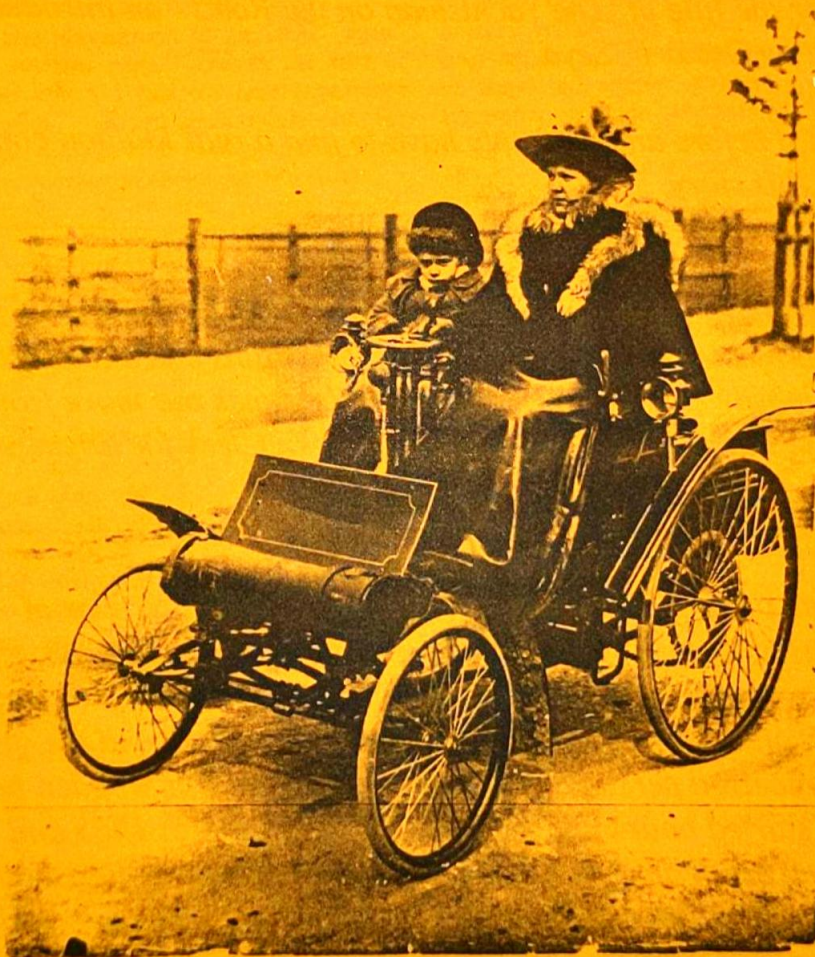


Issue 18

Autumn 1999

# THE PENNY FARTHING

The Newsletter of Maldon District Museum Association





## Ed's Ha'p'orth

The photograph of 'The Veteran' on the cover reminds me that many of our volunteers are also veterans, some now perhaps underpowered but on whom we still rely to ensure the steady progress of our 'Museum in the Park' towards 2000, as did the auto into this millennium.

There was 'something' about this little picture which made it irresistible on the bric-a-brac stall of Maldon's market. When removed from its frame the back revealed some pencilled script starting 'The late Mrs F.O.Seyd...' and later 'The car... 1897.' Two clues, and some more research called for.

However, as I looked for information, maritime variety, concerning early wireless communication in early yachting magazines I was astounded to see the very photograph in *The Yachting Monthly and Motor Boating Magazine* of 1935, under the title of 'The Yachtsman on the Road - an introduction to a new feature by Oscar F. Seyd'.

So I had seen it before and now only have to find a real Maldon connection for Part II of this story.

Your complimentary copy of the Maldon Town Guide of 1991 vintage has been provided by Maldon Town Council and contains much interesting information, mostly still current; the 'appendix' notes our move from Spindles to the Park. We are grateful to the Town Clerk for arranging this.

I was fortunate to meet once again Arthur Holt, the boatbuilder of Heybridge Basin, just before he sailed into retirement last month. He has arranged for some of his drawings, notes, and other items of interest to be donated to us, and I was able to thank him both for these and the generous free advice I received personally over the years from this wooden boat specialist. He started boat building in Heybridge Basin in 1965 and has built on average one per year until his firm 'Holt and James' ceased trading last year. He designed two-thirds of those he built including his splendid vessel now bound for the Mediterranean.

—A.J.F... 180899

## The Yachtsman on the Road

An Introduction to a New Feature

BY

OSCAR E. SEYD

IN road motoring matters, as with pleasure power craft and yachting generally, the tendency is to look forward and not backward. We all like to know what is ahead, or now available, to increase our enjoyment of our chosen recreations, or to give us improved value afloat or upon the road.

Even so, a retrospective glance often is both interesting and inspiring. It brings home to many of us the big progress that has been made within fairly recent memory. Motoring is still a comparatively new form of transport. There are yachts in commission to-day which were in commission before a reliable pleasure car ran on the road.

Look at the photograph of an 1897 "auto" reproduced on this page. This is the sort of vehicle upon which I had my first experience of "autocaring." I say upon advisedly, for certainly one did not ride in cars at that time. Actually my mother is shown at the tiller.

It is, perhaps, of practical interest to observe from this rather historic picture some technical features of the car. Engine at the back; belt and chain drive; two-speed

gear; candle-lamps; one brake—a hand-operated "spoon" upon the tyre; tiller steering; engine control by a tiny ignition lever under the driver's seat. No reverse; no hood; no wind-screen. But (although not testified by the illustration) there were, in that glorious age of freedom, also no tax, no licence, no numbers—and no Mr. Hore-Belisha!

The present century was not very old when I personally drove cars not greatly advanced upon the one illustrated.

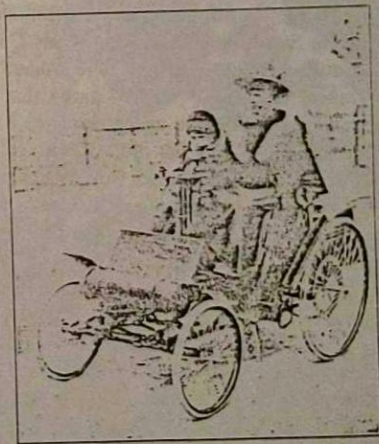
Perhaps the most striking fact in now recalling one's memories of the "autos" of the

'nineties is that the cars of 1935 follow the same principles in their essential details. Their efficiency, safety, comfort and good value show them, of course, to have improved almost out of recognition. But they are not radically different in their main essentials from the "old bus" at which it is now so easy to poke fun.

We still have before us, and rapidly approaching, I hope, the automatically controlled "all-speed" gear, the completely self lubricating chassis, the perfectly ventilated and warmed saloon body, and other long-desired evolutions. More distant, but perhaps now outlined upon the horizon, there is the turbine internal combustion engine, and the storage battery which will make possible an electric touring car. The Diesel or semi-Diesel type of heavy oil engine, already a success in big transport vehicles, as well as in our power yachts and boats, should soon satisfactorily be applied to pleasure cars. The steam car, which gives an ideal luxury of motion, is, in my opinion, at present kept in the background more by commercial than technical considerations.

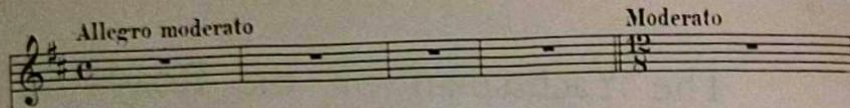
One of the most interesting things to readers of *THE YACHTING MONTHLY* is the rather surprising fact that in many important respects the machinery of the modern car is improving along the same general lines of evolution as those followed by marine machinery.

Such topics, and discussions of the design and characteristics revealed in personal trials of a representative range of modern cars will occupy much of the space of these additional motoring pages now included, at the request of many enthusiastic yachtsmen motorists, in *THE YACHTING MONTHLY*.



EVEN IN 1897 OUR CORRESPONDENT, MR. SEYD, WAS A SERIOUS (VERY) CRITIC OF "AUTOCARING." (THE CAR IS A 2 H.P. SINGLE-CYLINDER INTERNATIONAL).





## AGM Notes.....

As the Secretary is still composing his notes, herewith the

### INTRODUCTION AND ALLEGRO by the Chairman-

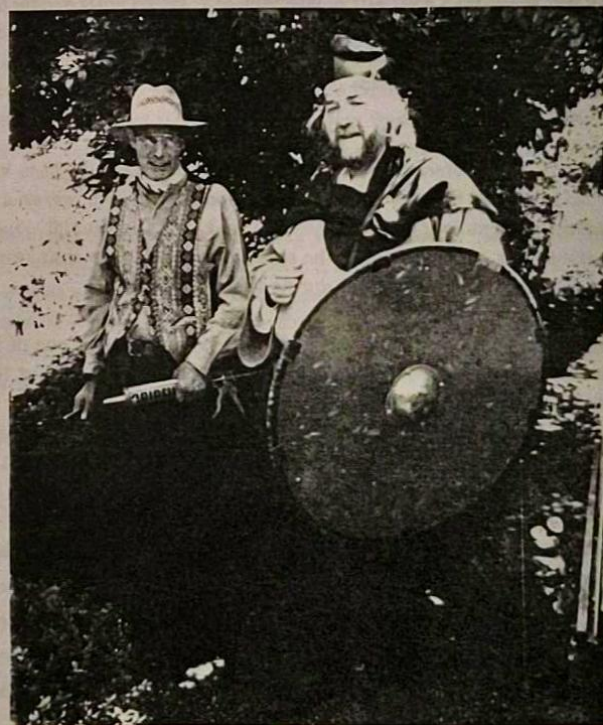
1. **Chairman's Welcome and Opening remarks.** - Paddy opened the meeting with a welcome to everyone and reviewed what we have done in the past year - he thought the Museum had done well and it had been a very enjoyable year.\* However, we need to work even harder to make progress; with Registration with the Museums & Galleries Commission a larger range of grants will become available and a Mission Statement is thereby required.\* He did not think anyone would object to our simple Statement of Purpose agreed by our Officers - 'To collect, preserve, interpret and exhibit the material evidence of Maldon's past for the benefit, education, and enjoyment of all'.

5. **Chairman's Report.** Paddy firstly thanked the Maldon District Council for providing us with our 'home' at the Prom Lodge, and our Stores.\* The Chief Executive is in total support and provided a letter of intent to renew our lease, so we can look forward to a secure future. \* Also thanks to Fiona McGloin and Russell Dawes, both of MDC.\* Thanks too, to all our members who have paid subscriptions and given general support.\* We organised successful events for members - Victorian evening, a memorable Evening with the Brewsters, Visit to Valence House, Dagenham, Stewards Day, and a special opening at the Museum.\* Particular thanks to the Stewards and the Keyholders, and the Blackwater and District Fine Arts Society with Gwenda Wolstenholme who oversees their contribution to the Stewarding.\* Thanks to our Curatorial Adviser Nick Wickenden, Caroline Bradley, and Debbie Boden of Museums in Essex., and Ben Travers at SEMS.\* Paddy stated that our Committee meetings have been very constructive and stimulating.\* Pat Preece was very helpful during our moving days but did not wish to continue on the Committee.\* Thanks to the 'Design Team', Bob Wallwork and Bronwen Cook for the Osea Exhibition, and also Ken Cook who with Penny has put together display boards of a very high standard.\* Elizabeth Wood, of the Thames Barge Sailing Club, helped put together an exhibition on Thames Sailing Barges.\* Thanks to Maldon Volunteer Agency from whom helpful people, in particular Geoff Albury, Harry Craig and Judy Dorrington.\* Also to Cherry Ponty, the education arm of the Museum, Betty Chittenden for record cards Maldon Society and John Prime for excellent photographs.\* Visits were made by Caroline Bradley of the Museums Service, and Marion Wells, Maldon Town manager, and meetings arranged with Maldon's Town Mayor regarding ownership of

Moot Hall artefacts.\* Paddy had spent much time on Registration procedures and also attended the Maldon Heritage Forum which is coordinating the tourist attractions.\* He has spoken at various meetings of organisations about the Museum, including the University of the Third Age, Womens' Institute Groups, Antiquarian Societies in Rayleigh, Mundon Parish Meeting, Purleigh W.I., BBC Essex, and St. Clare's Hospice.\* He is delighted to report that the book which he prepared with the help of the Museum is still producing royalties for the Museum. One of the highlights of the year was at the end of our season when we met John Ramshall, Vice-Chairman of the Coastal Forces Veterans' Association who with his wife visited the Museum to look at the beautiful model of the actual MTB 796 on which John had served at the age of seventeen - a magic moment. Paddy paid tribute to the work Len B had done during the year, and handed over to him.

to be continued.....

### *Friary Walled Gardener (Arthur Cox) meets Byrthnoth (Ray Brewster) on the 'Fair Day'*





## That Wheel - Again!

~a revision by member George Ginn~

On re-reading my history of the Bates in the last issue and comparing it with the photo which accompanied it, I realised that I had not mentioned No.3 Market Hill upon which the wheel is unmistakably portrayed. So I set about trying to trace the histories of Nos. 1 & 3. (No.1 incidentally was what is now the Market Hill entrance of Coes, as can clearly be seen in the photo). The following gives the results of that research -

No.1	No.3
1886	Railway Receiving Office
1890	-do-
1894	-do-
1899 Bate Cycle Co.	-do-
1902 Edgar Barrett, Cycle Maker	-do-
1906 Maldon Cycle Co. (Alf Hearn, Proprietor)	Thomas Farley, Butcher
1910 Maldon Cycle Co. (J.R.Todd, Manager)	-do-
1917 Blank	Blank
1922 Maldon Cycle Co.	Blank
1924 MALDON CYCLE CO. Cycle Agents & Dealers	
1926,1929,1933	-do-
1937 Maldon Cycle Co.	Blank

The 1899 entry is the only reference I can find in the Directories to Bates having been at either No.1 or No.3. However, Linton, in his Book of Maldon, reproduces on page 108 an advertisement for the Bate Cycle Co. Ltd. of 1, Market Hill - sadly, without giving either the date or source. The probability however is that the Bate Cycle Co was never at either No.1 or No.3 during the 20th century.

This view is supported by Tudor Brady whom Len remembered as the son of Brady snr. who was in business here, and Len contacted him with the result that he gave us the following interesting information referring to his father:-  
"On leaving the army after the (first) World War, he returned to Maldon and worked in the Maldon Cycle Co. with a Mr Randall who owned the business at that time. I believe he bought out Mr Randall in the early 1920's and became the proprietor.....until his death in 1970 when it went to my three brothers in partnership. For as long as I can remember the Penny Farthing wheel was regarded as the trademark of the business."

This is all confirmed by an advert in the All Saints' Parish Magazine of August 1938 which is reproduced here. We are left with the conclusion that as Bate was never at No.3 he could not have put the wheel up there, which in turn begs the question "why has this story persisted?". Nobody alive today can remember its origin - or can they ???... HELP!!!

As part of the investigation we compiled histories of Nos. 5, 7, 9 and 11 Market Hill, and they are summarised below -

From 1886 until 1910 a Joseph Croft, tailor & hosier was recorded at No.5, but by 1917 he had removed to 70A High Street.

We earlier (last issue) showed Henry Bate and family at Nos. 9 & 11 at the close of the 19th century, though Henry Bate's occupation of No. 11 seems to have been domestic (upstairs flat?) in view of the fact that W. Archer, draper, was trading there from 1890 to 1902. Interestingly he was simultaneously trading from No. 61 High Street- now Coes - thus sharing that building with No. 1 Market Hill. This building, with the two shops, was erected following the destruction of the previous building by fire in 1882 whilst in the occupation of H. C. Worraker, ironmonger. (Not to be confused with the 1892 fire at Orttewell's ironmonger at No. 53 High Street).

We have no information on No. 7 Market Hill in the 19th century, so we now turn to the 20th century history of the four shops Nos. 5, 7, 9, & 11. No.5 we mentioned above as far as 1917. At Nos 7 & 9 (one establishment) until circa 1920 we had competitors to the cycle shop at Nos. 1 & 3 in that as "Cycle Agents", were first Edwin James Wright, then Harry Harcourt, then Sydney Arthur Allen here. All three shops (Nos 5, 7, & 9) were demolished in 1923 and the Jubilee Hall erected in their place. Now, of course, only a memory.

You will recall that we showed the Railway Receiving Office (whatever that may have been) at No. 3 throughout the 19th century, and it was still there in 1917, after which it is shown at No. 5 Spital Road. (Leslie Hall, Agent & Collector). Its place was taken by Thos. W. Hayes, wine and spirit merchants, until in 1929 we find Unwins in the same trade, and who survived until recent times. Now of course it is the Oxfam Charity Shop

~~~~~George Ginn..250899~~~~~Technical

### DID YOU KNOW THAT.....

....the phrase "Cock and Bull Story" derives from rival Stage Coaches from Stoney Stratford, Bucks, to London, starting from 'The Cock' and 'The Bull', and that the increasingly fast times claimed by each of the Stage Coach Operators gave rise to this derisive comment ?



From All Saints Parish Magazine  
August 1938

ESTABLISHED OVER A CENTURY.

FOR

High-Class Groceries  
and Provisions

GO TO

COLLINS & SON

6 HIGH STREET

MALDON.

Phone 141

P. C. DANIELS

Draper,

61 HIGH STREET

Market Hill Corner

WE GUARANTEE SATISFACTION.

Agent for PULLAR'S, Dyers and Cleaners.

MALDON CYCLE CO.

(Proprietor—C. J. BRADY)

Cycle Agents and Dealers

Main Agents for

SUNBEAM, RALEIGH,  
HUMBER, JAMES, etc.

CASH or TERMS

Any Make Cycle, Motor Cycle  
or Car supplied.

REPAIRS IN ALL BRANCHES

Telephone: MALDON 291.

1 MARKET HILL,  
MALDON.

FOR . . . .

Up-to-date Printing

AND

High-Class Stationery

ALSO

Fancy & Leather Goods

SEND YOUR NEXT ORDER  
TO

GOWERS, LTD.,

The Library

57 HIGH STREET

MALDON.

DRED REPORTER, & HALPENN

MBER 19, 1837.

Page

11 MARKET HILL, MALDON.

W. ARCHER

DEB to Thank his Friends for the kind Support and Encouragement he has received since  
the opening of his business, which has for several years been increasing rapidly. He would  
like to draw Attention to all Parts of his Department, and a gradually increasing Stock, as  
well as a Continuation of their Goodwill and Patronage.

GENERAL DRAPERY, MILLINERY, MANTLES,  
JACKETS, HOSIERY, GLOVES, CORSETS, UMBRELLAS,  
FURS, FANCY APRONS,  
BLANKETS, QUILTS, COLOURED AND WHITE FLANNELS,  
FLANNELLETTES,  
HOLBROOK'S CRUDSON'S THE SAGA TWIST, AND OTHER WELL  
KNOWN MAKERS OF LONG CLOTHS AND CALICOES.

LADIES AND GENTLEMEN'S UMBRELLAS RECOVERED.

Agent for BERRIE and CO, the Largest Dyers, &c., in England.

IMPORTANT DRAPERY SALE.

SELLING OFF. SELLING OFF.

W. ARCHER,

11 MARKET HILL, MALDON.

At the Sale for a week from the 19th to the 26th of August, all Customers to  
OFFER THE WHOLE OF THE

REMAINING STOCK

At such PRICES as may

EFFECT A CLEARANCE.

THE GREAT REDUCTION which has resulted in the SALE forms the most favourable and  
the most complete in the history of the MALDEN branch.  
The PURCHASER OF THE REMAINING STOCK will be able to obtain the most  
valuable and useful articles at a very low price.

WILL BE STILL FURTHER REDUCED.

A large quantity of Remnants. Several Dozens of Madras-stuffs.

SALE NOW ON. SALE NOW ON.

WEST DESIGNS.

S. WINTER HO:

TARY WOOL

E. J. EVANS,

1 MARKET HILL, MALDON,

Pork Butcher & Sausage Maker,  
FRUITERER, & GREENGROCER.

Mr J. W. is now selling some Prime Dairy-fed  
PORK. Small Legs for Pickling and Home-  
made sausage 2/1 per lb. Also some choice  
Desert and Mincing Peas, Dessert and Cooking  
Apples, Fresh Butter and Cream. Agent for  
Maldon for the West Haver Central Dairy Com-  
pany. Fresh Supplies every Friday. In

N<sup>o</sup>. 500.

BATE'S

BICYCLES.

THE "SPECIAL" AND  
"UNIQUE" for 1911, the  
Acme of Perfection. All  
coloured, before Christmas  
at old prices. Don't lose  
this chance.

SECOND-HAND MA-  
CHINES, CLEARANCE  
SALE, very cheap for  
CASH, or on

EASY TERMS.

NEW MACHINES, 28 & 31, the pick of  
the cheap makes.

REPAIR and ALTERATIONS during the next  
two months fully 25 per cent cheaper. Note this  
SOMETHING EXTRA! A Really Good and SAFE  
RUBB LAMP for 2s, post and free. Carriage 6d.

T. S. BATE,

SPITAL ROAD MALDON.

N<sup>o</sup>. 417. 25/5/80

IMPORTANT TO BICYCLISTS

T. S. BATE,

SPITAL ROAD, MALDON.

IN YOUR MAKING A MACHINE

SECOND TO NONE

AND AT A MOST

MODERATE PRICE.

When the quality of material and workmanship is  
taken into account.

A COPY AT USING OUR PRICE LISTS AND  
CATALOGUES  
THROU THREE STAMPS

SHOE WAREHOUSE,  
HIGH STREET, MALDON.

J. BALLE

IS now selling MEN'S, WOMEN'S and  
CHILDREN'S SHOES, of every description,  
at greatly REDUCED PRICES.  
Require neatly and expeditiously executed.



Mr Keetley of Durban, South Africa, visited our Museum with friends and confirmed that HMS Rockrose was renamed Protea and is finally resting in their Maritime Museum in Durban Harbour.

It was of course the painting, plaque, and information on the wall of our WW1 room which prompted this information.

HMS ROCKROSE

Summary of Service 1941-47

HMS ROCKROSE was a "Flower" Class corvette, built by Chas. Hill & Sons, Bristol and engined by George Clark (1938) Ltd. Laid down on 28 October 1940, her shell plating was holed by splinters in an air raid on the night of 3/4 January 1941. However, the damage was repaired and the ROCKROSE was launched on 26 July 1941; being completed on 4 November 1941. Of a standard displacement of 950 tons, she was 205' 0" in length and 33' 2" in breadth. With a maximum speed of 16 knots, her endurance was 7,400 miles at 10 knots and 4,500 miles at 15 knots. Armament was 1x4" gun, 2x2 pdr guns and 2x20 mm Oerlikon guns. For anti-submarine warfare, she was fitted with 2 rails and 4 throwers for which she carried 72 depth-charges but in 1945 these were removed when ROCKROSE was fitted with Hedgehog.

HMS ROCKROSE was allocated to the South Atlantic Command and left Londonderry on 9 December 1941, in company with HMS JASMINE, for Freetown, where they arrived towards the end of the month.

The ROCKROSE was employed on convoy escort duties based on Freetown until June 1942 when she was transferred to Simonstown, remaining based there until April 1943. On 9 October 1942 she took part in an unsuccessful hunt for U-boats to the West and South of Capetown. On 4 November 1942, HMS ROCKROSE returned to Simonstown from a search for survivors of a merchant ship which had been torpedoed with 39 survivors of the SS ROSS which had been struck on 29 October.

In May 1943, HMS ROCKROSE was transferred to the South Atlantic Escort Force operating on the East Coast of Africa where she was based on Durban.

In November 1943, she was transferred to the Aden Escort Force, escorting convoys to Bombay, etc. In May 1944, the ROCKROSE became part of the Arabian - Bengal - Ceylon Escort Force. This force operated as part of the Eastern Fleet - to which the ROCKROSE had been assigned in January 1944.

In May and June 1944, HMS ROCKROSE refitted at East London, returning to Durban on 6 July to continue with escort duties. She continued these duties until September when she sailed via Aden and Bombay to Colombo to join the East Indies Escort Force.

HMS ROCKROSE carried out various duties and movements with this force until April 1945 when she sailed for Port Elizabeth for a refit. At the end of June, the ROCKROSE left Port Elizabeth, arriving at Durban on 4 July. From there she sailed to Colombo, arriving on 3 August. She continued to be based at Colombo until January 1946 when she sailed for the United Kingdom to enter the Reserve Fleet at Devonport.

In 1947, HMS ROCKROSE was re-classified as a frigate. She was transferred to the South African Navy Forces and re-named PROTEA. Later she was converted to a survey vessel working with that Force.

Battle Honour awarded was ATLANTIC 1941-42

That Wheel - and more recollections I -

Len,

I enclose a few notes about the M.C.Co but it is difficult to recall things that were going on when we were quite young.

I mention about my father because he was the Maldon Cycle Co and a man of many parts,

Regards,

Tudor.

"My father on leaving school became a stable lad to a large estate in Burnham, Bucks, where he was trained to be a jockey; this stood him in good stead when he joined the Army in World War 1. He was Mentioned in Despatches for taking a mule convoy up to the front lines under fire. He also found time to race his horse (name 'Spider') in Regimental contests and won a cup for the Royal Berkshire Regiment. I understand this is still shown in the Regimental Museum.

On leaving the Army after the war he returned to Maldon and worked in the Maldon Cycle Co. with a Mr Randall who owned the business at that time. I believe he bought out Mr Randall in the early 1920's and became the proprietor. The premises however were owned by Mr Bonner, Dentist, who lived and practised in the large double-fronted house at the top of Market Hill. My father took the first available opportunity to buy the property in the early 30's and owned it until his death in 1970 when it went to my three brothers in partnership.

For as long as I remember the Penny Farthing wheel was fixed to the front of the building and regarded as the Trademark of its business. In the workshop there were two ovens served by a central fire. I think it was assumed that it was a baker's oven, but I can now see the possibility that the ovens were in fact enamelling ovens when cycles were manufactured there."

~~~~~Tudor Brady~~~~~

N.B. Another Volunteer Museum Cleaner Wanted - Any offers?



THE

# Bate Cycle Company, Ltd.,

## 1, MARKET HILL, MALDON,

Invite inspection by a critical public of their Superb Specimens of Cycle Construction: a variety of Models to suit the Tourist of either sex, who desires ease and comfort, or the Speed man, who yearns to break records or to win prizes, but *one quality only*; the Best.

### "BATE'S UNIQUE" CYCLES

Are produced by highly skilled mechanics trained to the work, aided by the finest tools, and under the eye of T. S. BATE, Works Manager, a past-master in the handicraft, who as rider and maker has had an experience of 27 years, they give the rider satisfaction, and cost nothing after the initial outlay which is moderate.

For further information see Catalogue and Price List, mailed free on application.

We have first-class facilities for the execution of REPAIRS, RE-ENAMELLING, &c., &c., to any make.

RIDING TAUGHT BY COMPETENT INSTRUCTORS.

Special Attention to Style. Our Fees are reasonable.

N.B.—NO CHARGE IF A MACHINE IS PURCHASED.

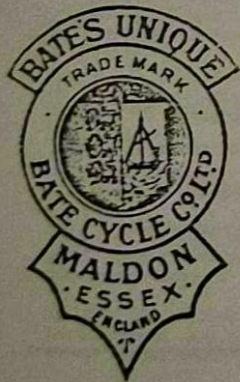
We keep a Large Stock of RELIABLE CYCLES to LET on HIRE.

#### GEAR CASES:

We have had great experience in fitting this valuable adjunct, and guarantee satisfaction.

Our Stock of Accessories is replete with all that is best and most desirable.

THIS IS THE HALL-MARK OF A PERFECT CYCLE.



From 'Essex Countryside' - August '99

Osea sub base  
From: Mrs Joyce Hicks  
I WAS delighted to read May's article on Osea Island.

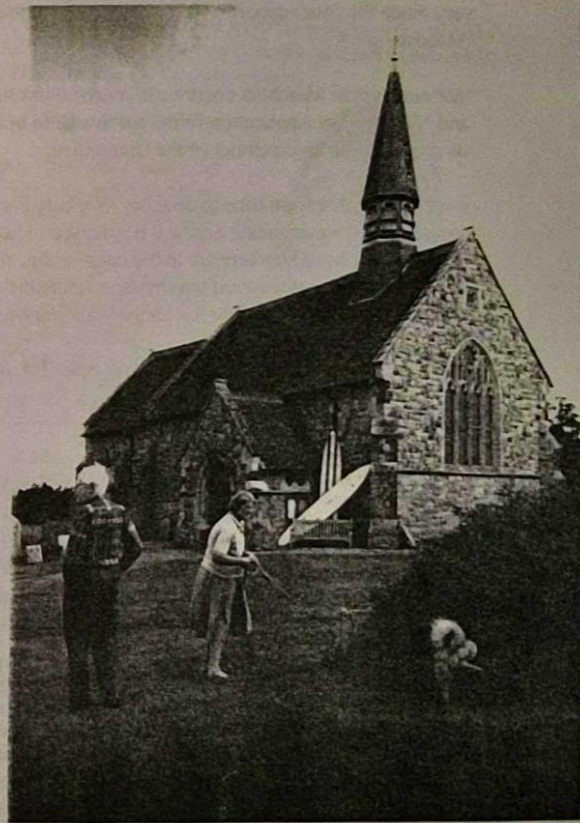
My father, Percy Floyd of Heybridge, arrived on Osea during the years 1917-20 from Lincolnshire, where he had been looking for oil in the North Sea. None was found, so work came to an end.

He was a foreman fitter by trade and came to Osea Island to work on the repair of submarine parts. Not many people know that there were rail tracks and engines on Osea or that the boilers for these engines were floated down the canal at Heybridge and through the locks - it being the only way to transport them, because they were so huge. I passed some photos on to the Museum of Power at Langford.

This brings back memories of the girls who worked at Bentalls, Maldon, in World War Two. When we had a day off (often with the excuse of being ill!) we would row boats hired at Maldon and go over to Northey Island (then deserted). We would pick all the lovely fruit to make a summer pie and row back on the tide.

ESSEX, WORCESTERSHIRE

Aug 11 - not in Maldon!



A visit to St. Lawrence Discovery Church (and a bush!) to see Bronwen Cook's exhibition.



## From your Membership Secretary.....

It is several months since I was given the space to say a few words to all those Members who continue to support the Museum Association and regularly pay your subs through me without irritating reminders which I in any event try to avoid; so I will without more ado say to all "Thank you very much for your support which is vital to the continued health of the Association".

Our numbers of Members continue to increase but there is room for more, and Membership Application forms are available both in the Museum and on request from any member of the Committee.

Don't forget that from time to time our Working Parties welcome any assistance, however small, and will be pleased to hear from you. Their names and phone numbers are at the back of this Newsletter. Stewards are already well represented but they too sometimes need extra assistance and a call to our Stewarding Secretary is all you need to make.

On behalf of the Association, thank you again for your support.

Ray Brewster-010999

## FIRE !!!!!!!

*A bric-a-brac stall recently yielded a treatise on 'Outbreaks of Fire' dated 1926 and embossed 'Acton Fire Brigade'. It contains much historical and practical information as well as unusual snippets of interest.*

**Curfew.**—The custom in England of covering up all fires at a fixed time in the evening may date back to King Alfred's reign. The mode of heating buildings at that time was by a wood or peat fire upon a hearth in the middle of the room, the smoke ascending and escaping through a hole in the roof.\* The floors were covered with rushes upon which many of the inmates slept.

\* These holes, filled in with Louvres, can still be traced in the roofs of ancient halls and kitchens and at the colleges at Oxford and Cambridge.

Therefore, the proper covering of the fire was a very necessary precaution against the embers being blown about amongst the combustible material in and about the buildings. William the Conqueror found it a useful regulation and ordained that it should be rigidly carried out upon the ringing of a bell. In default the offenders were subject to severe penalties.

The covering up of the fire was called by the Normans *couvre-feu*, which afterwards became *curfew*, and in course of time the ringing of the bell itself was given that name.

The cover at first may have been similar to a present-day dish cover, but after the introduction of the chimney\* the fires would be upon the hearths under the flues, and naturally the best method of covering the embers would be to rake them as close to the back of the hearth as possible and place the curfew in front. Fig. 1 is an illustration of an ornate example of a curfew from Canterbury. It is of copper, ten inches (25.40 m.) high, sixteen inches (40.62 m.) wide and nine inches (22.86 m.) deep; others may still be found in the South of England.

The time of ringing the curfew bell seems to have been eight o'clock in the evening, but in many places the time of tolling was seven, and it was gradually advanced to eight, and, in some places, to nine o'clock.

The absolute prohibition of lights after the ringing of the curfew-bell was abolished by Henry I. in 1100.

Tradition hands down that this salutary police regulation served the important purpose of keeping people within doors after dark and thus preventing nocturnal brawls in the streets. It is also asserted that the severity exhibited by William the Conqueror in enforcing obedience to the curfew law was political and particularly designed to prevent the English from assembling in secret to plot against him or his government.

The ringing of the "prayer-bell," as it is called in some Protestant countries, undoubtedly originated with the curfew. In Scotland ten o'clock was not an unusual hour.

\* Rochester Castle, built in 1130, had complete fireplaces with semi-circular backs and an arch over. The flues, however, go only a few feet up in the thickness of the wall, and are turned out at the back through small oblong holes. A few years later the improvement of carrying the flues up through the whole height of the wall appears.



Fig. 1.—Curfew or Couvre-Feu.

## RECIPES—MENSURATION—QUOTATIONS.

499

How far Sounds Travel.—Noises that were heard in a balloon:

|  | Feet.  |
|--|--------|
| Man's shout (heard distinctly) . . . . .   | 1,600  |
| Sharp note of the mole-cricketer . . . . .   | 2,500  |
| Croaking of Frogs in a marsh . . . . .   | 3,000  |
| Man's voice and the rolling of a cart . . . . .  | 3,255  |
| Roll of drum and music of orchestra . . . . .  | 4,500  |
| Crowing of cocks, note of church bells and sometimes shouting of men and women . . . . . | 5,000  |
| Report of a rifle and barking of a dog . . . . .   | 5,900  |
| Noise of a railway train in motion . . . . .   | 8,200  |
| Whistle of a railway engine . . . . .  | 10,000 |

CAMILLE FLAMMARION.



## 'THE PALACE THEATRE'

~Advertisement in 'the Maldon Express 25th June 1907 ~

"At auction in the Palace Theatre, High Street.....contents of No.100 High St.....furniture....."

~~~~~  
~Previously offered on 27th April 1904~

".....Freehold dwelling house with large yard, extensive outbuildings, & walled garden, known as 100 High Street, recently in the occupation of Mr Alfred Lucking....."

~~~~~  
Lucking - farmer and cattle dealer (at Heybridge).  
The 1891 Census shows he had 10 children under 19.  
His wife was aged 39.  
~~~~~

W.Geo.Ginn...Feb'99

### A WORKING OBJECT !....

The Secretary was asked if he wished to use 'a rather large typewriter' which had been donated by Cllr Rbt Long, but due to the reliability of our existing system and the Secretary's own workshy fingers, this donation has been under-employed to date.

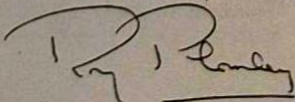
In fact this is a golf-ball machine and will be on show next year together with the Secretary's own MUCH LARGER golf-ball machine as part of the Office Section of our Communications Exhibition.

The following note had been received by Tony F in earlier days from the 'Desert Island Discs' man.....

91, Deodar Road,  
Putney,  
London, S.W.15.

12.2.82.

Many apologies for the long delay in replying to your letter. My "72" IBM golfball was delivered to me on February 8th 1982. The serial number is 08000254. It was manufactured in Holland and was one of 25 demonstration machines sent to this country. The price was £171.00.

Yours sincerely,  


Ed's note -  
We shall be pleased to receive any further information which may be available, perhaps even a picture of what was presumably a theatre preceding 'The Hippodrome'!

## Fortunes of War

Gordon Maycock of South Australia to Bob Wallwork

Thank you for the information about the torpedo boat base, as I told you I have read about them but did not know about the base on Osea Island, they were a bit primitive then but had a terrific record.

You have assembled a lot of information on 796 you say, I have come across a bit more from a chap who was in the engine room crew on another boat in our flotilla MTB 767. Who were out with us on the night we ran into E.Boats in March 45 our last action of the war.

They were supposed to have been astern of us, but for some unknown reason were ahead on our starboard side, E boats came up from astern down each side of us, we took a burst of cannon shell in the engine room and fuel tanks filling our bilge with petrol putting us out of action. At the same time 767. Was mistaken for an E boat, our 20m/m gunner put a burst into their engine room putting their engines out of action, their skipper took us for an E boat and gave the order to ram, but fortunately with his engines out of action was unable to do so if that had happened things would have not been so cosy in our engine room and I may not have been writing to you now, such are the fortunes of war, another piece of jigsaw that fits in years later which we didn't know about at the time.

There are a few old boats around the country that have been put back to their original state, there are also a large number that were converted to house boats. "Ellie Island" is of course very near to Teddington where the boat builder "Tough Brothers" built a few MTBs during the war, the Thames is filled with old M.L.s, and MTBs that have been converted, 796 may even be one of them if only we knew, I doubt if any records exist to tell us if that is the case. ....

Bob says "We do know that MTB 796 was decommissioned, all armaments taken off etc: and transferred to the Sea Scouts at Harwich for a training vessel at the cessation of hostilities."



## Reminiscences of Richard Poole, Printer of Maldon

You will recall that in Issue 13 we published an article by Ernest John Adams on 'The Columbian Press', in which he referred to the printing of Richard Poole's reminiscences on an old Wharfedale machine in 1902. We have been searching for a copy of these recollections and finally we ran a copy to earth and now have a photostat of it, courtesy of Clary Devall, and extracts from which we now intend to serialise:-

### Part I

Mr President,

Ladies and Gentlemen,

After such a treat as that afforded us by Miss Bertha Moore in her Lecture-Concert at our last Meeting, and despite our President's assurance, in giving notice of this Meeting, that the Lecture would not

be dry I have my misgivings but hope his prophecy may to some extent be fulfilled. He certainly brought me no small comfort when he announced that wherein my memory failed, others would be present to supply, so that between myself and those 'others' I trust we shall fairly describe "Maldon in the Fifties".

It was suggested to me that I should give a Lecture on My Personal Recollections of Maldon and some of its People in the Fifties (1850's), but as I shall travel farther back and include Memories of the Forties (1840's) I thus appear before you as one no longer young.

When our worthy President mentioned the subject to me he came with flattering words, and based his assumption of my ability to give this Lecture on the grounds of my having attempted a short speech at the 'Old Maldonians' Dinner, with reference to Maldon and my school days in the Forties. Unfortunately for me I introduced certain memories connected with my education which raised a laugh against me: but what I then related was an actual fact and which entitled me to rank as an 'Old Maldonian' so I am not ashamed to repeat it tonight. My schoolmaster was a clergyman residing at All Saints' vicarage, whose vocation had a dual character, viz.--that of teaching the young and undertaking the cure of souls in the Parish of Mundon, and in the due performance of his ecclesiastical functions on certain Wednesday mornings in the year we had the option of walking with him to Mundon church, to listen to his ministrations, or remain in school under the tutorship of his daughter. I being studiously inclined (pardon the egotism) preferred of course the latter alternative. I must claim your indulgence if this Lecture appear egotistical - perhaps I might more correctly term it 'Maldon and I', but it comprises memories slightly strung together and refers with few exceptions to fast receding years; such as they are I am pleased to relate.

"The web of our life is of a mingled yarn, good and ill together"  
and although we are so ready to quote 'the good old times' I venture to say that many things I shall here record could not have taken place in these later days of law and order.

to be continued.....

LFB010999

## From the Papers ...

- 1) 'There's no pleasing some folk'
- 2) Old coins from the soil
- 3) Penny in the dust!

RECENTLY while visiting Maldon I was horrified to find building work, I understand for more shops, on the walk through from the High Street to the car park, to the detriment of shops already there. Can we not have a decent museum for tourists and local people to visit and enjoy instead of the present site tucked away at the Prom? - Mrs V Bloomfield, Farnbridge Road, Cold Norton.

# Rare Iron Age coins are treasure trove

by ROBERT MEAD 25/1/99

**RARE Iron-Age coins dug up near Maldon have been judged a treasure trove.**

Metal detector David Marvin, from Colchester, who found the 2000-year-old coins, will now have them bought from him by the British Museum at market value following the decision made at an inquest in Chelmsford.

The inquest was held to decide whether the coins had a silver or gold content of more than ten per cent or whether they were more than 100-years-old thus making them the property of the Crown.

Philip Wise, curator of archaeology at Colchester Museum, told the inquest they had been issued by King Dubnovelantinos, a ruler of land in both Kent and Essex who was very pro-Roman.

Mr Wise said: "They are quite rare and certainly very unusual. We are very excited."

The coins were found on farmland over a few days in March at a depth of between four and six feet. After they have been valued the coins will go on display at Colchester museum.

## Secrets under the floor



Penny Cook joins dig at St Peter's Church, Maldon.

3651-9

normally happen behind

These comprise of an

March 1/1999

JUST what did cause the floor under St Peter's tower in Maldon High Street to subside earlier this year?

That's what local archaeologists and staff and visitors at the Maeldune Centre - housed with the Plume Library in the ancient church - would dearly love to know because until the mystery is solved the main entrance to the building is unusable.

Early on Monday half a dozen volunteer diggers from Maldon Archaeological Group, supervised by staff from Essex County Council's archaeology department, began excavating the soil under the tower where an unidentified animal's tooth was unearthed earlier this year.

The molar came to light after a large visitor to the centre stood on and dislodged a flagstone under the tower.

St Peter's tower was rebuilt in 1450 on the site of Maldon's first church, which was built 1,000 years ago.



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Eves: 01245 325628



## WIRELESS TELEPHONY ABOARD YACHTS

The 128-ton high speed motor yacht Ceto, built by *Innes & Co. Ltd.* at Portsmouth for a member of the R.Y.S., has been equipped with a Marconi 60-watt wireless telephone installation which will enable the yacht to communicate with shore wireless telephone stations and with other ships, and to receive wireless navigational and weather reports, news bulletins, etc., while at sea.

It is of interest to learn that there are now over 70 yachts of British registry fitted with wireless for communication either by telegraphy or telephony, some twenty-five per cent of which also carry direction finders.

### Communication

The above item, dated 1935, states the number of British registered yachts able to communicate while at sea - it is still the same 'over 70'! We are collecting all sorts of communication equipment for one of next year's displays.....Can you help?... Signal Flags, Morse Keys, old Telephones - small exchange!, Field Telephones and Wireless equipment, etc.:

Also any literature or reminiscences on the subject. Please contact Tony Froom, but not 'while at sea'! Shore number 01621 854184.

AJF 250899

### PARTY VISITS

The Museum 'Party' stalwarts have again excelled themselves with their guided tours of the Museum, but hopefully, next year our courtyard area will be available for the containment of the school parties, making organisation easier, (and reducing the number of children escaping to the park!). There will be benches and larger items of interest in an assembly area, with an extra toilet.

A recent visit by the University of the Third Age, guided by John and Daphne Daniel had earlier strolled along the quay in perfect weather. Haddon Spurgeon spoke entertainingly on The History of the Maldon Little Ship Club and other waterside matters. Thanks are also due that day to John Yardley who spoke about Boat Building in his boatshed, and the River Warden who opened his 'schoolroom' and gave a short lesson about the river. No exams were involved, thank goodness!

AJF280899

Just to say...

Road

Maldon  
CM9 6JQ.

4th June 1999.

Dear Mrs. Ponty,

Thank you for arranging a very interesting visit to the Maldon Museum for our class. The children really enjoyed learning about both local and national history in the friendly yet informative atmosphere of the museum.

Again, many thanks for all your hard work and dedication. Please pass on our thanks to the other members of your association.

Yours sincerely

Mary Mann and Mary Griggs.

Thank you



## To the Museum >>>>

We are still suffering from the incorrect official signs in the Park, other than the one of the Town Council and Maldon Society. The District signs still tell visitors we are at Spindles but we do have some better news of signs on the main road.

After many months of negotiation between the Town and District Councils and the County Council we have signs erected in June of this year on the A12 and the A414 as shown below.....(If anyone asks - the 'M' is us)



### *We Raise Funds !*

On a glorious Summer Bank Holiday Monday nearly half the Committee members were in evidence behind a table-top stall among the many other Market Traders, on the extension end of the Park. The Museum stall comprised a mixture of high quality unwanted personal possessions and the more usual bric-a-brac found when clearing out home and museum cupboards, and was without doubt the most interesting display that day! This splendid effort raised in excess of two hundred pounds and happy buyers could be seen departing clutching their treasures!

### EMBASSY 'EXTRAS' -

Opened in March 1936.  
Seating for 1250 in stalls and circle.  
Wurlitzer Organ with Leslie James  
followed by Cecil (Vic) Hammett.  
Fine Cafe.  
Taken over by 'STAR' in 1967  
and renamed 'STUDIO ONE'.  
Closed in August 1982.  
Demolished 1985.  
Now Warden controlled housing.

Vic Hammett

## Maldon Town Council



Town Council Office  
Town Hall, Market Hill,  
Maldon, Essex CM9 4RL

Telephone: (01621) 857373 Fax: (01621) 850793

Maldon - Twinned with:  
Coijk Holland  
Villeparisis France

Town Mayor: Cllr. P. Rew  
Town Clerk: Mrs. H. Vincent

Mr. L. Barrell,  
Maldon Museum Association,  
44 Farnbridge Road,  
MALDON,  
Essex

Our ref: HV

20<sup>th</sup> August, 1999

Dear Len,

**Re: Moot Hall Keeper**

Councillor S. Thain has informed me that you are prepared to mention in your next Museum Newsletter the vacancy of Moot Hall Keeper.

At present the situation is that our previous Moot Hall Keeper retired on 31<sup>st</sup> July, 1999 and since then Town Council staff have been undertaking the duties of unlocking/locking the building for meetings and flying the flag on the appropriate days.

At a recent meeting of the Town Council's Finance & General Purposes Committee consideration was given to the possibility of employing a part-time person to be Moot Hall Keeper/Moot Hall Tour Guide. Members were agreeable to this suggestion but felt that further consideration should be given to the salary of this position and the possibility of a charging policy being introduced for visitors to the Moot Hall should be re-considered.

In view of the above the appointment of Moot Hall Keeper/Tour Guide is to be re-submitted to the next meeting of the Finance & General Purposes Committee on 13<sup>th</sup> September, 1999. If, in the meantime any of your members are interested in the position it would be gratefully appreciated if they could notify the office so that they can be contacted in due course.

If you have any questions regarding the above please do not hesitate to contact me.

Yours sincerely,

*Helen Vincent*

Mrs. Helen Vincent



# Maldon District Museum Association

---Registered Charity 301362---

President - Arthur Simpson Esq

## 1999/2000 Committee

Chairman.....Paddy Lacey.....

Vice-Chairman ..Len Barrell.....

Hon. Secretary...Tony Froom.....

Hon. Treasurer...Tony Tullett.....

Membership Sec...Ray Brewster.....

Accessions Officer...Penny Cook.....

Committee.....Colin Barbrook.....

Committee.....Mike Bennett.....

Committee.....Molly Middleton.....

Committee.....Judy Tullett.....

Committee.....Bob Wallwork.....

~~~~~  
Curatorial Adviser....Nick Wickenden Esq  
~~~~~

Museum Reception Telephone No..(01621) 842688  
(Answerphone when museum unattended)

Correspondence to:  
Maldon District Museum Association,  
'The Museum in the Park'  
47, Mill Road, Maldon, Essex. CM9 5HX.

*School Party arrangements may be made direct with our  
Schools organiser Mrs Cherry Ponty, Tel:*