

Issue 27

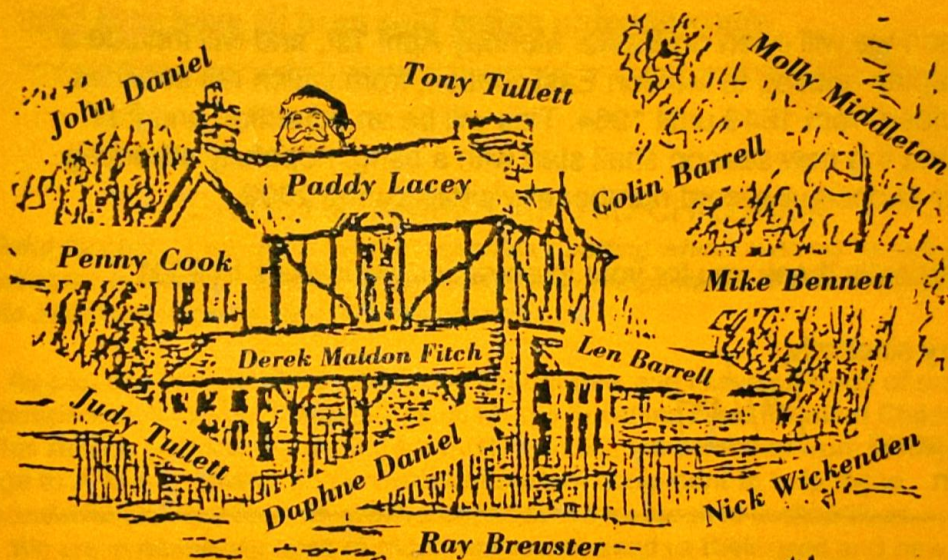
Winter 2001

THE PENNY FARTHING

The Newsletter of Maldon District Museum Association



*The Compliments of the Season to
all Members and Friends from*



The Museum in the Park

47 Mill Road

Maldon Essex

CM9 5HX

--Registered Charity 301362--

Dear Friends,

The season just closed has at times been difficult to say the least. We started in the midst of the foot and mouth epidemic, with the Promenade car parks closed, and we finished in the aftermath of the terrorist raid in New York, which had a stunning effect even on such small ventures as ours. Attendances at the Museum have therefore varied widely, and our appreciation is due to those who have fulfilled Stewarding duties when it has been very quiet, because time then drags.

Overall our attendance numbers correspond reasonably well with previous years and I am certain that every visitor has enjoyed his/her visit. One feature that has stood out is the importance of Bank Holidays, when there is ample opportunity for the Museum to promote itself as on the last occasion in August. Mike and Madeline Bennett organised a very successful bric-a-brac stall at the Bank Holiday Market whilst other valiant Stewards opened the Museum from midday; this proved very popular.

Next season we will open on Easter Monday April 1st, and will include a special display relating to Maldon East Station, from which rail services were provided from 1848 until 1964. This will be an attraction and it is planned that the new season shall start with a bang, hopefully attracting, given your support, a record number of visitors during 2002.

May I personally thank you for your interest and assistance in 2001.

Yours very sincerely,

(Paddy Lacey)
Chairman

MEMBERS MET

The 'Members Meet' arranged for September 2nd could not be claimed to be a rip-roaring success, but certainly satisfactory with about thirty members attending, all most sociable, and several hitherto strangers at least became acquaintances.

We were obliged by the weather to remain inside, but with a welcome from Paddy Lacey, and Tony Tullett dispensing the wine, with nibbles provided by the ladies, several of us were pleased to find that hitherto unfamiliar voices now became friendly familiar faces. Thank you to all who were in any way involved. This just could become an annual event ?

The Museum will reopen on Monday April 1st 2002

'THE VESEY PAPERS'

In News Letter No.26 we made an error and accordingly apologise. The leaflets "The People of Victorian Maldon" actually carry a bargain price of 20p each, or £1.50 the set, - which is how the original error arose, the £1.50 having been noted on the front leaflet -. So let's blame the typist!

The fact is that the 'Vesey' leaflets may have been worth it as the price we inadvertently quoted last issue, of £10 the set, was actually paid by an old friend who will remain anonymous. Whether he thought they were worth it or not, he later refused a refund saying "put it in the kitty", for which we are grateful. Enough said! - they are certainly good value now, so don't wait until they have all been sold before ordering yours.

'SAVED STAMPS CAN AID CHILDREN'

Quite by chance we uncovered a newspaper cutting which seemed to invite publicity at this time of year when stamps become plentiful. We have checked the information given, and it is still correct.....

As part of our fundraising efforts my Committee and I save all kinds of postage stamps to sell for much-needed funds for the Sunshine Fund for Blind Children. This service provides schooling for multi-handicapped children from a very early age to A-level standard and provides important equipment to help these wonderful children have as much independence as possible in their lives.

We are in desperate need of more contacts to send us their used and new postage stamps from the U.K. and abroad. We are also in great need of contacts overseas to send stamps to us as we can raise more money for non-British, but please do not think they are not important, because they are.

If you know of anybody who could help us anywhere in the world please pass on my details. If you have any publications or editorials in which our appeal could be advertised we would be extremely grateful for your support.

Please could stamps have at least half a centimetre (1/4 inch) of envelope left surrounding the stamp to prevent damage, and to help us save time stamps can be separated into two categories, foreign and British. A few stamps sent is just as important as a large amount.

We would like to thank all who have sent us stamps over the last year and hope we can have your continued support in the future.

Please send stamps to 20, Bowers Road, Benfleet, Essex SS7 5PZ at any time of the year, as this is an ongoing appeal. Please telephone 01268 565646 for enquiries. Thank you for your time. Terri Bush (Mrs), Volunteer Events Co-ordinator, RNIB.

It's that Elephant again....

Remember ? In Newsletter No.26 we asked for recollections of a mechanical elephant of the 'Prom' about fifty years ago. So far we've had two replies; Cllr (& Member) Brian Mead thinks that in about 1949, it was on small wheels, had benches both sides, carried six young passengers and charged, he believes, 6d per ride; Brian used to get, with others, much pleasure from walking alongside the elephant along the Prom path, because "I couldn't afford to ride".

and from Member Robert Orth the letter copied below. We shall welcome any interesting or entertaining events recalled about any of the 'valley' amusements in bygone years.

COPY.....

*R. E. Orth
Fairfield Chase
Maldon Essex
CM9 6AA*

*To
Penny Farthing
Maldon Museum
(etc)*

"Yes I remember Jumbo on the Prom. We used to see it walking along the sea wall when we were running the steam miniature railway in the valley. No photos or details known."

R. E. Orth

.....and having said that, 'Penny Farthing' (not to be confused with Penny Cook) will equally be pleased to receive said photos or details of the elephant, and, indeed, the miniature train which was operated in the valley by 'Reg' (Robert's father) if only to copy and return.

More Jumbo....

The elephant has more muscles in its trunk than any other creature possesses in its entire body, their number being, according to Cuvier, no less than 40,000; while the whole of a man's muscles only number 527. The proboscis or trunk of the elephant which contains this vast quantity of small muscles, variously interlaced, is extremely flexible, endowed with the most exquisite sensibility, and the utmost diversity of motion.

Derek Maldon Fitch recalls.....

When he returned to Maldon it immediately became obvious that Derek Maldon had a brilliant memory for events and acquaintances, even from his early child-hood. We invited him to put pen to paper and record some of them... His first edition follows -

"It will rather depend on the age of the readers whether or not they will know him, but my first person will be the first I ever met, albeit unknowingly at the time. It was.....

The late Dr. H. Reynolds Brown M.D.

"Maldon, you have a son. He weighs 13 lbs and was born at eight minutes past five precisely". It was Dr. Brown calling over the bannisters to my father and sister waiting expectantly in the hallway below. The place was my parents' home at Hazeleigh Grange and the time late on a spring afternoon on the 21st April 1922. It was the day and age when it was customary for babies to be born at home rather than in hospital or a nursing home.

Dr. Brown was the family doctor and friend. He lived on The Downs in Maldon, and had his surgery at No.70 High Street. He at one time served on the Town Council along with my grandfather who was a friend of his, and was present at his, grandfather's, death at Brick House on the 28th June 1912 when he was dying of cancer of the throat, and Dr. Brown administered a trachotomy of the throat during the last few hours of his life. He attended my grandmother, Fanny, when my father was born at Brick House on the 16th June 1888. He was Thomas Maldon who was, subsequently, regularly visited by Dr. Brown from the time he (Father) was gassed at the Battle of Loos in 1916, and he eventually died at Garlands Farm, Mundon, attended again by his old friend, Dr. Brown. It was during one of these visits that he had to visit also the writer. Young Derek was in bed with measles doing a jig-saw puzzle of a map of the world, when into my bedroom walked a tall kindly man with a black bag. He sat down beside me on the bed and asked me how I felt, then looked at the jig-saw that I had nearly completed. He helped me with it, talked with me for about ten minutes, then with a smile said 'farewell' and left the room. That was the last I was to see of the first person that I ever met. The date must have been some time in 1930".

DMF280701

VICTORIAN EVENINGS

~Thursdays December 6th and 13th~

We have previously opened our doors and welcomed Members and Friends to the Museum on Victorian Evenings but, presumably due to our being well outside the Town Centre areas of festive activity, support has been disappointing, so this year we have no plans to open on these dates.

18081101

MDMA Member Ian Valentine once introduced a subject in which his daughter was involved; he now has more detail. His letter of 14th Sept. is self-explanatory; any further information will be gratefully received.....

S(ailing) B(arge) CYNTHIA

"I think I mentioned many months ago, that some years ago my daughter held a static exhibition on the history of the sailing barges aboard one of the barges on Hythe Quay. As a result of this one visitor returned to the barge bringing the following letter:-

*Thursday Night May 19th
Barge Cynthia*

*We are sinking rudder head gone boat
& hatches we are off the Weiligen have
had distress signal flying all day
Farewell to all we love
Capt Gentry Maldon
7 Carrington Mistley
J Brown London*

*should this be picked up please send on to
G.G. Warty Rd Maldon Essex*

The bottle in which the above letter was placed was indeed picked up and delivered to the family of Capt. Gentry. It makes very poignant reading and is remarkably well written considering the circumstances in which Capt. Gentry found himself. I have now found out that the sb Cynthia was lost in 1895. The "Weiligen" referred to is actually the "Weilingen", an area 5 mile NNE of Zeebrugge.

The sb Cynthia was a barge of 74 registered tons built at Brightlingsea in 1864, given the official No.21361 and registered at Harwich. By 1890 her managing owner was George W Walker of 70, Lower Thames Street, London.

Unfortunately my daughter has no idea who brought the letter down to the barge. Attempts have been made to find any descendants of Capt. Gentry in Maldon, but without success."

~~~~~  
*We trust no one will be upset by the publication of these details.  
We shall nevertheless be pleased to pass on any further information available.*

### COPY FROM "MUSEUM COMMITTEE" 1921

*(Page 13. Reports to be presented to Monthly Council meeting 20th Dec. 1921)*

Report of Committee appointed to consider the advisability of establishing a Museum of local antiquities, &c.

The Committee have again carefully considered this matter and they agree to unanimously make the following recommendations, viz:-

1. That a Museum of local antiquities, natural history and local industries be formed to be called "The Maldon Museum".
2. That a Committee be appointed by the Council to carry out the above, consisting of five (5) members, with power to co-opt two non-members of the Council if thought desirable by the Committee. The Chairman of the Committee must be a member of the Council.
3. That the duties entrusted to the Committee be:-
  - (a) To receive and be responsible for the safe custody of objects of antiquity, natural history subjects, or of pictures, books or documents illustrating local history, antiquities or local industries.
  - (b) To report to the Council from time to time of the discovery of local antiquities and other matters of interest and recommend such action with regard to same as may be deemed desirable.
  - (c) To recommend the purchase or preservation of local antiquities or other objects of local interest.
  - (d) To guard against the destruction or injury of all objects of general interest in the Borough.
  - (e) To advise upon the care and control of the Muniments, Charters, &c., belonging to the Corporation.

4. That having inspected the rooms over the Fire Station they find them suitable for the purpose, and will be pleased to take over the same and carry out the necessary repairs which they estimate will cost about £20, and which sum they propose to raise by voluntary subscriptions.



## "SAINT MALDON"

'The Church of the Assumption of our Lady Maldon' produces an interesting weekly news letter, and Fr. Bernard offers no objection if we 'borrow' an historical item titled "Almost Maldon's Patron Saint" ..... It reads.....

"How many of you know that Maldon has a patron saint?. Roger Niger was born in the town in about 1175 and was probably educated at Beeleigh Abbey. In 1192 he became a Canon of St. Paul's Cathedral, London, then Archdeacon of Colchester in 1218 and Bishop of London 1228. Roger died in 1241 and was soon after referred to as a 'Saint'. His heart was returned to his native Beeleigh Abbey and placed in a reliquary before the high altar there. Countless pilgrims visited the shrine, but following the Dissolution in 1536, this fascinating character was all but forgotten. Local historian Stephen Nunn has now researched his story and the Maldon Archaeological and Historical Group has published his work. If you would like to read about Maldon's Saint, copies of the booklet are on sale at £3.95 from local bookshops or from Ken Cook (of Victoria Road) by 'phoning 01621 852511. As a result of this research, we now hope to remember St. Roger Niger de Beeleigh in our round of prayers by mentioning him each year on his feastday 29th September."



Robert Mantell Lord of the Manor of Little Maldon, Sheriff of Essex in 1170 and wealthy landowner, was the founder of Beeleigh Abbey in 1180. Included among his many gifts to his foundation at Beeleigh were the two churches of All Saints and St. Peter in Maldon which he had either founded or rebuilt. Here he is portrayed as a Norman squire, holding a deed of gift, in the form of a scroll, in his left hand and a model of Beeleigh Abbey in his right.

The Statues outside All Saints Church-Maldon-Essex. ... Mantell.

Having recently re-established contact with ex-Maldonian John Tydeman, we invited him, as with Derek Maldon Fitch, to comment on Maldon as he now finds it. John has submitted the following.....

## MALDON CEMETERY

The Summer 2001 edition of this NewsLetter featured my Family Tree.

During a visit to Maldon Cemetery in London Road, where there are the graves of three generations of our family, plus several close relatives, I was dismayed to find the area very overgrown, almost inaccessible. I talked to a groundsman working in another part and he informed me that the Council had decided not to maintain the lower, older area to the left of the gate.

I always take some basic tools to clean the stones and the immediately surrounding area, but had not expected to need heavier equipment.

This area also contains the graves of other interesting local people, such as that of Cllr. Alfred Bush, one time Superintendent of the Cemetery. I appreciate that, as time goes by, the numbers of relatives interested in older graves will decrease and that economies may have to be made. However, especially with the Museum's exhibits keeping interest in local history alive, it does seem a pity to allow one access to the past to be removed.

John Tydeman  
Fingringhoe.





WE ALL KNOW CROMWELL HILL? MOST OF US KNOW THE  
'CROMWELL PUMP'! IT HAS RECENTLY BEEN 'TIDIED UP'!  
FEW OF US KNOW ANYTHING ABOUT IT. THIS COPY SHOULD  
EXPLAIN ITS ORIGIN & PROVE TO BE INTERESTING TO THOSE WHO  
HAVE PASSED IT A THOUSAND TIMES OVER THE YEARS.....

(Text, Punctuation and Spelling etc have been copied verbatim)

COPY of .....

"GRANT OF THOS CAMMOCK

to

THE TOWN OF MALDON

24th October 1587"

To all Christian People to whom this present writing shall come Thos  
Cammock sendeth greeting –

Whereas I the said Thos Cammock at my own costs and charges as well  
in respect of my own benefit & commodity in & for the serving of my house  
wherein I now dwell with water, and also for the great ease of all the  
inhabitants of the said Town of Maldon had heretofore with great care  
conveyed & brought the water from the common well called Cromwell  
Well by conduit pipes into a certain place more near the said Town of  
Maldon namely on the South East side of a close called Little Cromwell,  
and forasmuch as the spring and course of water coming from the Head of  
the said conduit was not sufficient to serve the necessary use of the House  
of me the said Thos Cammock and also the inhabitants of the said Town,  
according to my good intent & meaning, by reason that the spring was  
raised above the natural course, and having a will & mind to perform as  
much as I then proposed have now at the like my own proper costs &  
charges drawn all the spring of Little Cromwell Well aforesaid together in  
one Head and from the said Head have conveyed the said water directly in  
conduit pipes of lead to the side of the Lane called St. Ellen's Lane which  
leadeth from the Market Place towards Fullbridge Street to the end of the  
said waters shall & may have a continual course from the said Conduit  
Head to issue and run forth there for the necessary use of all the  
inhabitants of the said Town of Maldon excepting & always & reserving  
unto me the said Thomas Cammock my Hears (sic) & Assigns, owners &  
occupiers of the said land wherein the said conduit pipes are so laid  
sufficient water for the watering of the Cattle depasturing in the same  
ground at the watering place now made near to the Conduit Head afore-  
said, and also excepting & reserving unto me the said Thos Cammock my  
Hears (sic) and Assigns owners & occupiers of the Mansion House wherein  
I now dwell free liberty full power and authority to draw and convey at any  
time thereafter from the pipe that lyeth under the Walnut Tree sufficient

water for the serving of the said House and the houses and office  
thereunto belonging And Moreover know ye that I Thos Cammock  
respecting the great commodity and ease that all the inhabitants of the said  
Town of Maldon shall and may daily have and receive by the near fetching  
of the said water & minding their good in every reasonable sort to the  
intent they should make & erect a cistern of lead to convey the said water  
whereby they might have the same abundantly & also to have an open  
place of more ease & to fetch use & come by the same Have given granted  
assured & confirmed and by this my present writing do give unto Richard  
Joshua etc. etc., Bailiffs Aldermen Capital Burgesses & Commonalty as well  
one parcel of ground adjoining the said lane called St Ellen's Lane now  
environed with a Brick Wall containing in length 20 feet in assize & in  
breadth 18 feet of assize & one other plot of ground there- unto adjoining  
whereon is built an house of brick containing in length 9 feet & in breadth 7  
feet wherein is set fixed and placed the cistern of Lead, & also the said  
Water & Watercourse so drawn together & so brought & conveyed, and that  
shall might or ought there continually so run & issue out of the said conduit  
pipes so brought & conveyed as aforesaid, and likewise free liberty access  
ingress egress & regress to enter into go from into through and from all  
places at all times and by all ways & means meet needful & convenient to  
cut dig break up, search try, amend repair, reform & alter as well the land &  
ground where through & wherein the said pipes of lead are brought & laid  
& wherein or where near any the Buildings & Wells or Works are built set or  
fixed for the more commodious use to the end and purpose aforesaid as  
also all & every the said pipes, Cisterns Conduit & Conduits Head Building  
Walls Works & what other thing or things set erected Built used or to be  
used for the necessary & commodious having used and continuing of the  
said Watercourse and Water in manner and form aforesaid what when  
where and however at their will & pleasure to have hold perceive take use  
& enjoy, all & every the said parcels places & plates of ground water &  
watercourse aforesaid and free liberty to and for all intents uses &  
purposes before in these pursuits specified declared meant and intended  
with all & singular their appurtenances unto the said Bailiffs etc & their  
successors, for and to their only proper use & behoof, & to their best profit  
use & commodity freely clearly and absolutely, (excepting before excepted  
for & without anything therefore paying yealding & performing at any time  
to any person or persons whatever - and I the said Thos Cammock for me  
my Hears executors & assigns covenant promise & agree to and with the  
said Bailiffs etc and their successors that they the said Bailiffs & their  
successors shall & may never hereafter as well lawfully quietly & peacefully  
have hold possess use & enjoy all & singular the afore granted premises or  
meant to be granted to & for all & every the intents uses & purposes before  
granted recited specified & declared or mentioned to be granted according



to the purport effects & true meaning of these presents & also that if & when it shall happen at any time hereafter the said water or watercourse by any means to be stopt let or hindered of the due course to serve to the necessary use before mentioned or any of the Cisterns Conduits or Conduit Heads Buildings Walls Works Edifices or other necessaries erected built set or used for the same purpose or any of the said purposes or ends before mentioned to be hurt decayed or by any means impaired that then it shall & may be lawful at all times needful & convenient to the said Bailiffs etc. their successors to enter into & upon any & every part & parcel of Land and Ground where through the said Water and Watercourse is so brought & conveyed & likewise wherein & whereupon the said Cisterns Conduit & Conduit Head Building Walls Works & other necessaries are erected built set & used & at their own proper Costs and charges there & in every part thereof needful & necessary where the said pipes do lye & Conduit Houses do stand & are direct to cut dig break up and to search view & seek out of the said let hindrance & stopping, hurts decays defaults & impairings, & every of them & the same so found therein & every of them from time to time in all things needful & necessary to repair amend reform alter & help for the continuance of the said watercourse of Water to run & issue forth as aforesaid And for all other the before mentioned premises do stand & remain in such order & sort as they stand & are set at those present at their will & pleasure & their behoof commodity & liking without any manner the lawful hindrance disturbance stopping denial contradiction or evasion of me the said Thos Cammock or my Hears or Assigns or of any of us or of any other person or persons by the means consent or sufferance or by the means consent or sufferings of any other The said Bailiffs etc & their successors at their own like proper costs & charges presently filling up & making plain again as before the ground place & places that they shall so dig cut & break up for the searching repairing & amending of the said conduit or Conduit Heads pipes & buildings or any of them so hurt decayed or impaired as is aforesaid. In witness whereof the parties severally set their Hands & seals the 24th day of October in the nine & twentieth year of the reign of Queen Elizabeth.

(N.B. - 'Assize' = Measurement)

~~~~~wb071200~~~~~

Borough  of Maldon.

THE GREAT WAR, 1914—18.

Unveiling & Dedication

OF THE

WAR MEMORIAL

ON

Sunday, 8th May, 1921,

At 3 p.m.

OUR ROLL OF HONOUR.



"These are they who were numbered among those who, at the call of King and Country, left all that was dear to them, endured hardness, faced danger, and finally passed out of the sight of men by the path of duty and self-sacrifice, giving up their own lives that others might live in freedom."

"Let those who come after see to it that their names be not forgotten."

| | | |
|-----------------------|---------------------|---------------------------|
| Abbot, Freer | Crisp, Clarence V. | Halliday, William G. |
| Alexander, John R. | Cross, Alfred J. | Halls, A. George |
| Askew, George W. | Cross, Arthur L. | Harris, A. L. |
| Askew, Oxley | Cudmer, Alfred C. | Hart, Charles |
| Askew, Joseph | Cutts, Percy A. W. | Harvey, Ernest |
| Bacon, Jesse | Dines, Dudley W. | Hatley, Edwin |
| Baldwin, William G. | Eves, Adam J. | Hitchen, Ernest J. |
| Barbrook, Alfred | Eves, Alfred | Hitchen, Samuel |
| Barker, Frank Brand | Eves, Albert E. | Howard, George Wm. |
| Barnard, Arthur H. | Finch, Edward A. | Howard, Sidney |
| Basham, Samuel | Finch, Russell C. | Humphries, Herbert L. |
| Boreham, George | Finch, Harold | Hurrell, Douglas S. |
| Boreham, Alfred E. | Finter, John W. | Ivès, William A. |
| Boreham, Reginald L. | Fitch, Leonard B. | Jaggard, Frederick |
| Boreham, Ernest | Flower, Alfred | Jenkins, Herbert G. |
| Boutwell, Horace C. | Ford, Charles E. | Joscelyne, Christopher G. |
| Bowles, Herbert H. W. | French, Oxley A. | Joscelyne, Frederick J. |
| Bright, Cecil D. | Gatward, Arthur | Keeble, Alfred |
| Brighton, Robert | Gower, Ernest F. | Keeble, Bert |
| Buckle, Frederick | Gozzett, Alfred | Kemble, Henry E. |
| Chapman, Harry G. | Grantham, Fredk. W. | Kemp, Andre F. E. |
| Clark, Frederick R. | Grantham, Hugo F. | Kemp, Charles H. |
| Cobey, John A. | Gridley, George A. | Kemp, Clifford |
| Cockett, Charles P. | | Kirby, Henry |
| Cocks, Win. B. | | Kirby, Percy |
| Cracknell, Mark | | |

| | | |
|-------------------------|-------------------------|------------------------|
| Kirby, Stanley G. | Pannifer, Ernest | Smith, Charles I. |
| Knightbridge, Arthur W. | Parent, Joseph | Smith, George A. |
| Last, Clifford J. | Pearson, Gerald | Smith, Henry J. |
| Last, William E. | Pedley, Frank | Smith, Sydney T. |
| Ley, Alfred R. | Petchey, Charles E. | South, Sidney Wm. |
| Ley, Ernest Arthur | Petchey, Ernest J. | Spurgeon, Donald F. P. |
| Lincoln, Edward W. | Petchey, Walter A. | Stammers, Frank G. |
| Lincoln, William J. | Petchey, William H. | Taylor, James H. |
| Livermore, William E. | Pettitt, Thomas C. G. | Taylor, Samuel M. |
| Lock, Stanley C. | Pitman, Frederick J. | Thomas, Roy |
| Manley, Archibald L. | Prance, George | Tunmer, Cyril C. |
| Markham, Herbert E. | Prior, Ernest | Tunmer, V. George |
| Markham, Stanley C. | Pudney, George | Ward, Arthur |
| Mead, Ernest C. W. | Pugh, Sidney S. | Ward, Alfred G. |
| Mead, William H. | Quantrill, Clifford Wm. | Ward, Ernest J. |
| Moss, Arthur D. | Quilter, Harry | Waterman, John |
| Moss, Cyril F. | Rayner, Arthur C. | Wiggins, Sidney |
| Moss, Thomas A. | Rayner, Percy J. | Wiggins, Charles |
| Mynard, Joseph W. | Read, Harold M. | Wilson, Bert F. |
| Narvidge, John W. | Ridgewell, Harry | Wood, Edward E. |
| Norman, Ernest A. | Ruck, William | Woodyard, Stanley T. |
| Old, Charles W. | Scott, Charles E. | Wright, Arthur G. |
| | Scrivener, Walter | Wright, Albert W. |
| | Seymour, Neville | Wright, James |

ORDER OF PROCEEDINGS.



GENERAL LORD HORNE, G.C.B., K.C.M.G., A.D.C., Commanding-in-Chief Eastern Command, will arrive at the Moot Hall at 2.45 p.m., where he will be received by the **Mayor and Corporation** who will accompany him at 3 p.m. to the Site of the Memorial.

Ex-Service men will act as a **Guard of Honour.**



**LET US
GO FORWARD
TOGETHER**

BOROUGH OF MALDON.



Unveiling and Dedication

OF THE

WAR MEMORIALS

TO THOSE WHO FELL IN THE
SECOND WORLD WAR, 1939-1945

Sunday, November 4th, 1951.

THE MEMORIALS

are dedicated to the memory of

- | | | |
|------------------------|-----------------------|-------------------------|
| *Ernest H. Akehurst | John W. Dykes | Frank G. Mott |
| Arthur A. Askew | Stanley W. Easter | Frederick J. Motts |
| *Ida M. Bailey | Frederick C. Elisha | Victor G. Murton |
| William G. F. Barnard | *Fred Everett | *Charles J. Newman |
| Ivan J. Bentley | *Sarah Everett | *William H. J. Newton |
| Alexander F. Birdseye | Frederick H. Eves | Cecil K. G. Overend |
| Arthur L. Boreham | Alan J. Firmin | *Cyril Redgwell |
| Harold L. S. Brewer | Walter S. Frostick | Clifford J. Roote |
| Ernest C. Bousfield | Reginald A. Gilbert | Cyril J. Sach |
| *David Buck | *Kenneth T. Gill | Rev. Alfred L. Sadd |
| William B. Burton | Alfred H. Gozzett | Frederick H. Saffill |
| Arthur C. Butcher | Alfred C. Gridley | *Frederick M. Shambrook |
| Ivy G. Card | Harold W. Halliday | Frederick W. Simmons |
| Peter S. Card | Sidney J. Howard | Alan Smee |
| Stanford C. Card | Leonard A. Hoy | Maurice A. Swann |
| *Lawrence R. Cates | *Mary A. Hume | Geoffrey H. Taber |
| Albert E. Clark | Alan G. Ife | *Harold F. Taylor |
| Leonard Cockett | Frederick H. Jennings | Stephen W. Taylor |
| Robert H. Cole | *Hubert C. Jocham | Frederick G. Thorogood |
| *Richard Collins | Claude Jones | Rita M. R. Turner |
| John A. Corby | Edwin Jones | Peter Walker |
| William J. Cousins | *Elizabeth A. Jones | Walter E. Wilson |
| Rhoda E. Curran-Sharp | Eunice V. Josceyline | *Rose Wisbey |
| Thomas A. Curran-Sharp | Harold S. Josceyline | Gertrude Wright |
| William G. Dawson | Stanley G. J. Kirby | Harry C. Wright |
| Herbert C. Dodd | Stephen D. Knights | Josiah V. Wright |
| William H. Drain | George C. Mays | Gordon F. B. Young |
| Bernard J. Dykes | *Douglas W. Moss | |

who lost their lives in the Second World War,
1939—1945.

The names marked * are those inscribed on the Heybridge Memorial;
they also appear on the High Street Memorial.

The Memorials are the work of
Essex Craftsmen.

The Invasion that Didn't Come Off

R. J. Thompson

A Member has produced from his own archives a little-known account of a non-event which could have proved quite a problem had it in fact taken place. Many of our older members will recall some of the facts recorded.....

"We present here a factual record of the defeat of Hitler's plan for the invasion of England in 1940. The details have been collected from several authoritative sources. They include the archives of the German Admiralty and Air Command, the speeches of Mr. Churchill delivered in Secret Session of the House of Commons, and information released by the Foreign Office on the conviction and execution of enemy spies". -

June 1940.

Hitler seemed irresistible.

First Poland had been overwhelmed. Then Norway. Then Holland. Then Belgium.

Finally came destruction in less than a month's fighting of the French Army, rated as the finest army for its size in Europe.

Then disarmament and division of France.

Only Britain was left.

Hitler did not worry very much about us. He thought air attacks and a naval blockade would soon compel us to give in.

Our situation was very bad. True, we had saved our soldiers at Dunkirk. But they had lost all their equipment: guns, tanks, motor vehicles, machine guns, rifles. And more than 50 per cent of our destroyer strength was out of action.

Hitler was very confident. He announced he would dictate peace in London in August, or at the latest 9th September, when the Nazi Party would hold a "Congress of Peace" at Nuremberg.

Count Ciano, Italian Foreign Minister, noted in his diary "Hitler was like a gambler who had made a big scoop, and would like to get up from the table risking no more."

Churchill accepted the challenge. His words, 18th June in the House of Commons: "Hitler knows he will have to break us in this island or lose the war."

20th June, the House of Commons met in Secret Session. No full record of what the Prime Minister said. Notes: "If we get through the next three months we get through the next three years". "If Hitler fails to invade or destroy Britain he has lost the war."

That day, 20th June, Hitler summoned his military chiefs to discuss armistice terms for France.

Grand Admiral Raeder, chief of the German Navy, brought up the question of what to do about England, but Hitler paid scant attention. This was his time of triumph. He visited Napoleon's tomb in Paris, gloats from the top of the Eiffel Tower, even went to Boulogne as Napoleon had done to look across at the English coast.

It was not until the 16th July, nearly a month after the idea of invading England was first put to him, that he issued his order for "Operation Sealion" to be got under way.

That delay was lucky for us.

Churchill said afterwards he had often asked himself what would have happened if Hitler had sent three-quarters of a million men across and taken the chance of losing three-quarters of them.

The Invasion Plan

This was the plan.....

1. The German Air Force, under Goering, were to destroy the Royal Air Force.
2. While the air battle was being fought the German Navy were to assemble a vast fleet of barges and transports for carrying the invasion force to the English shore.
3. The army were to provide a landing force of 260,000 men, complete with guns and material of all kinds. When Hitler gave the signal, this force was to leave the French coast simultaneously. A second wave of assault troops was to follow immediately.

It took a long time for the German High Command to agree upon this plan. And there were many disputes and hot quarrels before it was all worked out, for Raeder hated the very idea of invasion; he was always rubbing in the dangers. We can understand his feelings: he was the man responsible for getting this enormous force across safely in the teeth of a determined, resolute enemy who held command of the seas.

He and Goering hated one another. Just after the Norway invasion Goering had sent him a very rude telegram about interference with Goering's air command. Furthermore the German Navy and the German Army were contemptuous of each other. The Navy said the Army had little notion of the difficulties of invading across the Channel, which they treated as a river crossing.

Then for a long time the Army wanted the invasion to take place on a broad front, i.e. to make landings all along the south coast of England. Raeder said it was impossible: he could only guarantee a narrow front, across the Straits of Dover. The Generals were very cross about this, and said they might just as well put the troops through a sausage machine.

The invasion plan was put into operation in its first phase on 8th August. That was the day when the Battle of Britain began, and Goering sent the German Air Force on its mission to destroy the R.A.F.: Goering was a great bluffer: He told Hitler the job could be done in four days! We know it wasn't. Let us leave the Battle of Britain for a time, and join the C.-in-C. of the German Navy at his conferences with Hitler. Let us look at this man. He was really the only one who knew what sea power meant. Only Raeder realised that the one way to bring England to her knees was to starve her out - and that the only way to do it was by submarines. Look at a map of the European coastline. Mr. Churchill said later that if at this time in 1940 we had been told the enemy would be in effectual command of all Atlantic ports from Narvik to Bayonne, most of the high naval and air experts would have said that the problem of supplying Britain was insoluble and hopeless. Over 60% of our food had to be brought to our shores in ships.

What a chance Hitler missed! How lucky it was that Raeder didn't get his way. For now we have the greatest outstanding fact. The German shipyards were so full up with work in preparing the armada that they had to give up making submarines. That was the complaint Raeder was always making. Also U-boat losses were staggering. At this time, of 61 U-boats sent out since the war began *no fewer than 28, or 46% had been lost.* Output of U-boats was only half of what it had been in the last war. No wonder Raeder thought badly of the whole thing.

Now about the assembly of the invasion fleet. Its numbers indicated the size. It was made up of 168 transports, 1,697 barges, 360 tugs.

Hundreds of these were collected from internal waterways, then taken to shipyards. Ramps fitted to bows enabled tanks and guns to be disembarked. Rhine barges, more than 150ft in length, could carry two trainloads of men and material. All this shipping was collected in German North Sea ports at first; then a fortnight or so before D-Day were to be transferred to invasion ports.

In spite of all the colossal difficulties, the invasion fleet was ready at the end of August, and by the beginning of September large convoys of barges, hugging the coast, were seen by our reconnaissance aircraft on their way to Boulogne and Le Havre. On the 3rd September a directive from Hitler's headquarters stated the dates for landing. The Armada was to sail on 20th September, the landing to take place on 21st September.

There had been a lot of controversy in the High Command about whether the crossing should be made by night or whether it should be made by day. The Army wanted it at night. The Navy said this would be very difficult, because to keep hundreds of barges and other slow transport together in the darkness was something no one could guarantee. The Navy wanted the daytime, but this time the Army had their way. It was to be a night crossing.

The programme in brief: Landings on a short front of about fifty miles between Folkestone and Beachy Head. Four main landings, also one at Brighton. Four thousand airborne troops also to be dropped. Diversions by empty transports sailing from Norway towards N.E. coast, another towards Iceland, and pocket battleship *Sheer* to raid commerce in the Atlantic in order to draw off part of the British Home Fleet.

Also, four Germans captured on landing from a rowing boat on the south-east coast had confessed to being spies with orders to be ready at any time during the next fortnight to report movements of British reserve troops.

These spies were equipped with a radio transmitter of ingenious construction and very light. It was to be erected in the fields at night.

They had considerable sums of money in £1 notes. Their instructions were to pose as refugees from enemy-occupied territory and to move about among the population obtaining as much information of a military kind as possible. They had been made to believe that they would shortly be relieved by German invading forces.

(Two of the men were brought to trial at the Old Bailey. The trial, in camera, lasted nearly a week. The prisoners were found guilty and sentenced to be hanged: this was duly carried out at Pentonville Prison at the beginning of December.)

The Chiefs of Staff, noting that moon and tide conditions between 8th and 10th September were favourable for a seaborne invasion on the S.E. coast, decided to order a stand-by and at 8 o'clock that night, 7th September, the code-word "Cromwell" signifying "Invasion Imminent" was flashed to Eastern and Southern Commands.

Now it was our turn to strike. Bomber Command began to rain down high explosive on the armada waiting in the Channel ports. In Secret Session of the House of Commons Mr Churchill announced that upward of 1,700 self-propelled barges and more than 200 seagoing ships, some very large ships, were gathered in these ports. Some of these ships and barges, when struck by bombs, had blown up with tremendous explosions, showing that they were fully loaded with all the munitions needed for the invading armies and *to beat us down and subjugate us utterly.* The shipping available and now assembled was sufficient to carry in one voyage nearly half a million men. And he went on to warn the House of Commons that though we might expect to drown a great many on their way over and to destroy a large proportion of their vessels, we must expect many lodgments or attempted lodgments to be made.....*We will go down fighting to the end..... "I feel as sure as the sun will rise tomorrow that we shall be victorious."*

The battle raged with a ferocity which showed that each side realised what was at stake. British bombers attacked the invasion ports without pause. Grand Admiral Raeder sent his minesweepers out to clear the way for the armada, but the minesweepers were caught by the British bombers and many were sunk. Some of the invasion fleet put out to sea to escape the bombers, were caught out in the Channel and sunk either by bombs or by bad weather.

All this damage made Raeder more apprehensive than ever. He went to Hitler on 10th December and said something like this: "If Goering is claiming any longer to have destroyed the Royal Air Force over the southern England and the Channel it is absolutely untrue! The British bombers are at full operational strength. And the British minelayers are at full strength too.

Now on that day Hitler was to have given the order for the invasion to proceed as planned, but in the face of the Grand Admiral's warnings he hesitated. He postponed his decision for three days. This was the beginning of a week of hesitations and postponements for now from the English side one blow swiftly followed another. The R.A.F. sank 80 barges at Ostend on 13th September, and on that day capital ships of the British Home Fleet moved south in readiness to dash at full speed to the invasion area. Warships also bombarded Calais, Boulogne, Ostend and Cherbourg.

We may now consider how the battle of London is going. Hitler is still wobbling and vacillating, *wishing that he could call off the whole thing,* and fearing to do so in case the British get to hear. Goering decides to try one final throw. On Saturday 14th September, Hitler announces that he will hold up his decision until 17th: three days. On the following day, Sunday 15th September, Goering threw all he had at London. For every bomber he sent over five fighters.

This was the battle which Mr. Churchill, cigar in mouth but for once unlighted, watched from the headquarters of No.11 Fighter Group. Goering attacked in the morning and again in the afternoon.

Everything nearly ready. Maps of every conceivable part of the British Isles, including Eire - street maps, photographs, Ordnance maps, thousands of maps. Orders for complete subjugation. All British males between 17 and 45 and fit for military duty to be interned and transported to the Continent. Hostages to be taken at bayonet point. All economic resources to be taken over for use of Germany. Long lists of people who were to be shot out of hand.

We return to the Battle of Britain.

Let us see how Goering's Air Force is doing against the R.A.F., which he had boasted he would destroy in four days. It is now 31st August, and although the British Fighter Command were still holding out they were in a pretty bad way, and the Germans were confident that Fighter Command was in fact nearly, if not quite, finished.

The fact indeed was that Fighter Command had lost so many aircraft and so many pilots killed and wounded that there was justification for German confidence.

This was the very crisis of the battle. Let us review the situation. Preparations for invasion were almost complete. Even Grand Admiral Raeder now thought it might succeed. On 6th September he reports to Hitler that although crossing would be very difficult, given air supremacy and good weather, with perfectly calm sea, successful invasion did seem possible.

Now came a dramatic turn of events. Consider again. It has been declared by experts and great authorities that if Fighter Command had been vanquished nothing could have saved us. Listen to Churchill:

"There would have been a terrible shambles in this country because we hardly had a weapon. We had not at that time fifty tanks. We had a couple of hundred field guns, some of them brought out of museums. Indeed we would have gone on fighting, but modern weapons, the weapons made, forged and shaped by modern science and industry, give a terrible advantage as against people almost entirely without them."

Cause of the sudden change:

On the night of 24th August the first bombs fell in Central London. Churchill telephoned next day to Bomber Command, ordered immediate retaliatory raids on Berlin. That night, the 25th, we sent 100 bombers to Berlin. On four following nights we again bombed Berlin.

Hitler flew into a rage and announced to the world that in retaliation he would rub out our cities, and ordered Goering to do it. Goering, on 3rd September, at an Air Command Conference at the Hague, ordered day and night attacks on London. Consider again. A tentative D-Day was fixed for 21st September. Whether or not an invasion on that date took place depended now not on the outcome of the battle between the British Air Force and the German Air Force, but on something else entirely. It depended on the battle for London! At the very moment when the German Air Force had inflicted critical losses on the R.A.F., at the very moment when Goering,

though he only guessed it, had victory almost within his grasp, he withdrew his forces and dispatched them to another objective. Now he was to try to bomb London into submission.

The Battle of London began on late afternoon 7th September: 1,000 German aircraft in two waves. That was a Saturday, and that night the East End and the London Docks flamed with great fires as the bombs crashed down on that crowded area. The great drama which was to decide the destiny of this country and of the world now reached its climax. Across the channel the armada of invasion was being steadily deployed with all the genius of German organisation.

The guns, tanks, etc., were brought to the quays to be put aboard. Von Rundstedt's Army Group, spearhead of the invasion army, was marshalled for embarkation. It was 7th September, only a fortnight to go before D-Day.

7th September 1940. A day and a night long to be remembered. That night, while the flames from the blazing docks and warehouses of the East End lit the London sky, the British Chiefs of Staff met. Before them lay a most serious report. It indicated that German preparations were so advanced that it could be attempted at any time.

He was heavily defeated both times, and one third of the German bombers were destroyed, the rest being hunted home in disorder.

Thus we earned a victory.

And that Sunday evening, as the sirens sounded the alarm for the fourth time in London, and the barrage opened up against the thinning line of attacking aircraft, squadrons of Bomber Command were briefed for an immense and sustained assault on the armada concentrated in the Channel ports.

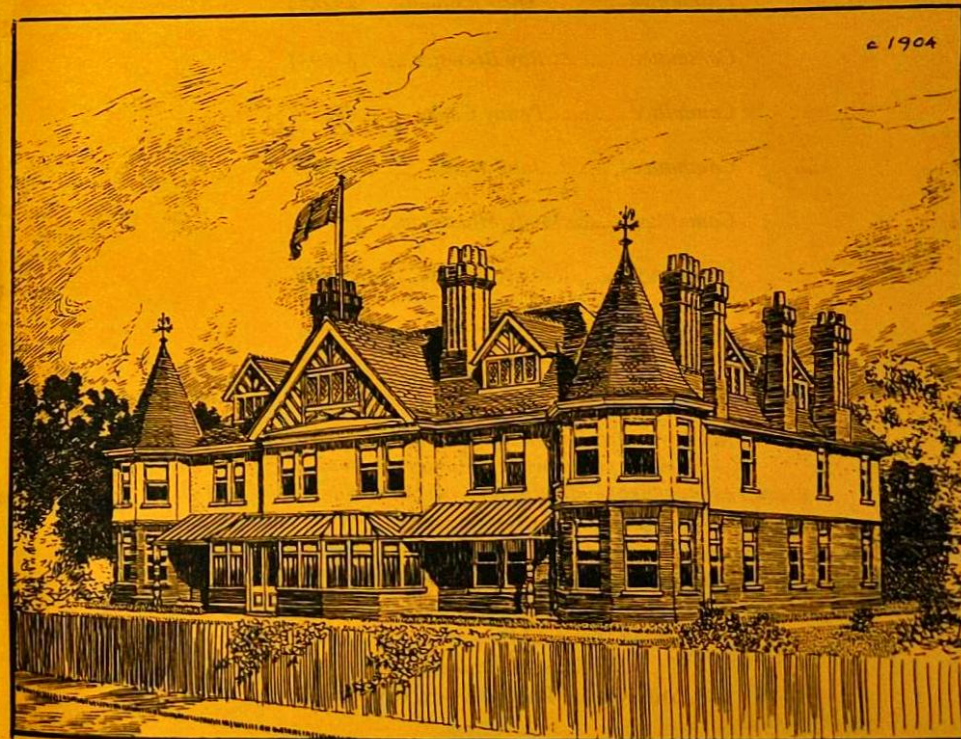
This was the knock-out.

Whether consciously or not, it was a blow delivered with the best timing. It caught the German Army in the middle of a rehearsal of embarkation. Hundreds were drowned. Neutral observers had stories, probably exaggerated, of as many as 50,000 dead. Bodies were washed up along the Channel shores during the following month. Many were badly burned. Over here we collected 34 bodies. No doubt many more did not make the journey. It's rather a long way to come when fully armed.

After that Hitler called the whole thing off. He did not want his air force murdered. Just as Napoleon did, he turned his mind to Russia.

And so perished the invasion plan.

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"RIVERMERE": Dr. Moore's Retreat on Osea Island.

P. M. Beaumont, Architect.

Maldon District Museum Association

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Please note that opinions expressed are those of the individual  
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