PUMP HOUSE, NORTH DOCK, LLANELLI: STANDING BUILDING RECORDING

Prepared by Dyfed Archaeological Trust
For: Bendigo 9-10 Ltd

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DYFED ARCHAEOLOGICAL TRUST

RHIF YR ADRODDIAD / REPORT NO. 2008/101
RHIF Y PROSIECT / PROJECT RECORD NO. 94417

Hydref 2008
October 2008

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STANDING BUILDING RECORDING

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Summary

A planning application (Carmarthenshire County Council application S/17667) was submitted by James Allen Consultancy Ltd, acting on behalf of Bendigo 9-10 to convert a former pump house at North Dock Llanelli into a bar and restaurant.

The pump house is a grade II listed building (CADW reference 24/a/61(1)) and to comply with recommendations made by the Local Planning Authority, Dyfed Archaeological Trust Field Services were commissioned by James Allen Consultancy to undertake a programme of photographic standing building recording prior to any development work at the building.

This short report consists of a selection of photographs of the Pump House together with a short history and description of the structure. An archive of the recording has been deposited with the regional Historic Environment Record (housed with the Dyfed Archaeological Trust) and with the National Monuments Record. This archive is the full record of the recording programme and contains high resolution digital photographs taken by Dyfed Archaeological Trust with an index, digital photographs taken supplied by Powell Dobson Ltd, plans and elevations supplied by Powell Dobson Ltd and other information.

INTRODUCTION

Project Commission

Plans (planning application number S/17667) were submitted to convert a grade II listed former Pump House at North Dock Llanelli (SS49999974) to a bar and restaurant.

Prior to the commencement of any development work the Local Planning Authority placed two conditions on the planning application. The first was that

'No site works/ development shall be undertaken until the implementation of an appropriate programme of building recording and analysis has been undertaken'

The second condition made as part of granting of Listed Building Consent was that

'A comprehensive photographic record of any historic internal features that would be removed or lost as a result of the works shall be carried out prior to commencement of works'

To comply with these planning conditions James Allen Consultancy Ltd acting as agents to Bendigo 9-10 commissioned Dyfed Archaeological Trust Field Services to undertake the building recording that was carried out in August 2008.

Scope of the Project

The project was designed to produce a photographic record of the structure prior to any development work being carried out.

Report Outline

This report describes the location of the site along with its archaeological background before summarising the results and conclusions of the standing building recording.

Abbreviations

Sites recorded on the Regional Historic Environment Record (HER[1]) are identified by their Primary Record Number (PRN) and located by their National Grid Reference (NGR).

Archive

An archive of the recording, including high resolution digital photographs, and index to the photographs and plans and elevations supplied by Powell Dobson Ltd has been deposited with the regional Historic Environment Record (housed with the Dyfed Archaeological Trust) and with the National Monuments Record.

[1] Held and managed by Dyfed Archaeological Trust, The Shire Hall, Llandeilo.

THE SITE

Location

The Pump House is located at SS49999974 and occupies a broadly level site at the northeast corner of the former North Dock at Llanelli, Carmarthenshire at an altitude of *c.*5m above Ordnance Datum.

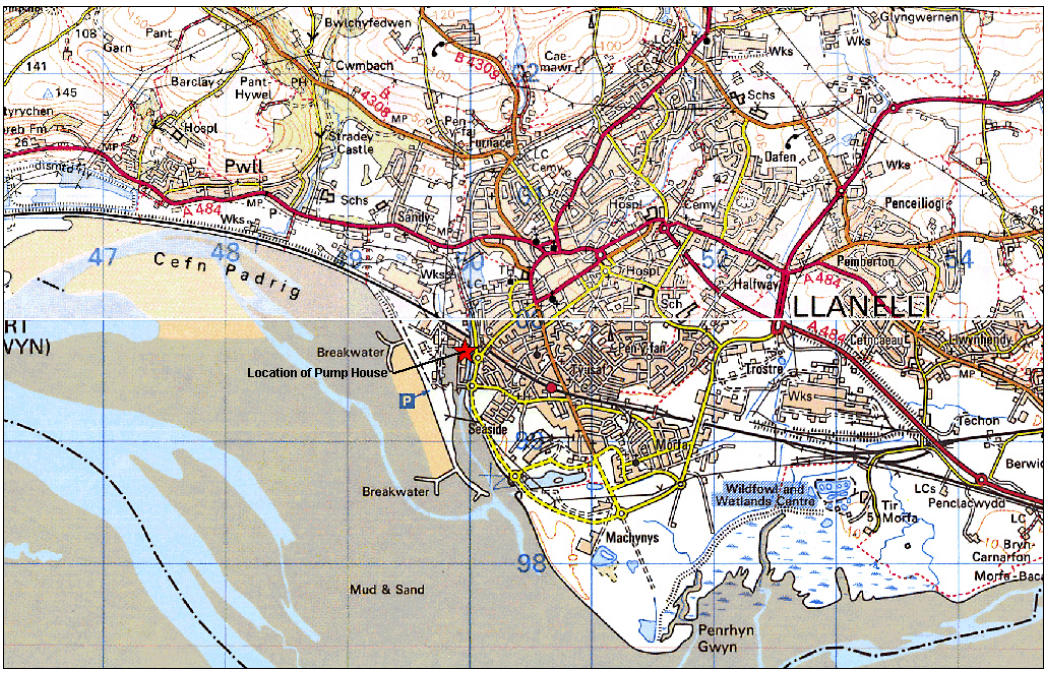


Figure 1: Location map of site based on Ordnance Survey.

Archaeological Background

The history of the development of the Llanelli industrial and maritime interests has been well documented, not least in a comprehensive volume published by Carmarthenshire County Council on the industrial and maritime history of Burry port and Llanelli (Craig *et al* 2002). Therefore, it is not intended to reproduce that information here, except to provide enough information to place the Pump House in its context.

The North Dock was considered necessary by the Burry Harbour Commissioners in order to provide a facility that would ensure that Llanelli did not lose out to neighbouring facilities at Burry Port or Swansea. The location for the new dock was on the site of the former scouring reservoir that had kept the channel open to the Loughor for the many other smaller harbours and docks in Llanelli. The decision to build a new dock was not universally popular, but enough momentum was gained that the bill to sanction the construction of North Dock was received Royal Assent in 1896. However, work never started until 1898 due to problems securing the necessary funding from the Bank of England, who insisted in appointing outside representatives to provide advice (Craig *et al*, 2002, 503).

The contract for excavating the basin and constructing the dock walls was awarded to Mr L P Nott for a sum of £57,987 13s 2d (Hughes 1984, 250). Work was originally expected to take two years, but protracted disputes during construction delayed the opening until December 1903 (Symons 1979, 369; Hughes 1985, 198-190; Craig *et al*, 2002, 503). The disputes centred on the fact that the entrance to the dock would cut across the line of the Mynydd Mawr Railway, which for many years had serviced the existing dock facilities. The intensity of the disputes is shown in the language of the local news reporting of the time (1902-1903), which described the delays as being a consequence of '*the war between the* [Burry Harbour] *Commissioners and the Mynydd Mawr Company*' (Hughes 1984, 250-251).

Even once it was open the North Dock did not run smoothly, a slump in the British shipping industry meant that the dock was operating at a loss that took until 1911 to begin to turn around. However, shortly after that the dock was hit by the Great War and plunged into great debt (Craig *et al* 2002, 503). On paper the dock appeared to be a great success as of the 11,000,000 tons of shipping from Llanelli between 1904 and 1947 9,000,000 were shipped from North Dock (Hughes 1985, 190; Roberts 1999, 16). The bulk of this appears to have been between the wars, as for the four years ending in 1939 1,297,037 tons was shipped from the dock, with only 102,000 shipped in the four years up to 1947. The record shipment was 584,696 tons in 1935 (Hughes 1984, 412).

The dock closed to virtually all shipping in 1951.

ARCHAEOLOGICAL RECORDING

General Description

The Pump House at North Dock Llanelli was built in 1900 as the engine house to provide hydraulic power for the dock gates, capstans and coal stages of the then new North Dock (Craig *et al,* 2002, 504).

Originally the structure would have consisted of three parallel ranges including a boiler house, engine house with accumulator tower, and a maintenance shed. This original core of buildings is constructed of coursed rubble facings with dressed sandstone detailing around the openings. The accumulator tower has crenellations, and is elaborated with string courses, pilasters and clasping buttresses (CADW, 1986).

The original structure has been enlarged with the addition of a brick extension to the maintenance shed along with a further detached brick structure to the south of the engine house. A corrugated iron shed was also recorded on the east side of the accumulator tower.

At the time of the archaeological recording in August 2008 the structure was in a dilapidated condition and appeared to have been the subject of vandalism with much of the interior strewn with debris.

1. Maintenance Shed

Originally the maintenance shed was a singled celled rectangular structure measuring *c.*17m x *c.*7m and accessed by high doorways in the north and south walls, which were originally closed by roller doors. However, the space has been divided into two rooms with no direct access between, by the insertion of an east west aligned red brick wall and buttress.

To the north of the dividing wall a *c.*8m x *c.*7m room was created that was lit by a single window in the west wall and the space accessed by a centrally placed doorway, that had been reduced in size, in the north wall. This room was designed to house an electric pumping system consisting of three pumps. Only pumps 1 and 2 survived *in-situ* and were noted to be of cast iron and steel construction and sat on concrete bases. The maker's plates had been removed from the pumps but it was possible to note that they both bore the serial number SKF 1-130818. Whilst both pumps were of the same type there was a difference in the method they had been mounted on their respective concrete bases. The large encased gearwheel of pump 1 was set outside the base, whilst that of pump 2 was set in a wheel pit in the base itself. Although, all that was surviving of pump 3 was its concrete base it was possible to note that it employed the same wheel pit arrangement as pump 2.

Leading from pumps 1 and 2 were a series of cast iron pipes that lead upwards into a single pipe that exited the room through an opening high up in the east wall. Further pipes led down into a rectangular brick and concrete pit set into the floor of the room where they fed into a larger cast iron pipe which exited the pit through an opening to the north.

The internal walls of the room were noted to be concrete rendered, the roof being of steel 'A frame' construction and lined with what appeared to be asbestos sheeting.

To the south of the dividing wall a *c.*9m x *c.*7m room was present this was originally lit by three windows piercing the external west wall. A further two windows blocked windows were noted in the east wall, the northernmost one was partially obscured by the insertion of the diving wall. These would once have lit the adjacent boiler house.

Internally the room had been subject to much modern work with concrete block structures having been constructed at the northern end. It was possible to note that some ornamentation of the concrete rendering of these structures was present. Access to the room was by means of a tall centrally placed doorway in the south wall.

Documentary and cartographic research has revealed that a railway line once ran through the maintenance shed (Ordnance Survey, 1907: Evans & Ariba, 1926). This suggests that the maintenance shed was to maintain the engines and rolling stock of the dock railways and would explain the presence of such high centrally placed doorways. Additionally, it is likely the brick and concrete lined pit visible in the later pump room was originally an inspection pit for carrying out maintenance to the undersides of the engines and rolling stock.

Alternatively, the maintenance shed may have had a dual function in that it also served as a delivery point for coal for the boiler house that was adjacent.

2. Boiler House

The boiler house measured *c.*13m x *c.*7m and was a singular open space. Access to the space was through a large centrally placed doorway in the south wall that would have been closed with a roller door. Two blocked windows in the west wall originally lit the room. The north wall is pierced by a partially blocked round headed arch. This would have originally been the opening into the now demolished chimney stack, all of which remains are the brick base.

A series of three rectangular openings were present in the east wall of the room. These probably once fed steam pipes into the engine house to the west. The upper most opening carried the pipe noted exiting the maintenance shed. Nothing survived of the boiler itself.

In southeast corner of the room a flight of four stone and engineering brick steps was recorded. These led to a partially blocked doorway providing access to the engine room.

The roof of the room was of steel ‘A frame’ construction and corrugated iron and appears to have been heightened as it was sat on later brickwork.

3. Engine House

Internally the engine house measured *c.*13m x *c.*7m and was dominated by a large cast iron water tank that occupied the whole width of the northern end of the room. The tank was raised to near roof height and was supported on its eastern end by dressed stone corbelling. Whilst on the west it was supported by a cast iron column and further corbelling. It was possible to view that the cast iron pipe noted in the pump room and boiler house terminated at the tank which suggested it provided the water supply. A pair of additional pipes were present on the underside of the eastern part of the tank, these went into the floor.

Below the water tank a 0.28 x 0.28m opening was visible that provided a view of the interior of the accumulator tower and probably was used to monitor the

hydraulic cylinder within. To the east of this opening a blocked doorway was present, this originally gave access to the adjacent metal shed.

Two blocked windows were present in the east wall of the room and a large centrally placed doorway in the south wall provided access. The doorway was originally much larger but had been reduced by the insertion of a steel RSJ lintel and concrete block and brick infilling. A further door was present in the southwestern corner of the room that gave access to the boiler house.

It is possible the engine house once had a raised floor that was evidenced by a plinth running along the south, west and east walls of the room and would have provided a raised working area for the engine operators.

The roof of the structure was of steel 'A frame' and corrugated iron construction which had been repaired with later white coated corrugated material.

3. Accumulator Tower

Access to the *c.*4m square tower was through a tall doorway piercing the northern wall that still retained its timber roller door. It was impossible to view the whole interior of the tower as the hydraulic cylinder and debris filled the space. The cylinder was constructed of riveted cast iron plates and was very heavily degraded with possibly only 50% of the structure remaining.

To the east and west of the cylinder a pair of timber guide rails, with iron teeth were present that once guided the weight used to compress the water held in the cylinder to provide power. The weight would have been raised by the engine housed in the room to the south. A timber framework was noted to be attached to the guide rails and would have once been used to house the weight.

Access to the upper levels of the accumulator tower was by fixed timber ladders, no such ladder was present on the ground floor that suggested a movable ladder was used.

4. Metal Shed

A *c.*10m x *c.*6m corrugated iron shed was present adjacent to the accumulator tower and to the north of the engine room. Outwardly the structure appears to be of modern date. However, the interior appeared to be earlier and date from the early 20th century.

The timber framework, sat on dwarf stone walls appeared to be original. The south gable end retained its tongue and groove timber lining and was pierced to the east by a window and in the western corner by a blocked doorway to the engine house. Both window and blocked door were surrounded by decorative timber beading.

Access to the shed was provided by a tall offset doorway in the north gable wall which also retained its original tongue and groove timber lining. Above the door a blocked window was present.

In the southeast corner of the shed a concrete block office had been constructed and a hoist system was present running the length of the shed. These relate to the J W Motors car repair workshop that once occupied the shed before relocating to Trostre in 2000.

The roof of the structure was lined with timber tongue and groove timber sat on timber 'A frames' and topped with corrugated iron sheeting, some of which had been removed at the southern end making the shed open to the elements.

5. Freestanding Brick Addition

To the south of the engine house a *c.*19m x *c.*6m brick structure was present. The structure was accessed by two centrally placed, horizontally opposed doorways the internal space of the structure originally lit by eight windows, four on each side wall.

The internal space of the structure was subdivided by a wall, pierced with two openings and supported by a brick pier. A doorway in the east wall, towards the southern end accessed a smaller *c.*3m x *c.*2m structure which was probably a toilet.

At a height of *c.*2m a number of cross beams were present, aligned east west across the width of the structure. Some of these appeared to be lengths of railway track. The purpose of the beams was unclear although they may indicate that pulleys were once used in the building.

The roof of the structure was timber 'A frame' with slate above. Much of the slate had been removed.

6. Maintenance Shed Brick Extension.

A *c.*18m x *c.*9m brick built extension to the original maintenance shed. The structure consists of a single open space lit by six windows. Access to the extension was by means of a large high doorway in the south wall, and a small doorway in the northeast corner of the structure. The presence of the high doorway in the south wall suggests that the extension may have been designed for maintaining the engines and rolling stock of the dock railway. However, it is not possible to be certain this was the case from the site visit as much of the extension was overgrown with brambles.

In the southwestern corner of the extension a concrete block constructed two storey 'pigeon' office was present. It was not possible to access the upper floor but it was possible to see that the lower floor had a simple fireplace. The southeastern corner of the extension a concrete block storeroom had been constructed.

To the nothwest corner of the extension it was possible to view the brickwork just abuts the masonry of the earlier maintenance shed.

The roof of the extension was timber 'A frame' constructed and roofed with slate, much of which was missing.

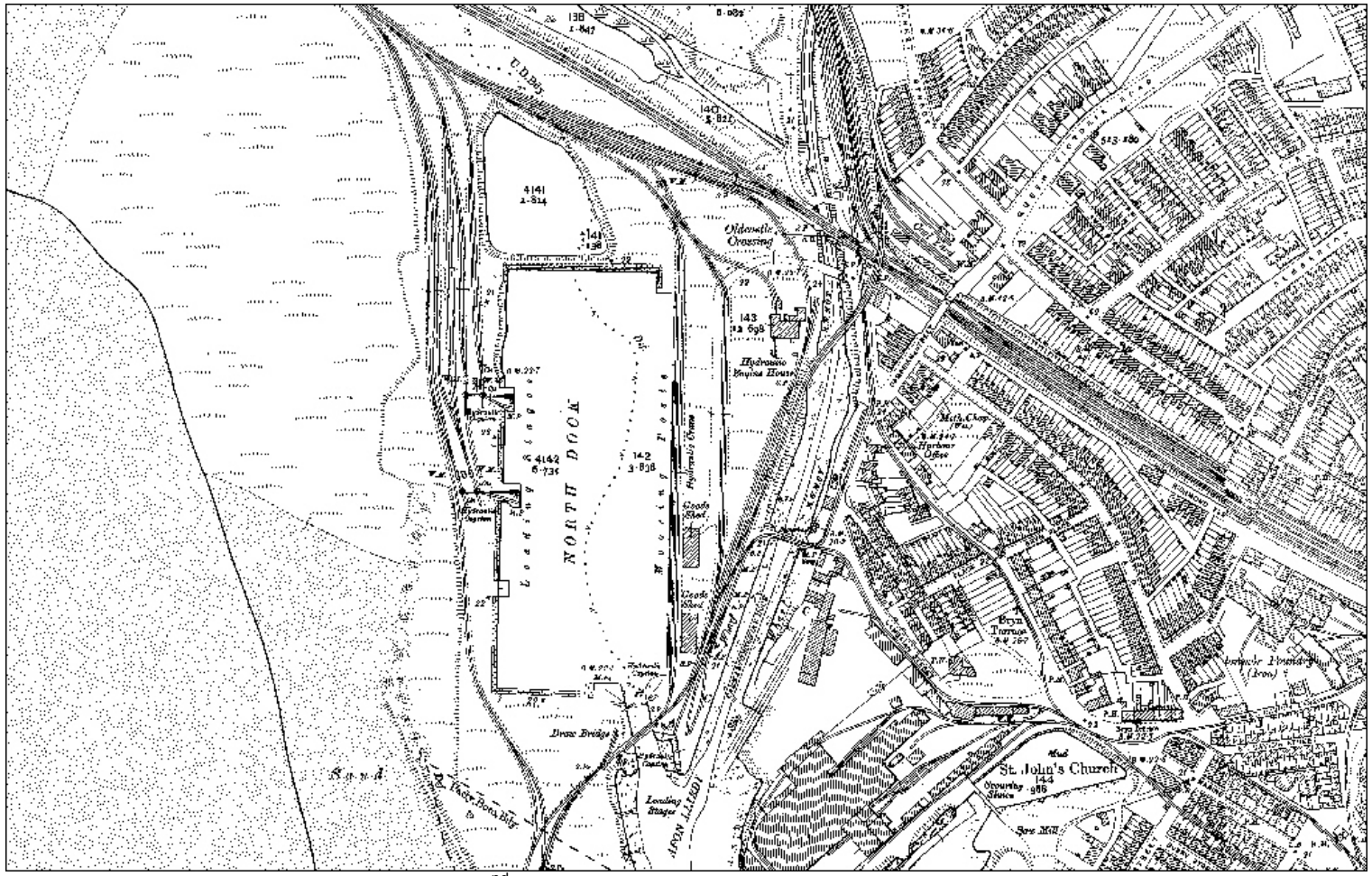


Figure 2: Pump House and North Dock taken from 2nd edition Ordnance Survey Map 1907.

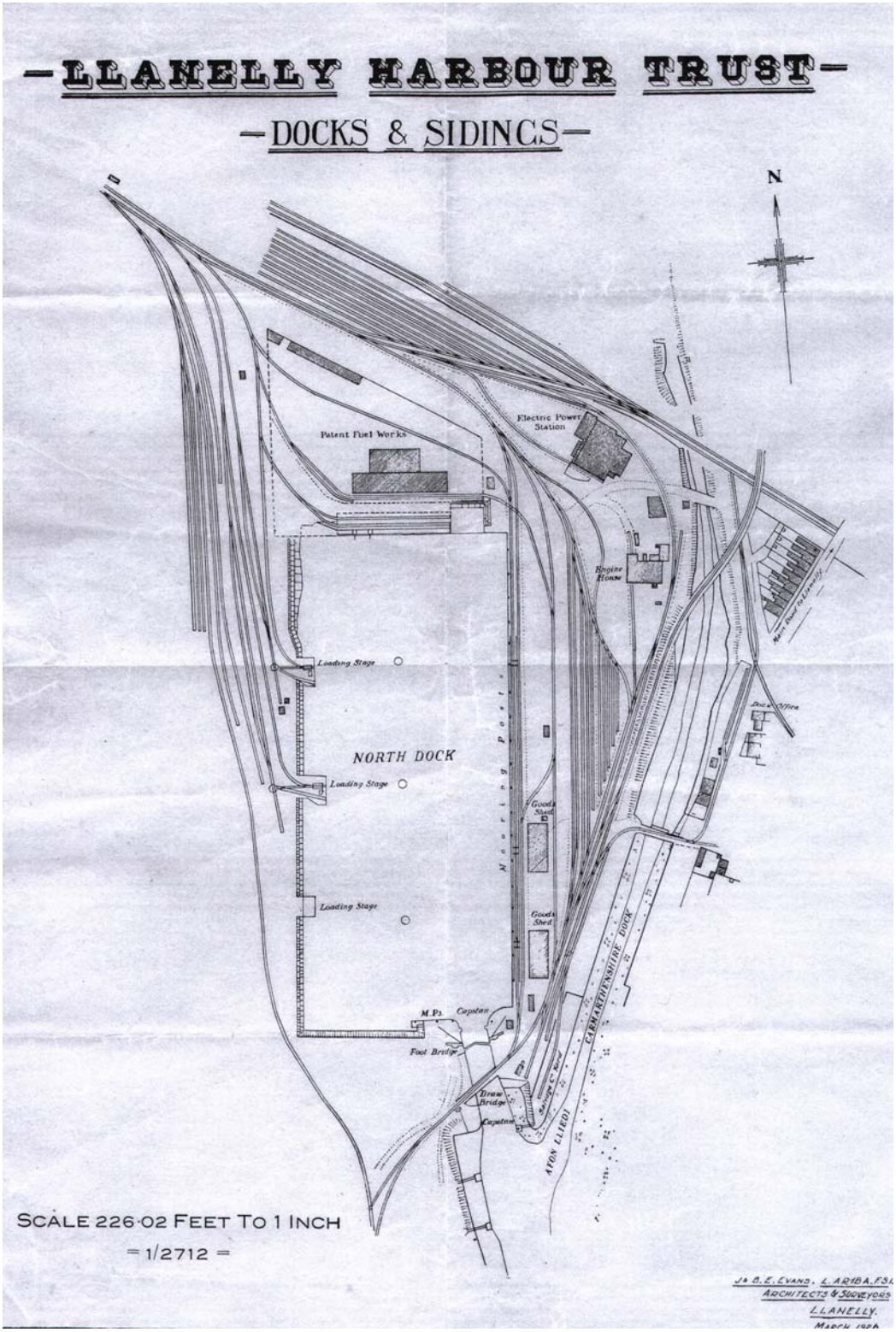


Figure 3: Pump house and North Dock Layout 1924.

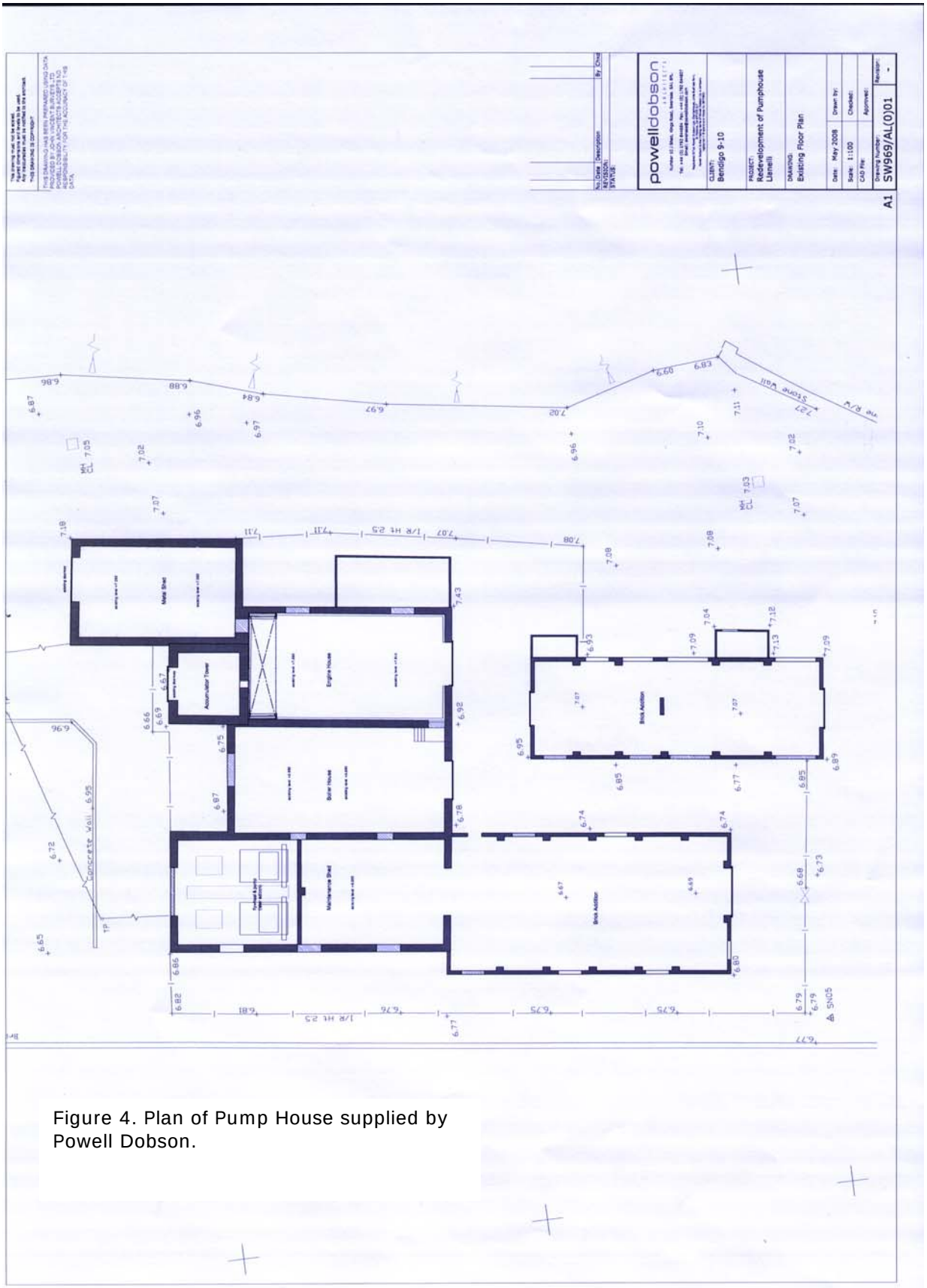


Figure 4. Plan of Pump House supplied by Powell Dobson.

Sources

Map

Llanelly Harbour Trust Docks and Sidings 1924 1:2712. J & B E Evans and L Ariba Architects and Surveyors Llanelly.

Ordnance Survey 1907 2nd edition.

Ordnance Survey 1986 1:50000 Landranger.

Published Sources

Craig R, Protheroe Jones R & Symons M 2002 *The industrial and maritime history of Llanelli and Bury Port 1750 to 2000*. Carmarthen. Carmarthenshire County Council.

Hughes G 1984 *A Llanelli Chronicle*. Llanelli. Llanelli Borough Council

Hughes G (Ed.) 1985 *Looking around Llanelli with Harry Davies*. Llanelli. Llanelli Town Council.

THE PHOTOGRAPHS

Image	Date	Description	Facing	Scales
3895	14.08.2008	Later pump room. Pump 1	S	2x1m
3896	14.08.2008	Later pump room. Pump 1 gearwheel	SE	2x1m
3897	14.08.2008	Later pump room. Pump 1 cylinder head	SE	2x1m
3898	14.08.2008	Later pump room. Pump 1 motor/ dynamo	SE	1x1m 1x30cm
3899	14.08.2008	Later pump room. Pump 1 junction box	N	
3900	14.08.2008	Later pump room. Pump 1 crankshaft	W	1x30cm
3901	14.08.2008	Later pump room. Pump 1 elevation	NW	1x1m
3902	14.08.2008	Later pump room. Pump 1 overall view	SW	1x1m
3903	14.08.2008	Later pump room. Pump 2 gearwheel set in pit	S	1x30cm
3904	14.08.2008	Later pump room. Pump 2 overall view	SE	2x1m
3905	14.08.2008	Later pump room. Pump 2 end view	S	2x1m
3906	14.08.2008	Later pump room. Pump 2 side elevation	SW	1x1m 1x30cm
3907	14.08.2008	Later pump room. Pump 2 crankshaft and case	W	1x30cm
3908	14.08.2008	Later pump room. Pump 2 motor/ dynamo	NW	1x30cm
3909	14.08.2008	Later pump room. Pump 2 junction box	N	
3910	14.08.2008	Later pump room. Pump 2 gear wheel and mounting arrangement	N	1x30cm
3911	14.08.2008	Later pump room. Pump 2 cable duct attached to junction box	E	1x1m
3912	14.08.2008	Later pump room. Pump 2 switch box door closed	S	2x1m
3913	14.08.2008	Later pump room. Pump 2 switch box door open	S	2x1m
3916	14.08.2008	Later pump room. Pump 2 switch box Watford Electric makers plate	S	
3918	14.08.2008	Later pump room. Pump 2 switch box overload trip plate	E	
3919	14.08.2008	Later pump room. Pump 2 switch box switch plate	E	
3921	14.08.2008	Later pump room. Pump 2 switch box rear interior view	NW	
3922	14.08.2008	Later pump room. Opening in wall carrying cast iron pipe to boiler house	E	
3923	14.08.2008	Later pump room. Pump 3 concrete base	E	1x1m
3924	14.08.2008	Later pump room. Pump 3 gearwheel pit	S	1x1m
3925	14.08.2008	Later pump room. Pump starter box	E	
3926	14.08.2008	Later pump room. Pump starter box close up	E	
3927	14.08.2008	Later pump room. Former inspection pit	SW	
3928	14.08.2008	Later pump room. Possible switch box base	S	2x1m
3930	14.08.2008	Later pump room. Fuse box with remains of stoneware fuse mountings	NW	1x1m
3931	14.08.2008	Later pump room. Overall view of Pumps 1 and 2	SE	
3932	14.08.2008	Later pump room. Later pump room roof	SE	
3933	14.08.2008	Boiler house. Steps and blocked doorway to engine house	E	2x1m
3935	14.08.2008	Boiler house. Southernmost blocked window to Maintenance shed	W	1x1m
3936	14.08.2008	Boiler house. Northernmost blocked window to Later pump room	W	
3938	14.08.2008	Boiler house. Gable end with arched opening to site of chimney	N	2x1m
3939	14.08.2008	Boiler house. Gable end and south door.	S	1x1m
3940	14.08.2008	Boiler house. Openings in wall. Uppermost carrying pipe from later pump room	E	2x1m
3941	14.08.2008	Boiler house. Corrugated iron and steel roof	N	
3942	14.08.2008	Engine house. Southernmost blocked external window	E	2x1m

3943	14.08.2008	Engine house. Northernmost blocked external window	E	2x1m
3944	14.08.2008	Engine house. Blocked doorway to metal shed	N	2x1m
3945	14.08.2008	Engine house. Cast iron water tank and gable end	N	2x1m
3946	14.08.2008	Engine house. Cast iron water tank	NW	
3947	14.08.2008	Engine house. Cast iron supporting column beneath water tank	W	1x1m
3948	14.08.2008	Engine house. Possible viewing opening to accumulator tower	N	
3949	14.08.2008	Engine house. Dressed sandstone corbelling beneath water tank	N	
3950	14.08.2008	Engine house. Gable end and reduced south doorway	S	
3951	14.08.2008	Engine house. Possible floor plinth	N	1x1m
3953	14.08.2008	Engine house. Blocked doorway to boiler house	W	2x1m
3954	14.08.2008	Accumulator tower. Fixed ladders to access upper levels	W	
3956	14.08.2008	Accumulator tower. Guide rails and frame to hold weight. Collapsed cylinder below	S	
3957	14.08.2008	Accumulator tower. Guide rails and frame to hold weight. Collapsed cylinder below	S	
3958	14.08.2008	North façade of pumphouse close up	S	
3959	15.08.2008	North façade of pumphouse	S	
3960	15.08.2008	Oblique side view of pumphouse	SW	
3961	15.08.2008	Oblique side view of pumphouse from road embankment	SW	
3962	15.08.2008	Overall view of pumphouse from road embankment	S	
3963	15.08.2008	Former road bridge to North Dock	SW	
3964	15.08.2008	Oblique side view of pumphouse with railway bridge abutment in foreground	NW	
3966	15.08.2008	Metal shed. Blocked doorway to engine house	SW	1x1m
3967	15.08.2008	Metal shed. Blocked window and original wood panelling	S	1x1m
3968	15.08.2008	Metal shed. Timber frame	E	2x1m
3969	15.08.2008	Metal shed. Detail of timber frame joint	E	1x1m
3970	15.08.2008	Metal shed. Dwarf wall shot 1	S	1x1m
3971	15.08.2008	Metal shed. Dwarf wall shot 2	S	1x1m
3972	15.08.2008	Metal shed. Later concrete block workshop office	NW	2x1m
3973	15.08.2008	Metal shed. Internal south elevation	S	2x1m
3974	15.08.2008	Metal shed. Internal elevation	S	1x1m
3975	15.08.2008	Metal shed. Roof	N	
3976	15.08.2008	Metal shed. Internal view	N	2x1m
3977	15.08.2008	Metal shed. Later workshop hoist	W	
3978	15.08.2008	Metal shed. Damaged wood panelling	W	2x1m
3979	15.08.2008	Brick addition. Northernmost window internal	E	1x1m
3980	15.08.2008	Brick addition. Middle window internal	E	1x1m
3981	15.08.2008	Brick addition. Southernmost window internal	E	2x1m
3982	15.08.2008	Brick addition. Blocked window internal	W	1x1m
3983	15.08.2008	Brick addition. Railway line reused as tie bar	SW	
3984	15.08.2008	Brick addition. Internal gable end	S	2x1m
3985	15.08.2008	Brick addition. Overall internal view	N	2x1m
3986	15.08.2008	Brick addition. Overall internal view	S	2x1m
3987	15.08.2008	Brick addition. Internal gable end	N	2x1m
3988	15.08.2008	Brick addition. Roof	S	
3989	15.08.2008	Brick addition. RSJ tie bar	NE	
3990	15.08.2008	Brick addition. Railway lines reused as tie bars	NW	
3991	15.08.2008	Brick maintenance shed addition. Northernmost window internal	E	
3992	15.08.2008	Brick maintenance shed addition. Overall internal view	S	
3993	15.08.2008	Brick maintenance shed addition. East door internal	E	

3994	15.08.2008	Brick maintenance shed addition. Later ‘pigeon’ office	SW	
3995	15.08.2008	Brick maintenance shed addition. Later concrete block constructed store	E	1x1m
3996	15.08.2008	Brick maintenance shed addition. Fireplace in lower level of ‘pigeon’ office	NW	
3998	15.08.2008	Brick maintenance shed addition. South door	SW	1x1m
3999	15.08.2008	Brick maintenance shed addition. Roof internal l	N	
4000	15.08.2008	Maintenance shed. Internal view showing later dividing wall	N	2x1m
4001	15.08.2008	Maintenance shed. Decorative concrete render	N	1x1m
4002	15.08.2008	Maintenance shed. Later concrete block structures within	NW	1x1m
4003	15.08.2008	Maintenance shed. Decorative concrete rendering	W	1x1m
4004	15.08.2008	Maintenance shed. Later concrete block structure	NE	1x1m
4005	15.08.2008	Maintenance shed. Blocked southernmost window to boiler house	E	1x1m
4006	15.08.2008	Maintenance shed. Northernmost blocked window to boiler house. Partially obscured by later dividing wall	E	
4007	15.08.2008	Maintenance shed. South door with brick addition beyond	S	
4008	15.08.2008	Maintenance shed. Roof internal	S	
4009	15.08.2008	Maintenance shed. Later concrete block structure interior view	N	1x1m
4010	15.08.2008	Maintenance shed. Detail of straight joint with brick addition	N	
4011	15.08.2008	Former hoist between brick maintenance shed addition and brick addition	S	
4012	15.08.2008	Brick addition to maintenance shed. East door and window external view	W	

3895: Later pump room. Pump 1

3896: Later pump room. Pump 1 gearwheel

3897: Later pump room. Pump 1 cylinder head

3898: Later pump room. Pump 1 motor/ dynamo

3899: Later pump room. Pump 1 junction box


3900: Later pump room. Pump 1 crankshaft

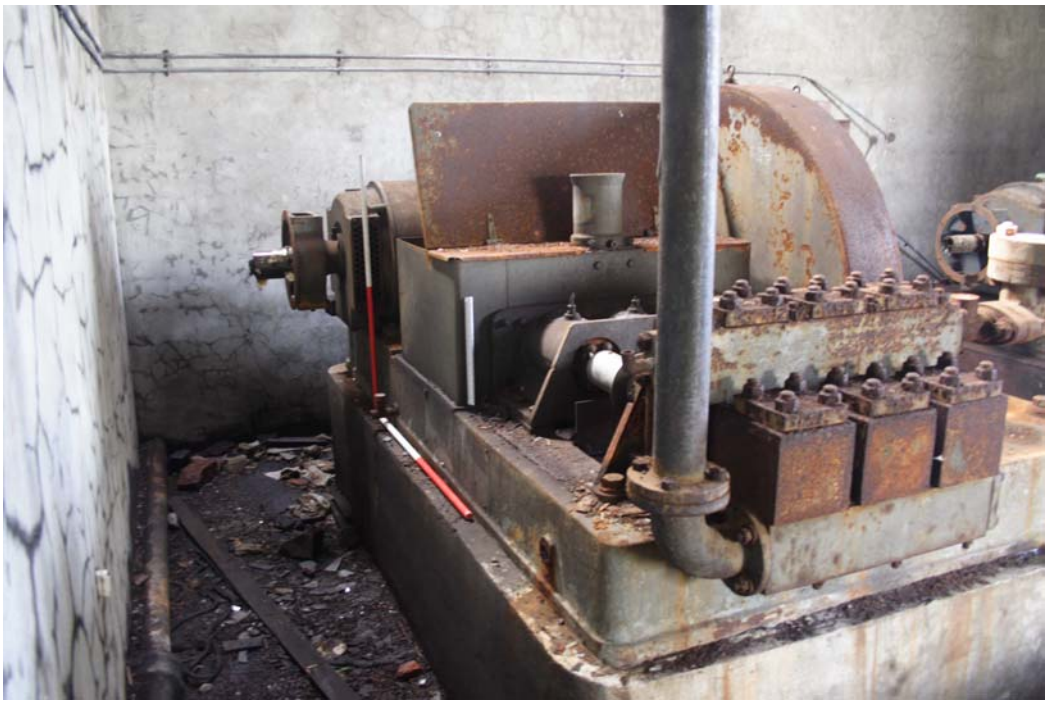
3901: Later pump room. Pump 1 elevation

3902: Later pump room. Pump 1 overall view

3903: Later pump room. Pump 2 gearwheel set in pit

3904: Later pump room. Pump 2 overall view

3905: Later pump room. Pump 2 end view

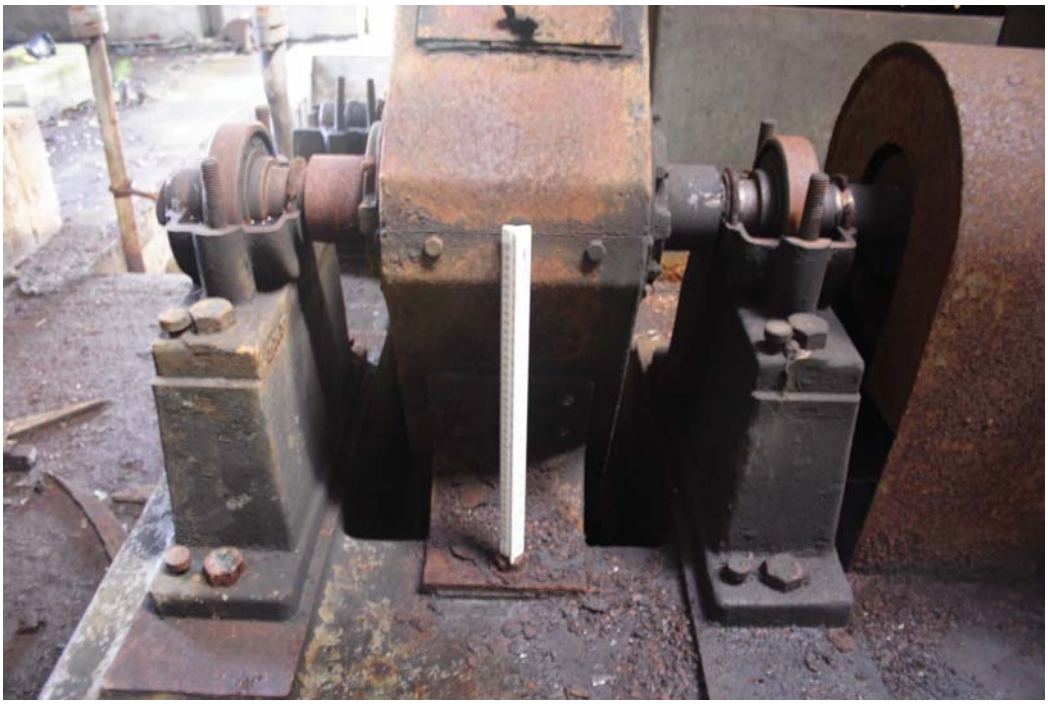


3906: Later pump room. Pump 2 side elevation

3907: Later pump room. Pump 2 crankshaft and case

3908: Later pump room. Pump 2 motor/ dynamo

3909: Later pump room. Pump 2 junction box



3910: Later pump room. Pump 2 gear wheel and mounting arrangement

3911: Later pump room. Pump 2 cable duct attached to junction box

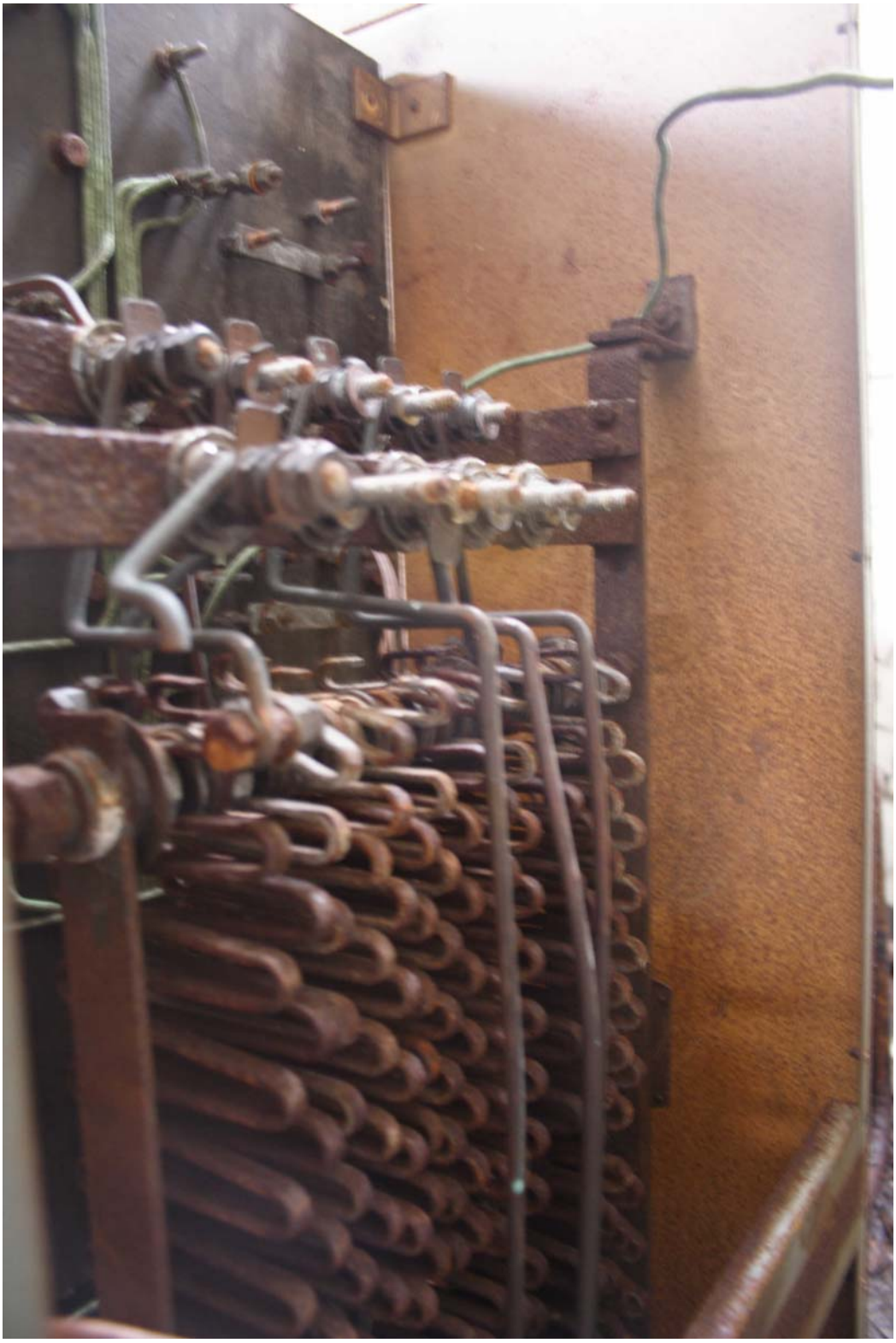
3912: Later pump room. Pump 2 switch box door closed

3913: Later pump room. Pump 2 switch box door open

3916: Later pump room. Pump 2 switch box Watford Electric makers plate

3918: Later pump room. Pump 2 switch box overload trip plate

3919: Later pump room. Pump 2 switch box switch plate



3921: Later pump room. Pump 2 switch box rear interior view

3922: Later pump room. Opening in wall carrying cast iron pipe to boiler house

3923: Later pump room. Pump 3 concrete base

3924: Later pump room. Pump 3 gearwheel pit

3925: Later pump room. Pump starter box

3926: Later pump room. Pump starter box close up

3927: Later pump room. Former inspection pit

3928: Later pump room. Possible switch box base

3930: Later pump room. Fuse box with remains of stoneware fuse mountings

3931: Later pump room. Overall view of Pumps 1 and 2

3932: Later pump room. Later pump room roof

3933: Boiler house. Steps and blocked doorway to engine house

3935: Boiler house. Southernmost blocked window to Maintenance shed

3936: Boiler house. Northernmost blocked window to Later pump room

3938: Boiler house. Gable end with arched opening to site of chimney

3939: Boiler house. Gable end and south door.

3940: Boiler house. Openings in wall. Uppermost carrying pipe from later pump room

3941: Boiler house. Corrugated iron and steel roof

3942: Engine house. Southernmost blocked external window

3943: Engine house. Northernmost blocked external window

3944: Engine house. Blocked doorway to metal shed

3945: Engine house. Cast iron water tank and gable end

Plate 3946: Engine house. Cast iron water tank

3947: Engine house. Cast iron supporting column beneath water tank

3948: Engine house. Possible viewing opening to accumulator tower

3949: Engine house. Dressed sandstone corbelling beneath water tank

3950: Engine house. Gable end and reduced south doorway

3951: Engine house. Possible floor plinth

3953: Engine house. Blocked doorway to boiler house

3954: Accumulator tower. Fixed ladders to access upper levels

3956: Accumulator tower. Guide rails and frame to hold weight. Collapsed cylinder below

3957: Accumulator tower. Guide rails and frame to hold weight. Collapsed cylinder below

3958: North façade of pump house close up

3959: North façade of pump house

3960: Oblique side view of pump house

3961: Oblique side view of pump house from road embankment

3962: Overall view of pump house from road embankment

3963: Former road bridge to North Dock

3964: Oblique side view of pump house with railway bridge abutment in foreground

3966: Metal shed. Blocked doorway to engine house

3967: Metal shed. Blocked window and original timber lining.

3968: Metal shed. Timber frame

3969: Metal shed. Detail of timber frame joint

3970: Metal shed. Dwarf wall shot 1

3971: Metal shed. Dwarf wall shot 2

3972: Metal shed. Later concrete block workshop office

3973: Metal shed. Internal south elevation

3974: Metal shed. Internal elevation

3975: Metal shed. Roof

3976: Metal shed. Internal view

Plate 3977: Metal shed. Later workshop hoist

3978: Metal shed. Damaged wood panelling

3979: Brick addition. Northernmost window internal

3980: Brick addition. Middle window internal

3981: Brick addition. Southernmost window internal

3982: Brick addition. Blocked window internal

3983: Brick addition. Railway line reused as cross beam

3984: Brick addition. Internal gable end

3985: Brick addition. Overall internal view from north

3986: Brick addition. Overall internal view from south

3987: Brick addition. Internal north gable end


3988: Brick addition. Roof

3989: Brick addition. RSJ cross beam.

3990: Brick addition. Railway lines reused as cross beams

3991: Brick maintenance shed addition. Northernmost window internal

Plate 3992: Brick maintenance shed addition. Overall internal view from north

Plate 3993: Brick maintenance shed addition. East door internal


3994: Brick maintenance shed addition. Later ‘pigeon’ office

3995: Brick maintenance shed addition. Later concrete block constructed store

3996: Brick maintenance shed addition. Fireplace in lower level of ‘pigeon’ office

3998: Brick maintenance shed addition. South door

3999: Brick maintenance shed addition. Roof internal

4000: Maintenance shed. Internal view showing later dividing wall

4001: Maintenance shed. Decorative concrete render

4002: Maintenance shed. Later concrete block structures within

4003: Maintenance shed. Decorative concrete rendering

4004: Maintenance shed. Later concrete block structure

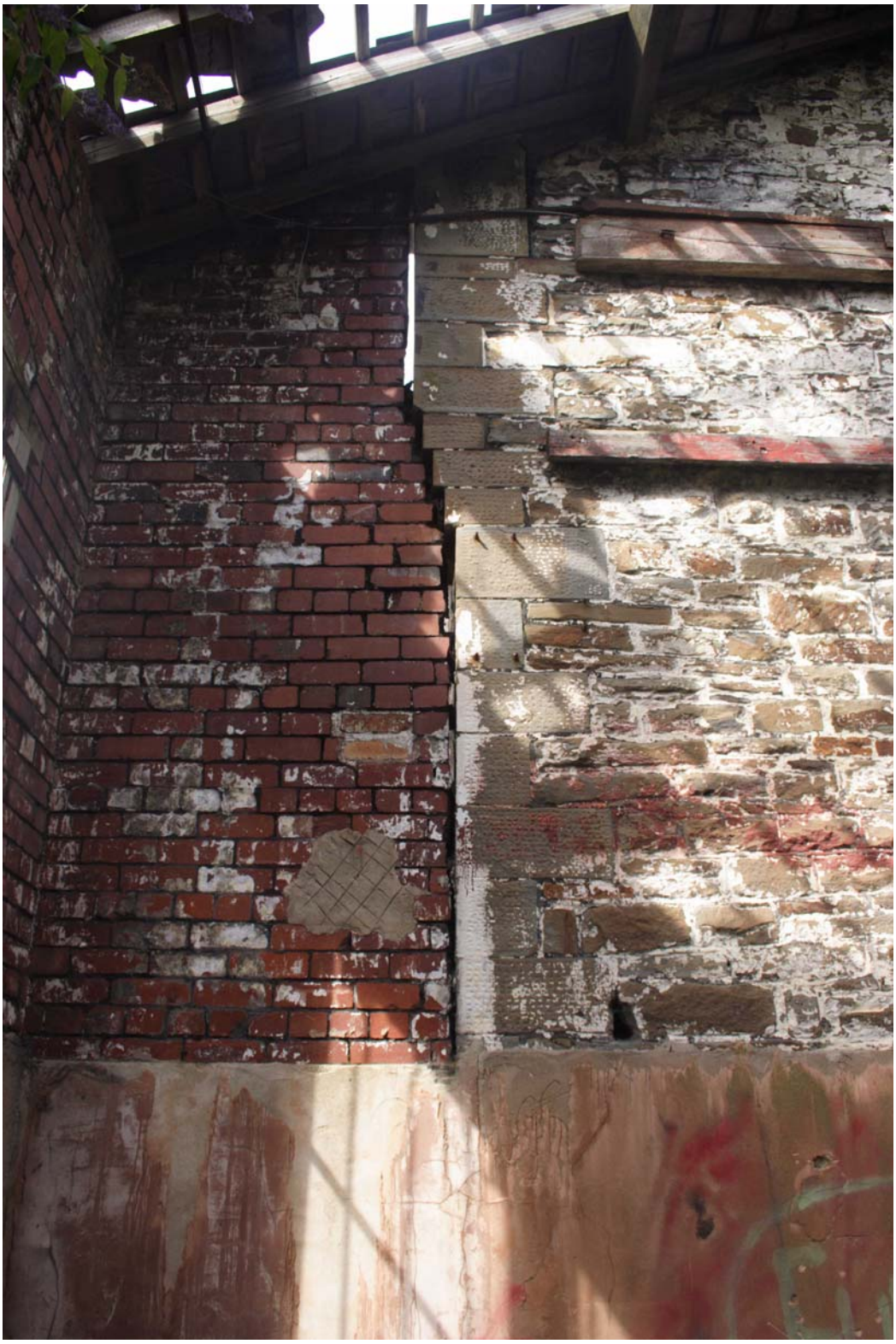
4005: Maintenance shed. Blocked southernmost window to boiler house

4006: Maintenance shed. Northernmost blocked window to boiler house. Partially obscured by later dividing wall

4007: Maintenance shed. South door with brick addition beyond

4008: Maintenance shed. Roof internal

4009: Maintenance shed. Later concrete block structure interior view



4010: Maintenance shed. Detail of straight joint with brick addition

4011: Former hoist between brick maintenance shed addition and brick addition

4012: Brick addition to maintenance shed. East door and window external view

PUMP HOUSE, NORTH DOCK, LLANELLI:
STANDING BUILDING RECORDING

RHIF YR ADRODDIAD / REPORT NUMBER 2008/101

Hydref 2008
October 2008

Paratowyd yr adroddiad hwn gan / This report has been prepared by S Ratty

Swydd / Position: Archaeologist

Llofnod / Signature ..... Dyddiad / Date

Mae'r adroddiad hwn wedi ei gael yn gywir a derbyn sêl bendith
This report has been checked and approved by K Murphy

ar ran Ymddiriedolaeth Archaeolegol Dyfed Cyf.
on behalf of Dyfed Archaeological Trust Ltd.

Swydd / Position: Director

Llofnod / Signature ..... Dyddiad / Date

Yn unol â'n nôd i roddi gwasanaeth o ansawdd uchel, croesawn unrhyw sylwadau sydd gennych ar gynnwys neu strwythur yr adroddiad hwn

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