

Bridging the gap

It has always been a matter of regret to administrators in industrial archaeology that the 'them and us' attitude has existed between considerable numbers of enthusiastic amateurs and the professionals staffing the 'official' bodies, without whose continued support all our efforts would tend to wither. Local IA societies and such organisations as the Royal Commissions have often seemed to be poles apart (although they never have been) and one of the bonuses of the Aberystwyth Conference was the chance for AIA Council members to meet the RCAM (Wales) people at base level (over a cup of coffee) prior to an informal discussion on the work of the Commission and its relevance to practical IA.

During the run-up to the actual conference and in the period afterwards, many AIA members were able to visit the National Monuments Record to see for themselves how the 'official' and the 'tape and pencil' archaeologists integrate easily to form the whole. For the benefit of those who were not in Mid-Wales during September 1984, we have persuaded Stephen Hughes and Hilary Malaws to write a brief account of RCAM (Wales) and its work.

Hilary's article is illustrated by several pictures of King's Mill, Castlemartin, together with an extract from the final report, all of which shows very clearly that basic fieldwork in measuring and photographing fit easily into the jig-saw picture of recording/preservation and make our efforts in industrial archaeology complete.

Wine, Sea and Records. The AIA Council were invited to a reception at the offices of the **Royal Commission on Ancient and Historical Monuments in Wales** at the beginning of the last AIA Conference in Aberystwyth. After coffee there was the opportunity to view displays of the Commission's work in the attractive Regency style rooms overlooking the sea that now house the office's drawing department.

Drawings made as a result of fieldwork in canal and railway archaeology featured in one display, early French industrial espionage was illustrated in another, and the third concerned the National Monuments Record for Wales' work on threatened industrial sites throughout the Principality. This included two thematic surveys: 'The Fulling Mills of Merioneth' and 'The Watermills of Cardiganshire', both carried out in response respectively to direct requests from a local planning department and a regional archaeological society. Also illustrated was an archaeological and historical survey of the

important Frongoch lead mine, undertaken jointly with the Welsh Mines Group; the completed survey is to be published as a monograph. The NMR display included examples of survey drawings and photographs of industrial structures, donated or loaned to the archives by groups and individuals, and it was emphasized that contributions to the NMR are always welcome in order to enhance the information available to the many users, both official and private, of the archive.

Afterwards the Council were welcomed to the Commission's headquarters by Christopher Houlder, the deputy Secretary, who gave a brief resume of RCAM (Wales)' history and work. He explained that staff had been allocated to specialist work in industrial archaeology for well over a decade although he felt more ought to be done by way of rescue recording. Unfortunately, lack of available resources made this impossible at present.

Tony Parkinson, the Commission investigator with responsibility for threatened buildings, then gave a short talk describing some of the wide spectrum of industrial sites recorded over the past few years. He commented that the situation with regard to industrial archaeology surveys in general was far from ideal. Often for example a single threatened beam-engine house on a colliery site would be surveyed when the whole complex merited recording in order to place the individual structures in context.

Part of a completed NMR Survey: King's Mill, Pembrokeshire. Exterior view of mill, house and cartshed. Interior view layshaft bearings and crown wheel.



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|-------------|----------|------|----|----|----------|-------------|--------------|
| KING'S MILL | | NAME | SR | 99 | NW | Est. PARISH | Castlemartin |
| CLASS | | NGR | | | Quarter | OS MAP | OS Ref. ACAM |
| 12d | | | | | Sheet of | 1:10000 | |
| CO | Inv. No. | No. | 92 | 42 | 98 | 68 | 42 |
| PE | | | | | | | |

Final

A disused water-driven cornmill with attached farmhouse and outbuildings; farm-buildings adjacent. Documentary evidence from at least 1591; it was leased by the Beede family from then until at least 1633, and is subsequently listed as part of the demesne land of the manor of Castlemartin. In 1786 it was rated for Land Tax at £1.13s.6d. (tenant Henry Hitchings); in 1834 James Ellison held the mill with 34 acres together with 21 acres in Corse Lands and 10½ acres at Cold Comfort. The mill was in operation until about 1910. The mill is in a slight hollow, and was fed by a long narrow pond and leat (totalling over half a mile in length) from a weir on the stream draining into Castlemartin Corse.

The buildings appear to be 19th century; all have walls of local limestone rubble in lime-mortar, partly lime-washed. All the openings have cambered brick heads; with the exception of the chimney between the mill and the house, all the chimneys are of brick. The mill has a decorative cornice of projecting bricks, and its roof is higher than that of the house. The attached cartshed and store is later (c.1860), and has the Cadw Estate hallmarks of hard red-brick arches and chisel-dressed limestone quoins of considerable size. The actual site is on a slope, so that there is one more floor-level to the north than to the south.

The mill is on four floors; drive-gears on the ground floor, milling floor at first floor, hoppers on second floor and sack-hoist in the attic. All the beams and joists are of very good sawn softwood with a bead-moulding on the exposed arrises; some of the beams have chamfered and stopped props (of oak?). The windows are small-paned sashes. The stair (now partly removed) had turned newels, a moulded hand-rail and thin square balusters. The sack-hoist trap-doors have iron hinges and chamfered battens.

The ground floor is entered from a passage next to the house; a former door by the hurst has been converted to a window. The floor is partly flagged, partly of boards over earth. In the W. wall is a chute from a former corn-drying kiln. At the E. end is the hurst; at its N. end are the five delivery spouts from the wire machine. Under the hurst is the primary drive: a massive octagonal-section wooden axle from the water-wheel carries a cast-iron pit wheel. This engages with a very small cast-iron wellower below a large cast-iron spur-wheel on the wooden vertical shaft; the spindle of the shaft is supported on an unusual arched bearing, under which is the journal bearing of the pitwheel axle. The spur wheel drives two (originally three) wood-toothed stone nuts. Each is fitted over a pyramidal section of the cast-iron spindles, and may be raised out of gear by a screw-jack and collar operated from below the wooden bridge-trees. The

An extract from the final report.

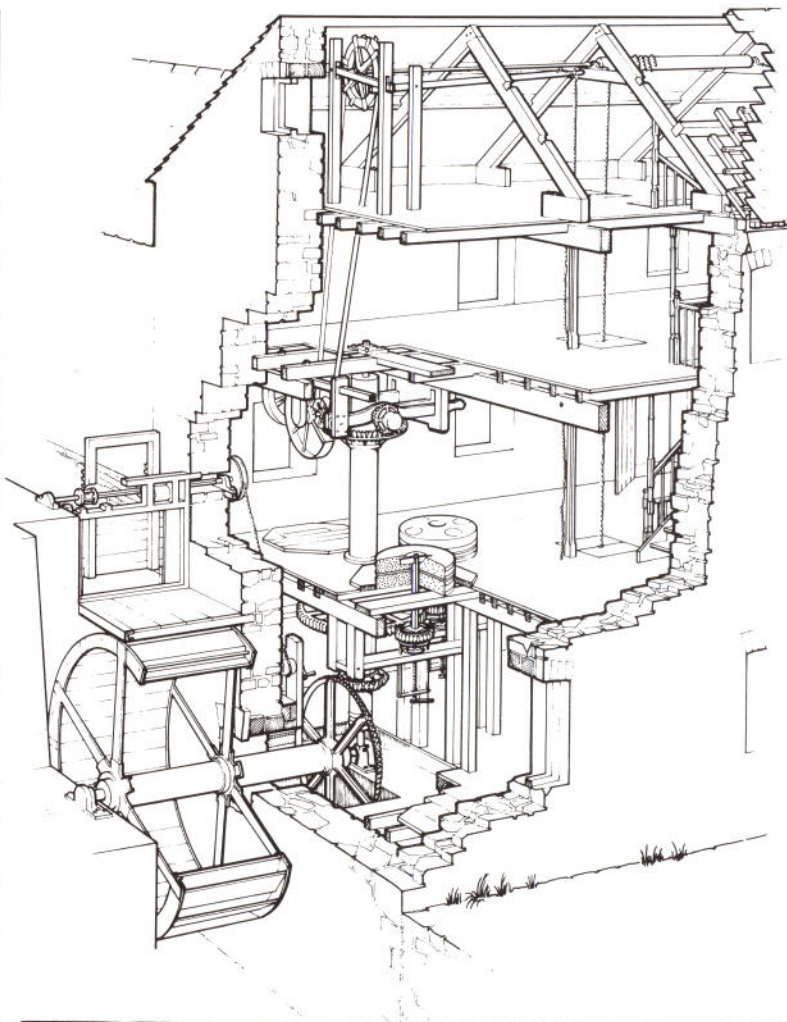
The next talk was given by Hilary Malaws, the curator of the NMR archives. She explained that the NMR had entries for over 70,000 archaeological sites, of which about 7,000 were industrial ones. Gifts or loans to the archive of notes, drawings and photographs pertaining to industrial sites were gratefully received and in the past these had varied from single items to local collections of mine, mill and bridge illustrations; theses and albums of railway photographs.

Finally, a tour of the NMR archives was made, with Council members trying to find which of their favourite industrial sites were missing from 'the Record', with varying degrees of success. Wall displays illustrated several Caernarvonshire slate quarries recently recorded for the NMR in advance of land reclamation schemes.

Finally the party enjoyed a buffet lunch provided by the Commission prior to attending a Council meeting. Quite a number of AIA members visited the NMR archives during the conference and some very favourable reactions were received.

Stephen Hughes

The Royal Commission on Ancient and Historical Monuments in Wales was founded in 1908 for the purpose of making an inventory of the ancient and historical monuments connected with the culture and civilization of the people of Wales from earliest times and to recommend those monuments most worthy of preservation. (Commissions with similar royal warrants were also established during 1908 in England and Scotland). Thus the central function of the



Cut-away reconstruction drawing.

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Welsh Commission has always been to record archaeological and historical sites in an academic manner and to publish this information in a series of county inventories; the preservation and grant-aiding of monuments and buildings, including 'listing' and 'scheduling', are the responsibility of 'Cadw: Welsh Historic Monuments', a joint unit of the Welsh Office and the Welsh Tourist Board.

From 1965 RCAM (Wales) has been responsible for the Welsh Section of the National Buildings Record, originally established in 1940 to make photographic and other records of historic buildings under threat from war damage and later redevelopment. Shortly afterwards the three Commissions extended the NBR to include structures of all periods under the revised title 'National Monuments Record'. The main purpose of the NMR for Wales is to produce and collect information relating to man-made structures of all periods and to make this available for consultation. The NMR now consists of drawings, photographs (including aerial), written records and maps relating to over 70,000 sites in the Principality. A classified card-index gives access to the archives of information available in the NMR and it is intended that this will eventually become an effective source index, including information about records held by other organisations and individuals and about published documentation. The objective NMR classification has provided for over twenty years an extremely effective manual means of cross-referencing and retrieval of information but the nature and extent of the material and the increasing number and com-

plexity of sites to which it refers (particularly industrial sites) has led to a decision to computerise the index.

Since 1983 the three Commissions have also been responsible for the work of the former Ordnance Survey Archaeology Division; consisting of the maintenance and expansion of the OS 'cards' (a highly regarded source of survey information and bibliographic references) and the depiction of archaeological sites on maps. A team of surveyors has been established at RCAM (Wales) to carry on this work under the new title 'National Archaeological Survey'. The correlation of the OS information with the NMR is a major undertaking and can be best achieved by use of modern technology. With this in mind computerisation of the English and Scottish NMRs has already begun and it is intended that the Welsh Commission will follow suit in the near future. The role of the Welsh NMR as collector, coordinator and disseminator of archaeological information will then be improved and the liaison and information exchange undertaken with the Welsh Office, local planning departments and official and private organisations concerned with archaeology in Wales will be far more effective.

As the national repository for information about archaeological sites of all periods in Wales the NMR has many surveys carried out by the Staff of the RCAM (Wales), however, with available resources it is impossible to record everything. Particularly in the field of industrial archaeology the NMR relies heavily upon donations or loans of material, since in

many cases these may provide the only record of sites now destroyed. Where the site still fortunately exists such material may give vital clues to earlier phases of activity. Any additions to the NMR archives are welcomed, whether in the form of gifts of copies or loans for copying. Information about the holdings of other groups or individuals, whether or not available for copying, would be greatly appreciated. Material in the NMR is looked after carefully but is readily accessible for the use of serious researchers and the copyright of the owners of loaned or donated items is fully protected.

For further information about the work of the Welsh NMR, its detailed classification system or about specific industrial sites please contact:-

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Hilary Malaws. February 1985

All is not gold that glitters. The DoE's national survey of **listed buildings** has reached **Liverpool** and the draft list has been issued for (very) limited consultation. It contains the following new entry: '**Albert Pierhead; gate keeper's lodge: brick with stone dressings, slate roof. Square lodge with pyramidal roof set diagonally in stone-coped wall, circa 1846.**'

Unfortunately there is an error in the text. The date is wrong, or at least stretches the scope of 'circa' to its limits. It should read 1984 (circa April)!

The adjacent Albert Pierhead buildings (circa 1846) have been painstakingly restored by Merseyside County Council, and so when the Merseyside Development Corporation needed to erect a new control room for the operation of the new hydraulic gate to Albert dock, the architects were faced with the problem of designing a little building which would fit in well with the historic environment. Hopefully, they thought, the layman might believe that it was part of Jesse Hartley's original design. It seems that they succeeded.

Kenneth Catford

The Grahame-White Aviation Co, Hendon. On Saturday July 28th 1984, by permission of RAF Hendon, The Hendon Archaeological Society and Croydon Airport Society held a joint visit to the former factory and aerodrome founded by aviation pioneer Claude Grahame-White and taken over by the Air Ministry in 1925. Much of the aerodrome is now occupied by The Grahame Park Estate and the RAF Museum but the roundabout near the main RAF gate marks the site of Louis Paulhan's shed used by him for the first London to Manchester Air Race in 1910.

The first building visited was the Hotel built in 1917 for VIP's in black and white half-timbered style. This is a three storey building and now serves as the officers' mess. Inside is much light oak wood panelling and in the ladies' lounge timber posts, beams and stone fireplace. The entrance hall exhibits a number of Grahame-White plaques and illustrations of the Fairey Hendon night bomber etc.



The rib-assembly shop in the Hendon factory 1918. This picture was originally published in 'Claude Grahame-White' by Graham Wallace, published by Putnam's in 1960.

Also surviving are the gates, gatekeeper's house and 1915 company office with portico and roundels plus GW insignia. Of the Factory — perhaps one of the earliest purpose-built aeroplane works extant — about eight single storey workshops remain which have slate and glass roofs partly fabric covered. These were wood-work, dope and fabric shop. In front of the works blocks overlooking what remains of the aerodrome and hangars is the original control tower and flight office. These are faced in pebble dash but not as yet listed buildings. Below the tower there is an upper balcony or roof grandstand. Inside is Grahame-White's observation lounge with the monogram CGW in iron letters above the fireplace. French windows open out to a covered balcony with balustrade used by distinguished visitors at the air pageants.

Another important survival though somewhat derelict, is the tall four-bay corrugated iron assembly hangar with admin offices on the end opposite the doors and an internal balcony giving access to further rooms/offices on which is painted **The Grahame-White Company Limited** in large white letters. At the opposite end is an extension supported by a four-section Belfast roof truss part resting and part bracketed to the side walls. Of the former flying school sheds or their later replacements on the same line as the hangar six bays split in two halves painted green exist.

From 1930 the RAF added new stores, a barrack block etc, in Georgian brick style. Grahame-White's Buildings were used as part of an operational air base up to the 1950s but it is believed they are all now to be surrendered and would become available as possible extensions to the RAF Museum.

A D George

SS Great Britain — Restoration Progress. Although steady progress has been maintained,

the most recent spectacular improvement in the ship's appearance resulted from the hoisting of the two yards on the mainmast. Made in timber at Spencer Thetis wharf in Cowes, the course yard is 80 feet in length and rigged with stun'sl booms exactly as in the Fox Talbot photograph of 1844. The mainmast is outside the radius of the crane so that the hoisting operation had to be carried out using hand winches.

Other changes to the ship's exterior include the addition of the oarheads and of the first new portlights at the after end on the port side. Work is proceeding upon the completion of the decorative features on the stern and quarters including preparation of the base boards and moulds.

Various components of the replica engine have been completed, notably the main engine frames which will support the crankshaft. To date, the plate decking of the upper 'tween level abreast the engine room has been substantially completed, together with a new viewing platform, forward of the boiler-room bulkhead, from which visitors are able to inspect the bare structure of the forward end of the ship.

Plans are well advanced for the restoration of the interior of the after section of the ship which will include the promenade deck, dining saloon and representative cabins. The beams at the dining saloon level have been restored and the three lines of pillars re-established in their 1843 positions.

Two more masts will be erected and possibly the first lifeboat hanging at davits, but the main task will continue to be unspectacular structural work in preparation for the re-building of the engine and for the fitting out of the accommodation spaces.

James Richard

A Dossier on Vacant Buildings. In a commendable effort to disseminate information on