

Fig. 33 Huts in the south-western part of the camp during the 1950s



Fig. 34 Truncated remains of huts (Buildings 20 and 19), looking north-east, showing roof construction, 1970



Fig. 35 Huts (Buildings 20 and 19) looking south-east, 1970s



Fig. 36 The former Church Institute in the 1950s, looking south-west



Fig. 37 Detail of an aerial photograph of 1927 showing the Regimental Institute (©Britain from Above; EPW018584)



Fig. 38 The former Regimental Institute in the 1970s, looking south-east



Fig. 39 The former Regimental Institute in the 1970s, looking south-east, with a barrack hut in the foreground



Fig. 40 The north end of the former Regimental Institute, looking north-east



Fig. 41 Building 64, looking south, c. 1938



Fig. 42 Detail of *General Plan of Richborough*, 21 February 1918, showing location of YMCA building (centre)

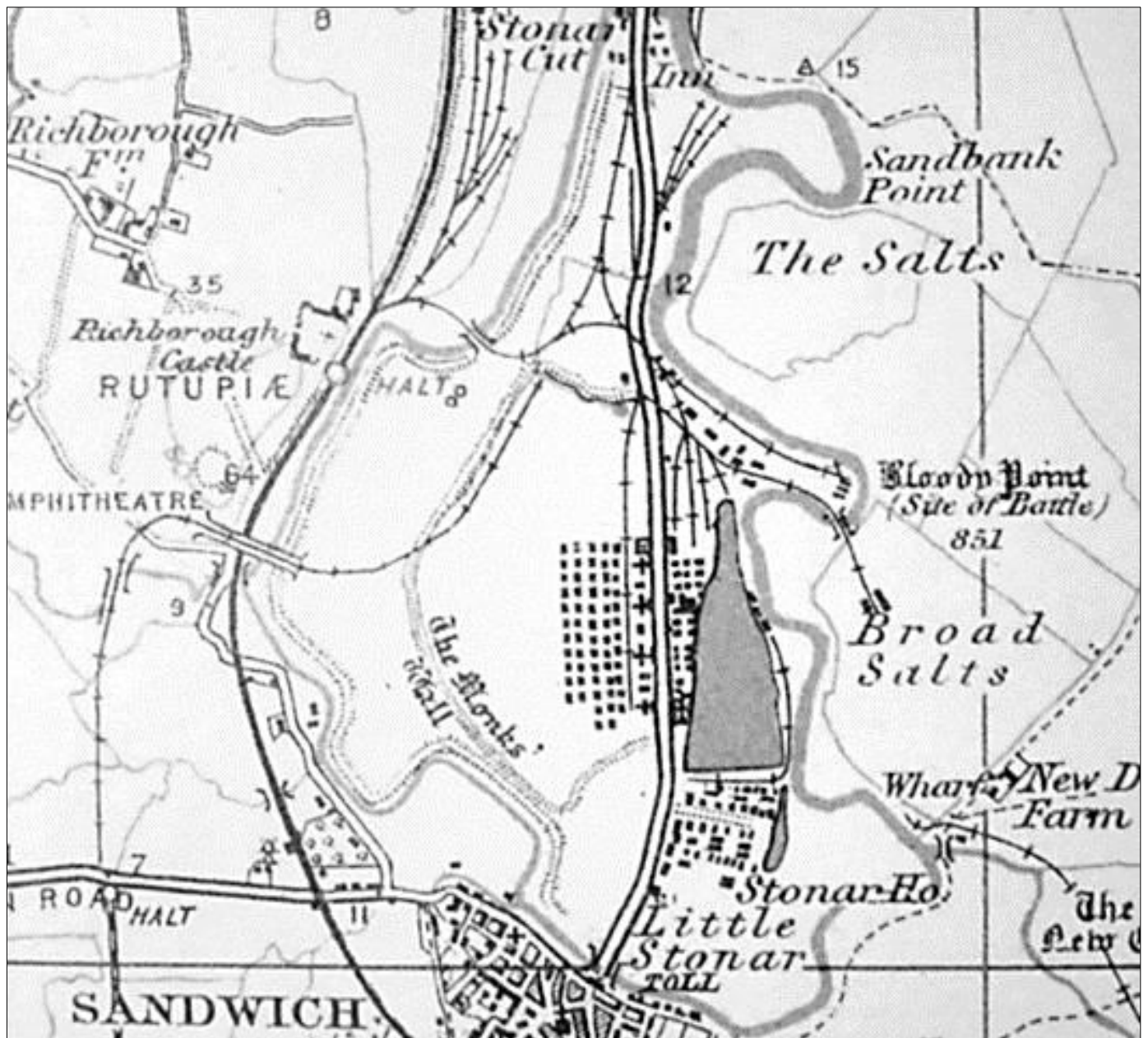
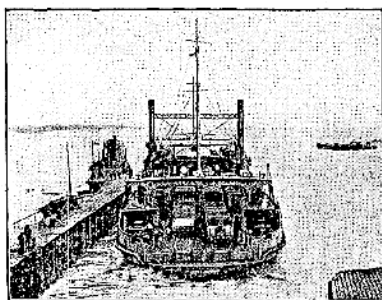


Fig. 43 Detail of 1920s *Ordnance Survey* map showing layout of Stonar camp

A Great Industrial Opportunity

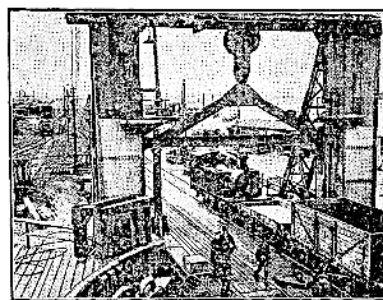
SANDWICH HAVEN, RICHBOROUGH, a complete modern Port with Train Ferries, Barges, Electrical Power Station, Electric Cranes, Housing Accommodation, etc., may be Purchased as a running concern, subject to the "Sandwich Haven Improvement and Regulation Act, 1847," whereby the regulation and management of the Haven is vested in the Sandwich Corporation.



Train Ferry Berthing—Loaded with Railway Wagons.

THIS highly important property is to be disposed of by private treaty either as a whole or in sections. Certain commitments have already been taken, the benefit of which will be transferred to the purchaser. The Property is Large and Well Equipped, replete with all modern conveniences and capable of handling

30,000 Tons of Traffic per week.
There are Extensive Wharves fitted with Electric Cranes and Transporters
Barge Building Yards with Slipways:
Railway Track and Sidings and Three Passenger Platforms;
Excellent arranged
Warehouses, Workshops and Camp Accommodation
of a permanent character. The Total Ground Area of Buildings is about 1,400,000 ft. super.

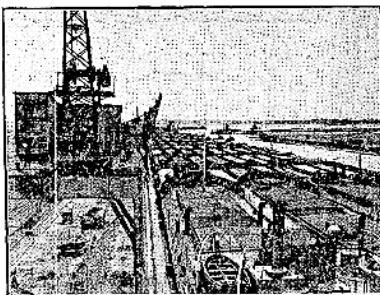


Disembarking Railway Wagons from Train Ferry.

Some Advantages of the Property.

The area of the land in occupation of the Government is approximately 2,160 acres, of which about 200 acres have been purchased by the Government. The remainder is at present occupied under the Defence of the Realm Regulations, but can, provided the Railway and Canal Commission consents, be purchased under and subject to the provisions of the Defence of the Realm (Acquisition of Land) Act, 1916.

In addition to the large amount of space, the Property has the following great advantages in the way of location and possibility of extension:—
(1) Being on the banks of the River Stour, a tidal water of small rise and fall, it is eminently suitable for barge traffic. (2) Its connexion with the S.E. and C. Railway and availability for connexion with the East Kent Light Railway. (3) The presence of large gravel beds suitable for use on further construction work. (4) Ample space for extension and development.



Cross-Channel Barges alongside the Wharf.

Railway Facilities.

The Railway system leads off from the S.E. and C.R. Company's line, a distance of about $\frac{1}{4}$ ths of a mile south of Minster, and comprises about 50 miles of permanent way.

There are in all 15 Locomotives and about 275 wagons of various types, which will be included in the sale of the Property as a whole.

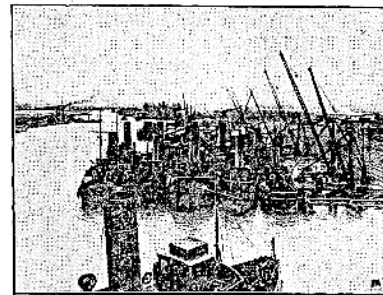
The Old Wharf.

The frontage of this wharf is approximately 1,100ft. The crane equipment consists of:—
1 15-ton steam derrick.
3 5-ton steam derricks.

Immediately behind the Wharf are the following principal buildings:—

- (a) Warehouses; (b) Machine shop; (c) Erecting shop; (d) Smith's shop; (e) Foundry; (f) Carpenters' shop; (g) Tractor shop.

There are also 24 slips at the shipyard suitable for barges.



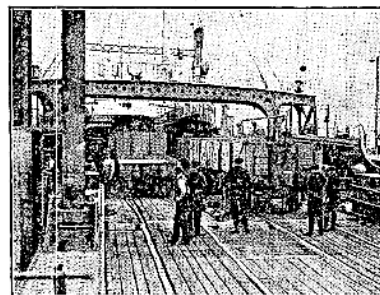
Sea-going Tugs for Towing Barges to France.

The New Wharf.

The frontage of this Wharf is approximately 2,300ft. It is designed to accommodate 24 barges, and the crane equipment consists of:—

- 1 10-ton electric luffing crane.
- 6 5-ton electric luffing cranes.
- 12 2-ton electric transporters.

ADDITIONAL BERTHAGES.—These comprise four berths served by 8 Scotch Cranes, 7 of 5 ton and 1 of 3 ton capacity.



Train Ferry Linked with the Shore Railway Lines.

The Train Ferry Berth.

Situated between the end of the New Wharf and the sea.

Adjacent to the Train Ferry Berth is an Oil Fuel Depot for the Train Ferry Service, which consists of four steel tanks, each of 120,000 gallons capacity, with pumps and rising mains about 300 yards in length to the Berth.

Other Important Facilities

The Port is equipped with a complete Dredging plant, including 2 D Dredgers, 4 D.F.B. Dredging Hopper Barges, 4 D.B. Dredging Barges, 12 Motor Launches, 1 Wood Dumb Barge, 1 Wood Crane Barge, 1 Steel Steam Barge, 3 Steel Dumb Barges.

In addition, the equipment of the Port comprises a modern Electric Light and Power Installation and up-to-date Water Supply and Sewage Systems.

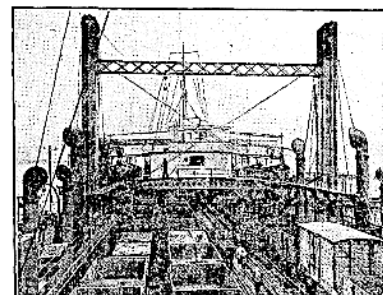
Full particulars and plans can be obtained on application to:

The Controller,
Lands and Factories Section,
Disposal Board,
Charing Cross Buildings,
Embankment, London, W.C.2.

The Cross-Channel Fleet.

The following are the vessels at present operating from the Depot, and will be included in the sale of the property as a whole:—

- 3 Channel Train Ferries.
- 34 Sea-going Tugs—H.S. (various types).
- 12 Canal, 4 Harbour and 1 Dredging Tugs.
- 19 1,000 ton W.D. steel sea-going Dumb Barges.
- 230 180/200 ton W.D. steel sea-going and canal Dumb Barges.
- 3 250/350 ton D.W. Dumb Barges.



Full Dock of the Train Ferry, showing Wagons.



Fig. 45 The Stonar House School grounds from the entrance drive to the south-west

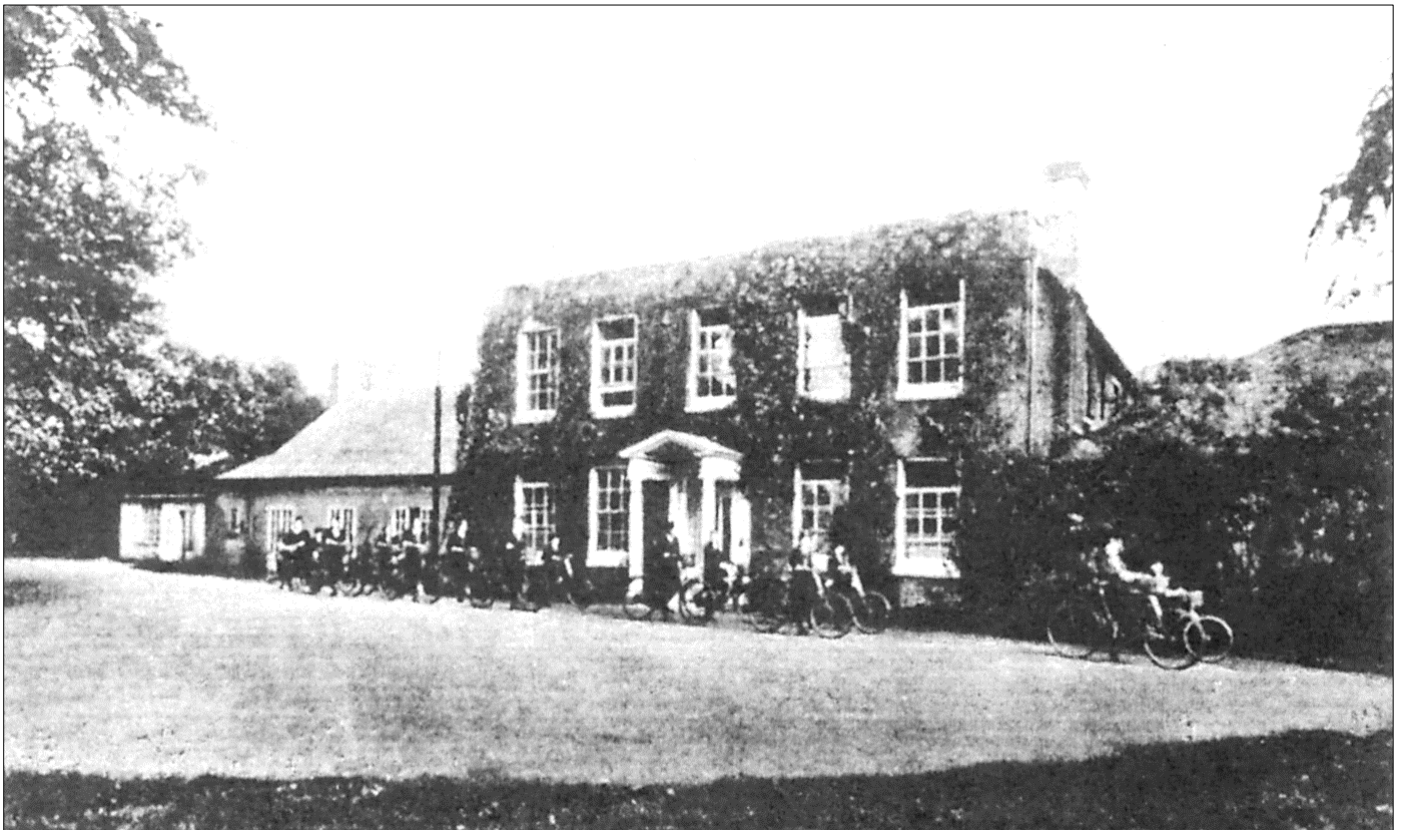


Fig. 46 Stonar House during its use as a school, looking north-east



Fig. 47 Dining and other rooms in Stonar House, described as ‘two popular rooms,’ in the school prospectus

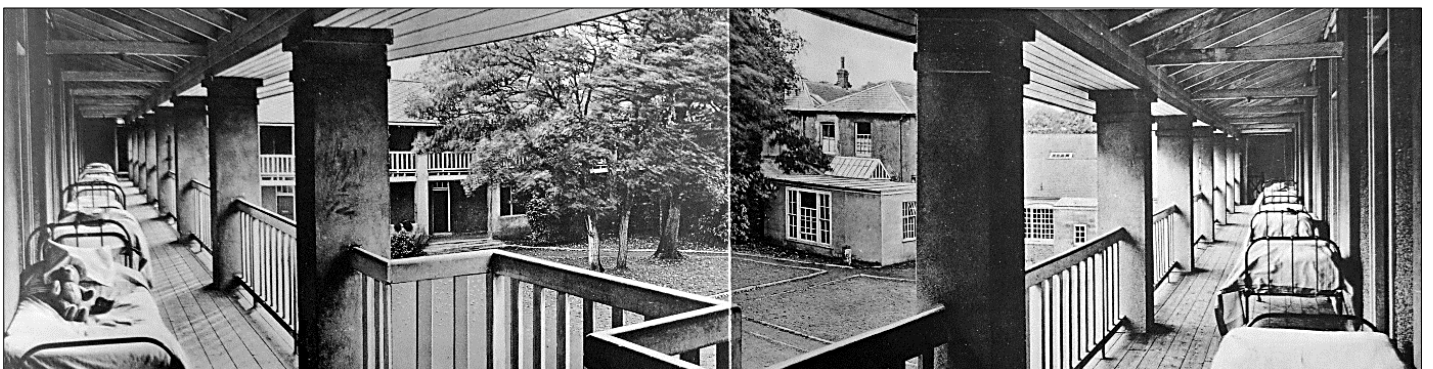


Fig 48 The balconies of the Stonar House quadrangle, looking south-west



Fig. 49 The quadrangle, looking north-east



Fig. 50 A bedroom in the quadrangle

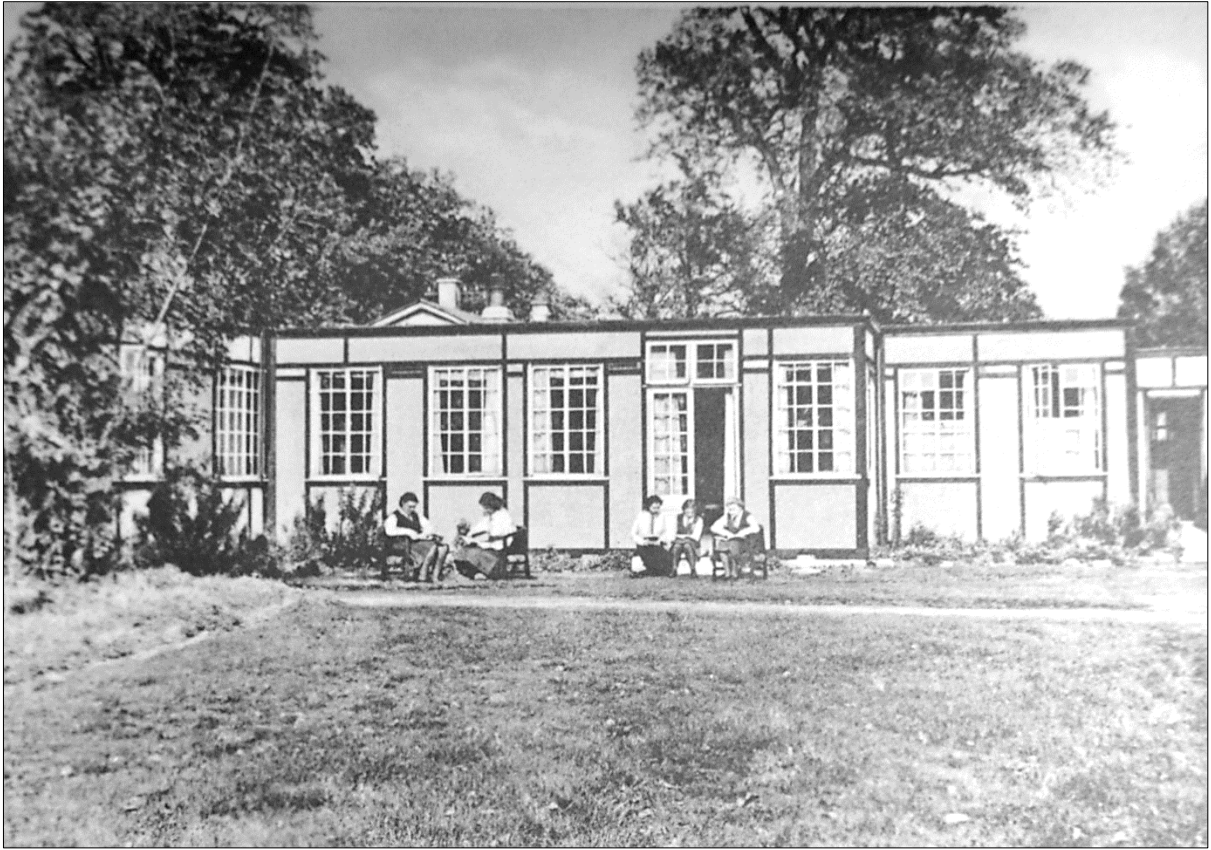


Fig. 51 The Student House, looking east(?)



Fig. 52 The sitting room in the Student House

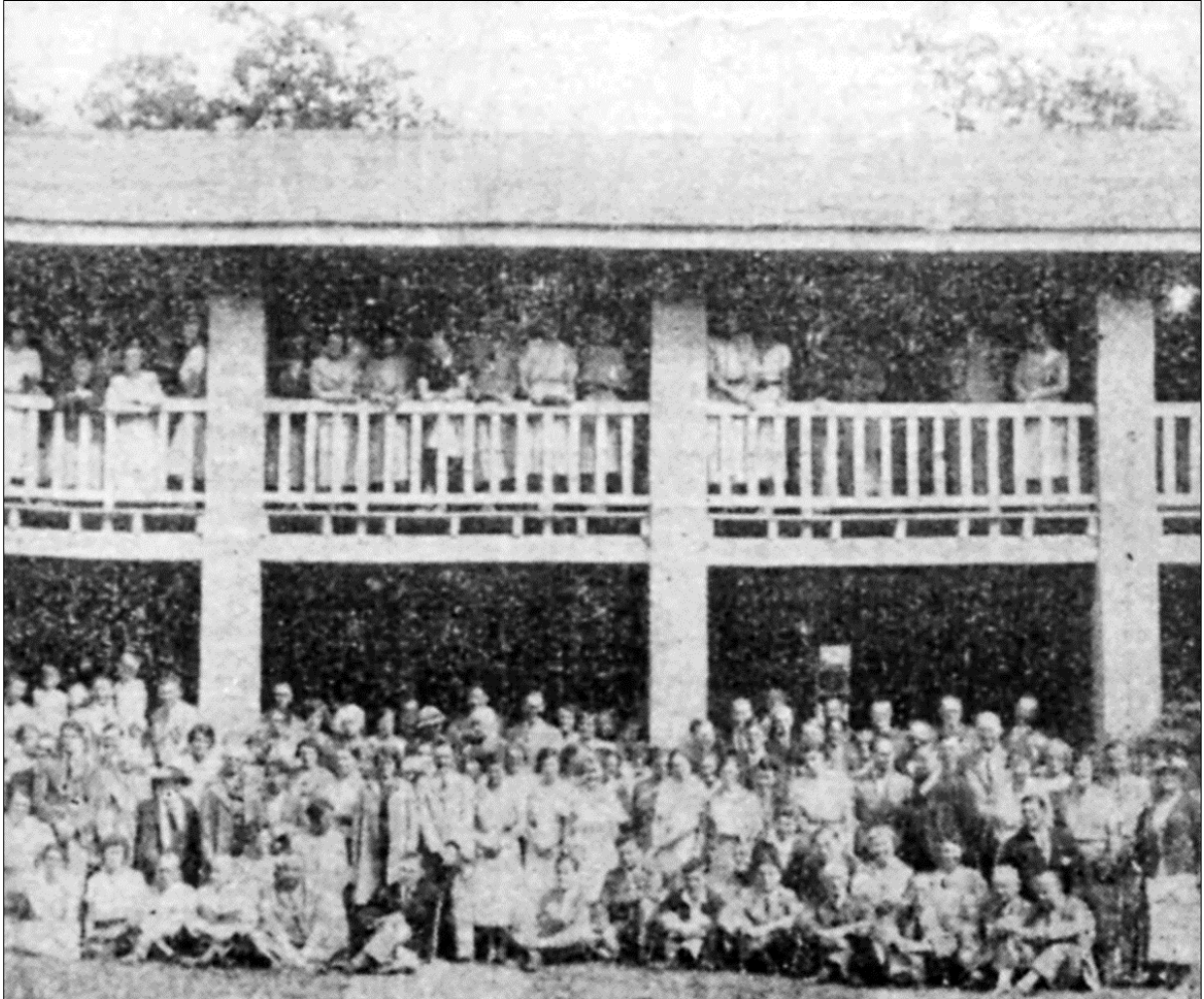


Fig. 53 An Oxford Group House Party at Stonar House School in 1938



Fig. 54 Stonar Camp in 1927, looking north before much demolition had taken place (©Britain from Above; EPW018589)



Fig. 55 The south end of Stonar Camp in 1927 (©Britain from Above; EPW018583)

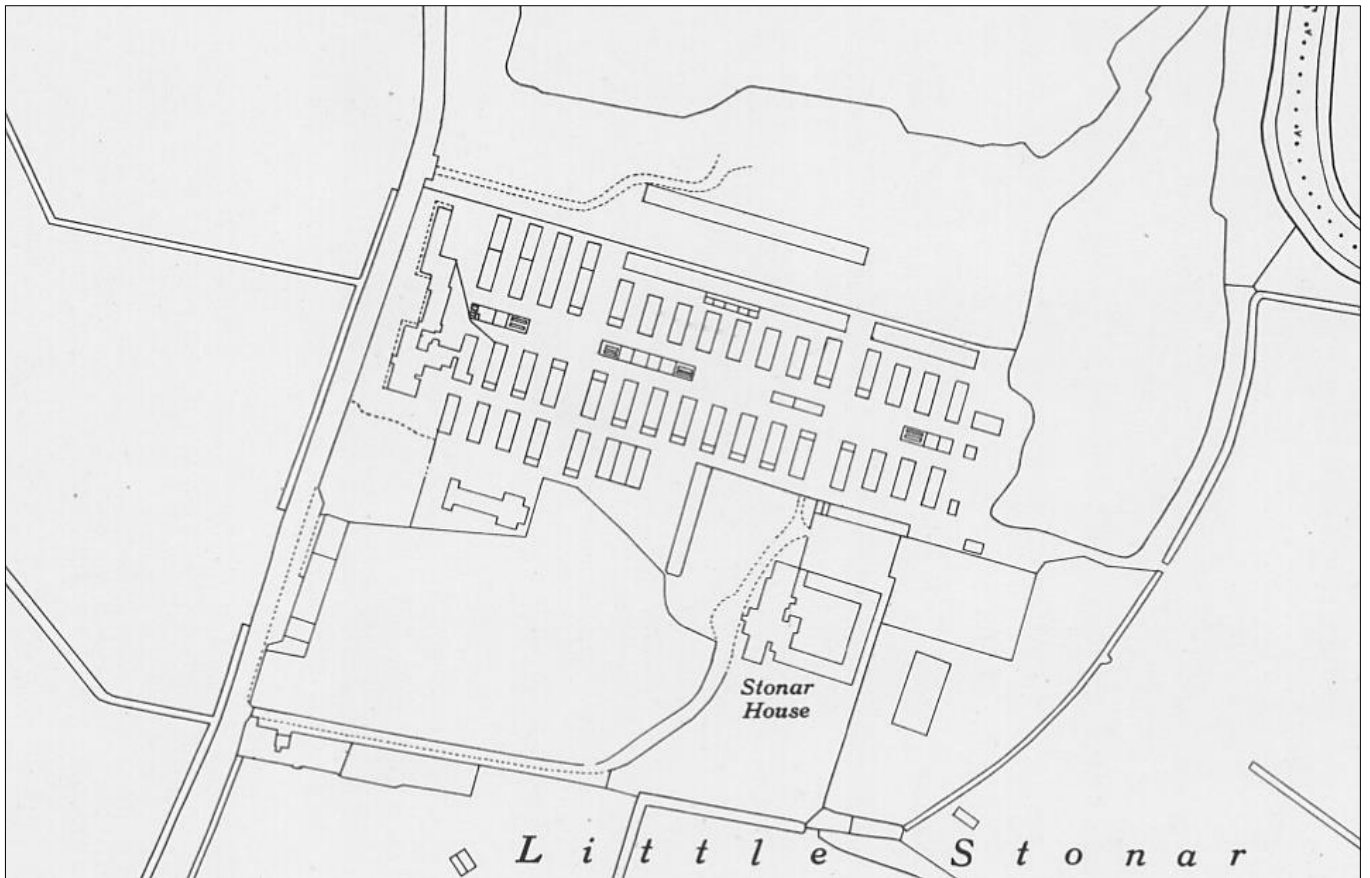


Fig. 56 Detail of Ordnance Survey map for 1938



Fig. 57 The southern edge of the North Lake advancing on Building 64 during the late 1930s (archaeological excavations in foreground)



Fig. 58 Detail of aerial photograph, c. 1946 (©Google Earth)

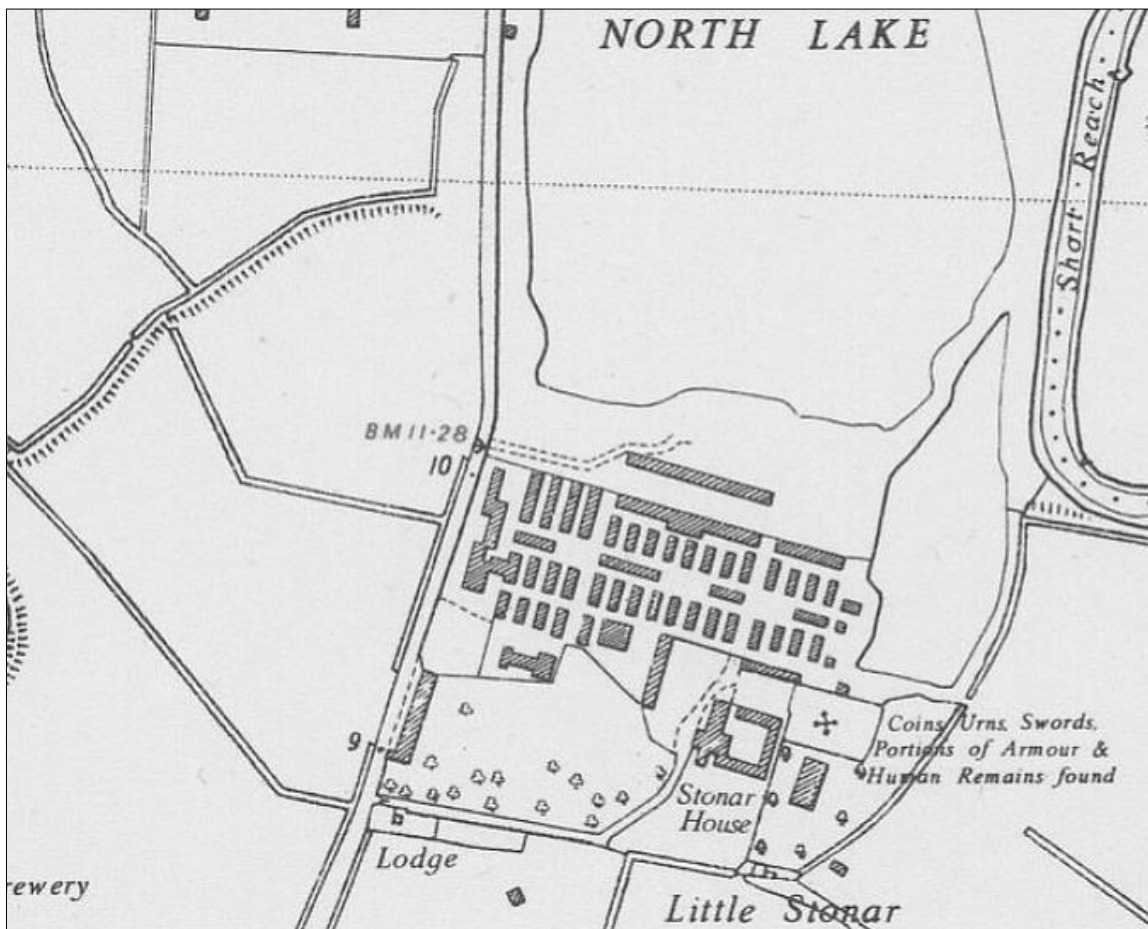


Fig. 59 Detail of the six-inch Ordnance Survey map of 1951. Building 64 still survives at the northern edge



Fig. 60 The Wingham Engineering Co. from the air, mid-1950s



Fig. 61 The site from the Ramsgate Road, looking east, mid-1950s



Fig. 62 Crushing and grading plant on the southern shore of the North Lake, looking east, mid-1950s



Fig. 63 The southern shore of the North Lake, mid-1950s



Fig. 64 The stock piles, looking west, mid-1950s

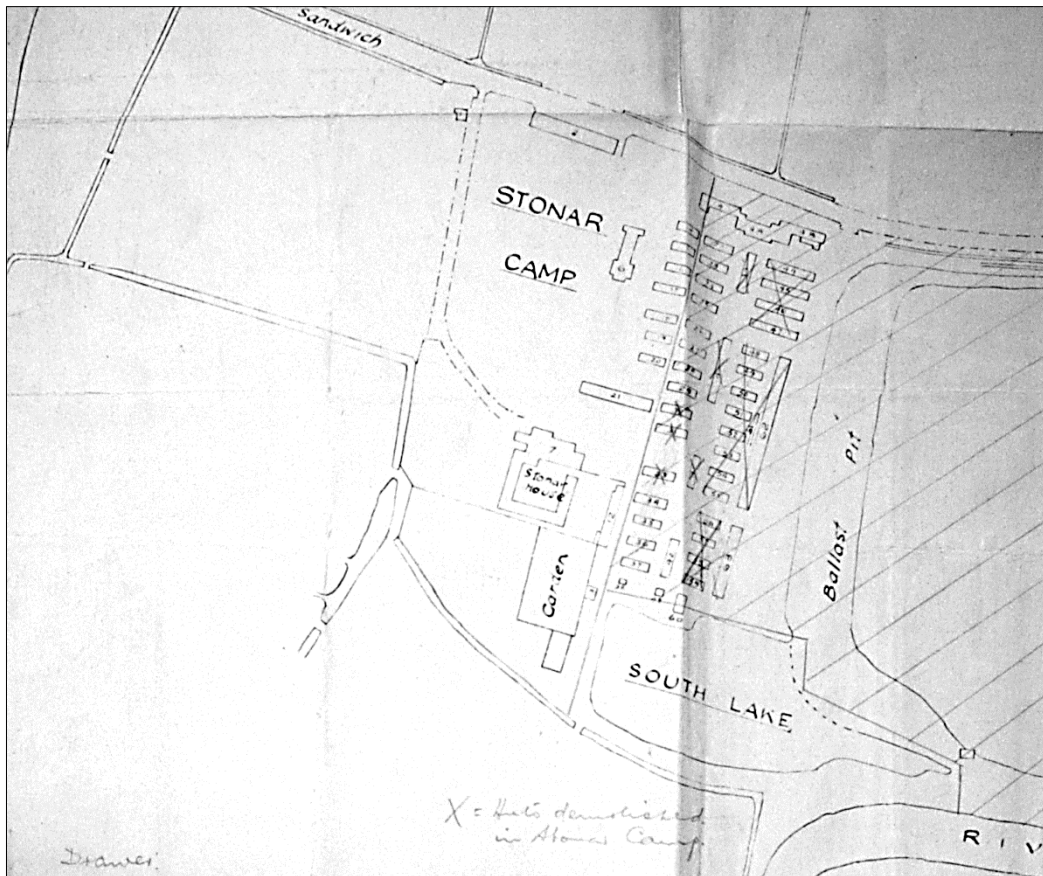


Fig. 65 Late twentieth-century plan, showing the buildings demolished by the Wingham Engineering Co.

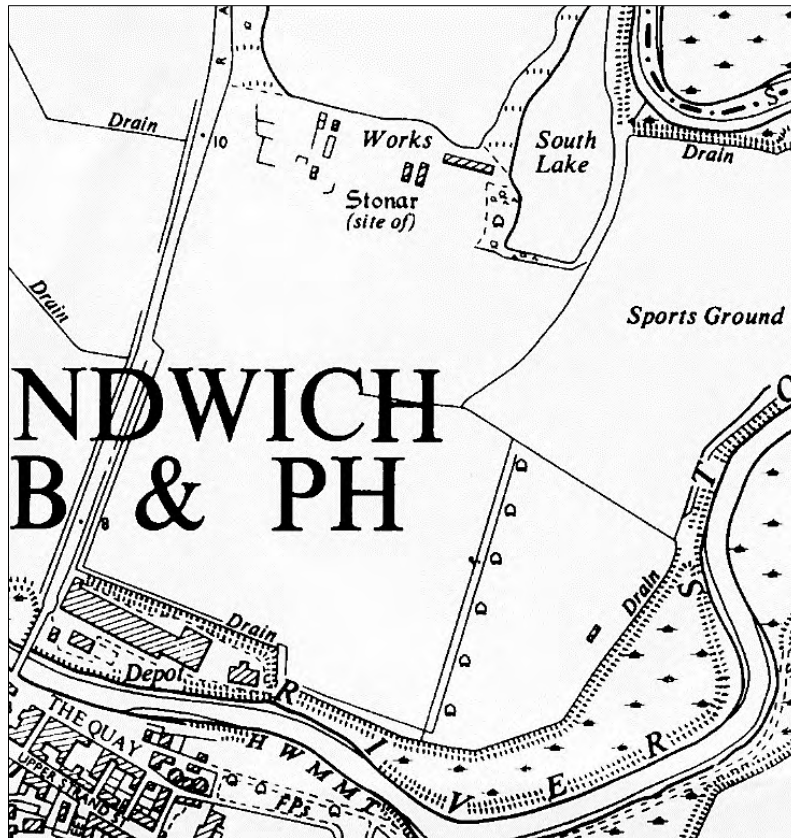


Fig. 66 Detail of Ordnance Survey map for 1960, with the new RAF Stonar Camp and associated domestic buildings omitted for security reasons

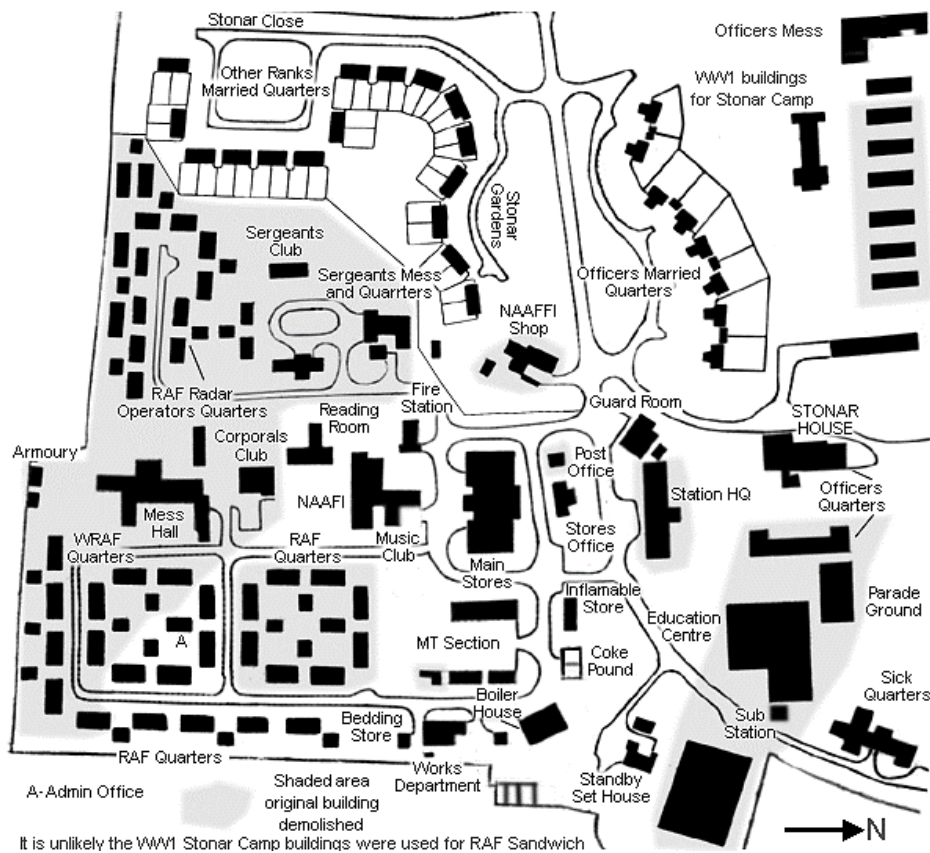


Fig. 67 Plan of RAF Sandwich domestic buildings at Stonar



Fig. 68 Detail of 1961 Ordnance Survey map (1: 25,000) showing the building complex at Stonar



Fig. 69 Detail of a 1960s aerial photograph (©Google Earth)



Fig. 70 Modern LIDAR view of the Stonar area