

BUILDING RECORDING REPORT

SCCAS REPORT No. 2009/233

Air-raid shelter, bulk fuel installation and water tank, RAF Feltwell NHER 4942

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R. Brooks
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Contents

Summary

	Page
1. Introduction	1
2. The recording	1
2.1 Site location	1
2.2 Historical background	1
3. Methodology	4
4. Results	5
4.1 Air-raid shelter	5
4.2 Bulk fuel installation	10
4.3 Water tank	20
5. Archive deposition	23
6. Contributors and acknowledgements	23
7. Bibliography	23

List of Figures

Figure 1. Site location maps	2
Figure 2. Plan of the BFI with approximate scale	3
Figure 3. Plan and sections of air-raid shelter	8
Figure 4. Bulk Fuel Installation plan and profiles	11
Figure 5. Water tank plan	22

List of Tables

Table 1. Tank pipe details	13
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List of Plates

Plate 1. The air-raid shelter, looking east	5
Plate 2. Construction lip on exterior entrance wall, looking north	6
Plate 3. Hatch, looking north	6
Plate 4. Internal view of structure from opening, looking north	7
Plate 5. Composite photo of the BFI, looking north	9
Plate 6. Signs from tank manholes detailing cleaning of the tanks	10
Plate 7. Sign found during machine stripping of tanks	10
Plate 8. Bitumen cladding	12
Plate 9. Tank pipes, looking south	14
Plate 10. Concrete rings after main tank removal	15
Plate 11. Reinforced and shored walls	16
Plate 12. Larger casts	17
Plate 13. Smaller casts, looking east	18
Plate 14. Water tank, looking south-east	21
Plate 15. Manhole and rungs	21

List of Appendices

Appendix 1: Full Photographic Record (photographs on accompanying CD)

Summary

An archaeological survey was carried out at three sites on RAF Feltwell, Norfolk. This revealed three largely concrete structures that had been built and used during and after World War II. These included a square water tank (WT), an L-shaped air-raid shelter (ARS) and a diesel and leaded petroleum bulk fuel installation (BFI).

The air-raid shelter had no surviving internal features and the walls and roof were reinforced with metal rods and mesh. It was entered by a stairwell at the northern end and had a probable ventilation hole in the roof at the southern end, covered by a grate. It appears to be a variation of the Stanton type.

The water tank was fully intact and had a manhole in the south-east corner. A number of other features were also recorded and probably relate to the construction of the tank.

The largest structure, the fuel installation, was made up of six underground fuel tanks. The top of the tanks was accessed by four walkways, all of which were buried under a mound of topsoil. A chalk, mortar and plaster compound abutted the structure to reinforce certain walls. Other walls were reinforced with metal rods. Pipes, cast metal stands and other features of unknown function survived. The structure was partly damaged during decommissioning in the mid 1960s.

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1. Introduction

Surveys to record a WWII air-raid shelter, bulk fuel installation (BFI) and water tank were undertaken ahead of housing development on RAF Feltwell, Feltwell, Norfolk (Fig. 1). The work was a condition on the consent for the construction works and was based around a Written Scheme of Investigation prepared by Jo Caruth (Suffolk County Council Archaeology Service). The work was carried out from the 31st July to 3rd August 2009 and was funded by MoD Defence Estates USF to fulfil a condition on planning application 08/02234/FM.

2. The recording

2.1 Site location

The ground level of all three sites lay at c.10m above the Ordnance Datum and each structure was covered by 0.05-0.85m of topsoil. The air-raid shelter (ARS) was located at TL 7108 9040, the bulk fuel installation (BFI) at TL 7112 9032 and the water tank (WT) at TL 7093 9036 (Fig. 1). The structures are all situated on RAF Feltwell, Norfolk. The use of the land on each site was as grassland, with the BFI being located in the centre of a roundabout.

2.2 Historical background

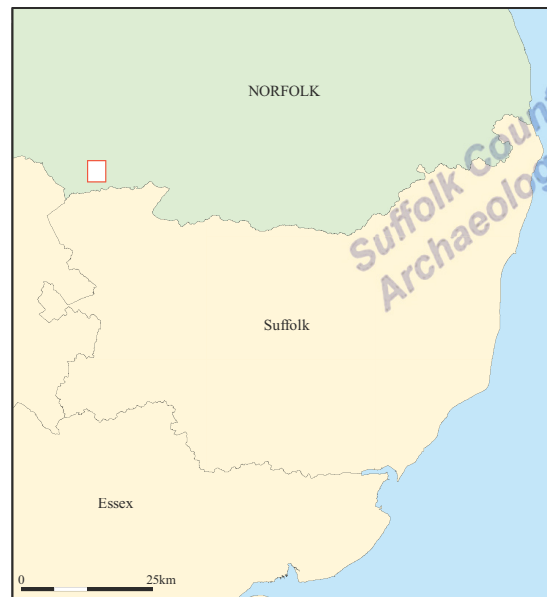
The airbase was originally used for flight training during WWI. It increased in size in 1937, with squadrons from Bomber Command stationed there until 1946. Although the scale of operations was small during the beginning of WWII, by April 1940 sorties were flying out on three or four nights a week. The base itself also sustained some attacks during February and March, 1941 (Drewitt, 1953).

There are very few details regarding the structures recorded in this project. However there is a detailed plan of the BFI that shows some features that were not uncovered by the archaeological survey, or had been destroyed already. These include the pipe work, the storekeeper's shelter and various standpoints and manifolds (Fig. 2). It also suggests that the tanks functioned

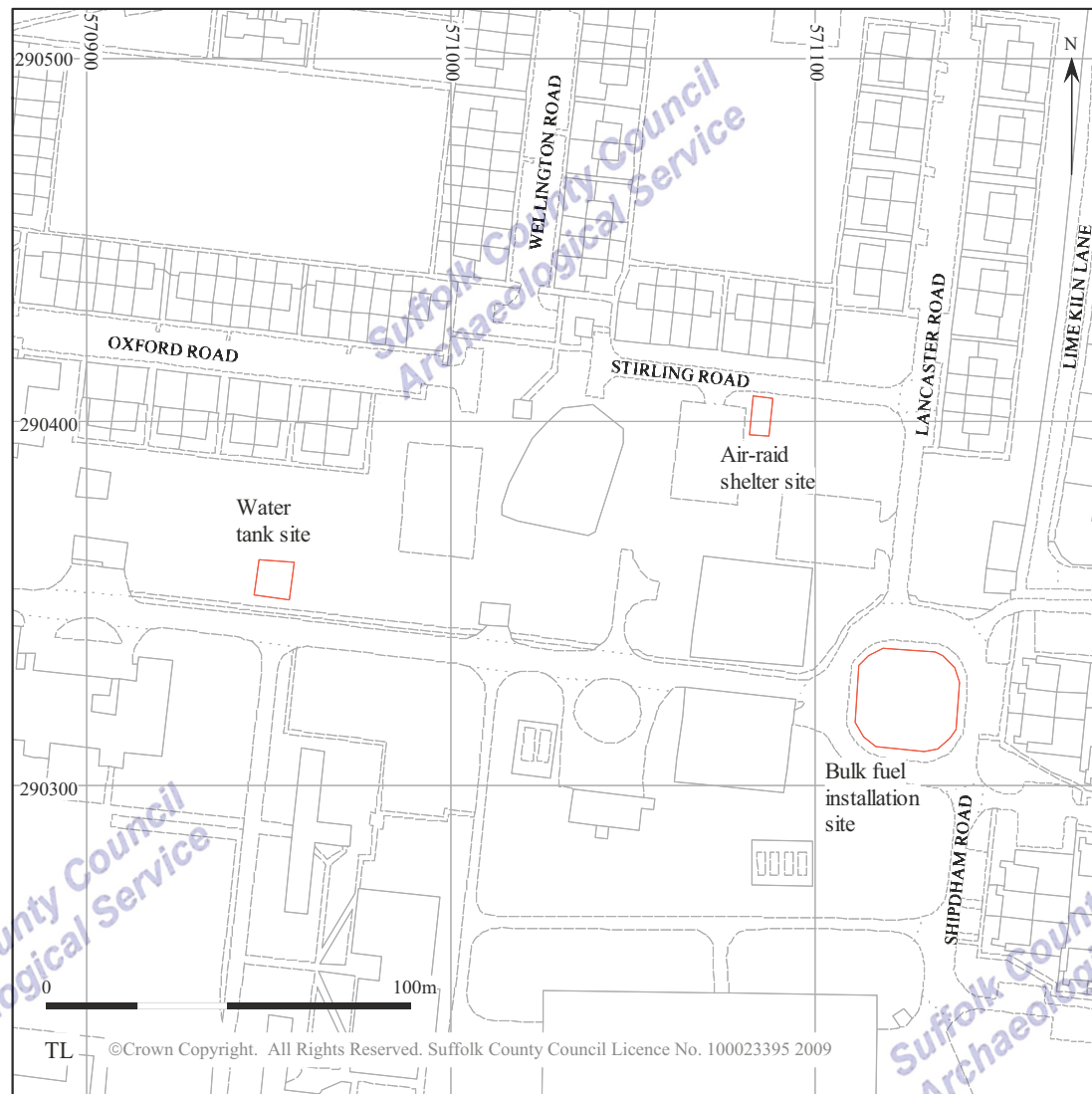
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Figure 1. Site location maps

mainly as diesel tanks. Tank 6 was specifically reserved for Diesel Engine Road Vehicles (DERVs) and Tank 5 was apparently not in use. References to Tank numbers within the rest of the report will be in accordance with this plan. The plan was supplied by the building contractor from MoD records. The author and date are unknown.

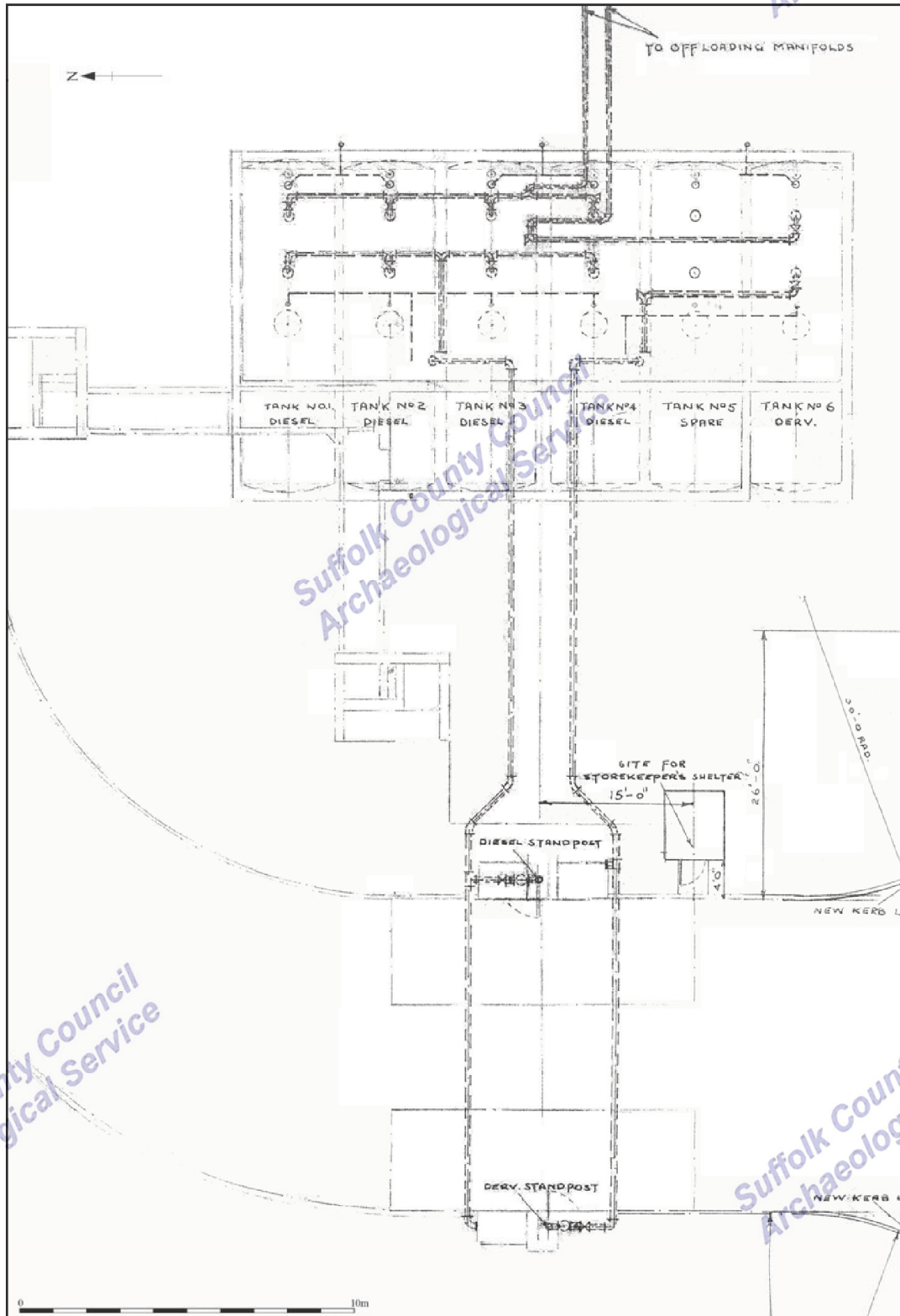


Figure 2. Plan of the BFI with approximate scale (unknown author and date)

3. Methodology

Each structure had the topsoil and other overburden removed by a mechanical digger using toothed or ditching buckets as necessary. The top of the BFI was entirely exposed, with hand excavation being used to clean smaller details. Much of the west side of the air-raid shelter was also uncovered, including the entrance and associated stairway and a c.0.6m wide trench was dug to reveal the full depth of the shelter. The top of the water tank was exposed. Two areas of the BFI could not be fully exposed by machining or hand cleaning. The first of these was at the north end of walkway 'H1' and the second was the area directly north-east of concrete block 'L' near the south-west corner of the BFI (Fig. 4).

A photographic record was made of each structure as it was uncovered using a DSLR camera set to 300 x 300 dpi resolution for colour photography and a film SLR camera for monochrome black and white photography. Photographs were taken of each structure from various angles and details of both the air-raid shelter and BFI were also taken close up and these are all included in the archive. 1:50 plans were made of the air-raid shelter and BFI and the location and features of the water tank were plotted from OS points. The structures were located with a Real Time Kinematics GPS. Detailed internal records of the air-raid shelter could not be made due to the health and safety risks presented by the confined space.

Site data has been recorded using the Norfolk Historic Environment Record code NHER 4942. An OASIS form has been completed for the project (reference no. suffolkc1-65741) and a digital copy of the report submitted for inclusion on the Archaeology Data Service database (<http://ads.ahds.ac.uk/catalogue/library/greylit>).

4. Results

4.1 Air-raid shelter (Fig. 3)

The air-raid shelter is located 1.6m south of Stirling Road and the main length of the structure runs north-south, following the line of the car park (Fig. 1). At the northern end of the feature on the western side was the entrance (Plate 1). The shelter was constructed of concrete that had been reinforced with c.0.01m thick metal rods. It appears that the concrete for the stairwell wall had possibly been poured *in-situ* up to the height of the top and second step. This was shown by the concrete lip left along the exterior of the entrance walls where the concrete had apparently spilt over the top of the construction trench or mould (Plate 2 and Section 1, Fig. 3). Use of this technique would explain the presence of the undisturbed chalk abutting the structure at its foundations. Otherwise, the concrete lip may represent a screed used to level the wall before the upper walls of the stairwell were constructed.

In plan the air-raid shelter was 'L' shaped with the main body of the structure measuring c.2.6m east-west x c.9.35m north-south (Fig. 3). The entrance-way extended c.2.2m west from the main structure and was c.1m wide north-south. The external height of the structure from the top of the main body to the base of the floor slab was 2.3m. The thickness of the walls, ceiling and floor varied. The walls to the entrance and the areas where the roof was flat measured c.0.1-0.12m thick. The sloping portion of ceiling became visibly thicker further down the structure and was calculated to vary from c.0.14-0.25m. The side walls also increased in thickness from c.0.14-0.19m. The base/floor is thought to be c.0.18m thick (Fig. 3).



Plate 1. The air-raid shelter, looking east



Plate 2. Construction lip on exterior entrance wall, looking north

At the south end of the structure was an opening, which was c.0.65m (E-W) x c.0.65m (N-S). Reinforcing rods (c.0.02m diameter) and a metal mesh emerged partially from the sides of the hole and appeared to have covered it at some point. A rough concrete border surrounded the hatch. This is either evidence of the slab that had been used to cover the opening (that was removed during the archaeological evaluation of the site) or is evidence of some other feature, such as a wall (Plate 3). The removed slab was thought to be a post-war addition to seal off the feature. The hatch functioned either as a



Plate 3. Hatch, looking north

ventilation hole, (hence the mesh and reinforcing rods that may have run across the feature), or as an emergency escape. Such secondary exits are seen on many similar shelters and would have consisted of a ladder inside a square structure that emerged several c.1m from the soil that covered the main body of the shelter.

Entrance to the shelter would have been via nine steps that had c.0.2m treads x c.0.2m risers and were c.0.8m wide. The top four stairs were uncovered by hand excavation. The walls to the entrance were reinforced with metal rods and mesh. The main length of the structure consisted of one main chamber with a wall that ran from the west wall halfway across the structure and was flush with the entrance wall (Plate 4 and Section 2, Fig. 3).



Plate 4. Internal view of structure from opening, looking north

No internal features were still *in-situ* within the shelter, although several blocks of bricks and mortar were still visible, as were several pieces of wood and part of an oil drum (Plate 4).

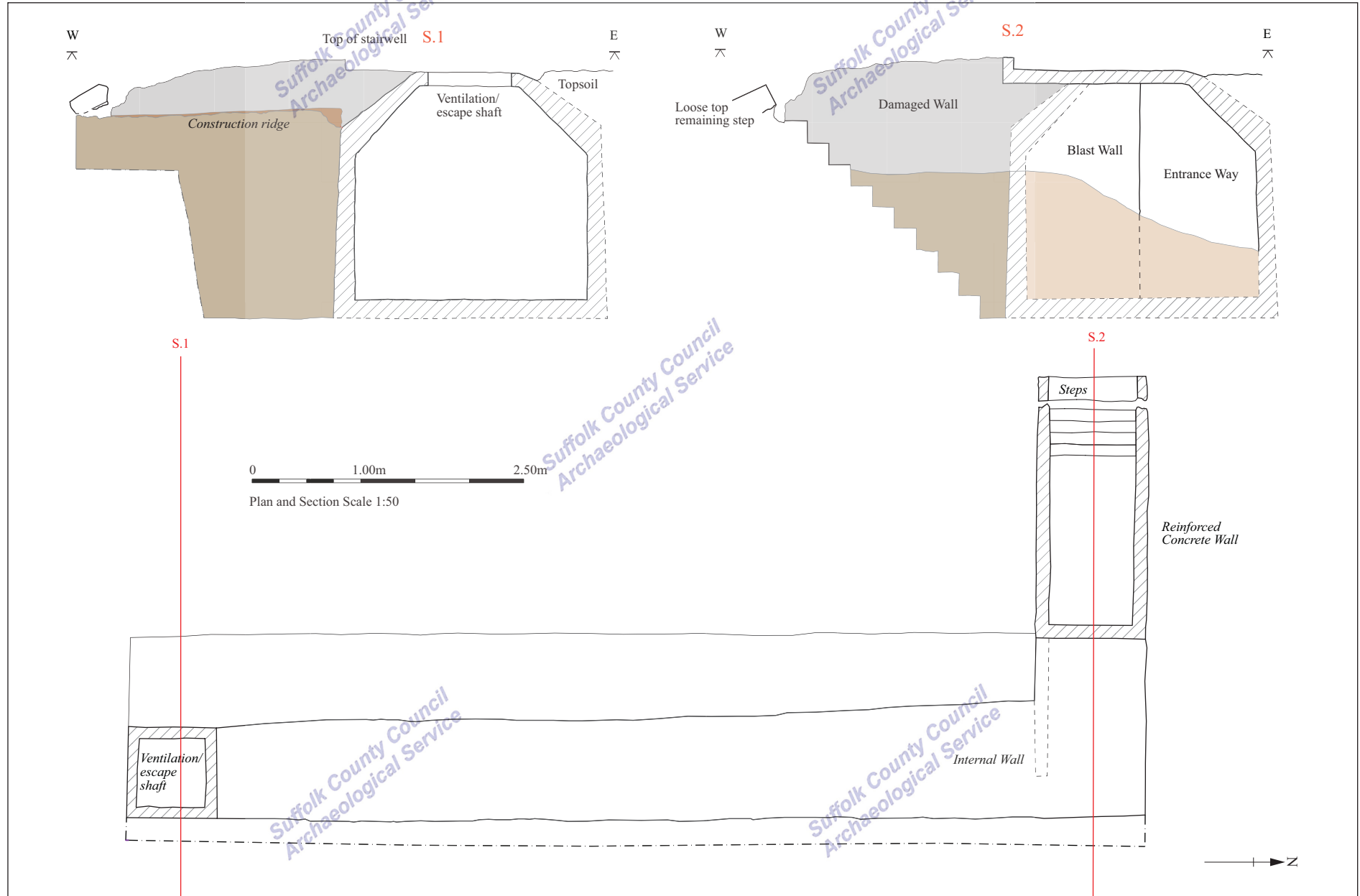


Figure 3. Plan and sections of air-raid shelter

4.2 Bulk fuel installation

The BFI was located on the roundabout between Bird View Square and Lancaster Road and was covered with varying depths of topsoil from c.0.2-0.7m (Fig. 1). The greatest depth of topsoil was in the centre of the roundabout. During 1964 the tanks were finally decommissioned and in 1965 they were cleaned and some apparently filled with water (Plate 6). Although the historical plan of the installation shows 5 of the 6 tanks as being diesel related, an unstratified sign found during machining of the area stated that leaded petroleum was also stored (Plate 7). The main plan of the BFI (Fig. 4) has been labelled with letters which correspond to the text below.



Plate 5. Composite photo of the BFI, looking north



Plate 6. Signs from tank manholes detailing cleaning of the tanks



Plate 7. Sign found during machine stripping of tanks

Note. Plate 7 reads:

‘THIS TANK HAS CONTAINED
LEADED PETROLEUM SPIRIT
IT MUST NOT BE ENTERED
UNLESS THE PRESCRIBED
REGULATIONS ARE COMPLIED WITH’

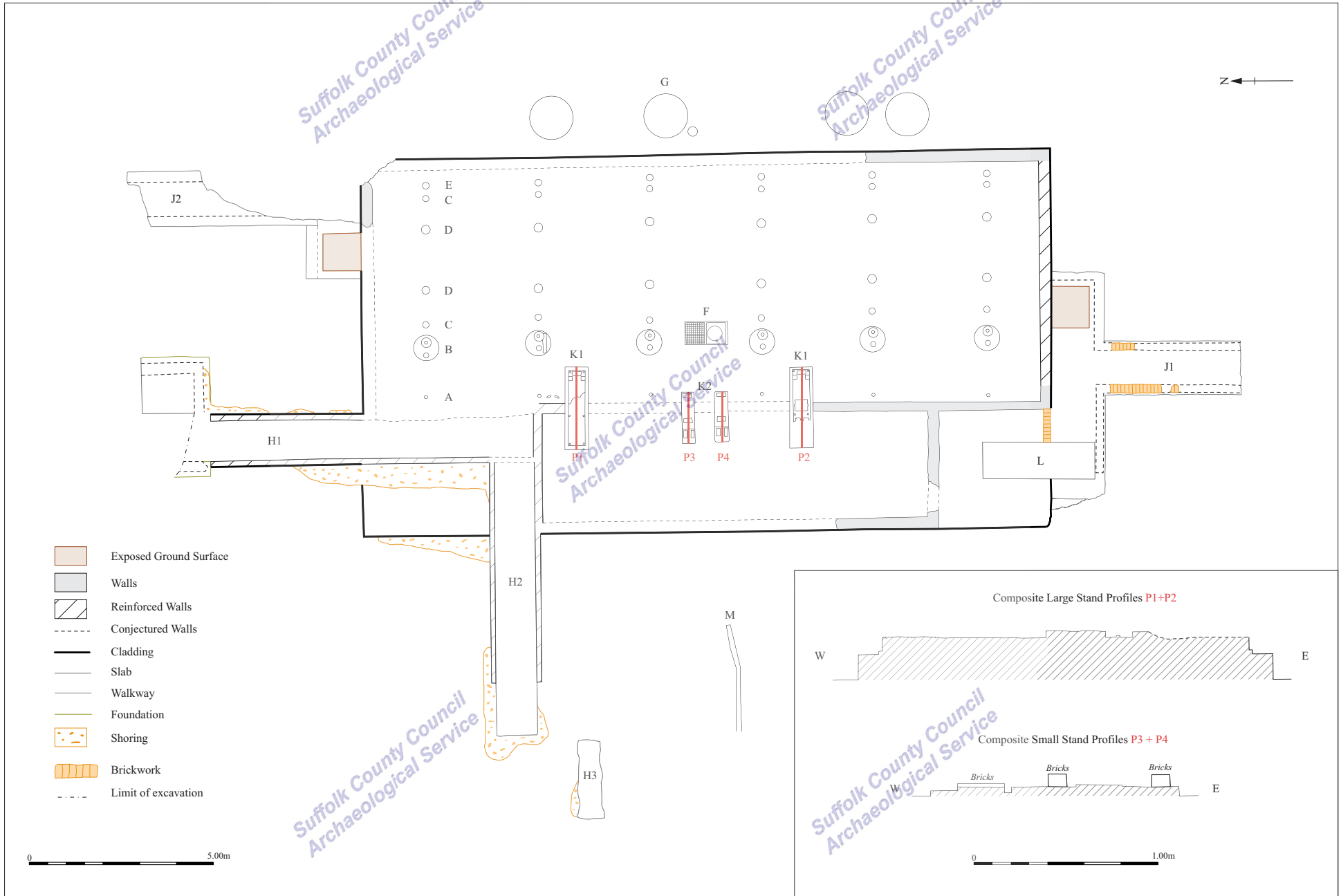


Figure 4. Bulk Fuel Installation plan and profiles

4.2.1 Below ground level structures

The tank body

The main body of the structure was buried below ground level. It was made up of six metal tanks within a concrete superstructure and was rectangular in plan, with the top slab measuring c.18.6m (N-S) x c.10.3m (E-W) x c.0.16m thick (Figs. 2 and 4). The depth of the tanks was >3m. Around the exterior of the top slab was a black cladding, probably made of bitumen. This was 0.02m thick and in places ran 0.2m down the sides of the tanks (Plate 8). It also covered two areas in the north-west and south-west corners of the structure. The area in the north-west corner measured 3.4m (N-S) x 2m (E-W) and in the south-west corner it was 3m (N-S) x 1.3m (E-W). The function of the cladding was uncertain as it did not seem to cover the structure sufficiently to counter spillage or to stop water infiltrating the concrete. Around most of the top slab and flush with its edges ran a concrete wall. This was 0.3m thick and reinforced with metal rods, although not as regularly as with some of the walls associated with the walkways. It was also clad with bitumen. The wall was partially demolished around the entirety of the structure and in places it was completely razed, being only visible as traces of rough concrete. Its original height was unclear. Along the southern edge of this wall was a 0.9m stretch made of brick instead of concrete. Internally little could be seen of the tank structure. However Figure 2 appears to identify E-W internal walls that are almost certainly the divisions between each tank. From this plan it is estimated that these divides were <c.0.3m wide. At both ends of each tank was a concave wall.



Plate 8. Bitumen cladding

Tank pipes (A-E)

Associated with each tank was a set of seven capped metal pipes of five different types, which have been classified by their height and diameter as per Plate 9 and Figure 4 and detailed in Table 1. All of types 'B'-'E' had pipes that extended 0.08-0.1m from the concrete. Mounted on top of these were plates which were bolted to the pipes. The total height from the concrete slab to the top of the capping plates was 0.12m for each type.

Pipe type	Measurements	Description
A	0.06m diameter nut. C.3m long rod, including 0.15m long cylindrical metal piece.	Attached to the nut was a long rod which had a cylindrical piece of metal at its base. It may have been a thermometer although there was no evidence of this. It seems likely that it may have functioned as a fuel gauge.
B	Pipe height – 0.095m. Plate diameter x thickness – 0.73m x 0.01m. Two 0.06m holes within the plate, one of which was mounted in a 0.23m diameter circular plate. External pipe diameter – 0.65m.	This was the largest pipe and plate. It may have functioned as a manhole, as well as having two pipes within the top plate. When the tanks were decommissioned these plates had signs attached to them detailing the processes that had taken place (Plate 6).
C	Pipe height – 0.09m Plate diameter x thickness – 0.17m x 0.01m. External pipe diameter – 0.08m.	There were two of these pipes per tank.
D	Pipe height – 0.08m. Plate diameter x thickness – 0.23m x 0.02m. External pipe diameter – 0.14m.	There were two of these pipes per tank.
E	Pipe height – 0.1m. Plate diameter x thickness – 0.2m x 0.01m. External pipe diameter – 0.11m.	

Table 1. Tank pipe details



Plate 9. Tank pipes, looking south

Grated manholes (F)

Between Tanks 3 and 4 on the surface of the top slab was an area of grating (Fig. 4 – F). This measured 1.15m (N-S) x 0.65m (E-W) and consisted of two individual grates. One of these was broken during the cleaning process and revealed a fixed round metal disc similar to the pipe covers described in Table 1. It had a diameter of 0.4m. It was surrounded by concrete rubble that had been tipped into the tank during the decommissioning process. As such its function was unclear.

Concrete rings (G)

Running along the east edge of the top slab were four rings with external diameters of 1.15m, which were made of c.0.5m thick concrete (Plate 10 and Fig. 4 – G). Two of these seemed to be associated with Tanks 2 and 3, although they were offset to the south. The third ring was aligned with Tank 5, although this was offset to the north. The ring associated with Tank 3 had a metal pipe on its south-east edge. This had a 0.25m external diameter. A fourth concrete ring was exposed after the removal of the main tank structure and was positioned just south of ring 3. It is uncertain as to whether these features were associated with the main fuel tanks, or were perhaps soak-aways performing some other function. Although their proximity to the tanks does suggest a connection with them, their irregular positioning is hard to explain, as is the difference in the colouration of the concrete compared to the rest of the structures. It is possible that they were features added at a later date to improve the functioning of the BFI.



Plate 10. Concrete rings after main tank removal

4.2.2 Above ground level structures

Various features relating to the BFI would have originally been found at least partially above ground level, although covered by earth in order to disguise and protect the structure and its contents. These include the walls for walkways and rooms, pumps with their associated stands and standpoints, equipment for monitoring the fuel status and levels, and shoring consisting of compacted chalk, mortar and plaster, as well as other features.

Reinforced walkways (H1, 2 and 3)

Two lengths of concrete flooring with associated walls emerge from the western edge and northern edge near the north-west corner of the main tank structure (Fig. 4 – H1, 2 and 3). The old plan of the structure shows that these two walkways were originally duplicates of each other (Fig. 2). The length running from the west edge extends out 5.5m (E-W), with 0.2m thick reinforced walls running along the first 4m from the tanks (H2). It is 1.4m wide including the walls. The reinforced walls along the walkways also ran on to the top of the main slab until they intercepted each other. A 2.15m (E-W) x 0.4m (N-S) concrete block (H3) is located near the western end of H2 and is thought to be associated. This consisted of a 0.1m thick slab, with a 0.05m overhang, on top of vertical concrete that was >0.4m deep.

The walkway on the north edge of the tanks survives more fully and extends >6m (N-S) x 1.4m (E-W) (H1). The reinforced walls again only run along the

first 4m of the walkway. However, this time they meet with the structure shown on Figure 2 of raised concrete and brick walls. At one stage the same structure would have been found at the end of the E-W H2 walkway also. This platform rises from the walkway by 0.49m to the top of the lower lip and by another 0.28m to the top of the platform, which was at ground level with the nearby road. The walls in these end structures were not visibly reinforced but are c.0.28m thick.

Running along both walkways and also on the north-western corner of the tank structure was a compacted chalk, plaster and mortar compound (Plate 11). It had presumably been applied to further strengthen the walls, perhaps suggesting that these were the most exposed parts of the BFI.



Plate 11. Reinforced and shored walls

Brick-walled walkways (J1 and 2)

Two further walkways ran out from the BFI (Fig. 4 – J1 and 2). One emerges from the southern edge and extends 5.15m (N-S) x 1.45m (E-W) (J1). The other is located at the north-eastern corner and is partially destroyed (J2). It measured 6.3m (N-S) x 1.5m (E-W) x 0.17m thick. These features were

originally probably largely identical. Where these walkways met the main structure they first joined rectangular slabs that ran east-west. The complete example on the southern walkway measured 6.1m (E-W) x 1.45m (N-S). Each slab had a square area within them which measured 1.15m (E-W) x 1.05m (N-S) and revealed disturbed topsoil. These walkways and associated slabs were not visibly reinforced and were only protected by largely demolished brick walls that were c.0.27m thick.

Metal casts (K1 and 2)

In total four metal casts were found on the top of the main structure (Fig. 4 – K1 and 2). Of these, four were two distinct types but all were set perpendicular to one of the demolished walls that ran N-S over the structure. The two larger examples (K1) were located north and south of the two smaller ones (K2) and were made of cast iron set on concrete bases. They measured 2.25m (E-W) x 0.56m (N-S) (Plate 12). The main body of the stand was 0.23m tall. The functions of the stands were unclear. However there were 3 pairs of nuts and bolts that secured the features to the concrete. At the eastern end of each were three rectangular forms that were almost flush with the main body. Further down was a larger, more prominent square that appeared to be a sealed hatch. Just west of this was a grate with two openings. Many of these details had been damaged during decommissioning and cleaning.



Plate 12. Larger casts

The two smaller points were solid cast iron structures fastened directly to the concrete slab (Plate 13). These measured 1.35m (E-W) x 0.38m (N-S). The most prominent features on these points were the two largest metal 'bricks' aligned on a perpendicular angle to the main body. Two further, smaller bricks were located at the western end of the stands at right angles to the first bricks. A square of metal was located between the two larger bricks and was almost flush with the main body.



Plate 13. Smaller casts, looking east

The purpose of the four casts is uncertain. It seems that the two smaller points may well have functioned as fixing stands for a pump or some sort of monitoring equipment, for example. However the larger casts do not appear to have features that would be particularly effective for fixing equipment to. It is worth noting that some of the pipe work shown on Figure 2 runs very closely to the K1 and K2 points, suggesting an associated function.

Walls

One demolished wall had clearly run over the top of the main structure. Whilst the walls associated with some of the walkways were clearly reinforced, there

was no indication that any others were. The survey revealed that a c.0.3m thick wall ran N-S across much of the structure, through the four metal casts, meeting up with the reinforced walkway walls. It is probable that this wall ran the full length of the structure, as suggested by Figure 2, but this was not clear during the survey. This wall had been largely demolished, only surviving to a partial height.

At 3m north from the southern point of the main N-S wall another wall ran west to the edge of tank structure. The top of this wall was undamaged, suggesting it had not been demolished and it was c.0.2m tall x 0.3m wide. Whether this was its original full height is unclear as it may have been constructed from bricks for example above this height. No other walls were identified during the survey.

Concrete block (L)

Near the south-west corner of the main tank structure was a concrete block (Fig. 4 – L). This measured 3.05m (N-S) x 1m (E-W) and was 0.22m higher than the surrounding concrete. It was largely undamaged and appeared to have no distinguishable features.

Figure 3 plan features (M)

The old plan of the BFI reveals several features in the area of the roundabout that were mainly not revealed by the survey (Fig. 2). The most prominent of these were the various sets of pipe work associated with the tank pipes detailed above. Some of these ran east to 'offloading manifolds', whilst others ran west first to the 'diesel standpost' and then further west to the 'DERV standpost'. One of these pieces of pipe was found during the archaeological survey (Fig. 4 – M). It had an external diameter of 0.12m.

Another feature shown on the old plan is the 'site for storekeeper's shelter'. It is unclear how large this seemingly simple rectangular feature was, but it was positioned just south of the diesel standpost.

Decommissioning features

Several features were found which are associated with the decommissioning of the BFI. The first of these were the signs attached to the type 'B' pipe plates (Plate 6). These read:

'THIS TANK IS FILLED WITH WATER' and;

'THIS TANK WAS CLEANED AND GAS FREED 1965'

Much of the top of the tank had also been covered with concrete. This was distinctly more yellow in colour than the concrete used to make the tanks and walls, and was very roughly laid. It sporadically covered the main slab and was also found in the broken grate, along with rubble. It was apparently used to consolidate and cap the structure and the tank pipes, presumably to reduce any risks if it were uncovered by accident at a later date. The final act of decommissioning of the tanks was the destruction of the upstanding walls. As mentioned above, many were partially or completely removed. Generally the larger concrete walls were partially destroyed, being left upstanding to a height of c.0.3m. Most of the reinforced walls were almost completely removed except for the base containing the reinforcing rods.

4.3 Water tank

The water tank was located c.70m NNE of the old parade ground and 6.35m north of the main east-west road on the base, which is c.65m south of and parallel to Oxford Road (Fig. 1). It was buried beneath 0.85m of topsoil and consisted of a square of concrete that measured 7.88m SSW-NNE x 7.88m WNW-ESE (Plate 14). There was a manhole in the south-east corner which was flush with the topsoil level. Removing the manhole revealed a series of rungs for entry to the tank (Plate 15).

There were several small features in the top of concrete (Fig. 5). The first two of these were indentations near the south-west corner of the tank. They were both 0.17m wide and <0.01m deep. One was aligned NW-SE and measured 1.43m long, whilst the other was aligned N-S and was 1.65m long. A further 0.1m wide indent ran N-S up the full length of the tank, 2m from the eastern side and was also <0.01m deep. These may not have been significant

features, although they do appear to have been stand points of some sort, or may be linked to the construction of the tank. A metal reinforcing rod was also located along the southern edge of the slab, 2.2m from the south-west corner.



Plate 14. Water tank, looking south-east



Plate 15. Manhole and rungs

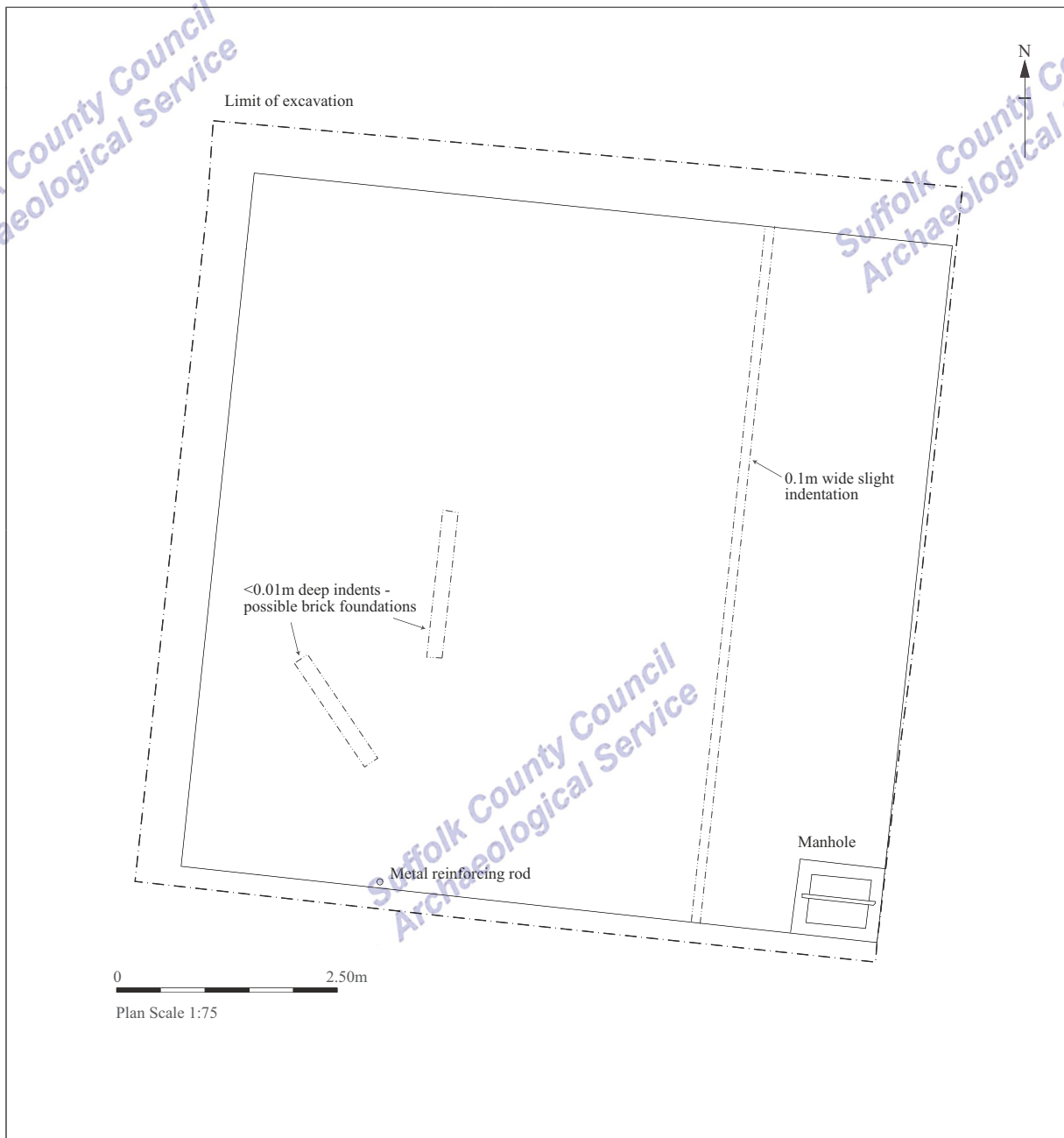


Figure 5. Water Tank plan

5. Archive deposition

The paper, photographic and digital archive will be deposited with the Norfolk Museums and Archaeology Service. A further digital archive and paper copy of the report will be kept at SCCAS Bury St Edmunds, T:\Arc\Archive field proj\Feltwell\NHER 4942 RAF Feltwell WWII buildings.

6. List of contributors and acknowledgements

The recording work was carried out by a number of archaeological staff, (Jo Caruth, John Craven, Rob Brooks and Jonathan Van Jennians) all from Suffolk County Council Archaeological Service, Field Team.

The project was directed by Rob Brooks, and managed by Jo Caruth, who also provided advice during the production of the report.

The production of site plans and sections was carried out by Crane Begg and Gemma Adams. The report was checked by Jo Caruth and Richenda Goffin.

7. Bibliography

Drewitt, P., 1953, History of RAF Feltwell in *Feltwell Coronation Souvenir*, George R. Oswell and Son. Available online at www.feltwell.net

Unknown author and date, Plan of the Bulk Fuel Installation, provided by Mansell Plc (construction contractors), from MoD records.

Appendix 1: Full Photographic Record (photographs on accompanying CD)

Digital photograph index

Digital archive ref.	Photo No.	Description
DSCF1774	01	ARS internal from southern opening, facing north
DSCF1777	02	ARS structure, facing north-west
DSCF1778	03	ARS structure, facing north
DSCF1779	04	ARS excavated section to base of structure, facing east
DSCF1780	05	ARS entrance, facing east
DSCF1783	06	ARS entrance (with flash on), facing east
DSCF1784	07	ARS stairs, facing south-west
DSCF1785		ARS internal structure, facing south
DSCF1787	08	ARS structure, facing north-east
DSCF1788	09	ARS structure, facing east (1)
DSCF1789	10	ARS structure, facing east (2)
DSCF1790	11	ARS ventilation/escape hole, facing north
DSCF1792	12	ARS construction lip, facing north
DSCF1793	13	ARS stairs, facing north
DSCF1795		ARS internal with scale, facing south
DSCF1796		ARS internal with scale, facing north
DSCF1797		ARS graffiti (1)
DSCF1798		ARS graffiti (2)
DSCF1808		ARS graffiti (3)
DSC_0001	14	BFI structure, mid-excavation, facing north-east
DSC_0002	15	BFI structure, mid-excavation, facing north-north-east
DSC_0003	16	BFI south-west corner, mid-excavation, facing north-west
DSC_0004	17	BFI structure, mid-excavation, facing north
DSC_0005	18	BFI structure, mid-excavation, facing east
DSC_0006	19	BFI structure, mid-excavation, facing north-east
DSC_0007	20	BFI manhole (Fig. 4 'B' type) with ranging rod showing depth
DSCF1744		BFI structure, facing east (2)
DSCF1745		BFI structure, facing east (3)
DSCF1746		BFI structure, facing north-east
DSCF1747		BFI structure, facing north-east (1)
DSCF1748		BFI structure, facing north-east (2)
DSCF1749		BFI structure facing north (1)

Digital archive ref.	Photo No.	Description
DSCF1750		BFI structure facing north (2)
DSCF1751	21	BFI structure facing west (1)
DSCF1752	22	BFI structure facing west (2)
DSCF1753		BFI structure facing south-west (1)
DSCF1754		BFI structure facing south-west (2)
DSCF1755	23	BFI structure facing south (1)
DSCF1756	24	BFI structure facing south (2)
DSCF1757	25	BFI structure, with particular focus on top pipes, facing south
DSCF1758	26	BFI signage recovered from excavation (1)
DSCF1759	27	BFI signage recovered from excavation (2)
DSCF1760	28	BFI signage- leaded petroleum tank
DSCF1761	29	BFI metal stand point casts, facing south
DSCF1762	30	BFI northern-most metal stand point cast (Fig. 4 'K1' type), facing north-east
DSCF1763	31	BFI northern-most metal stand point cast (Fig. 4 'K1' type), facing north
DSCF1765	32	BFI metal stand point casts (Fig. 4 'K2' type), facing east
DSCF1766	33	BFI rivets and pipe (Fig. 4 'A' type), immediately north of northern-most 'K1' stand, facing east
DSCF1767	34	BFI southern-most metal stand point cast (Fig. 4 'K1' type), facing east
DSCF1768	35	BFI waterproof (bitumen?) cladding
DSCF1769	36	BFI wall shoring, facing south-east
DSCF1770	37	BFI structure, facing north-north-west
DSCF1771	38	BFI structure, facing north-west
DSCF1772	39	BFI modern fuel installations, facing south-east
P9290245	40	BFI concrete rings (Fig. 4 'G' type), facing east
P9290246	41	BFI after removal of main tanks, facing north-east
P9290247	42	BFI after removal of main tanks, facing south-east
P9290248	43	BFI after removal of main tanks, facing north
DSCF1733	44	WT structure, facing north-east
DSCF1734	45	WT structure, facing south-east
DSCF1735	46	WT shot down manhole (1)
DSCF1736	47	WT shot down manhole (2)

Monochrome black and white film index

Frame No.	Description
5	WT structure, facing north-west
6	WT structure, facing south-east
7	WT structure, facing south
8	BFI structure, with particular focus on top pipes, facing south
9	BFI southern-most metal stand point case (Fig. 4 'K1' type), facing south
10	BFI metal stand point casts (Fig. 4 'K2' type), facing south
11	BFI metal stand point casts (Fig. 4 'K2' type), facing east
12	BFI northern-most metal stand point case (Fig. 4 'K1' type), facing north
13	BFI northern-most metal stand point case (Fig. 4 'K1' type), facing north-east
14	BFI signage- leaded petroleum tank
15	BFI signage recovered from excavation
16	BFI structure, facing south-south-west
17	BFI structure, facing west-north-west
18	BFI structure, facing west-south-west
19	BFI structure, facing north-west
20	BFI structure, facing north
21	BFI structure, facing east-south-east
22	BFI structure, facing north-east
23	BFI structure, facing east-south-east
24	BFI structure, facing north-east
25	ARS ventilation/escape hole, facing north
26	ARS construction lip, facing north
27	ARS top of structure, facing east
28	ARS top of structure, facing north-east
29	ARS stairs, facing south-west
30	ARS entrance, facing east
31	ARS internal, facing north
32	ARS internal, facing south