



## **Skibo A Canadian Forestry Camp**

**Results of a survey undertaken by NoSAS and ARCH 2014—2015**



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**August 2021**

After a brief walk over survey during a day walk to Ledmore and Migdale Woods it was considered worthwhile conducting a more thorough survey of the Canadian Forestry camp based in Migdale Woods, known as Skibo A to the Canadian Forestry Corps (CFC). The survey took place over several days during autumn 2014 and spring and summer 2015 with small groups of volunteers from NOSAS and ARCH named at the end of this report. A range of sources were used for the desk-based research including memories collected by ARCH as part of the Woodland Trust's Ledmore and Migdale project.<sup>1</sup>

## Background

During both the First and Second World Wars timber production was critical to the war effort. The exploitation of home-produced timber was more difficult as the conflict intensified, and manpower was limited by the demands of the Armed Forces. During these periods Britain called upon the expertise of many timber producing Allied countries. The Canadian Forestry Corps were based in the Dornoch area during the First World War<sup>2</sup> when they felled timber in the Clashmore and Dornoch woods and possibly in the Migdale (Spinningdale) woods. During the Second World War there were three camps around Spinningdale and Clashmore (Skibo)<sup>3</sup> area. This project focussed on the Second World War camp 'Skibo A' within the present Ledmore and Migdale woodlands. The name Skibo relates to the Skibo Estate which owned the surrounding land during the existence of the camps.

## Geography



Figure 1 Map of site with main features

<sup>1</sup> Kruse, Susan 2014 'Ledmore and Migdale memories' (available from <http://www.archhighland.org.uk/library.asp> in the ARCH Projects folder), accessed November 2020

<sup>2</sup> Bird, C W and Davies, J B 1919 *The Canadian Forestry Corps. Its inception, development and achievements*, HMSO: London; Canadian 1<sup>st</sup> WW diaries. Available online at <http://www.canadiangreatwarproject.com/warDiaryLac/wdLacP16.asp> especially District 51 (accessed November 2020),

<sup>3</sup> Wonders, William C 1991 *The 'Sawdust Fusiliers': the impact of Canadian Forestry Corps in the Scottish Highlands in World War II*, Canadian Pulp and Paper Association: Montreal

The site lies along a track which runs south west off the minor road from Spinningdale to Migdale. The track appears on the Second Edition Ordnance Survey map surveyed in 1902. A slightly higher route is shown on earlier maps including an estate map suggesting there was a traditional route from Spinningdale along the north east side of Loch Migdale to Migdale settlement and thence to Bonar Bridge. The lower track, which is the focus of the survey lies slightly to the north of, but roughly parallel to, the Spinningdale burn from Loch Migdale in the west towards its outflow into the Kyle of Sutherland in the east. The track leaves the burn and joins the minor road just south east of Kyloag. Since 1993 the site has been part of the Woodland Trust Ledmore and Migdale woods and the lower track has been incorporated in their walk leaflet<sup>4</sup>.

### Documentary Evidence

The earliest detailed map found of the area was drawn by George Brown in 1815 during a boundary dispute between the lands of W. S. Dempster and H. Houston<sup>5</sup>. The map shows Loch Migdale and the upper track. It also includes depictions of what it calls an 'Improvement sluice' at the exit of the Spinningdale burn from the east end of Loch Migdale and two mill sites, Mill na Fuah and the mill at Spinningdale using the water from the burn. It is likely that the sluice and mills were built at some point after 1794 when the cotton mill at Spinningdale was built by George Dempster who instigated improvements on the Skibo estate before it passed to William Dempster towards 1818<sup>6</sup>.

The First Edition Ordnance Survey map of 1879 shows two small settlements. The first settlement (Figure 2, Box 2)<sup>7</sup> may be associated with water management at the head of Loch Migdale where there is still a dam (Figure 2, Box 1) and the remains of a sluice gate<sup>8</sup>, and the burn has had its course altered to provide water for the mills downstream<sup>9</sup> which had gone out of use by the Second Edition Ordnance Survey map of 1907. There is very little remaining of the settlement sites, the buildings of which appear to have been cleared, possibly during the First and Second World Wars or later track construction as suggested in the HER and CANMORE description of the site beside Loch Migdale:

A farmstead, comprising two unroofed buildings, and a field-system are depicted on the 1st edition of the OS 6-inch map (Sutherland 1879-81, cxi). They are not shown on the current edition of the OS 1:10000 map (1971). Information from RCAHMS (AKK) 22 November 1995.

This site was visited during the course of a forestry survey by Headland Archaeology. Both buildings, which were depicted on the 1st edition of the OS 6-inch map (Sutherland 1879, sheet cxi), have been destroyed by a recent forestry track although the associated field-system survives as low rubble banks. S Carter and J Wordsworth (Headland Archaeology) 5 February 1997.<sup>10</sup>

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<sup>4</sup> <https://www.woodlandtrust.org.uk/visiting-woods/woods/ledmore-migdale/> accessed November 2020

<sup>5</sup> Brown George, 1747-1816 *Plan of grounds in dispute between W. S. Dempster, Skibo and H. Houston of Creech by George Brown, 1815* NLS maps <https://maps.nls.uk/view/216589651> (accessed November 2020)

<sup>6</sup> Evans John 2005 *The Gentleman Usher. The life and times of George Dempster 1732-1818*, Pen & Sword Books Ltd.

<sup>7</sup> Highland HER MHG19301; Canmore 91384

<sup>8</sup> Highland HER MHG60880

<sup>9</sup> Highland HER MHG19302; Canmore 91386

<sup>10</sup> Highland HER MHG19301; Canmore 91384



In 1895 the industrialist and philanthropist Andrew Carnegie bought Skibo Estate and he developed the estate including Loch Migdale<sup>11</sup>. By this time, the Second Edition Ordnance Survey map 1907 shows that the settlement buildings were unroofed and a new boat house had been built on the north side of the loch. In the early 20<sup>th</sup> century, the Spinningdale Burn was used to produce electricity for Spinningdale House<sup>12</sup>.

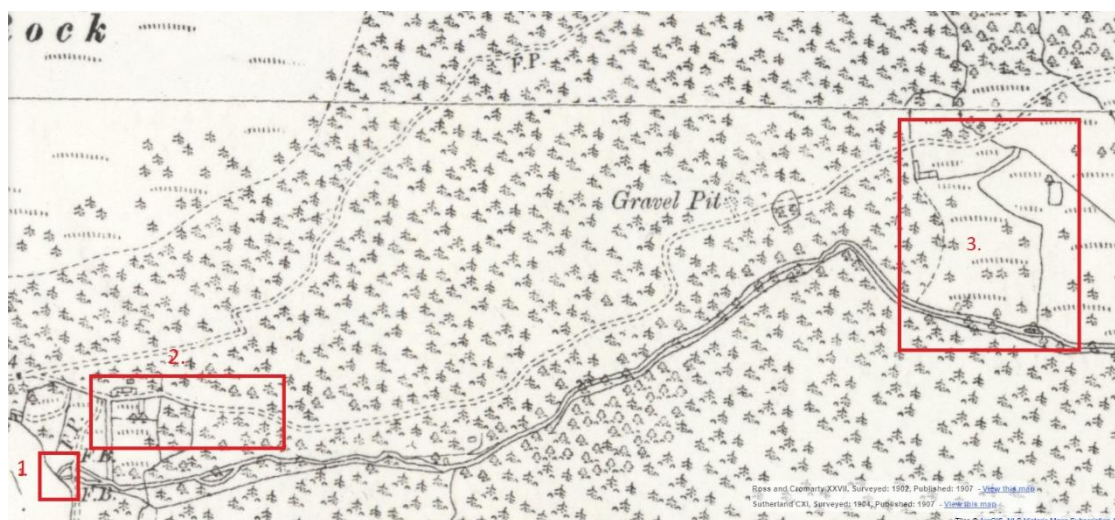


Figure 2 Second Edition OS map showing areas referred to in text ©National Library of Scotland

Towards the east end of the track there was a group of enclosures and a farmstead (Figure 2, Box 3) which by the time of the First Edition map was unroofed. This was also described by the earlier survey:

A farmstead, comprising an L-shaped unroofed building of two compartments and two enclosures is depicted on the 1st edition of the OS 6-inch map (Sutherland 1879-81, cxi), but it is not shown on the current edition of the OS 1:10000 map (1971).

This farmstead was visited during the course of a forestry survey by Headland Archaeology (NMRS MS 899/25, no.6). The building depicted on the 1st edition of the OS 6-inch map (Sutherland 1879-81, sheet cxi) has been largely destroyed, probably through the establishment of a logging camp or sawmill here in World War II by the Canadian Forestry Corps (Mr Mackay, Bailenacuaile, pers.comm.). The associated enclosures were found to be more extensive on the ground than depicted on the 1st edition OS map.<sup>13</sup>

The ground is presently wooded with a mixture of old conifer plantation and regenerating native woodland. Documentary sources mention planting and drainage work in the 19<sup>th</sup> century.<sup>14</sup>

<sup>11</sup> Bangor-Jones, Malcolm 2014 'Historical records of the Migdale/Ledmore Woods', [www.archhighland.org.uk/library](http://www.archhighland.org.uk/library) in the ARCH Projects Reports folder, accessed December 2020.

<sup>12</sup> Highland HER MHG60913 - Spinningdale House

<sup>13</sup> Highland HER MHG19303 - Ryleoag

<sup>14</sup> Bangor-Jones, Malcolm 2014 'Historical records of the Migdale/Ledmore Woods', [www.archhighland.org.uk/library](http://www.archhighland.org.uk/library) in the ARCH Projects Reports folder, accessed December 2020

During the First World War there were two Canadian Forestry Corps camps recorded in the Dornoch area<sup>15</sup>. A second resource for this period is the Canadian Forestry Corps diaries<sup>16</sup>. The commander of each unit was expected to keep a diary of operations and these were useful in gathering details of the amount of timber produced, the weather, and life for the lumberjacks both working and leisure. It seems that the companies (No. 117 and No. 129) were based in Dornoch but the timber was cut elsewhere, and there is a mention of Mr Andrew Carnegie's Scottish home at Skibo. It is possible that at least some of the timber was felled from Migdale and Ledmore woods during this period.

The evidence for felling during the Second World War confirms there were three camps based within the Skibo estate<sup>17</sup>:

Skibo A (near Loch Migdale):

Unit 30., Mobilized May 1942, arrived in Scotland 11 June 1942, ceased operating in Scotland 1 Apr 1944. Worked at Skibo A. Then continued operations in NW Europe.

Skibo B (Achue):

Unit 1. Mobilized Ottawa, Ontario 16 July 1940, arrived in Scotland 28 Feb 1941, ceased operations in Scotland 14 June 1944. Worked at Cawdor North, then Skibo B from 28 Oct 1943.

Unit 13. Mobilized from Halifax, N.S., 13 Aug 1940, arrived in Scotland 2 July 1941, ceased 17 Mar 1945. Worked in Southeast, Brechin, Orrin Bridge, Muir of Ord (8 Nov 1943), Skibo B (arrived 15 July 1944), then Orrin Bridge from 14 Nov 1944).

Unit 29. Mobilised May 1942, arrived in Scotland 26 May 1942, ceased operating in Scotland 29 Sept 1943 and then returned to Canada in Oct 1943.

Skibo C (Clashmore) (pictured below; photo courtesy Avril MacLennan):

Unit 26. Mobilized June 1942, arrived in Scotland 25 June 1942, ceased operating in Scotland 1 Oct 1943, when returned to Canada.



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<sup>15</sup> Bird, C W and Davies, J B 1919 *The Canadian Forestry Corps. Its inception, development and achievements*, HMSO: London

<sup>16</sup> Canadian 1<sup>st</sup> WW diaries. Available online at <http://www.canadiangreatwarproject.com/warDiaryLac/wdLacP16.asp> especially District 51 (accessed November 2020),

<sup>17</sup> Wonders William C. Canadian Pulp and Paper Association. *The Sawdust Fusiliers: the Canadian Forestry Corps in the Scottish Highlands in World War Two*, pp 8-9.

## Results of the Survey

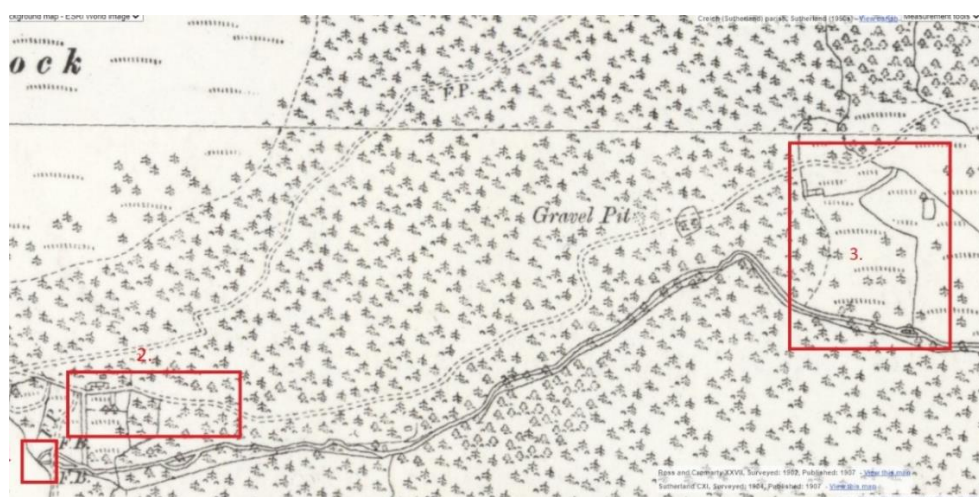


Figure 3 Second Edition OS map showing areas referred to in text ©National Library of Scotland



Figure 4 Modern map of whole site

The preliminary survey began in the general area where it was thought the main sawmill (Figure 3, Box 3.) was located based according to local knowledge<sup>18</sup>. This lies at the east end of the track and is now recorded on the Highland HER<sup>19</sup>. The plan (Fig.5) below was done during the initial survey and focussed on the area immediately around the concrete bases, the wagonways, the pond and water management.

The later survey extended c.1km to the west, around the end of Loch Migdale to include the accommodation area which lies beside the access track.

<sup>18</sup> Kruse, Susan 2014 'Ledmore and Migdale memories' (available from <http://www.archhighland.org.uk/library.asp> in the ARCH Projects folder), accessed November 2020.

<sup>19</sup> Highland HER MHG60882 - Sawmill-Skibo A CFC Camp, Clashmore



All the features in both the planned area around the sawmill and the survey of the accommodation area were recorded with hand held gps and where possible and appropriate, photographed. A taped offset plan of the sawmill concrete base was made.

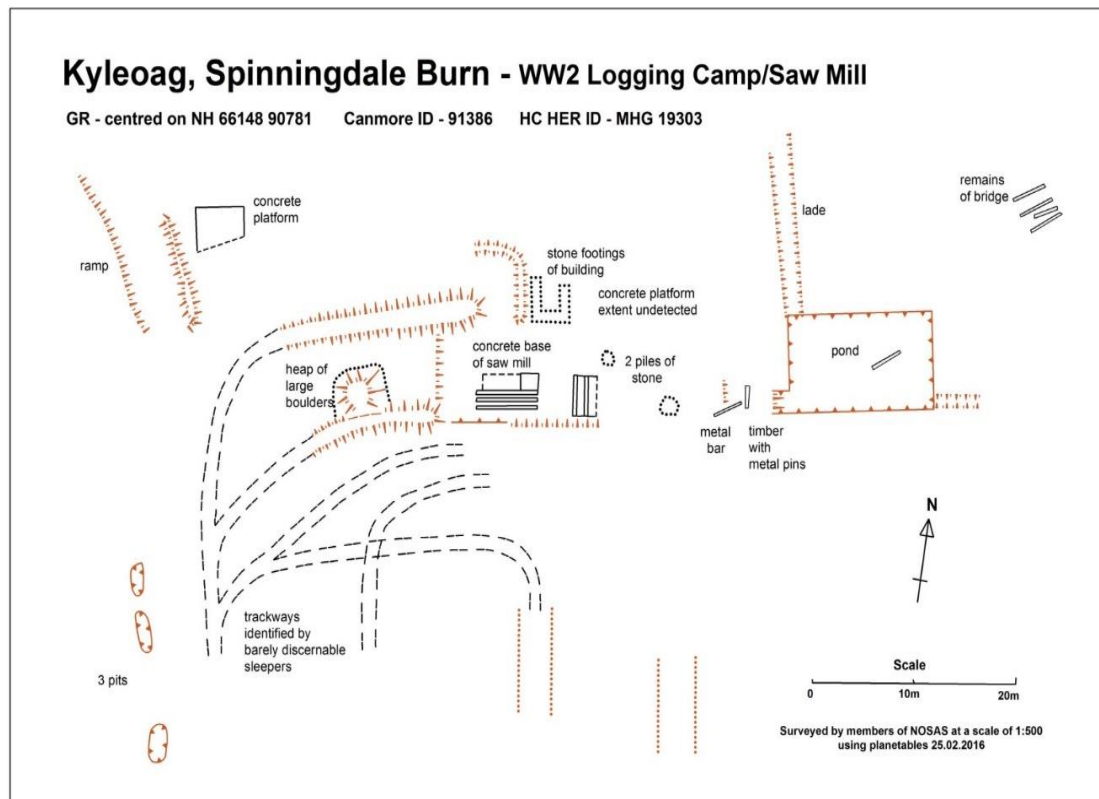


Figure 5 Plan by M. Marshall

The area planned (Fig.5) lies immediately to the south of the main modern Path A leading from the road to Loch Migdale. Path B runs south from Path A just to the east of the sawmill site and the burn. Path A crosses the burn just before the junction but the survey shows that previously there was a lade across the path and drained to the west of Track B. The area to the south and west of the junction of the two tracks has the greatest number of features including the sawmill.

This conclusion is backed by the aerial photograph taken within a few years of the end of the Second World War and clearly shows the tracks of the wagon ways and large areas of sawdust (Fig 6).



Figure 6 Aerial photograph taken 1946  
 Image: NCAP / [ncap.org.uk](http://ncap.org.uk)

During the survey, the various features were recorded and described and re-enforced this conclusion. There were no clear signs of the previously noted settlement, and it was felt that any mounds of stones may have been cleared or reused to provide bases for the various machinery of the sawmill operation. However, the western edge of the area was defined by the remains of an old turf and stone dyke and a marked change in the forestry. The area of the sawmill operation is now an area of scattered native deciduous trees, while to the west and beyond the dyke the trees are conifers and appear to be planted in a more orderly fashion. It is probable that the dyke belonged to the earlier settlement marked on the First and Second Edition maps.

The features described below were found in the sawmill area and near to Loch Migdale.

The Spinningdale Burn has been utilised for water power since the late 18th century. The burn has sections which have been straightened and some of the tributary burns are also unusually straight suggesting management of the water sources. There is a small tributary of the Spinningdale Burn just to the north of the modern Path A. It has been rerouted and now crosses below this track in a modern culvert immediately to the east of the junction with secondary Path B. On the north side of Path A there are the vestiges of a wooden barrier which would have formed a dam or sluice (NH 66189 90829) to divert the water back into a water channel or lade to run across Path A (NH 66179 90643) into a lade leading to the pond on the south side of Path A. There is a similar lade leading out of the pond where the water would have run back into the tributary and thence into Spinningdale Burn. The tributary ran to the west of Path B during the Second World War and was crossed by a wooden bridge; the remains are shown in Figure 8.



*Figure 7 View of remains of possible sluice.*





*Figure 8 View of remains of bridge over old route of burn.*



*Figure 9 View of dip in Path A and lade to south.*

A shallow pond was found (NH 66177 90789). Its exact dimensions are difficult to make out as it is filled with vegetation, but it is approximately 10m north south by 15m. On the west side there is a clear edge with a timber revetment. The lade from the burn enters the pond on the north east corner. Beyond the west edge there is an unattached timber (NH 66177 90789) with bolts like a bolt found in a timber forming the bridge. The ground slopes at the south west part of the pond, forming a ramp where the newly cut and washed logs would have been hauled up towards the sawmill. The timber found beyond the pond may well have been part of a structure which dragged the logs out of the pond. At the south east corner of the pond the outflow lade leads to the old route of the tributary. The pictures of similar sawmill operations show the logs were washed prior to being cut in the sawmill to limit the damage to the saw blades. Figures 10 and 11 show the pond and structural timber at present and Figures 12 and 13 are black and white photos showing a similar washing pond in use elsewhere.





Figure 10 View of pond with timber revetment and west ramp.



Figure 11 View of single timber beside pond.



Figure 12 (left) Logs being taken out of a washing pond, Inverness-shire or Black Isle. (©YMCA, reproduced on HistoryLinks Archive <https://www.historylinksarchive.org.uk/picture/number3004> accessed December 2020)

Figure 13 (right) Logs being tipped into a washing pond, Inverness-shire or Black Isle. (©YMCA, reproduced on HistoryLinks Archive <https://www.historylinksarchive.org.uk/picture/number3012> accessed December 2020)



## Wagonways

There are six wagonways which conform to the 1946 aerial photograph, though grass now obscures some detail. The wagonways shown on the plan are grid referenced in the list of features at the end of the document.

During the survey a small section of one of the wagonways was cleared of vegetation and revealed a base of fine gravel with regular hollows which would have had timber sleepers for the metal rails to sit on. A bolt or fastening was found on the gravel. The hollows can be seen clearly when the vegetation is low in the winter. Between many of the lines of tracks there are boulders, perhaps cleared when constructing the tracks.



Figure 14 Close up of post Second World War aerial photograph showing sawmill area with wagonways. Image: NCAP / [ncap.org.uk](http://ncap.org.uk)



Figure 15 View of wire attached to tree on south side of burn.



Figure 16 View of wire across burn.

At the side of the Spinningdale Burn, the curve of the wagonway shown on the aerial photo is still visible on the ground. Also, on the aerial photo there are informal tracks running down the hill to the left of the photo towards Spinningdale Burn. At present directly opposite the indistinct remains of the track there is a single strand of wire attached to a tree on the south side of the burn and secured under a boulder on the north side. This is likely to have been associated with some form of crossing, possibly for carrying logs to the wagonway.

There are photographs on the Internet showing the logs being pulled off the wagons at other camps, and the men are standing in a hollow. The photo may be showing a feature similar to the three hollows or pits found at the west end of the site. NH 66109 90756



Figure 17 Logs on wagon (reproduced with permission from Historylinks Archive [www.historylinksarchive.org.uk/picture/number12478](http://www.historylinksarchive.org.uk/picture/number12478))





*Figure 18 View of eastern wagonway.*



*Figure 20 View of wagonway, with darker grass indicating sleeper positions*



*Figure 19 View of stone piles between wagonways.*

## Entrance

At present there is an informal entrance to the sawmill area from Path A. It is possible this was the more formal entrance to the sawmill area. There is a rectangular concrete base, c.4m north-south and c.4.5m east-west and c.5m south of Path A. Four square holes in the base were found, possible post settings. This base may have been the base of a building, possibly for an administrative centre. The grid references for the four holes are NH 66115 90790, NH 66115 90790, NH 66114 90787 and NH 66110 90793. The base sits where the First Edition map depicts an L-shaped building. It is possible remains of this building were incorporated in the base and the sawmill base.

## Sawmill area

Roughly in a line paralleling Path A, from west to east at NH 66117 90783 and to the east of the entrance are two banks and a hollow between the banks now grassed covered. It appears that a wagonway was at the western end. This may be the remains of a loading bay where lorries reversed in from Path A into the hollow, and logs were loaded from the tracks above.

To the east of the possible loading bay at NH 66148 90785 is a thick concrete foundation base oriented east-west, which has channels within the base. Whatever was placed here would have been heavy to require such substantial foundations. It seems very likely that the sawmill would have been on such a base with the channels, which are full of nails and rotted timber would have secured the sawmill in place.



Figure 21 View of base of sawmill.

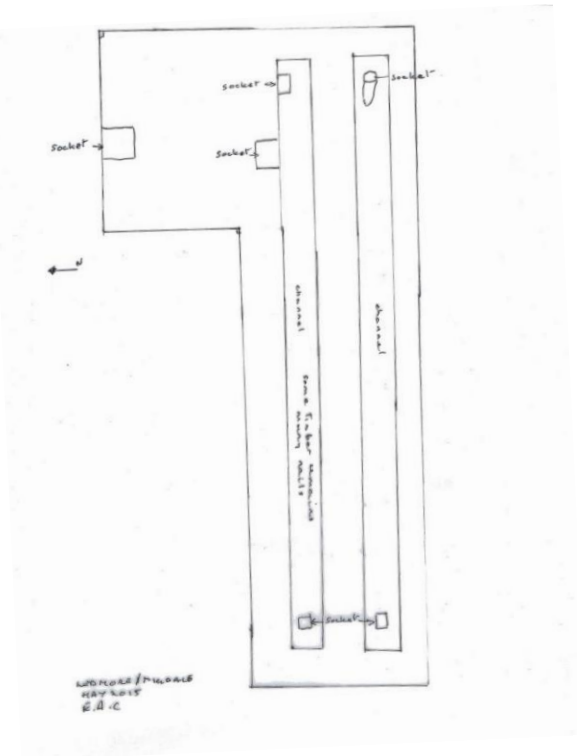


Figure 22 Plan of sawmill base.

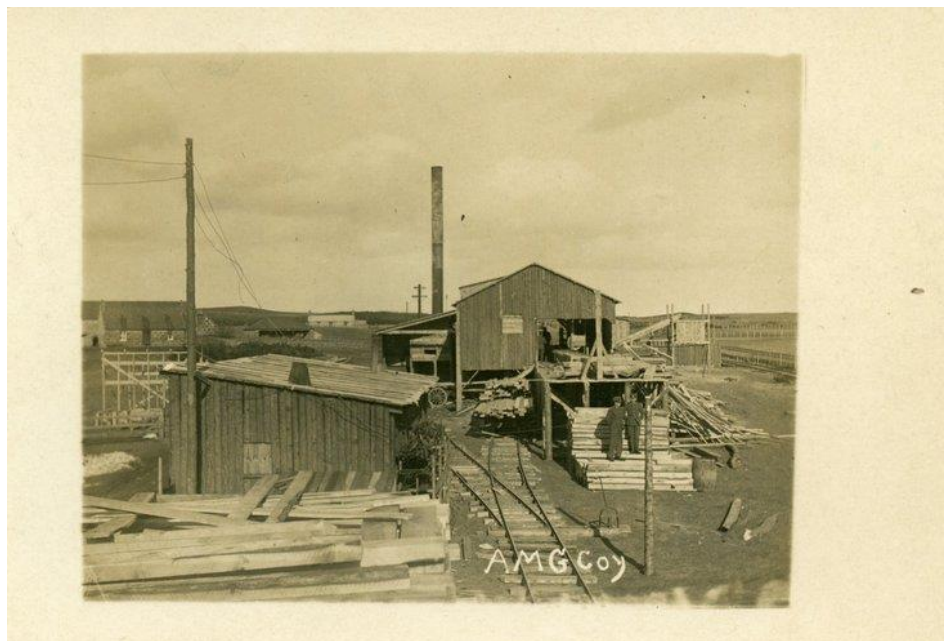


Figure 23 Example of a CFC sawmill, probably larger than that at Skibo A  
(reproduced with permission from Historylinks Archive  
<https://www.historylinksarchive.org.uk/picture/number12477>)



## Midden

Next to one of the wagonways were the remains of the midden which was cleaned out during the survey to remove the rusting metal and broken glass. The complete bottles and metalwork were photographed as was a spittoon. Some of the bottles and possibly the spittoon were contemporary with the occupation of the sawmill site. Some of the midden was relatively modern. There was a second midden containing wire and metal to the north of Path A. This midden was not cleared as it was not easy to access.



Figure 24 View of midden prior to removal.



Figure 26 View of bottles from midden.



Figure 25 View of spittoon



Figure 27 Cataloguing midden contents.



## Sawdust

On the aerial photograph taken soon after the end of the Second World War (Fig 14) there are distinct white areas to the north of Path A and to the east of Path B beside the sawmill area; these are sawdust piles. Elsewhere on the aerial photo some of the white areas are simply cleared ground for example the accommodation area near Loch Migdale (Fig 6 and Fig 28). There is no evidence of sawdust piles surviving on the ground. But where did the sawdust go? It is too large an area to have rotted down without leaving some change in the topography. It is possible that some of it was removed and possibly reused, although there does not seem to be any local knowledge of this happening. At present the area where the sawdust would have been piled is much less boggy than the surrounding ground and it is possible that the piles were spread and have since rotted down to form a dryer area and this can be seen as different vegetation.

### Accommodation area near Loch Migdale

The accommodation for the lumberjacks was at the east end of Loch Migdale where the Path A splits, one branch going west along the north side of the loch roughly along the line of the original track noted on the First Edition OS map. The other branch of the path went south over the Spinningdale burn and up the hill to other possible sources of timber. It is likely that the accommodation was removed from the site when the camp was closed at the end of the Second World War. All that remains are platforms where the huts would have sat. The longest section of flat ground forms a platform to the north of the track. It is clearly levelled and sits c.1-2m above Path A.

When probed there is gravel below the present vegetation. The length of the platform is c. 150m east-west and c.12m north-south which would allow several wooden buildings to be sited along the platform. On the south side of the path there is a concrete lined pit 1.5m by 1m set into the ground (NH 65452 90560). This has been interpreted as a septic tank.



*Figure 18 Close up of aerial photograph post Second World War showing east end of Loch Migdale with cleared areas where the accommodation huts would have been. Image: NCAP / [ncap.org.uk](http://ncap.org.uk)*



*Figure 29 Midden associated with long accommodation platform*

On the north side of the platform is the only surviving sign of the telephone system which would have provided communications between the sawmill area and the accommodation area. There is a plank of wood nailed to a Scots pine c.4m above the ground (NH 65444 90592).



*Figure 30 Plank of wood on Scots pine, part of communication system.*

There is a single level area c.22m east-west by c.12m, (NH 65547 90551) to the south of the track at the east end of the long platform. This platform again appears to have been levelled and on the south side is some height above the burn. There are the remains of an oil drum lying below this platform.

Local oral testimony relates that there was a communal building beside the loch where dances were held<sup>20</sup>. There is a suitable level area close to the east of the end of the loch. There is no indication that there was a building in this area but this would also have been removed once the camp was closed. In this level area to the east of the end of the loch there are the remains of stone walls which may relate to the earlier field system association with the building noted on the First Edition OS map. North of Path A is another levelled platform c. 25m east-west by c.12m (between NH 65331 90602 and NH 65312 90604). This appears to be another accommodation platform and has a septic tank on the south side of the path, now filled with rubbish (NH 65307 90594). This platform may have been accommodation for officers, or it may be the communal building referred to above.



*Figure 31 (left)Septic tank opposite accommodation platform beside Loch Migdale*



*Figure 32 (right) Septic tank opposite accommodation platform beside Loch Migdale*

<sup>20</sup> Kruse, Susan 2014 'Ledmore and Migdale memories' (available from <http://www.archhighland.org.uk/library.asp> in the ARCH Projects folder), accessed November 2020

### How the site might have worked:

1. Trees were taken by lorry to the pond, with access over the bridge near the join of the paths, to allow tipping on the north side of the pond. If the grassy bank to the south of the pond is a trackway, then this would also have allowed tipping of logs on the south side of the pond.
2. Logs would have been hauled up the slope to the sawmill.
3. The cut timbers would have been moved on to be loaded onto bogies, which could move around the wagonway system.
4. Timber would be loaded onto lorries to the west of the entrance building, for taking away on Path A. The timber was probably taken to Ardgay and loaded onto trains to be taken south.

	Skibo A	Skibo B	Skibo C
Sawn Timber (FBM):	7,374,750	10,805,676	6,077,324
Wood Tonnage	5,109.4	6,847.85	2,733.4
Lagging (tons)	-	137.78	22.85
Pulpwood	804.51	2,666.17	615.51
Quartered props (cu.ft.)	-	1,886	2,855
Pit props & P.P poles (tons)	-	-	-
Slabs (tons)	4,805.46	7,242.55	4,065.50

*Figure 33 Output from Skibo camps (Wonders 1991 p. 107)*

### List of features

1	266189	890829	The remains of a possible sluice. A fence post and wooden structure partially across the burn.
2	266162	890816	A dip in the track indicating the position of the lade carrying water into the pond. A shallow channel is visible on both sides of the track.
3	266198	890806	Bridge across the now dry channel of the burn which has been redirected to E. The remains of the bridge are 4 timbers with some bolts.
4	266188	890790	The outflow channel from the pond.
5	266163	890758	Gps taken at N end of wagonway base. The base is made of fine gravel and is c.3m wide. There are no sleepers or rails on the base but shallow depressions show where the sleepers would have been.



6	266149	890758	Gps taken at N end of wagonway base. The base is made of fine gravel and is c.3m wide. There are no sleepers or rails on the base but shallow depressions show where the sleepers would have been.
7	266135	890771	Gps taken at N end of wagonway base. The base is made of fine gravel and is c.3m wide. There are no sleepers or rails on the base but shallow depressions show where the sleepers would have been.
8	266118	890765	Gps taken at N end of wagonway base. The base is made of fine gravel and is c.3m wide. There are no sleepers or rails on the base but shallow depressions show where the sleepers would have been.
9	266119	890702	Gps taken at N end of wagonway base. The base is made of fine gravel and is c.3m wide. There are no sleepers or rails on the base but shallow depressions show where the sleepers would have been.
10	266117	890694	Gps taken at N end of wagonway base. The base is made of fine gravel and is c.3m wide. There are no sleepers or rails on the base but shallow depressions show where the sleepers would have been.
11	266109	890756	Central rectangular pit of 3 in line N-S. Purpose unknown.
12	266097	890757	Central grid ref of boundary wall marked on 1st Ed OS map
13	266126	890630	Point where a wire across Spinningdale Burn is laid. The N end of the wire is secured between 2 boulders.
14	266148	890785	Central point on the concrete sawmill base.
15	266110	890798	Concrete base near to main entrance of site with 4 square holes which may have supported timbers.
16	265371	890583	Probable remains of stone wall shown S of track on 1st Ed OS map.
17	265370	890575	Substantial stone wall which may be part of the building lying N-S on the track on the 1st Ed OS map.
18	265368	890565	Substantial stone wall which may be part of the building lying N-S on the track on the 1st Ed OS map.
19	265407	890589	W end of a long, up to 150m, E-W platform which is likely to have formed the base of several wooden accommodation huts.
20	265535	890559	E end of huts platform.
21	266177	890789	The pond c.10m N-S by 15m E-W.
22	266117	890783	The 2 banks with hollow between. A possible loading bay.
23	265452	890560	Septic tank
24	265444	890592	Wooden board on pine tree, part of communication system.
25	265331	890602	E end of accommodation platform
26	265307	890594	Septic tank

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