

Forder

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Forder
Community
&
Conservation
Area

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FORDER CONSERVATION AREA

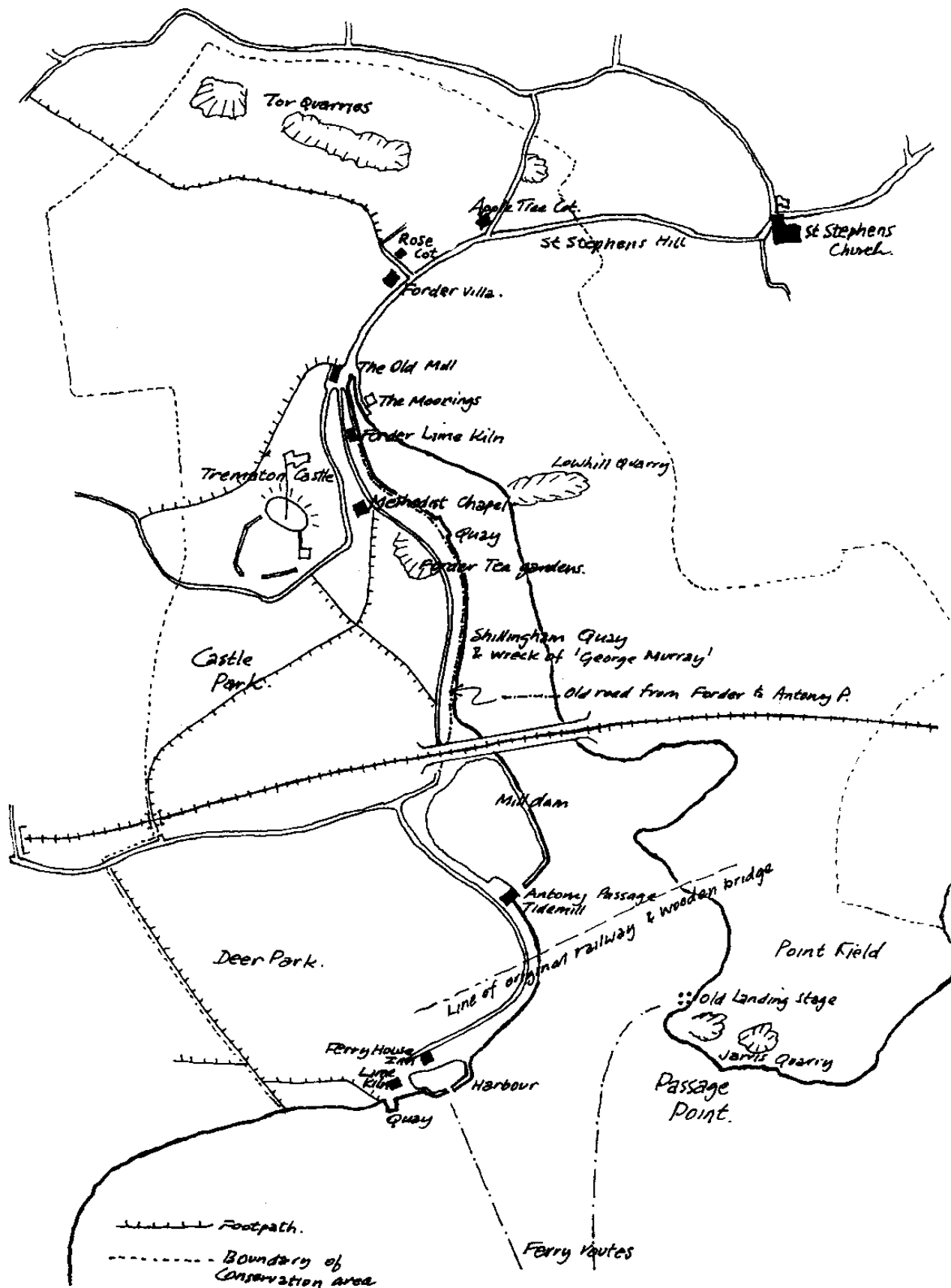
INTRODUCTION

Had you been walking to Trematon Castle from St. Stephen's in olden times you would have found water across one part of the road. It was generally shallow enough to wade across and certainly horses would have been able to pull a cart through it. Such a place is called a ford and before there was a bridge over the water people named the area around the ford, below the castle, Forder. As you enter Forder from St. Stephen's or Burraton look for the Latchbrook running beside the road on your right. Suddenly it disappears under the road, this is where the ford used to be. If you go onto the viewing area where there is a hexagonal seat and a pictorial map of Forder and look back under the road, you can see where the brook comes out and runs into the creek. When the tide is in, the salt water from the Lynher will be quite high but if it is out you will easily see the brook.

Records of Forder date back earlier than those of Saltash. From early medieval times until the middle of this century, both Forder and Antony Passage were important, industrial places. Activities included flour milling, fulling, water transport, market gardening, lime burning, roadstone quarrying and concrete-block making.

For over a hundred years people have visited these villages for recreation. Having been designated a Conservation Area and an Area of Outstanding Natural Beauty has given special protection to a beautiful place which we trust this booklet will help you to appreciate and enjoy.

Use the map and this booklet to help you understand more about this conservation area which has many listed buildings and a rich wildlife.

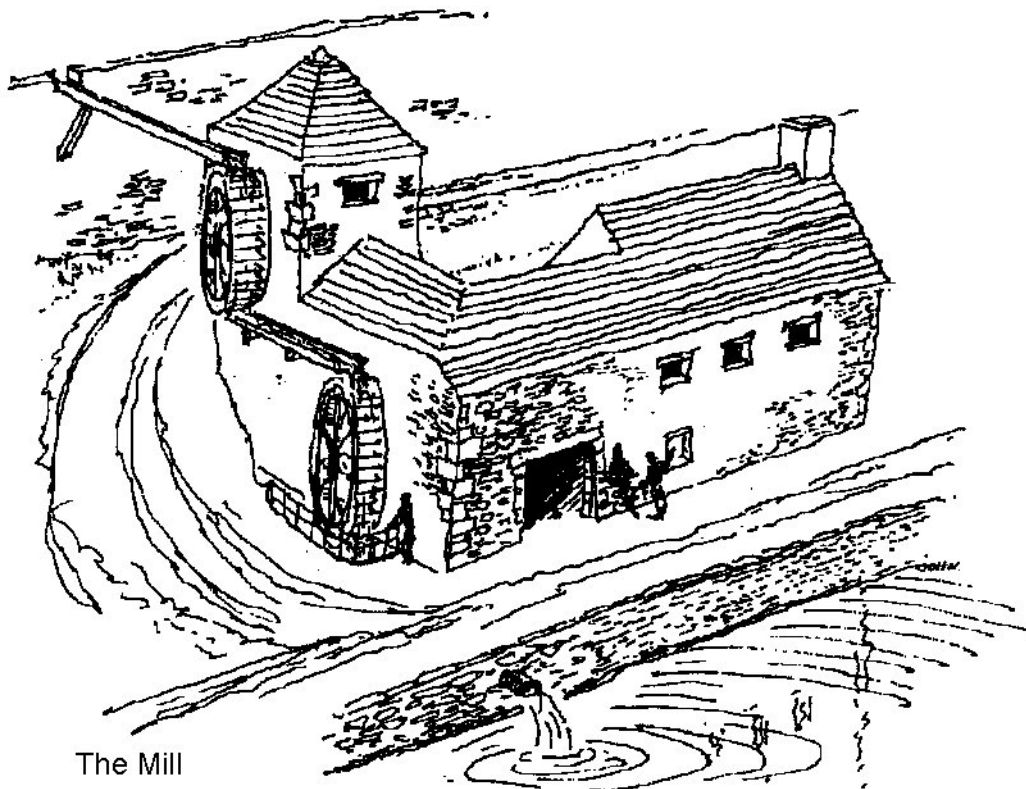


J. ARMITT 1997

MILLS

Forder Water Mill

When you sit on the hexagonal seat in Forder village with your back towards the creek you will see a large stone house across the road. This was the Forder Mill and for hundreds of years was the workplace and home of millers and their families. On the pictorial plan near the seat you can see how the working part of the mill would have looked. Can you recognise, from looking at the house now, where the mill wheels would have been?



From early medieval days the tenants of Trematon Manor had to bring grain they had grown to be ground into flour at this mill which was the Trematon Manor Mill. We believe the mill had been working many years before it was mentioned in documents in 1296. In 1373 the Black Prince granted the manor of Trematon to Sir Nigel Loring "a brave companion in arms, also a mill" valued at £24. 0s. 3d.

In the early 17th century the area was known as Ford Mills because by then there were two mills, the original one for grain and an upper one which was a fulling mill. In the fulling mill newly woven cloth would be cleaned, shrunken and thickened. Later the upper mill was probably used for corn as millstones have been found inside it. Forder Mills is one of very few in the country with double overshot mill wheels.

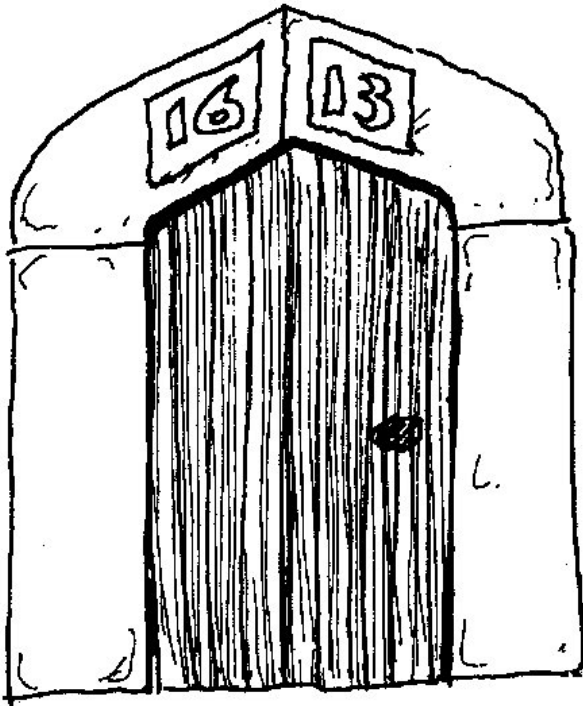
Forder mill was of course a water-mill. The water which turned the two mill wheels was taken in a leat from the Latchbrook in Burraton Coombe. It was then collected in a millpond from where it "raced" to turn the mill wheels. The Forder mill-wheels were "overshot," they used the energy of the weight of the falling water to turn them. After the water had turned the wheels it dropped into the "tail-race" which was culverted into the creek.

The mill stopped working in 1899. The last miller was James Pearce. His father, grandfather and great-grandfather had been millers there before him.

Antony Passage Tidemill

At Antony Passage is another mill which used water to power its machinery. This was a tidemill. The mill at Antony Passage did not take water from a height but captured water at high tide in a large dam. At high water the inlet sluice in the dam was closed. Two or three hours later, outlet sluices were opened and the water flowed through the building turning three "undershot" wheels as it did so. The speed of the water provided the pressure to turn these wheels. The mill could be worked for several hours until the incoming tide reduced the flow of water. The mill has been converted into a house but you can still see the dam and the gaps under the building where the wheels turned. Three undershot wheels worked the machinery to turn four grindstones inside the mill.

This mill was a corn mill and worked until the beginning of the 20th century. On the granite doorway you can see the date 1613 and the initials of three members of the Buller family of Shillingham.



Mill Door

It is likely that the date is when the mill and its dam were completed. At that time the Bullers had just moved into a large mansion they had built at Shillingham and were enlarging the Manor of Shillingham by acquiring other lands in St. Stephen's parish. The mill would have been their manorial mill. The last miller was a member of the same Pearce family who were also millers at Forder.

Look for grindstones and a stone used for pressing apples outside the mill.

INDUSTRY

QUARRIES

Until the middle of the 19th century there were only a few small quarries -some of which were already disused - in the Burraton Coombe, Forder, Antony Passage valley. They had been worked at various times for building stone. After 1860 some Blue Elvan dykes which outcropped in the valley sides were quarried extensively, mostly for roadstone. All these large quarries had internal tramway systems. The tramways of quarries adjoining the creek extended to quays where the stone was loaded onto barges and larger vessels.

Tor Quarries

In the 1860s, quarries were begun at the eastern end of the hillside to the NE of Tor farmstead. Gradually these separate quarries were enlarged to form one quarry, which extended westwards before becoming worked out, in about 1910.

Around 1900 a new quarry, also for the extraction of Blue Elvan stone, had been started by Messrs Jefford & Sons to the north of Tor farmstead. This grew tremendously and part of the first quarry was back-filled with waste from the second quarry. In 1919 Forder Tramway was constructed between the crushing plant of this quarry and the quays on the western side of Forder Creek. You will find more information about the tramway in the transport section.

In his "Recollections of Growing-up in Forder" Mr. B. Mules describes the quarry:

"The quarry comprised a rock face where chains moored at the top were lowered down the face. A driller and his mate would descend the chain to a point to be drilled and would then tie themselves to the chain. Holes were drilled and dynamite, detonators and fuses were set. A man with a horn would stand at the entrance and at a signal would blow the horn to warn villagers that an explosion was about to take place and they must beware of flying stones. Fuses would be lit, the men would scramble up the chains, drawing them up after them and take cover. After the explosion, chains would be lowered again and men with crow bars would descend and lever off any loose stone before working in safety below.

"On the quarry floor the men would load the trucks but some stones would be too big to go into the jaws of the crusher and had to be broken with sledge hammers. This needed a certain amount of skill, a stone had faces and faults which meant that if struck wrongly it could not be broken. The stone was fed onto the crusher by one man. As the stone left the crusher, it fell on a series of riddle plates the first of which had very small holes which shed sand for use in building, the second had gravel and so on to the largest which was two inches and was suitable for roadstone. This was in the days before Tar Macadam was used on roads.

"The noise from the quarry crusher could be heard at least a mile away and in the summer the dust was bad too but no-one complained as it was their livelihood. The quarry never really recovered from the recession years although it continued to operate in a small way for several years after the Second World War." This quarry ceased working around 1950.

In 1959 many hundreds of tons of overburden material were taken from waste heaps at Tor Quarry for temporary use in the construction of the Saltash main tower of the Tamar Bridge. Around 1960 working of Tor Quarry was recommenced by ECC Quarries Ltd. The quarry floor level was lowered considerably, involving much pumping. An average of 250 tons of rock was transported



Somebody blew a horn

daily by lorries to a crushing and bitumen-coating plant at Holwood Quarry, near Landrake. This work became uneconomic in 1964 and the quarry was then closed.

Quarry adjoining Point Field

This quarry was commenced in 1868 by W. C. Jarvis to supply facing stone for public works projects in London. It was abandoned during the 1890s. The two sections of the quarry are linked by a tunnel.

Lowhill Quarry

A roadstone quarry was started at Lowhill around 1890 and ceased working around 1910.

Castle Park

This was the last of the Forder valley quarries to be opened up and was started in the late 1890s. The subway under the road, where the roadstone was trammed out from the quarry to the quay, can still be seen. This quarry was worked for about ten years.

INDUSTRY

LIMEKILNS

Lime is still used by farmers to improve the soil of their fields and was also used as an antiseptic white-wash for walls such as those in dairies. Until the beginning of this century there were many limekilns in the Tamar area. These limekilns were mostly built in the late 18th and early 19th centuries. Limestone was brought to them by barge from the quarries adjoining the Cattewater, Plymouth; the coal came from South Wales.

Forder Limekiln

The remains of the Forder limekiln are on the undercliff area to the north side of limekiln cottage. A ramp from the quayside ran behind the cottage to the top of the kiln enabling it to be filled with alternate layers of limestone and coal which were wheeled in barrows up the ramp and tipped into the top of the kiln. The remains of the ramp can best be seen from the east side of the creek. In the mid 19th century the Forder kiln was owned by Edward Wilcocks of Tor Farm. The lime-burner was Henry Roberts who lived in Forder but not in Limekiln Cottage.

Antony Passage Limekiln

This kiln was situated at the west of Antony Passage between the Ferry Inn and the subway under the railway line. It had its own quay.

Both kilns were disused by the end of the 19th century.

DOCK DUNG

Frequently the quays of Forder Creek and Antony Passage became very smelly due to the arrival of Dock Dung, so called because it came from Plymouth dock - renamed Devonport in 1824. Dock Dung comprised the street sweepings and night-soil of that busy area. It was much valued by the farmers of the Tamar valley as being naturally very rich in organic matter. With the increase of motor traffic and the provision of mains sewage in the 20th century the trade in Dock Dung dwindled.

Dock Dung contained many objects lost or discarded in the streets of Devonport. Consequently, some interesting articles have been, and still are, occasionally recovered from gardens and fields in the Tamar valley area.



Plymouth Dock Horse

INDUSTRY

FORDER CONCRETE WORKS

In the late 1920s Charles Haley, a retired naval officer of Saltash, established a concrete works on part of an orchard immediately south of Forder Villa. Concrete blocks and concrete kerbs etc., were manufactured there. According to Mr. B. Mules when the works began the concrete was mixed by hand and was set in hinged moulds which were on wooden boards. The hinges allowed the moulds to be removed when the concrete was set. Later a cement mixer was used together with iron moulds and a machine for filling them.

In 1939 the business was bought by Messrs G. H. Webber, the Saltash builders. During most of World War 2 work ceased but was resumed briefly afterwards. In the 1960s Messrs Webber built two bungalows on the site.

TRANSPORT

WATER TRANSPORT

Forder and Antony Passage were more easily accessed by water than road. Transporting goods and people by water was faster, easier and more economic than by unmade roads.



Antony Ferry

Antony Ferry

In Cornwall "Passage" means ferrying place. Antony Passage was from ancient times, until around 1952, the base for a ferry across the River Lynher. The ferry must have had early medieval origins although it is not mentioned in documents before 1324. The "passage" always belonged to the Manor of East

Antony. An area of land, dwellings and the waterfront at Antony Passage were owned by the Antony Estate. It is likely that the harbour at Antony Passage was constructed by the estate.

The usual course of the ferry was between the harbour at Antony Passage and Antony Quay (Jupiter Point). Depending on the wishes, within reason, of the passengers it would also go between Jupiter Point and a landing stage at Passage Point (below Point Field) and across the mouth of Forder Lake between Passage Point and Antony Passage. Because of the impassability of the road between Antony Passage and Forder for an hour or two each side of high water, it is probable that the ferry was sometimes used to transport people to Forder. Until the ferry ceased working, it could be hailed by flag from Jupiter Point. The ferry was a rowing boat and sometimes a sail was used to assist the ferryman. It was latterly worked by the Crosley family of Antony Passage.

April 30th, 1768 was stormy and proved disastrous for the ferryman and Mr. Anthony Pennington, a bell founder. They were drowned when the ferry-boat capsized and sank. No doubt the heavy bell which Mr. Pennington was taking to Landulph Church contributed to the disaster.

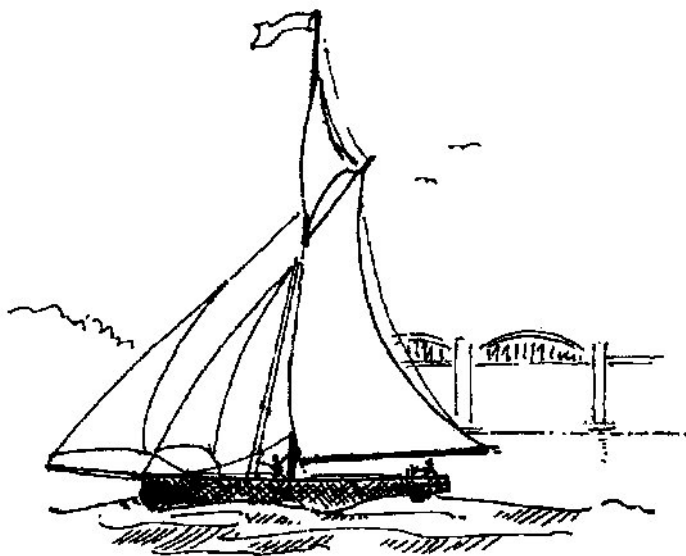
Sailing Barges

The Tamar Sailing Barge evolved from earlier open boats and reached its typical form towards the end of the 19th century. Its most distinctive features were a long boom and high peaked mainsail.

Barges would bring cargoes of limestone, coal and dock-dung to Forder. They would take away stone from the quarries, grain and other produce from the farms, orchards and market gardens. Their use for general cargoes died away around 1935. The Lynher River roadstone trade kept them busy until the early 1950s. They were still very economical to use because one barge could carry approximately 50 tons of roadstone, the equivalent of 10 lorry loads. Barges ceased to call in Forder around 1940. The Crosley family of Antony Passage and previously of Forder, were noted barge owners.

Mr. B. Marles recalls: "there were three barges owned by Tor Quarry; "Pearl," "Maud Mary" and the slightly larger "Lily." Each was manned by two local men. The Crosley brothers Fred, Ginger and Harry worked on the barges. Fred lived in Forder, Harry at St. Stephen's and Ginger on board the Maud Mary." There was also another barge-man in the village, a Mr. "Kinger" Allen, the barge he worked on was the "Lynher" which was owned by Notter Bridge Quarries. Forder is a tidal creek so the barges had to wait for the tide and were then pushed by long poles out to the river Lynher. Sails were then set to continue their journey."

The barge "Saltash" was also owned by Jeffords of Tor Quarry. She was bigger than the creek barges and had an engine fitted in 1922. She was skippered by "Captain" Alf Taylor and his son Archie, who married a local girl Eunice Westaway from Forder Villa. "Saltash" moved stone, sand and grain etc. all around the south coast. It is said she ended her days beached in the creek on the left hand side by the old sewerage tanks. Her remains were removed with the tanks in the early 1980s when the new sewerage pumping station was built behind Appletree Cottage



The George Murray

The remains of a sailing barge the "George Murray" can be seen near the west bank of the lake, between the viaduct and Castle Park Quarry.

London Barges also came to Forder for stone. They were different from the Tamar Barges in that they had "wings" (sails on both sides) which were used to balance the barge when loaded.

Dutch steamers called regularly at Castle Quay.

QUAYS

The quays of the area can be divided into three types, Ancient, Early Industrial and Late 19th Century.

Ancient Quays

Forder Quay

There must have been a medieval quay at or near to the creek head which would have served Trematon Castle and the manorial mill.

St. Stephen's Parish Quay.

This quay was on the western bank of the creek and would have been for common use.

Shillingham Quay

So named because it served the Shillingham Estate this quay was north of where the present viaduct stands. Access to the quay was via the tidal portion of the "Undercliff" road.

Antony Passage

Due to later developments it is not possible to locate the original ferry quay

Early Industrial Quays

Limekiln Quay, Forder

Presumably this quay was built to serve the limekiln and would be of the same date i.e. late 18th early 19th century.

Other lengths of quay at Forder

There is some difficulty in determining all the phases of quay development, particularly at Forder, where by around 1860 virtually continuous walls existed on the west side of the creek for a distance of 200 yards southwards from the creek-head. Some parts of these walls could have been built simply to retain the adjoining access road, particularly its narrow northern portion, rather than to act as quays.

Antony Passage Quay

This large quay to the west of the harbour served the limekiln and a building stone quarry. Its likely date is late 18th - early 19th century.

Late 19th Century Quays

Point Field Quarry Quay Constructed in 1868.

Lowhill Quarry Quay Constructed around 1890.

Castle Park Quarry Quay

This quay was constructed in the late 1890s as a southward extension of a much older quay which was probably the St. Stephen's Parish Quay. As well as serving Castle Park Quarry, it was used to export roadstone from Tor Quarries, the tramway running as far as this quay. Mr. B. Mules describes how, if a barge should not be at the chutes when the stone arrived from the quarry it would be unloaded onto the quay-side to await one:

"The stone was then usually loaded onto barges by gangs of three men, two filling and one wheeling a barrow, changing in turn to relieve the strain. This was usually an overtime job which would earn the men two shillings, i.e. 10 new pence for four hours work, this may seem poor pay but one must remember a man could go out on a trip to the pub and for one shilling i.e. five new pence, have ten cigarettes and two pints of beer. Halfway through the four hour shift would be a five minute break. The men's wives would stand on the road above with mugs of tea, at the whistle the men would scramble up the bank, light a cigarette and drink their tea, to return at the second whistle five minutes later."

TRANSPORT

RAILWAYS

Cornwall Railway

The railway line into Cornwall, engineered by Brunel, was opened in 1859 and was taken across the mouth of Forder Lake on a timber-trestle viaduct. The viaduct was a "class C" and had 16 trestle piers. The two trestles standing in the navigable channel had fenders for protection. A pedestrian subway, through which ran a public footpath, is still in existence to the west of Antony Passage. The old railway embankment at Antony Passage also remains. The wooden viaduct looks rather flimsy in photographs of the period but its looks were deceptive as it was strong enough to take the heavier locomotives which ran on the standard gauge track introduced in 1892.

In 1908 a new section of line was built further inland by G.W.R. when the costs of repairing wooden viaducts became too great. The new viaduct was built of stone pillars and brick arches. Look for the corbel stones at the top of the pillars which supported the wooden framework used in the construction of the arches.

The first goods train ran over the new viaduct on 23rd March, 1908.

Forder Tramway

In 1919 Messrs Jefford & Sons, the operators of the Tor Quarries at Burraton Coombe, constructed a tramway between their crushing plant and the quays on the western side of Forder Creek, a piece of the track, discovered when the viewing area in the village was being constructed, has been incorporated into the wall of that area. This "railway" conveyed roadstone from the quarry to barges. Mr. B. Manes relates how:

"The quarry being in a valley made it hard work for horse drawn wagons so a spare pair of horses was used to climb the hills and then were unhitched and a single pair of horses continued the

journey. The stone travelling by barge reached Forder Creek via a narrow gauge railway which was down-hill all the way. Usually a man rode on the last truck as a brake man" (he operated the metal brake known as a sprag manually, pressing it against a wheel to control the speed of the wagons).

"A pony boy was employed to haul the empty trucks back up to the quarry. The route for the railway was first through a cultivated orchard, then through a neglected orchard, crossing the village road to run beside the creek to finish at the barge-loading chutes." The trucks came down three or four at a time.

"Later a small engine was used for hauling the trucks which was a pity because it deprived four local pony boys of work, they had to wait until they were strong enough for manual labour. Cliff Brewer was one of the engine drivers and drove the engine on its first and last journeys." Jeffords also had a 5 ton iron-tyred steam lorry which was also used to transport stone.

The tramway was used until the start of World War II, the rails were taken up shortly after the war.

TRANSPORT

ROADS

Forder, being low-lying, was a very muddy place with roads which were unmade until the early years of the twentieth century. Before this time the only public road from Forder to Antony Passage ran along the west bank and foreshore of the creek, i.e. it ran "undercliff." Throughout England, "undercliff" was once commonly applied to any piece of land at the foot of a cliff. It was also a term used to identify a route, e.g. routes along the foreshore between Saltash Waterside and Coombe Creek and between Salt Mill and Skinham Lodge were so described. The quayside area adjoining the Forder Community Association's hut is known as Undercliff.

The "undercliff" route ran as far as a point just south of the present railway viaduct. The southern part of this route was often submerged at high water making it impassable. There was a post about 5 feet high, which, if covered, warned people that it was dangerous to proceed to Antony Passage, even on horseback. Because flooding of the road was such a nuisance, St. German's Rural District Council reached an agreement with the Shillingham Estate to adopt a length of private drive on the eastern edge of Castle Park field as a highway maintainable at public expense. The adoption took place sometime between 1899 and 1904; shortly afterwards the R.D.C. improved the former drive and widened it in places. Existing vehicular gates at the Forder Chapel and railway viaduct ends remained in place, when the drive became a public highway, in order to prevent livestock from straying out of Castle Park. The gates were removed in the 1920s after the fields on the western side of the road were fenced.

LEISURE

Forder and Antony Passage were popular bank holiday destinations, the ferry to Antony Passage, a paddle steamer to the Parish Quay and later the railway, brought people from Plymouth and surrounding areas. There would be picnics, swimming and regattas.

TEA GARDENS

A day's outing for Plymouth people was to visit the tea gardens in Forder. They may have come by ferry or paddle steamer. After 1904 many visitors used the "motor-train" service to Saltash and then walked to Forder. They would return to Plymouth via the Antony and Torpoint ferries.

Apple Tree Cottage

Apple Tree Cot was the best known of the five tea and pleasure gardens in the Saltash area. Until 1900 the cottage had a thatched roof. The last proprietor of the tea gardens was Hugh Seccombe the uncle of Sir Vernon. Previously two old ladies lived in Apple Tree Cot.

Castle Park

Castle Park roadstone quarry closed during the first decade of this century. In 1920 tea gardens were laid out on its floor by George Mules the proprietor. He and his wife and family lived on the site in a timber bungalow converted from two army huts. The ground was leased at £2 per year. During the war the tea-gardens were closed due to rationing. George Males and his wife had 14 children, 10 of whom survived into adulthood.

Antony Passage

Mrs Crosley ran a tea garden at Antony Passage and people remember the huge urns filled with tea and the home-made cakes.

INNS

Forder Inn

Forder had a beerhouse, to which there are several documentary references from 1856 to 1871, in two of these it is called "Forder Inn". There is no mention of its exact position, but it was definitely in the western portion of Forder village. The late Mrs. Doris Chapman (nee Crosley) said that the beerhouse was in Geraldine Terrace and had a skittle alley at the rear.

Ferry House Inn

This inn which stood behind the harbour was closed in 1921 but the building "Ferry House" is still there. The inn probably had a long history as it would have served travellers using the ancient Antony Ferry. On old photographs of the inn can be seen its name-board fixed high on the front wall, just below the eaves. Above the porch doorway was another board which bore the licensee's name etc. "Ferry House" is a listed building.

Club Boats

In the 1920s and 30s groups such as scouts, youth organisations and churches would have club boats. These boats would have six or eight rowing seats with seats at the back for the girls. They would usually carry a flag to show which group were the owners.

CHILDREN' S GAMES

Mr. B. Marles remembers that:

"Children had to make their own sport as no-one seemed to have toys, although the girls had dolls, sometimes made by themselves. The boys made boats out of pieces of wood and raced them in the stream, or they played football in the road. There was no motor traffic but the village policeman, who cycled down from Burraton, would tell us that if any older people came walking we had to stop until they had gone by.

"No child and very few grown ups owned a bicycle. We would search the dumps and make up what we called a bone-shaker which was usually a frame, wheels without tyres and no pedals. We would mount up the hill and ride down. Of course wheels would break up or come off and we would come a cropper.

"The overgrown orchard was owned by Jimmy Pierce who lived at Saltash. He would only pick a few baskets full of apples and would chase us out of the orchard but I don't think he wanted to catch us.

"On winter nights we played "Jack, Jack show your light." Two boys would run off with a candle in a jam jar. At the cry of "Jack, Jack show your light," they had to hold up the jar then make off again until they were caught. It was possible to play this as there was no street lighting or electricity for that matter. Household lighting was by oil lamps or candle and cooking was by coal or coke.

"We children all swam in the creek and, although there was no proper sewage system and toilet buckets would be emptied into the stream which ran into the creek, it did not seem to affect our health.

"We young ones would walk to Saltash on Saturday nights and at butcher Vosper or Davy would ask for sixpenny worth of pieces and sixpenny worth of bones. The butchers did not have refrigerators or cold rooms in those days and would treat us well but as they knew everyone they would not entertain the well-off people shopping on a Saturday night."

The Methodist Chapel

The chapel was built in 1846 and enlarged in 1899 to make space for a Sunday School. At the foot of the front wall of the Sunday School you can see stones on which are the names of local people who donated money towards its building. In 1943 the chapel acquired land between it and Geraldine Terrace where "Ivy House" had once stood. Fetes were held at the top of the sloping field beside the chapel. After being in regular use for 128 years it closed on 3rd November, 1974. The Bible was taken to Burraton Chapel and the Portacabin used for their Sunday School is called "Forder Portacabin". Until 1978 when it was converted into a dwelling the old chapel was occasionally used as a polling station. Since conversion the original organ has been returned to the building. A "Charter of Young Methodism" which was found during conversion has been framed and now hangs in the hallway.

The Boathouse

This building at the foot of Castle Hill was erected circa 1810 by Benjamin Tucker of Trematon Castle as a storehouse and boathouse to serve his new residence. This is also now a dwelling.

The Post Office

In 1900 the Post Office was kept in a building which stood where there are now two garages, between the houses Liskerret and Rashleigh. That building was demolished in 1955 but long before then the Post Office had transferred to Forder Villa where Bertha Ede was a shop assistant, after that it went to one of the almshouses in Burraton Coombe and by 1955, when the original Post Office was taken down, was kept, along with a general store, at Apple Tree Cot. This was owned by Hugh (Hughie) Seccombe until the mid 1970s and then bought by Mr. Overman and closed shortly afterwards.

The Village Shop

A shop was kept in the house at the northern end of Geraldine Terrace. Home-made toffee and even chips were sold through a window.

Saddlery

The outbuilding to the north of Geraldine Terrace was probably a saddlery. The Moorings This house and the Old Mill are the two oldest in the village. The Moorings originally belonged to the Church and was probably used as a retreat. It may have been called "Manor Sanctuary Farm" - farm for the Church. Ice-cream was made in the newer building to the south side of the house.

Cottages Beside the Creek

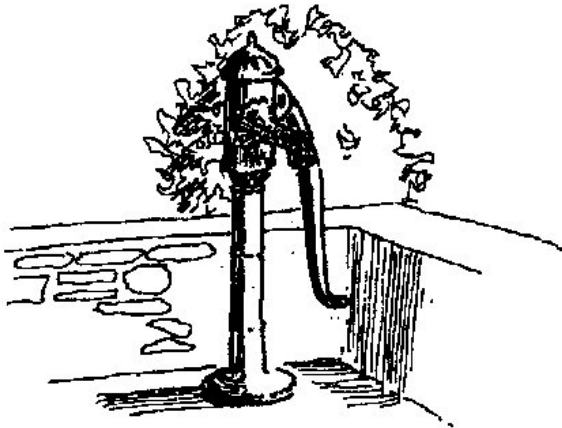
Old photographs show a row of cottages to the north of Limekiln cottage. These were demolished during 1966 and 1967. Ruined stone walls can be seen as evidence of their existence.

Rose Cottage and Riverside

These two old cottages and the stone wall to the east of Riverside bordering the Latchbrook stream are listed buildings.

Seine House

Seine House was a building which once stood on the east bank of Forder Creek. In 1736 "Seine House" is referred to as a dwelling house. However, it seems likely that the name points to its earlier use as a store for a seine net or nets. A seine net was very large, sometimes weighing (with sinkers, floats and ropes) as much as 3 tons, so its owner needed to have a convenient storage place. The location of "Seine House" fits this description. In some Cornish fishing communities a seine net was owned collectively; this was probably the case at Forder.



The village pump

Forder Pump

The village's public pump has been preserved. It is a late 19th century type, being a 'Lion' model manufactured by Evans of Wolverhampton. It was used until 1931 when a water main was laid through Forder. The pump was on the wall beside the stream at the bottom of what is now Scannell Close. It has been re-sited near to its former position.

Tor Farm

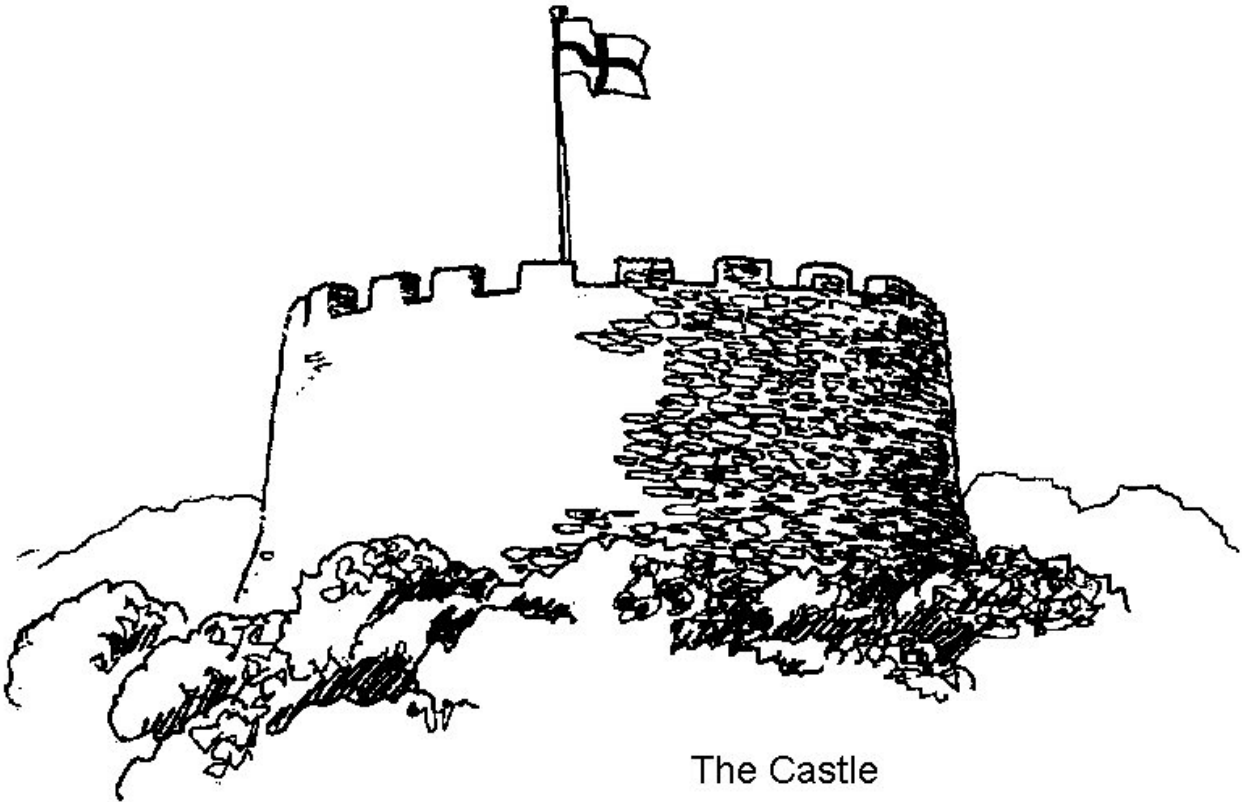
This farm takes its name from what was once a prominent outcrop of elvan rock, i.e. a tor, which was later quarried away. The last team of oxen to be used in the Saltash area worked at Tor Farm which at the time belonged to Mr. Willcox. The farmhouse was rebuilt in 1848 and replaced a 17th century mullion-windowed dwelling. The farmhouse, its traphouse, the stables, tackroom and granary are listed buildings.

Point Field

During World War II an R.A.F. barrage balloon site was set up in the field.

TREMATON CASTLE

Although it was described in an old document in the British Museum as:-"high above the ford that crossed the mud and stream and now known to us as Forder" the castle takes its name, not from the village but from the Manor of Trematon.



The Celts had used the hill, which they surrounded with trenches, for defence. According to the Greek historian Claudius Ptolemy, the Second Augustine Legion of Rome was posted at Trematon Castle among the Damnonii. Later the Saxons arrived and Athelstan banished the "West Welsh" beyond the River Tamar "for ever" so the hill would have been important when held by Athelmaur in 980 and Algar, Earl of Cornwall, in 1045. The first construction on the hill was probably a timber stockade built by the Saxons. By about 1050 it was in the hands of Brismar who also held the Manor of Trematon during the reign of King Edward the Confessor (1042-66).

After 1066 the Normans needed to build strong forts or castles and at Trematon they used the old earth-works site commanding a good view of the estuary. The "motte and bailey" castle was first constructed around 1070 as one of the measures taken to put down a rebellion in the South West against King William 1. The original defences were of earthworks and timber palisades. Later the timber was replaced by masonry, the keep in the 12th century and the bailey wall in the 13th. The fine and well preserved gate-house dates from around 1300.

In the Domesday Book Robert, Count of Mortain (William the Conqueror's half-brother) is recorded as having been given most of Cornwall including: "To the Count one Manor called Tremetone in this manor the Count has one castle and de Valletort holds this of the Count." It is thought that de Valletort took his name from the deep and tortuous valley above which the castle stands. The Count had established a weekly market beside the castle.

Either Count Robert or Reginald de Valletort founded a borough - the Borough of Trematon - adjacent to the castle and market. At that period, the borough and market needed the protection provided by the castle. However, in the second half of the 12th century a later de Valletort founded a new borough at Saltash, a much better site for trade. The Borough of Trematon lingered on, in name at least, until the 17th century.

In 1270 Roger de Valletort sold the castle and barony to Richard, Earl of Cornwall. The earldom later became extinct but all its possessions passed to the Duchy of Cornwall which King Edward III created in 1337 for his eldest son Edward, later known as the 'Black Prince.' The Duchy still owns the castle today. According to a survey made in 1337 the keep contained a great hall, a kitchen, a lodging chamber and a Lady chapel.

In 1354, after giving orders that his Cornish castles should be restored, in order to defend the Duchy against enemies, especially the French, the Black Prince visited Cornwall. The Lords of the Manors of the Castle of Trematon; Killigrew, Nansleden (St. Ewe) and Tregantle, were summoned to attend the Manor Court at Trematon. Perhaps the Black Prince visited the castle at this time. Claudius Russel, who was tenant of the castle in 1947, had a plaque placed on the gatehouse of the castle stating that the Black Prince "spent the night in this room in the month of April 1363." After much searching he came to the conclusion that this was the most likely date when the Prince may have slept at the castle.

During his reign (1509-47) King Henry VIII closed the castle's deer park and disposed of the deer. It is most likely that the deer-park was along the level land between the castle and Trematon Manor. Leland's "Itinerary" (1535-43) records of the castle "great pieces yet stand and especially the dungeon."



The Black Prince slept here

Despite its long history, only one record of hostilities at Trematon Castle survives. In 1549 the people of Cornwall, following the abolition of the old Latin Mass, rebelled against being forced to use the new English Prayer Book in their churches. The Cornish people still spoke their old Celtic language and understood Church Latin better than English, which was to them a foreign language. A petition was sent to young King Edward VI (he was 10 or 11 at the time) in which, while saying they would remain loyal, "we the Cornishmen, whereof certain of us understand no Englyshe, utterly refuse thys newe serveses."

Sir Thomas Grenville, his wife and other gentlemen, all protestants, had taken refuge inside the castle but were besieged by some of the rebels.

One morning Grenville was persuaded by traitors that the rebels would behave honourably if he would go outside and negotiate. He went out through the postern (which still stands) but was seized and threatened with death, unless those inside the castle surrendered. The rebels then sacked the castle and the gentry were stripped of their fine clothes and jewellery, some fingers being broken as rings were pulled from them. Sir Richard, Lady Grenville and the rest of the gentry were carted off to Launceston Castle where they were jailed with other protestant Cornish gentry. They remained there until the rebellion was crushed two months later. A.L. Rowse in "Richard Grenville of the

Revenge" writes that it was "a humiliating experience for an old warrior and he was at Launceston until Humphry Arundell returned defeated from the fierce battles that raged around Exeter." Had he stayed inside the castle they would have all been safe because the rebels did not have the necessary weapons to attack such a stronghold.

Late in the 16th century Trematon Castle was used to house large numbers of Spanish prisoners of war. In 1596 a dozen of them escaped, tried unsuccessfully to steal a boat, then fled into the countryside, causing great alarm before they were recaptured.

In his "Survey of Cornwall" (1620) Richard Carew wrote in a reference to Saltash, "Here that great carrack which Sir Francis Drake surprised on her return from the East Indies unloaded her freight and through a negligent firing met with an improper ending." The treasure from the San Felipe (taken on Drake's Cadiz raid) was stored at the castle, it is not known whether it was landed at Forder, Antony Passage, Saltash or elsewhere.

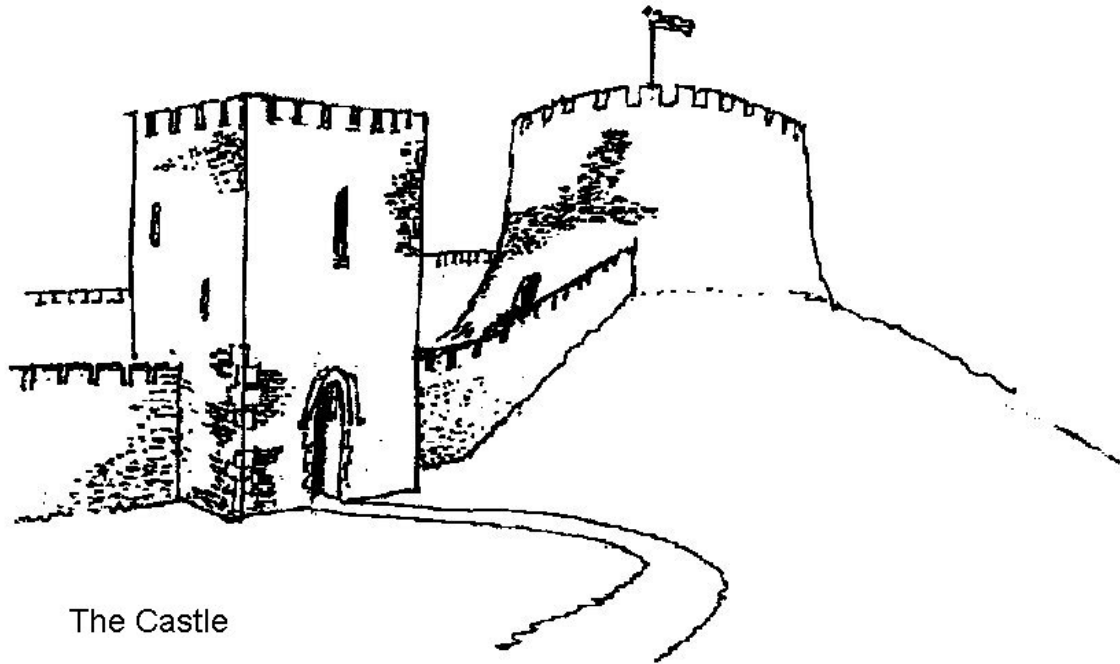
By the middle of the 17th century the castle had become ruinous, occasionally prisoners were tried there and if found guilty, thrown into the dungeons. It continued to be used as a prison until around 1780. In the 18th century the castle's interior was used as a market garden, tended by a poor family living in the gatehouse.

In 1806 Benjamin Tucker, secretary to the Admiral Earl of St. Vincent and later to become Surveyor-General to the Duchy of Cornwall, took a 90 year lease of the property from the Duchy and set about transforming the place, with gusto! He cleared away any ruins that remained within the bailey, knocked down a length of bailey wall and breached the bailey bank in order to make a new vehicular access. He also demolished another length of bailey wall to provide a view of the estuaries.

In 1808 Tucker commenced building a 9-bedroomed house in the bailey using some of the stone from the demolished walls. More of the stone went into new boundary hedge-banks enclosing the grounds and no doubt some was used as hard-core for the driveways laid out along the lines of former defensive ditches. Tucker built two lodges and constructed a remarkable length of drive that zigzagged up the hill from the lower lodge (now gone) at Forder. He landscaped the grounds, laid out gardens and in them built mock ruins into which he incorporated several carved stone doorways derived from the clearance work in the bailey. He built an orangery, glass-houses, stables and other outbuildings, and he created a huge walled garden on the northern hill-slope.

At the time, some people called Tucker a vandal. Today we may regret the loss of parts of the bailey walls but we have to admire Tucker's creativity. Undoubtedly he arrested the decay of the castle.

Benjamin Tucker was a very wealthy man. He filled his new house with all sorts of treasures. He also refurbished the gatehouse in which he established a museum of natural and ethnological curiosities. His collections included a 2,500 years old Egyptian mummy and its two coffins.



The Castle

In the castle grounds is a memorial to Admiral John Jervis, Earl of St. Vincent who suggested the construction of the Plymouth Breakwater. It is a block of the breakwater limestone. A bust of the Admiral, which once topped it, was removed to the house long ago but the stone bears the date of his death, 16.3.1824.

Benjamin Tucker was succeeded by his son Jedediah Stephen Tucker, who in turn was succeeded by his brother Admiral John Jervis Tucker who continued the family's lease until it expired in 1896.

The Duchy next leased the castle to Brigadier-General Thomas Porter, who held it from 1897 until his death in 1938. The general served with the 1st Cavalry Brigade at the relief of Kimberley. While he was in South Africa he sub-let the castle to Mrs. Katharine Parnell, widow of Charles Stewart Parnell, the prominent Irish politician. Previously, as the infamous Mrs. Kitty O'Shea, she had been Parnell's mistress for ten years. Later Duchy tenants of Trematon Castle have included Sir Claud Russell, a retired diplomat (1939-59) Lord Caradon (formerly Sir Hugh Foot), Britain's representative at the United Nations in New York (1963-82), and Mr. Julian Darling, heir to the 2nd Baron Darling (1990-91).

FLORA & FAUNA

The following species have been observed in the Forder Conservation Area.

Plants

Bastard Balm
Beautiful St. John's-wort
Bullace
Columbine
Cornish Bellflower
Deptford Pink
Dogwood
Early Purple Orchid
Hornbeam
Musk Mallow
Oxford Ragwort
Pencilled Cranesbill
Pink Purslane
Slender Mullein
Southern Marsh Orchid
Streaked Cranesbill
Teasel
Turkey Oak
Tutsan
Weasel's Snout

Birds

Blackcap
Bullfinch
Buzzard
Chiffchaff
Collared Dove
Curlew
Dunlin
Fieldfare
Firecrest
Goldcrest
Great Crested Grebe
Great Spotted Woodpecker
Greenshank
Green Woodpecker
Heron
Kingfisher
Little Egret
Mute Swan
Nuthatch
Redwing
Shelduck
Siskin
Swallow
Swift
Tawny owl
Tree creeper

Butterflies & Moths

Brimstone
Brimstone Moth
Clouded Yellow
Comma
Garden Tiger Moth
Green Hairstreak
Holly Blue
Humming-bird Hawk-moth
Marbled White
Orange Tip
Painted Lady
Purple Hairstreak
Red Admiral
Scarlet Tiger Moth
Silver Washed Fritillary

Mammals

Badger
Fox
Stoat
Pipistrelle Bat
Lesser Horseshoe Bat

Fish

Bass
Grey Mullet

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Douglas C. Vosper "Saltash Remembered"
Douglas C. Vosper "Trematon Castle and Manor" (article)
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ACKNOWLEDGEMENTS

Forder Community and Conservation Association (FCCA) are grateful to Colin Squires of "Saltash Heritage" for extensive historical information, to Rowena Millar of "Natural Word" for a list of species recorded in the Forder Conservation Area and to Mr. B. Mules for his recollections of growing up in Forder.

If you have knowledge or recollections regarding the conservation area please inform a member of FCCA so that a more extensive account than this may be published.

*This booklet is dedicated to present & future generations of community
and conservation minded citizens to whom we entrust the wellbeing
of this area of outstanding natural beauty.*

Edited by P Parsons

Artwork & Illustrations by J Arnott

Published & Compiled by C Dee

October 1997

Forder Community Conservation Association
Caring for the Community and Protecting the Environment