

THE PENNY FARTHING

The Newsletter of Maldon District Museum Association



Maldon Choral & Operatic Society.

President: Dr. H. REYNOLDS BROWN.
Vice-Presidents: Mrs. H. E. SADD and H. G. LEECH, Esq.

Maldon Choral and Operatic Society presents

GILBERT AND SULLIVAN'S OPERA

"The Gondoliers"

or "THE KING OF BARATARIA"

IN THE

Parish Hall, Maldon,

(by permission of R. D'Oyly Carte, Esq.),

ON

Wednesday, Thursday, Friday and Saturday,

28th, 29th, 30th and 31st January, 1931.

Commencing at 8 p.m.

Programme—Threepence.

The Opera is produced under the direction of
C. STEPHENS DRAWMER.

Musical Director W. H. GANE.

Hon. Treasurer:
N. GOWER,
Fambridge Road, Maldon.

Hon. Secretary:
C. G. LUFKIN,
26a, Spital Road, Maldon.

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CHAIRMAN'S CHAT

By the time that you are reading this the museum will have closed for the 2004 Season. It is my first duty to thank most sincerely all those who have acted as stewards and those who have supported them by producing handout leaflets, topping up the tea, coffee and the essential biscuits, and replacing light bulbs in the displays when necessary.

The museum has received many plaudits for the warm welcome given to visitors both paying and official. Our latest official visitor was Chris Manning-Press, the Chairman of Essex County Council with his wife and officers of the Essex and East Anglia Museum Services. He was very appreciative of the reception that the party had received and paid compliments to the high standard of our displays.

The behind scenes work of our stewarding secretary, Linda Barrell, in producing the rota for the season must also be mentioned together with the reminder that all those who have stewarded will be receiving a communication very soon asking for their availability in 2005. I hope that you will continue to give your time and if you know of anybody who might like to help us in this way please pass their name to Linda so that they too may receive all pre-season letters.

Thank you Linda and all who have manned the kiosk. I look forward to seeing you in 2005. Best wishes to all our members and supporters.

Paddy Lacey

Our cover picture shows the highlight of Maldon Choral & Operatic Society's 1931 Winter programme

Penny Farthing is dependent upon your contribution.

All articles, items, photos, comments and letters are welcome:

Please send to Tony Mandara, 41 Abbotsmead, Heybridge, Maldon, Essex CM9 4PT.

Tel: (01621) 840056

Copy deadline for the Spring 2005 issue of *Penny Farthing* is 20 January



REMARKABLE RESCUE

Our Museum has recently acquired the Royal Humane Society Bronze Medal awarded to William Woodward for saving a man from drowning in the Blackwater. What made his award so extraordinary was that he was totally blind!

On the 22nd August 1865, William Woodward, a retired draper of London Road, Maldon, was bathing in the Blackwater the tide being at its highest. He was accompanied by a boy who acted as his guide and John Perry, a basket maker from Rope Walk, Wantz Road, Maldon.

After they had been in the water a few minutes Mr Woodward, believing Perry was close by, called out to ask where he was. Receiving no answer, and calling several times without success, he asked the boy who was sitting on the wall while he swam. Finding that Perry could not be seen, William began to shout for help. At that moment William Pearson, carpenter of Maldon, came up and in answer to the excited inquiry of Woodward as to whether he could see Perry, replied "Yes, under the water, straight ahead of you."

Without further ado Woodward proceeded to search for the drowning man and, guided by directions from the shore, succeeded in reaching the unconscious Perry and brought him back to shore where he was revived by the administration of spirits.

It appeared that Perry, who could swim only a little, had got out of his depth and being crippled and weak from a late illness was unable to help himself. After his rescue he was severely ill as a consequence of the accident.

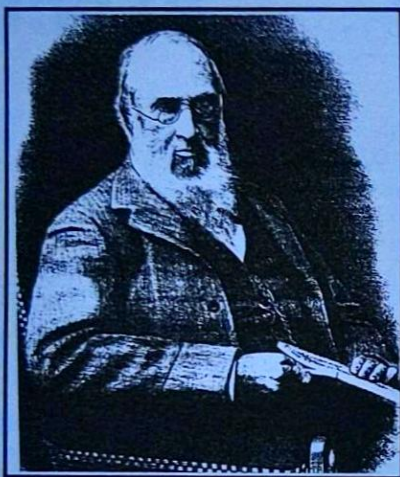
The rescue is an almost unparalleled case of a blind man exhibiting such presence of mind as to be enabled, by verbal directions alone, to find a drowning man in so large an expanse of water and bring him to the shore safely.

William's exploit was recorded in the *Essex County Standard* on the 1st September 1865 and notice of the award appeared in *The Times* of 17th November the same year. A copy of the 1881 Census shows William Woodward as 68 years old and John Perry as 70 years so that at the time of the rescue they were 52 and 54 years respectively.

BENTALLS of HEYBRIDGE

PART 2

In 1836, having taken over the management of his father's agricultural machinery company, the 22 year old Edward Bentall began to expand the company. His first actions were to safeguard the image and products of the growing business. In 1839 he began to trade under the name of E.H. Bentall & Co., giving the firm a status which brought added confidence to customers. In truth, the "& Co." was a fiction, for Edward was still a sole proprietor, but the title looked well on his stationery. In 1841 he



Edward Hammond Bentall

patented an improved "Goldhanger" plough, to protect the Company against imitators who were already trying to copy its designs.

Edward's early work in his father's foundry had given him his first interest in ploughs, and it was to this particular branch of the industry that he initially devoted his attention. He visited the factory daily to make his own experiments and put them into execution.

In the winter of 1842 came his first great accomplishment - a new broad-share cultivator. The trials were a resounding success and at the beginning of 1843 he was awarded a patent for the invention. By early autumn of that year, in time for the start of the ploughing season, Bentall's

Patent Broad-Share Cultivator was put on the market. It was an immediate success.

This cultivator proved the turning point in the history of the firm. Although the business had been growing slowly ever since William Bentall had moved the works to Heybridge nearly forty years earlier, it was still essentially a local firm. Products were sold mainly in Essex, though gradually they were beginning to extend to the rest of East Anglia and Kent. However the launch of the new cultivator would spread the name of Bentall throughout Britain, and beyond the seas to the colonies.

During the next eight years over 14,000 broad-share cultivators were sold and the

company was faced with an extensive building programme and a large increase in staff to keep pace with demand.

The cultivator was originally made in a wooden frame but this method was both heavy and relatively expensive. So Edward set out to design a better frame using rolled angle-iron. The results exceeded even his expectations, producing a frame not only lighter but a great deal stronger too.

Exhibited at the 1854 meeting of the Royal Agricultural Society held at Lincoln, the improved cultivator won the first prize of £5. Orders flowed in and yet another building was required at Heybridge for the manufacture of angle-iron frames. The increased production enabled Edward to reduce the price without detriment to quality and the orders became a flood. Meanwhile, the Company's success had been further enhanced when, in 1851, their broad-share plough won the gold medal at the Great Exhibition at the Crystal Palace against competition from machines from all over the world.

However, business was not all plain sailing and there was disappointment in store. Another firm, Messrs.

Coleman & Morton, had produced a similar machine and in 1855 the Royal Agricultural Society awarded this first prize. Worse was to follow when Edward's cultivator was again beaten by Coleman & Morton at the Yorkshire meeting of the Agricultural Society and he had to be satisfied with the second prize of £2.

Edward, however, was not yet beaten. By asking his farmer friends he discovered from them that the one disadvantage of his cultivator was that the tines were apt to clog in thick weeds. Edward returned to the workshop to find a cure which lay in the curvature of the tine and within a few months an improved design was in production.

The Royal Agricultural Society's 1856 trials were held in Chelmsford and the modified Bentall cultivator proved so superior to all rivals, even on the dirtiest land, it was awarded both first prizes on offer. Edward Bentall was back at the top and he consolidated his position at the Society's show at Warwick in 1859, when his cultivator gained first prizes in three different classes.

But Edward had not finished with his cultivator. Analysis showed that a large proportion of his manufacturing costs was being expended on the purchase of nuts and bolts which were expensive to produce in those days. Methods of manufacture were still primitive and slow and Edward saw that here was another challenge for his

inventive skills. He invented a semi-automatic machine capable of producing nuts and bolts at the rate of 32 per minute. He was soon in a position to supply not only the Company's own needs but also develop an active market for any surplus production. Among other users, the Admiralty placed contracts for large quantities of Bentall nuts and bolts to be made of Admiralty brass.

In the meantime Edward Bentall had widened his manufacturing interests with the production of turnip-cutters, root-pulpers, chaff-cutters, oilcake-breakers etc. The idea for his pulper came to him one Sunday morning while sitting in chapel and it is said that he scandalized his wife during the sermon by grabbing his hymn book and drawing out his design on the blank end paper. The pulper was exhibited at the 1856 Royal Agricultural Society show in Chelmsford where it won first prize.

THE JUDGE'S DECISION IS SOMETIMES FINAL

However, at the Bath and West show at Yeovil the judges awarded first prize to a rival pulper designed and patented by Mr Phillips on the grounds that it was a more powerful machine. Bentall's representative at the show protested to the judges that the trial had not been fairly carried out, pointing out that there were no power testing appliances in the trial and that a fairer method of judging would be to weigh the roots

and the time taken by each machine, together with the number of revolutions of the barrel.

The judges reported Bentall's representative to the Society and he came close to being ordered from the show, together with his firm's exhibits. However he stuck to his protest until a second trial was ordered. As news of the contest spread, a large crowd gathered to watch the second trial. The two machines were stood side by side and an equal weight of roots allocated to each. The Bentall machine easily performed its task without clogging once, but the rival pulper had to stop twice to clear its knives.

The Bentall machine having proved it was the superior pulper left the judges in something of a quandary. It was beneath their dignity to reverse their first decision so they hit upon the expedient of awarding a second prize of an equal amount (£5) to the Bentall pulper "on the grounds of the better execution of its duties". When the result was made known the crowd cheered Bentall's man throwing their hats high in the air.

Seeing an opportunity for publicity, Edward Bentall indignantly refused the second prize and instead proceeded to advertise his machine by quoting the statistics obtained in the test. As a result the Phillips machine disappeared from the market and enormous sales of the Bentall pulper ensued.

To be continued ...

WIRELESS IN SCHOOL - 1924

From *The Maldonian*, the school magazine of Maldon Grammar School, December 1924

The pupils in rural areas do not get the opportunities of visiting art galleries, theatres, museums, and other famous buildings and educational institutions that fall to the lot of city dwellers. Recently a remedy for these troubles has been found in wireless by which the monotony of school routine is relieved, and the country dwellers are brought into intimate contact with the most valued features of the city.

Before wireless made its appearance in schools we had little idea of its importance, but it was discovered that it could be employed in teaching musical appreciation and soon it came to be requisitioned for other classroom uses. On some afternoons during the week French talks are broadcasted and these help to develop our ideas of pronunciation for, to hear a Frenchman speaking arouses one's interest in the language most keenly.

In the Upper Form we are studying General English Literature. It is impossible to obtain all the books, especially of our modern writers. Lately, selections from the poems and plays of some of the most famous of modern authors, such as Bernard Shaw, John Masefield and John Drinkwater have been broadcasted, some of which have been read by the authors themselves and this gives us a much better idea of their types of genius, than we attain by reading. Some of Shakespeare's plays have been transmitted, and after hearing these read, we enjoy our own study of literature far more and realise what a wonderful literature we possess in our language.

To most boys today the study of science strongly appeals. The rapid development of wireless itself makes a most fascinating study. Famous scientists such as William Bragg give their views and experiments and open out to us some of the vast fields of knowledge still to be explored.

It is the same with History and Geography. Some excellent discussions and lectures have been given on different countries and the habits of their people.

Music nowadays is not appreciated by the younger generation for the simple reason that they do not get the chance to listen to the compositions of the best men; but by wireless we can easily hear classical music and by listening to this we should begin to love music and take a greater interest in it.

An excellent idea has been suggested - the formation of a wireless club in school. By means of this we should be enabled to meet periodically and study this most interesting science and with the aid of those already experienced, others who wished might construct their own sets, thus saving expense, and at the same time gaining much more knowledge of their mechanism.

Every afternoon from a quarter past three to a quarter to four there is a special transmission to schools dealing with practically every subject, and should it be found possible to carry out this plan and make a school set, permission from the headmaster might be obtained to use it on those afternoons on which there is anything being broadcast by which the schools would benefit.

T.W.C. & R.B.B.

The Butcher, the Baker and the Candlestick Maker

Adapted from ten leaflets produced by, and available from,
J A Vesey, 9 Littlefield Way, Fairlands, Guilford, Surrey GU3 3JE.



No 3 THE BOOT & SHOEMAKER

White's 1848 Directory lists 24 boot and shoe makers in Maldon. By 1870 this had dropped to 19 and only 10 are shown in Kelly's 1898 Directory.

William Loker, born in Maldon in 1789, ran his shop in Fullbridge. He married Elizabeth Sealey and they had two sons, William and Walter, who both followed their father's trade. William senior died in 1855. His son Walter who was born in 1827, married Mary Ann Elizabeth Tavner, daughter of the landlord of the Welcome Sailor Inn, and became a well known figure in the town. He was a parish clerk for All Saints Church, thus his signature appears as a witness on many marriage certificates in the mid 1800's. He was also a census enumerator in 1871 and 1881. He died in 1887.

Michael Davis was born in Purleigh in 1822 but by 1841 had moved to Maldon. He married Sarah Baxter at St. Mary's Church in 1843 and they lived in Mill Road with their eight children. Besides making shoes, Michael was also a process server which meant that he repossessed

items for the court. This led to some very interesting experiences; on one occasion he was aboard a boat when he fell asleep, during which time the boat drifted, although fortunately towards Maldon. From then on he was known locally as the "Rear Admiral". Michael was still trading as a bootmaker at 165 High Street in 1891. He died in 1894.

William Spells, born in Southminster in 1837, was the son of Jonathan and Hannah (nee Marshall). He and his wife Rebecca lived in Mill Road from where he ran his business. He died in 1912.

Born in 1816 in Chelmsford, John Saunders married Sarah Ann Strutt at All Saints Church in May 1845. The couple lived in Wantz Road with their six children. There is no further information as to where he ran his business or the date of his death.

William Stowers, born in Maldon in 1826, married Susannah Clarke at All Saints Church in June 1848. They had eight children and in 1881 the youngest son Lewis John was employed as a "boot closer", probably working with his father. Like several other bootmakers the family lived in Mill Road.

The son of Alfred and Eliza Ann (nee Bowton), Alfred James Stringer was born in Maldon in 1854. He had three children with his first wife, Maria, who died in 1901. On Boxing Day 1903 he married

Florence Mercy Tiffin and they had two children. The family resided at various times in Wantz Road, North Street and finally in the High Street. He made and repaired boots and shoes for the Maldon Union, presumably for the inmates and staff of the workhouse. Alfred Stringer died in 1933.

James Harridance was a boot and shoe maker in Gate Street in 1870. He was also the Town Crier.

Isaac Brock was born in Rivenhall in 1852. By the late 1870's he had moved to Maldon with his wife Ellen Cook. They lived in King Street and a son, Victor, was born in 1879 and he too eventually became a boot and shoe maker. Isaac died in 1934. Victor married local girl Lily Julia Scott at All Saints Church in August 1900.

Vesey's leaflet lists a further 69 Maldon boot and shoe makers but without any details as to when or where they traded. Some family names appear again and again such as three each of Clarke and Barnard, and two each of Balls, Clark, Hills, Livermore, Potter, Saunders, Smith and Spurgeon.

There are also four women boot and shoe makers. These are Annie Potter, Mrs Sarah Potter, Emma Smith and Mary Steward.

to be continued ...

PLOTS and PLANS

The coming of the railways to Essex in the 1850's was to have a dramatic impact on the county. Not only did it provide farms and businesses with fast and convenient access to London's markets, it also allowed city dwellers a chance to have a day's outing at the seaside or in the country, perhaps for the first time in their lives. The Bank Holiday Act of 1871 gave working people a little more freedom to enjoy the opportunities now available for excursions.

Coinciding with the expansion of the railway came the increasing impact of the Agricultural Depression of the 1870's, brought about by the importation of cheap wheat from America. This part of Essex had always been a farming area although much of the land, particularly along the Thames Valley, was of poor quality owing to the heavy London clay subsoil, which held water in wet weather but became deeply fissured during a drought.

As a result of a series of very poor harvests in the late 1870's and early 1880's, farmers in the area were severely affected and were forced to sell their lands by order of the Liquidators of Bankruptcy or Under Distress of Rent. Agents for the liquidators or landlords tried to sell the farms on, but in most cases the only people



Railway ticket for 1897 Plotland Auction

interested were immigrant Scots, who wanted to use the land for dairy farming.

A number of the larger farms failed to sell so were broken down into small-holdings. When these in turn failed to attract buyers the land was sold off to speculators who had seen an opportunity to turn the situation to their advantage. Their plan was to open up the acreage for building sites. After all, the land was both available and cheap and the means of attracting prospective buyers to the sites existed via the railways.

The combined efforts of these land speculators and the railway companies led to advertisements in London newspapers and on stations advertising, by auction, plots

of land throughout Essex. Sites included Laindon and Pitsea in Basildon, Billericay, Wickford, South Woodham Ferrers, Stanford-le-Hope, Little Burstead, Rayleigh, Benfleet, Mayland, Canvey, Hullbridge, Althorne and Jaywick. All had railway stations in the vicinity but strangely, no plotland sites seem to have been developed in Maldon.

The land was divided into small plots for sale to the highest bidder. Prices started from as little as £5 per plot or £30 per acre. Although the amount of land released for auction was restricted to keep up the cost, even at these prices plots did not always sell as expected and some were almost given away.

To encourage sales, rudimentary roads were laid out in a gridiron pattern across grass fields and promises made that these would be properly surfaced, also that water and sewage systems would be provided.

Indeed it is alleged that, in some cases, the developers placed manhole covers in the "roads" to fool buyers into believing that the sewers had already been installed. Needless to say, these works were never carried out.

Developers of the day were like modern day Timeshare salesmen and they promoted South East Essex as the "Essex Riviera" or the "Essex

Alps". They particularly targeted those living in the East End of London, giving away free rail tickets to attend the auctions and providing free refreshments, including copious amounts of alcohol. These special excursion trains became known as "champagne specials" and were very popular.

Naturally, prospective buyers, being well lubricated, often got carried away and bought plots of land only to wonder why when they sobered up. Other buyers wagered their title deeds in card games and there are stories that some plots changed ownership half a dozen times in one night. Deeds would often be put behind the clock on the mantelpiece or in the junk draw never to be seen again and the land remained derelict for the next half a century. The loss of title deeds would cause major problems in the years ahead.

In the early days, many plots were purchased as weekend retreats from the overcrowded, noisy and smoky environment of London. Owners would travel from the city on a Friday evening and return on the Sunday evening. So many were travelling that special trains had to be laid out to carry them. The plotlanders carried with them tools and any materials they might need and the first thing they would construct would be a boundary fence to replace the rope or post markers around individual plots.

Tents started to spring up like summer flowers to be used as accommodation and as storage for tools when the

family returned to London. Construction of a shed became the next priority; this made for greater security for the tools and better accommodation when the family was in residence. Following the shed came the holiday home, usually built in the flimsiest manner and little better than a shanty.

A few plotlanders lived in redundant railway carriages. I remember visiting a man in the 1970s in South Woodham Ferrers who was still living in a Victorian carriage. It was painted in its original livery with the compartment doors marked 1st, 2nd & 3rd class and retaining their original glass. He used the individual compartments as kitchen, dining-room, lounge, bedroom etc. remarking, "Thank goodness this is a smoker".

Whatever the construction few of these temporary dwellings, if any, had any proper sanitary arrangements having to rely on the "bucket and chuck it" method. Fresh water was another problem and had to be collected from nearby streams or wells. In Basildon a couple were shot dead by a local farmer for stealing water from his pond.

Mains gas and water would not be made available until around the the 1930's when

enough bungalows had been built to justify the cost of laying pipes. Plot holders who were prepared to assist by digging trenches for the utilities could earn 1/11 per hour.

The plotlands suffered many

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MESSEURS PROTHEROE & MORRIS
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MONDAY, JULY 16

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Fishes, and Stock. Fishes to be ready for sale, at 10.00
from 10.00 to 11.00.

Plan and Particulars may be seen at the Auctioneers' Office, 10, Abchurch Lane, LONDON, E.C. 4, and at
THE LAND CO., 88, Chippinville, E.C. 1, and at
GENERAL MANAGERS & VENTUREUR, Station, 1, Colindale Avenue, Colindale, London, N.C. 1, and
GENERAL MANAGERS & VENTUREUR, 10, Abchurch Lane, LONDON, E.C. 4.

of the elements of the early Wild West with little regard for rules and regulations.

Local authorities were unable to cope with the unplanned developments which pock-marked the countryside. During the early part of the 20th century, District Councils usually had only one planning officer responsible for the whole district's planning permission. Country lanes with high hedgerows and almost inaccessible wasteland, meant that the Officer, who would

only have a bicycle, would have an impossible task in finding all dwellings without planning permission. After the First World War many ex soldiers used their army pay to purchase a plot with the intention of running it as a small-holding or to raise chickens, but few of these businesses managed to survive the Depression.

During the Second World War, when London was experiencing the Blitz, people made a permanent move into the weekend shanties to live in comparative safety, if somewhat in discomfort. The rateable value of the properties at the time was between £5 - £10 per year, depending on the size of the building and plot.

After the war the local authorities faced almost insurmountable problems. In Basildon alone there were 8,500 substandard dwellings without mains water, gas, electricity or sewers; 78 miles of unmade roads and tracks; and few, if any, public services or community facilities. To compound the problem, in many cases the ownership of the land was unknown. By 1948 the task of clearing this vast pastoral slum was quite beyond the local council so they petitioned parliament to designate the area as a New Town with the result that a Development Corporation was set up with extraordinary powers to solve the problem. South Woodham Ferrers experienced similar difficulties ... But that is another story.

A.M.

NON-STOP PRESS

On 17 September our Museum was visited by the Chairman of Essex County Council, Chris Manning-Press, accompanied by his wife; the County Museums Officer, Stephen Loewy; the County Museums Development Officer, Hannah Kay; and the east of England Museums Development Officer, Nick Boyer.

They all appeared to enjoy their visit; Chris Manning-Press recalling previous visits to Maldon and a fiery exchange of letters that he had with Cath Backus concerning documents from Maldon being placed in the care of the Essex Record Office.

Our Chairman, Paddy Lacey, and John Parker from the Museum of Power have set up a display about the Bentall Bicentenary in the foyer of the Central Library in Chelmsford. The display will travel to various libraries including Maldon, Witham, South Woodham Ferrers and Hatfield Peverel ending up at the Maldon District Council Offices. Its purpose is to raise interest in our forthcoming exhibition on "All Things Bentall - The Family and the Firm" to run from April to October 2005. From 3rd to 18th September there will be a special display at the Museum of Power when the only surviving Bentall car will be on show, culminating in the final weekend when there will be a rally at the Museum of Power featuring Bentall equipment of all types.

Judging from the interested comments already received about the display, next year's exhibition should be well-supported.

BELATED ACKNOWLEDGEMENT

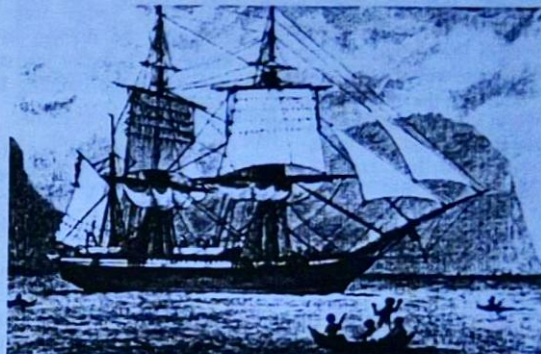
In our Autumn edition of Penny Farthing we printed a photograph of Maldon carnival in the 1960s. It has been brought to our attention that we did not credit the photographer, Mr John Corby, for the use of his picture, we hereby acknowledge his copyright.

The Fate of the Beagle

Adapted from an article in the Newsletter of the Crouch & Roach Estuary Project, Summer 2004

The fate of *HMS Beagle*, one of the most famous ships in British naval history, may have at last been discovered and her remains may lie only ten miles from Maldon. The *Beagle* is famous as the ship upon which Charles Darwin served as naturalist from 1831 to 1836, and where he formulated his theories of evolution and natural selection. It was he who put forward, in his book "The Origin of the Species", the idea that the earth developed gradually over millions of years from just a few common ancestors - a highly radical and contentious idea at the time.

Built in 1820 the *Beagle* was used as an Admiralty Survey Ship until 1845 when she became a coastguard watch vessel, assigned to the Southend District, covering the area from Leigh-on-Sea to Southend-on-Sea. As a coastguard watch vessel, the *Beagle* was a stationary ship from which small rowing boats would be launched to intercept smugglers. It would have been home to a number of coastguards together with their wives and children.



HMS Beagle 1830's

Correspondence from the 1840's shows that local oystermen had asked the Admiralty to move the *Beagle* from her mooring in the middle of the channel as it was interfering with their activities and by 1850 the Admiralty had acceded to their request. Where was she moved to and what happened to her then has been the question for 150 years.

It is probable that she was beached in some nearby creek. In 1870, with the decline of smuggling, the *Beagle* was one of several coastguard watch vessels put up for auction. She was sold for £525. There are no records of her being prised out

of the mud and taken to a commercial firm of shipbreakers and it is believed that she was purchased by a small local firm possibly for the timber, windows and doors etc. for re-use in house or farm buildings.

The Ordnance Survey map of 1872 shows an inlet of about 100ft long on the north bank of the River Roach, near Paglesham. Was this inlet dug to take the *Beagle*? If so it would easily have become silted up, although there is still a depression which becomes flooded at high tide. Over the years local people searching the mud have found plenty of Victorian items including bits of pottery and toys etc.

In 2002, Dr Robert Prescott, of St Andrew's University carried out a geophysical survey of the site which confirmed a large irregular object the size of the lower hull of a ship the same size as the *Beagle*. He was also able to identify re-used timbers in a nearby boatshed of the right date and type that could have come from the *Beagle*. A local boatman had earlier found an anchor further up river of the right date and type to belong to an Admiralty ship such as the *Beagle*.

The site is now being protected by the Heritage Conservation Branch of Essex County Council and further research is being carried out.

A Closer Look at an Exhibit ... THE MERRYWEATHER MANUAL

One of Maldon's earliest fire appliances, a "Merryweather Manual Machine" which served the town from 1877 until well into the twentieth century, now rests in our Museum.

Under the terms of the 1874 Urban Sanitary Authority Act each Borough was made responsible for protecting life from fire and so Maldon fire brigade was officially formed, although the town had already had a fire service of sorts since 1866.

The late 17th century saw the growth of the insurance industry and these companies quickly realised that offering fire cover for businesses and homes could be very profitable. They also perceived that their losses could be minimised by employing men to put out fires in those properties covered by their policies. So in most large towns, insurance companies began to introduce fire engines and recruit men to operate them. The men, who received little training, were retained to be available in the event of fire and these insurance company fire brigades were the country's first proper fire services.

In Maldon the "Essex and Suffolk Equitable Insurance Company" was already providing a fire engine and a retained crew for sometime prior to the Town's official fire service of 1874.

Naturally the insurance companies were only interested in those properties which

they insured so they devised a scheme to identify them. Each insured property was issued with a metal badge to be fixed on the outside of the building. In the event of fire the volunteers would, upon seeing the badge, attempt to extinguish the blaze. However if their particular company's badge was not displayed the firemen would simply go home or just stand and watch the building burn down.

Fire appliances in use at the time were very basic, consisting of a hand-drawn manual pump, similar to a parish pump. Water was collected in buckets from the nearest water source and poured into a trough to be pumped manually by cranked levers through a leather hose. The resulting "jet" was little more than a trickle and was described as "much use as large garden squirts".

In spite of the primitive nature of the service the increasing importance of firemen was recognised by law and in 1707 they were given protection from the notorious Admiralty Press Gangs. Fire was considered to be such a threat to society that anyone deliberately starting a fire risked capital punishment. It was only in the early 1970's that the death penalty was removed for the crime of arson in Royal Dockyards. Undeterred by the threat of Draconian reprisals there was still a serious outbreak of arson attacks around the country during the 1780's,

prompted by attempts at achieving Parliamentary reform.

Throughout the 18th century as the insurance industry expanded it came to realise that it was in the interests of all the companies for its "brigades" to co-operate.

In 1866 Samuel Hawkes acquired a "four-poster" hand-operated engine for use in Maldon by the volunteer fire brigade, made up from a scratch team of whoever was available. This machine was owned by the Essex and Suffolk Equitable Fire Insurance Company and replaced an earlier appliance. It was basically a wooden tank on four wheels with the interior coated in pitch to keep it watertight.

The expenses for fire crews were usually for liquid refreshments, pumping was an arduous task. Beer was such an incentive it was popularly supposed that many burning hayricks had been started maliciously to ensure a plentiful supply of ale.

When in 1874, the new fire brigade was formed to replace the unofficial one, its establishment consisted of nine firemen, Deputy Superintendent John Hawkes (son of Samuel Hawkes), and Superintendent George P Jay. Their equipment consisted of the existing four-poster belonging to the insurance company and a steam fire engine donated by Edward John Smith who also supplied the uniforms and other items.

Both fire engines were housed in the High Street under the care of Superintendent Edward May who was the local agent for the insurance company.

On 12 March 1875, a year after its formation, the new brigade attended the fire at Beeleigh Mill. The blaze, which had broken out in the middle of the night, was so intense that the flames could be seen in Colchester. Despite the brigade's best endeavours the mill was destroyed with the loss of 600 sacks of flour and 1,200 quarters of grain with total damages estimated at £5,000.

In 1877 Edward J Smith, a local benefactor, gave a generous donation to enable the exchange of the four-poster engine for a brand new "Merryweather Manual Machine" drawn by a team of horses. This was to remain in use well into the 20th century and is the one now on display in our Museum. The box on the top of the machine is a water cistern, however as its capacity is very limited, once emptied, it had to be refilled from any nearby water source. The hinged handles on either side of the cistern open out to double their length. The firemen, augmented by any handy civilian volunteers, had to pump these handles vigorously to produce a thin jet of water.

Having paid for this machine Smith also joined the new fire brigade and in 1880 converted a property adjoining his house

in London Road into a fire station to house its engines and equipment. This building was leased to the Local Authority and remained in use as a fire station until the new one was built near Safeways. Having been empty for several years, the London Road fire station was demolished earlier this year (2004). (Maldon Museum was first opened in 1923 in a room above the London Road station)

At the same time as providing a fire station Smith also helped with the purchase of a new "Merryweather Steam Fire Engine" which was the first steamer in Essex outside of London. The local brigade travelled to London to collect their new engine and took part in the Lord Mayor's Procession with the appliance drawn by four horses.

Fire was an ever present danger for flour mills, the fine powder being subject to spontaneous combustion or explosion. Langford Mill was burned down in 1879. It had been sending 8,000 sacks of flour to London annually. The mill was replaced in the 1880s.

The town centre did not escape fire; in 1882 the High Street was ablaze from Worraker's Ironmongers to Archer's at the corner of Market Hill with Percy Daniels' drapers shop opposite the Plume Library being destroyed. Then, on Sunday 17 January 1892, there occurred the "Great Fire of Maldon". It started beneath the staircase in

Ortwell's ironmongers and spread up the High Street to Marrison's bootmakers, the Misses Thompson dress-makers, and Frederick Green's. It fanned out down the street to Mrs Andrews' jewellers, Mr Rudkin tobacconists and Mr Fuller bootmakers. This time Archer's drapers was saved but Croft's tailors and Hayes' wine and spirit merchants sustained substantial damage.

Both fire appliances attended, under the control of Captain Hawkes and Superintendent Harry Sadd, but their efforts were hampered by the low water pressure and worse, the paraffin, cartridges and gunpowder being stored in Ortwells!

By 1899 Captain Hawkes, who had been promoted to Superintendent, had moved to live on the London Road site to be on hand in an emergency. However, the force still had to be summoned from around the town by the tolling of the hour bell on the Moot Hall. This could be rung by breaking a glass case at the side of the principal door of the town hall.

After 30 years service, the brigade's 1874 steamer engine was exchanged for a new "Merryweather Gem" in 1905.

Fire again threatened the High Street in 1907 when the Drill hall behind "The Chequers" went up in flames aggravated by the explosion of a large quantity of small arms ammunition. *continued page 13*

LISTED BUILDINGS IN MALDON DISTRICT

By Robert Scrimgeour - Maldon's Conservation Officer

Maldon District has a large number of listed buildings - well over one thousand - that provide an impressive heritage stock that ranges from the Saxon chapel of St Peter's to Georgian workhouses and twentieth century sailing clubs. Such diversity reflects the character of the district formed by proximity to the sea: a line of defence and attack; a means of sustenance; a trade and transport route; and a leisure and conservation resource.

Maldon Fire Service

continued from page 12

Then in 1909 Sadds' steam-powered mill was destroyed. A year later Edward Parsons' clothiers and tailors, at 124 High Street, caught fire. Efforts to contain the blaze were hampered by a lack of water which had to be pumped from ponds at the Gables and the Trees, near the corner of Wantz Road.

By 1911 Maldon's fire brigade possessed a "Gem", the "Manual" and a modern type fire escape. In 1937 it acquired its first pneumatic tyre appliance.

During the Second World War the local brigade was co-ordinated as part of the National Fire Service with a mixture of full and part-time crews.

Maldon owes a great debt to all of these early pioneers the fore-runners of our modern fire service.



Examples of maritime influenced buildings that are now protected through listing and which are my favourites include the late Victorian sail lofts at Tollesbury; the twentieth century Modernist icon of the Royal Corinthian Yacht Club; and the early nineteenth century Taylor's Yard granary at Maldon. These buildings are complemented by features that are not buildings but have uses related by their maritime proximity and are protected as archaeological monuments; the eighteenth century decoy ponds at Tollesbury and Tolleshunt D'Arcy; the Saxon fish weirs at Tollesbury and Bradwell; and the Second World War minefield control tower at Burnham on Crouch.

These sites span the centuries from the sixth to the twentieth and are a good illustration of how the character of an area can be quickly assessed by observing the nature of its protected heritage. The buildings themselves can then go on to reveal a great deal about locally distinctive characteristics. For example there is no native stone in the Maldon area thus many buildings were created with materials imported by sea: French limestone at St Peters; and Baltic pine at Taylors Yard. Or that the favoured material of the Romans - concrete - was reproduced in the twentieth century construction of the Royal Corinthian Yacht Club and the minefield control tower, the latter incorporating locally quarried gravel.

History is both continuous and circular and reveals itself in layers, embedded, like geology, in our very surroundings. Take your pick and dig!

A History of Maldon Grammar Schools (part iii)

From notes by William John Petchey B.A.

The master who taught the elder John Bramston in 1587 was probably William Lowth who was teaching in Maldon in 1581. In that year he took as "apprentice" Humfry Keeme. The entry in the Book of Court Records for the indenture states that on the 30th January, 1591, William Lowth "scolemaister" requested from the bailiffs an indenture with Humfry Keeme "in teaching of youthe and making of Wrightinge betweene partie and partie".

William Lowth was the first schoolmaster in Maldon from whose hand a document has survived, in the form of a 1598 will for his son. The writing is well formed and legible as befits a schoolmaster who also undertook the scrivener's trade (*copyist, drafter of documents*). He outlived his son and in 1609 received a legacy of five pounds from Ralph Breeder's will.

These scattered glimpses of schoolmasters throughout the 15th and 16th centuries show how a tradition of teaching grammar was maintained in Maldon right up to 1608. It is true that there have been grammar schools in the town from 1408 to the present day, but they have not all been of one foundation. So the schools described so far are

all quite distinct from the present Maldon Grammar School founded by Ralph Breeder. The chantry school disappeared in 1548 and those of John Bienlegh and William Lowth were private enterprises. Though distinct from the school which has existed since 1608, they can be claimed as its predecessors.

RALPH BREEDER

On February 28th, 1608, Ralph Breeder, Alderman and haberdasher of Maldon made a bequest of £300 for the maintenance of a schoolmaster to teach a grammar school within the town. He was the richest and most astute of the freemen of the borough, a fact which is clear even from the few and scattered pieces of documentary evidence left concerning him.

His long and detailed will is most valuable. It is the only personal record of his which remains, for his private papers, his ledgers and inventories have all vanished, leaving very few certain details of his life.

Even his name is uncertain. In the first reference to him, the Town Clerk called him "Ralph Breeder alias Browning". This form of address indicates two marriages of the person's

parents. So upon the death of his father, Ralph Breeder's mother may have married a man called Browning. In fact Breeder did leave a legacy to his "brother Richard Browning".

Nor is the place of his birth known. It is unlikely to have been Maldon as no other 'Breeder's' are recorded here. He may have come from Suffolk as he arranged for a legacy to be paid to "the children of my Sister Kiddleseale ... or in the parishe church of Ayson alias Hason in Suffolk." Or again his father may have been a Dutch refugee from Breda. It is certain that he cannot have been living in Maldon long before 1585 for he was not recorded in the lists of freemen who provided armour for the town in 1573; nor was he one of the Capital Burgesses, (the eighteen councillors of the Corporation) whose election in 1572 was recorded.

Whenever Ralph Breeder did come to Maldon his quality was soon recognised and in 1586 he was elected one of the two Borough Bailiffs. These corresponded with the position of Mayor, and carried the title "Worshipful" entitling Breeder to take the most honourable place at all public meetings, and perform the duties and the privileges of a Justice of the

Peace. In the court books he was described simply as a haberdasher and linen draper, dwelling in All Saints' Parish, but this entry gives no indication of his wealth or of the great variety of his business affairs which included ownership of three farms.

On March 4th 1608 Ralph Breder was buried between the chancel and the nave of All Saints church; and in his will he left more than £2,600. As well as lavish gifts to friends around the district he left the contents of his shop, valued at £300, to his three servants. In addition he left a £300 endowment for the foundation of a grammar school. Had he been a genuine educational benefactor he could have endowed a school with lands, rents, and scholarships for the poor. He only gave one ninth of his calculable wealth to provide for the "mayntenance of a schoolemaster" and made no detailed specification for its use, but simply entrusted it to his executors.

Thirteen years later, in 1621, John Soan from Maldon, one of the five executors, completed the first part of Breder's task. He purchased several properties, and the rents, were still providing a part of the schoolmaster's income at the end of the nineteenth century.

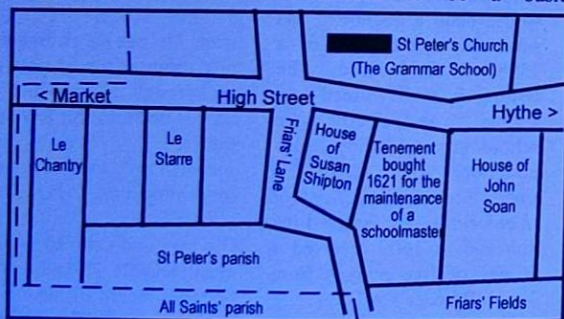
In 1897 the Town Clerk reported that:

"The property, subject to the trust of the charity, and which

forms its only endowment, is: "1. A freehold house and shop, No. 66 High Street, Maldon, with a garden in the Chequers Lane, let to Mr Edgar Jeremiah Bridges, bookseller and stationer, as a monthly tenant, at a rent amounting to £23 16s. a year.

"2. A freehold house and shop, No. 68 High Street, Maldon, let to Messrs Caleb and Samuel Finch for a term of seven years from 24th June 1890 at a yearly rent for £35.

"3. A freehold farm known as Pleyhill Farm, situated at Hatfield Peverel in Essex, let to Mr James Moxon on a yearly tenancy at the yearly rent of £7, he paying the tithe".



Houses connected with St Peter's in mediaeval times, and houses connected with the Grammar School property 1621

The two houses here described "auicientlie were but one message or Tenement and now (1621) are severed and used for divers dwellings". In the 16th and 17th centuries Chequers Lane was called Friars Lane, and the houses bought for

Breder's trust lay on its eastern side "betweene the message of me the before named John Soan on the part East, and the message of one Susan Shipton, widdow and the lane called the Freers Lane on the parte west, abutting upon the common streete leadinge from the markt place in Maldon towards the heith of the same towne towards the north, and the lands called the Freers mead towards the south."

For the first time since 1548 a schoolmaster was assured of a regular annual income and an assurance that despite any low numbers of pupils he would still be maintained by this annual sum of money. The master could still take fees and his salary was only intended to be a basic

minimum. It is no coincidence that in 1621, the Bailiffs in the Court of Petitions should rule that "Mr John Daynes, scholmr of the Grammar schole ... And the succeeding Scholemasters from Christmas thenceforth
continued Page 16

shall take yerely for teaching and instructing of the son of any townsman or inhabitant being a Freeman and able to pay, XXs by the yere and not above; for that in any man's memory no more hath been paid within this town."

A royal letter of 1628 described St Peter's church as "having the ruynes thereof (by consent of the bishop) converted into a publike schoole". So although the Maldon Grammar School was a new foundation its building was the same one used by earlier schools and some of the first boys to be taught there had probably previously been pupils of an independent schoolmaster in exactly the same place.

The first schoolmaster to be appointed was the Rev. John Danes, curate of Mundon in 1611 and of Boreham in 1612. Three years before the foundation of Maldon Grammar School was completed one of his pupils, Bartholomew Cadge of Maldon, was admitted to Gonville and Caius College, Cambridge. The register of the college records that he was taught in Maldon for five years (1613 - 1618) under Mr "Dawes". This must surely be the same as Mr Danes who three years later, became the first master of Breder's school.

To be continued in the next issue of Penny Farthing

SAXON FISH WEIRS

Adapted from Blackwater Matters

Four important Saxon fish weirs in the Blackwater Estuary have recently been listed as Scheduled Ancient Monuments. Radiocarbon dating has indicated a Middle Saxon date between 650AD and 900AD. Timbers from beneath the Strood causeway linking Mersea to the mainland have also been dated to the same period.

Built in the inter-tidal zone of estuary, fish weirs were V shaped artificial barriers designed to channel the fish into traps. The traps would normally point seawards so the fish would be drawn in by the receding tide and be trapped in baskets and nets at the point of the V to be collected at low tide.

The sites are at Pewet Island and Sales Point, Bradwell; the Nass, Tollesbury; and at West Mersea are the remains of large wooden fish weirs. Two other similar sites are known in the Blackwater at Collins Creek and East Mersea.

A huge amount of wood went into structures in the Blackwater during the Saxon period, an indication of the importance of the estuary and its resources at the time. The Domesday Book (1086) documents a fishery at Tollesbury and it may be that this refers in part to the weir at the Nass.

On a similar theme, two Duck Decoy Ponds on the RSPB reserve at Old Hall Marshes, Tolleshunt Darcy, have also been scheduled as ancient monuments by English Heritage. These distinctive ponds are artificially created or modified pools onto which wildfowl were lured to be trapped.

Construction of such ponds appears to have begun in the medieval period, with the simplest designs indicating an earlier date. The more familiar decoy pond, however, is said to have originated in Holland and to have been introduced into England in the 17th century. The word 'decoy' is said to derive from the Dutch 'eendenkooi' meaning 'duck-cage'.

Decoy Ponds consisted of a central pond, often enclosed in woodland, which has a number of curved channels, or pipes, leading out from the centre in different directions. Nets were constructed over the narrowing ends of these pipes towards which the birds were lured by a decoy man and his dog. Screens were erected along the sides of the pipes with carefully placed gaps so that the dog would be visible to the birds only when his appearance would lead the birds towards the nets at the end of the pipes. Wildfowl will only take off into the wind so, on the emergence of the decoy man from behind the wooden screens, the frightened birds would be funnelled up the pipe and into the netted trap at the end.

Identifying PERIOD HOUSES Part 3

Adapted from an original article by Michael Rothenstein

We conclude our guide to identifying period houses by looking at properties from the 18th and early 19th centuries.

Domestic architecture reached its perfect expression in the 18th century. Its style was classic, but so nationalised that it is called Georgian. The town house (below) took its place more as a unit of the street. Walls relied mainly on good proportion for their effect. Early in the century red brick was the favoured material; later on yellow or grey brick became common.



After 1709 town house windows were set back 4 inches from the wall-face; earlier they had been flush with the surface, or nearly so,

a fashion which continued in the provinces. Upper windows were generally smaller than those on the lower floors. Bricks of either a darker or lighter colour were often used to emphasise the surround.



Decoration was chiefly confined to the doorway and to graceful ironwork balconies which became common later in the century. Doors were panelled, with a fanlight above to illuminate the hall.

Houses of the character of Holywell Hall, St Albans (above), still exist in most country towns. They may be sited level with the street front or set behind railings and a trim garden. In Holywell Hall the pediment - the triangular protuberance above the door - gave importance to a plain frontage.

Such houses had either a porch with classical columns or a "hood" supported by

brackets or "pilasters" - a pilaster is a flat column set against the wall. Doors were panelled and as craftsmanship improved down the century the frames got smaller and the panels larger. The central feature, contrived by the treatment of the window above the door, is typically Georgian.

In the early 19th century Georgian architecture reached its final expression in the Regency style (below). A coat of white or cream "stucco" - hard plaster - covered the whole exterior.



Classic features persisted but the buildings had a more sophisticated appearance than those of the former century.

The use of slate allowed a roof of still lower pitch. Balconies were supported on brackets or iron columns. Windows were set straight into plain walls with no surrounding moulding. Glazed casement doors were used for the first time.

NEW MUSEUM FOR MALDON

The Museum on the Park welcomes the new Combined Military Services Museum which opened in Maldon during July.

The new museum occupies purpose built accommodation in Station Road, just beyond the old Maldon East railway station.

It houses an independent collection of military artefacts from suits of armour to Gulf War uniforms and the history of the British armed forces is told through its weapons, uniforms and equipment. The museum holds one of the best collections that can be seen outside London.

As well as a tank and guided missile, a highlight of the collection is a canoe from the Cockleshell Heroes raid when 12 marines canoed into Bordeaux harbour to place limpet mines on enemy shipping. Only two of the heroes made it back. The museum also has an extensive collection of clandestine equipment used during warfare and has a copy of a rare dossier describing the secret organisation M19.

Well what do you know?

What unites a Maldon man, the American Revolution and Washington DC? No this is not another question about George Washington's ancestor, the vicar of Purleigh. Instead, the man in question is one Horatio Gates, born in Maldon in 1728.

Gates entered the British army at an early age and was rapidly promoted. In a time when promotion was purchased rather than acquired on merit, this would indicate that Gates's family were of some standing. In July, 1755, he accompanied General Braddock in his disastrous expedition against the French and Indians in Canada. Gates was severely wounded in the battle for Fort Duquesne but recovered in time to serve in the Seven Years War which resulted in the French ceding Canada to Britain.

After the peace of 1763 Gates purchased an estate in Virginia where he lived until the outbreak of the American War of Independence in 1775. He was named by Congress as Adjutant General, thus fighting against the British. In 1776 he was appointed to

command the troops which had lately retreated from Canada, and in August 1777, as a result of intrigue, he was appointed to supersede General Philip Schuyler in command of the Northern Department. In the two battles of Saratoga Gates defeated General Burgoyne and forced the surrender of his whole army.

A cabal to have Gates replace General George Washington failed but Gates was president for a time of the Board of War. In 1780 he was placed in chief command in the South but was defeated at Camden, South Carolina, by General Cornwallis in August 1780. He was replaced by General Greene, though an investigation into Gates's conduct resulted in acquittal.

Gates then retired to his Virginia estate and later moved to New York in 1790 after freeing his slaves and providing for those who needed assistance. He died in New York on the 10th of April 1806.

Oh, and the Washington DC connection? - Well just think, if the cabal to have him replace George Washington had been successful, then today Washington DC would probably be known as Gates DC!

———— * ————



ST. CEDD'S CHATLINE

By Judy Betteridge

So, who knows anything about butterfly bombs? Well, we girls at St. Cedds are now experts, thanks to Mr. John Tydeman, son of the most respected and well-known ex-Mayor of Maldon, Mr S G Tydeman. Amongst the many fascinating items of ephemera donated to us recently by Mr Tydeman is a wonderful WWII poster entitled "Beware of the Butterfly Bomb". The poster shows a picture of the 4lb anti-personnel bomb with its distinctive wings, and tells us "Don't Touch It - the slightest vibration may set it off". Looking at the nasty thing, who could have anything but the greatest respect and admiration for the bomb disposal teams who had to deal with it.

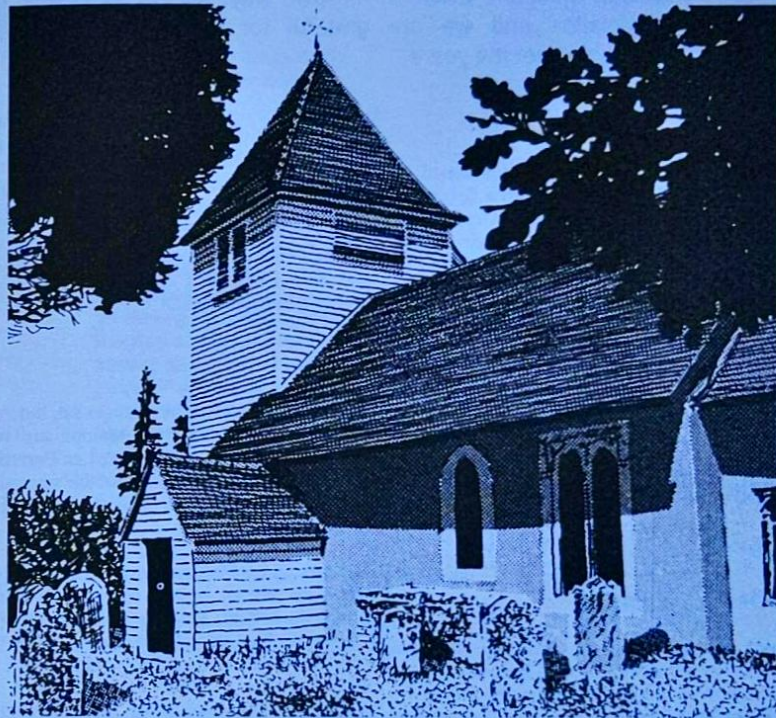
Another piece of wonderfully evocative wartime memorabilia is a Programme of Events arranged for the entertainment of the evacuees in Maldon at Christmas in 1939. This programme included a pantomime "kindly arranged by Mrs Sanderson and friends" at the Parish hall for evacuated children and children with whom they were billeted. Does anyone remember this event, I wonder?

At St Cedds, we have been very busy as usual. The Eastern region has been awarded a Museum Development Fund, and the Museums in Essex Committee has decided that the first project theme will be the county's maritime history. Funding will go towards a training programme in which we hope to take part by attending training days in Chelmsford, and Maldon Museum will be taking part in "Boat and Ship Building", contributing to a mobile touring exhibition as well as having its own static exhibition. Julia Barnes has kindly agreed to be our liaison officer for this exciting new project, so she will be very busy in the coming months.

So that's all from the backroom girls for this time. May we be the first to wish you all a Happy Christmas (tut tut - are those groans we hear)

Maldon's Historic Churches

With due acknowledgements to Maldon District Council's leaflet "Historic Churches"



All Saints', Little Totham

Situated in open countryside approximately two miles south of the village of Little Totham, this attractive Norman church of All Saints boasts a magnificently carved arch around the south doorway, dating from about 1160. The nave, which dates from the 12th century, was rebuilt in the 13th century when the chancel was enlarged.

Inside, against the south wall, there is a fine mid-17th century marble standing wall monument for Sir John Sammes and his wife Isabell, facing each other in prayer by a prayer desk. Below this is another male figure dressed in armour, who was probably their son.

The 19th century pulpit incorporates some early 17th century panelling and frieze carved with foliage. The octagonal 15th century font, which has a modern stem and base, has a moulded top edge and different forms of tracery to each face. The ancient craft of the blacksmith can be clearly seen in the 12th/13th century doors.

The large west tower was started in the 16th century using stone and squared flints, but was later finished in timber and weatherboard, as is the 19th century porch.



In Memoriam

It is with regret that we note the passing of three good friends of Maldon Museum. Each, in his own way, was of service to our Association and we are grateful for their contribution and friendship over the years.

Ken Cook

The Museum and all organisations concerned with our local history have suffered a severe loss with the sudden and unexpected death of Ken Cook on 1st September. Ken assisted Penny in so many ways with her work for the museum. When he and Penny moved from the area to Halesworth in Suffolk just over two years' ago Ken volunteered to set up and organise a website for the museum and administer an e-mail address. He created a stylish site and was delighted to pass to me enquiries that he had received by mail from Australia and the USA regarding Maldon matters. Our sympathies go out to Penny and their family. Ken will be much missed.

Paddy Lacey

Rev. Derrick Iorns

To most of our older members the Rev. Derrick Iorns was inevitably well known as he became involved in his unobtrusive manner in most things "Maldon".

Derrick came to Maldon in 1953. The vicar was supported by his parents. From memory, his father was a retired secretary of Romford Gas Works, his mother, a charming lady, would have made a perfect vicar's wife, instead of which she was an excellent vicar's mother and very supportive.

D.J.'s boyish sense of humour made him popular with most of the younger set and most of the senior members of the Church, whilst he could be very supportive of anyone who needed assistance, moral or otherwise. Few were aware of his quiet generosity, for when the "Vicar and Warden's Fund" ran low on ready cash, he would quietly pay for sacks of coal for needy parishioners, and that known only to close friends.

Derrick's history has already been widely circulated locally, so sufficient to record here that he left Maldon in 1971 for the Brentwood area and retired about 1981, later suffering from Parkinson's disease, but still maintained contact with many old friends in Maldon. He died in Oldchurch Hospital at the age of 92, with a well-attended funeral service at St. George's in Brentwood.

Don Barrell

Not as well known to the younger set, but very well known to genuine "Old Maldonians" was Don Barrell, our Vice President, Len Barrell's, younger brother who died on the operating table on July 18th at Broomfield Hospital at the age of 77.

Don was an ex-Maldon Grammar School boy where his school reports consistently stated "could do better", but they failed to impress him and his biggest and best interest was in the army cadet unit at the school, commanded by "Pip" Downes. After leaving school he completed his education at Marconi's, followed by a spell in the Royal Armoured Corps as a driver in the Middle East. He later joined the Essex Police, becoming a "traffic cop" in Essex. He was also well-known for his knowledge of "Vascar" which he demonstrated countrywide.

On retirement he became a civilian member at Police Headquarters and a member of the Police Band, as well as an officer in the Chelmsford Sea Cadet Corps, in which he took a keen interest.

His involvement with our Museum was strictly "back room", he having quietly assisted in our moves and in particular the last one from "Spindles" to the Prom.

Len Barrell

Extracts from the Acquisitions, Accessions of Maldon Museum Minutes

Date	Item	From		
3.7.24	1	Coronation Mug Edward VII	E. Timperley, SW11	
	2	Mustard Pot Edward VII		
	3	Coronation Mug George V		
	4	Two Flint-lock pistols		
	5	Wooden Police Rattle		
	6	Rush-light holder		
	7	Tinder box with flint		
	8	Steel and tinder complete		
	9	Clarinet formerly used in "Maldon Church" with accompanying letter		
	10	Shrimp paste pot		
	11	24 old English copper coins inc. First copper penny 1797 weight 1 oz, copper twopence 1797 weight 2 oz, half a farthing struck for use in Brit. Possessions in the Medn. & Model 1 ^o advocated but never adopted		
	12	A dozen Wig Curlers		Mayor
	13	Five copper and two silver coins and several fragments of pottery discovered at the rear of the Post Office		F.C. Perry, Heybridge
	14	Single-barrel sporting gun		
	15	Two shot pouches		-
	16	Wad punch		-
	17	Snider rifle		A. Butcher, The Basin
	18	Whale Harpoon found in the Maldon Vessel		A. J. Taylor
5.9.24	1	Framed photo of ex Mayor J. Sadler	J. Sadler	
	2	Dutch pot and fragments of glazed jar	Mayor	
	3	Small fossil	Mayor	
21.11.24	1	Key bugle by Halliday played in Maldon & Heybridge about 100 years ago	Mr Timperely	
	2	Victoria Jubilee Mug	-	
	3	Catalogue of Pottery	-	
	4	Two specimens of Iron Pyrites, one containing fragments of fossilised wood found about 150 ft deep in well in Goldhanger	Cllr Furlong	
	5	Wooden Rush Thatching Needle found behind a chimney at the Wycke	Alister Kirk Esq of Maldon Wycke	
	6	Roman Copper coin found in the old pond at back of "Queen Victoria", Spital Road	G Mead	
	7	Piece of stone apparently containing many stems of clay pipes; found in the excavation for the promenade extension	Mayor	
	8	Special Constable's Warrant Card, October 28th 1914	Loaned by Cllr Furlong	






Maldon District Museum Association

Registered Charity 301362

President - Mr Derek Maldon Fitch

Vice President - Mr L. F. Barrell

Committee - to A. G. M. 2005

<i>Chairman</i>	<i>Paddy Lacey</i>	
<i>Vice-Chairman</i>	<i>to be advised</i>	
<i>Hon. Secretary</i>	<i>to be advised</i>	
<i>Hon. Treasurer</i>	<i>Tony Tullett</i>	
<i>Membership Sec.</i>	<i>Colin Barrell</i>	
<i>Committee</i>	<i>Lynda Barrell</i>	
<i>Committee</i>	<i>Mike Bennett</i>	
<i>Committee</i>	<i>Ray Brewster</i>	
<i>Committee</i>	<i>Molly Middleton</i>	
<i>Committee</i>	<i>Betty Chittenden</i>	

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