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Medieval Well Shaft at Benacre*by Paul Durbidge*

Erosion between and Benacre and Covehithe over the last three months has been particularly severe, with considerably loss of beach and cliff material to the northern side of Benacre Broad, resulting in much scrub and small trees ending up on the beach below.

For the third year the shingle ridge defending the Broad from the sea has been breached, with the northern side suffering a gap up to 25 feet, allowing a rising sea to pour into the Broad.

At low tide the water discharges out again via a wide half circular swath through stone and sand that makes up the ridge severely draining the Broad in the process. Long Covert has again lost much cliff, leaving mats of vegetation hanging over the edge. On a visit in early January this year the remains of seven large tree stumps were lying on the beach after falling over the cliff, while at low water mark a forty foot sycamore lay parallel to the beach.

During November 1992 a group of salt pans or troughs (037) were exposed after another heavy sea and westerly winds had cut back beach levels again. Five were clearly visible, cut cleanly into the grey clay beds, with a probable sixth partially buried under shingle higher up the beach; all were slightly angled to the sea and separated by narrow clay divisions approximately six inches wide.

The size of the pans varied from 6' 4" to 7' 0", with widths of 2' 9" to 3' 7", with one 3' 7" square and sited at the seaward end of the largest feature; all were photographed and compared with similar ones encountered at Long Covert during 1978/79 (012).

At this location there was a sizable area of heavy burning close to the pans, suggesting heat extraction and pottery recovered from the infill was well abraded and water worn, with much exposed grit.

On January 17th, 1993, I received a telephone call from Mr R Allen, who had visited Benacre Beach that morning and during the conversation he said he was sure he had seen the remains of a well shaft on the beach. Putting a trowel, tape and camera in a bag we visited the location and looking down from the low cliff we could see the dark infilled circle cut into the orange clay beds, some twenty foot seaward from the cliff face.

We photographed and measured the feature, which had two small hardwood saplings sticking out of the fill and at 3' 3" diameter it was slightly larger than some of the previous shafts encountered south of Long Covert.

At the time of the discovery Mr. Allen had removed a number of coarseware sherds lying on the top of the fill and examination of these suggested a small broken jug of probable 13th century character. We began to remove the black infill and soon encountered an extremely large flint lying in the middle. In removing this, small sherds of coarseware began to appear in the fill and they took the form of broken strap handles and body sherds from probable pitchers, some of which were lead glazed. Much of the silt was removed by hand, lessening the chances of additional damage to any vessels that may have been thrown in.

After a relatively short time it was possible to feel the base of a large pitcher lying tilted in the mud. Kneeling down and reaching downwards into the well proved very difficult, but with continual removal of more infill the vessel was eased out and it was a pitcher, minus handle and upper part of the neck. It had been partially lead glazed from the neck to the base of the handle and was decorated by pellets of clay to the neck and vertical strips from the neck to the waist. The handle base had strong

thumb marks and the base had been nipped in four places to stabilise the vessel.

At this stage the sea was rising with the occasional wave causing problems and after one such incident had resulted in Mr Allen receiving two boot full of water, we reluctantly had to call it a day. With the risk of losing the remainder of the shaft to the sea, Mr Allen kindly returned the next day to continue the removal of the content.

More sherds of pottery came to light, including part of the pitcher handle and the greater part of another jug, this time in grey coarse-ware, minus handle and neck.

At just over five feet the infill terminated and gave way to sand. During the last stage an oblong lead weight was brought up. It was pierced at one end and was probably used to plumb the depth of the shaft, which was, incidentally, the first to be encountered on the Benacre side. It was also the first not lined with timber and at five feet, certainly the deepest to go into the clay beds. When the final part of the infill was being removed water began to percolate quite noticeably into the shaft.

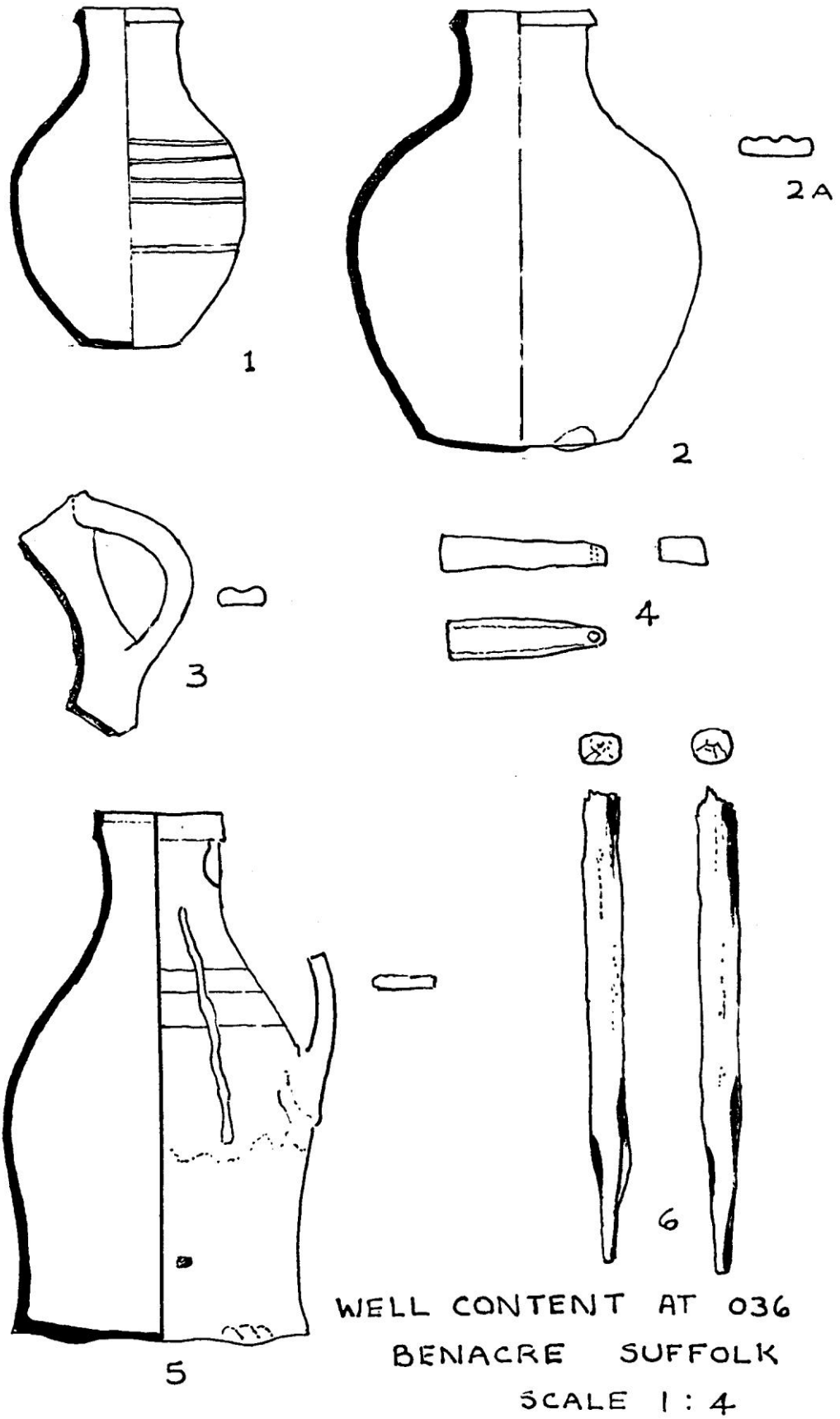
A week later I again visited the location. This time it was high tide, with virtually every wave striking the cliff face. Beach levels had again been reduced sharply, leaving a virtual straight line from the cliff northwards towards the first of the lagoons at Benacre and a fixed point set in concrete by Anglian Water was now two feet from the edge.

So much cliff and beach material had gone that there was no indication of the exact location where we had worked. Small paths terminated at the cliff edge and any walk towards Benacre Broad had to be undertaken through a mass of brambles - there were no paths any more. Close by is a second world war pill box, which, is one of a number of fixed points used by the- writer to measure the yearly erosion along this stretch of the coast. In March, 1992, the pill box was 51 feet from the cliff face but on this visit, ten months later, it was seven feet, indicating the severity of the erosion between Benacre and Covehithe over recent years.

Acknowledgement

The writer would like to thank Mr R. Allen for his interest and help regarding the feature at Benacre, which would have undoubtedly been destroyed by sea action in a relatively short time.

In addition, thanks are given to Mr Allen for allowing the recovered material to go on display at the Lowestoft Museum at Everitt's Park, where they can be included with some of the previous finds from the location.



Pottery Lead Timber found, shown in diagram on previous page.

1. Part of a small jug, in semi-hard grey gritty coarseware, with soot burning to lower outer surfaces, rilling to waist. The rough surfaces of the jug may be indicative of handmade ware.
2. Greater part of light grey globular coarseware jug in semi-hard fabric, containing small grits and mica. Sagging base with six spaced pinch marks.
- 2a. Part of wide grey coarseware strap handle with shallow grooves and knife stabbed decoration, probably belongs to globular jug.
Terminal strap handle base in semi-hard grey coarseware containing mica, shallow channel in centre of handle with thumb marks either side at base.
3. Strap handle in gritty sandy buff attached to body sherd, both with traces of dark green glaze, shallow groove to centre of handle.
Body sherds in hard orange fabric with splattering of dark rich green glaze externally.
Part of a light grey coarseware base in hard fabric with mica, sagging base.
4. Cast lead weight with iron stained perforation at narrow end. Cast lead weighting 1 lb.3 oz.
5. Greater part of semi-glazed pitcher in hard brown buff sandwich fabric, with small grits and mica. Gritty dark-green glaze to part of neck, terminating on body at line of handle base. Decorated with clay pellets to neck and three vertical strips of applied clay running from neck to waist of pitcher.
Thin flat strap handle with wide thumb marks to base, lower part of vessel waisted with base nipped with four pinch marks.
Underside of base partially indented and with spots of green glaze, profile of another vessel showing as four inch circle in reddish brown colour.
6. The two silt stained saplings observed in the fill were approximately 1½" in diameter and had been roughly pointed at one end – the timber used being ash.

Also found but not illustrated were small fragment of leather, 2¼ inches long by 1¼ inches wide, may have been an off cut from a shoe or something similar; either way it was quite thin and supple !

A Medieval Pit in Pakefield Cliffs

by Paul Durbidge

During November 1992 I was shown some pottery by Mr. Adrian Warlton, which he had observed while searching for fossils along Pakefield cliffs, Lowestoft, Suffolk. The sherds were made up of base and body forms in grey buff coarseware and from rim profiles it suggested that the material was of 13/14th century characteristic.

Inspection of the find spot showed an intrusion in the top part of the forty foot cliff and this showed as a mixed soil infill, breaking into a brown boulder clay stratification.

There was also evidence of pottery coming out of the topsoil on either side of the feature, including roofing tile fragments, small pieces of animal bone and oyster shell.

The actual feature measured two feet three deep by five feet four wide and amongst the pottery content were a few square shanked iron nails, animal tooth and frequent traces of carbon. The main bulk of the pottery examined from the pit had sharp breaks, showing the feature content had been in a sealed context, unlike much of the adjacent pottery which had been subject to some abrasion and was mostly in much smaller sherds.

Those recent finds at Pakefield were relatively close to where part of a 14th century medieval cooking pot was found in the cliff top, near the rifle range, in the late 1970s. The fabric of this vessel was much softer and a dark brown in colour and like the recent finds the lower part of the vessel was heavily soot stained.

Small Finds

Small finds encountered in the top soil just above and on the edge of the pit feature, included square shanked iron nails, a probable iron spur, a secondary flint, small rolled animal bones and fragments of oyster.

Pin Tiles

Eleven pin tile fragments were found, one with a width of three and a half inches by just over half an inch thick and just over four inches in its broken length. They were made of hard orange fabric, rough on one side and showing drag marks on the face side; on one piece two finger marks were clearly visible in the surface.

Pottery

A total of 836 pot sherds were recovered from the location and a count of the rim profiles showed that some 70% belonged to cooking pots, with 20% belonging to shallow bowls, with the remainder made up of spouts, jug sherds and base remains.

Fabrics

Stoneware:

Part base of a frilly based jug with grey/sandy buff external surfaces, and unglazed buff internally

Fragment of salt glazed ware with grey internal surface

Fragment of ribbed grey external glazed ware, semi-lustrous internally

Fragment of lustrous glazed stoneware

Fragment of rich brown glaze externally with glazed buff internal surface.

There were four clearly defined fabrics encountered in the coarseware, the most predominant Fabric A which made up the main bulk of the pottery examined, while only one sherd of Fabric D was found.

Fabric A:

A hard and sandy material containing small white quartz grits with textures varying from sandy to relatively smooth fabrics. Colour variations with the majority varying from light to dark grey to orange browns.

The majority of the pottery appears wheel thrown but a number of body sherds show uneven surfaces, which suggest that some of the pots may have been hand built. Glazed sherds appear as light to rich dark green, with one ornamented body sherd suggesting the presence of under-glaze slip.

Fabric B:

A hard orange fabric with a grey core containing mica and several quite large grits, up to and over ¼"

diameter – evidence of knife trimming to external face.

Fabric C:

Very hard, reddish brown fabric with partial grey core, minute grits but no mica, splashes of green glaze to underside of jug base; adjacent impression caused by kiln stacking.

Fabric D:

Soft orange fabric with grey centre containing minute grits and mica; only one rim found.

Fig 1: All Fabric 'A' except No. 8

Cooking pots showing main rim forms encountered. No. 6 has applied strip decoration near the neck, while No. 11 has been decorated with deep slash marks beneath the rim. No. 13 is similar, though the marking is less severe.

The cooking pot, No. 12, is the only complete profile from the location and has been partially rebuilt from broken sherds found during the discovery of the pottery: the lower part and base are well soot-stained.

Figure 8 is of fabric D and consists of a simple curl over rim, the sherd being of soft orange texture with a light grey core.

Fig. 2: All Fabric 'A' except No. 22

Main forms of bowls and pancheon types – No. 21 has a slight pouring lip (not shown)

No. 22 – Fabric C

Part of a jug or flagon in very hard reddish brown fabric. On underside there are splashes of green glaze and a stacking impression from another vessel.

No. 20A is a bunghole spout in greyish buff colour

No. 20B another spout in orange fabric with traces of pitted green glaze; the hole is tapered.

No. 23 is part of a strap handle in an orange fabric with thick grey centre. It has been glazed one side in a rich green glaze upon which small grits have been thrown.

Dating of coarseware pottery can be difficult, especially if the wares are of local origin, where there was often a reluctance to develop new styles and fabric. Subsequently, styles were used over and over again, remaining unchanged for 200 years or more.

From the rim profiles encountered at Pakefield, it would seem that the box section rim profiles and the variations of thickening etc., can safely be attributed to the 14th century, with, perhaps, some exceptions. The simple rim forms could belong to the 13th century, or close to it and it is an example of a basic type, easy to produce, with no complications.

The stoneware remains suggest trade with the Low Countries, as the frilly based fragment belongs to the Raeren stoneware industry, based south of Aachen and it is probable that the salt glaze fragment may well come from the same location.

Acknowledgements

The writer is indebted, to Mr. A. Charlton for recovering so much of the material and allowing it to be examined. Thanks are also due to Mr. D.B. Gwyn for kindly allowing the remains of the feature to be tested and for this I am most grateful.

Also thanks are due to Mr. R. Ashman, Mr. R. Collins, Mr. J. Reid and Mr. A. Weller, who kindly came to help in the latter stages. The position of the feature sited on the cliff edge and the lack of content in the final part were disappointing, but nevertheless I am most grateful for their time and trouble.

Sunday, February 21st, saw strong to gale force N.W. winds and high seas bring down large amounts of cliff at Pakefield, from the rifle range and southwards towards Kessingland. Beach levels along this stretch are frequently flat, offering no resistance to a heavy surge and vast amounts of boulder clay and sand were brought down as a result. High tide at Lowestoft was expected at 9.54 a.m. and the waters had already risen beyond the danger level by 6 a.m. but fortunately by mid-afternoon the worst was over.

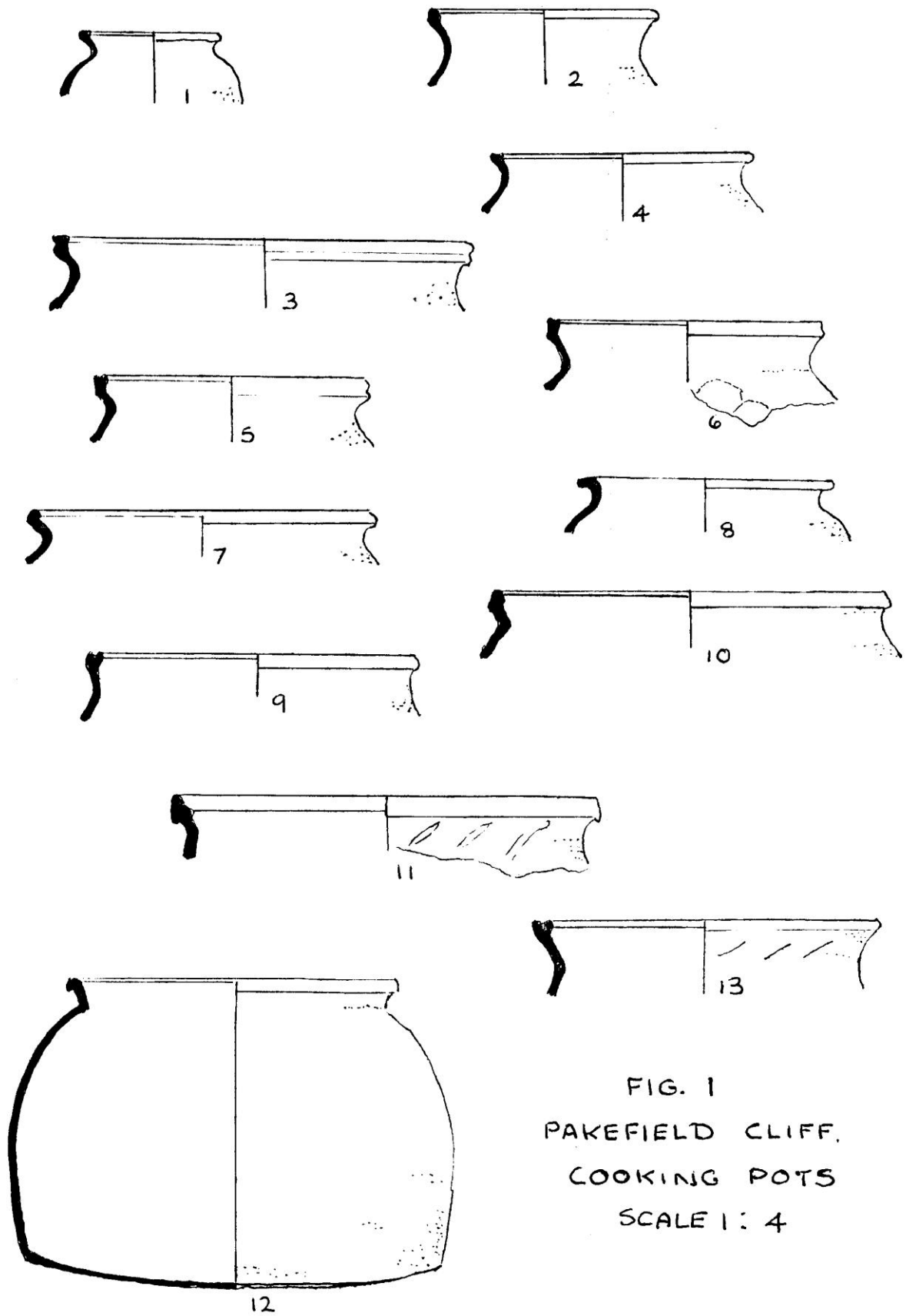
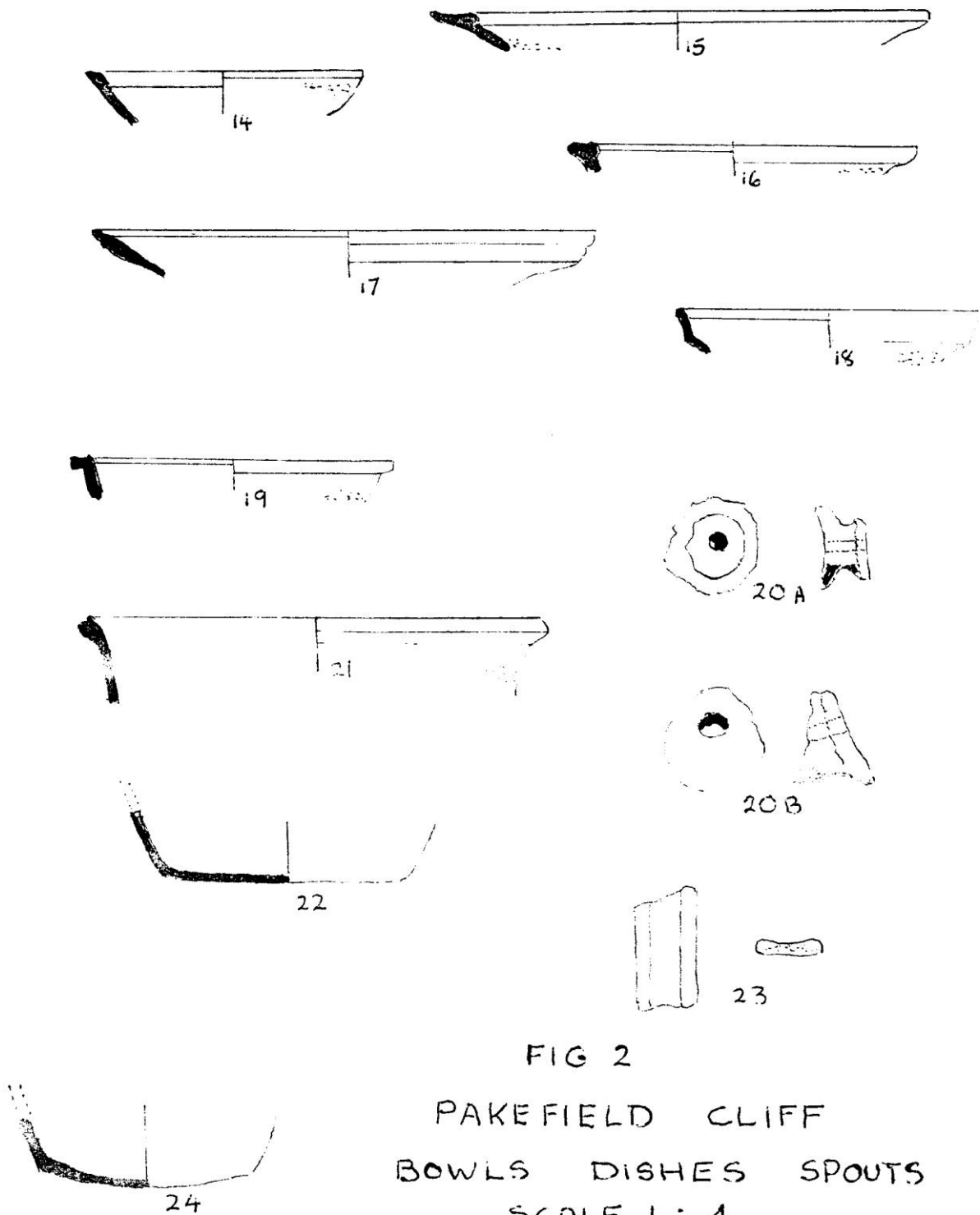


FIG. 1
PAKEFIELD CLIFF.
COOKING POTS
SCALE 1: 4



H.M.S. Mantis – Part 4*by Mr. AM. Turner*

I intend to devote this year's article, with the exception of a poem, to a single action.

The poem, which was written by someone who served in Mantis, is anonymous. It does, I think, give a feeling of the atmosphere of war time – the fear, the excitement and the sadness:-

'Our M.T.B.'s were out last night'

We close the range – sights are on.

Minutes dragging, on and on.

All are tense, ready and keen,

We're thru' the escort, still unseen.

Close enough now, target's clear,

'Stand By !' No thought of fear,

'Both – hard a port !'

Fish have gone

The battle's on.

We're spotted !

Tracer begins to fly

Impatient guns reply.

A muffled roar, a blinding flash,

Fish have struck. Another crash,

Jimmy's down, Cox'n too.

Holed for'ard; cursing crew.

Keep pumping, keep the sea at bay,

Brown Ridge and on, no delay.

Four Buoy next then home at last.

Some have died – so colours half-mast.

The action took place on April 6th, 1945 and was sent to me by Mr. John Lake who took part in it and who wrote it up three months later.

April 6th, 1945. – H.M.S. Mantis Lowestoft

19.30 hrs. M.T.B's 494 (Jack May and Ian Macfarlane), 493 (Alec Foster and John Lake), 497 (Peter Harrington and Peter Rigby-Jones) slipped from Hamilton Dock and proceeded on an anti-E-Boat patrol. A beautiful evening and the sea was quite calm. We went out at 25 knots and after about an hour we made contact with the 'D' M.T.B's and took up station on them. Arrived in the patrol position at about 22.00 hrs. and lay cut. One or two E-boat plots were trickling through, but they were far southward and were likely to be met by the Felixstowe and Ostend patrols.

Alec decided to take the first watch and I went down to the wardroom to get some sleep. At about 24.00 hrs. Alec called me up as Jack had been ordered to go south to intercept a force of 5 E-Boats which had been plotted from Ijmunden and seemed to be heading in the Yarmouth direction. Our position was 30-40 N.E. of Yarmouth and we set off at 30 knots on a course S.S.E. By now it was very dark and station keeping was difficult as visibility was reduced to 50 yards. Curiously enough, we could see buoys flashing some five miles away but there was no moon and no phosphorescence to show up the wake of the boat ahead.

From the plot it soon became apparent that we would not be able to reach the E-boats on their way in and after 40 minutes Alec reported flashes away to the S.W. Our destroyers were engaging the E-boats and they were soon driven off and set course in an easterly direction.

M.T.B. 494 as S.O. of the unit was being directed by aircraft and unfortunately we were not passed much information. After about an hour we stopped and then proceeded N.E. at slow speed. Again at about 13.30 hrs. we set course S.S.E. at 30 knots and M.T.B. 494 gave the position of the E-boats five miles S.W. of us, heading eastward at 40 knots. Ten minutes later they were one-and-a-half miles

S.W. and it looked as if we would soon be on them. Any moment now, but nothing from M.T.B. 494 – no bearings, no alarm reports. Then suddenly there was a terrific crash and the whole boat seemed to stop. Alec shouting orders to the guns crews, the eerie rat-tat-tat of the E-boat's guns and another crash. We had opened fire and reduced speed. I had been thrown on the deck with my yeoman and we stayed down there for a couple of minutes ! I thought at first we had run into M.T.B. 494, and on the second crash it felt as if we had been hit by a 4-inch brick. We called up Jack but there was no reply. What had happened was this: It was so dark that neither force had seen each other until it was too late, and we rushed into each other at 40 knots. Alee never saw the E-boat until we hit it, and I don't think Jack saw anything until he was hit.

Diagram I.

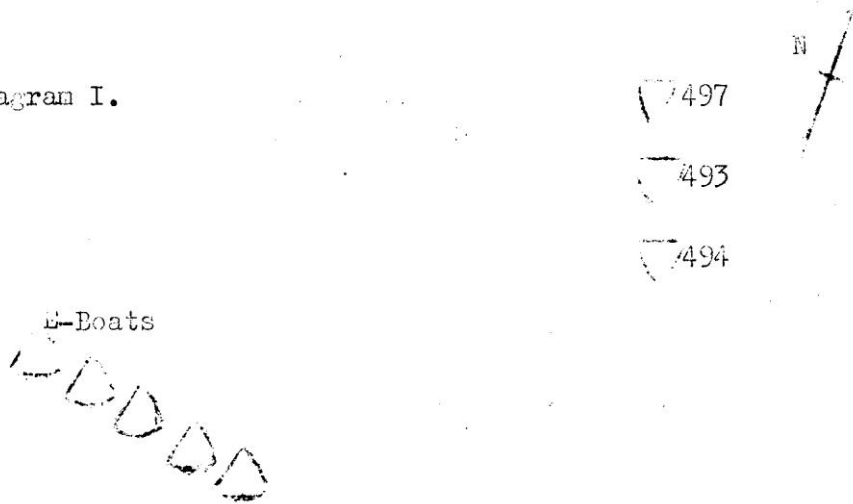
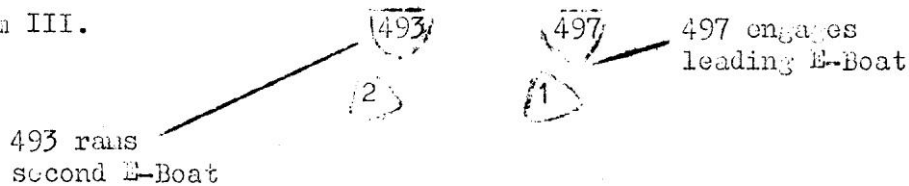


Diagram II.



Diagram III.



We first of all hit the E-boat and the second crash was most probably the overturned wreck of 494. After the first hit we were able to engage an E-boat on our starboard side who returned the fire. 497 swung away to port and engaged what was most probably the first E-boat. I don't think the engagement could have lasted more than a minute and it is difficult to find out exactly what did happen.

When we stopped I went down below to see if there was any damage. In the Forward mess deck there was already a foot of water and it was rising rapidly. Fortunately the after watertight door was holding and little was getting through to the W/T cabin. Went up again to the wheelhouse and after telling Alec what was happening down below I gave the 'sparker' a signal to send off, giving our position and an estimation of the damage. Meanwhile 497 had found an E-boat, stopped, about two cables away to the east. It was still very dark and so we illuminated the E-boat with rockets and managed to get away some 20 rounds of 6 lb. It was now about 03.00 hrs. and we were sinking low in the water. I went up on the upper deck and found that the whole bow had been smashed

away and water was rushing in. There was a deathly quiet in the air and I could hear the moans and cries of people in the water, but our position was getting serious and Alec had to keep going astern to keep the water from coming in. Soon the 'Ds' (the 'D' class M.T.B.'s. – the latest and more powerful boat) arrived on the scene and while one took us in tow astern another joined 497, and after going alongside the E-boat which had given up the fight, they boarded it and took it in tow. Unfortunately it began to sink after a little while and was finished off with gun fire after taking off the crew as prisoners,

So at about 04.00 hrs. we were heading home on our 40 mile journey making good some five or six knots. Alec had been on the bridge for nine hours now, and, having badly bruised his eye on the voice pipe in the collision, was feeling pretty exhausted. He went down to the wardroom for three hours and I took over the watch on the bridge. Fortunately my safari jar of coffee in the wheelhouse was still undamaged and the whole crew were able to have a very welcome drink and smoke.

The journey home was laborious but quite uneventful. The level of the water in the foc'sle kept low and the only danger that might have occurred was 'pooping' through being towed stern first. 497 was undamaged and went home at 30 knots with wounded and prisoners, arriving in Lowestoft at 07.00 hrs. By 09.50 hrs. we were off Lowestoft Harbour. The tow was slipped and a tug towed us alongside.

Secured alongside North Wall in Hamilton Dock and we were greeted by the Captain, Coastal Forces and C.F.O.I.C. Yarmouth. Up to the Royal Hotel for a bath and a midday breakfast. The boat was destored by members of the flotilla and in the afternoon Alec and I took our last ride on the boat when it was towed up the river to the slips.

Summary

The E-boat we hit was sunk and so we sunk two E-boats for the loss of M.T.B. 494. There were only two survivors from the boat and they had a miraculous escape through the bottom of the boat. Jack May's body was picked up in the morning by an R.A.F. crash boat. Nothing was ever seen of 'Mac', although a search was carried out from the time of the action for some twelve hours. No casualties were sustained in M.T.B's 493 and 497. M.T.B. 495 was too badly damaged to repair and was paid off a week later, the officers and crew going on leave and later returning to take over M.T.B. 496. Amongst the awards, Alec was awarded the D.S.O. (about time, too) and Harry and Peter were both mentioned in dispatches.

One final note for this year. I have just been informed by Mr. Dundas that H.M.S. Mantis was 'Paid Off' at 0900 hrs. on Saturday, 30th June, 1945. At last we have an important date !

A Short History of Pye Electric/Tasc Drives/Graseby

by Jon Reed

This history is a personal one. I was an employee of the company from 1960 to 1989, when I retired early. It is inevitably based on my own knowledge and experiences and, therefore, may be somewhat biased and may miss out some things. I have split it into three parts – the company, the products and the markets.

The Company

After the Second World War the Naval Shore Station, HMS Myloden, between Brooke Marine and Oulton Silk Works on the south bank of Lake Lothing, was taken over by Pye Ltd. to become a television factory. This was in 1951 and the site had been empty for some years. It had become rather dilapidated. Just one example was the first-floor Mess, which had wood-block flooring. The roof had leaked, the blocks had swelled and the whole floor had lifted. Mr. Hackshaw, one of the first men to examine it, said later that it was five feet off the actual floor in places. This area later became the drawing office and electrical design department of Pye Electric Ltd.

T.V. Manufacturing Ltd. was the name of the company set up on the premises. As well as television they made record players for the group under the name Dynatron, as well as the Pye name. They had a laboratory which experimented on new designs of T.V. and players. In 1956 they took on an innovative engineer, Norman Bancroft, to look into new ways of driving multi-speed gramophone turntables. By that time 78s were old hat and the early 45s and 33¹/₃s were on the market. The results of his research were so far reaching, that the group decided to make some drive's using the principle

that he designed, but in larger sizes for the industrial automation market. They were continuously-variable speed drives rather than change-speed drives, which have just a discreet number of available speeds.

Some clever advertising man coined the name Tasc Unit for the drives. This was made up of the initials of "Torque And Speed Control". The name has stuck and, indeed, has become as famous in the context of variable speed drives as Thermos and Hoover in domestic gadgets.

By 1959 a range of Tasc Units from ¼ horsepower (h.p.) to 10 h.p. was on sale. There were a limited number of control options. The sales were, at that time, very small and the number of people working on the project was in the 20's. They were housed in various places on the 26 acre site, tucked into corners and small offices, in Nissen huts in the woods to the south of the main T.V. factory and even working in a room just under the tanks of the water tower that stood at the end of School Road. Before the Royal Navy took over the site it had been Hindes artificial silk factory and the process required various types of water with additives. Not only was the water tower needed but the main factory was built with huge tanks under part of the factory floor. These were filled in when T.V. Manufacturing took over. The tower was eventually taken down in 1967, before it fell down. I can recall glass strips (like microscope slides) over the cracks in the walls. These were used to gauge movement in the structure – when they broke, the building had moved. It got so bad in the end, that a strip put on one day would be broken a day or so later.

I joined in 1960, with the brief to design an extension to the drive range up to 30 h.p. In the first two years the emphasis was on development and Norman Bancroft had a staff of about 40 working on some 150 different projects, virtually none of which came to fruition. The group Board had been viewing the flow of money with increasing alarm and the axe fell in 1962. Bancroft went, whether voluntarily or not was never made clear, and so did a few others. The number of projects was reduced to around ten and the emphasis changed to manufacturing and sales, to improve the potential for profitability.

A small company within the group, selling domestic equipment in Brighton, was called Pye Electric Ltd. For some reason known only to Mr. Stanley, the group boss, we were separated at last from T.V. Manufacturing and became Pye Electric Ltd. (Lowestoft Division). A year or so later the company at Brighton was incorporated into another company, and we became Pye Electric Ltd. in our own right.

In 1967 the Pye group were not doing very well and were taken over by the English end of Philips. Things went along normally for a time, the Philips organisation gradually moulding the Pye lot to their own methods. Philips seemed to like the large companies better than the small ones. They classified the companies with about 500+ employees as "A" companies and us tiddlers as "B" companies. Philips seemed to be unable to come to terms with the rapid responses small companies use to fill a market need. Accordingly, they grouped the "B" companies together under the banner of Cambridge Electronic Industries P.L.C. (CEI) and began to sell off their interest. In 1992 Philips held only 8% of CEI shares, although by that time CEI had changed its name to Graseby.

In 1979, as a result of the organisational changes, Pye Electric was moved from its various nooks and crannies into a plant at the top of the site, on School Road. This had been known for many years as N.D.F., because its original function was the production and processing of High Definition Films, mainly for aerial reconnaissance. Since the late '60s, it had been used for building car radios and then colour T.V. sub-assemblies. Its official name was No. 2 Factory (although everybody still referred to it as H.D.F.). To the west lay the big building that had been the Oulton Silk Works, the site having been acquired by Pye in 1963, extending the overall site to 36 acres. The building was called No. 3 Factory. It was used for many years as a press shop (forming the frames for T.V. sets and many other small sheet-metal components) with a gloomy and smelly plating shop in the same building. The other end was used for building portable black and white televisions. Pye Electric took over No. 2 as offices and assembly, with the southern half of No. 3 as a machine shop. An enormously thick wall was built across No. 3, to separate the two halves, which was six hour fire retardant.

At the same time, the fiat went forth that the Pye name could no longer be used by the CEI companies, so we became Tasc Drives Ltd. Changing a company name is an expensive, complicated, time-consuming affair. It is quite amazing how many forgotten little things bear the company name, and they keep cropping up for a year or more. It happened all over again in March 1992, when CEI became Graseby and Tasc Drives became Graseby Controls Ltd.

In fact, at the same time as the name changed, negotiations began to sell the company. At the end of

October it was announced that the company had been bought by Laurence Scott of Norwich, in the persons of its owners, F.K.I. Just before Christmas the personnel were told that the factory would be closed and the plant moved to Laurence Scott, starting at the end of March, 1993. I understand that the Tasc products will be built at Norwich but, as far as Lowestoft is concerned, this is the end of yet another local employer.

Number of employees :-

1957	An initial team of seven
1959	About 20
1960	About 40
1970	About 70
1980	About 120
1986	The largest number, 176
1990	About 150
1991	About 110
1992	About 70
1993	30 jobs available at Norwich

The Products

I will try not to make this too technical but a short explanation is needed. The business of the company was making and selling variable speed drives. These are like an electric motor which can alter its speed. One example is an automatic washing machine where the motor goes slow to wash, faster to rinse and even quicker to spin dry. In industry there are innumerable cases where speed needs to be controlled to match other associated processes, or to get the best out of the equipment.

One of the most controllable ways of changing speed electrically, is called the "eddy current" drive. The most widely used example of this is the domestic electricity meter. The heart of it is an aluminium disc with magnets either side. They are not permanent magnets but electrically powered by the current being used in the house. A permanent magnet is made of special material that is magnetised and then keeps its magnetism for life. Examples are the horseshoe magnets we used to play with as children and the door seal of a fridge). The domestic meter responds to the current being used and the aluminium disc spins faster as the current increases. Electrical current is a measure of the power being used, and hence the size of the electricity bill.

Norman Bancroft knew of several types of "eddy current" drive and set about developing and improving them. He hit upon a design which looked very promising in terms of simplicity and low cost. A control box was made which, for the purposes of initial tests, gave continuously variable speed rather than the set speeds required for a record turntable. This proved very successful and his drive gave more power than was expected. The decision was made to build some prototypes of larger drives.

The first drives were $\frac{1}{4}$ horsepower (h.p.) and $\frac{1}{2}$ h.p. models with the electric motor built into them. Since the motor was "joined" to the drive, they were called J Units. Larger models were constructed for use with a separate motor, so were called S Units. They were in five sizes up to 15 h.p.

I have already said that the name Tasc Unit was coined about this time. Torque And Speed Control – speed is obvious but torque may be a little more abstruse. Torque is turning force. When you are unscrewing an obstinate bottle cap you are applying torque. It is possible to control torque rather than speed.

I joined the firm in 1960 as an employee of T.V. Manufacturing Ltd. My job was to design larger drives up to 50 h.p. At that time, we were all learning our trade and we thought that these big drives would get very hot. So they were designed with an external cooling fan "blowing" cold air through them. They were therefore known as B Units. Nowadays, the drives give powers of over 100 h.p. without the need for an external fan.

In 1962 the time was ripe to cheapen the designs and make them more versatile. The major sales potential was in the $\frac{1}{2}$ h.p. to 2 h.p. band and a new range of three sizes was designed in that bracket. These had the motor "connected" to the drive and were christened K Units. K for Konnected?!. They had their own new range of control systems and the combination of low cost and improved sophistication got Pye Electric off the ground and made it, for the first time, if not profitable, at least in

a breakeven situation. It was obvious that the idea of connecting a standard motor was a key one, so the S Units were altered to receive a motor and became, not surprisingly, SK Units. At the same time, a market was identified for smaller drives and a miniaturised version of the K Unit was designed, called the M Unit. At that stage, we had ten sizes of drive with powers from $\frac{1}{20}$ th h.p. to 25 h.p. By contrast, twenty years later, there were six sizes with powers from $\frac{1}{10}$ th h.p. to 120 h.p. We did dabble with even smaller drives, right down to 1½ inches diameter but none of these were made in commercial quantities.

The major restraint on any variable speed drive is heat. Eddy current drives are particularly vulnerable. They have a fixed-speed motor driving in and an output speed, which can be virtually down to zero. At low output speed, only a very small proportion of the power going in, is actually coming out. The rest has to go somewhere and turns into heat. Under really adverse conditions, some of the internal parts of the larger drives actually glow red hot. In 1964, we had a customer called Joseph Cotton, who made knitting machines. These were like an oversized version of the domestic knitting machine. They had to maintain the correct tension in the knitting and had a K Unit pulling on a big roller. The drive only moved a fraction as each row of knitting was finished, so all its input power turned into heat. One of the bearings in the K Unit was in a very hot spot and failed regularly, so I designed a new drive to move the bearing to a respectable distance from the heat-producing members. This design, known as the C Unit (for Cotton, the original customer), eventually became the basic principle for the drives which took Pye Electric to a preminent market position in the '70s and 80s. However another design phase intervened before the company really took off.

In 1967 a major effort was launched to update and cheapen the designs, particularly in the lucrative small drive market. Cliff Halstead, who lives in Pakefield, though retired for several years, was a Production Engineer at that time (later Production Manager). He and I spent two or three weeks locked away from the phones and the day-to-day hassle. We threw ideas at each other and finally came up with a design which was basically an oversize and refined version of the domestic meter, in that it used a disc (all the drives up to then and since use a tube instead of the disc). The main advantages were compactness, low cost and modular construction. For the first time parts could be made in bulk, put into stock and selected for assembly according to the customer's demands. This drive was known as the D Unit (for Disc) and replaced the M Unit, the K Units and the two smallest SK Units.

Unfortunately, the D Unit principle proved rather weak in the larger sizes. After some thought, it was realised that the production advantages of the D Unit allied to the internal construction of the C Unit, would overcome the problems. That idea gave birth to the CD Unit (obviously!) which really gave the boost that the company needed. The first model went into production in 1970 and successive models were added over the next few years. Each new model had up to eight variations on power output and 10 or 12 permutations of construction. It was calculated by one of the production people that we could actually build some 600 different Tasc Units from our stock items.

The control systems were equally versatile. If you compare a variable speed drive to an animal, the drive is the body and the control system is the brain. The early systems used valves (rather like radio valves) and separate little electrical components which had to be wired together. Control was fairly primitive and the whole system could be compared to a dinosaur. Then the first solid-state devices came in to replace the valves. They allowed a step forward in control sophistication, comparable to a primitive mammal. Sometime later, the separate components became available as "chips". These contained complex circuits and were a lot smaller, also giving another step forward in control like the higher apes. Nowadays there are micro-chips and computers. The degree of sophistication is very high, control board sizes are tiny and the systems have the potential for great accuracy and response to conditions – we have reached primitive man. In the future, will come Homo Sapiens with all that that implies.

In the early 1980s, everybody became energy conscious, mainly due to increased fuel costs. One disadvantage of the eddy current drive is its relatively low efficiency. In general, this is offset by simplicity and reliability (both contributing to low maintenance costs), by low noise (important in factories where there can be literally hundreds of drives churning away), and by being very kind to the machinery it's driving. However, the need was clearly there for a more efficient drive. We heard about a new type of variable speed motor called the Switched Reluctance Drive (I can explain it, but it is a lengthy explanation and rather technical). We approached the experts (three University Professors) and built and tested a prototype. It performed very well but was extremely noisy – they

are still very noisy compared to the Tasc Unit.

The decision was made to go ahead with four sizes to be launched in 1982. They were called, after a lot of debate, the Oulton Drive. They are quite incredibly efficient and smaller than a Tasc Unit. In the small quantities involved they are rather costly, but have the potential for mass production at very low cost. They have been on the market for ten years now and have had some successes. Their only real problem appears to be the lack of reliability of the rather complex control systems.

In 1983 there was a wholesale shake-up of the design department. I had seven months off that year after a back operation. When I got back to work it was suggested that a less stressful job wouldn't be a bad idea, and I could take responsibility for sales literature, technical literature, exhibitions and advertising.

At the same time my electrical colleague, Peter Ayers, was moved sideways. A complete new team was brought in to look after the Oulton designs and also to design a complete new range of Tasc Units. These were designated TR Units and have been in production since 1985.

The TR Units were a radical change from the old range, having several novel features. They gave higher powers but suffered from the perennial problem of overheating. They were somewhat more complicated, so, inevitably, cost more to produce. All in all, it is true to say that they have not done as much for the company's sales and image as the old CD Units. Certainly the company has gone downhill since the introduction of the TR, albeit against the background of a worldwide recession. However, the recession has trimmed an average 30% off the turnovers of British companies, and Tasc Drives has dropped well over 50% since the heady days of the late 1980s.

Back in the 1960s we were approached by Vauxhall Motors to look at the design of a special type of brake for heavy vehicles. Wheel brakes work by friction, and hence wear out fairly quickly. This was a magnetically operated brake with no physical contact at all. A French version was already on the market and we were going to provide a little competition for them. This was a completely new field for me and I had to design from basic principles, fortunately, the prototype worked well and we thought we were in business. However, Vauxhall then changed their coaches (for which this was intended) and it could not be used. It is still in low-volume production for one or two industrial braking applications, but never got a foothold in the vehicle market. I had some frightening experiences testing on a coach, but we only ever fitted the one. It is a pity, because the improvement in wheel brake life and performance is amazing. Ten times the life is not unusual and no coach fitted with one of these has ever suffered catastrophic brake failure, such as has caused some horrific accidents over the years.

The Market

The market for variable speed drives is mainly in automation, although improved efficiency is another useful sales area. Take two examples:-

Firstly, a canned food factory.

To get the best throughput it is necessary to match the output to the slowest process, which is cooking the food, usually a continuous process. So drives are needed for :- chopping up ingredients, feeding ingredients to the cooker, cooking, conveying food to the canning section, unpacking empty cans, conveying cans, filling cans, putting the lids on, labelling, packing full cans, conveying cans to a holding store and, sometimes, conveying from the store to transport. All these drives are individually controlled with an overall control for the whole factory, usually in the manager's office.

Secondly, the fan drive for an air conditioning system.

It has to operate all the time the building is occupied. In the case of a hospital, this is 24 hours a day. The airflow has to respond to demand, such as the opening of doors and windows. The response can be engineered mechanically, by opening and closing flaps and vents, but this means a virtually constant power usage from a fixed speed motor – which can be over 100 h.p. for a large building. Alternatively, variable speed on the fan can save as much as 80% of the motor power in quiet periods. 100 h.p. costs around £5 an hour to run.

Similar examples exist in agriculture, animal feedstuff; any kind of assembly, beer and spirits, building supplies, glass making, medicine in all its aspects, metal working, packaging, pet foods, road making, sewage treatment, sweet manufacturing, the textile industry, tobacco processing (a dirty word in this country but still a good source of business worldwide), virtually every branch of the food industry from potato harvesting to freezing sides of beef, and many, many other industries throughout

the world.

Obviously, Tasc Drives could not hope to service a worldwide market single handed, and this was done by appointing distributors in every occupied continent. At the height of their prosperity, there were 27 distributors and two subsidiary companies. One of the major thrusts was to educate and back up the overseas people. To that end, there was a continual flow of people for training and a bi-annual Sales Conference, nearly always in East Anglia. I was involved in these conferences right from the start and eventually finished up organising them. There were seven spanning the years from 1974 to 1988. I retired in 1989 and there were no more conferences, mainly due to reduced sales and increased costs. At the last conference, held at Barnham Broome, there were 53 delegates and some 18 staff full time, plus several others part-time. We had a two and a half day conference and an exhibition of new products. That year the Conference Manual was in four volumes, totalling over 400 pages. The whole thing took about six months to organise and it was quite an expensive exercise.

In the sales office there was a team of sales engineers for the U.K. and another of export engineers. Their function was to visit the distributors and their customers and to provide technical back-up. One of our export engineers lived in Germany for nearly three years to assist in opening up markets for a new distributor and setting up a firm jointly owned by the distributor and Tasc Drives.

In the early days everybody pitched in. There was no clear distinction between home and export sales, or between development and production. I have visited customers in the U.K. and overseas and have worked with a team until the early hours, to get a job out on time. Tasc Drives has always been sales driven. This may, or may not be, a good thing, but it certainly promotes innovation and eradicates pointless design exercises.

The market for small drives is important even on large machines. As an instance, newspaper printing machines, like carpet making machines, are huge beasts which used to be driven by one big motor, with each separate function being driven off one long shaft right down the length of the machine. Since the advent of accurately controlled drives, back in the 1960s, the machines have gone over to separate small drives for each function, all controlled from a computer these days. It is, believe it or not, cheaper than complex shafting and gearing, and is easier for maintenance. Some of the numbers of drives are quite large. We sold 1500 drives for a single Russian textile plant back in the 1970s. Ten years later, there were over 20 textile machines in one building in Luxembourg, each with 112 drives.

It is a great pity that the whole enterprise has virtually folded up, both for the company employees and for the town. I had my ups and downs there, but I am very sad that it is now all over – or perhaps it isn't quite over yet ?

The Lowestoft Scene 1992 to 1993

by Jon Reed

This year is the 40th anniversary of the East Coast floods of 1953, as we are regularly reminded. There have been many articles in the press, programmes on television, an exhibition in Lowestoft Library, a touring play called "Beneath the Waves" and, as I write, another flood, although not so disastrous as 1953. The water has got into all the same places but it is not so deep. In the "Lady of the Lake" pub in Oulton Broad the water is reported as knee-deep. In 1953 it was chest-deep. Carlton Marshes, Nicholas Everitt Park and, of course, the Museum have all been flooded. Oulton Broad new bridge was closed to traffic at the height of the flood and the next day Lowestoft Bridge was closed to shipping because water had got under the abutments and flooded the machinery below. The tide reached over 4m (14 feet) according to the Harbourmaster. The quays and SLP were slightly flooded, but not seriously so.

The changes in Lowestoft since 1953, as in the world at large, would have been almost inconceivable at that time. Against the background of global warming we are likely to see more frequent flooding in the future. I am not in the business of prediction so will not attempt to forecast the future. One Barnby Councillor obviously is. The rural areas draft plan proposes to set aside 85 acres for housing at Barnby and, on the strength of that, he has forecast continuous buildings from Lowestoft to Beccles.

The upheaval in Oulton Broad seems to be coming to an end. The new road has been open for some months and is certainly improving traffic flow. However, the situation for the shops and amenities in

the old Bridge Road is not so good. The routing into and out of the shopping street is quite complicated and will certainly put off all but the determined visitor. The signs are not clear or well displayed and in many cases just don't exist – for instance, there is no proper sign to Lowestoft Museum. At least the free car park in Royal Crescent has been reprieved. A new Free Presbyterian Chapel is nearing completion in Victoria Road next to Mr. Turner's old dental surgery and opposite the small row of shops.

The new housing estate to the east of Grove Road and Clarkes Lane is complete and fully occupied. The housing market does at last show signs of recovery with more houses being sold. Prices, however, are still very low.

Along Victoria Road and Waveney Drive things have changed on the industrial scene in the last year. Tasc Drives (Pye Electric to older people) is in the throes of closure. The company has been sold to F.K.I. and the whole plant is being moved to the Laurence Scott site at Norwich. Brooke Yachts has gone into receivership and the receivers are struggling hard to sell it as a going concern. Boulton and Paul have undergone a management buy-out, headed by the present Managing Director, Mr. David Chenery. The company shed 300 jobs on its three sites last September. Richards Shipbuilders are holding their own and are currently building a roll-on car ferry for Norway. There is no change in the Morton's site, which is now looking decidedly tatty.

In Pakefield the Terminus Filling Station closed in January. Further up the front we have some good news. The East Point Pavilion is nearing completion. It occupies the site next to the South Pier which used to be a hotel (the Royal?) many years ago. The children's boating lake and the cafe are reported to have gone to make space for the grounds of the new pavilion. The style of the pavilion gives one memories of old Pier Pavilions. I like it, although it is not to everybody's taste – at least Prince Charles should approve.

North of the water, a new road has been announced which will "rid the town centre of heavy lorries". It will go north from Whapload Road. The fishing industry has suffered the blow of having to keep its vessels off the fishing grounds for even longer periods, as mentioned last year. This has caused hardship and a delegation has visited the house of Commons. SLP have landed a really good contract against strong international opposition and seem set to do well over the next year or two. The Birds Eye Walls extension is virtually complete and they have been advertising for staff. On one occasion in January they received over 5000 applications for 100 jobs. Goddards, the ship chandlers to the east of the Marina, has gone. It is a walled-off building site and I have no news as to what it will become. New net posts have been put in to the north of the Birds Eye Walls extension. I did not know they were still in use, but I am told that it is something to do with the proposed Lowestoft Heritage Trail.

In Norwich Road, Cleveland's timber yard has been cleared for new housing. In Rotterdam Road a terrace of virtually unique fishermen's cottages have been taken down and the site is to be used as a facility for the mentally handicapped. Further north, the Tesco Supermarket is now fully operational.

I regret to have to report that the promised improvement to Ness Point has not so far taken place. There is mixed news about Lowestoft Station. The roof duly came off, which is sad, but the station itself has been reprieved. After a local survey, B.R. have decided to keep the station on its present site. The buildings, however, will be converted for commercial use and the station will shift westward along the existing platforms. B.R. have now fully equipped the Ipswich and Norwich lines with two-coach Sprinter trains and are introducing Diesel Railcars for off-peak periods.

In Oulton, the Eastern Electricity Service Centre will be closing under a "rationalisation" with the loss of 30 jobs and, no doubt, longer service delays.

Outside the town, the plight of British International Helicopters at Ellough has been resolved for the moment. It was part of the ill-fated Maxwell empire and looked ready for closure, but there has been a management buy-out at a cost of £32M. One hopes that they will keep going.

At the turn of the year, a man called Eric Lawes turned up at Hoxne, the biggest hoard of gold and silver coins ever found. The only relevance to Lowestoft is that the Inquest will be held here to decide if it is Treasure Trove or not.

A Most Convenient Situated Small Farm

by Margaret Sanders

This phrase describing our house in a 1901 Sale Catalogue lent me by an acquaintance, was sufficient stimulus to rekindle my interest in attempting to trace its earlier history. Our deeds, like many others of old houses, date from the beginning of this century and provide no clues to its history. However, in 1901 the house was in the parish of Carlton Colville, situated in the roughly triangular area bounded by Colville Road, Victoria Road, with Bridge Road and Cotmer Road as the base of the triangle. The house is Grade 2 listed and described by the Department of the Environment as dating from the 17th century, a former farmhouse 'considerably rebuilt' in the 18th century. The facade bears the date 1775 with the initials 'G' above 'S + E'.

The earliest map of the area available in Lowestoft Record Office is the Tithe map of 1848. This, with its accompanying Apportionment Document, tell us that the farm of 150 acres was owned and lived in by one, Benjamin Johnson. It was mostly contained in the triangular area described above but also extended as far as Lake Lothing in what is now the Heath Road area and also had fields on the south and east side of Colville Road in the area then known as East Heath.

The next step was to examine the Census Records for Carlton Colville. The 1841 census records Benjamin Johnson, farmer, aged 56. Ten years later Benjamin Johnson, farmer, widower, was living with his 24 year old son, Thomas. The census of 1861 records two Benjamin Johnsons, a 76 year old retired farmer living in a 'private house', and the other, aged 39, living with his wife and two daughters, farming 120 acres and employing five men and a boy. (Some land had probably been sold for the railway line from Oulton Broad to the South Quay. This has not yet been checked.)

The 'handover' of the farm from Benjamin Johnson, the elder, to Benjamin Johnson, the younger, was recorded in the Carlton Hall Manorial Roll of May 10th, 1858. Thomas Johnson, his brother, managed the Carlton Brickworks which his father owned and which were situated where Dell Road East joins Colville Road, covering the land between there and the former railway, parallel to Victoria Road.

Carlton Colville Parish Register shows that Benjamin Johnson, the younger, had married Ann Chipperfield from Kessingland and whose parents later kept the 'Bell Inn' at Carlton Colville, combining inn-keeping with the butchery business. Benjamin, the younger, and Ann, farmed at Shadingfield until 1858, having had two daughters and three sons. Sadly, all the sons died within a few days of their birth (Shadingfield Parish Register). After the family's removal to the farm at Carlton Colville, one son and two more daughters were born, all surviving.

Fanny, born 1860 and Hugh, 1868, have left their names, ages and date scratched in the glass of two small windows; Fanny's in the neat and tidy hand of a 17 year old young lady, Hugh's in badly formed letters, just wanting to make his mark.

A variety of records have filled out the picture of this Victorian family. Wills exist for the two Benjamins and Thomas, full of information about marriages and grandchildren. The Brickworks was a thriving business on a five acre site. It had a kiln, two engine sheds and when sold in 1901 had, in hand, clay for making 200,000 bricks. Benjamin Johnson, the younger, retired to a substantial new villa in Ipswich in the 1890's. Had he made his fortune by selling land for building? By 1901 the farm was reduced to a tenancy of 30 acres, run by Widow Lee. Benjamin Johnson died in 1897 aged 76. His only surviving son, Hugh was a yacht-owner with a boat yard next to the lock at the west end of Lake Lothing, with, perhaps, no interest in farming. He had a large inheritance and was an Urban District Councillor until 1905. His sisters and their husbands, all now living away from Lowestoft, also had good legacies.

Having traced the inhabitants of our house, variously known as Dell Farm, Johnsons Farm and Brickyards Farm, back to the census of 1841, it seemed for a while to be the end of the trail. The Carlton Colville Enclosures Record of 1803 (in Ipswich Record Office) showed the relevant lane to be owned by Samuel Guild but I needed a lead to take me back from Benjamin Johnson to him. Browsing through an Index of documents held in Ipswich, my eye was drawn to the name Benjamin Johnson and this proved to be the stroke of luck I needed. It transpired that two bundles of documents had been deposited in the Ipswich archives in 1930 by Watson and Everitt, local solicitors, and these proved to be conveyances and mortgages and other documents relating to the farm. From these, ownership has been traced back to 1611.

The Guild family owned the property from 1740-1811. It seems that their fortunes rose and fell but whether the latter was because of bad luck or bad management, so far it has not proved possible to tell.

A hint of money troubles is indicated by the Will of Richard Guild made "*in the certainty of Death and the great Uncertainty of the time thereof*", who died in 1762. His money bequests, which he directed to be paid within a certain time, were delayed by up to three years in the paying, as receipts pinned to the Will show. The main beneficiary, his eldest son, Samuel Guild, inherited the farm and lands. A Marriage Settlement of 1765 tells us that Samuel was going to marry Mistress Elizabeth Knights of Little Reddisham. The Settlement was made by his prospective mother-in-law, Susan Knights, agreeing to settle her farm stock and implements on Samuel in return for an income of £30. per year, paid in quarterly instalments in "*the Church Porch of the parish of Reddisham*".

Mrs. Susan Knights intended to keep her Goods and Chattels and those are detailed in an appended Inventory, room by room. For example (there is no punctuation in the document) :

"In the kitchen of the said Susan Knights Dwelling here One Clock One Jack Pullys Lines and Weights One pair of Brass Candlesticks Two Chairs One Stool with Slip or Table thereto belonging One Screen One pair of large Tongs One firepan One Box Iron and Heats One Tea Kettle One New Warming Pan Two Skillets One Roast Iron One Brass Boiler Two Iron Candlesticks one Plumbtree Spinning Wheel and Reel One Horse for Linnen and such earthernware of all sorts as she shall chuse Half a Dozen Knives and forks One Iron Pott and Pot Hooks one hake and one Spit"

Susan Knights appears to have been a canny widow for the Inventory concludes with an important proviso. She is also keeping :

"All her wearing apparel ready Money Plate Rings Bills Bonds Mortgages and all other Securitys for Money whatsoever"

The marriage of Samuel Guild and Elizabeth Knights would seem to solve the mystery of the initials on the house front although the date was ten years after the wedding. I like to think that the house 'considerably rebuilt' in the 18th century was remodelled from timber-framed to brick as a tenth wedding anniversary present.

Despite, or perhaps because of, the terms of the Marriage Settlement, Samuel Guild seemed to have a recurring need for large sums of money. The first of a series of mortgages was taken out in July 1796, even though Elizabeth was the sole legatee of her mother, Susan, who died intestate in May 1756. The ups and downs of the Guild family are being studied at the moment and it is hoped to report further progress at a later date.

Lowestoft Business and Professional Women's Club

by Mrs. Barbara Bowler

(former Past President and Hon. Secretary)

Note by Mr. A.H. Turner – Museum Officers :

Sadly the Lowestoft Business and Professional Women's Club was dissolved in June, 1992. they have handed into the museum the President's Badge, the Tablecloth and the President's book – a book inscribed with the name of each President plus her signature. These are on loan to the museum until such time as the club might be reformed. They have also supplied this short history of the club.

The Trustees would like to thank the club for depositing these items with the museum.

Lowestoft Business and Professional Women's Club was founded in June, 1948 holding its inaugural dinner in October, 1948. After 44 years the Club was dissolved in June, 1992.

Lowestoft falls within the area covered by the Eastern Division, one of eleven Divisions making up the United Kingdom Federation of Business and Professional Women.

The aim of the Federation is to enable business and professional women to achieve their full potential by :

- (a) encouraging and training women to take an active part in public life and decision making at all levels
- (b) evaluating changing work patterns and pressing for development in education and training to meet them
- (c) striving to ensure that the same opportunities and facilities are available to both men and women

- (d) undertaking studies of problems common to business and professional women :-
- (i) in Europe
 - (ii) throughout the world

In 1956 the badge for the Club President was designed. Made of silver gilt, with the Federation emblem in enamel, it was first insured for £30. A book with vellum cover and parchment leaves was made during the same year to record the names of past Club Presidents.

The tablecloth was embroidered during 1977 by a Club member, Mrs. Maisie Quadling, and was always on display at Club meetings and events. The design is self-explanatory. In the centre, the emblem of the countries in the United Kingdom, the rose, the thistle, the shamrock and the daffodil symbolise the national Federation, and from this centrepiece the four hands stretch out to the rest of the world.

Over the years Lowestoft Club worked for the local community, being represented on :-

The Old People's Welfare Committee
 Lowestoft and District Employment Committee
 Lowestoft and Waveney Youth Employment Committee
 Dr. Barnardo's Helpers' League
 Friends of Lowestoft Hospital
 Post Office – Advisory Committee
 Crime Prevention and Community Consultative Panel

One highlight of the Club year was International Night when, at a candle-lighting ceremony, all countries in the International Federation were remembered. In the Public Speaking Competition for girls, teams from the Lowestoft area competed in a local heat; the winning team proceeding to the Divisional final, prior to the national final.

Members celebrated the 40th anniversary of the Club during 1988. Trees were planted in Nicholas Everitt Park to commemorate this special year.

While subscribing to the aim of the U.K. Federation Club members have also supported many charities with various fund-raising events.

Members have cherished the friendship and fellowship in Lowestoft BPW Club, none more so than our founder-member, Mrs. Nora Goody. She contributed the following to the October 1988 issue of the Club magazine during the Club's 40th anniversary year.

Forty Years On

My first encounter with the name, Business and Professional Women's Clubs, came with an advertisement, pointed out to me by my husband, in a local paper for a preliminary meeting at the then Hatfield Hotel.

Consequently, I attended a meeting in the basement ballroom of the said hotel to meet Dr. Irene Green and some Norwich Club members, a club was formed, and we continued for many year in that same ballroom.

Elizabeth Leese, deputy education officer, was our first president, but for only six months, when Kathleen Sharkey, a librarian, took over for the rest of the year (which in those days ran from October to October). The second year Marjorie Wilkins, headmistress of Notley Road Girls' School, served and I then became president in 1950 and served for two years with Nina Shepperson as secretary.

Our social occasions were not so numerous as they are now and, apart from formal dinners and some small celebrations near to Christmas, I remember best the garden parties held in the garden of Glebe Cottage, the Yarmouth Road home of Mrs. Harlow-Jones.

The highlight of these summer occasions was usually the play that the Drama Group put on after tea, on the terrace with the westering sun making a glorious floodlight to our efforts. The Drama Group was very active in those early years with play readings and further productions given to the rest of the Club in the winters, in the setting of the Hatfield ballroom, when I, for my sins I expect, acted as producer. Since we had an elderly but very dear member, Dr. Phillips, living at Broadlands Retirement Home, we took one or two of our productions there to entertain them.

In retrospect, however, my most cherished memory is of the friendship always offered by the Club, and I rejoice to say that good friends are still the outstanding feature of the Lowestoft Business and Professional Women's Club.

Club Presidents

1948-1949	Miss E. Leese	1969-1970	Miss J. King
1949	Miss K.M. Sharkley	1970-1971	Mrs. K. Haes
1949-1950	Miss M. Wilkins	1971-1972	Mrs. L. Butcher
1950-1952	Mrs. N. Gooddy	1972-1973	Miss B. Hawkes
1952-1953	Miss F.G. Hague	1974-1975	Mrs. C. Gooch
1953-1954	Mrs. G. Kerrison	1975-1976	Mrs. M. Hill
1954-1956	Miss J. King	1976-1978	Mrs. N. Gooddy
1956-1957	Miss J. Hepburn	1978-1979	Mrs. J. Honeywell
1957-1958	Miss R.H. Ayward	1979-1980	Mrs. L. Monagan
1958-1959	Miss A. Murray	1980-1981	Mrs. B. Howes
1959-1960	Mrs. J. Collins	1981-1983	Mrs. S. Pearson
1960-1962	Mrs. C. Gooch	1983-1985	Mrs. M. Henderson
1962-1963	Miss B. Hawkes	1985-1987	Miss K. Wimpenny
1963-1964	Mrs. M. Woods	1987-1989	Mrs. M. Hill
1964-1965	Miss M. Phillips	1989-1991	Mrs. S. Pearson
1965-1967	Mrs. E. Bristow	1991-1992	Mrs. S. Bowler
1967-1968	Miss M. Moody	1992	Miss K. Wimpenny
1968-1969	Mrs. C. Gooch		