

5 PHASE 4

Closure and reuse (c. 1926 – 1945)

Structure 4.1 - No 1 Hangar and Annexes (MHPA Western Hangar Bldg. P825)

5.1 Grade II Listed Building (Designated 18th February 1994).

List Description

5.2 *Situated on east side of main dockyard avenue, south-east of Sunderland House.*

History

5.3 *1934-5 large 'B' type hangar, built as one of a pair for maintenance of RAF seaplanes.*

Exterior

5.4 *Riveted steel girder frame, 162 ft 7 ins by 121 ft 4 ins (49.53 m x 36.96 m) with saw-tooth ridged roof of half-bays each end and 5 between. Concrete-encased steel piers 59 ft 9 ins (18.21 m) high to angles and up to each gable apex, steel uprights between. Concrete infill between to a height of 30 ft (9.14 m) and corrugated iron cladding to upper half. Steel gantry around below gables. East front clear opening of 160 ft by 40 ft (48.76 m x 12.19 m) with six large rolling steel doors with spaced steel plating to allow gravel infill against bomb fragments. Rendered and painted two-storey flat-roofed range on south side (west end in poor condition), single storey ranges to west and north. [Consent has recently been granted for works to all of these external ranges].*

Reason for designation

5.5 *One of only two surviving seaplane hangars of this type in England and Wales (there were two overseas at RAF Gibraltar (lost) and RAF Seletar, Singapore (extant)). Base opened 1930 and two squadrons were deployed initially, more in wartime when the base played a major role in convoy protection. Closed 1959, the last flying-boat withdrawn February 1957.*

Architectural Interest

5.6 The building is of architectural interest as a wide-span industrial building of mid-20th century date. It is of impressive scale (both internal and external) and forms part of a broadly identical pair. There is some architectural interest derived from the technical aspects of its construction that illustrate its original historic function, although much of the external cladding appears to have been renewed during the course of the later 20th century.

Historic Interest

- 5.7 The primary interest of the building lies in its role as a military maintenance facility for Sunderland seaplanes. It illustrates a significant contribution towards the war effort in the use of the Sunderland flying boats for the protection of trans-Atlantic convoys.
- 5.8 Apart from the pair at Pembroke Dock, the only other surviving Sunderland hangar is in Singapore. The rarity of the hangar type is a key element of significance.
- 5.9 The hangars are also reflective of the significant changes in fortunes of the site following the closure of the dockyard in 1926, from which they derive a minor degree of historic value.

Setting

Physical surroundings

- 5.10 The hangars form part of a pair of substantial industrial buildings in relatively close proximity to the more genteel former Dockyard Chapel, former Captain Superintendent's House, Nos. 1-5 The Terrace, Former Guard Office, Former Captain Superintendent's Office, Old Storehouse and Sunderland House (**Structures 2.11, 2.3, 2.6, 2.7, 3.1, 2.20, 2.21, 2.12 and 2.13**).
- 5.11 Their immediate physical surroundings are characterised by large clear areas of hardstanding. These areas, together with the roughly axial access ramp, contribute to the significance of the hangars.
- 5.12 The modern buildings on the waterfront to the north occupy the former launch area, impairing the understanding of the building's original functions.

Experience of the asset

- 5.13 Whilst in a part of the dockyard without public access, No. 1 Hangar is experienced as one of a pair of large-scale industrial buildings in the eastern portion of the dockyard, which contrast dramatically with the more genteel historic dockyard buildings nearby. Despite other large modern buildings, the hangars remain the dominant built elements within the dockyard from most viewpoints within and outside of it.

Associative relationships with other assets

- 5.14 The two Sunderland hangars are functionally associated with the few remaining former Air Ministry buildings scattered around the dockyard, although these associations have been diminished by the loss of the intervening former RAF barrack blocks and mess. The strongest associations are with the adjacent former Air Ministry Building 33 Repair Workshop (**Structure 4.3**) and the former Catalina T2 Hangar (**Structure 4.6**) at the western end of the dockyard, the latter added during the Second World War for supplemental Catalina flying boats.

Summary of Significance

- 5.15 The primary interest of the hangars is vested in their rarity, scale and their role as a key military installation used for convoy protection during the Second World War. The hangars also reflect the changes in the fortunes of the dockyard, following its earlier closure in 1926.
- 5.16 The group value of the pair of Sunderland Hangars and the elevated hardstanding between the two buildings for manoeuvring seaplanes further contributes to the significance of the buildings.





Structure 4.2 - No 2 Hangar and Annexes (MHPA Eastern Hangar Bldg. P820)

5.17 Grade II Listed Building (Designated 18th February 1994).

List Description

5.18 *Situated some 100 m south-west of eastern entry to dockyard and 100 m north of former chapel (Structure 2.11).*

History

5.19 *1934-5 'B' type large hangar built for servicing RAF seaplanes.*

Exterior

5.20 *Riveted steel girder frame 162 ft 7 ins (49.53 m) by 121 ft 4 ins (36.96 m) with saw-tooth ridged roof of half bays each end and 5 between. Concrete-encased steel piers to angles and up to each gable apex, 59 ft 9 ins (18.21 m) high, steel uprights between. Concrete infill between to 30 ft (9.14 m) and corrugated iron cladding to upper half. Iron gantry around below gables. Full-height opening on west front, giving clear opening of 160 ft by 40 ft (48.76 m by 12.19 m) closed by 6 large rolling steel doors with spaced steel plating to allow infill of gravel to 20 ft (6.09 m) to absorb bomb fragments. Rendered brick 2-storey flat-roofed range along north side. [Consent has recently been granted for works to all of these external ranges].*

Reason for designation

5.21 *One of only two surviving sea-plane hangars of this type in England and Wales (there were two overseas, RAF Gibraltar (lost) and RAF Seletar, Singapore (extant)). Base opened 1930 and two squadrons were based here initially, more in wartime when it played a major role in convoy protection. The base closed in 1959, the last flying boats being withdrawn February 1957.*

5.22 *Old photographs suggest that this was originally built as two bays with half bays each end, enlarged to match No. 1 Hangar before 1938.*

Architectural Interest

5.23 *The building is of architectural interest as a wide-span industrial building of mid-20th century date. It is of impressive scale (both internal and external) and forms part of a broadly identical pair (with Structure 4.1). There is some architectural interest derived from the technical aspects of its construction that illustrate its original historic function, although much of the external cladding appears to have been renewed during the course of the later 20th century.*

Historic Interest

5.24 *The primary interest of the building lies in its role as a military maintenance facility for Sunderland seaplanes. It illustrates a significant contribution towards the war effort in the use of the Sunderland flying boats for the protection of trans-Atlantic convoys.*

5.25 *Apart from the pair at Pembroke Dock, the only other surviving Sunderland hangar is in Singapore. The rarity of this hangar type is a key element of significance.*

5.26 *The hangars are also reflective of the significant changes in fortunes of the site following the closure of the dockyard in 1926, from which they derive a minor degree of historic value.*

Setting

Physical surroundings

- 5.27 The hangars form part of a pair of substantial industrial buildings in relatively close proximity to the more genteel former Dockyard Chapel, former Captain Superintendent's House, Nos. 1-5 The Terrace, Former Guard Office, Former Captain Superintendent's Office, Old Storehouse and Sunderland House (**Structures 2.11, 2.3, 2.6, 2.7, 3.1, 2.21, 2.20, 2.12 and 2.13**).
- 5.28 Their immediate physical surroundings are characterised by large clear areas of hardstanding. These and the roughly axial access ramp, contribute to the significance of the hangars.
- 5.29 The modern buildings on the waterfront to the north occupy the former launch area, impairing the understanding of the building's original functions.

Experience of the asset

- 5.30 Whilst in a part of the dockyard without public access, No. 2 Hangar is experienced as one of a pair of large-scale industrial buildings in the eastern portion of the dockyard, which contrast dramatically with the more genteel historic dockyard buildings nearby. Despite other large modern buildings, the hangars remain the dominant built element within the dockyard from most viewpoints within and outside of it.

Associative relationships with other assets

- 5.31 The two listed hangars are functionally associated with the few remaining former Air Ministry buildings scattered around the dockyard, although these associations have been diminished by the loss of the intervening former RAF barrack blocks and mess. The strongest associations are with the adjacent former Air Ministry Building 33 Repair Workshop (**Structure 4.3**) and the former Catalina T2 Hangar (**Structure 4.6**) at the western end of the dockyard, the latter added during the Second World War for supplemental Catalina flying boats.

Summary of Significance

- 5.32 The primary interest of the hangars is invested in their rarity, scale and their role as a key military installation used for convoy protection during the Second World War. The hangars also reflect the changes in the fortunes of the dockyard, following its earlier closure in 1926.
- 5.33 The group value of the pair of Sunderland Hangars and the elevated hardstanding between the two buildings for manoeuvring seaplanes further contributes to the significance of the buildings.









Structure 4.3 - Former Air Ministry Building 33 Repair Workshop (MHPA Red Brick Store Bldg. P864)

5.34 Not designated.

Description

5.35 Situated some 30 m north of No. 1 Hangar and Annexes (**Structure 4.1**).

5.36 1930s Air Ministry repair workshop of inter-war design. Red brick with slate gabled roof on timber trusses, 5 bays. 5 original Crittall windows to south elevation. North elevation has central roller doors (not original) flanked by 2 Crittall windows to east. Bays to west concealed by later rendered lean-to extension of no interest. Abutted to east and west by post-war civilian buildings of no interest.

Architectural Interest

5.37 The building is of minor architectural interest because of its inter-war Air Ministry styling, brick finish and gabled roof. Following the loss of the former RAF barracks and mess, it is the last surviving example of the style within the dockyard.

Historic Interest

5.38 The primary interest of the building lies in its role as a military maintenance facility for Sunderland seaplanes. It illustrates a significant contribution towards the war effort in the use of the Sunderland (and later Catalina flying boats) for the protection of trans-Atlantic convoys.

5.39 Like the No. 1 and No. 2 Hangars, the former Air Ministry Building 33 Repair Workshop is reflective of the significant changes in fortunes of the site following the closure of the dockyard in 1926, from which it derives a further degree of historic value.

Setting

Physical surroundings

5.40 The former Air Ministry Building 33 Repair Workshop is largely surrounded by later 20th century buildings of no heritage interest, although the visual link to No. 1 and No. 2 Hangars (**Structures 4.1** and **4.2**) and associated hardstandings remains intact. The visual links to the waterfront and former launch area have also been disrupted, impairing the understanding of the building's original function.

Experience of the asset

5.41 The former Air Ministry Building 33 Repair Workshop lies in a part of the dockyard with no public access and is substantially hidden from public view by later buildings. The surrounding (and adjoining) modern buildings detract markedly from the building's setting and from an appreciation of the historical and functional link between this building and the Nos. 1 and 2 Hangars.

Associative relationships with other assets

5.42 The former Air Ministry Building 33 Repair Workshop is functionally associated with the Nos. 1 and 2 Hangars (**Structures 4.1** and **4.2**) and associated hardstandings. It also had a historic functional relationship with the few remaining former Air Ministry buildings scattered around the western end of the dockyard, including with the former Catalina T2 Hangar (**Structure 4.6**), although these associations have been diminished by the loss of the intervening former RAF barrack blocks and mess.

Summary of Significance

- 5.43 The primary interest of the former Air Ministry Building 33 Repair Workshop is vested in its historical and physical relationship to the Nos. 1 and 2 Hangars as part of a key military installation used for convoy protection during the Second World War. The former Air Ministry Building 33 Repair Workshop also reflects the changes in the fortunes of the dockyard, following its earlier closure in 1926.
- 5.44 The building is also significant because of the comparative rarity of surviving inter-war airfield buildings.





Structure 4.4 - RAF Pier

5.45 Not designated.

Description

5.46 Small pier, located at towards the centre of the dockyard waterfront, c. 400 m north-west of East Gate through the Dockyard Wall (**Structure 2.1**), c. 400 m north of the Piers and Lodges of the former Main Gate (**Structure 2.2**) and c. 180 m north of Sunderland House and The Old Storehouse (**Structures 2.13** and **2.12**).

5.47 4-span pier, built as part of the Air Ministry seaplane air base in the 1930s. Now substantially surrounded and overshadowed by the modern Irish Ferries Piers (**Structure 5.31**)

Architectural Interest

5.48 None.

Historic Interest

5.49 This pier is the only remaining RAF structure which extends out into the Haven.

Setting

Physical surroundings

5.50 Located c. 180 m north of Sunderland House and The Old Storehouse (**Structures 2.13** and **2.12**), the former RAF Pier projects into the Milford Haven Waterway at about the centre point of the dockyard waterfront, with extensive hardstandings to the south and south-west for ferry car and lorry traffic.

Experience of the asset

5.51 The former RAF Pier is today substantially surrounded and overshadowed by the road bridges and covered footway of the Irish Ferries piers (**Structure 5.31**). It is difficult to experience the pier either from the sea or on land.

Associative relationships with other assets

5.52 The former RAF pier is functionally associated with the modern Irish Ferries Pier (**Structure 5.31**). It is historically associated with the Nos.1 and 2 Sunderland Hangars (**Structures 4.1** and **4.2**) and the former Air Ministry Building 33 Repair Workshop (**Structure 4.3**).

Summary of Significance

5.53 Despite being located at towards the centre of the dockyard waterfront, the former RAF Pier is substantially concealed from view by larger modern structures. This pier is the only surviving RAF structure to extend out into the Haven.



Structure 4.5 - Former Substation attached to Coach-House to Rear of Nos. 1 and 2 The Terrace

5.54 Curtilage Listed

Description

5.55 Situated at south end of garden of No. 1 The Terrace (**Structure 2.6**) attached to the west end of Coach-House to Rear of Nos. 1 and 2 The Terrace (**Structure 2.8**).

5.56 Windowless, heavy reinforced concrete structure with reinforced concrete flat roof. South elevation removed.

Architectural Interest

5.57 None.

Historic Interest

5.58 One of a number of small ancillary structures introduced before, during and after the Second World War, probably for the Air Ministry but perhaps for the Admiralty.

Setting

Physical surroundings

5.59 This heavy wartime structure is concealed from public view, being located between the rear gardens of the officers' houses and the Dockyard Wall.

Experience of the asset

5.60 Because of its location, the building is not publicly visible. It is a minor incidental element located to the rear of the parent properties and is not a prominent part of the dockyard.

Associative relationships with other assets

5.61 The principal relationships of the former substation are with the adjoining Coach-House to Rear of Nos. 1 and 2 The Terrace (**Structure 2.8**), No.1 The Terrace (**Structure 2.6**) and their associated rear garden walls (**Structure 2.10**). The substation is enclosed on the west side by the high Dockyard Wall (**Structure 2.1**).

Summary of Significance

5.62 Whilst wholly concealed from public view, this robust structure is redolent of the reuse of the dockyard as the world's largest seaplane airfield during the Second World War. The building's significance is compromised by the loss of the south elevation and lack of public access.



Structure 4.6 - Building 41 (Former Air Ministry Building 102 Catalina Hangar, later Admiralty Hangar)

5.63 Not designated.

Description

5.64 Situated towards the western end of the dockyard, c. 13 m east of the Timber Pond (**Structure 2.14**).

5.65 C. 1940-41, marine variant Type T2 (23) hangar. Reclad. Doors removed and opening walled over. 23 bays at 3.17 5m centres. Length 73 m, width 36.83 m, overall height 11.9 m, eaves height 8.84 m, clear internal height 7.62 m. One of some 200 surviving T2 hangars, although a rare survival of the Marine variant. Built during the Second World War for the repair of US Navy Catalina flying boats brought in to supplement RAF Pembroke Dock's Sunderlands in convoy protection duties. Reallocated to Admiralty use post-war.

Architectural Interest

5.66 Being a much-altered example of the most common hangar type, the building is of little architectural interest.

Historic Interest

5.67 The Type T2 transportable hangar is the most numerous large hangar type in the UK. As with the other transportable hangars, they were designed to be easy to manufacture, erect and (if need be) move to a new location. The first was erected in 1940, with 906 manufactured for RAF stations in the UK and abroad. As with other Type T hangars, the T2 was jointly developed by the Air Ministry and Teeside Bridge & Engineering Works Ltd. Construction is in steel covered in galvanised corrugated iron. Some 200 Type T2 hangars are thought to survive.

5.68 The primary interest of Building 41 lies in its role as a military maintenance facility for the US Navy Catalina flying boats which supplemented Pembroke Dock's Sunderlands during the Second World War, making Pembroke Dock the largest flying boat station in the world, with up to 99 aircraft. It illustrates a significant contribution towards the war effort in the use of the flying boats for the protection of trans-Atlantic convoys.

5.69 Building 41 is reflective of the significant changes in fortunes of the site following the closure of the dockyard in 1926, from which it derives a minor degree of historic value.

5.70 Latterly the building was transferred to Admiralty use as part of the much-diminished dockyard, until its disposal in 2008.

Setting

Physical surroundings

5.71 Building 41 is located close to the mid-19th century Timber Pond (**Structure 2.14**) and only a short distance from a number of small Air Ministry and Admiralty ancillary buildings erected at the western end of the dockyard during the Second World War. The relationship of these buildings to the Nos. 1 and 2 Hangars (**Structures 4.1** and **4.2**) has been greatly diminished by the demolition of the intervening former RAF barrack blocks and mess. The surviving concrete taxi-way to the north of the hangar adds to its significance, although the link between this and the launching spillways has been encroached on and largely lost to view.

Experience of the asset

- 5.72 Building 41 is within a part of the dockyard with no public access. Because of distance to public viewpoints, recladding and the loss of its doors, the hangar is currently experienced externally as a basic modern wide-span shed.

Associative relationships with other assets

- 5.73 Whilst Building 41 is visually most closely associated with the Timber Pond, it is functionally and temporally associated with the Nos. 1 and 2 Hangars (**Structures 4.1** and **4.2**) and the few remaining former Air Ministry buildings scattered around the dockyard. The strongest association that is both functional and physical is with the nearby **Structure 4.17** (Former Ready Use Pyrotechnics, aka Building 37) which was used for the storage of the marine distress flares carried on all flying boats. It has an associative relationship with the group of small Air Ministry and Admiralty ancillary buildings erected at the western end of the dockyard during the Second World War.

Summary of Significance

- 5.74 The primary interest of the hangars at Pembroke Dock is vested in their role as elements of a key military installation used for convoy protection during the Second World War. The hangars also reflect the changes in the fortunes of the dockyard, following its earlier closure in 1926.
- 5.75 Unlike the Nos.1 and 2 Hangars, Building 41 is of an extremely common type and is much altered.





Structure 4.7 - Building 37 Stores (Former Air Ministry Building 101 Ready Use Pyrotechnics, later Admiralty Ex Fire Equipment Store) (MHPA Bldg. M680)

5.76 Not designated.

Description

5.77 Situated towards the western end of the dockyard, c. 65 m south-west of the Former Oakum Store (**Structure 2.22**) and c. 50 m north-east of the former Catalina Hangar (**Structure 4.6**).

5.78 Rendered brick or concrete shed. Flat reinforced concrete roof. Steel blast doors to west. Tall lightning conductor on roof. Interior not inspected.

5.79 C. 1940-41, small magazine for storage of marine distress flares carried on all flying boats.

Architectural Interest

5.80 A little-altered example of Air Ministry construction of Second World War date, devoid of architectural embellishment.

Historic Interest

5.81 The primary interest of Building 37 lies in its role as an ancillary structure associated with Pembroke Dock's role during the Second World War in the protection of trans-Atlantic convoys.

5.82 The building is also reflective of the significant changes in fortunes of the site following the closure of the dockyard in 1926, from which it derives a minor degree of historic value.

5.83 Latterly the building was transferred to Admiralty use as part of the much-diminished dockyard, until its disposal in 2008.

5.84 With its intact blast doors and distinctive lightning conductor, the building would appear to be an unusually well-preserved example of its type.

Setting

Physical surroundings

5.85 Building 37 lies in relatively close proximity to Building 41 (Former Air Ministry Building 102 Catalina Hangar - **Structure 4.6**) and the Former Oakum Store (**Structure 2.22**). It forms part of a group of small Air Ministry and Admiralty ancillary buildings erected at the western end of the dockyard during the Second World War. The relationship of these buildings to the Nos.1 and 2 Hangars (**Structures 4.1** and **4.2**) has been greatly diminished by the demolition of the intervening former RAF barrack blocks and mess. The surviving concrete taxi-way to the west of the building adds to its significance, although the link between this and the launching spillways has been encroached on and largely lost to view.

Experience of the asset

5.86 Building 37 lies in a part of the dockyard with no public access. Because of the recladding of the former Catalina hangar and the distance to other contemporary buildings, it is experienced as an isolated structure with little immediately apparent purpose.

Associative relationships with other assets

5.87 Building 37 is functionally and physically associated most with the nearby Building 41 (Former Air Ministry Building 102 Catalina Hangar - **Structure 4.6**) although it will have had an equal

functional relationship with Nos. 1 and No. 2 Hangars. It has an associative relationship with the group of small Air Ministry and Admiralty ancillary buildings erected at the western end of the dockyard during the Second World War.

Summary of Significance

- 5.88 Building 37 is one of a number of small ancillary Air Ministry and Admiralty structures, many of standardised design, erected towards the western end of the dockyard during the Second World War. The building appears to be an unusually well-preserved example of its specific type.
- 5.89 These inter-war and wartime structures are of historic interest because of the role of Pembroke Dock in convoy formation and protection, by both sea and air.
- 5.90 The loss of the former RAF barracks and mess buildings and the erection of modern buildings in their place has led to these small buildings being isolated in a peripheral part of the dockyard with no public access.





Structure 4.8 - Building 35 Stores for Building 29 (Remains of Former Air Ministry Building 103 25 yd Rifle Range, later Admiralty Gas Bottle Store) (MHPA Bldg. M679)

5.91 Not designated.

Description

5.92 Situated towards the western end of the dockyard, c. 20 m north of the Timber Pond (**Structure 2.14**) and c. 45 m west of Building 41 (Former Air Ministry Building 102 Catalina Hangar - **Structure 4.6**).

5.93 Flat-roofed garage (modern doors) with small office attached, both built against substantial buttressed brick wall. Red brick. Monolithic reinforced concrete flat roof and lintels to shed. Interior not inspected. Possibly 1936, remaining western 'business' end of former covered shooting butts.

Architectural Interest

5.94 None.

Historic Interest

5.95 The primary interest of Building 35 is that it was an ancillary structure for RAF Pembroke Dock erected during or shortly before the Second World War and thus associated with convoy protection. The building, used for rifle practice, was only indirectly associated with this role and is now much altered.

5.96 Latterly the building was transferred to Admiralty use as part of the much-diminished dockyard, until its disposal in 2008. This post-war use as a store in support of the former Boom Shed (**Structure 4.24**) is of only negligible historic interest.

Setting

Physical surroundings

5.97 Building 35 lies in close proximity to the Timber Pond (**Structure 2.14**) and the former Boom Shed (**Structure 4.24**). It forms part of a group of small Air Ministry and Admiralty ancillary buildings erected at the western end of the dockyard during the Second World War. The relationship of these buildings to the Nos. 1 and 2 Hangars (**Structures 4.1** and **4.2**) has been greatly diminished by the demolition of the intervening former RAF barrack blocks and mess buildings.

Experience of the asset

5.98 Building 35 lies in a part of the dockyard with no public access. Because of the modern alterations, the building is experienced as an isolated structure with little immediately apparent purpose.

Associative relationships with other assets

5.99 Building 35's closest wartime association would have been with the demolished RAF barrack buildings. Post-war it was transferred to the Admiralty to become a store in support of their neighbouring former Boom Shed (**Structure 4.24**). It has an associative relationship with the group of small Air Ministry and Admiralty ancillary buildings erected at the western end of the dockyard during the Second World War.

Summary of Significance

- 5.100 Building 35 is one of a number of small ancillary Air Ministry and Admiralty structures, many of standardised design, erected towards the western end of the dockyard shortly before, or during the Second World War.
- 5.101 Generally these structures are of historic interest because of the role of Pembroke Dock in convoy formation and protection, by both sea and air. The former rifle range is nevertheless of reduced significance because of its greatly altered condition and a former use that was only peripheral to the dockyard's primary activities.
- 5.102 The loss of the former RAF barracks and mess buildings, and the erection of modern buildings in their place, has led to these small buildings being isolated in a peripheral part of the dockyard with no public access.



BUILT HERITAGE STATEMENT OF SIGNIFICANCE



Structure 4.9 - Building 53 Workshop (former Air Ministry Building 105 Loco Shed, later Admiralty Workshop) (MHPA Bldg. M684)

5.103 Not designated.

Description

5.104 Situated towards the western end of the dockyard, c. 20 m south of the Timber Pond (**Structure 2.14**) and c. 30 m north of the Dockyard Wall (**Structure 2.1**).

5.105 C. 1940-41, small maintenance and storage shed for the shunting locomotive(s) used on the internal railway network. Rendered brick with a pitched roof on steel trusses. Modern profiled steel roof cladding with photo-voltaic panels. Cat-slide-roofed extension to south. Modern windows (upvc) and doors. Interior largely unaltered, with rail track inset in floor.

Architectural Interest

5.106 An altered example of Air Ministry construction of Second World War date, devoid of architectural embellishment.

Historic Interest

5.107 The primary interest of Building 53 lies in its role as an ancillary structure associated with Pembroke Dock's role during the Second World War in the protection of trans-Atlantic convoys.

5.108 The building is also reflective of the significant changes in fortunes of the site following the closure of the dockyard in 1926, from which it derives a minor degree of historic value.

5.109 Study of historic maps indicates that the railway system was of more use to the Admiralty and the civilian Hayes dockyard than it was to the Air Ministry. The building was latterly transferred to the Admiralty for use as part of the much-diminished dockyard, until its disposal in 2008. The dockyard ceased to be rail-connected in 1969.

Setting

Physical surroundings

5.110 Building 53 lies in close proximity to the Timber Pond (**Structure 2.14**), near to the dockyard's south-west gates. It forms part of a group of small Air Ministry and Admiralty ancillary buildings erected at the western end of the dockyard during the Second World War. The relationship of these buildings to Nos. 1 and 2 Hangars (**Structures 4.1** and **4.2**) has been greatly diminished by the demolition of the intervening former RAF barrack blocks and mess. The loss of all nearby railway tracks has diminished the building's legibility and hence its significance, although tracks remain within.

Experience of the asset

5.111 Building 53 lies in a part of the dockyard with no public access. It is experienced as a small isolated and altered structure with little immediately apparent historic purpose.

Associative relationships with other assets

5.112 Building 53's primary association was with the internal railway system, originally built to serve the dockyard, but given over to Air Ministry control from 1930. Few fragments of this system now survive. It has an associative relationship with the group of small Air Ministry and Admiralty ancillary buildings erected at the western end of the dockyard during the Second World War.

Summary of Significance

- 5.113 Building 53 is one of a number of small ancillary Air Ministry and Admiralty structures, many of standardised design, erected towards the western end of the dockyard during the Second World War.
- 5.114 These structures are of historic interest because of the role of Pembroke Dock in convoy formation and protection, by both sea and air. Building 53 is of reduced significance however, because of its ancillary use and altered condition.
- 5.115 The loss of the former RAF barracks and mess buildings, and the erection of modern buildings in their place, has led to these small buildings being isolated in a peripheral part of the dockyard with no public access.





Structure 4.10 – Former Sentry Pillbox

5.116 Not designated.

Description

5.117 Situated towards the western end of the dockyard, c. 10 m south of Former Testing House (**Structure 3.8**), c. 30 m north of Building 41 (Former Air Ministry Building 102 Catalina Hangar - **Structure 4.6**) and c. 45 m east of Building 29 (Former Admiralty Building 17A Boom Shed - **Structure 4.24**).

5.118 Brick-built defensible sentry pillbox with reinforced concrete flat roof. Gun embrasures to north, south and west, door opening (no door) to east. No surviving internal fittings. Built to defend the boundary between Air Ministry and Admiralty land.

Architectural Interest

5.119 An example of mid-20th century Government construction, devoid of architectural embellishment.

Historic Interest

5.120 The primary interest of the former Sentry Pillbox lies in its role as an ancillary structure associated with Pembroke Dock's role during the Second World War in the protection of trans-Atlantic convoys.

5.121 Marking the boundary between Air Ministry land and the small remaining Admiralty dockyard at the western end of the site, the building is also reflective of the significant changes in fortunes of the site following the closure of the dockyard in 1926, from which it derives a minor degree of historic value.

5.122 The type would appear to now be rare.

Setting

Physical surroundings

5.123 The former Sentry Pillbox is fenced off within a part of the dockyard 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. It forms part of a group of small Air Ministry and Admiralty ancillary buildings erected at the western end of the dockyard before, during and after the Second World War. The relationship of these buildings to the Nos. 1 and 2 Hangars (**Structures 4.1** and **4.2**) has been greatly diminished by the demolition of the intervening former RAF barrack blocks and mess buildings.

Experience of the asset

5.124 The former Sentry Pillbox 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.

Associative relationships with other assets

5.125 The former Sentry Pillbox has a wider associative relationship with the various small Air Ministry and Admiralty ancillary buildings erected at the western end of the dockyard before, during and after the Second World War. Because of the surrounding fencing, the visual link between the structure and Building 41 (Former Air Ministry Building 102 Catalina Hangar - **Structure 4.6**) and

Building 29 (Former Admiralty Building 17A Boom Shed - **Structure 4.24**) has been diminished. It retains a visual relationship to the other buildings within the same fenced enclosure, including the Former Foremen's Office (**Structure 2.23**), Former Testing House (**Structure 3.8**), Former Pattern & Gunnery Fitting Shop (**Structure 3.7**) and Former Battery Room &c. (**Structure 3.10**), all of which had been subsumed into the civilian T.H. Ward shipyard c. 1930 and which were re-privatised into the Hayes Shipyard after the Second World War.

Summary of Significance

- 5.126 The former Sentry Pillbox is one of the more distinctive of the small ancillary Air Ministry and Admiralty structures, many of standardised design, erected towards the western end of the dockyard before, during and after the Second World War. These pre-war and wartime structures are of historic interest because of the role of Pembroke Dock in convoy formation and protection, by both sea and air.
- 5.127 Marking the boundary between Air Ministry land and the small remaining Admiralty dockyard at the western end of the site, the building is also reflective of the significant changes in fortunes of the site following the closure of the dockyard in 1926, from which it derives a minor degree of historic value.
- 5.128 The fenced-off setting of the structure and the loss of the former RAF barracks and mess buildings and the erection of modern buildings in their place has led to this structure being isolated in a peripheral part of the dockyard with no public access.





Structures 4.11 and 4.12 - Former Bomb Stores (Later Pyrotechnics), Fort Road

5.129 Scheduled Monument (PE570)

Scheduling Description

- 5.130 *The monument comprises a small complex of structures at the west end of forth road, Pembroke Dock. The remains of two bomb store buildings with earth embankments are set in scrubby woodland behind a blast wall which is sited just above the mean high water mark of Fort Road beach. The form of the buildings corresponds to the standard military building drawing 3054/36, being brick-built, square and flat-roofed with three openings to the front. The cut-off remains of steel girders provide evidence for the former presence of bomb handling gantries, and the surviving metal doorframes confirm the original inclusion of steel doors (as specified). Bomb stores to the design are found on aerodromes dating to the expansion period (1934-39), giving a clear indication of the dates of these structures. However, the arrangement of buildings, earth revetments and blast wall is not typical of an aerodrome plan, most probably reflecting restricted space and the adaption of a standard aerodrome plan to accommodate the needs of the Pembroke Dock flying boat station.*
- 5.131 *The monument is of national importance as a well-preserved relic and for its potential to provide evidence relating to the build-up of national defences in the inter-war period. Structures from the expansion period incorporated lessons learned from World War One, but were not the hurried and often temporary structures seen throughout World War Two. As such, they contain significant potential to inform us about developments in military thinking and technology. The monument is well-preserved, its survival demonstrates both adherence to military plan, and local adaptations which departed from it. It has significant group value with other military structures around Pembroke Dock which are associated with the flying boat station.*
- 5.132 *The scheduled area comprises the remains described and an area within which related remains may be expected to survive. It is trapezoidal, measuring 73 m x 31 m at its widest points, and has an area of 0.21 ha.*

Architectural Interest

- 5.133 Well-preserved example of expansion period bomb store.

Historic Interest

- 5.134 Following the loss of the large magazines within the dockyard, these are the last magazines associated with the RAF's important use of Pembroke Dock for coastal defence and convoy protection during the Second World War.

Setting

Physical surroundings

- 5.135 The Former Bomb Stores lie immediately outside of the dockyard walls, in an area of scrub overlooking the Haven. They form part of a group of small Air Ministry and Admiralty ancillary buildings erected at the western end of the dockyard before, during and after Second World War. The relationship of these buildings to the remainder of the dockyard has been greatly diminished by the demolition of the intervening former RAF barrack blocks and mess buildings and the construction of post-war civil buildings.

Experience of the asset

- 5.136 The former bomb stores are open to public access, although largely unknown and concealed by scrub. The historic use of the buildings as wartime magazines is clearly expressed by the characteristic form and setting of the buildings.

Associative relationships with other assets

- 5.137 The key historical association of the Former Bomb Stores is with the Nos.1 and 2 Sunderland Hangars (**Structures 4.1** and **4.2**), as well as with the Former Catalina Hangar (Building 41 - **Structure 4.6**) and adjacent Ready Use Pyrotechnics Shed (Building 37 - **Structure 4.7**). There is also an association with the Dockyard Wall (**Structure 2.1**); it is very likely that the gate in the south-west corner of the Dockyard Wall was established in order to provide a direct route into the dockyard from the external bomb stores.

Summary of Significance

- 5.138 The two Former Bomb Stores have an iconic form and are substantially unaltered. They are of particular significance because of the national importance of RAF Pembroke Dock and its important role in the protection of Atlantic convoys during the Second World War.





Structure 4.13 - Building 47 Gatehouse (Former Admiralty Telephone Exchange and Police Office, previously Admiralty Building 21A Police Hut) (MHPA Bldg. M683)

5.139 Not designated.

Description

5.140 Situated towards the western end of the dockyard, c. 55 m south of the Timber Pond (**Structure 2.14**) and c. 20 m east of the western Dockyard Wall (**Structure 2.1**).

5.141 Probably c. 1926-30, single-storey Police pavilion at south-west gate. 6 bays. Rendered brick with an overhanging, slate-clad, hipped roof. Small gable towards east end of north elevation (Bay 5). Front wall at west end of north elevation (Bays 1-3) set back behind 3 square columns to form covered waiting area. Front wall of Bays 4, 5 and 6 stepped forward to eaves. It would appear that Bays 4 and 6 were originally similar to Bays 1-3, with Bay 5 (beneath the gable) originally alone in projecting forward to the eaves. Mostly modern upvc replacement fenestration. One surviving pair of wooden casements with glazing bars at west end. Interior not inspected.

Architectural Interest

5.142 Whilst of simplified design and constructed of less noble materials, the overhanging slate-clad roof and colonnaded front give this guardhouse building greater architectural interest than most of the other inter-war and wartime buildings at the western end of the dockyard. In terms of its colonnaded composition, the building has similarities of form and layout with the Former Captain Superintendent's Office (**Structure 2.21**), the Piers and Lodges at the Main Gate (**Structure 2.2**) and the Former Foremen's Office (**Structure 2.23**), the latter two of which had similar guardhouse functions, although constructed much earlier.

Historic Interest

5.143 Building 47 was constructed to guard the south-west gate at the entrance to the much-reduced post-1926 Admiralty dockyard.

5.144 The building's primary interest lies in its role as an ancillary structure associated with the Admiralty's continued use of Pembroke Dock post-1926 for bunkering, for the manufacture and deployment of anti-submarine and anti-torpedo booms and nets from the Solway to Portland and (between c. 1940 and c. 1946) for the repair of naval vessels. The building remained in Admiralty use until 2008.

5.145 The building is also reflective of the significant changes in fortunes of the site following the closure of the dockyard in 1926, from which it derives a minor degree of historic value.

Setting

Physical surroundings

5.146 Building 47 lies in fairly close proximity to the Timber Pond (**Structure 2.14**), Paterchurch Tower (**Structure 1.1**) and the Dockyard Wall (**Structure 2.1**), at the dockyard's south-west gates. Nearby are also Building 44A Workshop (Former Admiralty Building 20A Trailer & Tangye Pumps – **Structure 4.14**) and Building 53 (former Air Ministry Building 105 Loco Shed - **Structure 4.9**). It forms part of a group of small Air Ministry and Admiralty ancillary buildings erected at the western end of the dockyard before, during and after the Second World War. The relationship of these buildings to Nos. 1 and 2 Hangars (**Structures 4.1** and **4.2**) has been greatly diminished by the demolition of the intervening former RAF barrack blocks and mess buildings.

Experience of the asset

- 5.147 Building 47 lies in a part of the dockyard with no public access. It is experienced as a small isolated and altered structure, albeit not devoid of visual interest.

Associative relationships with other assets

- 5.148 Building 47's primary association is with the adjacent Dockyard Wall (**Structure 2.1**) and south-west gate. It forms a group with the Timber Pond (**Structure 2.14**) and the nearby Building 44A Workshop (Former Admiralty Building 20A Trailer & Tangye Pumps – **Structure 4.14**) and Building 53 (former Air Ministry Building 105 Loco Shed - **Structure 4.9**). It has a wider associative relationship with the various small Air Ministry and Admiralty ancillary buildings erected at the western end of the dockyard before, during and after the Second World War.

Summary of Significance

- 5.149 Building 47 is one of the more visually interesting of the group of ancillary Air Ministry and Admiralty structures erected towards the western end of the dockyard before, during and after the Second World War. It has a close functional relationship with the Grade II listed Dockyard Wall (**Structure 2.1**) and is the most modern of the dockyard's colonnaded or guard house structures, including the Former Captain Superintendent's Office (**Structure 2.21**), the Piers and Lodges at the Main Gate (**Structure 2.2**) and the Former Foremen's Office (originally a guard house - **Structure 2.23**).
- 5.150 The Phase 4 structures here are of historic interest because of the nationally important role Pembroke Dock played during the Second World war in anti-submarine and anti-torpedo protection, coupled with the site's key role in the aerial protection of trans-Atlantic convoys.
- 5.151 The loss of the former RAF barracks and mess buildings, and the erection of modern buildings in their place, has led to these small buildings being isolated in a peripheral part of the dockyard with no public access.







Structure 4.14 - Building 44A Workshop (Former Admiralty Store, previously Admiralty Building 20A Trailer & Tangye Pumps) (MHPA Bldg. M689)

5.152 Not designated.

Description

5.153 Situated towards the western end of the dockyard, c. 5 m south of the Timber Pond (**Structure 2.14**) and c. 20 m east of the western Dockyard Wall (**Structure 2.1**).

5.154 C. 1940-41, small storage shed for mobile fire-fighting pumps. Rendered brick or blockwork with a pitched roof clad with modern profiled steel roof cladding. Double doorway to south gable with steel concertina doors. Modern upvc replacement fenestration. Interior not inspected.

Architectural Interest

5.155 An altered example of Government construction of Second World War date, devoid of architectural embellishment.

Historic Interest

5.156 The building's primary interest lies in its role as an ancillary structure associated with the Admiralty's continued use of Pembroke Dock post-1926 for bunkering, for the manufacture and deployment of anti-submarine and anti-torpedo booms and nets from the Solway to Portland and (between c. 1940 and c. 1946) for the repair of naval vessels. The building remained in Admiralty use until 2008.

Setting

Physical surroundings

5.157 Building 44A lies in close proximity to the Timber Pond (**Structure 2.14**), near to the dockyard's south-west gates. It forms part of a group of small Air Ministry and Admiralty ancillary buildings erected at the western end of the dockyard before, during and after the Second World War. The relationship of these buildings to Nos. 1 and 2 Hangars (**Structures 4.1** and **4.2**) has been greatly diminished by the demolition of the intervening former RAF barrack blocks and mess buildings.

Experience of the asset

5.158 Building 44A lies in a part of the dockyard with no public access. It is experienced as a small isolated and altered structure with little immediately apparent historic purpose.

Associative relationships with other assets

5.159 Building 44A's primary visual association is with the adjacent Timber Pond (**Structure 2.14**) and the nearby Building 53 (former Air Ministry Building 105 Loco Shed - **Structure 4.9**), with which it shares many details. It is quite possible that it was originally an Air Ministry building. Functionally the building is most closely associated with Building 14 Offices / Stores (Former Admiralty Building 9A Trailer Pumphouse & Latrine - **Structure 4.16**), which has quite different design characteristics. It has a wider associative relationship with the various small Air Ministry and Admiralty ancillary buildings erected at the western end of the dockyard before, during and after the Second World War.

Summary of Significance

- 5.160 Building 44A is one of a number of small ancillary Air Ministry and Admiralty structures, many of standardised design, erected towards the western end of the dockyard during the Second World War.
- 5.161 These structures are of historic interest because of the nationally important role Pembroke Dock played during the Second World War in anti-submarine and anti-torpedo protection, coupled with site's key role in the aerial protection of trans-Atlantic convoys. Building 44A is of reduced significance however, because of its ancillary use and altered condition.
- 5.162 The loss of the former RAF barracks and mess buildings, and the erection of modern buildings in their place, has led to these small buildings being isolated in a peripheral part of the dockyard with no public access.





Structure 4.15 - Building 5 Signal Tower (Former Admiralty Building 26A Signal Tower)

5.163 Curtilage Listed (attached to Grade II listed Carr Jetty – **Structure 3.3**).

Description

5.164 Located on Carr Jetty at north-west corner of dockyard.

5.165 Small Second World War Admiralty signal tower. Painted brick with reinforced concrete flat roof and external stair. Replacement upvc fenestration. Interior not inspected.

Architectural Interest

5.166 Building 5 draws some architectural interest from its distinctive external staircase.

Historic Interest

5.167 Built by the Admiralty for the regulation of vessels in the Haven in the Second World War, during which time the remaining part of the Admiralty dockyard was responsible for the refuelling of naval convoy escorts and the maintenance and deployment of anti-submarine and anti-torpedo nets from the Solway to Portland. The building remained in Admiralty use as part of the much-diminished dockyard until its disposal in 2008.

Setting

Physical surroundings

5.168 Building 5 is situated at the south end of the Carr Jetty (**Structure 3.3**). It forms part of a group of small Air Ministry and Admiralty ancillary buildings erected at the western end of the dockyard during the Second World War.

Experience of the asset

5.169 Building 5 lies in a part of the dockyard with no public access. It is experienced as a small isolated structure of distinctive form, which displays readily its function and wartime origin despite its modern fenestration.

Associative relationships with other assets

5.170 Building 5's primary association is with the Carr Jetty. It has an associative relationship with the group of Admiralty ancillary buildings erected in the small post-1926 Admiralty dockyard at the western end of the site before, during and after the Second World War.

Summary of Significance

5.171 Building 5 is arguably the most visually distinctive of the group of small ancillary Admiralty and Air Ministry buildings erected towards the western end of the dockyard during the Second World War and after. This building is of added interest for its role in ensuring the safety of the ships forming into trans-Atlantic convoys during the Second World War.

5.172 The building is physically isolated in a peripheral part of the dockyard with no public access, although it is clearly visible from the Haven itself.



Structure 4.16 - Building 14 Offices / Stores (Former Admiralty Garage and Emergency Generator & Office, previously Admiralty Building 9A Trailer Pumphouse & Latrine)

5.173 Not designated.

Description

5.174 Situated at the north-west corner of the dockyard to rear of Building 15 (Former Pater Fort Soldier's Barracks - **Structure 3.5**), adjoining the walls of the former Pater Fort (**Structure 1.2**).

5.175 Probably c. 1940-41 (former latrine possibly slightly earlier). Former latrine (later office): small red brick building with monolithic reinforced concrete and raised steel-framed glazed lantern. Door and windows under monolithic reinforced concrete lintels. Steel-framed Crittall-type casements. Attached former Trailer Pumphouse: red brick shed with monolithic reinforced concrete roof extended to east to form shallow canopy. Divided internally into two halves. East front formerly open-fronted, now partially walled in to the south. No internal features of note.

Architectural Interest

5.176 None.

Historic Interest

5.177 The name 'Trailer Pump House' implies that the building's primary war-time use was for the storage of trailer pumps, probably used for fire-fighting. It thus complements Building 44A (the Tangye Pump House (Building 44A - **Structure 4.14**).

5.178 The Former Trailer Pumphouse building remained in Admiralty use, latterly as a garage and subsequently as a Stores until the disposal of the much-reduced dockyard in 2008. The converted Latrine latterly served the Admiralty as a small office.

Setting

Physical surroundings

5.179 Building 14 lies between the Former Pater Fort Soldier's Barracks (**Structure 3.5**) and the walls of the former Pater Fort (**Structure 1.2**), close to the dockyard's north-western corner. It forms part of a group of small Air Ministry and Admiralty ancillary buildings erected at the western end of the dockyard before, during and after Second World War. The relationship of these buildings to the remainder of the dockyard has been greatly diminished by the demolition of the intervening former RAF barrack blocks and mess buildings and the construction of post-war civil buildings.

Experience of the asset

5.180 Building 14 lies in a part of the dockyard with no public access. It is experienced as a pair of functional sheds, with little immediately apparent historic origin or purpose.

Associative relationships with other assets

5.181 Building 14's primary association is as one of a number of small Air Ministry and Admiralty ancillary buildings erected at the western end of the dockyard before, during and after the Second World War. Whilst most physically associated with the Former Pater Fort Soldier's Barracks (**Structure 3.5**) and the walls of the former Pater Fort (**Structure 1.2**), in terms of function it complements the Former Tangye Pump House (Building 44A - **Structure 4.14**).

Summary of Significance

- 5.182 Building 14 is one of a number of small ancillary Air Ministry and Admiralty structures, many of standardised design, erected towards the western end of the dockyard before, during and after the Second World War.
- 5.183 These structures are of historic interest due to the nationally important role Pembroke Dock played during the Second World war in anti-submarine and anti-torpedo protection, coupled with the site's key role in the aerial protection of trans-Atlantic convoys. Building 14 is of reduced significance however, because of its ancillary use.
- 5.184 The loss of the former RAF barracks and mess buildings, and the erection of modern buildings in their place, has led to these small buildings being isolated in a peripheral part of the dockyard with no public access.





Structure 4.17 - Building 20 Stores (Former Admiralty Store, previously Admiralty Building 13A Substation 'in joint use by Admiralty and Hayes')

5.185 Not designated.

Description

- 5.186 Situated at the north-west corner of the dockyard, 50 m south of Building Slip No. 2 (**Structure 2.16**), between Former Battery Room &c. (**Structure 3.10**) and Former Iron Store (**Structure 3.6**).
- 5.187 Former electrical substation. Larger rendered shed. 6 windows, all infilled with glass bricks. Very shallow felt-clad pitched roof. Interior not inspected.
- 5.188 From its location, it would appear that the substation was built to supply electrical power to the remaining post-1926 Admiralty dockyard, including the No. 4 Building Slip (**Structure 2.19**), the Graving Dock (**Structure 2.17**) and the Western Camber (**Structure 2.18**) that became the civilian Hayes shipyard after the close of the Second World War.

Architectural Interest

5.189 None.

Historic Interest

- 5.190 Following the closure of the majority of the naval dockyard in 1926, the land on which this building stands was leased to Messrs T.W. Ward & Sons as part of a small civilian dockyard. This substation was built c. 1940 after 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. From 1946 it continued to supply electricity to both the (by now privatised) shipyard and the adjacent Admiralty site, remaining in Admiralty ownership until 2008.

Setting

Physical surroundings

- 5.191 Building 20 forms part of a group of small Admiralty ancillary buildings erected at the western end of the dockyard before, during and after Second World War, including the adjacent Building 22 (Former Admiralty Building 11A Net Shed - **Structure 4.19**), Building 23 (Former Admiralty Building 12A Offices - **Structure 4.20**), Building 24 (Former Admiralty Building 14A Stores - **Structure 4.21**) and Building 25 (Former Admiralty Building 14A Stores - **Structure 4.22**). The relationship of these buildings to the remainder of the dockyard has been greatly diminished by the demolition of the intervening former RAF barrack blocks and mess buildings and the construction of post-war civil buildings.

Experience of the asset

- 5.192 Building 20 lies in a part of the dockyard with no public access. It is experienced as a nondescript building of no immediately apparent historic origin or purpose.

Associative relationships with other assets

- 5.193 Building 20's primary association is as one of a number of small Air Ministry and Admiralty ancillary buildings erected at the western end of the dockyard before, during and after the Second World War.

Summary of Significance

- 5.194 Building 20 is one of a number of small ancillary Air Ministry and Admiralty structures, many of standardised design, erected towards the western end of the dockyard before, during and after the Second World War.
- 5.195 These structures are of historic interest with regard to the nationally important role Pembroke Dock played during the Second World war in anti-submarine and anti-torpedo protection, coupled with the site's key role in the aerial protection of trans-Atlantic convoys. Building 20 is of reduced significance however, because of its plain appearance and ancillary function.
- 5.196 The loss of the former RAF barracks and mess buildings, and the erection of modern buildings in their place, has led to these small buildings being isolated in a peripheral part of the dockyard with no public access.





Structure 4.18 - Building 21 Stores (Former Admiralty Air Compressor House, previously Admiralty Building 10A Storage Hut) (MHPA Bldg. M6780)

5.197 Not designated.

Description

5.198 Situated at the north-west corner of the dockyard, c. 27 m east of No.1 Building Slip (**Structure 2.15**), c. 5 m west of No. 2 Building Slip (**Structure 2.16**) and c. 3 m north of Building 22 Workshop (Former Admiralty Workshops, previously Admiralty Building 11A Net Shed - **Structure 4.19**).

5.199 Probably post-1926. Small white-painted red brick shed with pitched roof clad with modern profiled steel. Timber casement windows. Modern louvred door with projecting steel joist over for heavy equipment. Formerly small shipwright's store, later adapted as a compressor house.

Architectural Interest

5.200 None.

Historic Interest

5.201 Following the closure of the majority of the naval dockyard in 1926, the land on which this building stands 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. The building remained in Admiralty hands until 2008.

Setting

Physical surroundings

5.202 Building 21 lies immediately adjacent to the southern end of No.2 Building Slip (**Structure 2.16**). It is substantially concealed behind Building 22 (Former Admiralty Building 11A Net Shed - **Structure 4.19**).

Experience of the asset

5.203 Building 21 lies in a part of the dockyard with no public access. It is experienced as a small functional shed, with little immediately apparent historic origin or purpose.

Associative relationships with other assets

5.204 Building 21's primary association is with No. 2 Building Slip (**Structure 2.16**). It is one of a number of small ancillary buildings erected at the western end of the dockyard before, during and after the Second World War.

Summary of Significance

5.205 Building 21 is a small ancillary shed of little intrinsic heritage significance, being a very basic and altered structure, probably constructed as an adjunct to No. 2 Building Slip.



Structure 4.19 - Building 22 Workshop (Former Admiralty Workshops, previously Admiralty Building 11A Net Shed) (MHPA Bldg. M671)

5.206 Not designated.

Description

5.207 Situated at the north-west corner of the dockyard, c. 15 m east of No. 1 Building Slip (**Structure 2.15**) and c. 5 m south-west of No. 2 Building Slip (**Structure 2.16**).

5.208 C. 1940-41, large steel-framed shed clad with modern profiled steel sheet. Shallow double pitched roof. Wide double-height roller doors to east and west. Inserted modern windows. Interior not inspected. Originally Admiralty 'Net Shed' for the storage or manufacture of anti-submarine, anti-torpedo and anti-torpedo-boat boom nets used to prevent enemy craft from entering the Haven during the Second World War.

Architectural Interest

5.209 None.

Historic Interest

5.210 Following the closure of the majority of the naval dockyard in 1926, the land on which Building 22 stands 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 and to allow extensions to the existing Admiralty anti-submarine and anti-torpedo boom depot. This building manufactured and supplied nets for ships leaving south Wales ports and for estuaries and harbours from the Solway to Portland. The building remained in Admiralty use, latterly as 'Workshops', until the disposal of the much-reduced dockyard in 2008.

Setting

Physical surroundings

5.211 Building 22 lies in close physical proximity to No. 1 Building Slip (**Structure 2.15**) and No. 2 Building Slip (**Structure 2.16**), which would have been used for the launch of the boom nets. The building is surrounded by Second World War concrete hardstandings with embedded railway tracks. It forms part of a group of small Air Ministry and Admiralty ancillary buildings erected at the western end of the dockyard before, during and after the Second World War, including Building 20 (Former Admiralty Building 13A Substation - **Structure 4.17**), Building 23 (Former Admiralty Building 12A Offices - **Structure 4.20**), Building 24 (Former Admiralty Building 14A Stores - **Structure 4.21**) and Building 25 (Former Admiralty Building 14A Stores - **Structure No. 4.22**). The relationship of these buildings to the remainder of the dockyard has been greatly diminished by the demolition of the intervening former RAF barrack blocks and mess buildings and the construction of post-war civil buildings.

Experience of the asset

5.212 Building 22 lies in a part of the dockyard with no public access. It is experienced as an undistinguished generic shed with modern cladding, with little immediately apparent historic origin or purpose.

Associative relationships with other assets

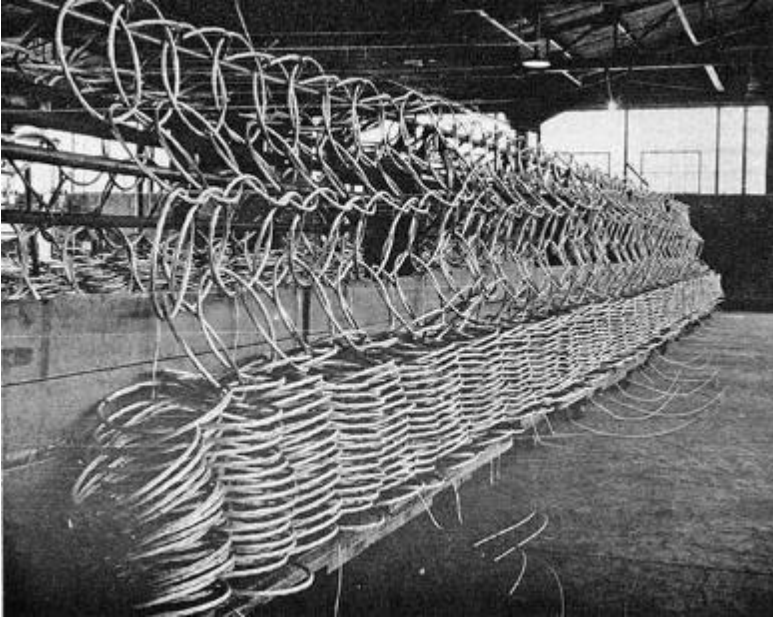
- 5.213 Building 22 lies in close proximity to No. 1 Building Slip (**Structure 2.15**) and No. 2 Building Slip (**Structure 2.16**), which would have been used for the launch of the boom nets. It also lies in close proximity to Building 21 Stores (Former Admiralty Building 10A Storage Hut - **Structure 4.18**) and Building 23 (Former Admiralty Building 12A Offices - **Structure 4.20**); the latter almost certainly functionally associated with the boom net manufacture or deployment. As a Net Shed, the building will have had a close functional relationship with the more distant Building 29 (Former Admiralty Building 17A Boom Shed - **Structure 4.24**), to which it is connected by surviving embedded railway tracks.
- 5.214 Building 22 is one of a number of small Air Ministry and Admiralty ancillary buildings erected at the western end of the dockyard before, during and after the Second World War.

Summary of Significance

- 5.215 Building 22 is one of a number of small ancillary Air Ministry and Admiralty structures, many of standardised design, erected towards the western end of the dockyard during the Second World War.
- 5.216 These structures are of historic interest because of the nationally important role Pembroke Dock played during the Second World war in anti-submarine and anti-torpedo protection, coupled with the site's key role in the aerial protection of trans-Atlantic convoys. Whilst of no architectural value, Building 22 is of heightened significance because of its comparatively large size and because of its important wartime function.
- 5.217 The loss of the former RAF barracks and mess buildings, and the erection of modern buildings in their place, has led to this building being isolated in a peripheral part of the dockyard with no public access.







Structure 4.20 - Building 23 Stores (Former Admiralty WSA Office, previously Admiralty Building 12A Offices) (MHPA Bldg. M672)

5.218 Not designated.

Description

5.219 Situated at the north-west corner of the dockyard, c. 10 m south-east of Building Slip No. 1 (**Structure 2.15**), and adjacent to Building 22 (Former Admiralty Building 11A Net Shed - **Structure 4.19**) and Building 26 (Former Iron Store - **Structure 3.6**). Small office building of rendered brick or concrete block, with pitched roof clad with modern profiled steel sheet. Pent-roofed lean-to with louvred doors to north. Pent-roofed porch to west. Replacement softwood fenestration. No internal features of note.

Architectural Interest

5.220 None.

Historic Interest

5.221 Building 23 forms part of a group of small Air Ministry and Admiralty ancillary buildings erected at the western end of the dockyard before, during and after Second World War.

5.222 Lying directly between No. 2 Building Slip (**Structure 2.16**) and Building 22 (Former Admiralty Building 11A Net Shed - **Structure 4.19**), Building 23 is most likely associated with both, being the likely office building for the dockyard's wartime anti-submarine and anti-torpedo activity. It later served as Admiralty Warship Support Agency (WSA) offices (2001-2005).

Setting

Physical surroundings

5.223 Building 23 forms part of a group of small ancillary buildings constructed in the western end of the dockyard before, during and after Second World War. The relationship of these buildings to the remainder of the dockyard has been greatly diminished by the demolition of the intervening former RAF barrack blocks and mess buildings and the construction of post-war civil buildings.

Experience of the asset

5.224 Building 23 lies in a part of the dockyard with no public access. It is experienced as a nondescript building of no immediately apparent historic origin or purpose.

Associative relationships with other assets

5.225 Located close to No. 2 Building Slip (**Structure 2.16**) and Building 22 (Former Admiralty Building 11A Net Shed - **Structure 4.19**), Building 23 is most likely associated with both, being the likely office building for the dockyard's wartime anti-submarine activity.

5.226 As a naval office building, Building 23 has a functional relationship with Building 9 (Office / Stores - **Structure 5.7**), Building 15 (Former Pater Fort Soldier's Barracks, latterly Admiralty Main Office - **Structure 3.5**), Building 16 (Former Admiralty Shipwright's Office - **Structure 5.13**) and the Former Oakum Store (one-time Admiralty Building 40 Port HQ and Mess - **Structure 2.22**).

5.227 Building 23's primary association is as one of a number of small Air Ministry and Admiralty ancillary buildings erected at the western end of the dockyard before, during and after the Second World War. It forms a group with the contemporary Building 20 (Former Admiralty Building 13A

Substation - **Structure 4.17**), Building 22 (Former Admiralty Building 11A Net Shed - **Structure 4.19**), Building 24 (Former Admiralty Building 14A Stores - **Structure 4.21**) and the earlier Building 26 (Former Iron Store - **Structure 3.6**).

Summary of Significance

- 5.228 Building 23 is one of a number of small ancillary Air Ministry and Admiralty structures, many of standardised design, erected towards the western end of the dockyard before, during and after the Second World War.
- 5.229 These structures are of historic interest because of the nationally important role Pembroke Dock played during the Second World war in anti-submarine and anti-torpedo protection, coupled with the site's key role in the aerial protection of trans-Atlantic convoys. Building 23 appears to be of elevated significance because of its association with Building 22 (Former Admiralty Building 11A Net Shed - **Structure 4.19**) and, by implication, Building 29 (Former Admiralty Building 17A Boom Shed - **Structure 4.24**), both critical to the dockyard's nationally important role during the Second World war in anti-submarine and anti-torpedo protection, also the site's key role in the aerial protection of trans-Atlantic convoys. Its post-war uses are less significant.
- 5.230 The loss of the former RAF barracks and mess buildings, and the erection of modern buildings in their place, has led to these small buildings being isolated in a peripheral part of the dockyard with no public access.





Structure 4.21 - Building 24 Stores (Former Admiralty Store, previously Admiralty Building 14A Stores) (MHPA Bldg. M673)

5.231 Not designated.

Description

5.232 Situated at the north-west corner of the dockyard, c. 30 m south-east of Building Slip No. 1 (**Structure 2.15**), between Former Battery Room &c. (**Structure 3.10**) and Former Iron Store (**Structure 3.6**).

5.233 Larger rendered shed. 6 windows (3 each to east and west sides) infilled or with louvred panels. Double doorway with planked door in west gable. Inserted door and small window in east gable. Upper gables and pitched roof clad with modern profiled steel sheet. Interior not inspected.

Architectural Interest

5.234 None.

Historic Interest

5.235 Following the closure of the majority of the naval dockyard in 1926, the land on which Building 24 stands 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 and to allow extensions to the existing Admiralty anti-submarine and anti-torpedo boom depot. The building remained in Admiralty use until the disposal of the much-reduced dockyard in 2008.

Setting

Physical surroundings

5.236 Building 24 forms part of a group of small ancillary buildings in the western end of the dockyard erected before, during and after Second World War. The relationship of these buildings to the remainder of the dockyard has been greatly diminished by the demolition of the intervening former RAF barrack blocks and mess buildings and the construction of post-war civil buildings.

Experience of the asset

5.237 Building 24 lies in a part of the dockyard with no public access. It is experienced as a nondescript building of no immediately apparent historic origin or purpose.

Associative relationships with other assets

5.238 Building 24's primary association is as one of a number of small Air Ministry and Admiralty ancillary buildings erected at the western end of the dockyard before, during and after the Second World War. It forms a group with the contemporary Building 20 (Former Admiralty Building 13A Substation - **Structure 4.17**), Building 22 (Former Admiralty Building 11A Net Shed - **Structure 4.19**), Building 23 (Former Admiralty Building 12A Offices - **Structure 4.20**), Building 25 (Former Admiralty Building 14A Stores - **Structure 4.22**) and Building 26 (Former Iron Store - **Structure No. 3.6**).

Summary of Significance

5.239 Building 24 is one of a number of small ancillary Air Ministry and Admiralty structures, many of standardised design, erected towards the western end of the dockyard before, during and after the Second World War.

BUILT HERITAGE STATEMENT OF SIGNIFICANCE

- 5.240 These structures are of historic interest because of the nationally important role Pembroke Dock played during the Second World War in anti-submarine and anti-torpedo protection, coupled with the site's key role in the aerial protection of trans-Atlantic convoys. Building 24 is of reduced significance however, because of its plain appearance and ancillary function.
- 5.241 The loss of the former RAF barracks and mess buildings, and the erection of modern buildings in their place, has led to these small buildings being isolated in a peripheral part of the dockyard with no public access.





Structure 4.22 - Building 25 Stores (Former Admiralty Store, previously Admiralty Building 14A Stores) (MHPA Bldg. M674)

5.242 Not designated.

Description

5.243 Situated at the north-west corner of the dockyard, c. 27 m south-east of Building Slip No. 1 (**Structure 2.15**), between Former Battery Room &c. (**Structure 3.10**) and Former Iron Store (**Structure 3.6**). Rendered L-plan shed. Steel double doors to south and north. Two upvc doors to west. No windows. Mono-pitch roof clad with modern profiled steel sheet. Small lean-to in angle of no interest. Interior not inspected.

Architectural Interest

5.244 None.

Historic Interest

5.245 Following the closure of the majority of the naval dockyard in 1926, the land on which Building 25 stands 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 and to allow extensions to the existing Admiralty anti-submarine and anti-torpedo boom depot. The building remained in Admiralty use until the disposal of the much-reduced dockyard in 2008.

Setting

Physical surroundings

5.246 Building 25 forms part of a group of small ancillary buildings erected in the western end of the dockyard before, during and after Second World War. The relationship of these buildings to the remainder of the dockyard has been greatly diminished by the demolition of the intervening former RAF barrack blocks and mess buildings and the construction of post-war civil buildings.

Experience of the asset

5.247 Building 25 lies in a part of the dockyard with no public access. It is experienced as a nondescript building of no immediately apparent historic origin or purpose.

Associative relationships with other assets

5.248 Building 25's primary association is as one of a number of small Air Ministry and Admiralty ancillary buildings erected at the western end of the dockyard before, during and after the Second World War. It forms a group with the contemporary Building 20 (Former Admiralty Building 13A Substation - **Structure 4.17**), Building 22 (Former Admiralty Building 11A Net Shed - **Structure 4.19**) and Building 23 (Former Admiralty Building 12A Offices - **Structure 4.20**).

Summary of Significance

5.249 Building 25 is one of a number of small ancillary Air Ministry and Admiralty structures, many of standardised design, erected towards the western end of the dockyard before, during and after the Second World War.

5.250 These structures are of historic interest because the nationally important role Pembroke Dock played during the Second World War in anti-submarine and anti-torpedo protection, coupled with the site's key role in the aerial protection of trans-Atlantic convoys. Building 25 is of reduced significance however, because of its plain appearance, altered condition and ancillary function.

- 5.251 The loss of the former RAF barracks and mess buildings, and the erection of modern buildings in their place, has led to these small buildings being isolated in a peripheral part of the dockyard with no public access.





Structure 4.23 - Building 28 Workshop (Former Admiralty Workshops, previously Admiralty Building 16A Stores & Workshops) (MHPA Bldg. M677)

5.252 Not designated.

Description

5.253 Situated at the north-west corner of the dockyard, c. 5 m north of Building 29 (Former Admiralty Building 17A Boom Shed - **Structure 4.24**) and c. 50 m east of the western Dockyard Wall (**Structure 2.1**). Small red-brick stores / workshop building with open-fronted lean-to area to west. Pitched roof, cat-slide roof and south gable clad with modern profiled steel sheet. Monolithic reinforced concrete sills and lintels. Softwood trusses to catslide canopy. Modern replacement upvc doors and windows. No internal features of note.

Architectural Interest

5.254 None.

Historic Interest

- 5.255 Building 28 forms part of a group of small Admiralty ancillary buildings erected at the western end of the dockyard before, during and after the Second World War.
- 5.256 Lying between No. 2 Building Slip (**Structure 2.16**) and Building 29 (Former Admiralty Building 17A Boom Shed - **Structure 4.24**), Building 28 is most likely associated with the Admiralty depot's important activity in both the manufacture of anti-torpedo and anti-submarine nets and their deployment between the Solway and Portland.

Setting

Physical surroundings

5.257 Building 28 forms part of a group of small ancillary buildings erected in the western end of the dockyard before, during and after Second World War. The relationship of these buildings to the remainder of the dockyard has been greatly diminished by the demolition of the intervening former RAF barrack blocks and mess buildings and the construction of post-war civil buildings.

Experience of the asset

5.258 Building 28 lies in a part of the dockyard with no public access. It is experienced as a nondescript building of no immediately apparent historic origin or purpose.

Associative relationships with other assets

- 5.259 Lying between No. 2 Building Slip (**Structure 2.16**) and Building 29 (Former Admiralty Building 17A Boom Shed - **Structure 4.24**), Building 28 is most likely associated with the various Admiralty structures associated with anti-torpedo and anti-submarine defences, including particularly Building 22 (Former Admiralty Building 11A Net Shed - **Structure 4.19**) and Building 29 (Former Admiralty Building 17A Boom Shed - **Structure 4.24**).
- 5.260 Building 28's primary association is as one of a number of small Air Ministry and Admiralty ancillary buildings erected at the western end of the dockyard before, during and after the Second World War. It forms a group with the contemporary structures of the post-1926 Admiralty depot and shipyard.

Summary of Significance

- 5.261 Building 28 is one of a number of small ancillary Air Ministry and Admiralty structures, many of standardised design, erected towards the western end of the dockyard before, during and after the Second World War.
- 5.262 These structures are of historic interest because of the nationally important role Pembroke Dock played during the Second World war in anti-submarine and anti-torpedo protection, coupled with the site's key role in the aerial protection of trans-Atlantic convoys. Whilst apparently a rather generic building with few features to indicate any important functional role, Building 28 appears to be of slightly elevated significance because of its likely association with Building 29 (Former Admiralty Building 17A Boom Shed - **Structure 4.24**) and, by implication Building 22 (Former Admiralty Building 11A Net Shed - **Structure 4.19**), both critical to the dockyard's nationally important role during the Second World war in anti-submarine and anti-torpedo protection, also the site's key role in the aerial protection of trans-Atlantic convoys. Its post-war uses are less significant.
- 5.263 The loss of the former RAF barracks and mess buildings, and the erection of modern buildings in their place, has led to these small buildings being isolated in a peripheral part of the dockyard with no public access.





Structure 4.24 - Building 29 Blast / Spray Shop (Former Admiralty Rigging Shed, previously Admiralty Building 17A Boom Shed) (MHPA Bldg. 678)

5.264 Not designated.

Description

5.265 Situated at the north-west corner of the dockyard, c. 5 m north of the Timber Pond (**Structure 2.14**) and c. 15 m east of the western Dockyard Wall (**Structure 2.1**).

5.266 C. 1940-41, large steel-framed shed on red brick plinth, 6 bays with sawtooth profile north-lit roof, clad with modern profiled steel and acrylic (translucent) sheet. Wide double-height roller door to north. Two modern vent stacks to east elevation. Interior not inspected.

5.267 Originally Admiralty 'Boom Shed' for the storage, repair and/or manufacture of components for the anti-submarine, anti-torpedo and anti-torpedo-boat booms that protected the UK's estuaries and harbours from the Solway to Portland.

Architectural Interest

5.268 None.

Historic Interest

5.269 Following the closure of the majority of the naval dockyard in 1926, the Admiralty retained land at the western end of the dockyard for bunkering ships and for anti-submarine and anti-torpedo boom defences. This building was used for the manufacture, repair and/ or storage of boom components used within estuaries and harbours from the Solway to Portland. The building remained in Admiralty use, latterly as 'Rigging Shed', then as a sand-blasting and spray-painting shop, until the disposal of the much-reduced dockyard in 2008.

Setting

Physical surroundings

5.270 Building 29 lies in close physical proximity to the Timber Pond (**Structure 2.14**), which it dominates because of its large size. Between this building and Building Slips Nos. 1 and 2 (**Structures 2.15** and **2.16**), which would have been used for the launch of the booms, are extensive Second World War concrete hardstandings with embedded railway tracks that will have been used to transport incoming materials and to move the booms to the slipways for launching. Building 29 forms part of a group of Air Ministry and Admiralty ancillary buildings erected at the western end of the dockyard before, during and after the Second World War. The relationship of these buildings to the remainder of the dockyard has been greatly diminished by the demolition of the intervening former RAF barrack blocks and mess buildings and the construction of post-war civil buildings.

Experience of the asset

5.271 Building 29 lies in a part of the dockyard with no public access. It is experienced as a large and dominant building whose scale and sawtooth roofline are reminiscent of the two Sunderland Hangars at the opposite end of the dockyard (**Structures 4.1** and **4.2**).

Associative relationships with other assets

5.272 Building 29 lies in close proximity to the Timber Pond (**Structure 2.14**). This juxtaposition was undoubtedly deliberate, although no aerial photos have been found that show the Timber Pond

being used for testing boom equipment. Building 29 is most closely related in terms of function with Building 22 (Former Admiralty Building 11A Net Shed - **Structure 4.19**) and Building Slips Nos. 1 and No. 2 (**Structures 2.15** and **2.16**, used for the launch of the booms), to which Building 29 is connected by surviving embedded railway tracks.

- 5.273 Building 29 is one of a number of Air Ministry and Admiralty ancillary buildings erected at the western end of the dockyard before, during and after the Second World War.

Summary of Significance

- 5.274 Building 29 is one of a number of ancillary Air Ministry and Admiralty structures, many of standardised design, erected towards the western end of the dockyard during the Second World War.
- 5.275 These structures are of historic interest because of the nationally important role of Pembroke Dock in anti-submarine and anti-torpedo protection, coupled with the site's key role in the aerial protection of trans-Atlantic convoys. Whilst of little architectural value, Building 29 is of heightened significance because of its comparatively large size, distinctive roofline and monumental quality, and because of its important wartime function.
- 5.276 The loss of the former RAF barracks and mess buildings, and the erection of modern buildings in their place, has led to this building being isolated in a peripheral part of the dockyard with no public access.







Structure 4.25 - Ally's Books (Former Hayes Building 9H Canteen, previously Admiralty Canteen)

5.277 Not designated.

Description

5.278 Located c. 30 metres south-west of the Graving Dock (**Structure 2.17**), towards the north-western corner of the dockyard.

5.279 L-Plan timber-framed shed, clad with modern profiled steel sheet. Interior not inspected.

5.280 First shown as 'Workmen's Mess' on Admiralty drawing 2414/41 of 1941. Whilst later allocated to the Hayes civilian shipyard, the building was designed for the Admiralty and presumably provided at Government expense.

Architectural Interest

5.281 None, due to functional initial construction and subsequent extensive modification.

Historic Interest

5.282 Built in 1940-41 as a mess for the small Admiralty repair yard established in 1940, employing 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 primary interest of the Ally's Books building lies in its role as an ancillary structure associated with Pembroke Dock's role during the Second World War in the repair of Admiralty craft. The building's continued post-war use as part of the Hayes' dockyard is of less interest.

Setting

Physical surroundings

5.283 The Ally's Books building forms part of a surviving cluster of pre-war, wartime and post-war Air Ministry and Admiralty buildings located at the western end of the present dockyard. It forms part of a cluster of declining buildings that remain in multiple ephemeral uses.

Experience of the asset

5.284 Currently used for the storage of books, the appearance of the building is greatly marred by the modern exterior 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.

Associative relationships with other assets

5.285 The Ally's Books building has a historic functional association with the adjacent Graving Dock (**Structure 2.17**), the Former Foremen's Office (later Hayes Building 10H Offices - **Structure 2.23**), the Former Shed for Docking Gear (later Hayes Building 7H Store - **Structure 3.4**), Building 26 Workshop (Former Admiralty Workshop, previously Building 2H Hayes Joiner's Shop, previously Iron Store - **Structure 3.6**), Former Testing House (later Hayes Building 5H Stores - **Structure 3.8**), Former Pattern & Gunnery Fitting Shop (later Hayes Building 4H Machine Shop - **Structure 3.7**) and the post-war Hayes Canteen (**Structure 5.42**).

Summary of Significance

- 5.286 The significance of the Ally's Books building is principally vested in its historic interest as a Second World War welfare building erected at the Admiralty's expense so that the workmen in the wartime dockyard had a clean and hygienic place to eat their meals. Whilst the building has a clear functional relationship with the adjacent Grade II* listed Graving Dock, its significance is greatly diminished by its modern cladding.





Phase 4 Overall Summary of Significance

- 5.287 As indicated on Figure 1, Phase 4 buildings can be split between those erected by the Air Ministry following the lease of much of the dockyard to this department following the end of shipbuilding in 1926 and those erected by the Admiralty within the western part of the dockyard which had been retained as a maintenance and refuelling depot.
- 5.288 The flying boat base established here expanded during the Second World War to become the largest such base in the world. This aspect of the dockyard's use during Phase 4 has attracted the most attention, with the retained Admiralty base at the western end being much overlooked.
- 5.289 Many of the earlier buildings from the naval shipbuilding era were removed by the Air Ministry to create the flying boat base, and a great many more were constructed although few of these are still present. Most prominent are the two large Sunderland hangars which are both listed at Grade II (**Structures 4.1** and **4.2**). These dominate the eastern part of the dockyard and remain in use, albeit not for their original function as the locations for storage and maintenance of the Sunderland flying boats. Work is currently underway on the repair of some of the external annexes to these hangars, which are likely to be contemporary rather than later additions.
- 5.290 The two hangars are designated as listed building as they represent the most visible remains of this important wartime role played by the dockyard. They are also very rare examples of this building type, with only one other known in the world. Just to the north of the western Sunderland hanger is a small Air Ministry repair workshop (**Structure 4.3**) which has clear associations with the two hangars. This building is not designated but is of some importance, even though later buildings have been attached at either end.
- 5.291 Few other structures associated with the Air Ministry period of occupation have survived to the present day. A small substation building (**Structure 4.5**) to the rear of Nos. 1 and 2 the Terrace (**Structure 2.6**) is of limited interest, whereas the RAF pier (**Structure 4.4**) is more significant as it is the only surviving waterfront structure from this phase. A third wartime hangar is still present within the western part of the dockyard (**Structure 4.6**). This was constructed by the Air Ministry for the maintenance of Catalina flying boats and has survived due to its usefulness for other marine-related activities in the post-war period. It is not a rare type and has been heavily modified, therefore it is of limited interest other than as a rare survival of a Phase 4 Air Ministry building.
- 5.292 The two bomb stores just outside the south-western corner of the dockyard (**Structures 4.11** and **4.12**) have recently been designated as a Scheduled Monument, recognising their importance as surviving elements of the RAF wartime activity.
- 5.293 The surviving Phase 4 Admiralty buildings represent tangible elements pointing to a historic role of the dockyard that perhaps does not receive as much recognition as it should do. The facility retained and developed by the Admiralty at the western end of the dockyard played a vital role during the Second World War, both in terms of refuelling and pulling together the convoys for the North Atlantic crossings, and also with regard to co-ordinating boom defences along the western coast of the United Kingdom.
- 5.294 These Admiralty buildings are generally utilitarian in terms of design, with only the Former Gatehouse (**Structure 4.13**) showing any signs of architectural flourish. The Former Rigging Shed (**Structure 4.24**) has some merit by virtue of its size and distinctive roofline. Most have been reused within the post-war dockyard and, in some cases, this has required modifications and extensions. However, some are relatively unaltered and their initial function can still be ascertained – this includes the Former Sentry Pillbox (**Structure 4.10**), the Former Ready Use Pyrotechnic Building (**Structure 4.7**) and the Former Signal Tower (**Structure 4.15**) located on the Carr Jetty.
- 5.295 Several of the buildings are located within a cluster of structures currently used for car repairs and associated activities, and this poor setting detracts from their significance.