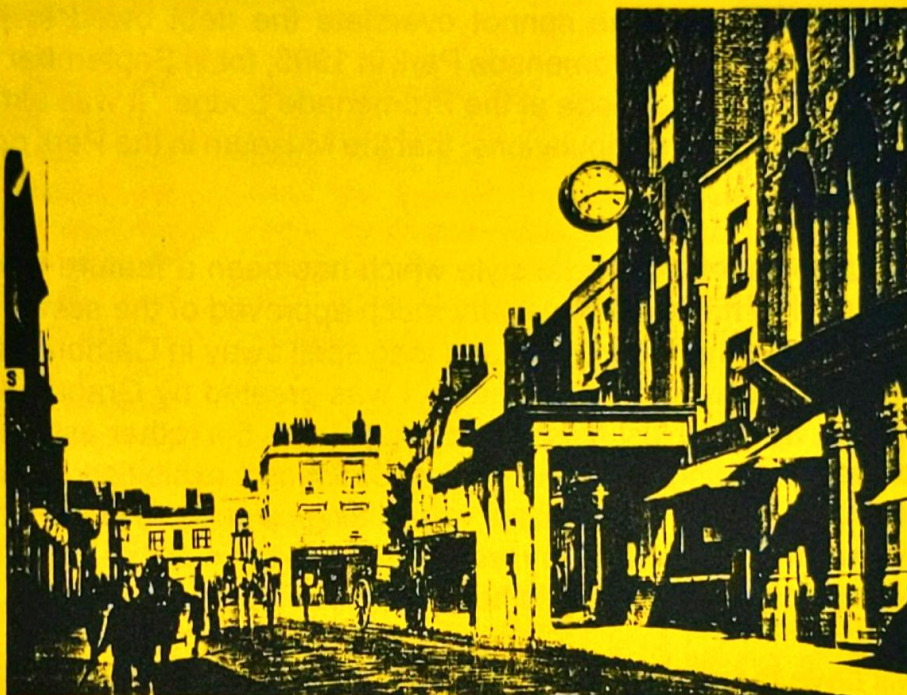


THE PENNY FARTHING

The Maldon District Museum Association Newsletter



**Maldon Town Centre circa 1905
showing the Moot Hall clock.**

See story page 10

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CHAIRMAN'S CHAT

The death of Mike Bennett is the most important event to have occurred since the last edition of *Penny Farthing*. One cannot overstate the debt owed to Mike by the museum since it moved to the Promenade Park in 1995; for in September this year we will have completed our first decade at the Promenade Lodge. It was almost another year, however, following many tribulations, that the Museum in the Park opened to the public in July 1996.

Mike helped to establish that special style which has been a feature of our displays ever since. I think that he would have very much approved of the scene that met my eyes when I last visited the Museum after a long spell away in Cambridgeshire whilst my wife, Pam, was receiving heart surgery. I was greeted by Graham Reeves and Charlie Middleton, who had just finished painting Room 6 a rather astonishing colour in preparation for mounting the new Maldon Childhood exhibition. Outside in the courtyard, the editor, who is multi-skilled, was putting up shelves in the workshop and upstairs Judy Tullett and Geoff Albury were preparing the new "permanent" Bentall's display; a hive of industry which would have delighted Mike.

Everybody will have the opportunity to see the results of this labour in a Private View following the Annual Stewards Meeting to be held on Wednesday 29th March starting at 2.30pm in the Octagon at St Mary's Church. Please bring any interested friend with you and be prepared to offer your services either as a steward or in some other role to help the Museum. Offers of help before this date would be welcome as there are many tasks such as clearing the courtyard, painting the gear wheel outside the Museum, refurbishing the Bentall's cutter that we acquired last year, and tending the small flower beds and tub close to the entrance door.

Regards to all

Paddy Lacey

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 Summer issue of *Penny Farthing* is 6 May

TOP SECRET



During the dark days of the Second World War, when the British Army had been evacuated from Dunkirk, and the Battle of Britain was being fought in the skies over south-east England, our country's last line of defence was the LDV (Local Defence Volunteers), later to be called the Home Guard. Comprising of men too old or too young, or in reserved occupations or unfit for National Service, this force could hardly be expected to hold off the full might of the German Wehrmacht. No matter how courageous and willing to fight these ill-equipped and poorly trained part-time volunteers might be, they would have been no match against a highly professional and victorious army.

Accordingly, in the summer of 1940, the British Government created a secret force to carry on the fight should we be invaded. Known as 202 Battalion, this unit was so secret that even today little is known about it and most of its members are still unknown. It was intended to be an underground guerilla force made up of volunteers from the Home Guard under the control of a few regular army officers, and arranged into about 20 Auxiliary Units

each subdivided into very small cells of about six men strong. The idea was that, when the expected invasion came, these cells would go into hiding only to come out when the main enemy force had moved on. They were then to wage a guerilla war behind the enemy lines, sniping at lone sentries and committing acts of sabotage etc.

Naturally these brave men were considered to be expendable because their life expectancy was extremely short, about three weeks, and they faced torture and a firing squad if captured. Each cell was to operate completely independently, having no contact with or knowledge of any other cell or its members, thus preventing secrets being betrayed under torture. The men were to carry no identifying papers, letters or photographs, to prevent the Germans taking reprisals against their families should they be killed or captured. Communication with HQ was made covertly by dead-letter drops so that the cells did not even know who or where their controller was.

Colonel Gubbins was responsible for creating the East Anglia series of cells (there would eventually be 70 such units from Southend to

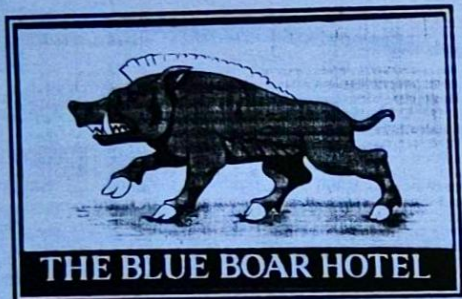
Cromer), and he chose local men who knew their areas and could live off the land. Each man was carefully selected then approached secretly to see if he would volunteer. Nearly all civilians, their past histories were ignored, just so long as they were ruthless, cunning and could be relied upon to keep their mouths shut, so a number of poachers and criminals made ideal recruits.

Because 202 Battalion was to be an elite force they received the pick of the best weapons available and were the first British troops to be armed with the American Thompson sub-machine gun. They were also the first to have sticky bombs, the Piat anti-tank gun, phosphorous grenades, rifles fitted with telescopic sights and silencers etc. Some men even had longbows to pick off sentries silently or adapted to fire incendiary charges for blowing up fuel or ammunition stores.

Ammunition and weapons were buried around the countryside and it is quite possible some of these secret caches still await discovery. Each cell also constructed its own secret hideout where it could go to ground until needed for action.

continued page 15

As mentioned in Issue 43 Winter edition of *Penny Farthing*, we now start a series of articles about pub signs in the Maldon district. These are based on information contained in the Rev Keith Lovell's books on the subject and we are most grateful for his kind permission to use his research.



There are, or have been, at least 26 public houses within the Maldon district, one of the earliest of which has to be The Blue Boar in Silver Street, opposite All Saints Church in Maldon High Street. The blue boar was a heraldic symbol of the de Vere family, Earls of Oxford from the 11th to the 16th century. In all probability the animal was adopted by the family as its emblem because their name corresponds with the Dutch word 'vere', meaning 'boar'.

The de Vere family acquired land in the area at the time of the Norman conquest, making their home at Hedingham for over 500 years. The castle which became their chief residence and stronghold was founded by Aubrey, the second earl around 1100 AD. From here the family virtually ruled over a large portion of East Anglia and it was a place where they entertained royalty. Today all that remains of the castle is the keep which is

regarded as the best preserved Norman keep in England. Dating from 1130 AD, it stands 110 ft high and 11 ft thick.

The Blue Boar Inn was originally a private house called 'Crosse's Great Tenement' and remains of a 14th century timber construction can still be seen through the arch behind the present building. By 1570 it had become Maldon's principal inn and during the period from 1560 - 1635 it was often the venue for travelling players. It is possible, though not proven, that William Shakespeare may have performed there.

Wood panelling in the inn which is identical to that in the Moot Hall, the Vicarage and the 'Swan' was probably part of a job lot taken from a larger building that had been demolished, and was installed during the 17th century.

In the 1890's the inn was kept by Mrs Hickford who

advertised the services of a horse-drawn omnibus to transport guests to and from the local railway stations. She also hired out a glass funeral car and mourning coaches. During the First World War the Blue Boar's horses, together with those of the "King's Head", were commandeered by the army for military purposes but were returned a few days later as they were considered unsuitable for war purposes.

After some six centuries The Blue Boar is still continuing to serve a good pint.

DID YOU KNOW?

15 October, 1942. The Rev. Alfred Sadd, a member of the Sadd family of Maldon timber merchants, was murdered by Japanese soldiers at Tarawa Atoll in the South Pacific. He had been a missionary to the Gilbert and Ellis Islands and was killed for refusing to dishonour the British flag, along with 21 other British subjects.

Following the article in *Penny Farthing* Issue 42, Autumn 2005, regarding the building of Motor Torpedo Boats in Maldon during the Second World War, some very interesting material has been loaned to me about the MTB's of the First World War, based at Osea Island. Included with the written information was a fascinating video film of the naval base at Osea and some incredible trials of the boats during 1920 and 1921 produced by the Imperial War Museum.

During the First World War and on into the 1920's, Osea Island was

SKIMMERS

known as HMS Osea and was the base of the Coastal Motor Torpedo Boats, known as CMB's or 'Skimmers'. These small, light vessels were the fastest in the Royal Navy at that time with a speed of around 37 knots. They were designed with a hydroplane hull and their draft of less than 3 feet allowed them to skim right over booms and shallow obstacles. The video taken from film of trials made in 1920 at Osea show these boats practising skipping full pelt across large floating logs.

Each boat was quite small (no more than about 20ft) and appeared to carry a crew of only two or three men. They were armed with just one torpedo which was launched stern first from the back of the "Skimmer" which then had to get out of the way fast to avoid being hit by its own torpedo!

From 1914 to 1918 the Skimmers took part in attacks on German naval bases in the North Sea but at the end of the war they were virtually redundant, although trials and training still continued at Osea and

the Island maintained a sizeable naval base. However the British government then decided to provide some support to the Czarist cause during the Russian Revolution and sent a few of the Skimmers to help.

Lieutenant Augustus Agar, Royal Navy, was despatched from Osea Island to Finland with two CMB's and their crews, ostensibly to ferry information from a British spy, Paul Dukes who was working in Russia, back to Finland. These frail craft lacked either the power or the range to undertake such a journey unaided but it is not clear how they were transported more than 1,000 miles across the North Sea.

To maintain Britain's purported neutrality, the vessels were painted white and their crews dressed in civilian clothes. They had strict instructions that, if forced to launch their torpedo, the crew must first change into naval uniform - failure to do so could lead to a charge of spying or sabotage and the possibility of being shot.

The two Skimmers were based at a secret location in Terrioki, Finland, on

the Baltic close to the border with Russia and about 25 miles from Petrograd (now St. Petersburg). What had once been the Czarist fleet, but now controlled by the Bolsheviks, was moored at Kronstadt harbour nearby. This consisted of two battleships, the heavy cruiser "Oleg" armed with twelve six-inch guns, and a number of destroyers and support vessels. The Bolsheviks had plans to protect the harbour with a thousand mines, although had they done so these would have been very little deterrent to the CMB's which, with their shallow draft, would almost certainly be able to skip over them.

Whether Lieutenant Agar was ordered to launch an attack or he chose to do so without official sanction is not known, but at 10.30pm on 17 June, 1919, his two Skimmers left Terrioki to attack the Russian fleet at harbour in Kronstadt. For two small motor-boats armed with just two torpedoes to take on at least nine large warships would appear to have been the height of folly but the crews pressed ahead. With their

fast turn of speed the CMB's would probably have taken less than an hour to reach their target. On arrival however they discovered that the fleet had withdrawn leaving only the "Oleg" with a screen of six destroyers and some patrol boats for protection. As Lieutenant Agar began the attack he discovered problems with his torpedo and had to spend 20 minutes in close proximity to his enemy while he repaired it. Finally, at midnight, the torpedo was launched from less than half a mile range and the "Oleg" was struck a deadly blow from which she later sank. Ninety minutes later both Skimmers were safely back in Finland.

Following the success of this attack, seven more CMB's were sent from Osea and these, together with Agar's two vessels, again attacked Kronstadt harbour on the night of 18 August, 1919. Under very heavy fire they were able to put two battleships out of action and sink a supply ship, but not without loss. Three of the "Skimmers" were sunk with the loss of eight officers and men, and nine more were taken prisoner.

Lieutenant Agar later received the Victoria Cross for the sinking of the "Oleg" and the DSO for the second Kronstadt raid.

There is a plaque in Tallinn, Estonia, which reads "In Memory of the officers and seamen of the British Royal



Russian heavy cruiser *Oleg* sunk by "Skimmers" from Osea island

Navy, who served and gave their lives in the cause of Freedom in the Baltic during the Estonian War of Independence 1918-1920".

Although the 1920 film of Osea Island shows that it was very much a rural location, it also reveals a substantial naval base with a large number of barrack blocks, workshops, stores, and boat sheds. There are shots of the men hoisting flags, a church parade, working on and launching the Skimmers, playing with their pets etc. The one thing that does come across is how very un-seamanlike the men were, with hardly any of them wearing a piece of regulation uniform - perhaps this was a reflection of the very unusual and somewhat piratical nature of their work.

During the Second World War Osea Island was once again occupied, this time by the army. After the war some of the original navy barrack huts were moved to the Heybridge Basin area to



Lt Agar R.N., centre, with crew mates



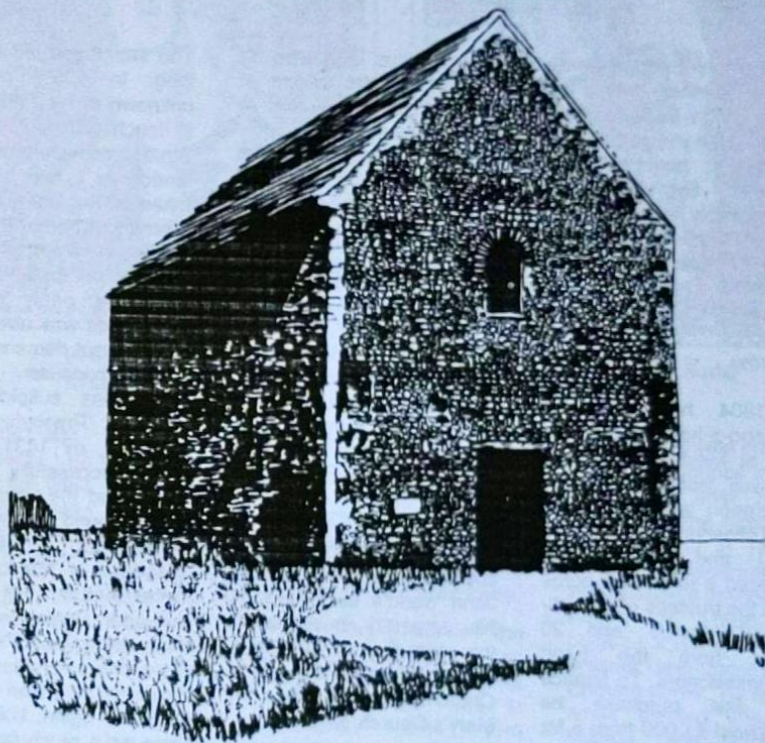
Left foreground two "Skimmers" at secret base in Finland

provide homes and community facilities, while the rest were demolished. Today all that remains of this once thriving service community are traces of the Skimmers' original launch ramps into the sea - a mute testimony to an extraordinary period in naval warfare.



Maldon's Historic Churches

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



St. Peter on the Wall, Bradwell

One of Britain's earliest Christian churches the Saxon chapel of St. Cedd was built in 654 AD astride the western wall of the Roman shore fort Othona, and is constructed of Roman bricks and stone from the camp. Originally the building had an apse, north and south porticus and west porch with the later addition of a tower, but now only the nave remains. This measures approx. 50ft by 22ft, and the walls are 2ft 6ins thick.

Over the centuries it became a chapel of ease, a beacon for shipping and eventually a barn. Large openings were made in the side walls, the outlines of which can still be seen, to accommodate the wagons and horses. High up in the south wall are two windows and there is a similar window in the north wall. In the west wall is a central original round-headed window of Roman brick, and the original doorway.

The chapel was restored in the early part of the twentieth century and re-consecrated in 1920. St. Peter's Chapel attracts many visitors and pilgrims from all over the world who are impressed by the strength and simplicity of the building and its setting.

JOHN SADD & SONS LTD

Part 2

The John Sadd who was a partner with his father, John F Sadd, took over the carpenter's business acquired by Joseph Bygrave and considerably increased the area of land held by the firm, both by freehold and by copyhold (land held in tenure in accordance with transcript of manorial records).

In 1804 he purchased four-and-a-half acres of land at Maldon, known as 'Milkwell', from Richard Bell, a surgeon and apothecary of Tolleshunt d'Arcy, for £450, and in 1820 he acquired a further 28 acres from the trustees of a family named Woods, and 20 acres from the Land Commissioners. To finance this last purchase he borrowed £1,000 from a Mr Leigh of Witham. Writing to John on 16th October, 1820, Mr Leigh said that "Although I have every reason to believe note on bond would be perfectly safe, I wish to have a mortgage. One o'clock tomorrow. Perhaps you will ride over and meet me".

Presumably the arrangement was satisfactory to both parties, for 12 days later John Sadd borrowed an additional £300 from Leigh for the purchase of another 12 acres.

Amongst this land was an area above the bridge at Maldon set aside for a bonded store. Until very recently, although the bonded store had long since disappeared, this land was still known as 'the bondage'.

In Pigott's Essex Directory of 1823, John Sadd of Maldon is described as 'Surveyor and Builder and Shipowner'. A note in the directory under the heading of 'Conveyance by Water' reads: 'To London. John Sadd's vessels to Harrison's Wharf - every week'.

There are records in the county archives that among John Sadd's customers of his carpentry business at this period were the Blue Boar Hotel and the Churchwardens of St. Mary's Church, Maldon.

John F Sadd, the father, and John Sadd, the son, dissolved their partnership in the firm in 1824. John F retained the business of shipowner, wharfinger, and surveyor, while his son took over the timber and building interests. Whether this reflected a difference of opinion between father and son, or whether it was an attempt to rationalise the growing business by separating the two sides under different managements, is not clear.

The separation did not last long. In 1825 John Sadd, unknown to his father, was in touch with Colonel J H Strutt, a considerable Essex landowner, to take a 21-year lease of the premises and wharves owned by the Strutt family in Maldon. The negotiations dragged on for six years, partly because John Sadd was unwilling to pay the rent demanded and partly because Colonel Strutt was suspicious of John's 'Presbyterianism'. However, by 1831 a deal was successfully negotiated, and the young John Sadd found himself the owner of considerable wharfage in Maldon. His father died in 1844 and his executor, Daniel Sadd, sold the ships back to John. Thus the two sides of the business came back together again, but by this time as a much larger and diversified firm, expanded by the enterprise and drive both of father and son.

However within a short period, the prosperity of the firm was to suffer a severe setback for during the 1840's the Great Eastern Railway built a branch line to Maldon, which terminated at the boundary of the firm's land. John Sadd brought an unsuccessful legal action against the railway, an exceedingly costly proceeding which made very severe

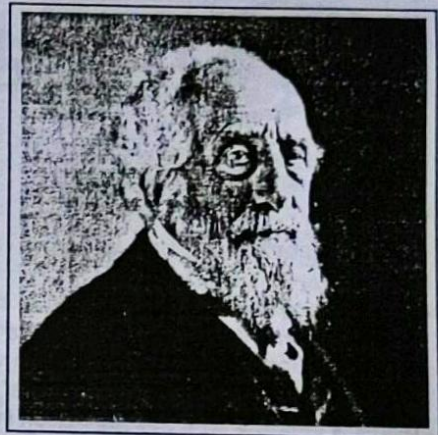


John Granger Sadd
1st Chairman 1851 - 1900

inroads into the family prosperity. As a result the firm, for want of working capital, was unable to develop and expand for the next ten years.

John Sadd had two sons, John Granger Sadd and Alfred Granger Sadd, both of whom became partners in the firm with their father. In 1851, with his health beginning to fail, John retired from the business and made over the firm to these two sons, one of whose first acts was to increase the available working capital by admitting their cousins to partnership.

John Granger Sadd was a remarkable man. Not only had he inherited the business instincts of the five John Sadds who had preceded him, and who had built up the firm from its beginning in Queen Anne's reign as a small carpenter's



Alfred Granger Sadd
1851 - 1902

shop into a large and prosperous business, but he had in addition a spirit of adventure and foresight which was to revolutionise the firm and lift it into the forefront of the timber trade.

Under his guidance the company's growth was phenomenal, and in the 40 years while he was in command the firm prospered exceedingly. He was a pioneer in the installation of power machinery for woodworking and his continual acts of reconstruction and modernisation in the Maldon works were responsible for the great upward surge of the business during these years.

John Granger Sadd, however, was more than a brilliant businessman. His interests were spread wide, and he devoted much of his time and energy to the town in which his works were

situated. He was elected to the Town Council in 1855, four years after he had taken over the direction of his firm, and in 1876 he became an Alderman. He was created a Justice of the Peace in 1880, and became a Harbour Commissioner and Income Tax Commissioner. He was five times elected Mayor of Maldon, and when the Essex County Council was formed in 1889, he became one of its original members.

When he took over the direction of the firm from his father on 1st January, 1851, he had before him an already flourishing business, though still somewhat embarrassed by the losses from the action against the Great Eastern Railway. In addition to the carpentry side of the business, the firm was importing large

continued page 19



ST. CEDD'S CHATLINE

By Judy Betteridge

Hooray - January has come and gone - can Spring be far behind?

We are smug and warm at St. Cedd's - smug, because not only are our computer and card index records completely up-to-date, but also because we are in the process of replacing our elderly computer system with an up-to-date model. Julia's ambition is to have a database with photographs of each item. What a boon that would be when planning new displays. Our operation in future will be very slick. When a new object for our Museum reaches the Accessions team, it will be recorded in the Accessions Register, added to the computer database and a card produced for our back up system, marked, prepared for storage, and put into store - all on the same day - well, that's the theory!

Surfing the Net recently, I noticed that 2006 marks yet another anniversary - the Sailing Barge Hydrogen, currently the largest wooden barge still sailing, celebrates her 100th birthday in May. Launched in 1906 in Rochester, at 94' long and 22' wide, a fine example of a boomie rigged coastal barge, she was capable of carrying 200 tons of cargo. Following a spell of war service on the Firth of Clyde, she continued to carry cargo until 1978, although latterly purely as a motor barge. At that point, she was bought by Bells Whisky, who returned her to sail, and in 1992 she was bought by the Blackwater Barge Co. Ltd. and is now engaged in the charter business, helping to fund her continued survival into the future. As my father sailed as Mate aboard barges between the wars, it gives me great personal pleasure to wish Hydrogen a Very Happy Birthday, with many more to come!

I digress. Our activities at St. Cedd's keep us very busy. Already this year, we have assisted in the preparation of a Living Costume Directory which is being produced by Museums in Essex, supported Lesley Lewis from Braintree Library with her Lifelong Learning projects at Maldon Library during February, and we are now having our collection of stuffed birds professionally assessed (with the aid of a conservation grant). All part of life's rich tapestry, as they say.

Take heart folks - I saw a primrose out this week. We'll talk again in the Summer.

Judy Betteridge

The Moot Hall Clock

Maldon's Town Clock, outside the Moot hall is regarded as one of the finest in the Eastern Counties. It was originally commissioned in 1881 when the Corporation determined to supply the long-felt want of a public clock and set about obtaining designs and specifications. George Courtauld, then the sitting M.P. for the Borough of Maldon, had generously offered to present a clock to the town and he subsequently supplemented his offer by the addition of the chimes which we still hear today.

The Corporation entrusted the work to Gillett, Bland & Co (later Gillett & Johnston) of Croydon, who supplied and fixed a fine example of horological science. That part of the clock best known to the public - the drum - is fixed on the outside of the Moot Hall, having two dials, 4 ft in diameter, facing up and down the High Street. It was originally illuminated by gas which was turned up at night and down in the morning by an automatic apparatus.

The clock movement is fixed in a small room adjoining the muniment room at the back of the Council Chamber, forty feet from the dials; the weights which originally gave the motive power to the clock weighed 13 cwt., and were carried down through the floor to the ground, a distance of 36 feet. The 5 bells are situated on the roof of the Moot Hall, the largest chime or quarter bell (A note) weighing 6 cwt. 19 lbs, the next (D note) 3cwt. 1qr. 10lbs; the third (E note) 2cwt. 3qrs. 7lbs; and the smallest (F sharp) 2cwt. 2qr. 10lbs.

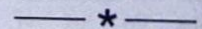
The hours are struck upon the tenor bell (G note), weighing 7 cwt. 2qr. 3lbs. The completion of the 1st, 2nd, and 3rd quarters is denoted by the first stroke of

the chimes, and of the hour, by the first stroke of the hour bell. The music of the chimes was composed by Dr. Crotch for St Mary's of Cambridge, and consisted of a phrase from the fifth bar in the opening symphony of Handel's air "I know that my Redeemer liveth". It is scarcely possible to get a greater variety of tune from just four bells than the eminent musician contrived to obtain. The same chimes are played at Westminster Palace. Originally the hour bell also served the purpose of a fire alarm.

Pretty as the chimes are, a visitor unaccustomed to them, might find his nocturnal slumbers disturbed by their constantly recurring melody, so to avoid this an automatic arrangement stops them from 11 pm to 5 am each day.

The clock was started with due ceremonial on Thursday, 20 October, 1881, at a quarter to five pm. It was switched on by the Mayor, J G Sadd, in the presence of the donor and a large concourse of people, and the festivities concluded with a lavish dinner at the Public Hall with Mr Courtauld as the principal guest. The arrangements had been made by a committee with the Mayor as Chairman and Edmund Gowers acting as Hon. Secretary.

The clock has always kept excellent time and continues to realise the anticipations of the donor as expressed at the starting, that the hours marked by the clock "as they pass by will find the borough still in the enjoyment of its present prosperity, and may find the inhabitants of this borough still in the enjoyment of the happiness, peace, and comfort which I am sure they all deserve".



The Thames Sailing Barge

Reprinted from notes compiled by Mr Alf Pyner for the Maldon Museum Association Exhibition "Sailing Barges" 5 April - 14 June 1975

Throughout Maldon Museum there are illustrations, models and references to those majestic Thames Barges and to the considerable part they played in the history of our town, therefore we make no excuse for reprinting the following article from 1975.

Walking down the hill to the bottom of Maldon's High Street and past St Mary's Church, the view between you and the saltings ahead is only broken by a number of tall masts. This view is similar to that which you would have seen had you walked the same way centuries ago, and you are looking at the masts of Sailing Barges.

Today the Barges are no longer engaged in the carrying of cargo but some still earn a living in the Holiday Charter business. There would appear to be a great desire to experience sailing in the traditional manner which was the normal workaday life of many a Maldonian in years gone by.

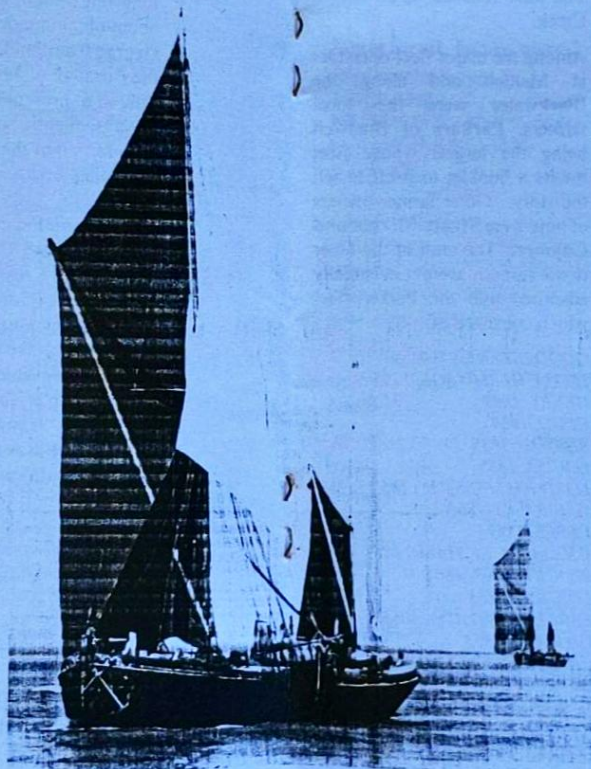
When one discusses Maldon and its Barges one must also include the River Blackwater generally, since a large amount of the trade was agricultural, necessitating the use of landings down river, adjacent

to the various farms. In addition there was the Tollesbury Collier Fleet belonging to the Frost family, which brought coal directly from the north-eastern coast ports.

Coal was brought direct to Maldon at first, but was later brought in as transhipment cargo from London. Timber was similarly conveyed. In more recent years timber was brought as far as Osea Island before being transhipped to Sailing Barges and eventually ex-Sailing Barges under tow.

The earliest owners of Barges were mainly farmers who used them to transport their produce to market from the down-river landings, mainly to London, combining this with return cargoes as a sideline to make them more cost effective. Return cargoes might be building materials, stone from Kent for seawall building and repair, general cargoes which included the occasional piano, and lime and chalk for the land. One rather less salubrious cargo was London muck which was used as manure and in-filling at various places in the river.

The Barges were mostly purchased from other Barge centres, chiefly around Sittingbourne in Kent. The



craft, which were fairly small, had been developed for similar work in the Kent rivers. The trade necessitated the carrying of hay and straw to London for its horse drawn traffic and this led to the development of Barges specifically for this work.

These Barges tended to be beamier for a given length, lower sided for working directly from farm carts, with spars and sails modified to clear the 14 ft high stacks of hay on deck. The sprit was slightly longer than normal for the size of the vessel, enabling

Vangs (guy-ropes running from the end of the gaff to the deck) to be almost vertical to clear the stack and to enable a larger topsail to be carried. The mainsail would either be rolled up to about half its normal size and laced to a row of reefing points, or a portion of the sail would be removed.

The mainsail was sheeted to a special wire strop over the stack because the main horse was obstructed by the stack. The foresail was treated in a similar way. A large bowsprit jib was carried on a long bowsprit well clear of the stack.

After loading the hold with other farm produce, "Stackie" Barges were loaded with trusses of hay or straw with the bottom outer trusses resting on the rails, making the stack actually wider than the Barge. A slot was left in the middle of the stack to clear the mast and sprit when under sail. This slot was lengthened when in the Thames to enable the mast to be lowered for going under bridges, the mast being replaced by a bowsprit or a spar, jury rigged, with a special bridge sail.

Stack work persisted until the late nineteen-twenties and there was a short revival after the Second World War, when straw was carried for the paper mills

from Colchester to Ridham in Kent.

Maldon, when Barge building started in the town, developed this type of vessel to its finest degree. Those built by Howard at the site of the present Dan Webb and Feezey Yard (1975) were particularly graceful and fast.

John Howard commenced his Barge building business in 1879 with the *SURPRISE*, 44 reg. tons, for William Strutt who had owned a number of the Kent built Barges.

This was followed by the; *ROSE*, in 1880, 46 reg. tons for Hawes of Maldon.

OAK, 1881, 50 reg. tons, for Sadd of Maldon.

CYPRESS, 1887, 44 reg. tons, for Sadd.

MALVOISIN, 113 reg. tons, for Meeson of Rochford. This was a larger boomie Barge.

BUTTERFLY, 50 reg. tons, for Wrinch of Ewerton.

MERMAID, 1888, 49 reg. tons, built for Gutteridge of London but later owned by Prior of Burnham.

MAYLAND, 1888, 45 reg. tons, for Cardnell at Burnham, later owned by Prior of Burnham.

SUNBEAM, 1888, 45 reg. tons, for J. Phillips of Maldon.

continued page 13

ETHEL MAUD, 1889, 48 reg. tons, for C. Parker of Bradwell, later Keeble of Maldon and Green of Maldon.

HYACINTH, 1889, 45 reg. tons, for J Bentall of Maldon.

VIOLET, 1889, 45 reg. tons, for Bentall.

UNIQUE, 1889, 45 reg. tons, for Littlebury of Colchester.

EUREKA, 1891, 45 reg. tons, for Littlebury.

READY, 1892, 49 reg. tons, for Gutteridge of London, later owned by Keeble of Maldon. This barge was later re-named *MIROSA*.

JACHIN, 1893, 70 reg. tons, for Frost of Southampton. Later re-named the *VENTA*.

BEAUMONT BELLE, 1894, 54 reg. tons, for Lawrence of Stepney, after being owned by Stanforth Beaumont.

D'ARCY, 1894, 56 reg. tons, for Seabrook of Tollesbury.

PERCY, 1894, 50 reg. tons, for Keeble of Maldon.

SALTCOTE BELLE, 1894, 52 reg. tons, for May of Saltcote Mill.

RECORD REIGN, 1897, 153 reg. tons, for Sadd of Maldon. This was a ketch barge and was later used as a Q Ship during the First World War.

EMMA, 1897, 64 reg. tons, for Sick and later Stanes, both of Maldon. One of the few spritsail-barges classed with Lloyds Register of Shipping.

JESS, 1889, 49 reg. tons, for Eves of Maldon.

DEFENDER, 1900, 63 reg. tons, for Seabrook of Tollesbury. This was the last trading Barge built by Howard.

For a short period around 1901, the Howard Yard was leased to a firm called **Barr, Payne and Hocking**. This firm built the

COLUMBIA, 64 reg. tons, for A Alder of London, which was later owned by Cory's of London.

In 1906 the *THOMA II* was built. It was a Barge Yacht on the lines of the *RECORD REIGN*.

Maldon's other Barge builder, **Messrs Cook and Woodard**, built craft that were, although intended for stack work, of a less graceful appearance. Even so they were no less successful. They built:
DAWN, 1897, 54 reg. tons, for Light of Maldon, later owned by Keeble.

LORD ROBERTS, 1900, 63 reg. tons, for Rankins of Stambridge.

BRITISH KING, 1901, 59 reg. tons, for Hitchcock of Lavenham.

The partnership of Cook and Woodward was dissolved soon after building *BRITISH KING* and the yard became **W Cook & Son**, concentrating mainly on barge repair work.

The majority of Maldon-built craft traded for over fifty years under sail. A number of them later saw service as lighters for the Maldon and Heybridge Basin timber trade. Some of them were converted back to sail and a few are still in service as Charter Craft or Yacht-Barges.

A number of other barges were built in the area but the builder's names are unknown. These include:
ROGUE IN GRAIN, 1838, 45 reg. tons, which in 1881 was working in the brick trade off Southend.

WILLIAM AND LUCY, 1860, 48 reg. tons, owned in 1883 by Mrs L. Smee.

JAMES AND HARRIET, 1864, 44 reg. tons, owned in 1883 by John Howard, who as mentioned earlier started building himself in 1879.

THREE SISTERS, 1865, 45 reg. tons, later owned in Ipswich. The hulk finished up in Kirton Creek.

Among the major fleet operators at Maldon and along the Blackwater were the local farmers, **Parkers** of Bradwell being the largest whose fleet merits a booklet to itself to tell the story. Other farmer-owners of note were **Strutt, Mizzen and Goymer**. The craft of the latter two farms were eventually absorbed into the Parker fleet which consisted of:

GOOD INTENT, 1790

LITTLE HERMITAGE, 1795

HENRY, 1837

ECHO, 1839

STROOD, 1839

LOUISA, 1855

LORD PALMERSTON, 1857

GARIBALDI, 1860

CERES, 1862

WILLIAM & RICHARD, 1862

BLACKWATER, 1864

LONDON, 1865

EARNEST AND ADA, 1865

GILLMAN, 1865

CHAMPION, 1865

ENERGY, 1866

SOPHIE, 1866

FANNY, 1872

DOVER CASTLE, 1872

VICTA, 1874

MILESTONE, 1875

ETHEL, 1878

PLANTAGENET, 1879

EMMA MIZZEN, 1886

TRITON, 1886

MAY FLOWER, 1888

LORD NELSON, 1889

ETHEL MAUD, 1889

DAISY, 1890

DAISY MAUD, 1890

LORD WARDEN, 1891

HOCKLEY, 1896

LURLINE, 1896

VIOLET SYBIL, 1898

CREEKSEA, 1898

NELLIE PARKER, 1899

WATER LILLY, 1902

DUCHESS, 1904

VERONA, 1905

VERONICA, 1906

JAMES

JAMES CANN

James Strutt, farmer, owned:

TWO FRIENDS, 1865

JAMES, 1868

WILLIAM AND ARTHUR, 1869

ELIZABETH MARY, 1870

UNITY, 1871

FANNY, 1872

Charles Hawes owned the *ANNE ELIZABETH*, 1863, later owned by **Thompson** of Maldon, and *JAMES CANN*, later owned by Parker.

T J Cramphorn owned the *HOPE*, built in 1820 at Limehouse.

At Tollesbury, **Frost** (later Frost and Drake) and **Seabrook** were the local owners. Frost was mainly engaged in the long distance coal trade.

At Heybridge, **Jimmy Woodcraft** and his partner **Sam Clark** owned the *DILIGENT*, one of the last two Barges using tiller steering, the other being *EVA ANNIE*.

In Maldon there were **Sadd, Keeble, Smee** and **Green** plus a number of owners of just one Barge. In addition there were large numbers of Barges from all the other centres, London, the Medway, etc., which were just as familiar in Maldon waters as were the Maldoners themselves.

J Sadd owned:

GEORGE, 1851, later sold to *Smee*

JAMES AND HARRIET, 1867

FALCON, 1868

OAK, 1881

CYPRESS, 1887

EMMA, 1897

RECORD REIGN, 1897

The Sadd family also owned the Barge-yacht *MAMGU* (ex *CANAWA*) for a while.

George Cardnell, a miller of Mayland, owned:

HAWK, 1825

GEORGE, 1851, previous owner *Smee*

GEORGE AND ANNIE, 1866

FAITH, 1866

MYNDON, 1868

MAYLAND, 1888

Later all these vessels passed to **Prior** of Burnham.

Eves at Fullbridge owned:

ETHEL MAUD

MAYFLOWER

Charles Hicks owned:

MINERVA, 1854

Bentall at Heybridge owned:

VIOLET

HYACINTH, which later went to *Frost* at Tollesbury

Sam Clark owned *DILIGENT* while **Butcher** owned *AUSTRALIA*, 1882.

Frost at Tollesbury owned:

JAMES BOWLES, 1865, previous

owner *Bowles* of Tollesbury

EMPRESS OF INDIA, 1876

HYACINTH, previous owner *Bentall*

Fisher owned *TOLLESBURY*, 1901 and **J Culf** owned *MARY KATE*, 1890, while **Seabrook** had *PRIDE OF ESSEX*, 1857, *DEFENDER* and *D'ARCY*.

J Keeble of Maldon owned:

ALBION, 1864

BURNHAM, 1864

KEEBLE, 1876

EVA ANNIE, 1878

EMILY, 1883

PERCY, 1894

SUNBEAM

READY

DILIGENT

Thompson owned:

ROSE, 1800

WILLIAM AND ELIZABETH, 1855

ANNE ELIZABETH, 1863

TWO FRIENDS, 1865

May at Saltcote Mill owned *SALTCOTE BELLE*, **Stevens** owned *ALBION*, 1864, and **Saddler** owned *RECORD REIGN* (also owned at some time by *J Sadd*). **Saddler** was the local sailmaker.

A number of sailing barges were later turned into Lighters by **Brows** of Heybridge and **Sadds** of Maldon. These included: *KITTY*, *MISTLEY*, *GEORGE SMEED*, *EMILY*, *CENTAUR*, *EDME*, *GEORGE AND ANNIE*, *OAK*, *THE GOLDSMITH*, *BUTTERFLY*, *OLIVE BRANCH*, *LORD ROBERTS*, *MIROSA*, *SCOT*, *BRITON*, *IDA*, *BEAUMONT BELLE*, *KEEBLE*, *PEARL*, *LADY HELEN*, *UNIQUE*, *DAWN*, *KATHLEEN*, *ROSE*, *GILLMAN*, *PEACE*, *LILLIAM CLEVERLY*, and two different *UNITY*'s.

Many vessels changed hands within Maldon and there were certainly other owners, mainly with just one Barge for their own use. This leaves scope for further research into their owners and skippers, the various farm landings, the House flags (or 'bobs' as they were called) of the different owners, and the bow and stern decoration of the craft. Old photographs are still sometimes found and are an invaluable source of reference.

TOP SECRET

continued from page 2

Some 350 dens were scattered all over the country and were usually constructed underground with concealed or disguised entrances, and in some cases escape tunnels in the event that the main entrance was discovered. These hideouts were usually in woods or remote countryside well away from prying eyes. Each provided sleeping accommodation, a weapons store, food and supplies for the entire cell to remain hidden for a month or more.

Storage of explosives soon became something of a problem, especially that of unstable nitro-glycerine, and new hiding places had to be found apart from the men's sleeping quarters. Some of it was buried in milk churns or hidden in derelict barns where it remained until after the war. A few years ago a wood in the Tendring district was being cleared for a housing development when a former member of the 202 Battalion remembered that six churns of nitro-glycerine had been hidden there. The Royal Engineers found and destroyed it.

The last large cache of explosives to be discovered dates back to 1964 when Reginald Sennitt, a farmer and former member of the Dengie 202 Battalion, decided to surrender his secret stockpile of lethal weaponry. He had joined the battalion in 1941 and formed the Dengie group

of cells covering the Bradwell to Southminster area, becoming the storemaster for the units' weapons and explosives. As the marshy area was subject to frequent flooding he determined to keep a large bulk of the ammunition and explosives in his barn. Then, fearing that his farm hands might find the weaponry he later moved it to his bedroom where he and his wife continued to sleep happily in their bed surrounded by cases of very unstable explosives.

However, when in 1944 the 202 Battalion began to be run down, this was to cause even further difficulties for Mr and Mrs Sennitt. As each cell was disbanded it delivered its arms and explosives to Mr Sennitt ready to be handed over to the proper authorities.

Unfortunately for Mr Sennitt no one ever came to collect them, and as he had signed the Official Secrets Act and could not believe the army had forgotten about his lethal arsenal, he felt unable to tell anyone. The stockpile had now grown so large that it had taken over his milking shed. All he could do, knowing that the explosives needed to "breathe" if they were not to accidentally explode prematurely, was to move the crates around from time to time. Eventually his patience began to wear a little thin and he finally contacted his somewhat surprised local police in 1964.

When the Royal Army Service Corps finally removed Mr Sennitt's haul they took away:

Over 14,000 rounds of ammunition of all calibres plus a number of incendiary bullets
1,200lb of gelignite and plastic explosives
3,700 ft of delayed-action fuse
900 ft instantaneous fuse
250 ft detonating cord
1,400 time pencils
1,200 delay switches
1,270 detonators
790 booby-trap switches
310 paraffin bombs
340 igniters and safety fuses
250 smoke bombs and fog signals
210 thunderflashes
600 primers
Several hand-grenades
10 phosphorous grenades
Plus a large quantity of other assorted military hardware.

Fortunately Britain's secret 202 Battalion was never called upon to use its weapons in anger but that does not detract from the patriotism and courage of its civilian volunteers, that they were prepared to make the ultimate sacrifice had they been needed.

*
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Information for this article has been gathered from "East Anglia at War" by Derek E Johnson, published in 1992, by Jarrold at £8.95.

This book is highly recommended to anyone interested in how the Second World War affected our area.

1,000 Year Old Family Tree

Queen Elizabeth II is the daughter of George VI, who was the son of George V, who was the son of Edward VII, who was the son of Queen Victoria. She was the niece of William IV, who was the brother of George IV, who was the son of George III, who was the grandson of George II, who was the son of George I. He was the cousin of Queen Anne, who was the sister-in-law of William III, who was the son-in-law of James II, who was the brother of Charles II. He was the son of James I, who was the cousin of Elizabeth I, who was the sister of Mary, who was the sister of Edward VI, who was the son of Henry VIII. He was the son of Henry VII who was the cousin of Richard III, who was the uncle of Edward V, who was the son of Edward IV. He was the cousin of Henry VI, who was the son of Henry V, who was the cousin of Richard II, who was the grandson of Edward II, who was the son of Edward I. He was the son of Henry III, who was the cousin of Stephen, who was the cousin of Henry I, who was the brother of William Rufus, who was the son of William the Conqueror.

Now, is that all clear?

Thus our present Queen can trace her ancestors back 1000 years.

Well what do you know?

What links Maldon to a 13th century saint, St Paul's Cathedral, a great deal of wax and a rather bloody heart?

The saint in question is St Roger of Beeleigh who was born in Maldon in the late 12th century. As a young child his parents gave him to the monks of Beeleigh Abbey to be raised in the church, presumably as an offering to God. Roger rose to great eminence in the Catholic Church, serving as Archdeacon of Colchester before becoming Bishop of London, being consecrated on Trinity Sunday, 10 June 1229.

He had a close association with St Paul's Cathedral and became a very powerful man, even visiting Pope Gregory IX in Rome. Roger died on Michaelmas Day, 29 September, 1241 and was buried at St Paul's Cathedral.

As for the bloody heart? Well before burial, his heart was cut out and brought back to Beeleigh Abbey as a religious relic. This caused the Abbey to become an important shrine for pilgrims and he came to be considered as a "Saint", even though his canonisation was never formally conferred.

The importance of his heart as relic was such that, on 9 September, 1289, King Edward I and his Queen Eleanor of Castille made a special devotional visit to his shrine at Beeleigh. The King gave 3 shillings and 8 pennies in alms and 7 shillings and six pennies for pittance for the abbot and convent. This was basically a donation to the canons for their upkeep.

So popular was the shrine that thousands of candles were burnt there over the years. In 1516 some of the wax from these candles was sold to the Council for work on Fulbridge, the town bought from the Abbot of Bileigh (Beeleigh) ... wax". This would have been used as a paste to protect the bridge's timbers from penetration by water and subsequently rotting.

During Henry VIII's Dissolution of the Monasteries (1535 - 1538) Beeleigh Abbey was dissolved after 356 years of existence. Its annual income at the time was less than £200, and the Abbot, John Copsheffe, retired on an annual pension of £18. Sadly, during the dismantling of the Abbey, St Roger's shrine was destroyed, his heart vanished and the Altar was sold for 13 shillings and 4 pence.

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.



Frank Clement Abbott (1868 - ?), born in Liverpool, was a grocer's assistant in Halewood in 1881. He married Grace Lucking at the Congregational Chapel in Maldon in 1894. His shop was in the High Street.

William Herbert Jackson (1863 - ?) was born in Crowland, Lincolnshire, and by 1881 he was working for William Duckett in Stamford High Street. He and his parents (Isaac and Sarah) later moved to Maldon where he opened his own business.

Frederick Clifford Paul (1863 - ?) was the son of Samuel Reuben and Hannah Maria (nee Welsted). He married Ellen Jane Harvey at St Mary's Church in 1891. His shop was in Wantz Road.

Lewis Wiseman (1869 - ?) was born in Tillingham and was an apprentice there to Edward Hart. He later moved to Maldon where he opened a grocery shop and married Ellen Eliza Burrows Burns in 1897 at All Saints Church.

No 8 THE GROCERS

The 1848 Kelly's Directory lists six grocers in Maldon and this number was to remain fairly constant for the next 50 years.

Joseph Freeman (1805 - 1889) was born in Maldon and had his grocery shop in Wantz Road.

James Price Freeman (1847 - 1936), the son of the above, apart from being a grocer was also a Borough Councillor from 1886 - 1907. In addition he was involved in running the Wesleyan Methodist Chapel.

John William Samms (1848 - ?) had his shop at 9 High Street Maldon and was also a Borough Councillor from 1889 to 1898. An advert for his business appears on this page.

William T Saunders (1857 - ?) was born in Wiltshire and by 1881 he was working as a grocer's assistant in Bray, Berkshire. In 1891 he had a grocery shop in Maldon High Street.

J. W. SAMMS
FAMILY GROCER,
 AND
PROVISION MERCHANT,
 9, HIGH STREET, MALDON

DEALER IN ALE AND STOUT
 In CASK and BOTTLE
BRITISH AND FOREIGN WINES

HUNTLEY & PALMERS, AND PEEK, FREAN & Co's BISCUITS, CAKES, & C.

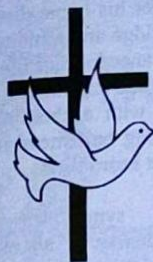
Pickles, Sauces, Jams. All kinds of Italian Goods.

Families waited on for Orders by appointment

Other Maldon grocers include:

Brasher, Benjamin
 Bygrave, George
 Bygrave, Joseph
 Bygrave, Richard
 Emberson, John
 Hance, William Raymond
 Hawley, Samuel Frederick
 Hicks, George
 Hicks, Marven Porter
 Horton, Henry
 Jessop, Aaron
 Kelsey, William Golding

Mann, James Barrett
 Nalson, Henry Salter
 Otway, William
 Oxbrow, Charles
 Potter, Thomas Obadiah
 Puplett, Samuel
 Quilter, Alfred
 Simpson, William
 Smith, Fred Luckin
 Smith, Frederick Augustus
 Spurgeon, Samuel
 Starling, George Percy
 Symon, John Ramsey
 White, William Charles



In Memoriam

The Man with a Van A Tribute to Mike Bennett

It was with great sorrow that, shortly before Christmas, I learned of the death of Mike Bennett after a lengthy illness. What a loss for Maldon District Museum this is!

Mike became involved with the museum soon after its move to the Promenade Lodge in 1995, and rapidly became a leading member of the Display Team being responsible for the construction of the many replica buildings that are such a feature of our displays, always, if at all possible, using genuine materials that he had salvaged, stored and was able to produce at just the right moment. He worked very closely with Judy Tullett on these hallmark presentations. Judy in an early report as Display Officer described his arrival on the Team as a Godsend, "Have drill, will travel Mike".

When Boulton and Paul, as successors of John Sadd and Sons, was closing in 1997 it was at Mike's suggestion that the firm should be contacted and a home offered for the boat models that were a feature of their board-room. The suggestion was enthusias-

tically taken up by Robert Shanks, the Managing Director of Boulton and Paul. A day was arranged for the official hand-over of the model ships by the Rugby Group, the new owners of the firm, to Mr Shanks who was to pass them over to the museum for safe keeping.

I, as Chairman of the Museum Association, together with my wife Pam, Len Barrell, Vice Chairman, and Tony Froom, the Hon. Secretary, were invited to attend the short ceremony whilst Mike Bennett waited outside with his van, that he had kindly offered as transport for the presented items. Fortunately Pam mentioned to Mr Shanks that Mike, who had trained as an apprentice and then worked for Sadds and their successors, was with us ready to move the models. "I remember Mike Bennett" said Mr Shanks "He was one of our most skilled staff members - a real craftsman! He must come and join us here!" This Mike duly did. The news that Mike was there spread through the factory and by the time that we left there was a pile of John Sadd mementoes by his van in addition to the boardroom

models. These models and mementoes are the basis of the fine display that we have in the Museum today.

Some years later when Mike had built the small shop window in the Long Hall and some items were required for display therein he produced a number of magnificent models of horse-drawn vehicles that he had made. These models had won national recognition for him at the annual Model Engineering Show in London by virtue of the excellence and precision of their construction.

Most members will remember the splendid Gypsy caravan that Mike built; this time at a scale of twelve inches to the foot! This fantastic vehicle was shown to gain publicity for the Museum in the Promenade Park, at Tesco supermarket and in the High Street on several Victorian evenings. Not content with this Mike for some years organised collections of bric-a-brac for sale on a stall at the Bank Holiday Market on the Prom.

continued page 19

This involved Mike and his wife, Madeleine, in many hours of work before the sale, collecting and sorting items donated by their many friends and by Museum Association members, together with considerable clearing up activity afterwards, however much needed funds for the museum were raised in this way.

Mike joined the Association Committee in 1997 and became its Technical Officer, which involved him in negotiations with the

District Council over the maintenance of the museum building and serving on the Liaison Committee with the Council. Mike and Madeleine regularly stewarded from the opening of the museum in July 1997 until recent months. Mike loved sharing his knowledge of the area with all, but particularly the young.

The loss of Mike is an immense loss for the Museum. All who met him will appreciate not only his craftsmanship but also his

In Memory of Mike Bennett
1932 - 2005

JOHN SADD & SONS LTD

continued from page 8

quantities of softwoods direct from Russia, Norway and Finland, and even from as far away as Quebec, and under John Granger this import trade grew rapidly.

There was also a large business in English hardwoods. Roofing slates were bought in large quantities in Wales and brought by sea to Maldon in the company's ships, and the firm quickly built itself up into the largest merchants in East Anglia for their supply to the building trade, while large stocks of cement, lath, Stockholm tar, and other builders' requirements were always on hand to satisfy the growing demand.

They also did a surprisingly good trade as corn merchants and warehousemen, and in addition there was the shipping business with its weekly service to London. That too was flourishing, carrying a large variety of goods to and from Maldon.

John Granger Sadd's first act after taking over the firm's management was to install a steam-powered sawmill to replace the old saw pits. Further mechanisation of the works followed and gradually the carpentry side of the business was allowed to die out in order to concentrate more fully on the supply of sawn and planed

love for his home district of Heybridge and Maldon. His many anecdotes of life in his youth and his time at work, given with a cheeky smile, will long be remembered by all that heard them.

The sympathies and condolences of all museum members go to Madeleine and the close family, who so often were involved by Mike in work for the museum. Thank you all. Mike was the man with the van but so much more! He is greatly missed.

Paddy Lacey

timber to the building trade.

With the growth of goods traffic being carried by the rapidly developing railway system, the weekly packet service to and from London was also allowed to die out and most of the ships were sold. A fleet of barges and lighters was retained to transport cargoes of timber from abroad to the works at Fullbridge. Smaller ships of up to 300 tons were able to berth alongside the firm's wharves, but larger vessels of 1,000 plus tons used to lie off Osea Island, their cargoes being lightered from there to Fullbridge.

to be continued



The "Countryside" Revisited

THE ESSEX COUNTRYSIDE

1951 - 1983

When Len Barrell, the previous editor of *Penny Farthing* finally hung up his green eye-shield, put his faithful word processor out to grass and retired after many years dedicated service, you might be excused for thinking that he would take things easy and enjoy a well deserved rest - not Len though. Working on the principle that "you can't keep a good man down" he has dedicated a considerable portion of the last couple of years to peruse almost 400 copies of "The Essex Countryside" magazine for any mention of Maldon District to create an important database of useful information about our area.

Over the years Maldon District Museum Association has collected a complete set of this excellent magazine, largely due to the generosity of local 'old Maldonians', and it is with some considerable regret that the Museum is now obliged to find a more satisfactory way of storing the information relating to our own Maldon District while at the same time making it more readily accessible to members and the public in general.

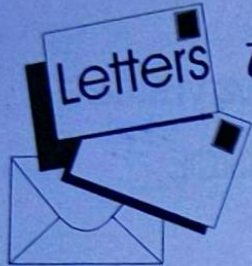
Unfortunately no-one was able to come up with any practical way of storing the magazines whilst at the same time displaying them for public view and sadly, other museums and organisations in the area declined to receive them.

So a Committee decision was made to remove all those pages relating to the Maldon District and place them, in year order, in lever arch files which can be made available on request. This will eventually take about four files and should prove to be of considerable interest to students of the District.

With there being in excess of 20,000 pages, each to be checked individually, it is unlikely that no mistakes will have been made: even on pages bearing Maldon matters there are very frequently other district affairs, many with interesting items which make good reading.

The bulk of this work is now complete although at the time of writing Len still has a few dozen magazines to finish. The files will be available on request from the Museum's Accessions Officer

Thanks Len - we wonder what your next project will be?



to the editor

Dear Editor,

It was with great sadness that on my return from Christmas with friends I learnt of the death of my dear colleague, Mike Bennett.

Mike and I worked together on Museum displays for a number of years and along with Penny Cook and later on, Geoff Albury I think we made a good team. In that team I more or less was the ideas person and Mike was always able to turn my thoughts into reality. He never seemed to be fazed by some of my more difficult projects, for instance the making of shop fronts, all from reclaimed materials; knocking down a chimney stack because I fancied having a bit more space "just there"; and making housing for an old bread oven, the oven itself coming to us in many rusty pieces - it was a very heavy jigsaw to put together. Now returned to its former glory by Mike and Geoff, it is much admired, together with many other projects in the Museum with the Mike Bennett stamp on them.

How we shall miss him. Although he was ill last year, we always hoped that he would be back with us but it just wasn't to be. I am so glad I spoke to Mike from time to time during his illness. We reminisced about various funny moments we had at the Museum while working through the winter months.

Far and above his favourite moment was walking in on Penny and I while we were trying to dress a male mannequin. We had "wrestled" it to the floor and had just successfully put the trousers on when one of the legs fell off inside. With hands in embarrassing places, Penny and I attempted to re-attach the leg inside the trousers when Mike came in. He was completely convulsed with laughter and brought up this incident many times over the years, laughing as heartily as he had originally.

I am so grateful that I was able to visit Mike in St Peter's the day before he died and say my own personal goodbye. I have lost a great workmate and we have all lost a very special man.

Judy Tullett

Extracts from the Acquisitions, Accessions of Maldon Museum Minutes 1926

Date	Item	From
20.1.27	1 Eight coins and geological specimen	Cllr Granger
24.2.27	1 Purchase of the two Saxon and Danish coins	Hon Sec
	2 Identification received of 17 coins	Cllr Granger
	3 Copy of the Charter granted for the repair of St. Mary's Tower 18th July 1618	
	4 Two pins "attached to a report of the court holden at the Moot Hall, Maldon, Essex on 1st April 1706, before the Bayliffes and Aldermen, found 1853"	Mrs Pollard, Holloway Rd, Heybridge
	5 Some fragments of pottery, hard grey Celtic found in Heybridge Cemetery and handed over by the Sexton through Mr. Gower the Borough Accountant	
17.3.27	1 George III 1/2d and a button (evidently) found at the deepening of the Hythe Quay	
	2 Secretary reported that the Charter and the Saxon and Danish coins were being suitably framed	
14.4.27	1 A XVII cent doll	Cllr Tydeman
	2 A booklet Maldon War Souvenir (Boer War)	Miss J Eve
	3 Clay pipe and coins found at Hythe Quay	
12.5.27	1 A pamphlet on Ely Cathedral showing the position of the memorial to Earl Brythnoth the Saxon hero of the Battle of Maldon 991	
16.6.27	1 Copy of Anglo-Saxon Poetry containing a prose rendering of "The battle of Maldon"	Secretary
	2 Case of stuffed birds (Northern Diver & Green or Pewitt Plover)	David Clements, 75 Mill Rd.
14.7.27	1 A leaf from a newspaper containing an account of Relief Works at Osea in the year 1904	Miss J Eve
	2 "Wings" of a flying fish	Mrs Tanner
	3 George III penny piece dug up at 74 Mill Rd. by Mr H Keeble	
	4 A Plan of Ely Cathedral (vide meeting 12.5.27) showing the resting place of the bones of Earl Brythnoth (sic), slain at the Battle of Maldon	
22.9.27	1 Portions of the Zeppelin brought down near Wigborough, Sept 1916	Alderman Turner
	2 Maldon Token "James Robjent in" surrounding the arms of the Grocers Company, and on the reverse "Maulden in Essex", surrounding "I.R."	
	3 It was ascertained from the Surveyor that the pieces of a thick (? oak) post were dug up when the Telephone Cable was laid across the High Street opposite the end of Coach Lane, and are thought to be the remains of the Bull-baiting, or Bear-baiting post which formerly stood in the Market Square	
	4 The Chairman announced that Mr Wilding would be pleased to present Edward Bright's Waistcoat to the Museum and it was resolved to have a case with glass front made for it	










Maldon District Museum Association

Registered Charity 301362

President - Mr Derek Maldon Fitch

Vice President - Mr L. F. Barrell

Committee - to A. G. M. 2006

<i>Chairman</i>	<i>Paddy Lacey</i>	
<i>Vice-Chairman</i>	<i>to be advised</i>	
<i>Hon. Secretary</i>	<i>Jenny Sjollema</i>	
<i>Hon. Treasurer</i>	<i>Betty Chittenden</i>	
<i>Membership Sec.</i>	<i>Colin Barrell</i>	
<i>Committee</i>	<i>Lynda Barrell</i>	
<i>Committee</i>	<i>Judy Betteridge</i>	
<i>Committee</i>	<i>Ray Brewster</i>	
<i>Committee</i>	<i>Molly Middleton</i>	
<i>Committee</i>	<i>Tony Mandara</i>	

Curatorial Adviser *Nick Wickenden Esq*

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(Answerphone when museum unattended)

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