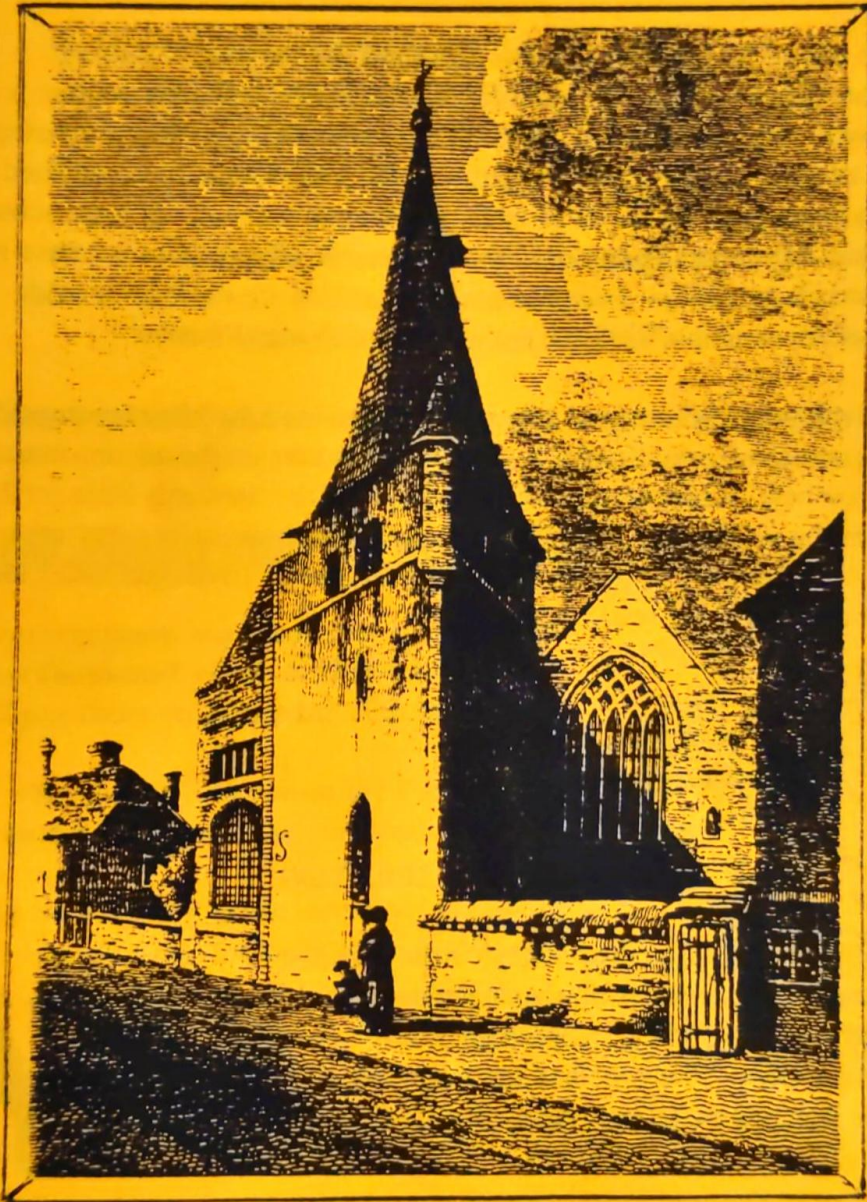


Issue 26

Autumn 2001

THE PENNY FARTHING

The Newsletter of Maldon District Museum Association



Engraved by E. Roberts from a sketch by J Greig for 'Excursions through Essex'

MALDON CHURCH

ESSEX

Pub'd Jan'y 1. 1819 by Longman & Co Paternoster Row, and & Co Paternoster Row.

THE VESEYS

Not known to all, since they now live in Surrey, Mr & Mrs D. & J. Vesey are nevertheless our Members, and have painstakingly produced, for our benefit, ten interesting leaflets listing

"The People of Victorian Maldon"

- A set of 10 leaflets on some of the tradespeople of Maldon during the reign of Queen Victoria - analysed into

Butchers; Bakers; Boot & Shoe Makers; Cabinet Makers; Watch & Clock makers; Tailors; Hairdressers; Grocers; Blacksmiths & Wheelwrights; and Drapers, all carefully researched from Kelly's Directories, White's Directories, census returns, parish records etc.

Where have they all gone?? The Butchers listed total fifty-five, including the Handleys and Blaxalls and others whose names are well remembered in the town, if not the actual individuals. How few we have left! Steadily absorbed by 'big brothers'!

However, the leaflets are priced at a modest £1.50p each, or £10 the set, from the Museum kiosk, either in person, or by cheque payable to the M.D.M.A. (address 47 Mill Road, Maldon, CM9 5HX.)

===== MALDON EAST =====

Plans are afoot to exhibit, hopefully in 2002, a display based on the now defunct 'Maldon East Station' from which many of us were privileged(?) to depart for whatever reason during our various lifetimes. The wartime departures and arrivals were inevitably nostalgic.

Our stock of railway memorabilia is not large but there is little doubt that within this area exists an endless list of interesting items, from a ticket, to a travel warrant, to a porter's trolley, a carriage, even an engine (model of course). We shall be grateful for anything suitable for a Museum, if not for your own mantleshelf.

We are most fortunate to have one of the best and most reliable team of Stewards in the area, and the Stewards' File in the kiosk carries, we believe, all the information needed to effectively 'man the museum'. It has however been suggested that this information would be more easily digested if included in the 'PennyFarthing'.....so here we go, and if anyone has a comment to make we shall be delighted to receive it....

TIPS FOR STEWARDS.....

I AM A STEWARD.....

and I'm interested in people, places, and artefacts, particularly in those relating to the Maldon District, its Industry, Commerce, and History. We work in pairs, sometimes in threes.

On arriving at the museum we may find that it has already been opened and ready to receive visitors. If so we put out the 'fat-man' museum board, and the 'open' sign if not already done. If NOT open we follow the card *Suggested Opening Order*, ending at Door 5, our main entrance.

Back in the kiosk we check, preferably with a witness, that the total of the cash float available is as recorded, and note the first number of each roll of tickets, 'adult' and 'child', in the diary, just the numbers - no fuss, and check these opening numbers on the 'Day-Sheet'. Ensure that the Visitors' book is in a prominent spot, a Price List is handy, and 'Steward' badges are on our lapels. (Plenty in bag).

The visitor arrives, pays the appropriate entrance fee as displayed, receives the appropriate ticket(s), and is invited to make an entry in the visitors' book before he/she leaves.

Members should also record themselves in the Visitors' Book, in case of an emergency (e.g. fire). No need to enlarge on that, however unlikely.

We check the Answerphone and if flashing, press the left hand bar and await the message with pencil or pen at the ready to note names and more importantly, 'phone numbers in the diary. There may be two or three messages in quick succession. We ensure that they are passed to the responsible person(s) and/or entered in the Diary. This is important as it

pto....

gives a fairly accurate indication of the areas from which they come, and the number of party visits. Comments, which can only be made after the tour, are interesting but of less importance as many are simply polite.

Having welcomed visitors to the museum, depending on numbers, circumstances and requirements, one of us guides them through the exhibits, pointing out items of interest if a particular interest has been expressed. We give unobtrusive consideration for anyone with a disability. At least one Steward is always left in the kiosk.

Given a break in visitors, we can brew up in room 7, which is also the office. **We do not leave the kiosk unattended.**

As far as possible, we familiarise ourselves with shop items, prices, and leaflets; we take orders for items not readily available from stock, being careful to take names and telephone numbers and enter them in the diary.

We interest ourselves in the exhibits and related information all of which change from time to time, and our ability to discuss with the visitor adds to his/her pleasure and education, which is particularly important for the younger generation.

We make notes of sensible (and sometimes not-so-sensible) suggestions and comments, in the diary. We record sales on the Day-sheet provided.

If/when we change 'shifts', which is normally unlikely, we ensure that at no time is the museum left unmanned, and in the unlikely event of the new shift failing to arrive, 'phone the Hon. Sec., on 850089; the Chairman on 828001; Vice-Chairman on 858690, or anyone else available. A list should be on the wall. If no-one replies, we tactfully clear the building, securely lock the exterior doors (at least), and post the keys into the Museum **front** door and advise one of the above when available (or other member of the Committee), noting the event and time in the diary before we leave.

As the hour nears closing time we gently remind newcomers that we shortly close, but do not labour the point. When ready to lock up, we follow the advice on the 'Locking-up' card. (normally someone else turns up if none of us is familiar with the system).

IF YOU NEED TO SWITCH OFF AND LOCK UP...

1. Bring in the 'open' sign(s) and 'fat man' board.
2. Replace the shutter on the entry door 5. It shows 'closed'.
3. Gently remind those in the building that we shall shortly be closing, and switch off (e.g.) the music to back this up.
4. Wash up meanwhile, and lock room 7.
5. As rooms are vacated, check that they are in fact empty, and that the windows are securely closed. Close and lock each door securely. (The keys are numbered to the doors.)
6. Check particularly that the front door Chubb lock (no.1) has been locked!! It is easy to overlook it...and drop the curtain.
7. When everyone has gone, lock the entry door 5, and replace the 'security extra' on the double doors in the long hall.
8. Cash up and replace the float in the bowl, and store it in the pre-arranged concealed spot. If not taken for the Treasurer, store also the day's takings and day's cash sheet in one cash bag and place with the float. Record the closing ticket numbers (adult & child) for the day on the day sheet.
9. Check that the Answerphone red light is on 'steady'. If flashing, there is a message to be taken. If no light, switch it on at the mains and/or press the third bar (marked 'answer')....*and don't 'rush' the answerphone - it thinks very slowly!*
10. Finally, secure the main bunch of keys as pre-arranged, switch off the electrics at the 'Master' (in kiosk), set the alarm, exit, lock up, and secure the pair of No.5 keys.

In the event of any problem, 'phone 858690; 854285; 828001; 852511; or any committee member - see list by the telephone.

P.S. - IF YOU USED A PARKING PERMIT FROM THE KIOSK,
PLEASE RETURN IT THROUGH THE FRONT DOOR LETTER BOX
and thank you!

BADGES FOR COMING.....

Our stock of Museum Badges, once so popular with the younger schools set, has shown little sign of selling, so we now take advantage of this opportunity to use them to advertise. So...if you want a Museum badge bring along little Willie or little Winnie, pay for your visit (not if you are a paid-up member) and collect a child's badge f.o.c.

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### CIVIL DEFENCE

#### Essex County—Eastern Area

(Maldon Borough, Burnham U.D., Maldon R.D.)

The following are the recorded figures for the European War, 1939—1945.

Alerts 1,174

Incidents 777

#### Bombs

High Explosive 1,628 Mines 83

Incendiary 24,844 Parachute Bombs 3

Phosphorous I.B. 39 Oil I.B. 43

#### Other Missiles

Flying Bomb V1 83 Rocket V2 54

#### Casualties

Killed 25 Injured 191

**TOTAL MISSILES 16,778**

T. J. HOWSON RUSSELL

A.I.P. 1945



## MALDON ROWING CLUB (1934-1958?)

From conversations with true Maldonians it appears that the activities of the Rowing Club were curtailed in 1939 and never fully re-established thereafter. Their boat-house on the Prom survived the war, presumably with boats stored inside, but was lost in an unexplained fire in recent years.

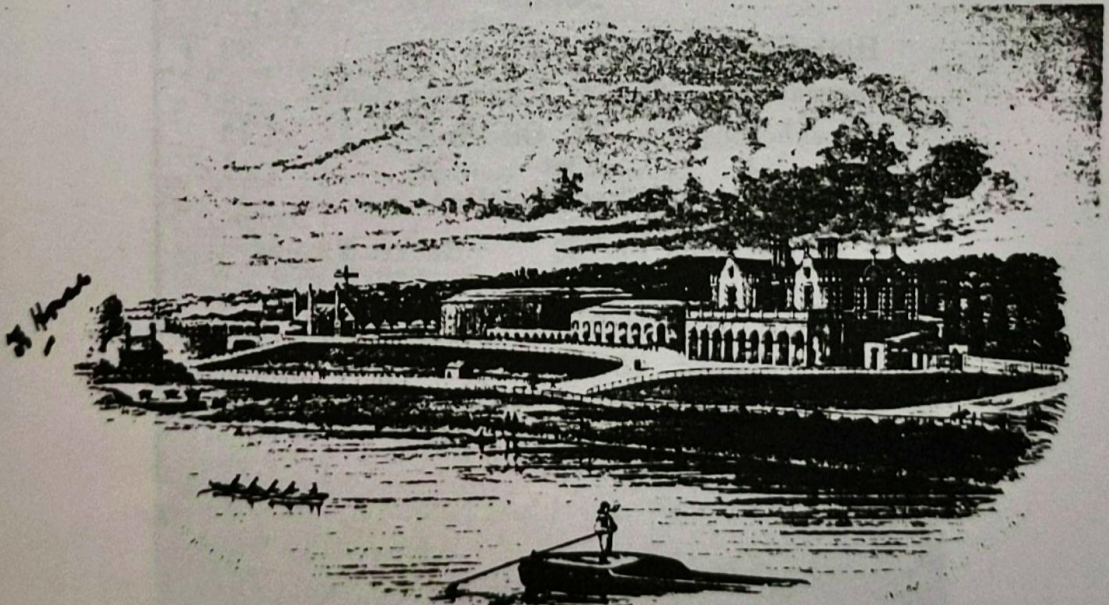
We are now in touch with two surviving members from whom we are hopeful of gaining more information for posterity, and will report such info in due course. We have certainly learned the whereabouts of the Club's Trophy and will attempt to photograph it or perhaps borrow it for a later exhibition.

Exploration of Museum records has turned up an engraving of 1868 which seems to depict a coxed four on the Chelmer close to Maldon East Station, and before houses etc. were built in Station Road. Also found was a Rule Book dating, at a guess, around 1935. Both items are copied herewith.

The 1906 '*Maldon and the River Blackwater*' by E.A. Fitch gives the following entry...

Maldon Rowing Club Headquarters, King's Head Hotel. Sec: H.Goult, Applegarth, Lodge Road.

PJL062001



*Railway Station & Maldon*



(1)

# MALDON ROWING CLUB.

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*President :*

The MAYOR (Alderman E. T. Baker).

*Vice-Presidents :*

Major F. Ruggles-Brise, M.C., Major V. C. de Crespigny, Dr. A. G. Mossop, H. F. Sadd, Esq., G. T. French, Esq., D. H. Parry, Esq., J. W. Tanner, Esq., A. G. Taylor, Esq., H. Granger, Esq.

*Captain :*

R. W. ELLWOOD.

*Hon. Secretary :*

N. SADD.

*Hon. Treasurer :*

J. M. TILSLEY.

*Auditor :*

C. TAYLOR.

*Committee :*

Messrs. W. Cole, R. C. Twitchett, H. Mansfield,  
W. H. A. Crane, W. J. Bevan-Taylor.

RICHARD POOLE, PRINTER, MALDON.

(2)

# MALDON ROWING CLUB.

—  
RULES.  
—

1. The Club shall be called "The Maldon Rowing Club."
2. OFFICERS. The Officers of the Club shall consist of a President, Vice-Presidents, Hon. Secretary, Hon. Treasurer, Auditor and Captain.
3. COMMITTEE. The management of the Club and the disposal of its funds shall be entrusted to a Committee consisting of the Officers and five other members to arrange the programme of races and handicapping of boats, etc., and to deal with the social affairs of the Club. Three of the Committee shall form a quorum.
4. ELECTION OF OFFICERS. The Officers and Committee of the Club shall be elected at the Annual General Meeting held in March, and they shall hold office until the following Annual General Meeting.
5. SUBSCRIPTION AND ENTRANCE FEE. The entrance fee shall be 7/6. The annual subscription for members shall be £1 : 1 : 0, and 10/6 for Non-members.



6. PAYMENT OF SUBSCRIPTION. If any member's subscription is not paid by 1st May, his name shall be posted in the Club and he shall receive notice to this effect from the Secretary, and if he has not paid by 1st June, he shall cease to become a member until he has paid the entrance fee and the annual subscription.

7. ELECTION OF MEMBERS. Persons wishing to become members shall be proposed and seconded by members, and elected at the General Meetings, or by the Committee. Members shall be elected by ballot, 1 vote in 3 shall exclude.

8. VISITORS. No visitors shall be admitted to the Club, except by introduction by a member who shall be responsible for his guests' good conduct while on the Club premises, and such visitors shall not remain on the Club premises after the member introducing them has left. The following persons cannot be admitted as visitors, viz: those who have been refused election or have been expelled from the Club and those who, having been members, have left with their subscription in arrears.

9. ACCOUNTS. The accounts shall be presented annually at a General Meeting, to be held in March. Special General Meetings may be called by the committee or by the request of not less than six members.

10. EXPULSION OF MEMBERS. The Club has the power to expel any member at a General Meeting. Notice of such proposal must be given to all members

before such meeting. Such expulsion shall be by ballot, the majority being in the proportion of at least 2-1.

11. CLUB PROPERTY—DAMAGE TO, ETC. A fine of 5/- shall be imposed on every member who shall leave a boat, oars, or skulls, not properly housed; and no member shall keep a boat out for a period longer than one tide, e.g., an hour after flood, or an hour before low water, or vice-versa, at the Club House. Every member carelessly or wilfully damaging Club property shall be liable for repair to same. The decision of the Committee with regard to the above rule shall be final.

12. STORAGE OF PRIVATE PROPERTY IN THE CLUB HOUSE. Members wishing to store their own property in the Club House or on the Club Premises shall apply in writing to the Committee for permission to do so, and the Committee shall fix a reasonable rent for storage. Such private property shall be removed by owner, at the request of the Committee, due notice having been given.

13. COLOURS. The Club colours shall be dark blue and white.

14. ALTERATION OF CLUB RULES. The Rules of the Club may be amended or added to from time to time at any General Meeting. Three weeks notice shall be given of same.

15. Ladies shall be admitted into the Club on the same terms as the gentlemen.



## A (LATER) BALTIC DIARY - 1939

of W. George Ginn Esq. J.P.

The appearance of the name "Neufahrwasser" in the "Baltic Diary 1919" gave my memory a massive jolt. I had first heard it in 1939 and not again for sixty years, and it awoke a train of memories of dangerous times; and it prompted me to dig out my Diary and to put it into a connected story.

On the 8th February 1939, when I was aged 22 and out of work, I took advantage of an opportunity and signed on as a galley hand assisting the cook on the s.s. "Baltraffic" (a medium sized cargo vessel owned by the United Baltic Corporation and operating between England and the Baltic) at the magnificent salary of £4.17.6 per month less stoppages. Two days later we left Mark Brown's Wharf in Tooley Street on the south bank of the Thames between London and Tower Bridges, to cross the North Sea.

I found that as the crew and passengers - we had three cabins available to travellers - had three meat and potato meals a day, so my major occupation became peeling mountains of potatoes and washing up about a hundred dirty mess-kits each day. Mess-kits were small galvanised bath-shaped containers with three divisions, one for each course, in which the crew received their rations. That I soon became accustomed to, but had more difficulty getting accustomed to the crew who seemed to be drawn from all the Baltic countries and thus spoke all the Baltic tongues. Fortunately German seemed to be the *lingua franca* and my knowledge of that language proved to be sufficient not only on board but also on shore when I eventually got there. Also both the cook (a Dantzigan) and the Chief Steward (English) both spoke English which was at times a great help. It was indeed a motley crew we had on board, all seeming to be multi-lingual, and one in particular - a Latvian called Joe - was very excitable, and when drunk, as he often was, he totally lost control of his tongue and expressed himself in an incomprehensible stream of German and Lettish, and Estonian, and what-have-you, all delivered with a laughing countenance to his uncomprehending audience.

Approaching the German coast we picked up the German deep-sea pilot and changed him when we entered the Elbe, thence passing into the Kiel Canal which properly is called the Kaiser Wilhelm Kanal. Here I was able to buy 200 American "Camel" cigarettes for 3/- (15p). We got the first hint of militancy at the entrance to the canal which was fortified by camouflaged guns and bomb-proof dug-outs which the cook assured me had provision for A.A. guns.

On February 13th we docked at Gdynia in Poland, having made the run in seventy two and a half hours. Here I was able to buy a copy of the two-day-old "Daily Herald" for 8 cigarettes, not having any local money. Later ashore I was accosted by a Pole who appointed himself my guide, and in a severe snowstorm we entered a Cafe where I was offered 3 Zloty for 4/- (20p) which my guide refused to allow me to accept, himself offering me 2 Zloty of 2/- which I accepted, and entering a BAR I bought us both a



coffee-rum which was very good but cost me my two Zloty. Snow continuing I returned alone to the ship, a distance of about three quarters of a mile.

My impression of the town was of five-story buildings, wide streets with trees in the middle of the roads, and notices in four languages. So ended my first day in a foreign country.

From Gdynia we could see the lights of Danzig Free City across the bay, and the next day we moved over to it, entering the River Viksel and berthing at Neufahrwasser. Here I was able to go ashore, and took the train to Danzig city, where again a local -a German- offered to shew me the town centre and in fact did so. After having bought us both a coffee, and then some postcards which I wrote and posted, I took the train back to Neufahrwasser.

The next day I hired a port-side hanger-on to do my chores for me, thus gaining five hours' freedom for 5 Gulden or 8 old pennies. After which we returned to Gdynia where the cook got drunk and the Captain imposed a fine on him.

Ashore again in Gdynia I accosted a Polish officer asking for directions to the Post Office, and he guided me there, after which I bought him a coffee which was served in glasses together with another of cold water. He then suggested that we go to the 'Kino' and we went to the 'Lido' where we saw a Polish Scout film, Polish news, and the 'Suez' in English - I was probably the only one there who understood it.

Two days later we sailed on the homeward journey, but before we leave this town, a little history.....

After the first World War, Poland, which up 'til then had been incorporated in the German Empire as East Prussia, was reconstituted, and its port, then called Gdansk was made a Free City under the protection of the League of Nations, changing its name to Danzig. Two years later the port of Gdynia was established to replace the lost port of Danzig. All very puzzling for the Poles but by no means unusual in the history of the countries bordering the Eastern Baltic.

Thus, on 17th February I awoke at 5.30 to find that we were already three hours out at sea. The next morning, after having seen the coast of Denmark, we passed through the Kiel Canal again, this time in daylight. The country on either side was very fine, the canal running between high banks at Kiel, becoming rather flat towards the North Sea end. Particularly impressive were the high span bridges marking the rail connection with Denmark, and two sorts of ferries - cages, submarine-like, double-ended boats. En route we saw lots of seaplanes, submarines, mine-sweepers, mother-ships, and battleships.

We passed out of the Elbe and into the North Sea, into the teeth of a hell of a gale, with re-inforced steering, and having ballasted the after-tanks, we saw the lights of

Heligoland in the distance. The ship rolled and pitched incessantly, the whole craft shuddering, the propellers racing as they appeared to come out of the water, and that night I was frequently awakened by the clatter of pots being tossed around in the galley which abutted my cabin. (As with the cook, Chief Steward, and the other two Cabin Stewards, I didn't sleep in the fore-castle with the rest of the crew, for which I was exceedingly thankful). We arrived at Gravesend at 2 a.m. on Monday 20th February, and reached Tower Bridge soon after mid-day having waited until about 8 a.m. for the tide to turn. We stayed here for six days, part time alongside and part time anchored in mid-stream, neither very comfortable as the ship was 'dead', the power and therefor the lighting having been shut down. There was compensation for this on Sunday however, when, port activity almost zero, London Bridge was quiet and even beautiful in an elusive way in startling and satisfying contrast to its weekday appearance.

That Sunday, February 26th, we left enroute for Tallin in Estonia. My diary records little of this voyage, except noting that at Kiel we nearly ran down a small sailing ship, that we passed and exchanged salutes with a fully-rigged German training ship, and also that we saw five torpedo boats steaming in line ahead, and a battle cruiser under tow.

We arrived at Tallin on Thursday 2nd March and later, after clearing Customs, I went ashore with two cabin stewards. This was much against my usual practice, having previously preferred to explore alone, but it considerably added to my experience.

Firstly I exchanged a 10/- note for 9 Kroons and we entered a cafe for a drink where, uninvited, a woman joined us, and whom we later lost. We then took a short train journey (my diary doesn't say where to) to another cafe where one of the stewards (an Englishman) picked up a prostitute, and not speaking German got me to negotiate for him as he tried to get her to accept 2Kr for her services. 2 Kroons, it will be noted, was then worth 2/2d. or 11p now. She refused, and having noted that she carried a Finnish knife strapped to her thigh beneath her clothes, and sensing that she had a 'protector' nearby, I left him to negotiate as best he could and went to another cafe, then back to the ship, arriving at 2.30 in the morning.

Later that day the cook was suspended for being drunk and incapable and the Chief Steward and I had to prepare the evening meal. In the evening I went ashore again with the Second Steward, calling at the Cafe Europa, and the Cafe Liite, the latter a bawdy place purely for sailors. At midnight my companion went off on his own, as drunk as hell, and soon afterwards the cook appeared in a droshky together with a woman he had picked up, and gave me a lift back to the ship.

The next day, (Saturday 4th March) we sailed for Riga in Latvia. The entire crew had a hang-over. Joe (the multi-lingual steward) was drunk and incapable for most of the day, and the Captain had him arrested and locked in his cabin. When he reappeared he presented a pitiable sight, with his overcoat ruined by inexplicably having paint all over



it, and looking strangely different - this we later discovered was because he had lost his false teeth. He found them later, but I forbear to tell you how and where.

The entire journey to Riga was spent ploughing through sheets of drifting ice, and we tied up next evening surrounded by pack-ice. Although I didn't know it we were destined to stay here for a week, and in retrospect I can only assume that we were waiting for a cargo, as we had done in London, probably as a consequence of the unstable international situation - remember too that our last homeward journey had been partly in ballast. Thus I had ample opportunity to go ashore, of which I took full advantage whenever I could, though we still had to feed the crew three times a day.

On the day of our arrival, thus on Monday 6th March, we had an almost continuous show of aerial activity from the aerodrome on the other side of the river, including some aerial target practice.

That first day I changed a 10/- note for 15 Latts and went ashore in the evening, taking a No.33 'bus to the city centre and walked around. I found the Post Office, and the National Theatre, but the Meat Market I mistook for the railway station it was so imposing. Not knowing the customs, I was heartily sworn at by a policeman for not crossing the road by the 'islands' provided for that purpose. About 11.30 I entered a restaurant which had a cabaret - a very pretty girl dancer, an Indian dancer, and Valentino, a singer. My diary castigates the show as 'lousy'.

Again the next day (7th March) I was accosted by a Latvian who was vaguely familiar to me, and who gave me a note and tried to persuade me to knock on an apartment door to present it when, he assured me, I should meet "dein Her". I left him and returned to the ship.

The next evening I went to the circus (Cirks) paying the equivalent of 1/- for a seat. The ensuing three days saw almost continuous heavy snowfalls and restricted my activities. On one occasion I did venture abroad but was forced to give up and return to the ship. Fortunately the day before we sailed again, a Sunday, was fine with wonderful views and everything very peaceful. In the afternoon I walked into town across the River Dvina, and inland along its banks. Eventually I reached the little township of BISUMVIZAS, and sat awhile surrounded by conifers, with a fine view across the river, totally frozen at this point, breathing in the peaceful atmosphere whilst farmers, their carts laden high with hay, passed by. I would have liked to have bought tea but had insufficient money, so returned to town on a No.37 'bus, and then back to ship by a No.33.

It was whilst we were here in Riga that I learned our first mate was actually an officer in the British Navy, Submarines, presumably seconded to this position in order to familiarise himself with Baltic waters in case of future necessity!

On Monday 13th March we left Riga behind us, and ploughing our way through thin ice, arrived at Memel in Lithuania at noon the next day. By now I had decided that I had seen sufficient of a sailor's life, and saw the Chief Steward with a request for pay-off when we returned to home waters. That evening I borrowed a Lit from the night-watchman and together with Krause the cook, took the 'bus into the town centre. It was snowing heavily, and we went to a cafe for vodka and coffee, changing a 10/- note for 12 Lits. Out in the street again we found the snow still heavy so entered another cafe and repeated the performance.

It was while we were here that I first became conscious of impending events. Walking around the town we encountered brown uniforms and Nazi salutes everywhere, including youngsters. The atmosphere was palpably intense, and at every street corner furtive men offered large quantities of Lits for one English pound, and one could feel it in the air that everybody was just waiting for an expected event to happen.

The next day (March 15th) some of the ship's company had a snow fight on the dockside and my diary records that I gave a woman docker four cigarettes, and that the dock policeman had been on duty continuously for thirty hours. Later we received garbled reports that German planes, one thousand strong, were in action over Czechoslovakia.

We left Memel that same day, in a state of anxious anticipation. We feared that events might possibly develop rapidly so as to bar us from using the Kiel Canal, thus forcing us to try a passage through the Skaga Rak, the channel between Denmark and Norway, to reach the North Sea, and we knew that that route was already heavily mined. There was talk of having to steam with lights blacked out. Nervousness was increased by three things - the ship was making heavy weather in the rough seas, rolling really dangerously, so much so that even the Wireless Operator was sick; and the sight of the German Baltic Fleet going north, coinciding with confirmation on the radio that Germany had annexed Czechoslovakia, did nothing to lessen the tension.

However, in spite of fears, we entered the canal at 5.20 a.m. and began a slow passage hampered by dredgers hard at work everywhere. On the banks the German army was carrying out manoeuvres equipped with machine guns which from time to time they fired.

But farce is often close to tragedy, and farce was present here. There was intense naval activity, and, of course, merchantmen had to give way to naval units, each saluting the other as they passed. We were continually hearing the "Whoop! Whoop! Whoop!" of an overtaking warship's approach, and I have an indelible memory of one such incident when a submarine, on the surface of course, overtook us at speed. On deck by the conning tower a detail of sailors was standing stiffly to attention, and as we dipped our flag in salute, so one of the submariners detached himself, ran to the rear, perfunctorily hauled down the flag on the jack-mast, as perfunctorily hauled it up again, and then ran



back to join the group again to stand at attention. He hardly had time to complete this manoeuvre before they were passing another ship, and again, and again, and each time repeated the performance. And so he passed from my sight, still running.

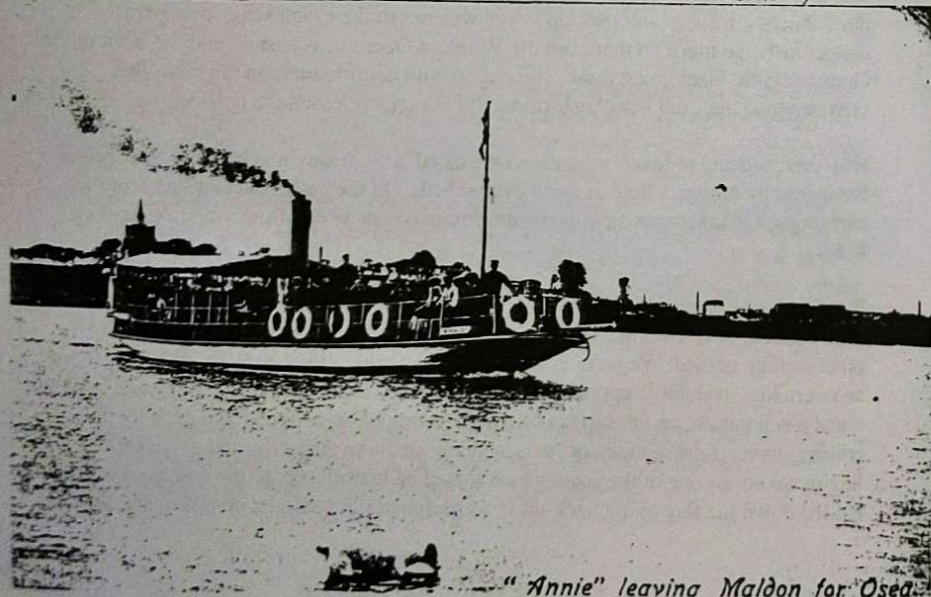
That night (17th march) at 9 p.m. GMT, having left the Elbe behind us we heard on the cook's radio the Prime Minister addressing the Conservative Conference at Birmingham, in which he gave Hitler clear warning that the next crisis would mean war.

We arrive back home - this time in Hull - on 18th March to find the placards at the dock gates screaming HITLER ENTERS MEMEL. My diary notes that I had 1/8.1/2d (8.1/2p) in my pocket which, after going ashore was reduced to 1.1/2d. The next day, wishing to go ashore again, I sold 10 cigarettes to the freezer engineer for 6d. and borrowed 8d. from Krause. When I took my discharge at the Shipping Office and received £4.17.11d. balance due to me, I felt as if I had come into a fortune. Moreover I had had two months's keep and free travel to foreign parts, which, at a time when travelling abroad was a rich man's prerogative, had been my primary objective.

I didn't return straightaway to Essex, but decided to call on a friend in Goole and to spend a while exploring Yorkshire. But that....as they say.....is another story.

~~~~~  
finis
~~~~~

c. 1935/-



"Annie" leaving Maldon for Osea.

## THOSE VANISHED WINDMILLS

*From time to time there has been discussion on windmills in the Maldon area and a member once produced, unsigned, source unknown, information on local mills....*

### (1) Fullbridge Mill. A Smock Mill.

Stood at Heybridge in the parish of St.Peter, probably at the end of Mill Lane. The earliest noted reference to the windmill in Fullbridge is in a Royal Exchange fire policy register, dated 3rd July 1799.

Insured - Jno.White of Maldon in the County of Essex, Farmer and Miller.

On the building of a Wind Mill timber built situate in St.Peters in Maldon aforesaid used for grinding Corn and Bark £500. On the standing and going geers etc. therein £200. On stock in trade in the same £200. Warranted no steam engine.

When White renewed the policy a year later, he increased the cover on the mill to £600. There is no subsequent indication that the mill produced anything except flour. The unnamed proprietor of a 'substantial' timber-built tower windmill advertised his freehold property for sale by private contract in September 1813. There were three pairs of stones with a potential output of 6-7 loads per week, and the London trade was stressed. In March 1817 the executors of the late John Tiffin of Maldon insured the windmill and gears for £700 - indicative of a substantial mill. It was described as situated in Heybridge and in the occupation of Smith. Less than a year later many of the moveable utensils were sold by a Mr. A. Smyth of Tolleshunt D'Arcy, but for what purpose is not stated. In 1823 this freehold windmill, with bakehouse and orchard 'in an excellent situation for shipping of flour, and for trade generally, being near the bridge' was again for sale by private contract. In 1830 it was owned and occupied by Henry Francis, but already by November 1831 Mrs Drake was selling the mill by auction and within three years it was again for sale. In the later notices it was described as having six floors and a pair each of patent and common sails driving three pairs of stones. Its fate is unknown. It is not mentioned in the tithe apportionment of 1841, which, however, returned a William Francis, resident at the presumed mill site

### (2) Herbert's Mill, St.Mary's. A Smock Mill.

Stood in the parish of St.Mary just north of the junction of St.Mary's Lane with Mill Road, and close to No.31 Mill Road.

This mill is mentioned in the land tax records from 1826 to 1832, which earlier suggest that the date of erection was c1825, when Jepp was first in occupation under Thomas Herbert as owner of the land. Thomas was soon succeeded by Mrs E.Herbert, presumably his widow, who in 1837 advertised to be let the 'excellent grist mill'. In August, 1841, the mill, still in the same ownership, and probably then run by Herbert Herbert, was for sale by auction, but was withdrawn a week later. Before the year was out, the dwelling house and mill were to be sold 'by order of the mortgagee under the power of sale'. The property was stated to be near the church at the Hythe. Within three months of the second sale notice, Whitehead, miller, of Great Totham, had



purchased the mill and arranged for its transport in December 1842, to Stebbing, for re-erection. It fell while being hoisted on to a carriage and was damaged and therefore taken in pieces.

The tithe map of 1843 apparently came too late to indicate the mill, which has not been seen on other maps. Elizabeth Herbert was, however, recorded in the tithe apportionment as tenant to Daniel Dudley, confirming the location given by Fitch. The early demise of Maldon's smock mills may be laid at the door of vigorous local competitors; Beeleigh watermill was driving ten pairs of stones, and steam mills in the town and at Heybridge may already have been set to work.

### (3) & (4) Two Pumping Windmills

either in Heybridge, c1825, or in neighbouring Great and Little Totham, at or not far from Heybridge Basin, near which the Essex Salt Works are recorded on the revised first O.S. 1in. map (1844).

A mill symbol on Faden's map of Essex (1804) just north of the T-junction made by the Langford and Maldon roads. No further information found, and could be mistaken.

In May 1779, on his decease, John Coe's salt business at Heybridge was to be let. His 'ancient, convenient and well established salt office' producing 'great and small salt' from a saltern of about six acres was taken over in August by John Payne, who formed a partnership with John Bloss of Boreham to deal also in the coal, cinder, and deal trades, and in flag and grinding stones. No satisfactory map evidence has been found to link this business with either that of 1825, quoted below, or with the Essex Salt Works of the 1844 O.S. map. That the salt pans of 1825 having wind pumps were actually in Great and Little Totham close by is quite possible, as Johnson, in his *History of Great Totham* (1831), mentions that the most prominent of the barrows in that locality had been levelled during the preparation of sun pans annexed to the Heybridge Salt Works.

Windmill pumps were commonly employed in the pumping processes involved in sea salt production. They were of diminutive size compared with corn mills, and the Heybridge works had two in 1825, when most of the premises were put to auction in June, the intention being to retain only a small section for continuing salt production.

Maldon Salt Works and Chemical Manufactory ... (Auction) on the premises.  
Heybridge.....Wednesday June 15th 1825... several wrought iron steam boilers and pans by Horton.....compact modern steam engine of six horse power, on Bolton and Watts principle, with wrought iron boiler, nearly new, large wood brine pump, two excellent windmill pumps, used for the purpose of pumping sea-water to the pans, and admirably adapted for the draining of land, the lever being upon an improved principle, eight other pumps....

The elimination of the windmills at Heybridge may have been coupled with a number of adverse factors, not least the failure of many salterns due to the demands for large tonnages of coal for the boiler houses, the coal being subject to a heavy duty. Steam pumps, the delivery of Cheshire rock salt and the coming of the railway were further discouraging factors then, or later.

*"The milkman's here!"*



*Remember him!  
We would welcome  
recollections, and  
names. What about  
'Nooger' Adams for  
starters?*

### TABLE TOPS

By the time you receive this the Table Sale arranged for the 27th August will probably have come and gone, with Mike Bennett and Members having given their usual interested and energetic support. The financial result will be made known in due course but meanwhile, if there is any doubt in anyone's mind of the value of such events it will be of interest to learn that the Table Sale of the May Bank Holiday raised the useful sum of £206 for Museum funds. Congratulations and thanks to Mike and all who were in any way involved.



# Maldon District Museum Association

~~~~Registered Charity 301362 ~~~~

President - Mr. Derek Maldon Fitch

Vice President - Mr L.J.Barrell

Committee - to A.G.M. 2002

Chairman.....Paddy Lacey..... [REDACTED]

Vice-Chairman Tony Tullett..... [REDACTED]

Hon. Secretary.....Daphne Daniel..... [REDACTED]

Hon. Treasurer..... Tony Tullett..... [REDACTED]

Membership Sec:..... Colin Barrell..... [REDACTED]

Committee.....Mike Bennett..... [REDACTED]

Committee.....Ray Brewster..... [REDACTED]

Committee.....Penny Cook..... [REDACTED]

Committee.....John Daniel..... [REDACTED]

Committee.....Molly Middleton..... [REDACTED]

Committee.....Judy Tullett..... [REDACTED]

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Curatorial Adviser....Nick Wickenden Esq  
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