



EMBARKATION HARD CAT HOUSE, WOOLVERSTONE SITE N.K. TODAY

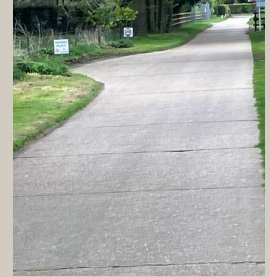
Grid ref: TM 19461 39061

The hard remains at the site and is used as a berthing area by a sailing club. It covers an area of approximately 992m² (or 1,084 yards²). The mooring 'dolphins' up stream have not survived. Vic Scott records that as timber was in short supply after the war, they were dismantled, the timber was cut out, transported up to the saw mill in the estate yard at the top of Tank Road and then cut into planks for use in Woolverstone ship yard, which was leased from Oxford University after the war by Austin Farrar.

If you take a walk from the junction of the B1456 down to the foreshore there are many features visible today:



1. Splay entrance to Cat House Lane or "Tank Road" 21.5m (23 yds) wide, to make it easier for large lorries and military vehicles to turn off the Main Road
2. Tank Road is 1119 m (1,084 yds) total in length to the river. Re-enforced access road, with 7 passing places.
3. The road itself is 3.7m (4 yds) wide, made in sections 4.5 m (5 yds) deep. It is between 45 cm (18in) and 20 cm (8 in) thick.



4. Re-enforced concrete turning circle for offloading supplies



5. Re-enforced concrete apron, with retaining wall.





EMBARKATION HARD CAT HOUSE, WOOLVERSTONE SITE N.K. TODAY

6. Concrete block retaining wall, built of three layers of separate blocks. Each section 30 cm (1ft) high and approx. 6m (6.6 yds) long.



7. Channel, now concreted over, for diesel pipe to dolphins.

8. The retaining wall constructed of three sections with slight angles to each other. It is broken in to three sections by steps. First set of steps to the Berners Boathouse, now demolished. Second steps towards a concreted area behind the retaining wall that housed a Nissen hut. Third steps to a concreted area above the retaining wall that also housed a Nissen hut.



9. The apron measures 64m (70yds) in total width. It varies in depth between 13.8 m (15 yds) and 16.5 m (18 yds). Total area of apron is 960 m² (1050 yd²).



10. The river edge of the apron has a lip of 12.7 cm (5 in) deep, and 61 cm (24 in) wide to which the flexible matting was fixed.

11. Flexible matting – chocolate blocks - in the intertidal zone. Much of the matting has disappeared as it no longer reaches to low tide. The matting was mostly laid in 15 block sections, 3 x 5. 62 cm (24 in) x 102 cm (40in). The mats are 12.7 cm (5 in) thick. Each block is of a similar design of moulded concrete.



Some remains of the metal hooks to secure this can still be seen.





EMBARKATION HARD CAT HOUSE, WOOLVERSTONE SITE N.K. TODAY



12. The jetty we see today is not the original. This pencil sketch by Leonard Squirrell in 1949 shows the heavily structured wooden dolphins. However, the stumps showing above the mud are likely the remains of the original dolphins.

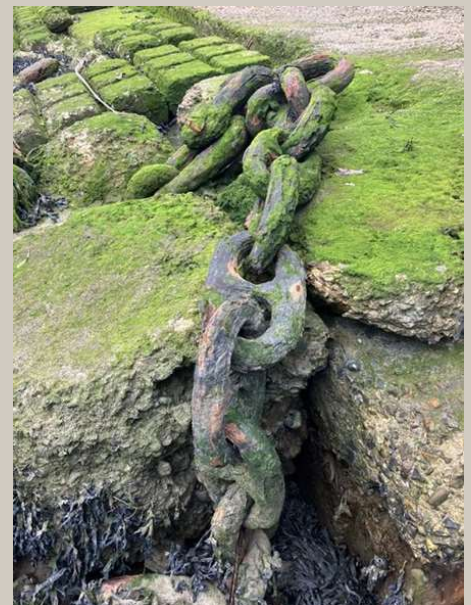
13. A small square Nissen hut was constructed at the top of the cliff. It measures 5.1 m (5 ½ yds) by 5.1m (5 ½ yards). It is still there beneath the trappings of a rural hut. This originally had a thatched roof.

The hut was created around the Nissen hut so that it did not have to be demolished at the end of the war when Austin Farrar leased this area. The curved corrugated roof of the original Nissen hut can be seen in places.



14. The two diesel oil storage tanks can no longer be seen, although brick rubble near the two sites remains an indication of their presence. One feature that can be seen is the 15.2 cm (6 in) pipe to take the oil down to the embarkation hard.

**There may be more
evidence to be found**



15. There are various attachment points to be seen within the apron and further back up the access road.

