Item	N°	Dims (m)	Dims inches (ft)	Weight kg per item	Comment
Socketed Pipe	100	Len 1.95 Ext 0.122 Int 0.010 Socket: Ext 0.162 Int 0.134	76 4.8 4	50	Cast iron pipe with a socket at one end - the plain end fits inside the socketed end. Fitted together, each pipe probably covers 6ft – thus at least 600ft of pipe. Analysis has determined that these pipes are made of white cast iron
Large Clack	6	Len 1.87 Ext 0.43 Int 0.24 Flange 0.55	73 (6) 17 9.4 21.6	380	Clack pieces. No clack doors were found. These could also be bucket/lift pump inspection hatches (which look identical) See (Pole, 1844)
Small Clack	8	1.85 Ext 0.28 Int 0.21 Flange 0.45	72.8 (6) 11 8.2 17.7	260	Smaller clack pieces are the same length but have smaller diameter pipe and flanges – door openings are also slightly smaller; no clack door covers were seen. These could also be bucket pump inspection hatches (which look identical)
Sheaves	12	Dia 1.16 Wide 0.10 Runnel: 0.075 wide 0.05 deep	45.6 3.9 3 2	100	Eight spoked iron sheave wheels. Only three are completely intact. Central hole is square (0.06 □) The eight spokes radiate from this square hub. The outer rim has runnel, probably for rope
Rising Main Small	11	Len 2.74 Ext 0.25 Int 0.16 Flange 0.41	108 (9) 10 6.3 16	350	Cast iron flanged pipes. Each has three evenly spaced reinforcing bands on the outside of the pipe. Probably eight-inch rising mains.
Rising Main Large	2	Len 2.77 Ext 0.33 Int 0.22 Flange 0.51	108(9.08) 13 8.6 20	400	At least two of the rising mains are of a larger diameter (RM2 & RM5) with the same length, but greater diameter of pipe and flange. Possibly 10-inch rising mains
Large Wheel Rim	1	Dia 3.07 Wide 0.14 Deep 0.19`	120 (10) 5.5 7.5	1500	Cast iron 10ft diameter wheel rim – possibly part of a rotative (whim) engine. Gear teeth cast into the outer rim (probably 126T). Six sockets are cast into the inner face of the rim – probably for the attachment of the spokes.
Wheel Spokes	1	Dia 2.82 Spokes 0.15x0.12	111 (6.25) 6x4.7	1250	Hub with six spokes which appear to fit into sockets in the wheel rim (LW1). The central hole in the hub is cross-shaped

Item	N°	Dims (m)	Dims inches (ft)	Weight kg per item	Comment
Cylinder	1	Int 1.08 Ext 1.16 Flange 1.32 0.04 thick	42.5 45.6 1.32 1.5	2000	One section of cast iron cylinder (broken at one end) and several fragments – one fragment has a rectangular opening. The flanges on the end of C6 and C1 have regular bolt holes. Possibly the remains of a steam engine cylinder
Windbore	3	Len 2.86 Flange 0.63 End 0.51 Mid 0.48	112 (9.3) 24.8 20 19	750	Cast iron pipes with one end closed and the other end open with flanges. Windbores are the sieve on the end of the pipe column. There are three windbores stacked next to each other. Note the large flange diameter and longer than usual length
Small Wheel	1	Dia 1.18m Thick 0.33	46 13	2000	Cast iron wheel with gear teeth cast into the outer rim. Has at least 11 square-headed bolts, possibly holding multiple disks together. The diameter suggests this is possibly part of the iron cylinder (C6) – piston??
Small Wheel	1	Dia ~1.5m Thick 0.2?	59 8	2500	Cast iron disk with a central hole. The diameter is an estimate – not possible to measure – item is badly obscured by overlying elements. Cylinder head?
Small Wheel	1	Dia 1.02 Thick 0.20	40 8	1200	Cast iron wheel – sits under the wheel spokes (LW2) and socketed pipes. Central 0.30m square 'drive' hole. Teeth match those on the flywheel in size and pitch (42T)
Collars	3	Len 0.27m Ext ∅ 0.38 Int ∅ 0.21		40	Short iron tubes with possible shallow iron flange. Possibly associated with the windbores (W1-3) – use uncertain
Rod	2	Dia~0.025m Len 1.5m	1	6	Round sectioned iron bar, one 1.15m long other 1.5m long - function unknown
Box	1	Len 0.44m Wide 0.42m Deep 0.36m		100	Iron box, no top and front partly missing. Appears to be cast iron 0.012m thick. Located under W1 and partly hidden.
Bar	1	Len ~1.8m		50	Located under (CL2) - possibly solid bar with rectangular 'socket' at eastern end - possibly a coupling?
CARGO TOTAL	**155**			**28,442**	