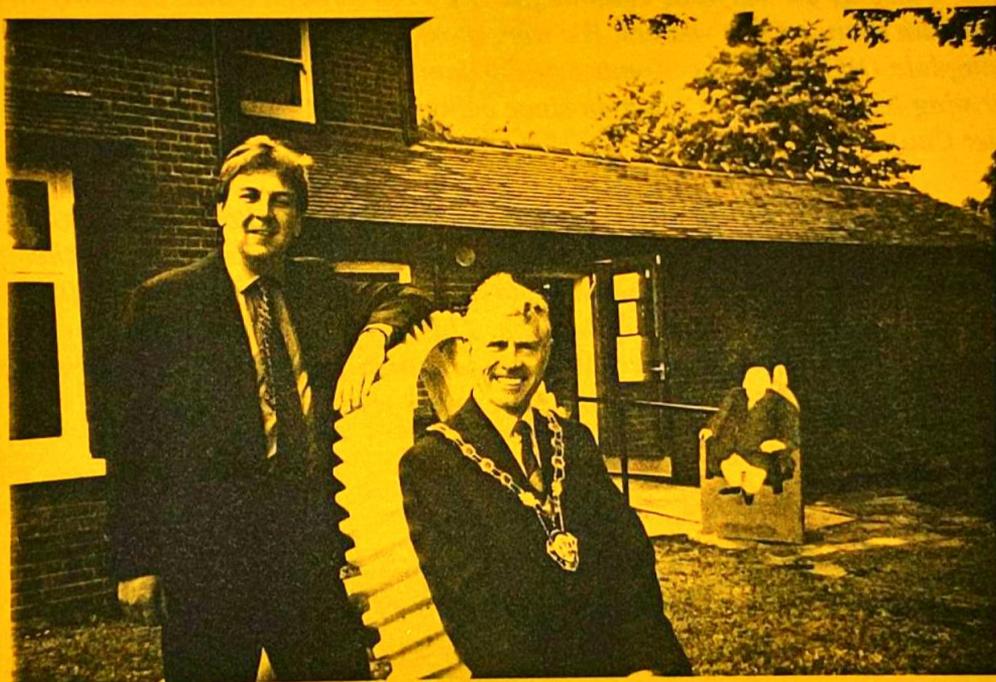


Issue 17

Summer 1999

THE PENNY FARTHING

The Newsletter of Maldon District Museum Association



**John Whittingdale OBE MP
and
Chairman of Maldon District Council, Cllr Roy Pipe,
pay us a visit on 21st May during Museums Week**

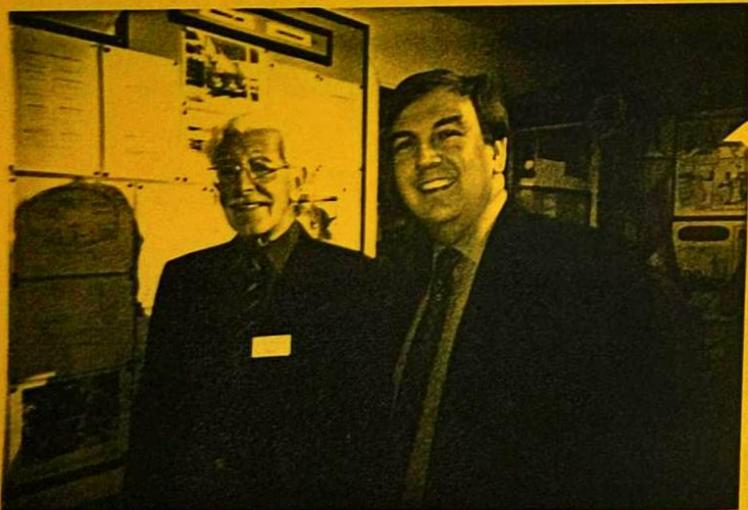
From your Chairman...

Congratulations everybody in getting the Museum up and running for the new season! A special thank you to our new Stewarding Secretary, Colin Barbrook, for taking over from Len B in the early weeks of the season when Bank Holidays came in quick succession and some of the Museum stalwarts were taking well-earned breaks after their hard winter's work.

This year for the first time we have taken part in National Museums Week. Judy, Penny, and their team took up one of this year's special themes, FOOD, and put together a display on war-time rationing in the 1940's room, which certainly struck a chord with many of our visitors. We were most pleased to welcome John Whittingdale OBE MP, our Member of Parliament, and Councillor Roy Pipe, performing his first official function since being elected Chairman of the Maldon District Council.

One small episode occurred whilst waiting for our official visitors - an elderly gentleman in a motorised invalid car drove up to me and presented me for the Museum something which had belonged to his father. It was a menu card for a Home Guard Christmas Dinner in Maldon. This was a welcome addition to our collection and I think it shows our Museum is winning a special place in the hearts of true Maldonians, which makes it all very worth while.

*Paddy Lacey
June '99*



Bob Wallwork discusses an Osea exhibit with our visitor.



House of Commons



JOHN WHITTINGDALE, OBE., MP



HOUSE OF COMMONS
LONDON SW1A 0AA

24th May 1999

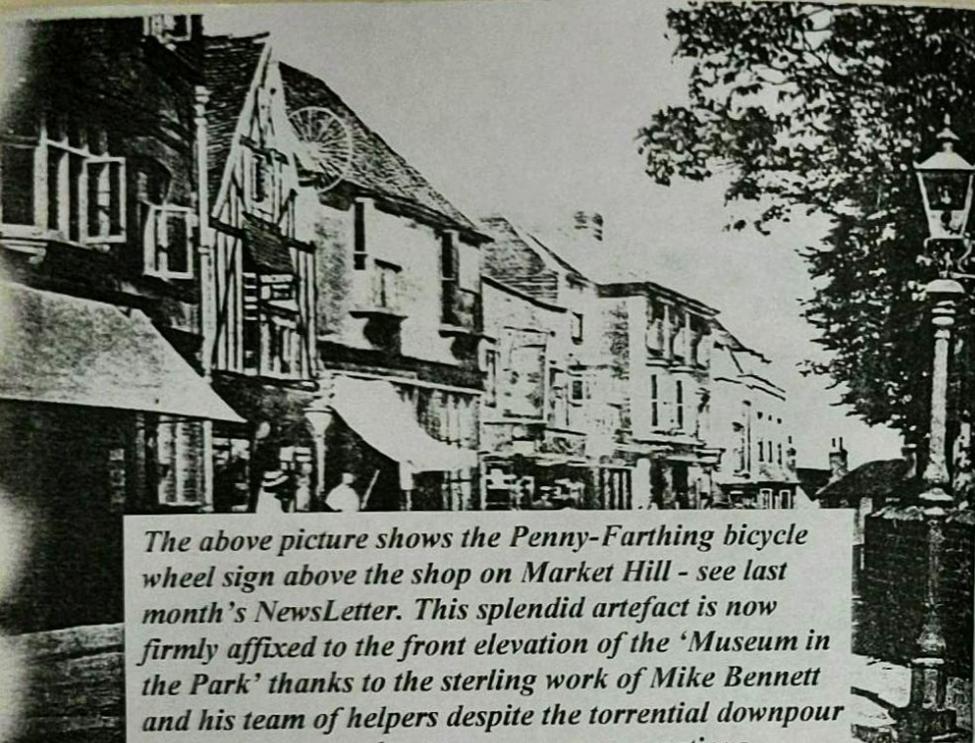
Dear Mr Lacey,

Thank you very much for arranging my visit to the Maldon District Museum on Friday. I had not been to the museum since it moved to its new home and was very impressed by the range of fascinating exhibits which you have on display.

I hope that my visit will generate some publicity which may attract some more visitors. I shall certainly recommend it to those I meet.

Please pass on my thanks and best wishes to all of your band of volunteers. Please also let me know if ever I can be of any help in the future.

Yours sincerely, John Whittingdale



The above picture shows the Penny-Farthing bicycle wheel sign above the shop on Market Hill - see last month's NewsLetter. This splendid artefact is now firmly affixed to the front elevation of the 'Museum in the Park' thanks to the sterling work of Mike Bennett and his team of helpers despite the torrential downpour just as they were about to commence operations.

Pride of place for penny farthing

THE front wheel of a penny farthing bicycle is to be given pride of place outside the Maldon District Museum when its re-opens on Friday April 2.

Known as the Museum in the Park, the museum at Promenade Park, Maldon, has been closed during the winter months. But from Good Friday it will

open Wednesday to Friday 2pm to 4pm and Saturday and Sundays 2pm to 5pm. Telephone (01621) 842688 for further details.

For well over 60 years the wheel was the trade sign in Market Hill of the Bate Cycle Company.

It was always the intention of the museum to place it back on a building in the town and this will be achieved following renovation work by Bob Wallwork and Mike Bennett.

Thomas S.Bate began making cycles in the late 1870s at his works in Spital Road where there was a retail outlet and riding was also taught.

The Bate Cycle Company became the Maldon Cycle Company and when the building was renovated in the late 1960s, the museum acquired the wheel.



Preparing the historic penny farthing wheel are Mike Bennett, left and Bob Wallwork.

THE PENNY-FARTHING WHEEL & BATE

'Special Investigator' George Ginn investigates Kelly's...

1878	Samuel Bate, Gunsmith,	High Street
1882	" " "	" "
1886	" " "	" "
1890	" " "	Market Hill
1891	Census.....	
	Henry Bate, Gun & Bicycle Maker	11, Market Hill
	Elizabeth (Mother), Widow	
	Elizabeth Ann,Sister	
	and at... ..	7 & 9 Market Hill
	John Mills, Hairdresser & Fancy Warehouse.	
1894	Henry Bate, Gunsmith	9, Market Hill
1899	Bate Cycle Co.Ltd., (Thos.S.Bate, Manager).	Market Hill
1902	Henry Alfred Bate, Cycle Manufacturer,	28 High Street
1906	Bates Cycle & Motor Works, Cycle Manfr,	" "
1910	" " " " " Ltd., (H.C.Spurgeon Sec'y)	
	Cycle Makers ...	28 High Street
1917	BATES MOTOR WORKS LTD. (S.C.Spurgeon Sec'y)	
	Motor Engineers	High Street
	Garage & Works	Spital Road
		and at HERTFORD
1922}	BATES MOTOR WORKS LTD)	
1924}	(Edward Argent Belcher Sec'y) Motor, Agricultural	
1926}	& Electrical engineers; Garage & Works. TN:81	Spital Road
1929}		
1933	BATES MOTOR WORKS LTD.	
	(Edward Argent Belcher.Sec'y) Motor Garage	
	& Works. TN:81	Spital Road
1937	BATES MOTOR WORKS LTD.....as above.....	

VALENCE HOUSE MUSEUM

Dagenham may seem an unusual venue to have chosen for a trip from our Museum, but a thoroughly worthwhile day was spent by nine members of the Association at Valence House Museum on Thursday 11th March.

Two cars arrived without great difficulty but a third was lost in the intricacies of the huge Becontree Estate with its complex pattern of roads and dead-ends known locally as 'Banjos'.

The estate was built as 'Homes for Heroes' after the Great War and Valence House, the only Manor House remaining in Dagenham, was selected as headquarters by the London County Council team developing the estate, subsequently becoming the Council Offices for the Dagenham Urban District Council.

It is a remarkable timber framed and plastered house occupying an ancient moated site situated in Valence Park. Parts date back to the 14th century, but it has grown with an assortment of roof lines including a flat-roofed extension to provide a Council Chamber in the 1920's. With the construction of a purpose built Civic Centre in 1937 the house became the Borough Library headquarters and subsequently a Museum.

After some welcome coffee and biscuits, served whilst our party assembled, we were shown around by Mark Watson, the Heritage Officer, who introduced the Fanshawe collection of family portraits by famous court painters, which was presented to the Museum in 1963. The family had held the lease of Valence House during the last half of the 16th century. The paintings were displayed on the impressive main staircase, and in a fine panelled room which also held furniture on loan from the Victoria and Albert Museum.

Upstairs were rooms showing a representation of a kitchen and sitting room of a typical estate house, which struck a chord with our own display. In the kitchen a stuffed cat rubbed round the legs of a girl on washing-up duties. The cat had become one of the most popular exhibits with

visiting children. Unfortunately, as Mark pointed out, it was historically incorrect as the estate residents in early days were forbidden to keep pets.

A further short break was taken for coffee, this being served by a member of the 'Friends of the Museum', a three-hundred strong body who staff the cafe within the Museum, Steward at the weekends and help with cataloguing and other tasks.

Our visit continued via a representation of a Victorian kitchen and a splendid reconstruction of a local chemist's shop with carefully labelled drawers and a medicament for every ill.

We then went outdoors to see the delightful garden designed to contain aromatic plants, old types of roses, and other trees and shrubs which would have existed in the gardens of the 18th century.

A final visit was made to the Museum shop, which stocked an excellent range of books, cards, and other items related to what was shown in the house, and which had proved very popular to young visitors and profitable to the Museum.

We bade farewell to Mark, Pauline, their administrator who suggested the trip when she visited us last year, and to the members of the Friends of Valence House we had met.

PJL...Mar99

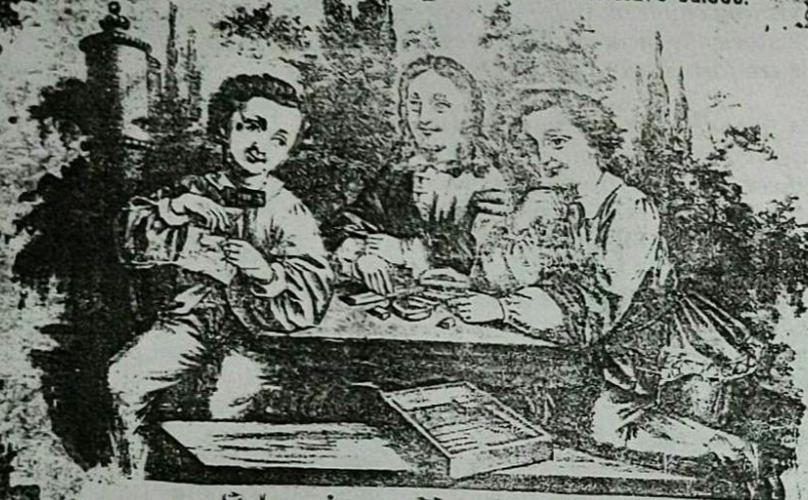
Number Unobtainable.....!

Unfortunately, some of our previous lists included incorrect telephone numbers, and we are sorry for any inconvenience. The corrections are -

Mrs Molly Middleton, our Publicity Coordinator..... 859914
Mrs Cherry Ponty, Schools Liaison Steward...01376 571002
and an important addition -
Mr Colin Barbrook, Stewarding Secretary.....855605

Swiss Bricks.

Architecture suisse.



Schweizer Baukasten.

Thanks to Raymond Hallett of Beeleigh Road for the loan of a set of well-preserved 19th century Swiss Bricks complete in case; also for his donation of early family photographs including nurses in uniform, which will find a place in our displays.

THE MALDON TOWN BAND

One of the most strongly nostalgic images of Edwardian England must be that of a uniformed brass band, on the promenade or in the municipal park, playing to an audience of daytrippers, holiday-makers and locals. Although brass bands are usually associated with the North of England and the Industrial Midlands, the South was not excluded from this national phenomenon and even a small town like Maldon saw a remarkable amount of brass band activity during the early years of this century.

In particular, Maldon could boast of its own town band. Not only could it be heard at the bandstand 'on the prom' but it also seems to have been present at a surprisingly diverse range of events in the town. These varied from carnivals to funerals, and from national celebrations (such as the relief of Mafeking and the Coronation of George V) to local fetes, regattas and flower shows. Such was the ubiquity of the musicians, whether parading through the town or playing at a dance in the public hall, that it must have seemed as if no event was complete without their participation.

Today, rather than being a central feature of people's lives, brass band music is now something of a specialist interest. In Maldon, the Town Band are forgotten and the bandstand is long gone. It may be that we are only left with faded photographs and shared feelings of nostalgia but I hope that there are still documents in existence that can help us construct a history of the band, and its role in the everyday life of the town. The museum is fortunate to have a copy of the music that bandmaster Frank Allen composed for the opening of the Marine Lake in 1905, but it would be useful to see any surviving concert programmes, band scores or account books which could tell us more about Maldon's contribution to an important part of the popular culture of this country.

Please contact Andrew Arnold on 01621-853866 if you are able to help in any way.

JAMES MORRILL 1824-1865

We are pleased to reproduce a previously unpublished letter from Mrs Caroline Drain of Queensland, Australia. Thank you to our member Mrs Margaret Day for her copy of the letter and to Mrs Denise Rigby of the Maldon & Burnham Standard for permission to use in our newsletter.

F.A.O. Denise Rigby

12 January 1999

Dear Denise

Re: James Morrill 1824 - 1865

Following our telephone conversation this morning, I wonder whether you would like to include the following letter or information in your publication. Edit as you will, but I have included my postal address at the top of this letter for any enquiries that might ensue, and will also send you a copy of the document produced by the Bowen Independent and the Bowen Historical Society.

James Morrill was born in the parish of Abridge, near Maldon, on 20th May, 1824, the lifelong home of both his parents. His father was a millwright and engineer and carried on his business in Swan Yard with an uncle of James's named James Hays. James Morrill had one older brother and three younger sisters. The village schoolmaster was an old soldier named George Bridge but by 14 years, Morrill, after a restless spell in his father's workshop, hankered after a life amongst shipping. The small craft on the Blackwater fascinated him and one of his friends was James Firman, a pilot on that river. Through Firman, Morrill went on his first voyage on the Royal Sailor, which belonged to the Maldon Shipping Company, bound for "Shields" (North or South Shields unspecified), the captain a kind man names Harlen. Morrill went on subsequent trips in the Royal Sailor and the schooner, the Duchess of Kent, and by 16, was an apprentice of the Maldon Shipping Company.

It must have been around 1844/45 that a Henry May, agent to the Company, presented Morrill with his letters of discharge and recommendation that saw Morrill on his adventure to the new lands. James in his urgency to get on to the high seas found himself on a troop ship, the Ramilles, as carpenter's mate, bound from Deptford and Gravesend for Hobart Town (Tasmania) and Sydney (New South Wales).

Once in Sydney, Morrill made several successful trips back and forth to Auckland (New Zealand) and then made his final, fateful voyage from Sydney on the Peruvian bound for China with a cargo of hardwood. It was around Thursday or Friday 26th or 27th February 1846 that this vessel was wrecked in heavy weather on the Barrier Reef. After tremendous

efforts of ingenuity, twenty-one people managed to stay on a raft which unfortunately got swept away from its precarious mooring to the remains of the ship on the rocks. Morrill survived on a drifting sea for 42 days as members of the party died around him. Eventually, the raft came to rest on coast at the Southern Point of Cape Cleveland (South of Townsville, North Queensland, much of this coastline still uninhabited and quite inhospitable).

Fairly soon after, Morrill and the handful of survivors were discovered by native Aboriginals who were enthralled, and determined to prevent these newcomers from dying (this at a time when there were no white settlers in North Queensland and the area was covered in dense forest and mangrove). Morrill lived with Aboriginals for 17 years as his former mates died. He was adopted by a tribe which saw him as one of their own. It was a remarkable feat of both physical and mental endurance, that Morrill adapted to his new life, and that contrary to the opinion of settlers, the indigenous people showed respect and hospitality to such strangers never before seen, with pale skin and wearing clothes!

After this long period of time, Morrill discovered one day some white pastoralists, who during these 17 years had began to work their way northwards (and all over Australia). Morrill approached them and after a brief period of disbelief and suspicion, James Morrill was accepted back into settler society, leaving his tribe to great sorrow.

Morrill settled in Bowen where he became an important and noted advisor to early pioneers by means of his vast knowledge of Aboriginal ways, plants, and wildlife. His contribution to the registering and cataloguing of hundreds of unkown plants, including information on poisonous, edible and medicinal varieties was immense. He taught the Aboriginal language, beliefs and culture to the settlers and did much to protect these people, keeping a promise to assist them wherever possible. He was able to show settlers where to find water and the best ground in developing areas and advised as to the dangers of North Queensland wildlife, including snakes, spiders, crocodiles etc. He greatly assisted in the founding of Cardwell in 1864, now a recreational and fishing harbour in North Queensland, surrounded by some of the most spectacular scenery in the region, but the most inhospitable and treacherous, both land and waters.

In Morrill's own diary, long entries began to tail off. We know that he married Eliza Ann Ross in 1864, who survived him for nearly sixty years! He also purchased a piece of land in Townsville in Flinders Street, a fact recorded at the site. Their son, James Ross Morrill was born in 1865 and but James Morrill himself died on 30 October of the same year aged only 41, ironically only a couple of years after surviving the terrible odds of shipwreck off unkown land and 17 years "in the bush". He was buried at Bowen with a momentous ceremony attended by many dignitaries and friends.

In North Queensland, he was recorded as being "no accidental hero" and is known not just as the first white settler of the area but of being

a brave character who exercised a remarkable influence on the early development of North Queensland.

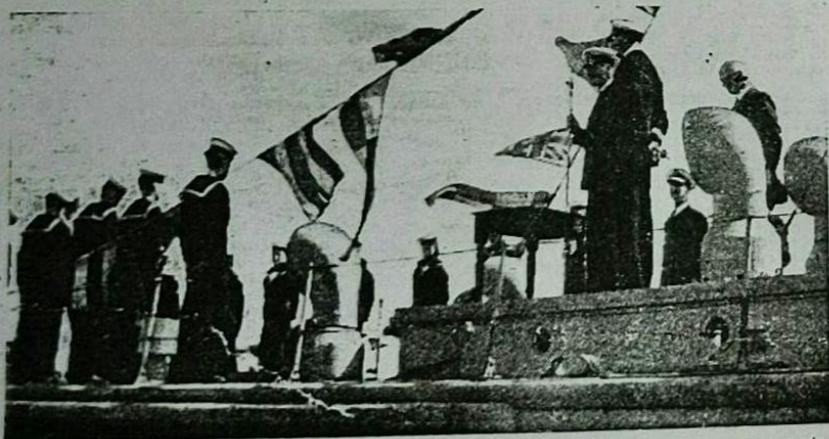
Anyone who has any further knowledge or links to James Morrill is very welcome to contact me at P.O. Box 2355, Ayr 4807, Queensland, Australia. I shall then pass on information to his great granddaughter in Ayr. There are monuments to James Morrill in both Home Hill (Burdekin area where he first landed) and Bowen. There is also a booklet of his diary and other information available for Aus \$3.00 (about £1.00) from Bowen Historical Society, produced by the local newspaper, the Bowen Independent which I may be able to obtain for anyone interested in reading a more complete biography.

With thanks

Caroline Drain (Mrs)

Please let us know if you can add anything to this fascinating story; please note - for Abridge, read Heybridge!

Tony Wright of Heybridge produced the original newspaper cutting which is on display, and shows the handing-over ceremony of a Motor Torpedo Boat to the Maldon Sea Scouts c.1947. Can anyone add to this?



Admiral Sir Vernon Haggard, K.C.B., C.M.G., at the handing over ceremony of the motor torpedo boat which is to be used for training by Maldon Sea Cadets. With him are the Mayor of Maldon and Lieut-Commander G. T. Baines, the Cadets' C.O.

DONATIONS FROM SAFFRON WALDEN.....

We are grateful to two ladies from Saffron Walden who, in visiting the Museum recently, donated a collection of photographs and old postcards of Maldon and District from the First World War.

HMS ROCKROSE

Our Special Investigator Bob Wallwork was delighted to receive from Old Maldonian Michael Dowsett, now of Oxon, several pages of absorbing interest featuring HMS Rockrose, the subject of the painting and plaque of our wartime adopted corvette. This information will enhance our display and provide material for a later newsletter.

'NAME THAT SEAPLANE!'

A bottle of wine, either red or white, is on offer to anyone who can name the vintage seaplane depicted in the Osea exhibition in the Museum. The seaplane was based on the island itself during the first World War.

SURPRISE AT A.G.M.....

Maldon District Council had produced from their store, four Firemen's Helmets marked 'E. & S.' which at some point had accompanied our 1877 Pumper. They were collected that day by Tony F from the MDC office and he displayed one to the meeting before even our Accessions Officer was aware of them. Cherry Ponty, Schools Liason, thought they would be first class for dressing up school visitors beside the Pumper.

Extract from a letter dated Thursday 4th June 1987,
From Captain Aubrey Dennis, Younger Brother of Trinity House
From his home in Western Australia - Formerly of the Nigerian Marine.

"Reference Osea Island, during the First World War when I was stationed at Dover I was the navigator of CMB (Coastal Motor Boat) No.12 with Sub.Lt.Shaw as C.O. and we were transferred to Osea Island base. We led the flotilla around the Goodwin Sands during the winter season and experienced a very rough passage. At Osea Island we lived in comparative comfort and a large private house was at our disposal equipped with all amenities and two full sized billiard tables. When we were not running we were playing snooker!

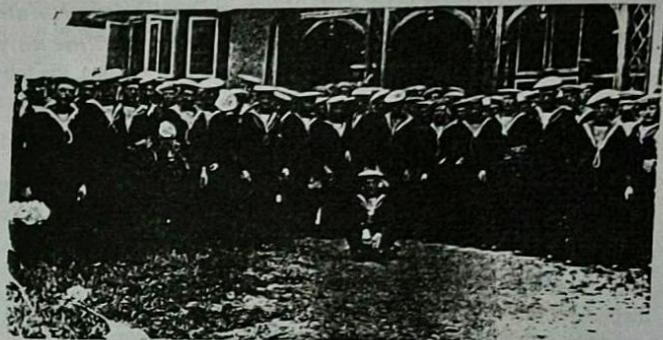
One trick we used to play was on the occasion of taking shore leave to Maldon. We travelled by Naval truck over the tidal causeway to Maldon to quench our thirst at the 'Kings Head' and strange to say we always missed the tide on the return trip and so had to return to the Kings Head at Maldon to stay the night. It is obvious to you that the rising tide flooded the causeway and a launch trip would have taken many hours.

Another memory of Osea Island is that the WRENS used to wait upon us at the Mess Table and that was very homely until Dame Katherine Furse, Commodore of the WRENS, decided to visit HMS "OSEA". Captain French accompanied her through the officers' quarters and one of the officers sleeping after night duty forgot to put the lock on his door with a notice outside 'Night Duty'. When Captain French opened the door Dame Katherine saw one of her WRENS in bed with the CMB Officer. From that day all WRENS were withdrawn from the Island. Some old memories are pleasant and amusing.

From "OSEA" I volunteered for the Caspian Sea to help General Denekin against the Bolsheviks. We all volunteered in a spirit of adventure; politics did not interest us in those days."

Submitted by Norman F. Matthews
July 4, 1998.

REMEMBERING 'GRANDAD' ON OSEA following Grandson's visit from AUSTRALIA TO MUSEUM.



19, Waterview St
Mona Vale
N.S.W 2103
AUSTRALIA

8-5-99

Dear Bob

I hope this letter finds you well I am so sorry for the delay in sending you a copy of the photo from Osea Island, but it has just come to light, I have been searching for it since we came back to Australia last August

Hopefully it will not be too late for your article on Osea Island and that the photo will be of some use to you.

This photo is a enlargement of a postcard photo sent to my Mother from my Grandfather who was billeted on Osea Island in the R.Mary in 1916. The photo shows the full company of matelos outside the house - Osea Island. My Grandfather is front row, second right from sailor seated (his name BW Brittain, I think he was a sign writer in the R.Mary, he told me this in 1959 when we visited the island and found a gun boat in the shed with the launching rails running down the beach near the pier.

Good luck with your project, thanks for your interest, perhaps you could keep me informed

Best Wishes

From

John + Rose Leeder

ps. Bob Wallwork has suitably replied and is keeping in touch with all his correspondents.

SECRET ISLAND AND THE WEAPONS OF WAR

Osea Island in the Blackwater Estuary, near Maldon, was the unlikely setting for a top secret wartime naval base.

We were delighted to see published, under the above heading, the following article by Andy Tilbrook, editor of 'Essex Countryside' in the June issue, following his visit to our Museum.....

Tucked away in the Blackwater estuary, not too far from Maldon, Osea Island is a peaceful place in the late 1990's, inhabited by just a handful of people. Farming is the main activity, as it always has been.

The island is low-lying and looks for all the world like the marshy estuary lands on either side of the river. It is hard to believe that anything of any great importance could have happened here. But for half a decade, Osea Island was talked about in hushed tones in the corridors of Whitehall, and was the subject of confidential, top secret reports and memos. The story of Osea's brief rise to fame began in 1903 in the most bizarre way, that gave no hint of the drama that was to unfold.

Frederick Charrington, a member of the famous brewing family, purchased the island because of his worries about the effects of alcohol.

He established a settlement where alcoholics could 'dry out' and recover, and where others could enjoy a pleasant retreat away from the temptation of the demon drink.

Charrington built a large house on the island, but unsurprisingly, the family wealth was not poured into the scheme. There were also tales that alcohol was freely available on the island, smuggled in by a local 'on the take'. The international political climate did not help matters, with rumours of a war between Germany and the Allied Powers.

Before long, Charrington left Osea and the island reverted to a traditional farming use. However, the legacy he left would serve the new masters of the island well.

In the second decade of the twentieth century, Britain led the world in the design of motor boats. Thornycroft Engineering and Shipbuilders, based in Southampton and Basingstoke, was one of the leaders in the field. Head of the Company, Sir John Thornycroft, raced high-speed launches at Monaco in 1913 and it was he who came up with an idea which would provide the British Navy with a valuable marine weapon and would change the destiny of Osea.

With the outbreak of war in Europe, Thornycroft wrote to the Admiralty in London, proposing a design for coastal motor boats (CMBs), capable of carrying and firing up to two torpedoes, while travelling at the then dazzling speed of thirty knots.

The Navy were interested and there followed considerable top secret correspondence on the subject. As it was a new weapon, testing and building needed to be carried out in secret, yet clearly as close to the action as possible.

In January 1916, Thornycroft wrote to Lieutenant Hampden at HMS Vernon, Portsmouth, a letter which reveals how far the idea had developed.

'I am writing to say how important I think it is that adequate provision is made for the care of the submarine 'Vedettes' (the somewhat misleading name given to the boats). I think you yourself appreciate the necessity, but the authorities to whom this type of boat is new can hardly understand without having had personal experience, how, first of all to

get the speed performance, everything must be in the best condition, and to maintain their speed and seaworthiness every detail must be looked after just as well as I gather you look after the mechanism of the torpedoes yourself.....

'The site of the Blackwater which you propose for the base seems to me an ideal one. I have had occasion to look round the coast recently for a site for a somewhat similar purpose, viz: a seaplane building station and have not seen anything to compare with it'. Seaplanes incidentally were later to be installed at Osea Island.

Thornycroft went on to stress the importance of keeping the boats in storage out of the water. '....the propeller shafts are necessarily of steel of a special quality and of such small dimensions that there is not any reserve strength if corrosion takes place...

'The wooden hulls of the boats too absorb a great deal of water and there is a very real material increase in weight if they are left afloat....'

The result was HMS Osea, under the command of Capt. Wilfred French, a base of up to 800 personnel, including WRNS and civilians, all sworn to secrecy about the true nature of the base. Accommodation and workshops were also provided on the island, from where the CMBs operated.

Fitted with 375 h.p. engines, the 55 ft long boats were intended for two or three man crews, equipped with one or two torpedoes.

When they quickly became operational, firstly in the North Sea and English Channel, their tactics were 'hit and run'.

Because of their great speed, they could attack warships at close quarters and escape to safety relatively quickly. Reconnaissance work was carried out by aircraft from the Royal Flying Corps in joint operations.

Back at Osea, development work was continuing, with a special propeller developed which was capable of jumping booms at the entrances to enemy harbours, a feature that would come into its own. (Ed - this is the answer to the puzzle picture in our last issue). Although the boats were invented specifically for action in WW1, the most successful mission was in 1919, during the conflict between the Allies and the new Bolshevik government of Russia.

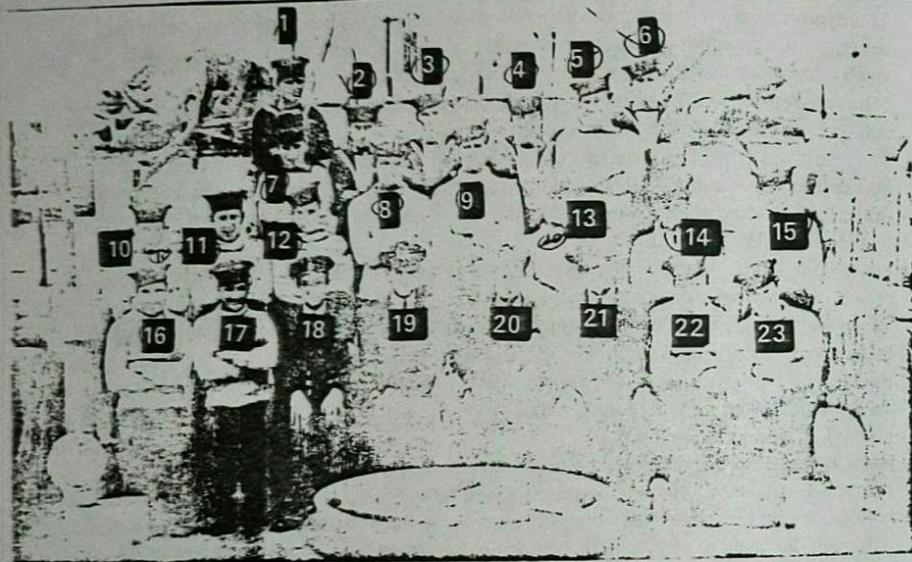
CMBs were carried out to the Baltic on freighters, and from Finnish ports they made raids on the Bolshevik fleet. The most daring and successful operation was carried out by two HMS Officers, Lt Cdr Gordon Steele and Capt Augustus Ager, who both received VCs. Under cover of darkness they made their way into the harbour at Kronstadt (over the booms) and released their torpedoes, inflicting fatal damage to two Russian warships, before making their escape at top speed.

Despite this glorious success, the Naval Base at Osea closed in 1920 and the island returned to its peaceful existence. Few signs of the Navy's presence exist today and the island has just a handful of houses.

M.T.B. 796.....Crew i.d.?

See the original and clear picture of the crew in the
Museum!

Are any further recollections forthcoming?



NAMES of CREW of MTB 796 on 21st JUNE 1945

[Remembered by ex-Crew Member John (Tiny) Ramshall , 27th October 1998]

- | | | | |
|--------------------|--------------------|--------------------|-------------------|
| 1. Geordie Brooks | 6. Chick Henderson | | |
| 2. Scouse Dryhurst | 3. Barlow | 4. Lou Springett | 5. Sheff |
| 7. 'Tiny' Ramshall | 8. Stan Collington | 9. Big Steve | |
| 10. Pusser Kelly | 12. Pincher Martin | 13. Jock Barnetson | 15. Ken McGowan |
| 11. Hoskins | 14. 'Jan' | | |
| 16. Taff Pearce | 18. Cox'n Salaman | 20. 'Tony' | 22. Taffy Evans |
| 17. Jock Peebles | 19. Lt. Evans | 21. Lofty Maycock | 23. Jock Gilcrist |

Not on photo.....

Tommy Strickland & Curly Hughes (Gunners); & Reg Searle (Telegraphy).

Ed's Ha'p'orth.....

Although we have not reported on our AGM in this issue except to confirm the new Committee as overleaf, we certainly must record how delighted we were to welcome at that meeting an encouraging number of members, and in addition our Curatorial Advisor, Nick Wickenden who, following our official business, gave an informative and sometimes amusing talk about his professional life firstly as archaeologist and latterly as Museums Administrator.

The Hon. Sec. once again wished to acknowledge the help of Len B as his 'word processor' and he is as reliable as ever with this issue!

I'm still wondering if the sign proposed for the Museum, and dismissed by Paddy, might in fact give us some publicity - viz: 'ARTEFACTS R US'.....

More seriously, as our Membership subs have been held for a further year, we are hopeful that our publicity drive will result in a further increase in our numbers.

We have been asked to provide a Member to sit on 'The Dawn Sailing Barge Trust Ltd' - Patron the Rt Hon The Lord Wakeham of Maldon - a one asset limited liability company registered as a charity. Your Committee, being already Trustees of a Charity, may not take this up, but any interested individual member should contact our Hon. Sec. for details regarding the S.B.Dawn which is at present in Maldon awaiting restoration/rebuilding.

FortyFourEightyFour Productions, Farnbridge Road, Maldon.

Views expressed are those of the individual contributors.

Maldon District Museum Association

---Registered Charity 301362---

President - Arthur Simpson Esq

1999/2000 Committee

Chairman.....Paddy Lacey.....

Vice-Chairman ..Len Barrell.....

Hon. Secretary... Tony Froom.....

Hon. Treasurer... Tony Tullett.....

Membership Sec:..Ray Brewster.....

Accessions Officer... Penny Cook.....

Committee..... Colin Barbrook.....

Committee..... Mike Bennett....

Committee..... Molly Middleton..

Committee..... Judy Tullett.....

Committee..... Bob Wallwork....

~~~~~  
Curatorial Adviser.... Nick Wickenden Esq  
~~~~~

Museum Reception Telephone No.. (01621) 842688
(Answerphone when museum unattended)

Correspondence to:
Maldon District Museum Association,
'The Museum in the Park'
47, Mill Road, Maldon, Essex. CM9 5HX.

School Party arrangements may be made direct with our
Schools organiser Mrs Cherry Ponty, Tel: