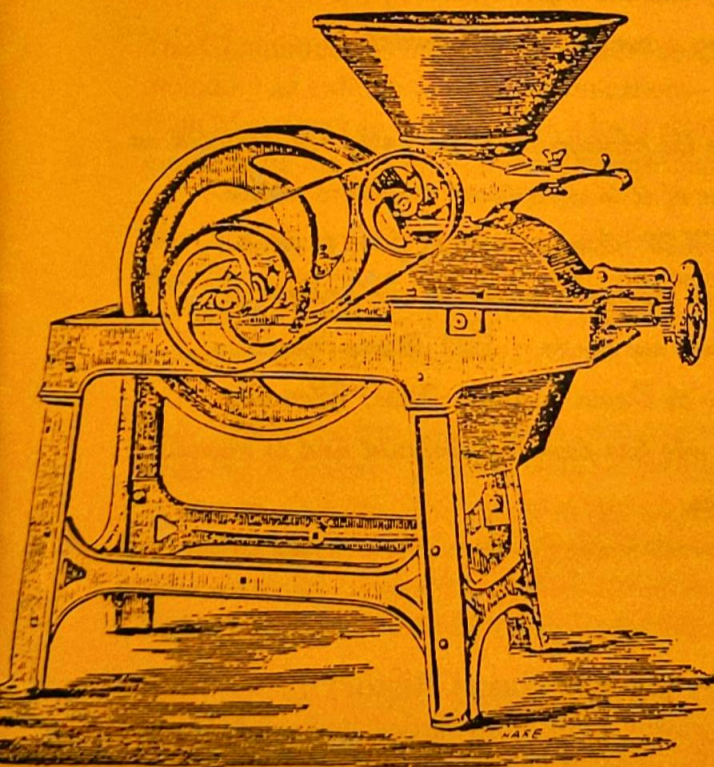


THE PENNY FARTHING

The Newsletter of Maldon District Museum Association

(-0)

E. H. Bentall & Co., Heybridge, Maldon, Essex.



R S B CORN, SEED, and MALT
CRUSHER, with smooth rollers
25 inches and 12 inches in diameter,
by 5 inches wide ... £8 15 0

R S K Do. do. with Turn-down
Hopper £9 2 6

R S C CORN, SEED, and MALT
CRUSHER, with smooth rollers
25 inches and 12 inches in diameter,
by 8 inches wide ... £13 5 0

R S L Do. do. with Turn-down
Hopper £13 15 0

The R S K can be fitted with a Fluted
Roller in place of the Small Smooth Roller
for Crushing Maize, &c., at an additional
cost of 4s. Od.

The R S L Do. do. 6s. Od.

The above are very powerful Machines, and are suitable for either Horse, Steam, or Water power. The R S K which corresponds in size and capacity with the R S B, and the R S L which corresponds with the R S C, have turn-down Hoppers, and the frames are extra long so as to enable fluted rollers to be used (in place of the smaller smooth rollers) for crushing Maize, or a mixture of Oats and Maize, &c.

The feed in the Hoppers can be regulated to suit the kind of grain, and the power applied.

Maldon District Museum Association,
'The Museum in the Park'
47, Mill Road, Maldon, Essex. CM9 5HX.
Tel: 01621 842688 (& Answerphone)

Ed's Ha'p'orth

Our cover illustration is from the 1890 Catalogue of Bentall Agricultural Machinery and shows a Corn & Seed Crusher: our model is similar but is model XRS1. We are very pleased that our 'Museum in the Park' now has one of these thanks to the detective work of Michael Clark, and his donation towards its purchase - he is also helping us with items for the Communications exhibition.

The courtyard area now boasts a pea-shingle surface with part hard-paving thanks to Mike Bennett and his helpers, and the Oyster Boat 'Tiny Tim' has now returned, not without the drama of losing a trailer wheel en route!

More information is available regarding the photograph of the early car depicted on the front cover of our last issue and some of it is reproduced elsewhere within. Perhaps this is the first lady driver in N.W. London and the first to have a traffic accident - the car shows a dent in the front coachwork due perhaps to running into the tail-board of a cart! (not my words - Ed) Many thanks to David Nash for taking up the enquiry with David Burgess-Wise, Motoring Correspondent of the Daily Telegraph, who has provided material and is always happy to hear of unusual motoring stories.

081188
081199

Returned to Maldon - A piece of Naval History !

Our Bob Wallwork was recently spotted waving a flag with a broad smile on his face. The flag in question is the historic battle flag of MTB 796 which started its service in Maldon in 1945 and has been the subject of several previous articles. The following is extracted from a letter from old friend Gordon Maycock of Australia....

" Dear Bob,

This is only a short note with the flag.....I am glad you want the flag as I feel it will be going to the proper place.....and what better place can it end up.....As I told you it was given to me by the Coxswain....My name is on the flag because when we lived in Wisbech I loaned it to a group who were having a Navy display, and I wanted to be certain I got it back.....etc

[This will feature in the John Sadd room above the model 796]

From your Chairman.....

Dear Members and Stewards,

I wish to thank all of you for your various contributions to the Museum as we reach the close of a successful season.

The Museum continues to receive praise for the excellent displays and friendly welcome to our visitors. The temporary exhibition covering Osea Island, mounted by the Froom-Wallwork partnership has provoked much interest, helped greatly by the article on their display in the "Essex Countryside" organised by our publicity officer Molly Middleton. Upstairs, the Schools and the Cinema exhibits have also provoked many reminiscences.

The Committee has many plans for next season, the first in the new millennium, including an exhibition on Communications - 'A Chronicle of Communications from Messenger to e-Mail', with a local slant wherever possible. This is to be mounted by the Froom-Wallwork partnership with the help of our displays team.

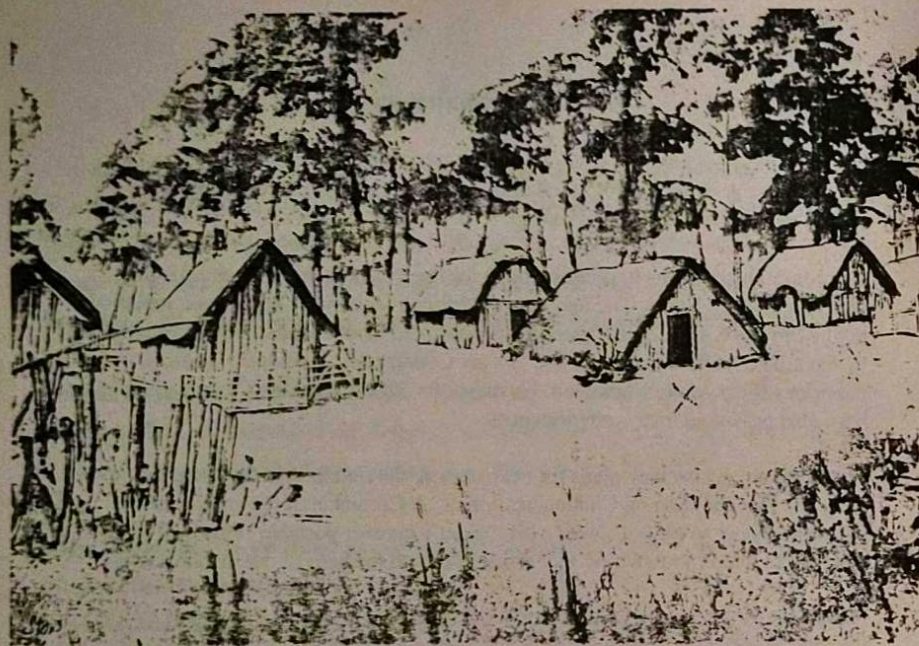
Many of you will have seen the splendid Corn and Seed Crusher, made at Bentalls, Heybridge, England, which has been purchased for the Museum with the aid of a generous donation by a benefactor. This will be the centre part of a revamped display relating to Bentalls.

Judy Tullett and her display team have promised a new presentation concerning 'Baking in Maldon', together with an extension of the very popular Schools exhibition. Outside, if we are fortunate enough to receive grant help we shall open the courtyard to the public, which we hope will also serve as an outdoor class-room for school visits. Work has already begun here, principally by Mike Bennett, assisted when necessary by the Museum 'heavy mob'.

One aspect of our work which may not be generally known to our Members, will certainly continue into 2000. This is our recently established 'Outreach' programme where Museum items are taken into local schools with explanations and interpretations being given by Cherry Ponty, our schools officer, helped by Penny Cook, accessions officer.

We are entering a very busy but fulfilling period and if any Member or Steward would like to add his/her help in any of these enterprises it would be most welcomed.

Paddy Lacey
Hon. Chairman



8th September 1999

The Maldon District Museum Association
47 Mill Road
Maldon
Essex CM9 5HX

Dear Sirs,

Please convey my thanks to the volunteers who staff the Museum, for their great help when I was preparing a project essay for Essex University as part of a folklore course. Everyone was most helpful on my several very enjoyable visits, and the essay was very successful.

I noticed in your 2000 year panorama that the picture of a Saxon house included in the display is out-of-date. It is of the first house reconstructed at West Stow. I sent to West Stow for the postcards included here, but they were out-of-print, and I had to wait for them. Meantime the enclosed article appeared in the Guardian.

The West Stow guide book explains that they found two houses which had been destroyed by fire, and the remains clearly showed that the 'pits' had floorboards at ground level, and the houses had wooden sides. All the later reconstructions are of this type, as shown in the post-cards.

I greatly appreciated everyone's help,

Yours sincerely

Marie Wolfe

Marie Wolfe

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.

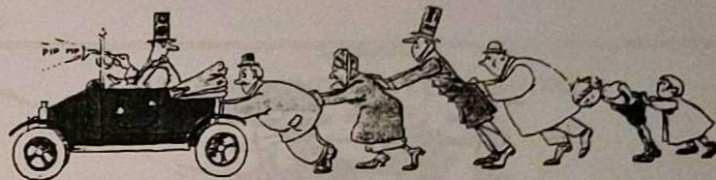
When our worthy President mentioned the subject to me he came with flattering words, and based his assumption of my ability to give this Lecture on the grounds of my having attempted a short speech at the 'Old Maldonians' Dinner, with reference to Maldon and my school days in the Forties. Unfortunately 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.

Cont'd.....

In the forties our Post Office was situated at the top of the High Street, now Mr Samms' shop: it had a high bow window with one of the lower panes taken out and a little black door substituted, and upon it modestly inscribed "Post Office". One John Polley an old gentleman, somewhat irascible, was Postmaster: with him boys were no favourites and in return he certainly did not receive from Her Majesty's patrons that courtesy and consideration which his position and years demanded: boys in those days were as rude as boys are now, so he had much to contend with. It was through this wooden wicket the business of the Post Office was transacted and his intercourse with his juvenile customers may be thus figuratively described. Tap, tap, on the little door, after some waiting a bespectacled face looks out through an adjacent pane, and then the door slowly opens — "Well, what is it?" in a somewhat grating voice, "Please, I've put a letter in the box (the box was in the brickwork below the window) and here's the money." for answer—a grunt. Next applicant "Please what time will this letter get to London, and will you stick it down, the wax is broke". (no adhesive envelopes then) "Tomorrow" and "No" was the snappish reply, and the door was quickly shut. I was the next customer and knocked: after some waiting the wicket time will this letter get to London, and will you stick it down, the wax is broke". (no adhesive envelopes then) "Tomorrow" and "No" was the snappish reply, and the door was quickly shut. I was the next customer and knocked: after some waiting the wicket opened, I asked for a Penny Stamp and tendered a shilling, "Don't give change, go and get it, bother you plaguy boys!" I went for the change and returned for the stamp thoroughly convinced he was a cross old man. One Mail in (morning) — one out (evening), the Mail Cart being driven from and to Chelmsford: at this time I believe all letters for residents below the Wantz Corner in High Street were charged One Penny for delivery. Upon our venerable servant's decease the office was removed into St. Mary's Parish, to the house now occupied by Mr Edwin May, and James Cottee was Postmaster; here again the little black wicket door appeared in the window. As the requirements of the office expanded it was again removed to the centre of High Street; the offices of Messrs. Beaumont and Bright now occupy the site opposite our present busy Post Office. When the Railway was opened in 1848 we soon had two Mails in and two out—the Newspapers arrived by second delivery, about noon. No half-penny or penny papers were then dreamed of. Prior to this time the public traffic between Maldon and London was by coach or van. I once went with my parents by coach to London; we started from the "King's Head," of which for many years Sam Fuller was widely known as the genial landlord, and drove to the Bull Inn, Aldgate. Robert Hurley was the coach proprietor; he succeeded George French, whose premises were partly in High Street and partly in Coach Lane, then known as Coach Office Lane. When the Railway was constructed as far as Brentwood the journey was from Maldon to Brentwood by coach; Brentwood to London by rail, and vice versa. Compare those days with the present—our several postal deliveries and despatches, our telegraphic communication, parcels post, good Train service to London, not to mention frequent Excursions by which ladies avail themselves of a day's shopping in Town, and try to persuade themselves they thereby effect great saving—one of the fallacies by which they are beguiled.

LFBI41099



THE OLD METHOD OF STARTING

DAVID BURGESS-WISE

AUTHOR, MOTORING HISTORIAN, JOURNALIST

Tangmere House

White Roding

Essex CM0 1RJ

ENGLAND

TELEPHONE TELFORD (01279) 876-502

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27 October, 1999

Dear David

Thanks for sending the "International" photo which I am returning herewith, along with some contemporary material on the Benz, on which it was *very* closely based. I also enclose a later article on the 1900 International, which was a much freer adaptation of the Benz design, which by then was getting very long in the tooth, progress in cars then being much like progress in computers now!

I also enclose a scan copy so that the Museum won't have to hang the original on the wall; amazingly, it shows details that aren't clear on the original, like Mrs Feyd's veil...

Kind regards



Renault Journalist of the
European Consultant Automobile Quarterly
Member, Guild of Motoring Writers
Contributor Daily Telegraph
In Partnership with Chri

THE ROYAL INTERNATIONAL AUTOCAR.

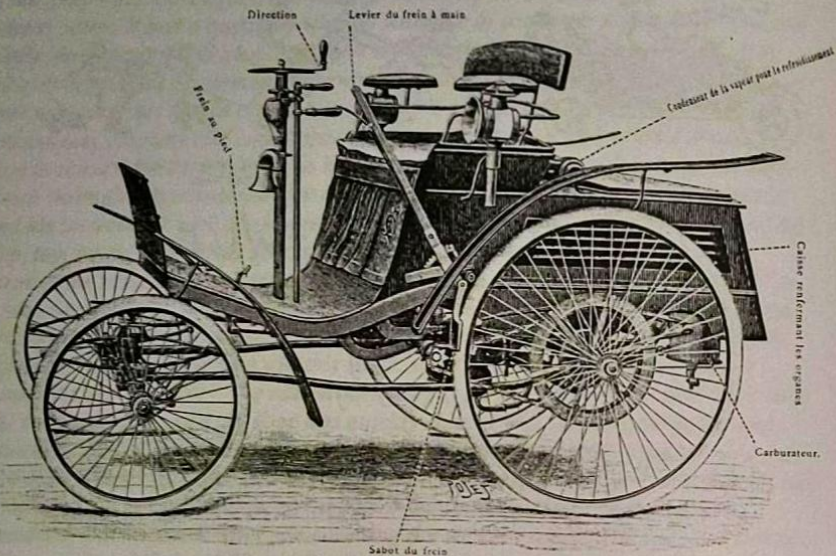
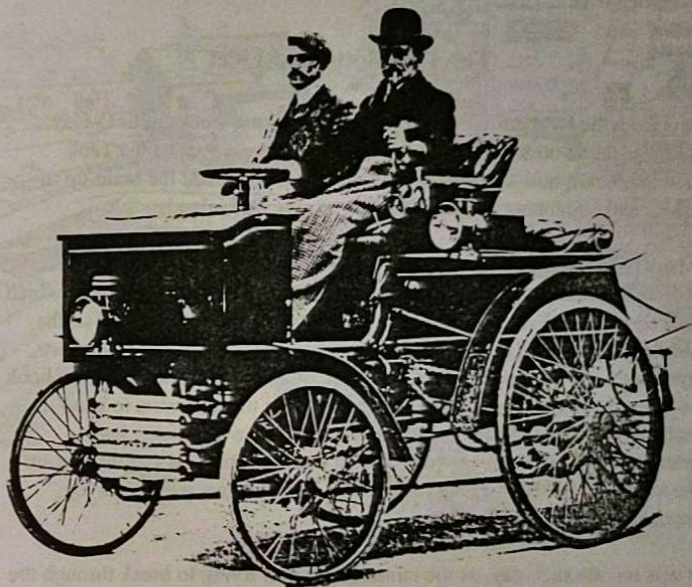


Fig. 154 — VOITURETTE BENZ



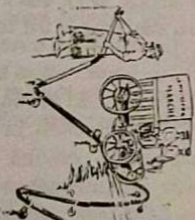
The latest type of car turned out by the International Motor Car Co., of 103, Great Portland Street, Oxford Street, W., is known as the "Royal," and is made with eight, ten, or twelve h.p. motor, double cylinder (twin or tandem). It has four forward speeds and one reverse. All valves and working gear are placed on the top of the cylinders, and made as accessible as possible. The lubrication throughout is automatic. Circulation and cooling are ensured respectively by a semi-rotary pump and double Clarkson coolers. The cylinder ends are cast solid, so that the trouble of water leakage from jacket into cylinders is impossible. The ignition chambers are on the end of the cylinders, and the firing plugs screw in, hence they can be detached and replaced without breaking or making joints. A channel steel frame is used, with the engine mounted on the top, so that the driving belts are well above the road. A covered-in crank chamber is fitted, and a couple of powerful brakes—one working on the countershaft and the other (a duplex brake) on the two rear wheels. Ball bearings throughout are a feature of the car, and are furnished with large $\frac{3}{4}$ in. balls; with these and the ample wearing surfaces provided, there should be no trouble in the way of grooved cones or split balls. The wheels are tangentially spoked, and mounted with Clincher or Connolly's Ideal tyres, as ordered. The

steering is by wheel through a rack and pinion, and the ignition can be advanced or retarded in the usual way by a lever in front of the seats. All the speed changes are made on one pillar, with the action properly protected, and the standard speeds are two, eight, and twenty-four miles an hour, though higher combinations can be obtained if desired. Great pains have been taken to carefully balance the engine, and the vibration has been reduced to a minimum. The carriage, engine, and transmission are made throughout at the company's works in England, no part, except the electrical fittings, having a foreign origin. We should add that delivery can now be speedily made, as arrangements for quick production are completed, and almost any style of body can be supplied, from a two-seated dogcart to a waggonette, giving comfortable accommodation for ten persons. The photograph from which our illustration is made is of particular interest, as it shows Mr. F. O. Seyd, the manager of the International Co., accompanied by Mr. Williamson, just returned from the hundred miles non-stop run, which the company tell us all their cars undergo before being handed over to their purchasers. Mr. C. W. Williamson, who accompanies Mr. Seyd, is not unknown as an automobilist in the Midland Counties, having formerly been connected with a firm of autocar manufacturers.

ne eût celle des *moteur-cycles*. Mais elle peut être considérée comme le trait d'union entre les deux grandes divisions de l'automobile actuelle: elle a presque les qualités de poids moyen de la voiturette; elle a par contre déjà le confort de la voiture.

Le moteur Benz, moteur allemand construit par la Société Benz et Cie, à Mannheim, est d'ailleurs le plus ancien des moteurs à pétrole appliqués à la locomotion. C'est le 25 mars 1886 que cette Société en prit le brevet sous le nom de « véhicule à moteur à gaz », et c'est M. Roger qui, en 1888, l'introduisit en France. Il a nécessairement subi, depuis cette époque lointaine, bien des perfectionnements qui en font un des moteurs les plus répandus aujourd'hui. Sa légèreté relative permet d'établir des véhicules qui, pour deux personnes, ne dépassent pas 300 kilos.

Plusieurs constructeurs ont apporté au type primitif des modifications de détails plus ou moins heureuses;



Mous ajouterons à l'étude des types qui précèdent, les plus légers des véhicules automobiles, celle de la voiturette Benz qui, à vrai dire, inaugure plutôt la classe des *voitures automobiles* qu'elle

La voiturette Benz

CHAPITRE VI

Bob Wallwork, after looking at our Sadd's model of an L.C.A. (Landing Craft Ammunition) was reminded of an amusing story, allegedly true -

The Flat-Bottomed Fleet

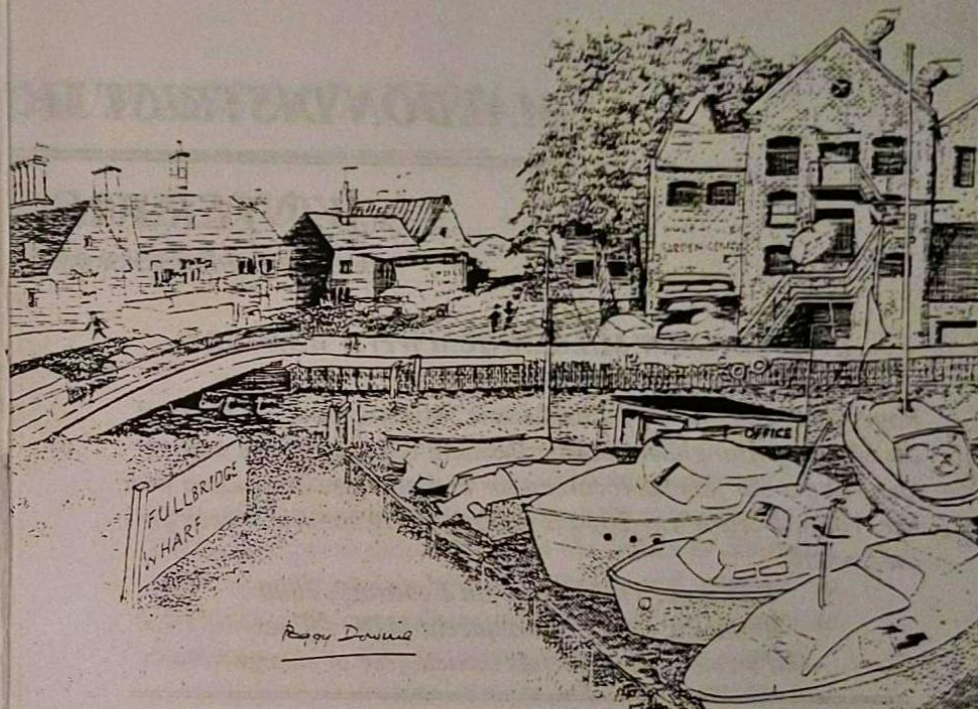
It was idyllic weather in the English Channel, long weeks after D-Day. The sun shone brilliantly on to rippling, sparkling waves as the Tank Landing Craft, now carrying less lethal loads, continued the build-up of stores and equipment for the armies advanced well inland.

Many of the Commanders of these LCTs, mostly Royal Naval Volunteer Reservists, had provided themselves with a tall chair for their bridge which looked for all the world like a baby's high chair; and there would sit the shirtless CO or his No.1 sunbathing in the popular rig-of-the-day, shorts, gymshoes and any handy bit of headgear; smoking his pipe, reading a book or just contemplating nature gently, having told the coxswain to keep station on his next ahead. For in the daylight hours the enemy had practically become non-existent, and on such glorious days as this during the summer of 1944 the only hazard was that of heavy patches of fog, especially in the early morning.

It was on one such day, as the morning sun was trying to break through the early fog, that a huge shape loomed up to starboard of a certain LCT whose CO relaxed lazily on his high chair in shorts, plimsolls and a floppy trilby. Quickly altering to port, the CO saw the vast misty bulk take the shape of a battleship, which he recognised as the *Warspite* steaming by on an opposite course. There she was, towering above him like a skyscraper, and far above he saw the battleship's captain surrounded by his officers, all dressed in correct naval rig, stiff collars and all, staring curiously down at him. What could he do? What was the correct salute?

Instinctively he jumped down from his perch, stood stiffly to attention, looked up at them and formally raised his trilby. At once the captain of the *Warspite* also came to attention and gravely doffed his much gold-braided cap - and all his officers followed suit. Thus did two of His Majesty's ships of war, at opposite ends of the battle scale, pass each other in mid-Channel.

*A Sherry Cask appeared, courtesy of 'The Swan'
and Bob has already polished it (off?).*



The Secretary has received a card from Peggy Downie with her delightful sketch showing Maldon's Fullbridge in earlier times - David Barke's floating office in evidence - and she informs us that she is researching the history of this particular area. Do let us know if you have any relevant or useful information and we will be pleased to put you in touch with Peggy.

The Maldon District Museum Association regrets the passing of Member Ivy Ball, and benefactor Ray Hallett. Appreciations of both will appear in our next issue.

MALDON DISTRICT MUSEUM ASSOCIATION

WINTER PROGRAMME 2000

INTO THE NEW MILLENNIUM WITH MARGERY

Roger and Jean Johnson are Museum Stewards, and Members of the Margery Allingham Society; they will tell you all you wish to know about our famous local author and all those associated with her. You will learn why 2000 is a particularly important year for the Society.

7.30 p.m., Thursday, 24th February, 2000

Room 20, St. Cedds, adjacent MDC offices

--All members and friends invited, free of charge--

OUTING TO BRAINTREE DISTRICT MUSEUM AND A WORKING SILK MILL

There will be a guided tour of the Museum in the morning with perhaps a look behind the scenes. After lunch there will be a visit to the Working Silk Mill, which is within five minutes walk of the Museum.

Thursday 9th March 2000, leaving our Museum at 9.45 a.m.

Transport will be by car-share, or minibus, depending on numbers wishing to attend.

Please let Paddy Lacey know, prior to February 6th, via the Museum, if you wish to come on this visit. Cost, excluding refreshments and travel expenses is £5.50p. We return to Maldon by 5.00 p.m.

STEWARDS' DAY

Thursday 23rd March 2000

2.30 p.m.- Room 20, St. Cedds

(there is more room here for a meeting than in the Museum)

Once again Members will talk about the new displays for 2000 and explain any changes to the duties of Stewards, listen to complaints or criticisms, and attempt to eliminate problems. There will be an opportunity to examine some of the new accessions not yet on display.

We look forward to another interesting session.

=====

MUSEUM OPENS FOR MEMBERS AND STEWARDS ONLY

2 P.M. THURSDAY 30TH MARCH 2000

=====

MUSEUM OPENS TO THE PUBLIC FOR THE NEW SEASON

2 P.M. SATURDAY 1ST APRIL 2000

=====

FOR ALL MEMBERS -

ANNUAL GENERAL MEETING

7.30 p.m. TUESDAY 23RD MAY

ROOM 20, ST. CEDD'S



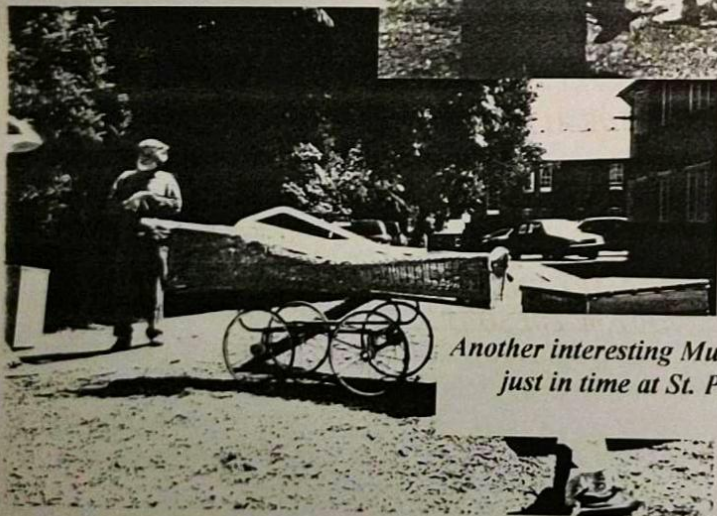
“.....that all Men are created equal.....”

Thomas Jefferson, a 33 year-old Virginian lawyer-squire was in the main responsible for writing the birth certificate of the United States of America, the Declaration of Independence.

It was dated July 4 1776 and the fifty six signatures came later. The first signature was written so large “that the King of England can read it without his glasses”; it was that of a man from Massachusetts, John Hancock. Since then an American handing out a contract for signature is apt to ask for “your John Hancock”

AJF091199

Courtyard Party - shovel away, lads!



Another interesting Museum object is found just in time at St. Peter's Hospital -

'THE OLIVER'

In 1888 the Rev. Thos. Oliver, a Clergyman living in America, designed and produced a typewriter for use in his work. By 1891 the first crude model of the Oliver Typewriter was patented. The Oliver 3-bank typewriter changed very little over the years - the only successful standard machine with 3 rows of keys.

During WW1 the Oliver, being strong and reliable, was used extensively by the British Forces. Our model is from 1914 and is believed to have been used by Cath Backus, past Chairman of the Maldon Museum Association.

The Oliver was manufactured in Croydon, England, from 1928, the 3-bank was discontinued in 1940 and after a merger with the Byron Typewriter Co. Ltd., of Nottingham in 1958 the firm was subsequently wound up in 1971.



"Take a Letter Miss Jones"

~George Ginn reminisces~

On a visit to the Museum store with Len Barrell I was able to inspect one of the items not, (at the time of writing), on display – an Oliver Typewriter dating from pre-First-World-War. Its main features are that it is built upon a heavy cast-iron base with integral carrying handles, and has three characters on each arm thus requiring only three banks of keys, but necessitating **two** shiftlocks instead of today's singleton. The character-carrying arms are divided into two banks, one on each side of the top of the machine, and in action resemble nothing so much as a couple of hens pecking at the ground.

The sight started a train of thought. I too had once owned an Oliver - one of the first purchases after I had left school (in 1930) and my mother had put me into long trousers, stuck a trilby on my head, and sent me to London, ten miles away, to earn my living as an office boy. I had long wanted a typewriter, and it took a long time to save the purchase price - £3.12.6 - out of my 2/6 per week pocket money. My friend, slightly older, was the proud possessor of a 'Yost' - an even earlier machine - and it had a huge bank of keys as each arm carried only one character. On the other hand, it had no need of a shift-lock. He later acquired a Remington, but that was not much of an improvement as it was an 'invisible' machine. That is to say that the arms bearing the characters were set in a circle underneath the platen, and in order to check what had been written it was necessary to lift up the hinged carriage. Rectifying mistakes was a frustrating business.

Of course, these were all by way of being already museum-pieces, typewriters in general having settled down to the 'visible' four-key-bank style with which we are familiar today. However, typists still needed one more skill – shorthand. There were two main systems - Pittman and Gregg. The main differences were that Pittman was a 'positional' system, on, below, or above the line being significant, whilst Gregg approximated closely to ordinary writing. Either way, the parole of the day was "Bring your book please, Miss Jones, I want to write a letter".

I went into the office of the Rio Tinto Company (still in existence) in Lombard Street. Here there were several 'pools' of typists serving the various departments. In many respects it was an archaic organisation, but in one respect more than others.

The typewriters were fitted with copying-ink ribbons, and managers signed the resulting letter with copying-ink pencils, after which the letters were copied into bound books with transparent pages. This was a very messy procedure involving sandwiching a waxed sheet, the letter, a page, a damp cloth, and another waxed sheet, and then placing in the press for a few minutes. After pressing the letter was partially dried between sheets of blotting paper, and, still damp, folded and despatched. And that reminds me - at that time mail for America was still going by ocean liner. One read the "Times" each morning to see which ship was departing next, and then anoted the envelope "per s.s. Normandie" or whatever. Special posting arrangements applied, and many a time I found myself running up Cheapside at six o'clock at night, intent upon reaching the Head Post Office in St.Martins's-le-Grand in time to catch the "Late Fee Paid" post- box before it closed.

This system of copying letters goes back to the late 19th century. Before that the only way to have a copy of what had been written was to write it twice. This is exemplified by the 'Oxley Parker Papers' compiled from just such records laboriously copied by hand by the Woodham Mortimer family throughout that century. The first reference to the copying press is made by John Oxley-Parker about 1890. Of course, carbon paper as a means of retaining a record held sway until quite modern times - and we shall come to them in a moment.

Years after I left Rio Tinto and was working for the Hoffman Manufacturing Company of Chelmsford, circa 1970, I was given the task of modernising some aspects of its Sales Department - to wit the typing pool which was then still at the "Take a letter Miss Jones" stage. The buzz- word was "audio-typing", whereby the correspondent used the internal telephone system to record his letter onto magnetic tape which was then transcribed by typists wearing earphones and having no personal touch with the dictator.

As might be imagined there was considerable opposition from the large pool of shorthand-typists, and we sweetened the pill by allowing them to choose their own 'system' (there were many such) and then swapping the manual machines for electrical typewriters, and thereby embarked upon the road to computers and E-mail, and "WWW dot slash" gibberish with Miss Jones a threatened species.

Of course we had a large number of redundant manual machines, and I was able to buy one for 10/- and dispose of my Oliver. I wish I had kept it. However, my 10/- purchase has served me well for some thirty years during which time I have typed some hundreds of thousands of words on it, and am still using it to type this (*viz: the original from which this narrative has been copied*). Surely the best bargain I ever made.

The '18' Set

In our forthcoming exhibition -

'A Chronicle of Communications from Messenger to e-Mail' will be seen WS.18 (Wireless-Set 18), a portable Transmitter/Receiver used some 60 years ago in every battle from the deserts of North Africa to the jungles of Burma for wireless communications between the infantry and artillery and their mobile support units.

The WS.18 has a frequency coverage of 6-9 MHz and a range of 8-16 km. The Receiver has four valves and the Sender has a specially designed Army Transmitting Pentode, four valve (ATP4), and needs a specifically designed 'all-dry' battery giving 160v HT (High Tension) and 3v LT (Low Tension). Headphones, Microphone, and Morse Key were used and the set was carried as a back-pack.

At the end of hostilities the '18' sets were used by the Territorial Army for many years and some were used by amateurs (radio 'Hams') on the 7 MHz band.

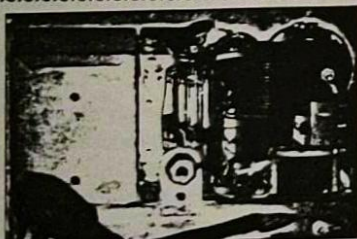


Fig. 5: WS.18 TX chassis.

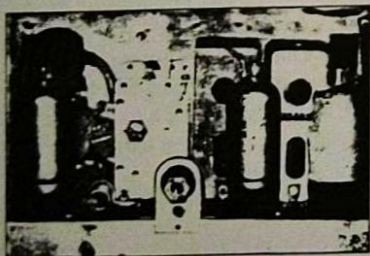


Fig. 6: WS.18 RX chassis.

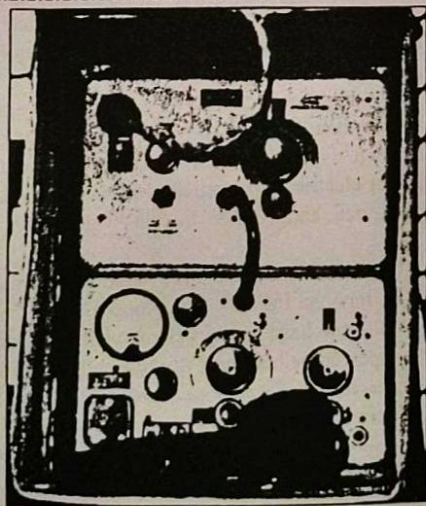


Fig. 3: WS.18 front view.

Following his visit to our Museum, Mr Bob Philpotts of London has corresponded with our Bob Wallwork and supplied this fascinating Naval diary, the origins of which are still being investigated

A Baltic Diary - 1919 - Part 1

My trip round Germany

After spending 28 days leave I returned onboard HMS "Curlew", a Light Cruiser of the Famous Harwich Force at Chatham. During the afternoon orders were received from Whitehall via C in C Nore to prepare for sea & be ready to proceed from South Lock at Chatham to Sheerness. The remainder of the time being spent in complying with the above orders.

March 29th.

A heavy downfall of snow during the night made things inconvenient for working. However at 1.0 p.m. we left South Lock and proceeded to Sheerness arriving at the latter place at 3 p.m. when we went alongside HM oil Tank Gaditano & took in 750 tons of oil. We remained alongside her until 7.0 a.m.

Sunday Mar 30th

Secured to a buoy & took in ammunition which had been taken out prior to being taken over by Dockyard Hands. During the evening further orders were received to leave for Harwich on Monday.

Monday Mar. 31st.

At 7.30 a.m. we left Sheerness for Harwich in fine weather. During our trip round we passed several large German Merchant ships being surrendered. We arrived at Harwich at 11.0 a.m. and on securing to

a buoy we received orders to take in stores & extra paravanes for use in the Baltic, on this being completed orders were issued to say that the Allied Naval Inspection Committee would come on board Tuesday and 'Curlew' would make a cruise to all the German Naval Bases.

April 1st (1919)

Nothing of importance until evening when the Commission arrived on board & at 8.0 p.m. we left Harwich in company with HMTBD 'Retriever' & USA 'Yarnell' for Wilhelmshaven. At 9.15 p.m. we altered course off Orfordness for Haaks L.V. which was passed at 2.25 a.m. on

April 2nd

Weather still fine & sea quite calm we passed the South Dogger L.V. at 6.30 a.m. & course was altered to S86E towards No. 7 'Whistle' Buoy where we stopped & took onboard a German pilot who was to take us in to Wilhelmshaven. At 4.0 p.m. we passed Helligland which was quite barren no guns being visible. However we continued our course & at 6.0 p.m. we anchored in Wilhelmshaven. Directly on arrival the German Naval Authorities including Admiral Goetoe came to report progress of Armistice conditions, this being completed during the night. A signal was made to raise steam for 10 knots by 7.0 a.m. in the morning & which time we were to sail for Brunsbittel.

Thursday April 4th

At 7.0 a.m. we got under way with Retriever & Yarnell in company & proceeded towards Brunsbittel under the pilotship of a German Ober-Lieutenant who was the holder of the Iron Cross & was also the Commander of a U-Boat. We reached Brunsbittel at 11.30 a.m. & entered into the Kiel Canal. After a short stay at Brunsbittel we proceeded up the Kiel Canal, time of departure being 1.0 p.m. The

passage through being of great interest & many finely constructed railway bridges were passed under. We were compelled to stop once on account of a swinging bridge being swung across the canal. Kiel was reached at 7.30 at which place we left the Yarnell behind to carry out inspection of Air Sheds at Hottenuau & the island of Rugen. At 8.0 p.m. we left Kiel for Danzig with the Retriever in company.

April 4th

At 2.0 a.m. we were in the Baltic & making for Danzig. At 4.0 a.m. we passed Bornholm which is an island belonging to Denmark. Several Allied food ships were passed en route. 7.0 a.m. found us abeam of North Stettin L.V. in very nice weather & making good our course. During the afternoon we witnessed a large fire on land as if from a factory. At 5.30 p.m. we arrived off Neufahwasser where a pilot came on board to take us to our berth. This was reached at 6.0 p.m.

April 5th

Remained at Neufahwasser. The inspection commission visiting the Naval Dockyards at Danzig.

April 6th

Still at Neufahwasser. The Retriever proceeded with the I.C. on board to inspect the air sheds at Konigsberg, Putzig and Lappledon. It was found that the Aerodrome at Putzig consisted of 8 Airplanes which was contrary to Armistice Conditions as only 2 were allowed. During the evening the U.S.S. Howard arrived but left later for Libau. At 8 p.m. the Retriever returned & was ordered to have steam for 20 knots by 9.0 a.m. Monday in order that she may sail with us for Copenhagen.

April 7th

At 8.45 a.m. we left Neufahrwasser & proceeded to Copenhagen to refuel, take in fresh provisions & also to let the ship's company have some shore-leave. Nothing of importance occurred except that the Retriever was ordered to examine a German steamer who appeared to be trying to give us a slip. She was eventually stopped & appeared to give satisfactory results & was allowed to proceed.

April 8th

6.30 a.m. found us in sight of Copenhagen & we proceeded inside the harbour & secured alongside MMS Cleopatra. There were several Allied Men o' War there including HMS Scout, Sea Bear & Scotsman. We took in 500 tons of oil fuel & 10 days' fresh provisions. Leave was given from 1 to 6 p.m. We did not remain long at Copenhagen for we sailed at 6.45 in company with Retriever & Yarnell for Kiel, the remainder of the day being spent at sea.

April 9th

At 8 a.m. we arrived at Kiel & secured to a buoy next to the German Battle Cruiser "Mackensen" which is to be handed over to the Allies when completed. The Commission left the ship to inspect all surface craft at the Germania & Imperial yards. During the afternoon they visited the Hottenuau Air Station, everything being satisfactory. We slipped from the buoy at 3.30 p.m. & made towards the entrance of the Kiel Canal. At 4.40 we started our journey down the canal which takes 7 hours reaching Brunsbuttel at 11.30 p.m. where we anchored for the night. Several damaged warships were seen while at Kiel.

April 10th

At 5 a.m. we weighed anchor & proceeded to Hamburg arriving there at 9 a.m. where we secured alongside HMS Coventry. There were many Allied ships including HMS Taurus, USS Aphrodite & French TB Bouclier. We left again at 2 p.m. & again proceeded to

Brunsbüttel where we met HMS Truculent & secured mails from her. After leaving Brunsbüttel we proceeded to Bremerhaven passing Cuxhaven at 5.30 p.m. We arrived at Bremerhaven at 9.30 p.m. & anchored there.

April 11th

At 6 a.m. HMS Retriever proceeded to Keesack to inspect submarines & afterwards to Bremen for the same purpose. At 3.30 p.m. the Retriever returned & anchored astern of us, at 6 p.m. we got under way & proceeded to Wilhelmshaven arriving there at 9.30 p.m.

April 12th

Still at Wilhelmshaven, the Commission inspecting the dockyard there. Everything found correct except the "Curlew's" old friends the German Light Cruisers "Koenigsberg" & "Grandeur" the former having one gun on too many & the latter had to take the breech out of one of hers.

April 13th

At 8.30 a.m. we sailed for Harwich in company with the Retriever, the Yarnell being left behind to inspect Heligoland. At 11.0 a.m. we passed Heligoland & altered course towards the South Dogger L.V. which was reached at 7.30 that evening. The weather was growing very rough.

April 14th

At 6.30 a.m. we saw our first glimpse of England & arrived Harwich at 7.45.

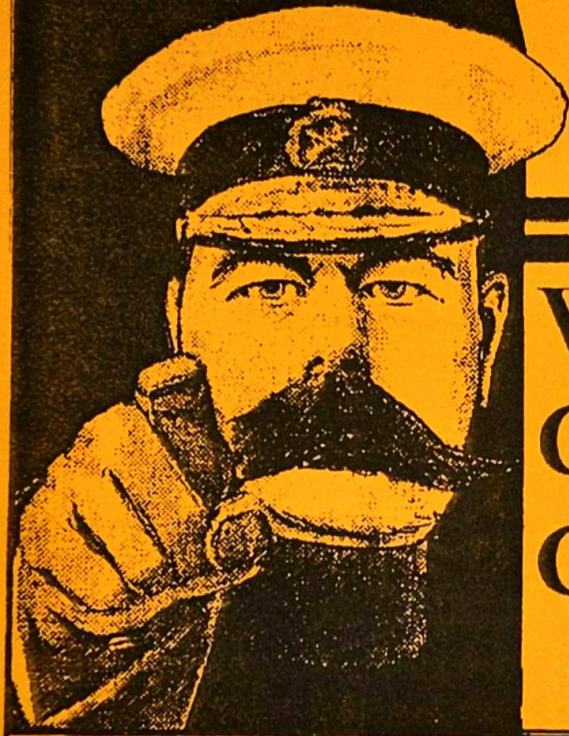
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# THE MUSEUM

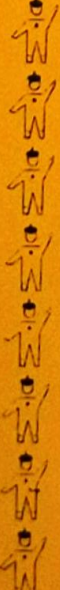
NEEDS

# YOU!



## VOLUNTEER CLEANER(S) CARETAKER

Contact any Committee Member regarding these vacancies,  
and any other assistance you feel you can offer.



*GREETINGS AND ALL BEST WISHES  
for CHRISTMAS and the NEW YEAR.  
to ALL MEMBERS and FRIENDS*

