

The Terror

The Terror was an open sailing boat built around 1890 and used for conveying oysters around Chichester Harbour. We believe she was constructed by Foster's in Emsworth.

Around 29 feet long, nine feet six in beam and two feet six deep, she was owned by Mr. Kennett of Emsworth.

Kennett was an oyster, winkle and cockle merchant. He also traded in sand and gravel. Terror was a versatile load carrier and known as a 'beautiful sailor'. Her fortunes declined when the oyster industry of Emsworth was destroyed by a food poisoning incident in 1902.

During 2003, the derelict boat was found lying in a greenhouse near Emsworth. Chichester Harbour Conservancy in conjunction with the Emsworth Maritime and Historical Trust undertook the task of raising funds to restore and preserve Terror. The three-year restoration project was secured through funding by the Heritage Lottery Fund.

Terror was launched at a re-dedication ceremony on the first day of the 2006 Emsworth Food Festival. The blessing of the boat was performed by the Very Reverend James Atwell, Dean of Winchester – and thus forgiving the people of Emsworth for the untimely death of one of his predecessors from eating a contaminated Emsworth oyster at a banquet in 1902.

The Terror today



The Ark

The Ark was a well known feature of Emsworth Harbour. At the launching there was such a wash set up when it hit the water, that it is said that small boats moored near Slipper Mill were capsized, and J.D. Foster received several complaints. It was in position just off the main channel in the Harbour by 1898, but removed in 1978.

J.D. Foster designed it as a landing stage for his oyster smacks, and the lower half was a storage tank for scallops. There were two sluices to control the flow of water to ensure that the scallops did not dry out at low tide, but the water could flow through to keep them fresh at high tide.

Emsworth Harbour was declared contaminated in 1903, so The Ark was redundant, and then the 1914 to 1918 war prevented a renewal of the oyster trade in any quantity, so it was not used for its original purpose after its first few years. Instead it was a mooring for the large oyster smacks and a target for adventurous youngsters.

Its last useful purpose was as a platform for the firework display that ended the celebrations to mark the Silver Jubilee of Queen Elizabeth II in 1977.



The Echo

The famous fishing smack 'Echo' is featured on the town sign on the roundabout at the approach to the town. It was 110 feet long and the largest sailing fishing vessel to operate from an English port.

It had a well built into it amidships, and lead pipes connected to the hull ensured that a good supply of seawater could circulate and keep the catch fresh. The top deck of the well was sprung for strength and this allowed a clearance of about three feet between it and the maindeck so that the crew could scramble fore and aft without having to come on deck. Scoops were so arranged that seawater could be directed into the well as she was under way. There were four sea-cocks to control the flow of water. When under way the water flowed through the well and out from the stern valves. There was a pump which could drain the well when all the valves were closed. When the 90 tons of water had been pumped out the draught of the Echo was reduced about eighteen inches. This gave the smack two distinct advantages. One if she were sailing light she was that much faster and also two when she came into the shallow waters of Emsworth Harbour she could more easily get to her mooring near the Quay.

Foster & Kennet

At the close of the nineteenth century the industry in Emsworth became centred on two men who acquired most of the oyster beds as they became available from local fishermen.

J D Foster was a man of immense mental and physical vigour reinforced with determination. On any day he would be seen riding about Emsworth on one of his bicycles. Those times were very hard for the working class and once when he had a seamen's walkout on his hands he said, 'They'll come back'; and they did. Those who worked for him say that he knew exactly how long a job should take and what it was worth. But it is when we come to consider the size, design and quality of his ships that we have irrefutable evidence of his genius and flair for progress.

John (known as Jack) Kennett was a local councilman, an oyster, winkle and cockle merchant, beside trading in sand and gravel. The boats he owned included two ketch-rigged oystersmacks and an open sailing boat called The Terror. This was modelled on the lines of Foster's Grampus and used for conveying oysters to and from the lays at Hayling Island, further details are included in this leaflet.



A recent survey of Foster & Kennet's oyster pens

Oysters

Oysters had probably been fished in Emsworth and Warblington for many centuries, before The Emsworth Oyster Dredgers Co-operative was established in the 1870s to improve and protect the industry. In 1788, it is recorded that over 7,000 bushels of native Emsworth oysters, with a value of £1,500, were raked and dredged by a dozen master fishermen. The oyster industry flourished and the fishery was at its height during the last decade of the 19th century. In 1901 almost 400 people were working in the Emsworth oyster trade, and mainly either for Foster or Kennet.

In the early 1900s, council workers relaid a number of the sewers and drains which emptied onto the Emsworth foreshore, where a number of new ponds in close proximity to the outflow had been seeded with a considerable quantity of young oysters.

Emsworth's important oyster industry was devastated by the great oyster scare of 1902, when guests at a Winchester banquet became ill and the Dean of Winchester died from typhoid attributed to eating Emsworth oysters at that event. Following inspection of the oyster beds gross sewage contamination was identified and the sale of Emsworth oysters immediately slumped.

Emsworth's Maritime Heritage

Emsworth, known in the sixteenth century as Emilsworth, developed most probably from one of the primitive native settlements that were to be found around our shores and especially by our rivers and estuaries. Situated well up a tidal estuary that reached further inland than it does today, and at the mouth of the river which was known in the Middle Ages as the Emil and today the Ems, the place was ideal to develop into a fishing and trading community representing a community that would live largely off the sea.

During the 18th century, Emsworth was the main port in Chichester Harbour, and prosperous town merchants began to build larger houses in Queen Street, King Street and Tower Street. Many pubs in the town originated as coaching inns, and flourished until the railway's arrival in 1846.

By 1878 approximately 50 vessels belonged in Emsworth - rowing boats for fishing within the harbour, and smacks of up to 30 tons and 50 feet in length capable of fishing in more distant waters. A small

number of boats were involved in coastal trade with commodities including coal, corn and timber. For its size, Emsworth had a significant shipbuilding industry with the supported manufacturing of sailcloth, fishing nets and rope. Perhaps the most famous Emsworth shipbuilder was J.D. Foster who built cutters and fast deep-water ketches from 1880 onwards.

The great demand for oysters, particularly in the London markets, led to the depletion of the traditional oyster beds and made it necessary for the smacks to fish more distant grounds.

The Emsworth dredgermen sought to replenish their lays by dredging the Shoreham beds. Also, the French and the Dutch had a disagreeable habit of intruding into our home waters in search of crustaceans. This was too much for our fishermen and their persistence moved the Government first to protest, with the usual innocuous result, and eventually to negotiate the Convention of 1843 with the French Government. This provided that oyster-dredging be prohibited in the

months from May to August inclusive, or as the locals have it, when there is no 'R' in the month. Oyster-dredging is therefore a winter occupation, and the dredgermen of Emsworth were usually employed sailing the yachts of the rich who used the Solent ports as their base, particularly Cowes.

The Fisherman's Walk, which you can still see today, was constructed to give fishermen access with a horse and cart to the man-made oyster storage ponds on Fowley Island. Having been stored temporarily in the ponds, the oysters were brought to Emsworth along Fisherman's Walk and prepared for market.

The Oyster Trail offers a number of short walks to explore Emsworth's maritime heritage. The routes of different lengths take in surviving aspects of the Emsworth oyster industry, related businesses and the rich maritime heritage of the town.



Emsworth's Maritime Heritage

TRAIL OYSTER THE



Ostrea edulis

The flat or native oyster lives in shallow coastal waters which have a firm bed of mud, rocks, sand or gravel, as well as old shells and hard silt. The shell is off-white, yellowish or cream in colour with light brown or bluish concentric bands. It grows up to 110 mm long, rarely larger. The inner surfaces are pearly, white or bluish-grey, often with darker blue areas.



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Emsworth Town Walk

We will start our walk from either North Street or Palmers Road car parks, both close to Emsworth Museum, all of which are marked on this map. The Emsworth Maritime and Historical Trust Museum can normally be visited during weekends from Easter to October, however full details can be found on its web site at www.emsworthmuseum.co.uk.

1. Emsworth Museum is situated on the first floor (wheelchair access available) of a Victorian building that used to be home to the Warblington and Emsworth Town Council. Today it also accommodates the town's volunteer fire engine below the museum.

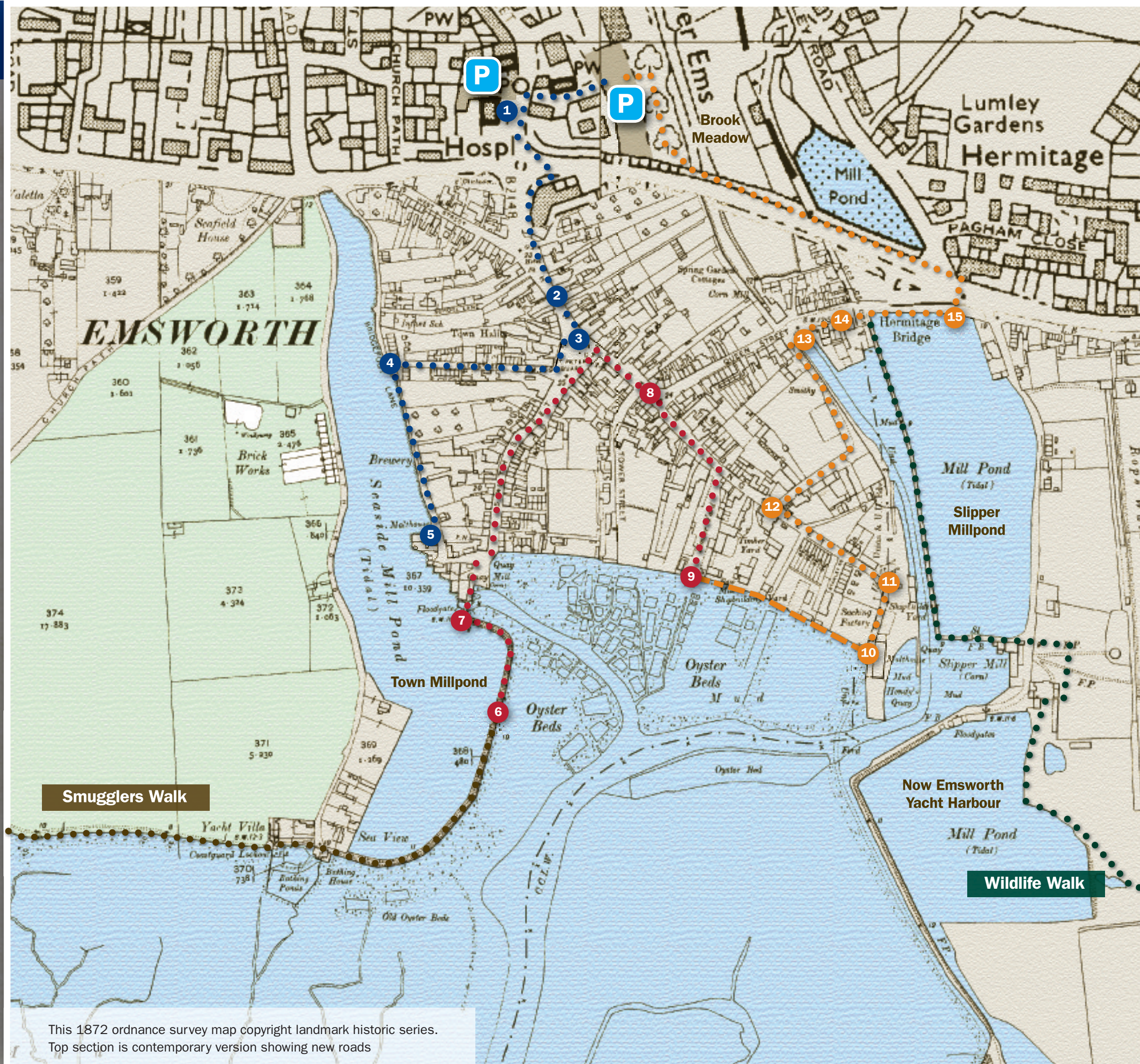
Take the pedestrian underpass by the town's roundabout and make your way to Emsworth's market town square (St Peter's). Walking through the High Street you will notice that the thriving shopping area includes a bakers, butchers, cook shop, Deli, fishmonger, greengrocers, and more.

2. The town grew in prosperity during Victorian times thanks to its thriving fishing and oyster dredging industries coupled with a boom in coastal shipping and trade. Emsworth thrived as a busy market town centre serving those living in the area.

3. At the height of the Emsworth oyster industry's production boom, the town boasted an oyster shop, which has long since gone and today the site is home to an Indian restaurant. From here make your way to Nile Street (with the Library on its corner) and proceed down to the end which faces the town's mill pond.

4. Looking across the mill pond to Bath Road, this site is where the Saxons had a temporary settlement and would have been ideally placed to fish in the harbour. This photograph was taken from Bath Road and shows the town Brewery on the left of the picture which has since been demolished and is today the Town's South Street car park. You will also see the interpretation board which will tell you about the wildlife using this mill pond. Turn left and follow Bridgefoot Path south towards the Malthouse (shown on the map).

5. Pass the Malthouse and turn the corner to the right. Here is the town quay and Slipper Mill, which is now a sailing club. Carefully restored, you will see that it now has a balcony at one side, used by members to watch the boats go by.



This 1872 Ordnance Survey map copyright landmark historic series. Top section is contemporary version showing new roads

Smugglers Walk

Emsworth, with a natural environment which offered endless possibilities for smuggling, acquired a reputation for such as early as the 14th century, particularly in wines from France. This illicit trade developed later into spirits and tobacco which could be concealed easily in holds of fish. In the 19th century the Excise Cutter Griper kept vigil at the entrance to Chichester Harbour.

The quiet inlets along the top of Chichester and Langstone Harbours were remote enough for the fishermen to smuggle goods in at night. Ponies could be quickly loaded and led inland. Rowland's Castle was a main centre for smuggling, because it was on the boundary of 2 counties and 3 parishes. Not only wine and spirits, but clothes and plants. It is rumoured that a lot of fruit trees in the area could have been brought from France by the fishermen.

The foreshore path leads to Warblington which was the main settlement, until a market charter was granted for Emsworth in 1239. This was the impetus for Emsworth to grow at the expense of Warblington. The Church at Warblington remained the one for the whole parish until St. James was built in 1841. All baptisms, marriages and burials took place at Warblington, and what is now known Warblington Road was called Coffin Lane and led directly to Warblington Church.



Foreshore Walk

If you have followed the foreshore walk to the end you are now standing in part of land of the old King's boatyard - just one of the boat building businesses in Emsworth in 1900.

6. Tidal water stored in the millpond at high tide and used to power the tidal mill. It was important as large vessels could tie up directly to the jetty for loading and unloading, rather than having to off load to smaller boats. From the quay take the footpath that runs south past the Slipper Sailing Club and on to the path that runs south along the sea wall.

7. Standing by the interpretation board located at position 7 on this map, it's hard to imagine how busy the scene would have

been just over a hundred years ago in 1900. The harbour in front of you was a thriving centre for the town's fishing and shipping industry. This included a fleet of oyster boats and the "Ark" landing stage, with its internal storage tank, all of which were based in this narrow channel. Over half of Emsworth's population was employed in the fishing, and associated industries, including boat building. The boats varied in size from small 'run-arounds', such as Terror, to large steam powered oyster smacks, including Echo.

At the height of the oyster boom, about three million oysters a year were being sent out of Emsworth, many to London and further afield; in fact it could be considered an early

example of factory farming.

From here you can either continue around to the Smugglers walk section, or return to the foreshore section of this walk. Return to the quay and take South Street back up to the Town Square. From here bear right into Kings Street.

8. This road has many of the town's older houses and was the route to its main boat yards, including King's and Foster's - more about them later. Carry on a few hundred yards until you come to a right turn called 'Fishermen's' this will take you to a viewpoint overlooking the town foreshore.

9. The production line approach of the town's oyster industry was typified by the oyster pens that covered the foreshore and were used for storage. The remains of these can still be seen to-day and the Oyster Trail interpretation board will tell you more about this, including a map showing the location of these in around 1900.

With such a thriving industry, many other jobs in Emsworth were created to support fishing and oyster dredging. We will next find out about the town's related industries, so follow the text on the right under the heading "Boatyard walk".



Boatyard Walk

If you have followed the foreshore walk to the end you are now standing in part of land of the old King's boatyard - just one of the boat building businesses in Emsworth in 1900.

10. This aerial photograph shows the location of the boatyards. If the tide and conditions are right, you can take the steps down to the foreshore, turn right and proceed about two hundred metres to the slip-way at the end of the beach. Otherwise retrace your steps to King's Street, turn right and follow the road to the same slipway.

11. A century ago you would have been in the centre of Foster's Boatyard which you can see in this photograph. This is where many of the town's ships were built, including Foster's own fleet, which included the Ark, his largest boats, Echo and Echo II, as well as the Terror oyster boat of which you will hear more.

12. Retrace your footsteps back through King's Street until you come to the pathway on the right shown in this photograph (about 400 metres). This gravel path is a right of way which you follow down to the trees and a path-way. This will take you down to an inlet called Dolphin Quay Creek which then leads you towards Queen Street.

13. The boatyard on the other bank of the creek is called Dolphin Quay boatyard. It now specialises in traditional work on wooden boats, and was used for the restoration of the 'Terror'. Through the sponsorship of the Heritage Lottery Fund, an apprentice, Sam Poore, was employed to work on the project alongside master craftsman, Richard Uttley. Its interesting to note that the boat was originally built in Foster's yard more than 100 years ago.

14. We are now in Queen Street which was originally the main route through Emsworth, before the bypass. If you turn right you will see The Lord Raglan pub and just past, a footpath on the right that leads towards the optional wildlife walk. Otherwise make your way towards the A259.

15. Cross the main road and you will see Peter Pond which used to be part of the Slipper Millpond. The photo shows the old road crossing the pond. Turn left and make your way towards Brook Meadow. This consists of 5 acres of grassland, surrounded by woodlands and flanked by two streams. It is full of birds, insects and wild flowers and has Water Voles in the river.



Wildlife Walk

At low tide, channels cut through the mudflats and out to the distant harbour mouth. The intertidal mud is full of creatures that provide food for the thousands of birds that live in or visit Chichester Harbour.

Brent geese are winter visitors and can be seen from November to March. They are small dark geese with a blackhead and white under the tail. You may see them feeding on seaweed on the mud at low tide. You may also see dabbling ducks including Teal or Wigeon. Diving ducks include the Redbreasted Merganser with its distinctive crest, and the Goldeneye. The males tend to be brightly coloured while the females are mottled browns, with the exception of the Shelduck, a large mostly white duck with dark head and chest band. Resident pairs nest in rabbit holes near the harbour and bring their young to the water to feed and learn to swim when they are a day old.

You can find out more about the harbour's wildlife by visiting Chichester Harbour Conservancy's website at www.conservancy.co.uk or calling into the Harbour Office.

