

REVIEWS

Simon Thurley, *The royal palaces of Tudor England: architecture and Court life, 1460-1547*, published for the Paul Mellon Centre for Studies in British Art by Yale University Press, 1993. 283pp, 329 illustrations, ISBN 0 300 05420 3

Dr Thurley is curator of the historic royal palaces and well-known for his work at Hampton Court in bringing about the restoration of the kitchens, the king's apartments and the Tudor parts of the palace. At the Tower of London, he was responsible for restoring and opening to the public for the first time the royal lodgings of Edward I above Traitor's Gate. This magnificent book, based on Dr Thurley's PhD thesis, succeeds admirably in its aim to illustrate the social history of royal buildings between 1460 and 1547. Two introductory chapters about royal dwellings in the Middle Ages provide a helpful background. There then follow a survey and description of the palaces, houses and other accommodation at the time of Henry VII and Henry VIII, their architectural features, exterior and interior, their decorated walls, ceilings, floors, their furnishings; and the ordinances for their smooth running.

Of special interest is Dr Thurley's discussion of the thinking which led to the characterization of these buildings; and the influence of European ideas on the activities of that 'most prolific, talented and innovative builder', Henry VIII. Examples are given not only of royal accommodation in England but reference is made to the prestigious, temporary palace which sheltered Henry VIII and his retinue on the occasion of the Field of the Cloth of Gold.

In chapter 5, the function and purpose of the dwellings is examined. Examples are given of the roles each played, from the great palaces occupied by the whole Court to the smaller establishments used, for example, on the king's hunting expeditions or during his royal progresses, when he did not avail himself of the hospitality of loyal subjects. Styles could vary according to the purpose of each residence but, in general, their characteristics reflected the magnificence with which the king expected to surround himself. Later chapters provide an up-to-date interpretation of Tudor ideas on the role of the kitchens in feeding the king, his family and his retinue; on facilities for sport and recreation; and for hygiene and sanitation. Religious provision is dealt with in the chapter which traces the later development of the institution of the Chapel Royal.

There are numerous illustrations of, and references to royal palaces in Surrey; for example, Beddington, Guildford, Hampton Court, Nonsuch, Oatlands, Richmond and Woking; they should be of particular interest to anyone wishing to study Tudor building in this county. The range of authorities consulted is impressive, and the material derived from them has been woven into a very readable text, whether or not the readers are Tudor specialists. There should be no problem of understanding as a glossary provides definitions of the less familiar terms used, and an explanation is supplied of the conventions used in the plans, and their connection with the text. The lavish illustrations are well-judged to illuminate the features described, and a high standard is maintained in the printing, binding and reproduction of illustrations, some of them photographs taken by Dr Thurley himself.

Readers with an interest in social history, and in the history of architecture, have waited for a long time for a work such as this which describes broad features, gives attention to detail, and examines the thinking of the builders. Unquestionably, the wait has been worthwhile.

E M MYATT-PRICE

Parson and parish in eighteenth-century Surrey: replies to bishops' visitations, ed W R Ward, Surrey Record Society 34, 1994. xxvi, 198pp, ISBN 0 902978 09 8

Visitation returns, where they survive, are a valuable diocesan resource for the study of churches and parish life in the 18th century. The series of returns for the Archdeaconry of Surrey in 1725, 1764 and 1788 are collected together in this admirable volume. Other dioceses are not so well provided as Winchester. Ely, for example, has a series of visitation articles from the time of Bishop Wren in 1662, but no returns until 1775. Other diocesan records supply useful information: parish register transcripts provide parochial statistics when original registers are lost or damaged; glebe terriers describe the endowments of livings and the furnishings of churches; ordination papers reveal the origin and qualifications of clergymen; and faculties show changes in church buildings (or at least the appropriation of pews and the securing of special burial rights). The Surrey returns give glimpses of all these matters, although it is perhaps unfortunate that the 1764 returns, which answered questions about church fabric, frequency of services and sacrament, parsonage, endowments and clergy income, have survived so sparsely. These questions were not asked in the 1725 and 1788 visitations. The questions that were asked, however, reveal something of the interests of particular bishops and their diocesan officials, and the answers provide, as Professor Ward points out in his introduction, 'an insight into the mind of the clergy unsurpassed by any other single source'.

PETER MEADOWS

Sir Peter G Masefield, *Surrey aeronautics and aviation. 1785-1985*, published by Phillimore for the Surrey Local History Council, 1993. iv, 44pp, 35 black and white illustrations and figures, ISBN 0 85033 891 3

The history of aviation in Surrey extends back more than 200 years when James Sadler ascended in a hydrogen balloon from Hurst Park, Molesey for a flight over London to the Isle of Grain. Since then, and particularly in the earlier years of the 20th century, Surrey has been in the forefront of aviation. Such names as Brooklands and Croydon evoke the pioneering days both of powered flight and passenger transport and Sir Peter Masefield reminds us of Surrey's significant contribution in this small book, the text of a talk given by Sir Peter to the Symposium of the Surrey Local History Council in 1985. This reviewer's memories extend back only as far as the early 1960s, with dim recollections of Dan Air's heavily-laden Merlin-powered Avro York freighters labouring out of Gatwick beneath leaden skies.

The writer identifies five key airfields (Brooklands, Kenley, Croydon, Gatwick and Dunsfold) and describes aeronautical activities both here and elsewhere in the county. The pioneering days are dealt with in useful detail; the period from the beginning of the last war to the present day is dealt with much more summarily.

Although it was felt that, in view of its historical importance, Sir Peter's talk should be published unedited, some editing might have made parts of the book less awkward, in particular the first paragraph in which we are welcomed to the meeting!

There is much of interest to be found here and this book will surely become useful, if only as a preliminary reference.

DAVID WILLIAMS

SIHG Guides to the industrial history of Surrey, Series Editor: Francis Haveron, Surrey Industrial History Group, Guildford, 1979-95, prices £1.50-£5.50. Softbacks, A5, 20-52pp, many illustrations.

When, in 1975, the Surrey Archaeological Society established an Industrial Archaeology

Committee, it was decided to publish a series of guides to the industrial history and archaeology of the eleven districts or boroughs into which Surrey had recently been divided. At first progress was slow and the first booklet, Derek Stidder's *Reigate and Banstead*, did not appear until 1979, publication coinciding with the transformation of the Committee into the Surrey Industrial History Group (SIHG). The next two titles were Francis Haveron's *Waverley* (1985, ISBN 0 9509697 1 0) and the late Rowland Baker's *Elmbridge* (1989, 0 9509697 3 7). Then, in 1990, SIHG hosted the Annual Conference of the national Association for Industrial Archaeology (AIA) and, for the meeting, Glenys Crocker edited *A guide to the industrial archaeology of Surrey*. This was published by the AIA and the SIHG Committee was impressed by the quality of its design and presentation. It was therefore decided to produce future district guides to the same format and six of these have since been published. These are John Mills's *Runnymede* (1991, 0 9509697 4 5), *Spelthorne* (1993, 0 9509697 6 1) and *Surrey Heath* (1995, 0 9523918 1 3), Francis Haveron's *Guildford* (1993, 0 9509697 5 3), Malcolm Tadd's *Tandridge* (1994, 0 9509697 7 X) and Iain Wakeford's *Woking* (1995, 0 9523918 0 5). Peter Tarplee's *Mole Valley* is also to be published in 1995 and the series will be completed by Peter Wakefield's *Epsom and Ewell*. New editions of the first two guides are also being prepared.

The main feature of each *Guide* is a set of descriptions of historic industrial sites, which are subdivided into different categories. Each site is given a number, its National Grid Reference and, where appropriate, its Listed status. The categories depend on the past industrial activities in the area covered and, to some extent, the interests of the compiler. Typically however they include transport (eg roads, railways, canals, airports), wind and watermills, extractive industries (eg chalk, hearthstone, gravel), manufacturing industries, public utilities (eg gas, electricity, water), factories, food and drink, street furniture, military sites, leisure sites and people. In addition there is usually an introduction to the area and short essays on particularly interesting industries. In all some 1600 sites are described.

Each *Guide* is well illustrated with photographs, drawings and location maps, those published recently averaging about three illustrations on a double-page spread. In practice the cover illustrations give a more specific indication of the range of the sites covered. These are Horley brewery, Ewhurst windmill, car racing at Brooklands, Thorpe Road level crossing, Ashby's malthouse and brewery tower at Staines, Guildford wharf and treadwheel crane, pipe laying in Bagshot High Street and Wheatsheaf Bridge, Woking.

Publication of the *Guides* has in some cases been supported by the local authority and the County Council and most have sold well. Indeed they satisfy many needs of many users, ranging from those with a general interest in their own district to those with a specialist interest in industrial archaeology. It is particularly interesting that they serve a useful purpose for the County Planning Department and have a good reputation with the national industrial archaeology community. The Surrey Industrial History Group and especially its Publications Sub-Committee are to be congratulated on this imaginative and worthwhile venture.

ALAN CROCKER