

"SHIPMATES AHOY"

I have in my possession the following document, viz:-

The Association of Engineering and Shipbuilding Draughtsmen Diary 1933 owned by J.A. Redford, Chandlers Ford, Southampton.

This diary has over half its content devoted to marine minutiae such as - 'Analyses of Oils, Safe loads on bolts, Flanges for pipe lines, Strength of timber, and last but not least, Superheated steam'.

All totally incomprehensible to an historical geographer! I have sent this diary to Hampshire County Record Office, and Greenwich Maritime Museum. Both returned it to me! If any member would like it they are welcome to it ... my address is on the last page of this Newsletter. A contribution to RNLi would be in order and wholly appropriate.

GEOFFREY MEAD

MEMBERSHIP CHANGES

New Members

E.J. Benford 5 The Dene, Hastings TN35 3PD (0424) 751992
British Engineerium (Off) Nevill Road, Hove BN3 7QA (0273) 559583

Amendments

J.C.V. Mitchell Middleton Lodge, Easebourne Lane, Midhurst GU29 9AZ (073 081) 3169
I.M. Dean 33 Chalk Lane, Sidlesham, Chichester (024 356) 284
Mr & Mrs A.R. Durden "Barnack", Goring Road, Steyning BN4 3GF (0903) 813603
J.H. Farrant 75 Paddock Lane, Lewes (0273) 478133
C.M.J. Wilson Flat 5, 133 Wigan Lane, Wigan, Lancs. (061 832) 8164 (Office)
J.W. Wykeham 42 Montacute Road, Lewes BN7 1TW

OFFICERS

President A.J. Haselfoot
Chairman Air Marshal Sir Frederick Sowrey, Home Farm, Herons Ghyll, Uckfield
Vice Chairman J.S.F. Blackwell, 21 Hythe Road, Brighton BN1 6JR (0273) 557674
General Secretary R.G. Martin, 42 Falmer Avenue, Saltdean, Brighton BN2 8FG
(Office (0273) 28479, Home (0273) 33805)
Treasurer & Member-ship Secretary J.M.H. Bevan, 12 Charmandean Road, Worthing BN14 9LB
(0903) 35421
Editor B. Austen, 1 Mercedes Cottages, St. John's Road, Haywards Heath
RH16 4EH (0444) 413845
Programme Secretary D.H. Cox, 3 Middle Road, Partridge Green, Horsham RH13 8JA
(0403) 711137
Archivist P.J. Holtham, 12 St. Helen's Crescent, Hove BN3 8EP (0273) 413790
Publicity G.E.F. Mead, 17 Hollingbury Park Avenue, Brighton BN1 7JG
(0273) 501590

Area Secretaries

Eastern Area
Western Area R.M. Palmer, 11 Arlington Close, Goring-by-Sea, Worthing BN12 4S
(0903) 505626
Central Area J.S.F. Blackwell, 21 Hythe Road, Brighton BN1 6JR (0273) 557674
Northern Area E.W. Henbery, 10 Mole Close, Langley Green, Crawley (0293) 23481

COMMITTEE MEMBERS

B. Austen, Brig. A.E. Baxter, D.H. Cox, I. Dean, F.W. Gregory, E.W. Henbery,
P.J. Holtham, G.E.F. Mead, R.M. Palmer, G.G. Thomerson, M.F. Tighe.

Copy for the Newsletter should be sent to:

G.G. Thomerson, 42 Gander Hill, Haywards Heath, West Sussex RH16 1RD (0444) 450722

PLEASE NOTE Latest acceptance date for copy for the January Newsletter
is 10th DECEMBER 1988



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Local Extracts from The National Gazetteer of Great Britain & Ireland (1867)

DIARY DATES

Saturday, 29th October. All day working party at Brewhurst Mill. See separate note.
Saturday, 19th November, 2.30 p.m. Annual General Meeting. Held at the Friends Centre,
Friars Walk, Lewes. Followed by a talk on "The History of Paddle Steamers in
Great Britain" by Robin Jones.

STOP PRESS - HELP NEEDED

Brewhurst Mill, Loxwood (OS map reference TQ 046312).

This rebuilt Victorian mill on a Norman site figured in one of Frank Gregory's mystery tours. It is very complete with its breast shot water wheel, stones, and a 41 hp Blackstone engine. The owner would like the mill to become a modest tourist and educational amenity with an equally modest production of wholemeal flour, but all the professional advice is to sell for development. An SIAS working day clearing up would give encouragement to the owner's aims for restoration and show the extent of local involvement.

Please come on Saturday, 29th October at 10.30 a.m. bringing brooms etc. to sweep through the mill, and saws, shovels etc. to clear flotsam from under the mill structure.

FREDDIE SOWREY

AREA SECRETARIES' REPORTS

WESTERN AREA

Coultershaw Pump

By the time you read this the 1988 open season will be over. Visitor attendances have been satisfactory - probably 10 to 20% up on last year. Surprisingly, in spite of the poor summer, the river flow has often been low, at times barely sufficient to turn the wheel and calling for treadmill assistance!

The Southern Water Authority have installed a fish ladder in place of one of the three sluices. This work cluttered up the site for 6 weeks or so, but now provides an added attraction. The SWA kindly removed the remaining leaky sluice-gate and replaced it with the new one which we have had ready for the past 2 years. We have to thank Gerry Nutbeam and Angus Mackintosh of the Chalk Pits Museum for doing some of the fitting work.

The 1920s' Duke and Ockenden deep well pump is completely dismantled, following an unexplained lack of water delivery. A small piece of wood was found stuck in the foot valve, preventing its closure. The flooring on which the pump is mounted is being modified to simplify future access to the foot valve.

We are grateful to our band of volunteers on open days, helping as guides and with day-to-day maintenance work. We still need you, please, for our winter maintenance programme!

Poyntz Bridge

After months of discussion of various schemes for the pivot bearing of the bridge, Chris Bryan has found a source of 4 inch diameter steel balls. The suppliers, Messrs F.J. Brindley & Sons of Sheffield, not only provided the balls free of charge but generously bore the cost of carriage which, for a total weight of close on 3 cwt., was not inconsiderable; we are very grateful to them for this gesture of goodwill to the Society. These balls are made in quite large numbers for use in ball grinding mills in the cement and paint industries; they are so accurately hand forged that in a "rolling test" they showed up the inequalities of Chris's kitchen floor!

Quotes are currently being obtained for the manufacture of a 42 inch diameter steel ring to fit between the balls and the bridge centre frame.

The decking and the handrails of the bridge have been completed:

I.A. Recording

The Worthing group, besides continuing to record in the local area, is proposing to make contact with Museum and Local History Societies in neighbouring towns, e.g. Arundel, Littlehampton, Shoreham, Steyning etc. It is hoped by this means to add "ready made" material to the S.I.A.S. records or at least to get leads to follow up. If any members in these areas are willing to help with this work, please get in touch with the under-signed (address and phone number on back page of this Newsletter).

MICHAEL PALMER

NORTHERN AREA

At Ifield Mill, the open days (last Sunday each month) have been very well attended with an average of about 150 people on each day. We are now closed for the winter period for ongoing maintenance etc. It is hoped to be able to open again next year but this will largely depend upon finding sufficient volunteers to act as stewards and to guide visitors. The same small band has manned this year's open days and we would welcome assistance from members, to relieve the workload. It would mean only giving 2½ hours of one's time on any one open day and I am sure your attendance would be greatly appreciated. If you would like to participate please contact me on Crawley 23481.

The Lowfield Heath windmill restoration is making steady progress with the roundhouse rebuilt on the new site at the Zoo & Aviaries (Charlwood). The crosstrees, quarter bars and mainpost have undergone repair and restoration and trial re-erection is being carried out prior to final erection onto the roundhouse. It is anticipated that this will be undertaken before the winter sets in. A programme of work on the main body of the mill is in hand and hopefully 1989 will see the project well advanced.

E.W. HENBERY

CENTRAL AREA

Jill Mill - One year after the hurricane

Jill's stairs, fantackle and tail pole which were all damaged have been replaced and are now back in position: the five bladed fan has been fabricated but not yet replaced. The brake wheel and brake shoe which were damaged by fire have also been repaired. When the sweeps, which themselves were not damaged, were removed to allow the above work to be undertaken it was found that the "shoulders" which retain the stocks and sweeps in the canister at the end of the windshaft were partially storm damaged and partially rotted: these have been replaced by new pieces in pitch pine, some 12 feet long and 12" x 6" at the largest section. The pitch pine was specially imported into Liverpool at a cost of £30 a foot. It is hoped to have the scaffolding removed and two sweeps in position by Christmas, with Jill grinding again in May or June of next year.

Remains of the Ouse Valley Railway

Along with other members from the Sussex Transport Interest Group, I visited the remains of the Ouse Valley Railway (See SIAS Newsletter No.32). This line was intended to provide a cross-link by building a line from south of Balcombe Viaduct on the London-Brighton main line to Uckfield then a terminus of a branch from Lewes, and on to Hailsham. Work started in May 1866 but the railway boom of the 1860s collapsed and work on the line was stopped in February 1867 never to restart.

The first remains visited were the abutments to the east side of the skew bridge which carries the main line just south of Balcombe Viaduct over Borde Hill Lane. Here the bridge was to be widened and a junction with the Ouse Valley line formed (MR 325 275). More abutments and a stretch of embankment can be seen on either side of the road from Borde Hill Gardens to Haywards Heath Golf Course (MR 334 269). From a footpath near Kenwards farm the eastern cutting can be seen which was to lead to a short tunnel: this now forms an ornamental lake. Continuing through Lindfield and turning off into Spring Lane, from the B2028 Ardingly Road, after about 300 yards a large tree covered section of embankment can be seen (MR 347 264). Back on the road (at MR 351 262) more abutments and opposite the levelled site of the proposed Lindfield Station. At the Uckfield end of the line (MR 445 204) is a complete brick bridge and a quarter mile to the east are yet more abutments and embankments.

JOHN BLACKWELL

VISIT TO BEEDING CEMENT WORKS

The first fifteen (1st XV ?) of us who applied to go on this limited numbers visit had a very rewarding afternoon on 15th June. Our guide Mark Gaskell explained that dust was not the problem that most people expected it to be. In fact cement manufacture is the second healthiest industry in Britain. The real problem is noise.

We were taken first to the loading side of the operation on the west side of the A283 road where we went up into the loading gantry for the bulk road tankers. The loading bays double as weighbridges. When the pre-set weight of vehicle plus load is reached, the cement supply to the tanker is automatically cut off. In the same building we were shown the bagging plant where 1 cwt. bags are filled, and again when the correct weight has been loaded the supply is automatically cut off and the bag sealed. The bags are then passed by conveyor belt to the loading bays where flat lorries are waiting to receive them below an automatic stacking machine.

We collected hard hats for our tour of the production plant on the other side of the A283. Chalk is taken from the hillside where the present working was opened in 1976 and is expected to last 30 years. Permission has recently been granted for chalk to be extracted from a further site. Clay is transported in lorries from three miles up the road at Small Dole, and gypsum comes from near Robertsbridge. So the three essential ingredients are all found in Sussex.

Both the chalk and the clay go through similar but separate crushing processes with the addition of water and a small amount of gypsum to produce Ordinary Portland Cement (OPC). Gypsum is added in larger quantities to make Reinforced Hardened Ferrocete (RHF) - a very quick drying cement. The correct mixture is controlled by a laboratory which uses computers for this function. When the mixture is within the laid down limits, water has to be removed. This used to be performed by a de-hydrator unit, but the Company found it could make sizeable savings in fuel by using water presses instead. Two of these machines have been installed with considerable success.

The product is then passed through two parallel brick lined kilns 350 feet long with a 10 feet diameter weighing 1000 tons which revolve at 1 rpm each powered by one electric motor. Very fine coal is blown into the mouth of each kiln and when joined by compressed air ignites to produce 2200°C and this raises the temperature of the product to 1500°C. Cooling then takes place below the kilns in coolers before being taken on conveyor belts to the loading side of the plant described earlier. Both these revolving kilns were out of action, one for routine maintenance and the other due to a broken bearing. Our guide said that in his twenty years experience at this plant, he could not recall this happening before. It should be avoided at all costs because productions stops.

Normally it is a continuous process 365 days of the year.

We should like to thank Blue Circle Cement and our guide Mark Gaskell for a particularly interesting visit and to Ron Martin for making the arrangements.

GORDON THOMERSON

MEMBERSHIP EVENING AT MICHELHAM PRIORY

On Friday 24th June members from all parts of Sussex came to Michelham Priory for a meeting originally planned on the subject of Watermills. This venue was selected because within the grounds of the Priory is a watermill and the speaker for the evening was to be Frank Gregory who was to give a talk on watermills. Unfortunately unknown to most members Frank Gregory was unable to attend.

About 35 members and friends assembled at the Priory, which was of the Augustinian order and built in 1229 with later additions. It is situated on a moated site on the River Cuckmere at Upper Dicker near Hailsham in East Sussex. On a warm evening members first inspected the watermill which had been set in operation especially for the Society and members were able to see the waterwheel and some of the internal machinery turning. After walking along the edge of the 7 acre moat and through the fourteenth century gatehouse members found time to look in the shop housed in the dovecote before proceeding to the Priory where guides were available to take small groups round the building. Before touring the Priory one of the guides described the history by making reference to the excellent model of the building at the time of its construction. In the brief tour of the rooms members were able to see the Tudor wing which included an interesting collection of furniture in the two lower rooms, while upstairs an unusual selection of musical instruments was on view. Another interesting room which was shown was the Prior's Chamber, where an early fourteenth century fireplace could be seen.

After this interesting tour, members assembled in the picture gallery behind the fireplace of the kitchen where our Chairman introduced the programme for the remainder of the evening. Three speakers were to talk on a wide range of subjects. Michael Tighe first gave an interesting talk illustrated with slides on the Industrial Archaeology of Banking. Various aspects of banking were covered including the design of early bank notes. The first part of his half hour lecture was about early banks in Hampshire and Dorset including Gunners Old Bank at Bishops Waltham. The architectural changes of banks in the Manchester area, with special reference to the Lancashire and Yorkshire Bank was also mentioned. A number of the more unusual slides shown included a rubber doormat inscribed with Pallant Bank and some interesting internal views of early banks showing the wooden panelling.

The second lecture was by Geoff Mead on the History of Soap. Although not illustrated mention was made of Eversheds who started their business in London Road, Brighton eventually moving to Kingston by Sea. The basis of soap is soda which can be obtained from animal bones and seaweed, therefore where a slaughterhouse was located or seaweed would be plentiful, e.g. river estuaries, soap manufacturers would be established. A good example of this is the soap manufacturing plant of Lever Brothers at Port Sunlight situated on the River Mersey south of Liverpool. In his research Geoff Mead relied heavily on personal contact with older people who worked at Eversheds, always an important source of information for the industrial archaeologist.

After a coffee interval when cakes were also served, Peter James gave an illustrated lecture of Lowfield Heath Windmill, covering the history, the dismantling and the transportation of this post mill to Gatwick Zoo, where it is to be re-erected. After giving a brief history of the Mill, a number of slides were shown of the stages of dismantling. A few timbers were found to be in a poor state but this did not cause any problems in removing the main parts of the structure. Of particular interest was the skill and precision which was demonstrated by the crane driver in his careful removal of larger parts of the Mill body. Transportation to the new site was carried out by low loader and a number of slides were shown of this taking place. After removing the parts which form the main structure of the Mill, the bricks of the roundhouse were removed methodically for eventual re-erection at the new site.

The meeting ended at 10.15 when our Chairman thanked the three speakers for covering varied and interesting subjects. Thanks were also extended to the Sussex Archaeological Society and guides for their hospitality in making us welcome at Michelham Priory.

ROBIN JONES

VISIT TO STEYNING

Despite competition from the demolition of one of the chimneys of Brighton Power Station (see separate item) that delayed a few people, a good day was had by the 25 members who came to Steyning on 16th July.

After coffee Joyce Sleight gave a very informative talk on the history of Steyning. Illustrated with slides, this included the tanning, milling and brewery industries based on the two streams that flow unobserved by most people across each end of the High Street. To think that the stream at the west end supplied two mills seems incredible in these days.

A break for lunch allowed people to eat as they chose in time to reassemble at 1.45 for a guided tour of Steyning led by Joyce Sleight. We were shown the site of a watermill, brewery buildings, tanning building, gas works site amongst many other interesting buildings. Then Captain Smalley showed us around his home, Court Mill where the works of the mill are retained although the bin floor and stone floor are now living accommodation. The water wheel is in poor condition. Next to Steyning Museum - small but interesting especially as the curator had put out on display some extra material especially for us.

Finally we met back at Mrs Durden's house for a very welcome cup of tea. A very interesting day thanks to Joyce Sleight and Mrs Durden.

DON COX

HOLIDAY '88 - NEW LANARK

For anyone holidaying in Edinburgh or Glasgow this year a trip to New Lanark, situated a couple of miles from Lanark, is well worthwhile. If arriving by train the local taxi is cheaper and quicker than the bus, at least for four people.

Following the introduction of Arkwright's Water Frame the factory system rapidly developed, the requirement for the site being a fast flowing water supply. This need brought David Dale (1739-1806), a prosperous Glasgow cloth merchant, to the falls of Clyde in 1783. Within ten years, mills employing nearly 1500 people had been constructed together with housing for the workforce. Besides being a talented businessman Dale was deeply religious and his beliefs inspired him to make excellent provision for the orphan apprentices who worked in the mills. These orphans received maintenance and basic schooling in lieu of wages and harsh though the use of child labour might seem to us, it was quite normal in eighteenth century Britain, and Dale's orphans were particularly well treated.

A visitor to this enterprise was a successful mill manager Robert Owen (1771-1858) who in 1799 married Dale's daughter, Caroline, and it was whilst manager at New Lanark that Owen developed an international reputation. It was his managerial ability that provided the finance for his socialist schemes for which he is now best known. The Nursery buildings of 1809 which were used to house several hundred pauper apprentices who normally worked in the mills can be seen. No person under the age of 10 was allowed to work in the mills; to forego the profit from child labour was considered revolutionary. The village store and associated housing has also been renovated. This was no "truck" shop where good quality goods bought in bulk and sold at near cost developed a co-operative element with the profits being reinvested in the village. In 1823 the profit of over £8,000 was used to meet the cost of the school. New Lanark's store was an inspiring example to the success of the early co-operative movement. Robert Owen's school completed in 1817 is now being restored. It was famous for its size and its attempts to deal with the problem of mass industrial education and Owen's educational philosophy. It accommodated the children of the village from about one year until they were ten. They were taught a wide curriculum which included singing and dancing. The pupil-teacher

ratio was good even by modern standards, 12 teachers in charge of 194 children in the elementary school; 7 teachers in charge of 80 children in the infant school. Education did not stop at ten, the "New Institution for the Formation of Character" was completed in 1816. It contained a library, reading rooms, and rooms for lectures and recreational purposes. In the late 1820s Owen became less involved with the village as he tried to apply, somewhat unsuccessfully, his ideas in America.

The mills are the key to New Lanark. It was cotton spinning by water power that brought the village into existence. No.1 mill is the oldest surviving built in 1789. No.2 mill was widened in the 1890s, producing its present brick facade. No.3 mill of 1826 is the best preserved and houses the visitor centre, a superb example of the industrial architecture of the period. It replaced the original mill which was burned down in 1819. No.4 mill next to No.3 was burned down in 1883 and not replaced. Fire was a constant threat in cotton mills and old mills suffered severely from its ravages. In 1881 the mills were sold to the Gourcock Ropework Company who diversified production but both production and the workforce dwindled until closure in 1968. It is no exaggeration to state that the setting up of the New Lanark Conservation Trust in 1975 was the last throw of the dice before the bulldozers moved in. There would now appear to be no shortage of funds and the M.S.C. labour schemes are restoring the fabric of the buildings to their original condition. The remoteness of the site has meant that no later development has intruded on the original buildings and a walk-about faithfully recreates the community. What is missing, at the moment, is a sense of the past and this will no doubt come when the museum aspects of the village are eventually recreated.

JOHN BLACKWELL

HANGLETON MANOR DOVECOTE - A CORRECTION

As a result of my note on the Hangleton Manor Dovecote in Newsletter No.59, I received a letter from our member Eric Holden disputing that the Manor was unoccupied from the late 60s until purchased by the present owners in 1982. Mr Holden had been asked in September 1969 by the then owner Bill Scales to inspect a mural of a ship which had been exposed during alterations to turn the Manor into a hotel-cum-pub. Around that time Mr Holden had been there on several occasions for meals.

In order to establish the true situation at the time I approached the joint authors (Colin and Sheila Laker) of the booklet on the Hangleton Manor Dovecote, from which I cribbed my information. They were very interested and Colin did some further research into old directories and other records which confirmed that Eric Holden, who they know through previous contacts of a local historical nature, is correct in that the Manor was unoccupied only from 1964 to 1968.

My apologies to Eric Holden for publishing false information, and thanks for drawing it to my attention. Thanks also as it resulted in a pleasant pub lunch for me with Colin and Sheila Laker discussing the matter with the present owners Frank and Jennifer Saunders, especially as Frank is now Lord of the Manor of Hangleton having recently purchased the right to this title.

GORDON THOMERSON

OLD SHOREHAM TRESTLE BRIDGE

The old timber trestle bridge at Shoreham (TQ 206 059) is a good example of a type fast disappearing. It makes an attractive scene with the substantially Norman church. Joseph Hodskinson built the bridge in 1781-82 from the proceeds of a tontine headed by the Duke of Norfolk who wanted to bridge the river Adur for the south coast road. Tolls were charged to use it.

One hundred and forty six 14 in. square timber piles were used in 26 trestles supporting the 12 ft. wide roadway which has two passing places 25 ft. wide in the 450 ft. length of timber work. The approaches are causeways supported by masonry retaining walls.

When the Shoreham to Horsham branch of the LB&SCR was opened in 1861 a level crossing adjacent to the bridge became necessary, so the railway company acquired the bridge and continued with toll charges until 1968. Then a new bridge was built for the A27 south coast trunk road and the toll bridge was handed over to West Sussex County

Council who maintain it as a footpath. Appreciable repairs were carried out in 1987.

ALAN ALLNUTT

THE FALL OF THE EAST CHIMNEY - or - THE VICE CHAIRMAN WOBBLER.....

Saturday 16th July saw a spectacular event - a major traffic jam affecting Shoreham, Southwick and Portslade! The cause was several thousand people assembling to watch the demolition of Brighton 'B' Power Station's east chimney. Only Brighton & Hove Albion's promotion game drew a bigger crowd! They certainly did the local landmark proud lining the South Basin road, the A259 - closed - coast road, the North Basin road, assorted lorry roofs, bus shelter roofs and in the Vice Chairman's case, a five litre Castrol oil can!

At 9.30 the Vice Chairman, Beryl, Susan, Claire and I pushed and shoved for a view on an already filling A259. At 9.45 a small bang signalled that all was going according to plan. The day was fine, boats full of spectators bobbed in the canal, wharves overflowed with folk, members of the committee toasted the East Chimney with a tin of Guinness! Not wishing to deny the Society of a decent unobscured set of photographs the Vice Chairman dashed around looking for a milk crate, beer crate etc. to stand on. Ever resourceful he returned with a solitary five litre Castrol tin and ably supported by Beryl, Susan, Claire and me, focussed in on the subject - with the slightest wobble ... 10 a.m. a puff of smoke, a muffled bang and the 340 ft. chimney fell sideways into the former coalyard on its eastern side, a cloud of black dust rose rapidly and settled on canvas, faces and clean summer shirts! All over.

The demolition marks the beginning of the final phase in the rundown of power production in Sussex and dismantling the rest of the power station will continue until 1991 when the western chimney will be demolished, then the entire area will be redeveloped with hi-tech and so called 'clean' light industry.

Work on the doomed £20 million building began in 1947 with the sinking of 5,000 steel piles which form the foundations. Fifteen million bricks and five years later the power station opened as a "monument to the constructive skill of man". The building designed by Brighton Corporation has often been branded a "blot on the seascape" by its critics, but the controversial stations architectural features were once given the seal of approval - by no less a body than the Royal Fine Arts Commission, and in Pevsner's Buildings of England the scene in the early 1960s is described thus

"both power stations are well sited between the basin and the sea and suddenly the view looks like Hartlepool or Whitehaven".

The station was first conceived in the early 1940s to fulfill the need for a large modern installation to supply electricity for the south east area. Designed by G.H. Somerset it had a capacity of 342 MW and a turbine room 255 metres long, 18 metres wide and 24 metres high. The boiler room is 270m x 30m x 35m high with a cable tunnel under the canal 27m down and 3m in diameter. It consumed 300 tonnes of coal per hour and it was this that prompted the enlargement of harbour facilities in 1957 to accommodate vessels of 4,500 tonnes.

Construction on the 45 acre site started in 1947 and was scheduled then to cost £7½M for the first stage to be completed by winter of 1950. The final cost was estimated at £15M. Work started in November 1947 which was to our 'inquiry dominated' 1980s astonishing, as the public inquiry only started on January 30th!

References:-

Evening Argus 11 July 1988, 16 July 1988

Anon., A Guide to the Buildings of Brighton (1987)

Buildings of England: Sussex Nairn & Pevsner (1961)

Industry in Sussex (1947)

Brighton & Hove Gazette Yearbook (1947-8)

Brighton & Hove Herald photo archive - various dates - Brighton Reference Library

GEOFFREY MEAD

BARTLEY MILL ENTERS THE GUINNESS BOOK OF RECORDS

Bartley Mill at Bells Yew Green near Frant in East Sussex made an attempt on 25th August to beat the record for producing a "baker's dozen" of loaves from standing wheat which stood at 40 minutes 44 seconds.

With the required two independent timekeepers ready and the Mayor of Tunbridge Wells present to see fair play, their aim was achieved in the new record time 40 minutes 8 seconds. The representative from the Guinness Book of Records who was also present declared the new record to be authentic.

The mill is situated 3 miles east from Tunbridge Wells just off the B2169 to Lamberhurst, 1 mile east of Bells Yew Green. It is open 10 a.m. to 6 p.m. all the year round and offers additional points of interest with a small museum and farm shop.

AMBERLEY CHALK PITS MUSEUM

The excellent visitor numbers continued throughout the school holiday daily opening period and maintained an increase of 18% on last year's figures.

In July the Museum Trustees hosted an Armada Supper for Horsham District Councillors. The guests enjoyed an informal visit to the Museum where they met many of our regular volunteers, craftsmen and permanent staff. The evening also saw the launch of a temporary display on Horsham Wheelwrights, Spooner and Gordon whose Victorian workshop was dismantled by Museum volunteers for future reconstruction at Amberley.

Recently re-commissioned was the impressive Fowler diesel locomotive "Peldon" after a painstaking ten year rebuild by volunteers Doug and Dave Bentley. Regular passenger haulage is now by a newly reconditioned Simplex diesel loco generously sponsored by the Ibstock Brick Company. The Bagnall steam loco "Polar Bear" is currently undergoing boilerwork by John Simpson at Cowfold.

Derek Kilburn has begun reassembling his Marshall steam tractor "Jubilee" after a major boiler and firebox rebuild. Visitors are enjoying the unusual opportunity of seeing this massive do-it-yourself kit taking shape.

Our winter work programme will include much vital site and exhibit maintenance, some improvements to existing features and the fitting out of the 1920s motor garage.

New volunteers are always welcome and their efforts are usually concentrated on Wednesdays and Sundays, but a telephone call to the Museum office (0798 831370) would give you some information on the tasks and projects available.

MICHAEL WALL, Curator

OBITUARY - PROFESSOR ERIC OPENSHAW TAYLOR

Eric Taylor, who died in October last year, had always been interested in the History of Electrical Engineering, being a prominent member of that Group in the Institute of Electrical Engineers of which he was a Fellow.

I first met him early in 1940 when I was Chief Assistant Technical Engineer of the S.E. England Area of the old Central Electricity Board who built and operated the first national high-voltage grid. Eric had been lecturing in Electrical Engineering and he came to us to see if we could make use of his knowledge and abilities in the electrical supply industry. We welcomed him, his younger brother was already with us, and very soon he was proving of sterling worth as a back-room boy.

A few years later he was appointed Professor of Electrical Engineering at Heriot-Watt College, Edinburgh, where I met him occasionally after I had left the Central Electricity Board and gone into industry.

On his retirement he came to live in Sussex, at Guestling near Hastings, and I met him again at a meeting of the S.E. England Section of the I.E.E. I got him to join the S.I.A.S. and, having learnt that he had edited a journal at Heriot-Watt College, I persuaded him to take over from me the editorship of the Newsletter in 1975, and the year after he edited the first number of the re-born Sussex Industrial History and continued doing these jobs excellently until he resigned the Editorship in 1983 after reaching the age of 80.

I kept up a close connection with Eric and often visited him at Guestling where his wife, Jackie, was always so welcoming and hospitable. We also used to meet regularly at the annual week-end Summer Meeting of the History of Electrical Engineering Group of the I.E.E. at various universities round the country.

The sudden death of his wife Jackie was a bad shock for him but he had the great support of his daughters who arranged for him to move to an old people's hostel near Banstead in Surrey where he died two or three years later.

Eric's death was a sad loss to the Society; he was greatly interested in all aspects of the history of engineering and a very efficient editor of the Journal and Newsletter.

AJ. HASELFOOT

THE OLD FORGE AT WADHURST

Our President John Haselfoot has recently 'discovered' an interesting relic of earlier times in the Old Forge in Wadhurst which is the subject of a Planning Application for conversion to housing. The existing buildings are a typical early 20th century industrial workshop complex, mainly timber framed and covered externally with weatherboarding. They were built for the firm of Bassett who were originally coach and cart builders, although the firm has of recent years been reduced to general farriers and blacksmiths.

The interesting feature of the building is a platform hoist 13ft x 8ft by means of which vehicles requiring painting were hoisted from the ground to first floor level where the paint shop was situated. The hoist was raised and lowered through a system of pulleys by a hand operated winch situated in the roof. Do any Members know of the existence of a similar installation?

It is hoped that a fuller description and drawings will be prepared for future publication.

R.G. MARTIN

PROPOSED FORMATION OF SUSSEX MILLS GROUP

The Committee have approved the formation of a Sussex Mills Group to represent the interests of Wind and Water Mill Societies, owners and other interested individuals in Sussex.

It is proposed that this Group will be constituted under the auspices of the Sussex Industrial Archaeology Society and will be run by a Sub-Committee of the Society. A meeting will be called later on in the year to inaugurate this Group and if any members are interested in participating would they please get in touch with me.

R.G. MARTIN, General Secretary

SIAS ARCHIVES - A NEW HOME!

At present the Society archives are located in a variety of unlikely places - a locked filing cabinet in Hove Library local history room, Peter Holtham's house, Ron Martin's office and doubtless many others.

At a committee meeting in April it was decided to centralise archive material at a single location, the Lewis Cohen Urban Studies Centre, Grand Parade, Brighton. The Director of the Centre, Mrs Selma Montford is a leading light in local conservation movements and was very helpful in that she provided the office space needed - for free!

This move will have a number of advantages among which will be -

- centralising archive documents in a single place
- providing easy access to members - 15 minutes walk from Brighton Station, on A23 opposite Royal Pavilion with a bus stop outside the door.
- increased publicity for the Society.

The Centre exists to provide environmental information on Brighton and Sussex to the general public, local schools and colleges. It is an information and resource centre containing a small library of books of local and environmental topics; a slide collection of historic aspects of the local area and current topics of interest; a newspaper cuttings

collection; a collection of environmental magazines; a map library; local planning documents and much more.

From the Society viewpoint, it will bring our name into the gaze of public and student alike, and as the new GCSE exams require greatly increased project work, more young people will be using any kind of archive. SIAS material will all be marked with our name stickers so that we reach a wider audience. The material will be stored in a filing cabinet - provided very kindly by John Blackwell - in the Centre study basement and space will be available for our publicity material.

We will be depositing back numbers of SIH and the Newsletter, photocopies of articles relevant to I.A. and any other material which will a) assist Members in their research and b) bring our Society into wider view. Anyone with any relevant material, books, articles, photocopies etc. who would like to contribute to this new and exciting venture please contact our Archivist, Mr P.J. Holtham, on Brighton 413790 or write to him at 12 St. Helens Crescent, Hove BN3 8EP

This archive will be for 'hands on' research, members with original or irreplaceable items can be assured only photocopies will be deposited here or in the case of multi-copies one original copy.

This service from the Centre is FREE - we will gain publicity and NEW MEMBERS your Society needs YOU!

GEOFFREY MEAD

APPEALS

Photography - developing and printing

The cost of developing and printing black and white films has risen considerably recently. If any member knows of somewhere which charges a reasonable commercial rate, would they please let the General Honorary Secretary know.

Visits organisers

The Society is in need of organisers for our summer visits. If any member is willing to organise one or more visits, or even knows of a non-member who would do so, (and may subsequently be persuaded to become a member) would they please contact Don Cox telephone number Partridge Green 711137.

HISTORIC WEST SUSSEX - A PHOTOGRAPHIC COMPETITION

Do you have a favourite view or building or object which seems to you to illustrate the historic heritage of West Sussex? If so you could win a wonderful prize, and help the West Sussex Record Office at the same time.

West Sussex Archives Society, a body of friends of the record office, is running a photographic competition to raise money for the record office in its important function of preserving the manuscript and pictorial heritage of the county of West Sussex.

The entrance fee of £1 will go into the fund of the archives society which helps the record office to buy historic documents when they come up for sale, and so preserve them in the county and for the county. The subject of the competition is 'Historic West Sussex', and from all the photographs entered a panel of judges will select those which, in their opinion, best illustrate the subject. The best photographs will be displayed at an exhibition at County Hall Chichester opening on 1 December 1988, and the winning entries will appear in local newspapers. All photographs entered will be preserved for future generations at the West Sussex Record Office. So get out your camera and **START SNAPPING.**

Judges: The Rt Hon The Lord Cudlip, former chairman of IPC Limited
Mrs Patricia Gill, County Archivist
Mr Michael Moore, ABIPP, AMPA, ARPS, Beaver Photography

Prizes: **First Prize:** a glass goblet, bearing the West Sussex coat of arms, engraved and presented by Jacques Ruyterman of Arundel; and a Pentax SLR camera with 35 to 70 zoom lens presented by Unit (United Independents Ltd).

Second prize: the latest volume of The Victoria County History for Sussex.
Third prize: a voucher for two tickets for Chichester Festival Theatre in the 1989 Season.

There will be many additional prizes including a haunch of Sussex venison, bottles of wine, books, gift vouchers and other valuable items. A complete list of prizes will be displayed in the county libraries.

Special prizes will be awarded to younger competitors:
13-18 year olds: first prize, a Panasonic 35mm compact camera outfit; second prize, a record token; under 13 years: first prize, a photographic album; second prize, a book token.

ENTRY FORMS from: Photographic Competition, c/o West Sussex Record Office, County Hall, Chichester, West Sussex, PO19 1RN.

PORT OF SHOREHAM 1867 - "A CONSIDERABLE TRADE IS CARRIED ON ..."

The National Gazetteer of Great Britain and Ireland (1867) is a set of 12 volumes describing in great detail every town, village and hamlet. In a series of articles to be published in the next few Newsletters I have abstracted items of IA interest listed in alphabetical order. However the string of settlements along the lower reaches of the Adur make a nice study on their own, revealing the wide range of employments within a small but bustling port complex.

Shoreham In 1758 an Act was obtained for the improvement of the haven, but the embouchure of the Adur continued to shift eastward leaving the original town of Old Shoreham, now a small village, a mile inland and rendering the haven almost useless. In 1811 a second attempt was made to restore this ancient port by cutting a new channel through the shingle embankment and flanking it by substantial piers which run in a SSW direction into the sea, thus keeping open the passage. The harbour mouth is nevertheless subject to a bar which shifts its position from 60-160 feet from the pier heads. The depth of the water over the bar at high water is from 16-22 feet according to the tides and the rise of the spring tides is about 18 feet.

A considerable foreign trade is carried on owing chiefly to its being a warehousing port for timber and for West Indian, Levant, African, French, Dutch and other produce. A considerable trade is also done in coals and corn. The port has belonged to it upwards of 100 vessels and is an excellent station for the oyster fisheries. It has long been noted for its shipbuilding and extensive works for making cement.

Kingston-by-Sea It is a small but flourishing village situated on the South Coast railway of which it is the chief station for goods landed in Shoreham new harbour. There are very extensive warehouses and malthouses, also a shipbuilding yard belonging to Messrs May and Thwaites and coke ovens and works of the South Coast Railway Company. A portion of the inhabitants are engaged in fishing and boat building.

Southwick The village is situated near Shoreham Harbour on the ship canal, by means of which a considerable trade is carried on in corn, coals, etc. The inhabitants are chiefly seafaring.

Portslade The population and property of Portslade has greatly increased of late years owing to the formation of a canal and basin which is connected with the harbour of Shoreham. Many of the inhabitants are engaged in the coal and general trade of Brighton and its vicinity."

As the silting increased in the western part of the harbour so a decline set in, whereby Shoreham itself became an economic backwater losing the valuable oyster and shipbuilding trades; and seeing much of the new development taking place along the canal, especially with the establishments built to provide gas, coke and electricity for the Brighton conurbation. Factories and process plants producing bleaches, polishes, soap, tars, jostled for position near to railway and wharf, later to be accompanied by oil and petrol storage, ballast processing, bulk wine delivery and vehicle imports.

The demolition by the CEGB of the last power station on the shingle spit will allow further development, thus securing future growth areas for the burgeoning port facilities.

GEOFFREY MEAD