undesignated building to other listed and undesignated structures of a shared date, origin and historic purpose contributes to its heritage significance, albeit that the many 20th century (Phase 5) Admiralty buildings also extant in the vicinity impair the legibility of the historic ship-wrighting function of the group and erodes the contribution made by this aspect of setting.

Experience of the asset

- 4.110 The former Pattern & Gunnery Fitting Shop lies in a part of the dockyard with no public access. The wider cluster of buildings of which this undesignated asset forms a part is in multiple ephemeral uses associated with the repair and scrapping of cars. It is part of a fragmented, varied industrial site with no strong, single overriding purpose. The change in the character of the function of this part of the dockyard has adversely impacted on the building's group value and heritage significance.
- 4.111 It forms a part of the broader dockyard 'tableau' when viewed from the northern side of the Haven.

Associative relationships with other assets

- 4.112 The former Pattern & Gunnery Fitting Shop has a physical association with the contemporary former Testing House (Structure 3.8), with which it is now conjoined. It has a functional association with the nearby Graving Dock, Nos. 1, 2 and 4 Building Slips, Western Camber and Carr Jetty (**Structures 2.17, 2.15, 2.16, 2.19, 2.18** and **3.3**) and the remaining later 19th and early 20th century dockyard structures nearby, derived from their shared historic origins and function in the construction and repair of iron-clad warships.

Summary of Significance

- 4.113 The significance of the asset is principally invested in its historic interest as an integral part of the 19th century functioning dockyard in the iron-clad era.





Structure 3.8 - Former Testing House (later Hayes Building 5H Stores) (MHPA Unit 19)

4.114 Not designated.

Description

- 4.115 Located c. 100 m south of Building Slip No. 1 (**Structure 2.15**), towards north-west corner of dockyard.
- 4.116 Built sometime between 1877 and 1901. Large 5-bay T-plan stone-built shed, with later steel-roofed annexe to north, originally a materials Testing House associated with the construction and repair of iron-clad warships in the adjacent Graving Dock, Nos. 1, 2 and 4 Building Slips, Western Camber and Carr Jetty (**Structures 2.17, 2.15, 2.16, 2.19, 2.18 and 3.3**). Rockfaced grey limestone walls with ashlar plinth and snecked quoins with drafted margins, monolithic stone or concrete heads and sills to openings. Ashlar eaves course wraps around the ends to form (with the wooden barge boards) a pediment to the east and west gables, each pierced by a central oculus. Five regularly-spaced windows to north elevation. One window and one large double door to east and west gables. North elevation (now enclosed by steel-roofed annexe) has four windows (painted over), two to either side of a large projecting central bay. Windows mainly of timber, most now boarded or painted over. Later asbestos roof-covering. Interior not accessed. Roof thought to be of 'fireproof' structure of wrought-iron trusses, purlins, rafters and laths.
- 4.117 First shown on 1901 dockyard map, marked as 'Testing House'.
- 4.118 Group value with Graving Dock (**Structure 2.17**), Nos. 1, 2 and 4 Building Slips (**Structures 2.15, 2.16 and 2.19**), Western Camber (**Structure 2.18**), Carr Jetty (**Structure 3.3**) and Former Guard Office (**Structure 2.23**), and surviving cluster of undesignated later 19th century ship-wrighting buildings in the north-west corner of the dockyard, all associated with the construction and repair of iron-clad and steel warships.

Architectural Interest

- 4.119 Low to moderate. Good quality of build and materials, with elements of architectural interest, notably the 'pedimented' gables. Part of a group of later 19th and early 20th century industrial buildings constructed of similar materials. The steel-roofed annexe (**Structure 5.43**) between this building and the former Pattern & Gunnery Fitting Shop (**Structure 3.7**) is of no architectural interest.

Historic Interest

- 4.120 The building reflects the continued importance and growth of Pembroke Dock as wooden warships gave way to iron-clad construction.
- 4.121 This building is of historic interest as one of the few buildings within the dockyard that survives from the iron-clad ship-building era.
- 4.122 Following the closure of the majority of the naval dockyard in 1926, the building was leased to Messrs T.W. Ward & Sons as part of a small civilian dockyard. Ward's land was re-acquired by the Admiralty in 1940 for a small repair yard to employ c.300 men, to repair naval vessels including landing craft and larger vessels up to the size of C Class cruisers and destroyers. C.1946 it became part of the private Hayes Shipyard, whose major source of work was Admiralty repair contracts. The adjoining steel-roofed annexe with welded structural joints (**Structure 5.43**, aka Unit 18) dates to this later civilian phase (c. mid 1950s).

- 4.123 As part of the historic dockyard this undesignated building derives interest from the associations with the ships built and repaired at the dockyard during its heyday.

Setting

Physical surroundings

- 4.124 The former Testing House forms part of a surviving cluster of undesignated later 19th century ship-wrighting buildings in the north-west corner of the dockyard associated with the construction and repair of iron-clad and steel warships. There is also an association with the nearby Graving Dock, Nos. 1, 2 and 4 Building Slips, Western Camber and Carr Jetty (**Structures 2.17, 2.15, 2.16, 2.19, 2.18 and 3.3**). The surviving railway tracks to the east of the building are a relic of the movement of iron and steel materials around the dockyard.
- 4.125 The proximity of this undesignated building to other listed and undesignated structures of a shared date, origin and historic purpose contributes to its heritage significance, albeit that the many 20th century Admiralty buildings (Phase 5) also extant in the vicinity impair the legibility of the historic ship-wrighting function of the group and erodes the contribution made by this aspect of setting.

Experience of the asset

- 4.126 The former Testing House lies in a part of the dockyard with no public access. The wider cluster of buildings of which this undesignated asset forms a part is in multiple ephemeral uses associated with the repair and scrapping of cars. It is part of a fragmented, varied industrial site with no strong, single-overriding purpose. The change in the character of the function of this part of the dockyard has adversely impacted on the building's group value and heritage significance.
- 4.127 It forms a small part of the broader dockyard 'tableau' when viewed from the northern side of the Haven.

Associative relationships with other assets

- 4.128 The former Testing House has a physical association with the contemporary former Pattern & Gunnery Fitting Shop (**Structure 3.7**), with which it is now conjoined. It has a functional association with the nearby Graving Dock, Nos. 1, 2 and 4 Building Slips, Western Camber and Carr Jetty, and the remaining later 19th and early 20th century dockyard structures nearby, derived from their shared historic origins and function in the construction and repair of iron-clad warships.

Summary of Significance

- 4.129 The significance of the asset is principally invested in its historic interest as an integral part of the 19th century functioning dockyard in the iron-clad era.





Structure 3.9 - Building 8 Heavy Engineering (Former Admiralty Salvage Shed, previously Admiralty Building 5A Salvage Shed, previously Shipbuilding Shop No. 1 and Shipbuilding Shop No. 2) (MHPA Bldg. M662A)

4.130 Not designated.

Description

- 4.131 Located adjoining the north end of the former Pater Fort, at the north-west corner of the dockyard.
- 4.132 Built sometime between 1901 and 1909. Stone-built shed, formerly open-sided to the east. Long range, c. 65 m x 17 m, possibly built in two phases. Originally Shipbuilding Shop No. 1 and Shipbuilding Shop No.2 associated with the construction and fitting out of iron-clad warships on the adjacent Graving Dock, Nos. 1, 2 and 4 Building Slips, Western Camber and Carr Jetty (**Structures 2.17, 2.15, 2.16, 2.19, 2.18 and 3.3**). Rockfaced grey limestone walls and slate roof. West wall and north gable unrelieved. One large (railway) opening to south gable. East elevation formerly almost completely open between gables (one intermediate stone pier), now infilled with corrugated acrylic sheet. Roof clad with modern profiled steel sheeting. Interior not accessed or visible. Roof thought to be of 'fireproof' structure of wrought-iron trusses, purlins, rafters and laths.
- 4.133 First shown on 1909 dockyard map, marked as 'Shipbuilding Shop No. 1 and Shipbuilding Shop No. 2'.
- 4.134 Group value with Graving Dock, Nos. 1, 2 and 4 Building Slips, Western Camber, Carr Jetty and Former Guard Office (**Structures 2.17, 2.15, 2.16, 2.19, 2.18, 3.3 and 2.23**) and surviving cluster of undesignated later 19th century ship-wrighting buildings in the north-west corner of the dockyard, associated with the construction and repair of iron-clad and steel warships. Also group value with the adjoining remains of the former Pater Fort (**Structure 1.2**).

Architectural Interest

- 4.135 Low to moderate. Good quality of build and materials. The building rises dramatically directly off the quay wall on the west and north sides. Architectural interest is diminished by the infilled openings to the east and by the modern steel roof covering. Part of a group of later 19th and early 20th century industrial buildings constructed of similar materials.

Historic Interest

- 4.136 The building reflects the continued importance and growth of Pembroke Dock as wooden warships gave way to iron-clad construction.
- 4.137 This building is of historic interest as one of the few buildings within the dockyard that survives from the iron-clad ship-building era. It is a relatively rare survival of a once-common building type.
- 4.138 Following the closure of the majority of the naval dockyard in 1926, the building remained in Admiralty control until 2008.
- 4.139 As part of the historic dockyard this undesignated building derives interest from the associations with the ships built and repaired at the dockyard during its heyday.

Setting

Physical surroundings

- 4.140 The former Shipbuilding Shop No. 1 and Shipbuilding Shop No. 2 rises dramatically directly off the quay wall on the west and north sides, adjoining the north end of the remains of the former Pater Fort (**Structure 1.2**).
- 4.141 The building forms part of a surviving cluster of undesignated later 19th century ship-wrighting buildings in the north-west corner of the dockyard associated with the construction and repair of iron-clad and steel warships. There is also an association with the nearby Graving Dock, Nos. 1, 2 and 4 Building Slips, Western Camber and Carr Jetty (**Structures 2.17, 2.15, 2.16, 2.19, 2.18 and 3.3**). The surviving railway tracks entering the south end of the building are a relic of the movement of iron and steel materials around the dockyard.
- 4.142 The proximity of this undesignated building to other listed and undesignated structures of a shared date, origin and historic purpose contributes to its heritage significance, albeit that the many 20th century Admiralty buildings (Phase 5) also extant in the vicinity impairs the legibility of the historic ship-wrighting function of the group and erodes the contribution made by this aspect of setting.

Experience of the asset

- 4.143 The former Shipbuilding Shop No. 1 and Shipbuilding Shop No. 2 lie in a part of the dockyard with no public access. The wider cluster of buildings of which this undesignated asset forms a part is in multiple ephemeral uses associated with the repair and scrapping of cars. It is part of a fragmented, varied industrial site with no strong, single-overriding purpose. The change in the character of the function of this part of the dockyard has adversely impacted on the building's group value and heritage significance.
- 4.144 Because of its position on the quay wall at the north-west corner of the dockyard, it forms a prominent part of the broader dockyard 'tableau' when viewed from the northern side of the Haven.

Associative relationships with other assets

- 4.145 The former Shipbuilding Shop No. 1 and Shipbuilding Shop No. 2 have a functional association with the nearby Nos. 1, 2 and 4 Building Slips, Graving Dock, Western Camber and Carr Jetty (**Structures 2.15, 2.16, 2.19, 2.17, 2.18 and 3.3**) and the remaining later 19th and early 20th century dockyard structures nearby, derived from their shared historic origins and function in the construction and repair of iron-clad warships.

Summary of Significance

- 4.146 The significance of the asset is principally invested in its historic interest as an integral part of the dockyard of the iron-clad era.





Structure 3.10 - Former Battery Room &c. (later Hayes Building 8H Workshop)

4.147 Not designated.

Description

- 4.148 Located c. 20 metres south-west of the Graving Dock (**Structure 2.17**), towards north-west end of dockyard.
- 4.149 Rendered 4-bay shed with vented roof, built for servicing and charging lead-acid batteries of warships in the adjacent Graving Dock for repair. Modern lean-to at south end. Cement rendered externally, modern profiled steel roof cladding on original steel trusses. Large double doors with railway tracks to north gable. 4 large windows to east and west elevations. 3 large fenestrated raised ridge sections with timber fenestration. Inserted modern internal mezzanine at the south end. No internal features of note, save for railway track inset into the floor.
- 4.150 First shown on 1909 dockyard map. Marked as 'Battery Room &c.' on 1921 map.
- 4.151 Group value with Former Oakum Store, Graving Dock and Former Guard Office (**Structures 2.22, 2.17 and 2.23**) and surviving cluster of undesignated later 19th century ship-wrighting buildings in the north-west corner of the dockyard, all associated with the construction and repair of iron-clad and steel warships.

Architectural Interest

- 4.152 Negligible, due to functional form and unattractive cement render.

Historic Interest

- 4.153 The building's principal historic interest derives from its functional relationship with the use of electricity on the government's steam-driven warships, as illustrated by a direct railway-track connection (now removed) between the interior of the building and the adjacent Graving Dock. The building reflects the continued importance and growth of Pembroke Dock in the iron-clad era.
- 4.154 This building is of historic interest as one of the few buildings within the dockyard that survives from the iron-clad ship-building era.
- 4.155 Following the closure of the majority of the naval dockyard in 1926, the building was leased to Messrs T.W. Ward & Sons as part of a small civilian dockyard. Ward's land was re-acquired by the Admiralty in 1940 for a small repair yard to employ c.300 men, to repair naval vessels including landing craft and larger vessels up to the size of C Class cruisers and destroyers. C.1946 it became part of the private Hayes Shipyard, whose major source of work was Admiralty repair contracts.
- 4.156 As part of the historic dockyard this undesignated building derives interest from the associations with the ships built and repaired at the dockyard during its heyday.

Setting

Physical surroundings

- 4.157 The former Battery Room &c. forms part of a surviving cluster of undesignated later 19th and early 20th century ship-wrighting buildings in the north-west corner of the dockyard associated with the construction and repair of iron-clad and steel warships. There is also an association with the adjacent Graving Dock and nearby Former Oakum Store, Building Slips Nos. 1, 2 and 4, Western Camber and the Carr Jetty (**Structures 2.17, 2.22, 2.15, 2.16, 2.19, 2.18 and 3.3**). The surviving

railway track within the building (formerly linked to the west side of the Graving Dock) reflects the weight and bulk of the lead-acid batteries necessary for the iron-clad battleships of the era.

- 4.158 The proximity of this undesignated building to other listed and undesignated structures of a shared date, origin and historic purpose contributes to its heritage significance, albeit that the many 20th-century Admiralty buildings (Phase 5) also extant in the vicinity impairs the legibility of the historic ship-wrighting function of the group and erodes the contribution made by this aspect of setting.

Experience of the asset

- 4.159 Currently used for the repair of low-budget cars, the appearance of the building is marred by external cement render, peeling paint, replacement fenestration and modern roof cladding. The wider cluster of buildings of which this undesignated asset forms a part is in multiple ephemeral uses associated with the repair and scrapping of cars. It is part of a fragmented, varied industrial site with no strong, single overriding purpose. This part of the dockyard has no public access. The change in the character of the function of this part of the dockyard has adversely impacted on the building's significance.
- 4.160 Whilst the building does form an element of the historic setting of the Graving Dock, because of its small scale it forms a relatively insignificant part of the broader dockyard 'tableau' when viewed from the northern side of the Haven.

Associative relationships with other assets

- 4.161 The former Battery Room &c. has a strong functional association with the adjacent Graving Dock (**Structure 2.17**) and the fragmentary remains of the former Shed for Docking Gear (**Structure 3.4**). It also has visual association with the Former Oakum Store (**Structure 2.22**) and a functional association with the remaining later 19th and early 20th century dockyard structures nearby, derived from their shared historic origins and function in the construction and repair of iron-clad warships.

Summary of Significance

- 4.162 The significance of the asset is principally vested in its historic interest as an integral part of the functioning dockyard in the iron-clad era. Whilst the building has a clear functional relationship with the adjacent Grade II* listed Graving Dock, its significance is diminished by its modern cement render and profiled steel roof cladding.





Phase 3 Overall Summary of Significance

- 4.163 The Phase 3 buildings largely represent surviving examples of structures established to support the transition from building wooden ships to the construction and repair of iron-clads and then fully steel vessels for the navy. Almost all are located in the western part of the dockyard, where shipbuilding and maintenance continued after the eastern and central parts were handed over to the Air Ministry following the formal closure of the Admiralty dockyard in 1926.
- 4.164 Only two of the structures from this Phase have any level of heritage designation that recognises their importance. One is the Grade II listed Nos. 4 and 5 The Terrace (**Structure 3.1**), which is the only Phase 3 building in the eastern part of the dockyard. It represents a later addition to the formal composition of the accommodation for higher-ranking officers, and a considerable part of its importance comes from the group value arising from its function and location alongside the similar Phase 2 buildings in this area (**Structures 2.3, 2.6, 2.7** etc.).
- 4.165 The other designated Phase 3 historic asset is the Grade II listed Carr Jetty (**Structure 3.3**), extending out into the haven at the north-west corner of the dockyard. This was built to allow the fitting-out of warships at a secure location within the dockyard, whereas previously fitting-out had been undertaken at Hobbs Point or more often at Plymouth. The jetty has architectural value from its design and also its innovative engineering (self-dredging structure), along with group value arising from the proximity of Building Slips Nos. 1 and 2 (**Structures 2.15** and **2.16**) and the Graving Dock (**Structure 2.17**). Building Slip No. 1 and the Graving Dock were both extended during Phase 3 as part of move towards construction of larger vessels, hence they are indicated on Figure 1 as being of both Phase 2 and Phase 3.
- 4.166 As described above, most of the Phase 3 buildings are located in the western part of the dockyard and are directly associated with shipbuilding and maintenance functions. These are all stone-built and are part of a cluster of buildings from this and later phases which are in use for car repair and related activities – this group includes the Former Shed for Docking Gear (**Structure 3.4**), the Former Pattern and Gunnery Fitting Shop (**Structure 3.7**), the Former Testing House (**Structure 3.8**) and the Former Battery Room &c (**Structure 3.10**). The Former Admiralty Workshop (**Structure 3.6**) is adjacent but is outside of the cluster associated with car repair and related activities.
- 4.167 Most of the Phase 3 buildings in this location have been altered and/or extended, although they are still in reasonable condition with the main exception being the Former Shed for Docking Gear (**Structure 3.4**), which has lost its roof and west wall and the remaining walls are in poor condition. There is some group value attached to all of these buildings, not just involving the relationships with each other but also with the Phase 2 structures in this area that are also associated with shipbuilding, including Building Slips Nos. 1 and 2 (**Structures 2.15** and **2.16**), the Graving Dock (**Structure 2.17**), the Western Camber (**Structure 2.18**), Building Slip No. 4 (**Structure 2.19**) and the Former Oakum Store (**Structure 2.22**), as well as the Former Foremen's Office (**Structure 2.23**). There is also an associative relationship with the Former Shipbuilding Shops Nos. 1 and 2 (**Structure 3.9**) which is located further to the west (at the very edge of the dockyard) and with the Carr Jetty (**Structure 3.3**).
- 4.168 One of the Phase 3 buildings in the north-western part of the dockyard that does not share these associative relationships to the same extent is the Former Pater Fort Soldiers' Barracks (**Structure 3.5**). However, there is still some association with the other Phase 3 (and Phase 2) buildings in this area, and the former barracks building gains additional significance from its relationship with the remains of the Pater Fort walls (**Structure 1.2**) and with other buildings related to the defence and security of the dockyard.
- 4.169 There are one Phase 3 structure in the southern part of the dockyard which does not really share any visual or clear functional link with the other buildings in this phase – this is the stone shed adjacent to Paterchurch Tower (**Structure 3.2**). No function has been identified for this structure;

it is the surviving elements of a cluster of 'Works Department Stores' established in this area during Phase 3.

- 4.170 Also in the southern part of the dockyard and of Phase 3 origin is the east-west aligned part of the wall (**Structure 2.5**) enclosing land to the west of the former Captain Superintendent's House and associated stable range (**Structures 2.3** and **2.4**). This should be considered as part of the formal composition of senior officers' accommodation in this area and has no direct functional links with other Phase 3 buildings except for Nos. 4 and 5 The Terrace (**Structure 3.1**) which is also part of this group.