
55cm tall, and have rubber surrounds and a metal lining to the ground. It is assumed that these tunnels were intended for crawling through.



Photo 29: Apparatus Feature B1, viewed from the east



Photo 30: Apparatus Feature B1, viewed from the north-east



Photo 31: Apparatus Feature B1, viewed from the west

Apparatus Feature B2

- 3.25. The second surviving feature within Area 2 consists of a level area, the eastern half of which is an area of matting and the western half of which is gravel-surfaced (Photos 32–35). The area is covered with a series of regularly-spaced post holes, indicating that there were likely timber posts forming the obstacle. The exact nature of the obstacle is unclear, but the regular positioning of the post holes and shadows evident on historic Google Earth imagery suggest that it may have been a ‘monkey bar’-type obstacle.



Photo 32: Apparatus Feature B2, viewed from the north-east



Photo 33: Matted area with postholes forming the eastern half of Apparatus Feature B2, viewed from the east

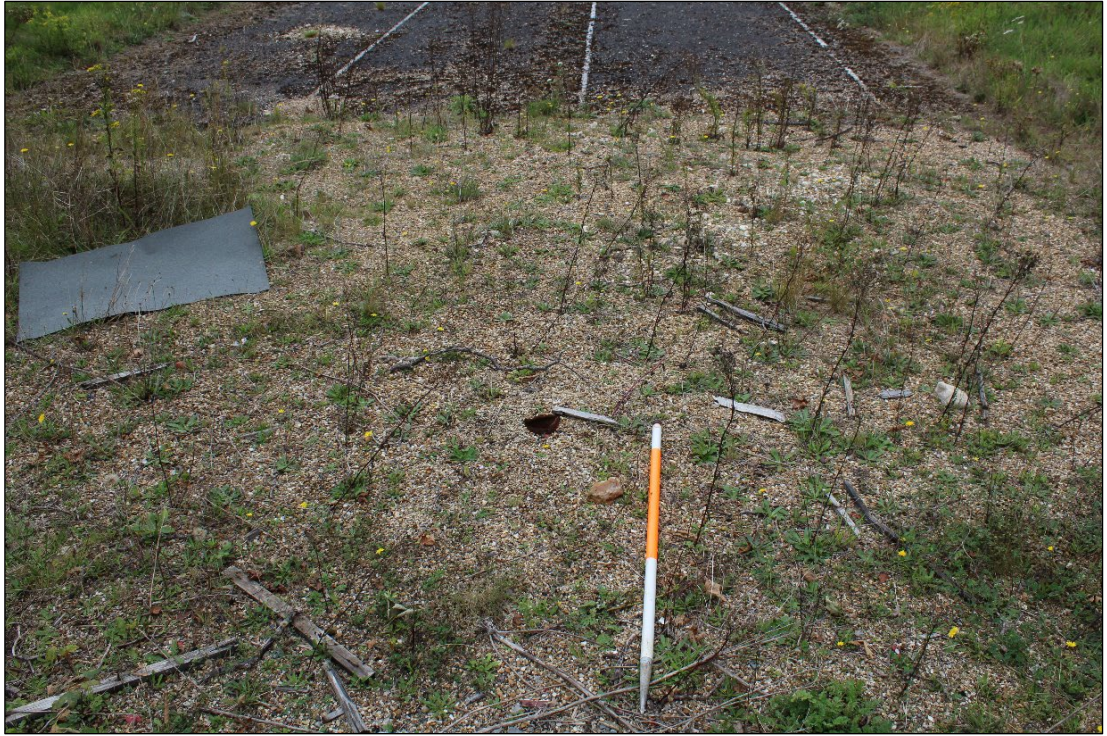


Photo 34: Gravel area with postholes forming the western half of Apparatus Feature B2, viewed from the east



Photo 35: Apparatus Feature B2, viewed from the west

Apparatus Feature B3

-
- 3.26. The third surviving obstacle within Area B consists of a ramp feature. It is presumably of brick or concrete block construction. It is rendered and painted to divide the feature into three lanes (Photos 36–39). The ramp is approximately 1.85m tall at its highest (western) end. There is an area of sand/gravel to the west of the ramp, presumably forming a landing area (Photos 38 and 39).



Photo 36: Apparatus Feature B3, viewed from the east



Photo 37: Apparatus Feature B3, viewed from the north-east



Photo 38: Apparatus Feature B3, viewed from the south-west



Photo 39: Apparatus Feature B3, viewed from the west.



Photo 40: Apparatus Feature B4, viewed from the east



Photo 41: Apparatus Feature B4, viewed from the south-west

Apparatus Feature B4

- 3.27. The fourth remaining obstacle within Area B consists of a low, 1m tall wall. It is presumably of concrete block construction. It has been rendered and painted to divide it into three lanes (Photos 40 and 41).

Apparatus Feature B5

- 3.28. The fifth surviving obstacle in Area B consists of a deep, concrete-lined pit. This pit is enclosed by metal fences and gates, presumably in order to restrict access when the training ground was not in use (Photos 42–44). The base of the pit has a lining of safety matting.
- 3.29. It is assumed that this feature would have been filled with water, although it is notable that the interior walls of the pit have the same painted lines dividing it into three lanes as seen on previous features; it is not clear why these would be required if the pit was filled with water.



Photo 42: Apparatus Feature B5, viewed from the east



Photo 43: Apparatus Feature B5, viewed from the west



Photo 44: Apparatus Feature B5, viewed from the west

Apparatus Feature B6

- 3.30. The sixth surviving obstacle in Area B comprises a large area of gravel measuring around 3m by 2.5m in plan (Photos 46 and 47). The purpose of this obstacle is unclear. It is possible that it may originally have been covered with a temporary covering such as netting or tarpaulin for participants to crawl under. Historic Google Earth imagery suggests that the start of the obstacle incorporated a single monkey bar from which to swing over the gravel area.



Photo 45: Apparatus Feature B6, viewed from the north-east



Photo 46: Apparatus Feature B6, viewed from the south-east



Photo 47: Apparatus Feature B7, viewed from the north-east



Photo 48: Apparatus Feature B7, viewed from the south

Apparatus Feature B7

- 3.31. The seventh obstacle surviving in Area B comprises a c. 1.9m tall wall. This is probably of concrete block construction and has been rendered and painted (Photo

47). There is an area of safety matting to the western side of the wall, to provide a protected landing (Photo 48).

Apparatus Feature B8

3.32. The eighth obstacle surviving within Area B comprises an area of cylindrical concrete blocks, laid out across all three of the running lanes (Photos 49–51). Historic Google Earth Aerial Imagery (Fig. 7) shows zig-zag balance beams running between the concrete blocks, the scars of which are visible on the block tops (Photo 52).



Photo 49: Apparatus Feature B8, viewed from the south-west



Photo 50: Apparatus Feature B8, viewed from the south-west



Photo 51: Apparatus Feature B8, showing evidence for metal beams, viewed from the south



Photo 52: Apparatus Feature B8, example of post which supported balance beam

Apparatus Feature B9

- 3.33. The ninth obstacle surviving within Area B comprises a concrete foundation/pad measuring approximately 3.5m by 3m. There are metal posts set sporadically across the foundation; these have been cut off (Photos 53–55). The purpose and function of

this obstacle is unclear but it may have been a metal-framed climbing obstacle or perhaps a slalom course. Historic Google Earth Aerial Imagery depicts a hairpin course layout over the area but this does not aid in the interpretation of this obstacle.



Photo 53: Apparatus Feature B9, viewed from the north-east



Photo 54: Apparatus Feature B9, viewed from the south-west

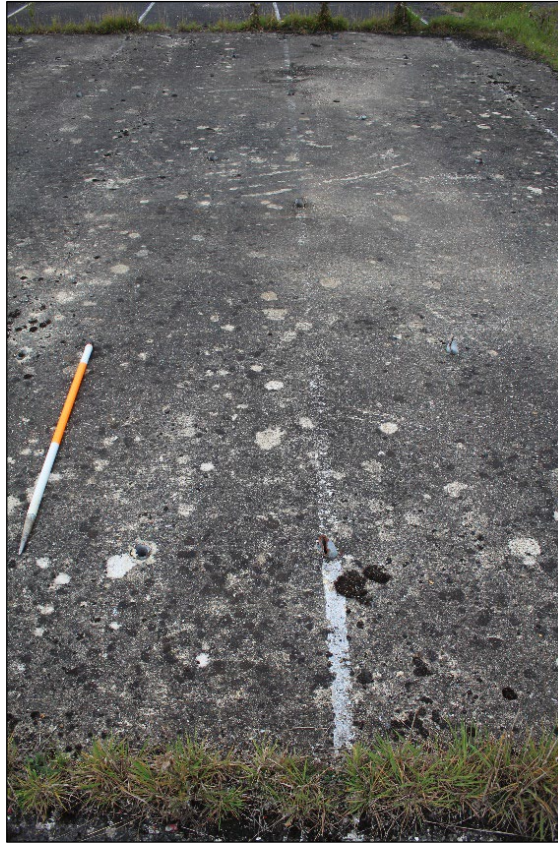


Photo 55: Apparatus Feature B9, viewed from the north-east

Apparatus Feature B10

- 3.34. The tenth surviving obstacle in Area B marks the end/finish of the running track. The obstacle comprises of a set of three walls, each set on a broadly north/south axis. The outer two walls are approximately 1m high, with the inner wall being slightly higher at 1.2m. There is an area of safety matting to the western side of each wall. (Photos 56–64).



Photo 56: Apparatus Feature B10, viewed from the south-west



Photo 57: Apparatus Features B9 and B10, viewed from the north-east