

INDUSTRIAL ARCHAEOLOGY NEWS

91
WINTER
1994

THE BULLETIN OF THE ASSOCIATION FOR INDUSTRIAL ARCHAEOLOGY

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Conference 1994

Bill Firth

Conference this year was organised by the Southampton University Industrial Archaeology Group (SUIAG). It was held at Sparsholt College, Winchester, over the weekend 9 - 11 September with an overlapping supplementary programme from the previous Wednesday to the following Tuesday.

Events started on Wednesday afternoon with a nearly full coach-load visiting Fort Widley and Bursledon Windmill. Fort Widley was built, but never used in anger, in the mid nineteenth century as part of the landward defence of Portsmouth. The visit was most interesting, the views on a clear, blustery day were superb. Bursledon Mill, the only windmill in Hampshire capable of working, was built on the site of an earlier mill in 1814 and ceased working in the 1880s. Restoration started in 1979 and the sails moved again in July 1990. There was enough wind to move the sails during our visit.

As a preliminary to Thursday's visit to the Isle of Portland the evening lecture was 'The Portland Stone Industries' by Dr Peter Stanier, who also led the visit. This was a marvellous day out and, despite showery weather, it did not rain during the five hours we were outdoors on the island. Much of the visit was concerned with the quarrying of Portland stone but we also took in Fort Verne (contemporary with Fort Widley), the lighthouses, two windmill towers and other sites, including stone carvers at work. Again the views were

NEW EDITOR

From the next issue of *IA News* the Editor will be Dr Peter Stanier. All correspondence regarding the bulletin should be sent to him at 49 Breach Lane, Shaftesbury, Dorset SP7 8LF (0747 854707). It would be helpful if lists or address lists which include the Editor's name and address are changed immediately.

Dr Peter Wakelin, gives his thanks to those who have helped produce the bulletin over the past six years on page 6.

superb. With a long coach ride we could not return to Sparsholt for dinner which was taken at the Coventry Arms at Corfe Mullen.

Friday also took us out of Hampshire although on the way we visited the silk mill at Whitchurch built in the late eighteenth century and still operating, albeit on electric power, turning out special silks for legal and academic gowns, theatre costumes and other short runs.

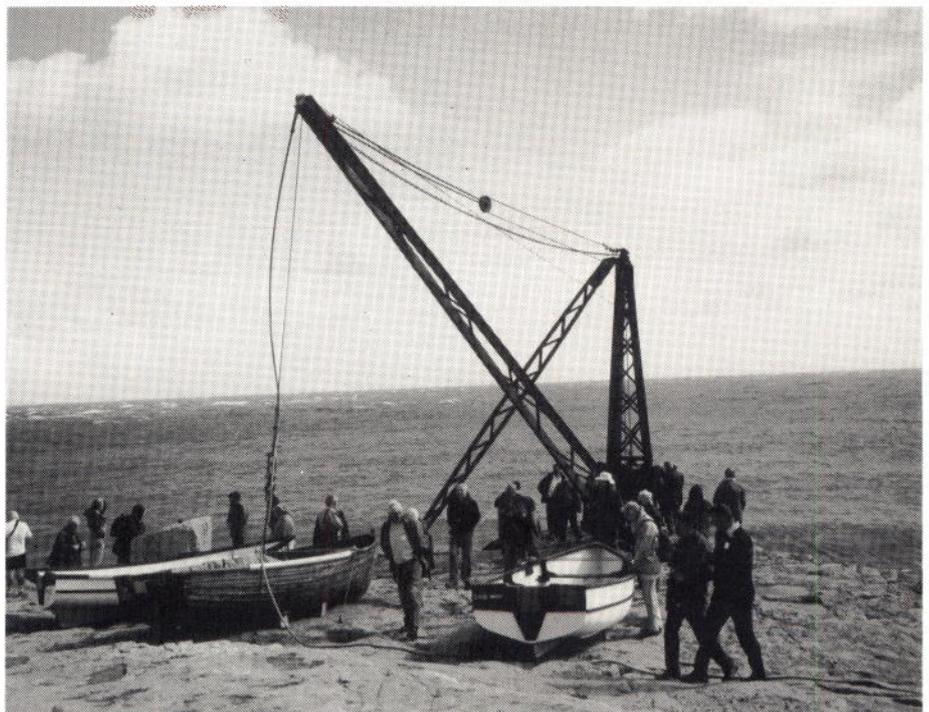
We then went on to the Science Museum store at Wroughton airfield where we were shown the new controlled atmosphere store and its contents. Unfortunately, time did not permit a look into any of the other hangars where exhibits are stored and after our packed lunch, with coffee kindly provided by the museum, we went off to Swindon.

Here the staff of the RCHME, led by Keith Falconer, took us in turn in four separate groups on tours of the remaining buildings of the GWR works, the railway village, the railway museum and the refurbished building, which was the GWR design office and is now occupied by the Commission.

The conference proper started after dinner with a welcome from Dr Edwin Course, President of SUIAG, and a talk, 'A Brief Survey of IA in Hampshire' by Professor Ray Riley. This was a wide-ranging personal selection of sites in Hampshire. Some members' contributions followed.

Saturday morning began with two lectures. First, Professor Angus Buchanan gave us 'The Mill in History', another wide-ranging and personal selection of sites illustrating the development of the mill to the factory (often still called the mill). Michael Hughes, the Hampshire County Archivist, followed with 'IA and the SMRs' in which he showed us what Hampshire is doing on recording and documentation and where the Index Record of Industrial Sites (IRIS) and Sites and Monuments Records (SMRs) fit in. The remaining members' contributions completed the morning programme.

There was a choice of three visits in the afternoon; the Hampshire Museum store, led by John Silman, Twyford Waterworks, led by Edwin Course, and Portsmouth Dockyard, led by Ray



The 1994 AIA Conference: Quarry crane and delegates at Portland Bill

Photo: John Bennett

**Maltings • Winchester Conference 1994 • Michael Stratton moves • Smallsmith
Canon's Marsh • Health and Safety • 1994 AGM Report**

Riley and Brian Paterson. I can only speak for the dockyard visit. We were bedevilled by traffic problems and then security at the dockyard and had to be satisfied with a one hour dash through the historic parts not open to the public and a return to Sparsholt. It was ironic that within an hour we were on our way back to the dockyard suitably spruced up for the conference dinner on the gun deck of HMS *Warrior*.

To many this was the highlight of the conference. HMS *Warrior* was commissioned in 1861 as the largest, fastest, best protected and most formidable warship in the world. She represented the start of great advances in warship design and soon became obsolescent.

She came off the active list in 1883, went into reserve, was a torpedo school from 1904 to 1924 and a hulk at Milford Haven from 1929 to 1979 before she was taken to Hartlepool for restoration.

We had plenty of time for pre-dinner drinks and had the freedom of the ship to inspect as we pleased. An excellent dinner, four courses and coffee, was followed by the loyal toast, a welcome from our President and some very interesting observations about HMS *Warrior* from Mr Val Fontana who has been closely associated with the restoration and ably stood in for Captain T Fraser Morgan who had been unavoidably called away. It was late, late when we arrived back at Sparsholt.

Sunday morning followed a traditional pattern. Reports from the heritage bodies given by Keith Falconer, Miles Oglethorpe and Peter Wakelin were followed by the AGM and, after coffee, the Rolt Memorial Lecture.

The Rolt Memorial Lecture was given by Dr Edwin Course and was appropriately entitled 'Engineering Works in the Countryside', a subject close to the heart of Tom Rolt. The full text will be published in *Industrial Archaeology Review*.

This ended the conference proper but on Sunday afternoon there was a most interesting voyage on SS *Shieldhall* past Southampton Docks and down Southampton Water. Some SUJAG members refer to their organisation as 'sewage' and it was perhaps appropriate that the *Shieldhall* was designed as a sewage removal vessel. She is the last triple expansion steam-driven ship in the south.

The evening lecture, 'Fortifications of the Solent', was given by Ian Stevenson and enhanced the background to our visit to Fort Widley, the other forts we had seen all round Portsmouth and at Portland, and the forthcoming visit to Spitbank Fort.

Monday was a rural day. It started with a trip from Alesford to Alton on the Watercress Line. Unfortunately, due to financial constraints, it was diesel hauled. There was a stop at Ropley to visit the engines and repair shops. At Alton we split into two parties, one to visit the Salisbury and Southampton Canal and Michelmersh brickworks, the other to the Bass brewery at Alton, Selbourne brickworks and Headley Mill.

The brewery was interesting but the plant is modern and represents the IA of the future, the brickworks were muddy and represent IA still in use. As the leaflet about the mill says, 'Headley Mill is not a resurrected water mill but has a known record of service for over 1,000 years'. We were privileged to see it.

Back at Sparsholt the evening lecture was a fascinating account of the history of the sewing machine by Dr Martin Gregory who has a considerable collection of early machines.

The last day took us to Gosport starting at the Froude Museum. William Froude was a pioneer in ship hydrodynamics in the early nineteenth century and was followed by his son R E Froude (See *IA News* 88). We saw a testing tank in operation and many relics of the Froudes and the subsequent development of the subject. We then went down to the pier and embarked for Spitbank Fort, one of the sea forts guarding the entrance to Portsmouth Harbour. In addition to visiting the fortifications, there were splendid views and we had an excellent lunch. This was the last visit except for a brief photostop at what was Gosport railway station.

Much more could be written but mention must be made of the weather. Throughout the conference there were very heavy showers and yet by some intervention it almost always rained when we were in the coach or indoors on a visit. There was an extremely heavy storm on our way to HMS *Warrior* but as the coach ran down to the dockyard it all cleared away and no one got wet. This was not the only instance - we are not sure by what means Tony Yoward arranged this.

Thanks must be expressed to all our guides and lecturers, too numerous to name, but John

Silman, who commented so ably during our journeyings and who we hope will soon be in full health again, must be mentioned. Last, but far from least, our thanks must go to Mary and Tony Yoward who took over at short notice and who so ably masterminded the whole programme. □



Exploring the new Science Museum store at Wroughton

Photo: John Bennett



Inside Whitchurch Silk Mill during the Conference visit

Photo: John Bennett

Safety First

Many industrial archaeological sites are dangerous, and sometimes we make them more dangerous by our behaviour. It is important that we do not turn a blind eye to sites that present some kind of danger - that would rule out recording work in almost every threatened building and on many open sites. But if we are going to visit sites it is essential that we appreciate the kinds of dangers that exist and plan to overcome them. The following recommendations are the safety policy devised for visits to industrial sites by the Greater London IA Society. This is a thoughtful and impressive document, from which many of us could benefit. The Society has kindly agreed for us to publish the entire text so that it can be more widely known.

This safety policy is issued by the executive committee of the Greater London Industrial Archaeology Society (GLIAS). These notes must be read by all persons visiting a site. If any point is not clear, ask for clarification by the visit leader.

Old industrial premises can be dangerous places and safety considerations are of paramount importance. If you are injured, help may be far away.

GLIAS has been in existence since 1968 and has an excellent safety record, but this must not be allowed to lead to complacency. GLIAS members participating in official GLIAS Recording Group activities are insured under the GLIAS Policy, taken out under a Council for British Archaeology (CBA) scheme.

The following safety guidelines must be observed by all GLIAS members when visiting sites or undertaking recording activities.

1. There must not be less than two persons on site at any one time.
2. One experienced member of GLIAS is to be appointed as 'leader' for safety purposes. That person must:
 - know the location of a telephone, for use in emergency.
 - record the names of all participants.
 - brief a deputy, to act in emergency.
 - ensure that all other members conduct themselves in a manner appropriate to the site.
 - ensure that all members have left the site once recording work has been completed for the day.
 - liaise with the officials of the site visited.
3. If the visit is to an unattended site a responsible 'designated person' who is available but not participating in the site visit should be informed of:
 - date and time of visit.
 - time visit should end.
 - names of the 'leader' and participants.
 - exact location of visit.
 - site owner's/occupier's contact and telephone number.
4. Following the visit the 'leader' must report to the 'designated person' in 3 above.
5. If, following the visit, the 'designated person' in 3 above has not heard from the 'leader' within two hours, he or she should telephone known participants before raising the alarm.
6. Members participating in a site visit must report to the 'leader' when they arrive, and, if they leave

early they must tell the 'leader' when they leave.

7. CLOTHING: Wear strong footwear and clothes that you do not mind getting dirty or torn. Where appropriate wear a hard hat. Wear hard hats on construction sites (where they are a statutory requirement), around derelict buildings, and in all situations where objects could be dropped on you or fall from above, or where roofs or beams are low.

DISUSED SITES MAY HAVE BEEN PARTLY DISMANTLED OR DAMAGED, CREATING HAZARDS THAT WOULD NOT BE PERMITTED IN A NORMAL WORKING ENVIRONMENT. POOR LIGHTING, FLOODING AND ABANDONED MATERIALS MAY EXACERBATE THESE PROBLEMS.

8. Whilst on site members must observe the following rules:

- Work in pairs - to watch out for each other.
- Move carefully and always look where you are going.
- Always bear in mind any potential hazards. TAKE CARE WHEN MOVING ABOUT.
- NEVER climb stairs or ladders without being sure they are safe. Only one person should be on a ladder and if necessary only one person should be on a staircase at a time.
- Make sure portable ladders are firmly set up, and secured from slipping, by blocking and tying if not held by a colleague.
- BEWARE of staircases or ladders with missing or damaged treads.
- BEWARE of decayed or worm-infested wooden floors, particularly in a building which has been unoccupied for some time or where the roof leaks.
- KEEP clear of decayed or damaged masonry that might be unstable.
- USE a torch in dark areas and move with great care.
- NEVER use a flame for illumination.
- NEVER touch electrical wiring - it might be live. Unless in use, treat all electrical fittings as suspect.
- Watch your footing. BEWARE of debris on the floor and other trip hazards.
- BEWARE of holes in floors or in the ground, eg missing manhole covers.
- BEWARE of open lift shafts, missing flooring and missing or loose guard rails.

- TAKE THE UTMOST CARE near unguarded edges.

- DO NOT walk along narrow ledges or beams.
- DO NOT venture onto scaffolding that has not been properly boarded and guard railed.
- BEWARE of nails sticking out of floors or timber.
- BEWARE of loops of wire on the floor, and reinforcing bars protruding from broken concrete.
- BEWARE of jagged edges, eg broken glass.
- BEWARE of broken glass hanging from roof-lights - do not walk underneath in a wind.
- BEWARE of mounds or stacks of loose earth and other unstable materials.
- BEWARE of projections such as scaffold poles, particularly any at eye level.
- BEWARE of low beams.
- DO NOT walk through flooded areas where pits in the floor might be invisible.
- DO NOT touch stagnant water or mud, or animal droppings.
- DO NOT enter manholes or other confined spaces below ground level where the air might be foul.
- NEVER touch or disturb asbestos.
- NEVER touch drums or vats or other containers which might have contained, or might still contain chemicals.

9. Some sites visited by the Recording Group are still working environments. Particular care must be taken in these cases. Keep away from moving machinery. Look out for moving vehicles and overhead cranes. Turn your eyes away from electric arc welding. Obey the instructions of workers and management.

10. Although a works may have closed, there is often some activity on a site. Machinery may be being dismantled or some demolition work may be in progress. Objects may fall or fly out unexpectedly. Always keep away from such activities - no matter how interesting they look. Always watch out for moving vehicles and plant.

11. If a safety code is in force for the site you are visiting, read and follow its requirements, and if they conflict with these, follow the former.

ALL PERSONS ATTENDING GLIAS SITE VISITS ARE REQUIRED TO OBEY THE INSTRUCTIONS OF THE VISIT LEADER.

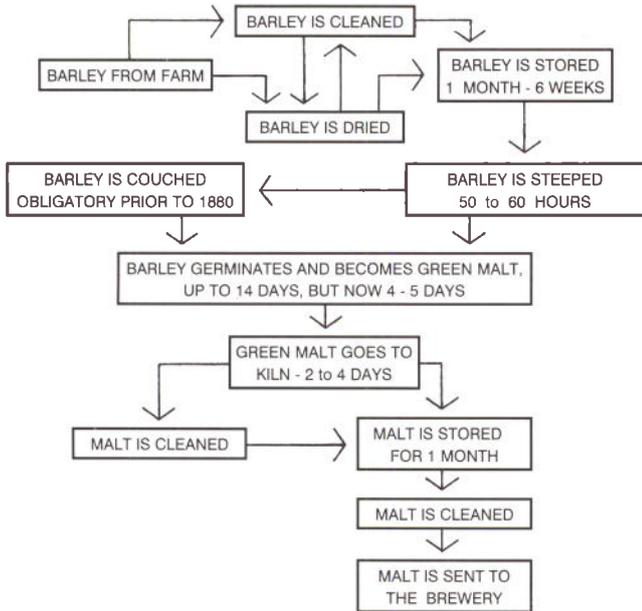
ISSUED UNDER THE AUTHORITY OF THE GLIAS EXECUTIVE COMMITTEE, MARCH 1994.



Safety on site? Recording a mill during demolition in Wales

Photo: Crown Copyright, RCAHMW

HOW MALT IS MADE



Maltings Typology

This short article is based on a longer paper which was given at the 1994 Ironbridge Working Weekend. It must be said that although one may be able to determine the internal layout of a malting from external study, this is only because many malthouse interiors have been studied.

Malt is artificially germinated grain with germination arrested so that the malted grain can be used in the production of beer, whisky, vinegar and other food products.

In England, barley was converted into malt in buildings, with two especially distinctive features: kilns with cowls and long elevations with regularly spaced windows. Such buildings are referred to as floor maltings, a few of which still operate in the traditional way. The shape of the buildings reflects the process, which may be said to produce component parts. (See the IRIS handbook.)

The start of the process was the cleaning and storage of the barley. Likewise at the end of the process the malt had to be stored and cleaned. So in any malthouse, space was devoted to storage. In both instances there was movement of grain in or out of the building. This movement is often indicated by doors, with those at upper levels having hoists. The location of these may help to indicate the location of storage areas.

The next stage in the process was to steep the barley in water in a cistern (tank). The steeped barley was couched, a process which was obligatory prior to 1880 to enable the excise duty to be assessed. Finally the grain was spread out to grow. It is the area required for growing which has given the buildings one of

their most distinctive features: the long elevations with regularly spaced windows. (It should be noted that steeping and couching do not present any visible external features.) The final part of the process was the kilning and is indicated by the distinctive kiln and its cowl where it survives.

The above features (component parts) in certain configurations mean that one can determine the pattern or typology of individual maltings. There are broadly speaking four distinctive patterns: Ware, and Newark, both named after important malting towns, two storey, and multi-storey. The way the process was carried out is shown in the attached diagrams.

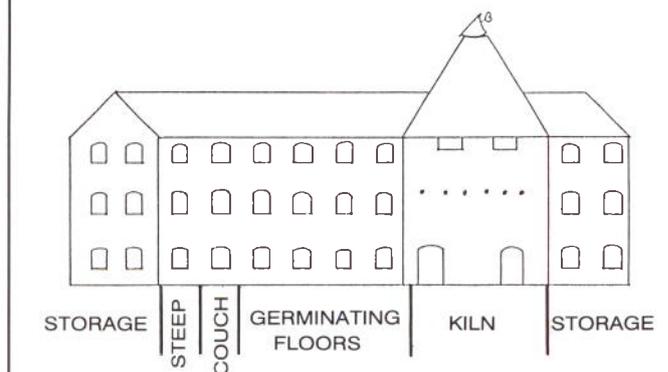
There were variants and additions, on two of which comment must be made. Firstly, it was not uncommon for any of the malthouse types to have a loft storey, usually used for the location of a malt/barley conveyor but sometimes to provide extra storage. This does not alter the basic layout of the building. Secondly and more confusingly one may see an extra kiln, perhaps at the opposite end to the main block of kilns. This was most probably a barley drying kiln. When the barley came in it might have a high moisture content which needed to be reduced for storage, so it was dried on a kiln. If a barley kiln was not available then it might be dried on the malt kiln.

For those who wish to see a working floor maltings and decide which type it is, Tuckers at Newton Abbot is open to the public from Easter to the end of October, daily, except Saturdays.

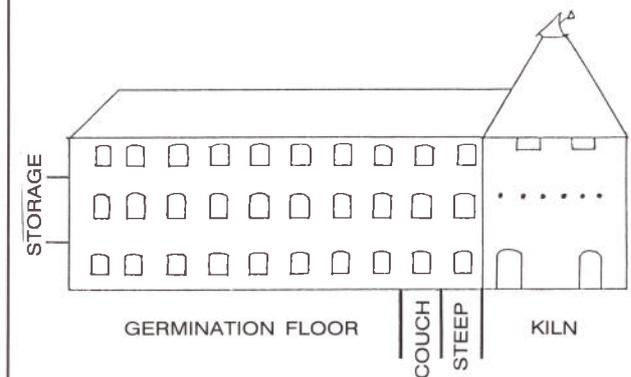
Please contact me if there is a malting you would like me to see: Amber Patrick, 4 Gratten Road, Cheltenham, Gloucestershire GL50 2BS.

Amber Patrick

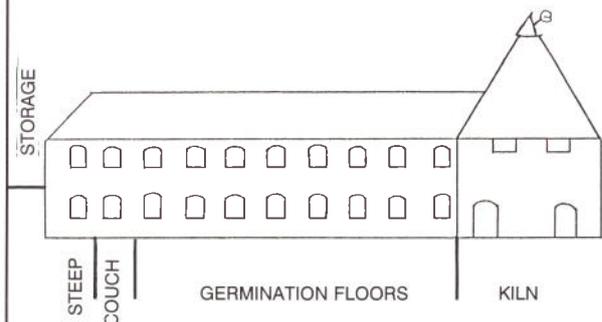
DIAGRAMATIC LAYOUT OF MALTHOUSE: WARE PATTERN



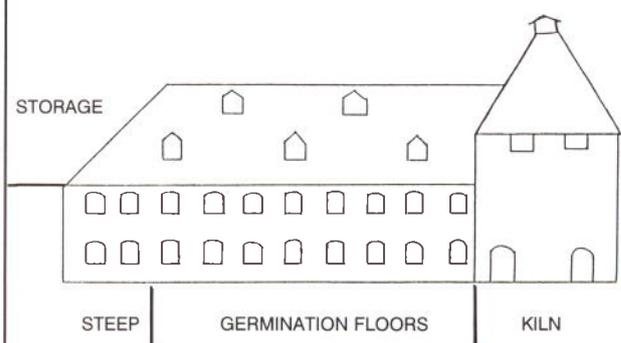
DIAGRAMATIC LAYOUT OF MALTHOUSE: NEWARK PATTERN



DIAGRAMATIC LAYOUT OF MALTHOUSE: TWO-FLOOR PATTERN

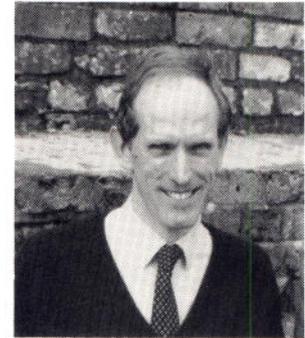


DIAGRAMATIC LAYOUT OF MALTHOUSE: MULTI-STOREY PATTERN



Michael Stratton Moves

Dr Barrie Trinder



It has recently been announced that Dr Michael Stratton, the first full-time lecturer appointed at the Ironbridge Institute when it was founded as the Institute for Industrial Archaeology, is shortly to move to the Institute of Advanced Architectural Studies at York. Dr Stratton's work in helping to establish the Ironbridge Institute and post-graduate training in industrial archaeology has been an important contribution to the development of the subject in Britain. The following appreciation has been written by his fellow lecturer at the Institute, Dr Barrie Trinder.

Dr Michael Stratton, Programme Director at the Ironbridge Institute, will be leaving Shropshire to take up a lecturing post at the Institute of Advanced Architectural Studies at the University of York from 1 January 1995. Michael Stratton has been at Ironbridge since 1978 when he was awarded one of several research scholarships jointly sponsored by the University of Aston and the Ironbridge Gorge Museum. He was subsequently awarded a doctorate by the University of Aston after completing a thesis on the terracotta industry under the direction of Dr (now Professor) Jennifer Tann.

In 1980 Michael was appointed as one of the two lecturers at the newly constituted Institute of Industrial Archaeology, a joint venture of the Ironbridge Gorge Museum and the University of Birmingham. He worked with enthusiasm to set up a programme of short courses which quickly publicised the Institute, and formed a foundation for its postgraduate programme in Industrial Archaeology, which was launched with half a dozen

students in the autumn term of 1982, and received its first large intake of more than twenty students a year later. From 1984 he was involved with the planning of the parallel course in Heritage Management, with the launch of which the Institute of Industrial Archaeology was renamed the Ironbridge Institute. He became Programme Director, with responsibility for both courses in 1989.

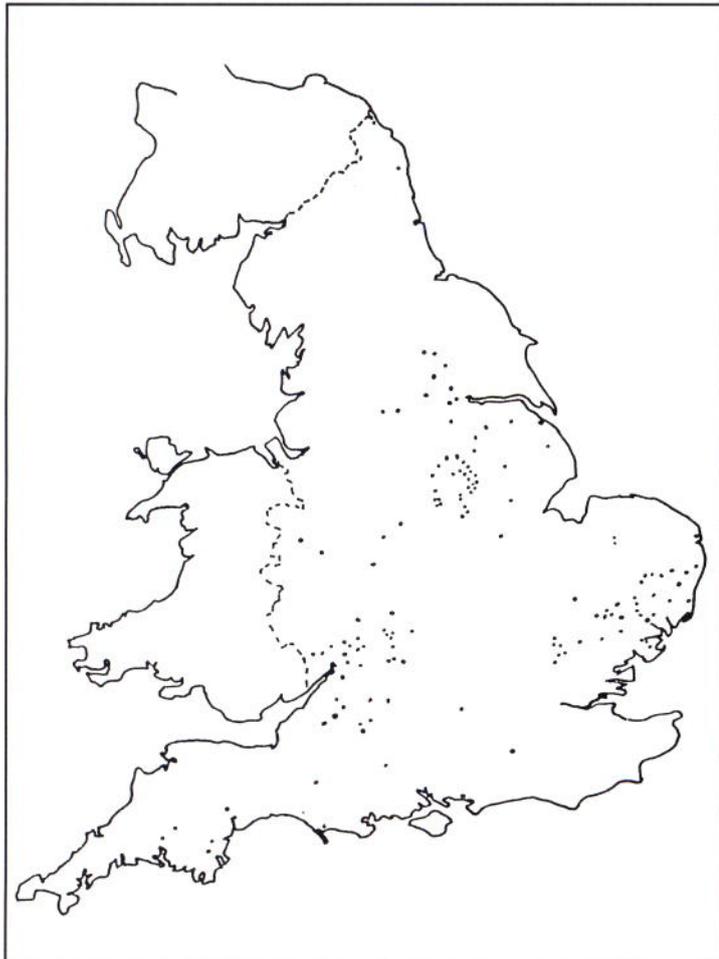
Michael Stratton's contributions to the development of the Institute can be divided into those which are the outcome of enthusiasm and determination, and those which derive from his abilities as a historian. The Institute, as a jointly-sponsored venture, has always been difficult to administer, and Michael displayed consummate diplomatic skill in handling relationships with the Museum and the University. The Institute owed its successful 'take-off' to its short course programme. Michael was never too dignified for any task involved with it, whether ladling soup, pouring wine, assembling packs of documents or meeting delegates at railway stations. Michael was largely

responsible for developing consultancy work from 1986, which has perhaps been his most important contribution, involving the Institute in the practice as well as the theory of the disciplines which it teaches, fostering relationships with national conservation and recording bodies and with local authorities, and establishing a range of reports and published articles exemplifying best

practice, which has provided patterns for students to emulate, and has brought international attention to Ironbridge. He has represented the Institute in many countries, establishing links which have taken Ironbridge students to the French Alps and brought Greek students to Ironbridge.

Michael Stratton's publication record during his years at Ironbridge has been impressive. Apart from consultancy reports, he has produced trail guides for Broseley and central Shrewsbury, and a variety of articles on industrial archaeology, the ceramics industry, the Monuments Protection Programme and other topics in journals and symposia both British and foreign. Through research in Britain and the United States he developed some of the themes in his doctoral thesis into a major historical work, *The Terracotta Revival: Building Innovation and the Image of the Industrial City in Britain* (London: Gollancz, 1993). With Paul Collins, he produced *British Car Factories from 1896: a complete historical, geographical, architectural and technological survey* (Godmanstone: Veloce, 1993), the first examination of the subject, and a project which demonstrated Michael's commitment to the investigation of industrial archaeology of the twentieth century. He made substantial contributions, particularly on ceramics and on sites in Italy, to *The Blackwell Encyclopedia of Industrial Archaeology*. Most recently he has written *Ironbridge and the Electrical Revolution* (London: John Murray, 1994) an accomplished history of the Ironbridge power stations.

None of this could have been achieved without the help of colleagues, but it is a reflection of Michael Stratton's open personality that the Ironbridge Institute during its first 14 years has achieved so much, though a sense of shared purpose amongst its own staff, through collaboration with colleagues from the Museum and the University, and by being open to new ideas. □



Location of some of the Malthouse sites studied in England
see *Maltings Typology*, opposite

Editorial thanks

This is the last edition of the *Bulletin*, or *Industrial Archaeology News* as it is now called, for which I will be responsible. Editorials tend to be more egotistical than enlightening, and so we have not adopted them. However, this seems an opportune moment to record my thanks to various individuals for their help over the past few years.

Having edited the bulletin for six of its twenty years, it is high time for me to pass the keyboard to another pair of hands. We are delighted to announce that the editorship of *IA News* is being taken over by Dr Peter Stanier, a new Council Member of the AIA and a well-known author on industrial archaeological subjects. Peter's address is given on

the back page of this issue. All correspondence and contributions should now be sent to him.

To be the Editor of *IA News* is an honour, and I hope I have been able to justify my position for most of our readers. Many changes have been made over the past six years in the format and content of the magazine and in its relationship with *IA Review*. I hope these have made it more interesting, attractive, informative, and perhaps sometimes challenging. Our consolidated policy for style and contents was laid out in issue 88 (page 7). I am very grateful for the support of a small number of people who have helped to make possible our four issues per year. I am particularly grateful to the contributors whose names can be seen most frequently in our pages, and especially to Bob Carr, Derek Bayliss, Paul Sillitoe and John Powell.

Mr George Smallsmith of Pipeclay has been our most regular contributor, keeping up his diary for every issue through good times and bad, and sometimes being all too glad that no one except the Editor has his full address. I am very grateful to him and to my two Assistant Editors, Hilary Malaws and Jessica Laurence, who have typed many thousands of words onto disc. All three have now decided to retire from *IA News*; but I wouldn't be too sure that George has gone away for good...

Throughout my time as Editor, the layout of the bulletin has been prepared by John Stengelhofen, who has also arranged for printing. I am indebted to him for his patience and hard work. Distribution from Whitchurch Hospital at Cardiff has been organised by Michael Messenger, one of the many jobs he does unseen and often unappreciated to

keep the AIA successfully in operation. Finally, I am grateful to the School of Humanities and Social Sciences at the University of Wolverhampton, which has provided for the past six years an accommodation address for mail and the computer on which the bulletin has been prepared.

There are times when an Editor hears only long silences, interspersed with petty complaints which dominate one's perceptions. However we have heard praise from members far more than criticism. I hope this reflects the general view, and that most people have been pleased or satisfied with the work we have done. I wish the new Editor good luck, and hope that he will have the expressed appreciation and support of all in the Association.

Peter Wakelin

New members

The Association welcomes the following new members:

Helen James, Llantwit Major
Ian Blackwell, Newcastle
W Nicholls, Leeds
Mr and Mrs Hope, Anglesey
John Suter, Leeds
Charles Blackett-Ord, Appleby-in-Westmorland

Jennifer Carpenter, Didcot
Chris Lane, Lytham
David Evans, Guildford
A Brooks, Camborne
Andrew Dixon, Ascot
Stephen Young, Farthingstone
Brian Hughes, Upton, Wirral
Shaun Richardson, Stafford
Janet Atterbury, York
Johann Wachs, London
J G Clarke, Edgbaston
Wendy Horton, Shrewsbury

Mr and Mrs J Burnhill, Belper
W A Parker, Lydney
Catherine Brown, Coleford
Lynne Walker, Glossop
Karina Kucharski, Bagillt
James Douet, Bristol
Phillipa Hogan, London
Alberto Baldasseroni, Italy
F A Pitt, Beckenham
A Fairhurst, Maidenhead
June Gibson, London
Alan McEwen, Keighley

G Demidowicz, Birmingham
Manfred Fischer, Austria

The following institutions have also become subscribers:

Nihon University, Tokyo
Centre Canadien d'Architecture, Montreal
University of Chicago Library
Liverpool Museum SMR
Manx Heritage, Isle of Man

Readers are encouraged to write to the Editor with their views on the Comment feature or other issues.

This year's annual dinner, a major feature of each year's Conference, was held on board *Warrior*, the British Navy's first large iron ship, now preserved at Portsmouth. The ship was planned in the face of a perceived threat from the French navy, launched in December 1860, and ready for service in June 1862. Not entirely successful as a ship, she was totally successful as a deterrent, never firing a shot in anger. After her service life she became a training vessel and then a floating oil jetty before her rescue and restoration. Dinner was served on the gundeck, with 68 pounder muzzle-loading guns dividing the tables. In these splendid and highly unusual surroundings the President was encouraged to draw some parallels which are summarised here.

Conventional wisdom claims the foundation of the AIA to 1973. But if one takes the report to the Council for British Archaeology in March 1974 of its successful establishment, the 1974 Keele Conference was the first AIA conference - and this 1994 conference is the Association's twenty-first, a cause for celebration.

What was the *Warrior* doing in her twenty-first year? She had long been demoted from the Channel fleet, to guardship for the west coast of Scotland, and she was far from being the premier ship of the British Navy. The AIA, however, continues to go from strength to strength, still a premier ship, come of age in a subject which has itself come of age.

Warrior and the Association were both born amid controversy, and for the former, The Engineer makes interesting reading. In October 1860 it was praising *Warrior's* superiority over the French armoured ship *La Gloire*, 'merely an old ship covered with iron'. But in October 1858 the paper had carried reports of the trial of four inch armoured plate; the 'four 68lb solid shot... passed right through it'. Continuing doubts led in November 1860 to a total cessation of work for two days while policies were reconsidered. The Admiralty decided 'she is not the vessel we could wish for, but... it will be as well to see what can be made of her.'

COMMENT

Is this Association 'the vessel we could wish for'? It's a comfortable ship, and it seems to be moving in the right direction. Yet as with

any ship, a course has to be charted, with a careful eye on the weather, the water and perhaps the rocks ahead. Thus the 'ship's officers', the Association's Council, have spent a good deal of time planning a course, a Forward Plan which has been approved by the 1994 AGM and which will guide the Association through the last years of this century.

But the best ship is only as good as its crew allow it to be. The officers serve their time and retire, and on board this ship they need to be replaced by promotion from the ranks. 'Other ranks' each have their role to play in the running of the ship, generally in following the commands of the officers. The Association's officers try to be less authoritarian than navy commanders, and their 'orders' may be requests for support, hints, cajolings. In the last twelve months these have focussed on the need to support the IRIS initiative. However good that initiative, and however well received it has been in the professional world, IRIS will fail without the support of the whole crew - and with it the best weapon in our armoury, the most effective means we have for site protection, will be disabled. The AIA will become a ship in shallow water, a second-rate ship.

Other possible courses appear as the Association sails on. In the millennium year Britain will host the International Conference on the Conservation of the Industrial Heritage, following an invitation which has been spearheaded by the Association. Council is examining a proposal to co-operate with the Royal Commission on the Historic Monuments of England in the publication of a 'map of industrial England', also for the millennium; an exciting proposal, and an exacting course to follow. Does the Association have the resources - the fuel, the crew - to choose this course? Can the crew supply the support and the leadership which such a course will require?

7 October

I am often moved to comment to my dear wife just how funny this old world can be. Imagine then my amused surprise to discover in today's paper that Cornish tourism chiefs have re-opened that chestnut of a debate by claiming to be 'birthplace of the railways' - a debate which I commented on in the earliest pages of this journal some years ago. The Cornish case rests on Richard Trevithick, builder of the first steam locomotive (and much more), and a good case it is too, although I recall being similarly convinced by the claims of various towns in South Wales, Shropshire, Yorkshire and the North East. When I mentioned the subject to my wife, presenting with my usual skill the intricacies of the arguments of the various contenders for the title, she absent-mindedly commented that it would soon be more of a tourism coup for a town to proclaim itself 'never the birthplace of railways', or better still 'not at all exceptional in any way, industrial or otherwise'. She can be quite the card sometimes, and I chuckled at her irony, intended or otherwise. I was quick to broach the subject, and recount my dear wife's wit, with our friends Neill and Bolt over drinks at the recently renamed Pitman and Whippet. Bolt and I laughed for some time at our ridiculous suggestions for towns which could claim not to be exceptional, before Neill brought a more serious note to the evening by pointing out that the whole issue did at least have the very positive aspect of showing that Britain's industrial past is vital in promoting tourism, and as practitioners of IA we could all feel very proud that we, and those IA giants before us, had put it so high on the national agenda. My wife, possibly carrying the success of her initial wit a little too far, queried the value of reducing whole regions, and indeed the whole subject, to a misleading series of 'firsts' and 'birthplaces'. Bolt developed this theme warmly, with language which, even in the privacy of my diary I do not feel I can recount, by stating how he knew of a certain Essex market town which, despite the convincing evidence to the

Smallsmith's Diary



contrary, continued to promote itself as the first town to be lit by electricity. I could only join in Bolt's outrage at this preposterous and inaccurate claim. After all, we do happen to know for a fact that Pipeclay was of course the first town to have electric lighting, having been told so with convincing authority by one of the town's elders - and he should know the truth of it, as he just happens to be a direct descendent of Michael Faraday! Sadly Neill and my wife chose to sneer at the mention of Pipeclay's particular claim to fame, although I feel with little justification on Neill's part, given that he has just published a leaflet in which he describes his museum's industrial history displays as 'the exciting interface between past technologies, today's visitors and tomorrow's vision'. He can be a little too clever for his own good sometimes.

28 October

The remarkable Mrs Dobbin is home for a weekend from her IA diploma course at Broad Gauge University, and looking remarkably hardy after four weeks of student life. As she put it, she is very much enjoying gaining the academic confirmation of what she knew instinctively about, and had discovered after many years strenuous practice of IA. She certainly impressed me when she made the telling point that IA 'can be pre-emptive with respect to our industrial heritage and proactive with respect to theoretical debate'. (I had to write that down on the back of a beer mat so that I can make sure I memorise it for future use.) As well as gaining this new and impressive understanding, she has also apparently been quick to share her own expertise, putting her course tutor right several times on matters of IA

practise, even to the point of taking over one session after he had failed to level his dumpy level properly. Anyway, I am glad to see that education is making her a more rounded person, which is, of course, what education is all about. It was also noticeable that Bolt, who has been quite subdued in her absence, was back to his rumbustious good humour, and with a vengeance, and she positively seemed to sparkle in his presence. I am not sure I can read quite as much into their relationship as can my dear wife, but then she has lately neglected her IA research and has been reading far too many glossy women's magazines, which cannot be doing her any good.

21 November

A bleak and sad day today. First of all came the shocking news about Bolt and the always remarkable Mrs Dobbin. As if proving my wife right, Bolt actually had gone to spend the weekend with Mrs Dobbin at her digs in Broad Gauge for a busy weekend of IA. It seems that there has been a hideous accident, involving Bolt, Mrs D, a continuous brick kiln and two ranging poles, and it is highly unlikely those dear friends will ever be able to join us again in the Pipeclay IA Society. Somebody should invent a Safety Policy for fieldworkers to prevent such a terrible event ever happening again. I then returned home to discover a note from my wife - for oh so many years my dear little wife - saying she could no longer stand my patronising ways and dull habits, and was eloping with my supposedly good friend Neill who was giving up his museum job for a glamorous post with a tourism advertising agency in the home counties. I find all this just a little sad, because I was always so kind and attentive to her, and I genuinely believe she did enjoy our evenings spent together critiquing the latest railway history video releases. And while I do not feel I can continue this diary for some time at least, such are the memories it contains, I do feel I can gain enormous comfort in the routine of continuing my fully integrated and carefully recorded research of chapels in the Pipeclay area, which will be a lasting monument

Subscriptions

Those of you who have looked at the Association's accounts sent with the last mailing will realise that there is not a lot of leeway between our income and our expenditure. Despite Government claims of low inflation, increases in subscription are necessary from time to time to keep up with rising costs (one printer has told me of 30% increases in paper prices due soon) and to ensure we remain solvent. Most of our income is your subscriptions and most of that goes on this Newsletter and the Journal, which between them

cost the AIA some £17,000 a year to produce and post. Other income and costs are relatively minor.

As I said at the AGM, I have to steer a fine course between irritating the members with frequent small increases or upsetting you with infrequent but swingeing rises in the sub rates. I hope that the increase I have now to announce, the first for three years, falls between those two stools.

Institutional subscribers, and agents, for whom there are separate and more involved arrangements, will be advised individually of their new rates.

With effect from 1 July 1995 subscription rates

will be as follows:

	UK	OVERSEAS
Ordinary members	£21.00	£24.00
Joint members	£25.00	£28.00
Student members	£12.00	£15.00
Affiliated societies	£28.00	£32.00

Members with direct debits need take no further action and members without are urged to use this system, as it does save your honorary officers an enormous amount of midnight oil. Forms can be obtained from me at 144 Lake Road East, Cardiff CF2 5NQ.

Michael Messenger
Hon Treasurer

OBITUARY

G C Boon (1927-1994)

George Boon died on 31 August at his home near Cardiff after a relatively short illness. He was born in Bristol in 1927 and after gaining a degree in Latin, took part in 'digs' in the area. This led to employment in Reading Museum, and later, in the National Museum of Wales, where he finally became keeper and curator.

His publications, both on coins and archaeology, numbered over 200 and he established an international reputation. But of particular interest to industrial archaeologists was his book, *Cardiganshire Silver and the Aberystwyth Mint in Peace and War* (1981) combining a wide range of expertise.

By good fortune he attended the AIA Conference at Aberystwyth in 1984, where I happened to show a slide of Thomas Bushell's level at Cwmerfin. Having supposed that nothing of these seventeenth-century works survived, Boon was delighted, and in consequence, together with Simon Timberlake and the late Douglas Hague, we journeyed to several historic mines in the region with a view to Scheduling. At the time, such a proposal had no precedent - 'you are asking the venerable gentlemen of the Board to Schedule holes in the ground!' - but nonetheless his influence as a member of the Ancient Monuments Board and Vice-President of the Society of Antiquaries won the day. Daren and Copa Hill, Cwmystwyth, were afforded statutory protection,

and when the latter proved to be Bronze age, his judgment was fully vindicated.

Probably his last field trip in the industrial sphere was in 1992 in an attempt to find evidence for the elusive Annell leat at Dolaucothi gold mine, when we were blessed with a perfect summer day.

George Counsell Boon set himself the highest standards, which he expected in others. Where talent showed, he was unstinting in his efforts to nurture it. He was a wonderful companion, with a lifetime's experience, wisdom and anecdotes in all things archaeological, and will be long and sadly missed.

He leaves a wife, Diana, and three children.

David Bick

AGM Report

The Annual General Meeting of the AIA was held this year at Sparsholt Agricultural College near Winchester on 11 September. About one hundred members were present.

Several Council Members of the Association had announced during the year that they would not be standing for re-election or re-appointment. The President, John Crompton, thanked each of these for their contributions to the work of the Association over the years. Pam Moore had resigned from Council and from her work as Affiliated Societies Liaison Officer. The President thanked her for her several years of work in this role, and thanked Gordon Knowles for taking on the post. He also thanked the other retiring Council Members: Stephen Hughes, Miles Oglethorpe and Mark Sissons, all of whom have been noted for their hard work for the Association over many years. Peter Wakelin was thanked for his work as Editor of *IA News*, from which he was retiring though he remained a member of Council. The President also mentioned in his report that the AIA had invited TICCIH (The International Conference on the Conservation of the Industrial Heritage) to hold its conference in Britain in the year 2000, and this invitation had now been accepted.

The Treasurer, Michael Messenger, gave his annual report to the AGM, and the accounts were approved subject to audit. Owing to the restraint of membership subscription increases during the last few years, it was announced that an increase would now be necessary, the ordinary subscription to rise by £3.00.

All of the officers of the Association were re-elected to their posts, and Council Members offering themselves for re-election were also duly returned. Four new Council Members were elected: Janet Atterbury, Michael Harrison, Peter Stanier and Stuart Warburton.

In a special resolution, the support of the Association was sought by Council for its Forward Plan, circulated to members with the last mailing. This was approved by the members present.

The President announced that the Association's Fieldwork and Recording Award had been presented to J Millin for the National Trust's entry on power development at the northern end of Quarry Bank Mill. The Fieldwork Initiative Award was to be presented to Mark Walters for his work on the Powys Metal Mines Survey.

The next AGM will be held on 10 September 1995 at Ranmore Hall, Sheffield.

Conference Gazetteer

Those who have just received their copy of this year's conference gazetteer will have noticed that it is not the usual glossy publication, although the contents are much as before. The reason for this is quite simple. It is not economic to produce a glossy publication just for members of the Association: we need to have a reasonable prospect of selling at least another 1000 copies.

Usually the local society is very happy to have an attractive IA guide to their area which has been produced with their assistance. However, this year, not only does the local society still hold large stocks of their own guide produced some years ago, but there is also an excellent hardback - Pam Moore's *The Industrial Heritage of Hampshire and the Isle of Wight*, published by Phillimore in 1988. As there was thus no realistic likelihood of selling the necessary extra thousand or so copies, Tony and Mary Yoward organised the simple version you have with the help of Ray Riley and Anna Lukowska. Even if you have the other guides, I think you will still find the AIA gazetteer helpful on any visit to Hampshire because, unlike the others which are arranged by industry, this is arranged by district. It also has one minor advantage: it if gets wet you can dry it out without the pages sticking together! Incidentally, we would like to apologise most profusely to Pam because the book I mention above was accidentally omitted from the gazetteer: we suggest you write it in forthwith!

Sorry Pam.

David Alderton

An apology from the Mailing Department

A problem with our last mailing has become apparent to me as I understand a number of members have been charged for stamps being stuck on with sellotape, against Royal Mail rules. Our mailings are put together for us by the Industrial Therapy Unit of Whitchurch Hospital,

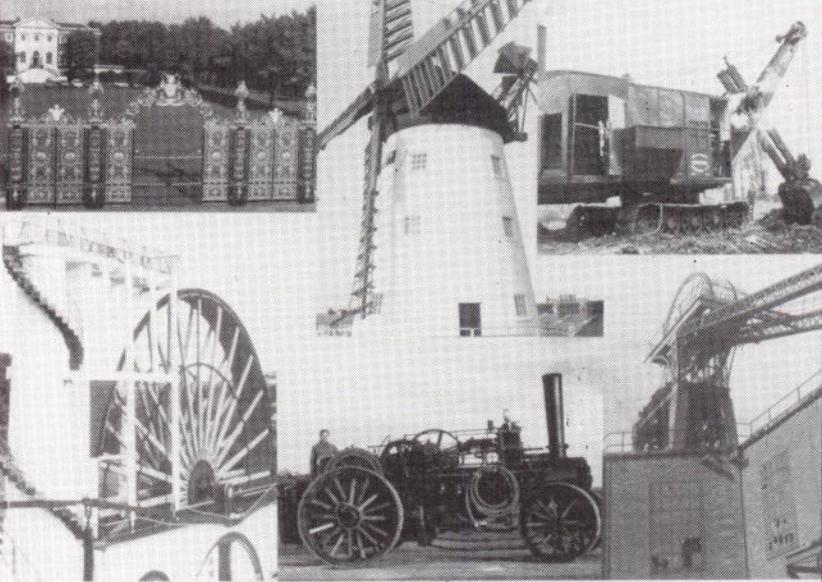
in Cardiff, and whilst the Manager of the Unit has promised to investigate what went wrong and caused them to use sellotape, I do not have an answer yet. Nevertheless, I do apologise to those members who were affected, and Peter Anscombe the Hospital Manager joins me in this. The cause will be investigated and the problem will not, I am assured, be repeated.

Michael Messenger



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Albert 150

An international conference is to be held in Liverpool in July or August 1996 to mark the 150th anniversary of the Albert Dock. The conference is intended to explore the history of the docks and their historical context of port history throughout the world. Topics will include warehouse construction, dockside building types, the development of trade, dockland re-use, and relations between engineering, architecture, function and aesthetics. Offers of papers are being sought for the conference, and international comparisons will be

particularly welcome. Please contact Adrian Jarvis, Merseyside Maritime Museum, Albert Dock, Liverpool, L3 4AA.

Saturday study

From this autumn it has been announced that the National Monuments Record for England, at Swindon, will be open to the public for one Saturday a month, in addition to its normal weekly opening. This is an experiment to test the amount of use made of the record for a six month period, so take advantage of the opportunity now if you would like to

be able to in the future.

The remaining Saturdays arranged for opening are 17 December, 21 January and 18 February. The National Monuments Record Centre will be open from 10am to 4pm, and visitors will be able to use all open access reference collections and the MONARCH database. Material stored in the archive will be available only if previously ordered. Those considering visiting are advised to get in touch in advance to ensure that as much material as possible is available on the day of the visit. Contact the NMRC, Kemble Drive, Swindon, SN2 2GZ ☎ 0793 414600.

Home brewing

Ian P Peaty of the Brewery History Society is researching home-brewing in country houses, farms, colleges and pubs. He is keen to acquire information about such brewing activities, including photographs of brewhouses. He may be able to pay for expenses by agreement. He can be contacted at Chivers Lodge, Chivers Road, Stondon Massey, nr Brentwood, Essex CM15 0LL ☎ 0277 823274.

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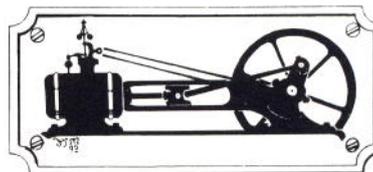
£65 for two ninths

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£145 for two thirds, and

£200 for a full page.

All proceeds contribute to the publication and to the work of the Association, which is a Registered Charity. Inserts may also be mailed with IA News at a charge of £25 per insert. Currently 1,000 copies must be supplied. For further details please telephone the Editor, Dr Peter Stanier ☎ 0747 854707.



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Canon's March Goods Shed

As the Harbourside regeneration of the old Canon's Marsh in Bristol gathers momentum, the future of one of the few remaining buildings from its industrial past is already under threat. Current proposals envisage demolishing the former Great Western Railway Goods Shed, despite its listing as a building of national historic interest in 1992. This would ignore its significance as one of the first radically new buildings of the twentieth century. It would also miss the immediate opportunity of recycling the Shed to begin the long-anticipated renewal of Canon's Marsh. The value of the Goods Shed and its potential for diverse new uses has been highlighted in a report by Avanti Architects for Avon Industrial

Buildings Trust, a local conservation group.

When it was opened in 1906, the Goods Shed was part of the new wave of ferro-concrete construction that swept Europe. The Goods Shed was one of the first buildings in the country to use the new system of reinforced concrete buildings patented by the French pioneer Louis Hennebique, for which the Great Western Railway was an enthusiastic convert. At that time concrete was seen as the revolutionary new material for the dawning century. By the 1930s, the visionary architects of the Modernist movement were inspired by these early concrete industrial buildings and their functional expressiveness, one of the qualities most clearly experienced in the Goods Shed.

Avanti demonstrate the benefits from re-using the Goods Shed, both to the immediate rebirth and the future

landscape of Canon's Marsh. Its immensely strong frame needs no major work, and its flexible space means that adaptation could be, as Avanti say, 'market led' rather than 'building led'. In other words it could accommodate almost any new use that was needed for the area, from flats and offices to a covered market, exhibition space or car parking. Avanti also admire the contribution of the Goods Shed to the surrounding landscape. Its muted colour and flat skyline creates a natural plinth to the harbour view of the cathedral, the rich Gothic outline of which rises majestically above the 'datum' of the shed's roof. Moreover, the notion that removing the Goods Shed would improve the setting is confounded by a look at what would actually be revealed, an unco-ordinated assortment of post war school buildings which the shed currently masks. The view that would be exposed by its

demolition would in fact prove a profound disappointment.

The natural potential of the Goods Shed provides great scope for realising an undervalued resource and rather than condemn its gracefully arching frames to landfill, the Harbourside project should realise this asset. The Goods Shed could, with imagination, be quickly adapted to bring life and activity back into the area. The setting of one of Bristol's finest historic buildings would be enhanced and Canon's Marsh would keep one of the last fragments of its traditional working character. This could all be achieved without sacrificing Bristol City Council's aims for the regeneration of the area.

Further information about the building is available from Avon Industrial Buildings Trust ☎ 0453 843411

Will Harris

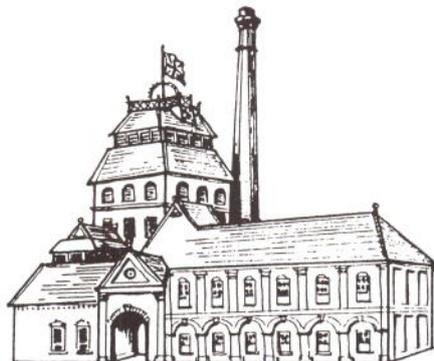


The elegance of the open arches of Canon's Marsh Goods Depot, from below

Photo: Avon Industrial Buildings

British Brewers

The Brewery History Society has published its fourth book. Titled *A Century of British Brewers 1890-1990* and written by Norman Barber, it is regarded as the essential reference directory for brewers operating within the last hundred years. The directory contains more than 3000 entries



giving the brief history of all known brewers and breweries. It has an index to locations and to brewery names. Among the benefits of the study are the light shed on the origins of many large companies, and on the flourishing recently of micro-breweries and home-brew public houses. The book is available from Mr K. Page, 6 Pine Close, Biggleswade, Bedfordshire SG18 0EF ☎ 0767 312330.