

2012 will go down as one of the more difficult years for English winemakers. A summer of rain and rarely glimpsed sun, followed by a dismal autumn bringing no reprieve.

Growers delayed harvest to the last possible minute in the hope of squeezing some ripening warmth out of the pale sun. But such wet and leaden skies offered little chance of pushing up sugar levels or more importantly lowering acidity in the grapes. Instead the starlings gathered to ravage the small crop and the risk of botrytis increased daily.

At the Marden Vineyard we completed our picking before the second week of October was out. The fruit was still in excellent condition but yield was around 50% of where we would hope to be. This was the result of poor weather during June flowering. Our yield is in line with other Kent producers. Further west in Sussex and beyond many wine growers were down by as much as 80%. A few were unable to pick at all.

So now begins the transformation of our crop into wine – a more challenging prospect than in previous years when acidity and sugar levels made winemaking a relatively straightforward task.

But the challenge is an exciting one and we shall be using some of the techniques of the Champagne Houses to soften the wine. Some will be put through ‘malolactic fermentation’ a natural process that converts the sharper malic acid into softer lactic acid. We shall also be fermenting half the Chardonnay in oak barrels before blending it back for secondary fermentation in bottle. This too will help to soften the wine.

Even if the summer of 2012 is one most people would prefer to forget I hope our 2012 wine will be memorable!

NICHOLAS HALL

For detailed information about the village don't forget to visit the Society's very own website at www.mardensociety.org.uk

ADVANCE NOTICE
Annual General Meeting
Wednesday 23 January 2013
8 PM, Marden Memorial Hall
Followed by a Cheese & Wine Social

The Parish Pump is distributed free to Members of The Marden Society every two months



For details of Membership please contact the Membership Secretary Aileen Hill on 01622 831418

The Parish Pump

The Journal of the Marden Society

November 2012

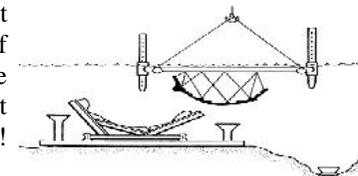
Raising the Mary Rose



An impression of the Mary Rose, as she was in 1545, based on the evidence contained in the surviving structure of the hull.

The Mary Rose, Henry VIII's famous war ship, which next saw the light of day in modern Elizabethan times, was the subject of the talk by Albert Glanville (civil engineer). He took us back to the Tudor dockyard of Portsmouth – built for £175 17s 6^{3/4}d - where 2 ships were constructed. One of the ships was named after Henry's sister Mary, with Rose for the Tudor emblem. It was carvel built with abutting planks which were caulked at the joins. Our prosperity depended on the staple of wool, which was shipped to the Netherlands to be spun. To convert the Mary Rose to a warship all that was needed were holes cut in the carvel and 2 decks of guns installed; 63 in all. She was Henry's fastest ship and had been fighting for 30 years but in 1533, in Chatham Dockyard she had another gundeck added. With the King's excommunication over his marital difficulties the Pope encouraged France and Spain to attack England. Peace was made with Spain, but not France, the court moved to Southsea. Henry was dining on the Grace de Dieu when the lookout spotted a sea of white in the Solent – the French were coming. With the ships becalmed Henry went ashore, when the wind returned the commander Richard Grenville steered hard to port and opened up the gun ports. No-one can confirm what exactly happened next but Albert believes of the 700 men on board the 300 armed soldiers rushed to the side to see the action and this was enough to prove disastrous for an already unstable vessel. OVER she went and sank within 4 minutes. Nets erected to stop hostile boarders also prevented those aboard from escaping and only 27 survived, all this watched from Southsea Castle by the Royal Court. With a 2 directional tide, the Mary Rose lying on her side became more deeply buried.

In 1845 some divers discovered a cannon which had been snagging fishing nets, but we fast forward to 1965 when Alexander McKee of the sub aqua club met with the Chairman of BP. Plans were kept secret whilst a lease was gained from the Crown Commissioners. An archaeologist, Margaret Rule, working on Fishbourne Roman Villa was brought in to supervise the project and Prince Charles threw his weight behind the fund raising. It was then that Albert, who had designed and built structures for the North Sea, including the largest floating crane in the world, shaking hands with Prince Charles and uttering the crane and not worry about the expense. The crane cost £25,000 per day to hire!



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So on 20th October 1982, with the specially designed cradle and a worrying lurch, she was safely brought into the light of day.

The Guardian reported, "*Prince Charles arrived. He lifted all our spirits but had no visible effect on the ship. Mr Albert Granville, the chairman of Howard Doris, which owns the crane waiting to lift the Mary Rose, lifted my spirits. He wore a City suit, a clean white collar and looked as if his mind was working along the same lines as Lord Grade's who said, "Raise the Titanic? It would have been cheaper to lower the Atlantic."*



The remains of the hull and the 14,000 artifacts are now preserved in Portsmouth Dockyard and give a fascinating window into life on a Tudor warship. One skeleton, representing the 300 found, was buried in Portsmouth Cathedral.

EUNICE DOSWELL

Editor's note:- The 20th Anniversary of the Mary Rose's raising was celebrated on 11 September in Portsmouth. The new purpose-built Mary Rose museum will be opened in 2013 and 2 million commemorative £2 coins have been circulated.

THE MARDEN SOCIETY - in the beginning!

The story continues with the campaign details. From the outset, the campaign concentrated on the hazards associated with the crop spraying activities. Newer Members of The Society may not be aware that Marden was on the flight path of NATO low flying training by jet planes. To find oneself directly under these planes was a truly frightening experience along Plain Road. From the archive correspondence The Society Committee must have found it very frustrating when trying to get answers from the Air Authorities. One reply stated that it was not permitted to give details of the NATO flights; they are secret! Incredibly MBC said that the air-strip should go ahead, subject to certain conditions. This in spite of the fact that the local NFU branch had voted against it. Mr Gladdish a Farmair director had been very economical with the truth in his statement to support the application.

All was not lost, however because it had to go to the KCC; and so the fight continued. The amount of correspondence is remarkable (I wish I could have met some of those involved). It was all done without benefit of our present day facilities; no word processors, instant copiers or computers. On 29 December 1977 the Farmair Application was refused on a number of counts, by the KCC Planning sub-Committee after an inspection of the site by its Members.

Almost immediately, Farmair lodged an appeal against the refusal. Thus, more correspondence. Following advice from The Civic Trust, a letter went to the Secretary of State for the Environment whose Inspector held a local inquiry into the matter. On 5 March 1979, he found against the Appeal. The long battle was over. There is no record of the party of thanksgiving that surely must have been held.

EDITH DAVIS

The recent Elections for Police Commissioners reminded me of a talk in July 2004 by Roy Ingleton entitled "POLICING IN KENT", which I feel is worth another airing.

Had you realized that we have been policed since Saxon times and not just since the "bobbies" or "peelers" created by Sir Robert Peel in 1829? Roy Ingleton, who has written about policing in Britain and Kent, expertly took us through the history of policing, aided by slides.

The Saxons were obliged to police themselves, with a *borsholder* for every 10 families (a tithing) and a *hundredman* for every hundred families. This post was for a year, unpaid and to be carried out alongside their normal occupation – not a popular post then! This system was built on by the Normans, who introduced, constables - *count of the stable* – who kept order in the castle. He would usually hold the status of a knight.

From the 9th century England was divided into Shires, with its Shire-Courts presided over by the *Shire-reeve* (Sheriff). Our 16th Century courthouse and jail (now the Farm Shop) eventually fitted into this system. A hue & cry would be raised to pursue and capture any wrong doer, with weapons being used. All were obliged to join in and any one not doing so would be classed as an accomplice. Even stealing clothes and animals would warrant a hue & cry. One documented story is of a man accusing his neighbour of stealing one of his sheep. The hue & cry arrived to drag the man from his bed, protesting his innocence.

However his wife was found sitting on a bucket, covered by her skirts, and inside was found the jointed sheep.

Parish constables became the most common form of policing, still appointed for one year, unpaid and an unwanted job, no uniform and just a staff for protection. Only 1880 saw the end of the night watchman – a fearsome character with his rattle and cutlass. Early punishments ranged from death, maiming, branding, whipping, to the stocks. (Our own now being outside the Church). In 1871, at Maidstone Spring Assizes, 19 were sentenced to hang on Penenden Heath and 18 were transported to Australia.

Uniforms came in with the Metropolitan Police Act, with a move towards preventing crime. England was very wary of the continental policing system using spies and soldiers. Hence the long coats and tall hats were designed to be unlike military ones. A leather stock was worn round the neck to prevent garrotting and the leather hats were reinforced so that they could be stood on.

Boroughs were responsible for policing before it came under County jurisdiction and lock-ups became police stations. Maidstone's first police station was on the site of Boots (and in use for 40 years after it was condemned). Then came the lovely building at Wren's Cross, (by the traffic lights at the bottom of Lower Stone Street). Police transport started with the horse and cart and Ford Model Ts were used during World War 1.

In Marden, many people remember the days of the village bobby and there is much feeling about the levels of rural policing today.

To learn more you can visit the Kent Police Museum in Chatham Dockyard.

Information on 01634 403260.

EUNICE DOSWELL

NEXT MEETING
Wednesday, 28 November at 8 PM
Norman Hopkins
"Reformers and Martyrs of Kent"