



Newsletter



Great Yarmouth Local History & Archaeological Society



Founded 1888



January 2020

LECTURE PROGRAMME 2020

Lectures are held at Christchurch, Deneside, Great Yarmouth
at 7.30pm

January 17th

Percy Trett Memorial Lecture
Members Night. Short Talks by Society Members

February 21st

Daniel Defoe's Journey Through Eastern England.
By Sarah Doig BMus (Hons) Dip.Lit (Author and Researcher).

March 20th

In search of the Iron Age and Roman East Anglia.
By Dr Natasha Harlow Ph.D, Post Doc Archaeologist,
Nottingham University.

April 17th

Medieval Graffiti. The Voice of the England Church.
By Matthew Champion, MA, FSA.

May 15th A.G.M.

Keeping Clean in Past Times: Domestic Arrangements over the
Years.
By Angela Bishop, Reminiscence Worker.

May 22nd Supplementary Meeting

The Power Behind the Throne: Women of the First Millennium.
By Imogen Corrigan, B.A.(Hons.) Lecturer and Tour Guide.

September 18th

Oliver Cromwell: Lord Protector of
England, King in all but name.
By Mark Mitchels M.A. Lecturer
and Author.

October 16th

St. Benet's Abbey and the Work of
the Norfolk Archaeological Trust.
By Natasha Hutcheson, M.C.I.F.A.
Co-Director of the Norfolk
Archaeological Trust

November 20th

What the Victorians Threw Away.
(The Results of the Archaeological
Dig
in Great Yarmouth.)
By Dr Tom Licence, Director
School of East Anglia, University of
East Anglia.

December 18th

Christmas Meeting
In-house Speaker followed by Buffet
and Social Evening.

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Great Yarmouth Local History and Archaeological Society

Registered Charity 277272

Annual Membership Renewal Form for 1st January to 31st December 2019

Please complete the form and send with your cheque to:

The Membership Secretary, Peter Jones, 16 Main Road, Ormesby St. Michael, Great Yarmouth, Norfolk, NR29 3LW. Cheques should be made payable to Great Yarmouth Local History and Archaeological Society (G.Y.L.H.A.S.) **and received no later than 31st January 2018** or given to Peter at the January meeting.

I/We wish to re/ join the Great Yarmouth Local History and Archaeological Society

- I enclose a cheque/P.O. payment:-
- Single Membership With** Annual Journal £20
 - Single Membership Without** Annual Journal £12
 - Family Membership With** Annual Journal £24
 - Family Membership Without** Annual Journal £16

I would prefer to receive my Newsletter by Email (*please tick appropriate box*)

Name.....
.....

Address.....
.....
.....

Post Code..... Telephone No.....
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Email.....

Mobile No.....

Signed..... Date.....
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Gift Aid

Gift Aid is a scheme whereby charities receiving donations and subscriptions can claim back tax which has already been paid by the donor. The tax can be reclaimed from April 2005. The GYLHAS (Registered Charity No. 277272) benefits from Gift Aid Declarations by 25% of subscriptions and donations.

If you wish to Gift Aid your subscription the form below has only to be completed once and returned with your Membership Application. There is nothing else you have to do **and there is no cost to you.** Income Tax and Capital Gains Tax are included in the scheme. For higher rate tax-payers, there is an additional personal benefit since they will be refunded the difference between standard rate and higher tax rate, if they declare the Gift Aid on their tax return.

Gift Aiding subscriptions and donations is purely voluntary. Should you change your mind or cease to pay UK tax, please let the treasurer know (**Kevin Mace, 79 Yew Tree Close, Bradwell, Great Yarmouth, NR31 8NZ**)

Gift Aid

I would like the Great Yarmouth Local History and Archaeological Society to treat all subscriptions and donations I make as Gift Aid Donations until I notify them otherwise.

Signed.....Date.....

N.B. The personal data above is required to process your membership. This information will not be used for any other purposes.

By providing such information you consent to its use and storage in accordance with our Privacy policy which can be viewed at:

www.greatyarmouthlocalhistoryandarchaeology.com

Alfred McEwen – an appreciation

Alfred McEwen (known to most people as Alec or Mac) joined the Society in the mid-1960s at a time when it was struggling to survive. He was by far the youngest member of the society at that time, a society where an audience of over 20 people at meetings was considered good and the bank balance never reached three figures. At that time the council were considering demolition of large sections of the town wall and the society decided to organise public walks, every Tuesday evening during the summer months, to increase awareness and the historic importance of the wall. Alec took on the job of organising a group of guides, a task he carried out until 1980. His main interest was in the medieval history of the town, particularly the monastic aspect, and also the early development of the sand spit. He wrote several detailed articles on these subjects and also researched the history of Cobholm. In 1974 a Field Group was established to carry out small archaeological digs. Alec became the leader of this group which excavated on the site of the Augustinian Priory at Gorleston, several other sites in the town and, in 1979, at Caister where Roman skeletons were discovered. Alec wrote up the results of each dig in meticulous detail, publishing them in the Journal. In 1978 he was one of the original society representatives on the newly formed Preservation Trust.

Throughout the 1970s and 1980s Alec contributed to almost every aspect of the society's activities, including helping with Junior Section outings, attending conferences at the UEA and assisting with a display stand that attended many functions in an attempt to attract new members. He was chairman of the society



from 1978 until 1993 and then Vice Chairman until 1995. Alec was President from 1996 until 1999 after which he was made an honorary member. In recent



years Alec was not an active member of the society but continued his research into the Augustinians, work which was unfortunately never completed and published. A member for over 50 years Alec McEwen died on 3 December 2019. I also attach the only two pictures of Alec

I have. He stands out as the only adult male in the Hyde Park Picture and his face can be seen just below the ships bow.

Colin Tooke

The Battle of Copenhagen

Brian Gibbs of the Nelson Society e-mailed recently to say that the Nelson Society was holding 'a 2020 Battle of Copenhagen Lunch at 12 noon on Saturday 4th April at 'the Prom Hotel' in Great Yarmouth.

The speaker will be the eminent Norfolk born historian, Andrew Lambert, Professor of Naval History at King's College London.

The lunch at the 'Four Star' Prom Hotel' will cost £35.00 for three courses including a glass of port. The original flyer said that arrangement had been made for a private visit to Nelson Museum, which as Yarmouth people will know regrettably closed at the end of October but it will still be possible to climb to the Norfolk Naval Pillar. *The Nelson Society has made arrangements to stay at the Prom Hotel for the night but I feel this will be of no interest to Society members but should you wish to attend the lunch contact Brian Gibbs on (01246) 203924 or e-mail briangibbs@hotmail.co.uk .* Andrew Fakes

BLOODY MARY & HELEN CASTOR

In a recent television programme about Lady Jane Gray, 'the Nine Day Queen' Dr Helen Castor said the mutiny in a fleet sent by the Duke of Northumberland to stop Mary Tudor from escaping to the Continent in July 1553 happened in the Orwell River.

This would seem to be untrue because all the local history sources that I have seen, say that Sir Henry Jerningham of Helledon was recruiting soldiers in Yarmouth to support Mary Tudor. He had heard that there was unrest in Northumberland's fleet as the crews were pressed and that they had not been paid. The North Sea was rough and the ships had put into Yarmouth Roads to ride out the storm. Sir Henry rowed out to the ships and persuaded the crews to support Queen Mary's cause. It was said that the sailors threatened to throw their officers overboard if they refused to join the mutiny. No doubt the sailors would have been aware of the punishment for a failed mutiny. There may have been six or eight ships in the fleet but the cannon soldiers and sailors from the vessels would have made a decisive advantage to Mary's supporters at Framlingham Castle. I am an admirer of Helen Castor as a 'telly historian' as she does not overly impose herself on the programmes she appears in, unlike several others I could name.

I brought this up as an aside at the Paston Conference held in Yarmouth on 19th October and Dr Robert Knee of the Paston Footsteps 600 group said that it would be much easier to sail the cannons to the Orwell than drag them down the Tudor A12. Earlier in the day, Professor Tom Williamson pointed out that many rivers were navigable by flat bottomed barges and this was by far the best way to carry heavy loads in those days. It is therefore reasonable the guns were floated up the Orwell or Deben and possibly up the river Ore to Framlingham Castle. The extra soldiers, sailors and cannons tipped the balance in favour of Mary and she felt able to march to London. Queen Mary began her reign in quite benign way but she had the Duke of Northumberland beheaded. As rebellions against her regime occurred and English men and women stood out against her Roman Catholicism, she earned the name of 'Bloody Mary' when around 300 people were burned at the stake.

As I am not a proper historian who provides numbered references for my writings I would cite my two sources. An article in the Centenary Volume of Norfolk Archaeology Volume XXIV (1946) Norfolk & Norwich Archaeological Society written by W. Edgar Stephens, former Town Clerk of Great Yarmouth and entitled 'Great Yarmouth under Queen Mary' I also quote from the American author Carolly Erickson. In her book 'Bloody Mary the Life of Mary Tudor' Robson Books Ltd. (1995) she writes

"He (the Duke of Northumberland) took the desperate step of calling in French aid. He sent a relative, Sir Henry Dudley, to offer Henri II the precious English possessions of Calais and Guines in return for a force of picked troops. There was no sign of the (English) reinforcements that the

Council had promised but Mary's Camp was growing larger and stronger every day. Three thousand French soldiers from Boulogne would tip the balance in Dudley's favor.

While he waited for word from France THE MOST DRAMATIC EVENT TOOK PLACE IN YARMOUTH HARBOR. Seven ships he sent to guard the Norfolk coast took shelter there in stormy weather; and while they lay at anchor one of Mary's captains, Sir Henry Jernigan, went to Yarmouth and rowed out to address the sailors. He succeeded in arousing loyalty to Mary; from their natural love toward her, (they) 'rose against their captains in favor of the Queen' shooting of their artillery and shouting 'Long live our Queen Mary'. This mass mutiny gave Mary a decisive advantage. The following day the camp at Framlingham was augmented by two thousand sailors and the hundred great cannon from the ships in the harbor." *Andrew Fakes*

GYLHAS Journal

The 2019 edition of the GYLHAS Journal was published in November and all members should have received their copy by now. Contributions for the 2020 issue will be most welcome and can be sent to the editor at any time.

John Smail

Worton's Hire Service, Cars, Lorries and Charabancs etc

Members of the Society may be interested in this piece of local history that is viewable on the YouTube website <https://www.youtube.com/watch?v=Cp8XmJHwtpE>

It is a short silent motion picture film, that appears to have been taken in the 1920s to advertise the motor vehicle services of Worton & Son of the Norfolk Garage, St Georges Road and York Road. It is likely that this advertisement was shown in local cinemas.

The film starts with the caption *Norfolk Garage, St. George's Road, Great Yarmouth. WORTON & SON, Worton's Hire Service, Cars, Lorries and Charabancs etc.* Followed by another caption *Vehicles leaving the garage.* A large charabanc is shown leaving the garage and turning right into



York Road, followed by a motor car and another charabanc EX 406 that both turn left into York Road. The Particular Baptist Chapel is also visible in the scene next door to the garage entrance. A lorry with Worton's written on the side then exits the garage followed by a car XC 7577. This same vehicle is then shown drawing up in York Road at the petrol pump, that is hand cranked. The petrol tank of XC 7577 appears to be in the front of the car next to the engine. There then follows a sequence showing the charabancs on the move. Charabanc EX 406 and named *Champion* is shown motoring along North Drive. Another

charabanc EX 394 and named *Norfolk* was filmed while stationary. A motor car with driver XC 7577 is then shown traveling south along North Drive and then what looks like a much older car LE 3206 with carbide headlights appears followed by a sequence of a more modern car EX 659 driving along North Drive. The film that runs for a total of 2 minutes 13 seconds ends with a caption *A reliable Car Hire Service for Weddings, Dances, Dinners, Sports and all special occasions.*

I have added my research into Worton & Son onto the comments section of the You Tube page.

Please click the above link or copy the address into your browser and take a look at the film, imagining you are sitting in The Empire in the silent film era during the 1920s and enjoying seeing the wide variety of Wortons motor vehicles traveling along the streets of Great Yarmouth.

Paul Godfrey.

Delayed departures

This is a “work in progress” which I hope to develop at some point into a fuller account for the Society’s Journal.

During the 1920s and 1930s there were proposals to build a municipal airport for Great Yarmouth. Prior to, and during, WW1 there were RNAS airfields at South Denes and at Burgh Castle. In the early 1920s after they were no longer used by the RAF, these airfields were occasionally used as the take-off and landing points for various pleasure trips. These pleasure trips did not seem to last for long and the airfield at Burgh Castle reverted to farmland and the airfield on the South Denes also disappeared with surplus materials being auctioned off.

FLYING!

BY THE
**ANDERSON-POOL
AVIATION COMPANY**

DAILY

FROM
11 a.m. till Sunset
ON THE

SOUTH
DENES

Flights from £1 1s.

FLYING!

In June 1933 it was debated by the Council whether to purchase the land which is now the Magdalen estate and build an aerodrome. Advocates of the scheme argued that whilst the purchase of the land and the construction of the aerodrome would add a penny to the rates for a number of years, it was argued

that there were increasing number of people flying to Europe, that it would increase the number of visitors to the town and that many other towns and cities were building municipal aerodromes. Those opposed to the scheme argued that whilst the land ought to be purchased from Magdalen College it ought to be used for new housing which was desperately needed by the town.

In the following year, the proposal was resurrected at the AGM of Great Yarmouth’s Chamber of Commerce. It was put forward that the aerodrome would provide completion to the railways in bringing visitors to the town from the north and the Midlands as well as providing a terminus for European passenger flights. Hopton and the North Denes as well as the Breydon Water marshes were suggested as possible locations for the airport, with the site at Hopton being thought as being economically beneficial for both Great Yarmouth and Lowestoft (there were also suggestions that there would be a Government sponsored seaplane station on Breydon Water). Advocates pointed

MUNICIPAL AERODROME.

Sir,—During my frequent absences from Gorleston my hostess, knowing my great interest in flying, etc., saves for me anything in the local press with reference thereto. I have seen the paragraph in Current Topics in the writer mentions various towns that have combined to acquire aerodromes jointly, then by way of contrast, without comment, cites a Yarmouth Councillor as saying, “We cannot have an aerodrome south of the town as that would equally benefit Lowestoft.”

In my opinion the very suggestive hint should be accepted, and the most eminent of the two towns get together and decide jointly to own an aerodrome. It would result in a great saving to the ratepayers. The air routes once fixed, late-comers will be left permanently out in the cold.

The idea is worthy of your advocacy.
Yours truly,
H. E. WILDON.

Cliff Hill, Gorleston.

that links to European destinations such as Rotterdam would be of great value to the town as well as providing much needed work for the local unemployed especially in the construction of the airport. In 1935 the Borough Council was considering of purchasing land in Bradwell and the land owned by Magdalen College, Oxford for the construction of a municipal airport but the decision was deferred. In the official programme of the ‘Empire Air Display’ held at Crow Hall Farm, Middleton Road, Gorleston in 1936, the reasons for the construction of the municipal airport were once more made with the suggestion that week-end trips made by Aero-clubs would become as common as trips organised by cycling clubs.

SALES BY AUCTION.

WARREN & BROWN.

BY DIRECTION OF THE DISPOSAL
BOARD.

GREAT YARMOUTH AIR STATION.

WARREN & BROWN are instructed by the Disposal Board, to sell by auction at the

GREAT YARMOUTH AIR STATION,
ON TUESDAY, the 16th JULY, 1919,
THE SURPLUS MATERIAL,

comprising about 32,000 bricks, 98 Header Splay bricks, quantity of fire bricks, 11 cwt. fire clay, about one ton Portland cement, Parian cement, 75 loads shingle, quantity of slates, 12 sheets expanding metal, quantity of bolts, nuts and screws, 55 lbs. cut clamp nails, 180 Puddle iron drain pipes 6" x 9' lengths, 10 8 ft. black corrugated sheets, gauge 20, 70 lbs. mixed paints, stop cocks, 31 oz. sheet glass, iron ladder, quantity of English fir timber, quantity of boards, and numerous other effects.

The sale will commence at 12 o'clock punctually.

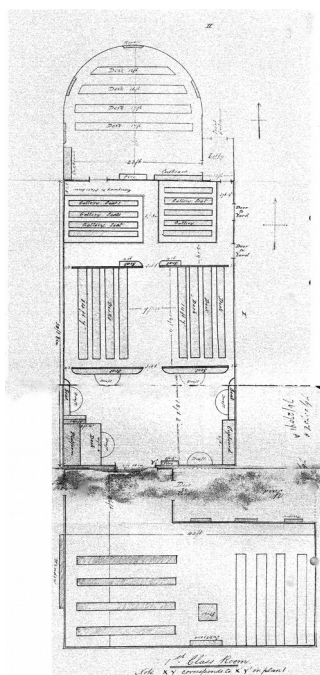
Catalogues may be obtained of the Auctioneers, 38, Regent Street, Great Yarmouth.

Despite such advocacy, the airport never was built and the land purchased by the Council was developed as housing as the Magdalen estate.

Michael Wadsworth

Great Yarmouth's British School

This is another “work in progress” which I hope to expand for the Society’s Journal. On 13th February 1812, a “numerously and respectably attended” meeting was convened by the ‘Friends of the Lancasterian System of Education’ to establish a school in Great Yarmouth based upon the ‘Lancasterian system’. During this meeting, with Mr Dawson Turner as the meeting’s Chairman, a fund was established to raise money for the building and the running of the school, with Mr E K Lacon agreeing to be the fund’s Treasurer. Out of this meeting, “The Society for Lancasterian Education of Great Yarmouth and its Vicinity” came into being (this was later to be referred to as ‘The British School Trust’ and was closely linked to the British and Foreign Schools Society). Its Trustees included Edward Knowles Lacon, William Fisher, Dawson Turner, William Danby Palmer, Thomas Jewery, James Harvey, William John Harvey, John Shelly, George Evington, George Danby Palmer, William Barth, William Sewell, Thomas Hammond, Samuel Clayton, Samuel Barber, Samuel Robinson, John Frenie Ramsey, William Roberts and John Steward. The School opened in 1813 and the cost of its construction and equipping it with slates and stationary materials came to £655-12s-5d. When built, the school could accommodate up to 334 pupils, although the average attendance over its life time was 237 pupils. As a way of raising the profile of the British School, a Sermon was preached at the Old Meeting House on Sunday evening, July 9th 1815, by J. M. Beynon. Grants were received from the British and Foreign Schools Society (BFSS) between 1818 and 1820 and again in 1864. The School was enlarged in 1861 and again in 1869. The school, now demolished, was located on the corner of Nelson Road Central and St George’s Road.



Plan of the Yarmouth British School in 1905

Subjects taught at the school included French, Latin and book-keeping. After an inspection by a School Inspector in 1889, it was stated that, “the discipline was good and the boys answered well and intelligently in their class subjects and the general results of the examination in the elementary subjects are decidedly creditable”. A report in the *Yarmouth Independent* of 28th September, 1901 stated that, “in the recent Civil Service examination (*a Yarmouth British School pupil*) secured the distinction of being placed 6th among over 600 candidates.”, and that, “Eleven boys of the British School have been presented for this Civil Service Open Examination, all of whom have passed. Besides obtaining the honour of the very high position already stated, the school secured the 9th, 16th, 18th, and 32nd places in the list, and in the limited competitions its representatives have been very successful.” and that the “H.M. Inspector reports the boys taught in a thoroughly efficient manner.”.

Towards the later part of the Nineteenth Century, the British & Foreign Schools Society started to withdraw from the running of Schools in Britain to concentrate on Teacher Training. In early 1905, it was proposed that Yarmouth’s British School be transferred to the control of the local authority. However, in May 1905 the proposed transfer was put on hold for an indefinite period by the Borough Council. However, the School was transferred later into the control of the Borough Council and was renamed the Daniel Tomkins’ School (Daniel Tomkins had been a teacher at the

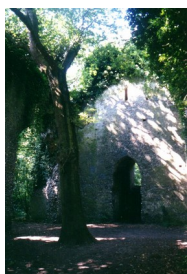
School and who had become the Headmaster at another School and had been an elected member of Great Yarmouth's School Board).

On March 31st, 1924, the Daniel Tomkins' School closed after 111 years. The closure was marked by a dinner held at the Goode's Assembly Rooms and organised by the School's former pupils (an Old Boys Club had been formed in 1906). Amongst those attending was Alderman Arthur Harbord, who was the MP for Great Yarmouth at the time, and who was himself a former pupil of the School. In his after dinner speech, Alderman Harbord argued that the school had "contributed many distinguished sons to the public and business life of the town, and indeed to the country...".

Michael Wadsworth

St Mary's Church at East Somerton

The ruins of St Mary's Church, East Somerton, can be found near the grounds of Burnley Hall. Described by Simon Knott on his *Churches of Norfolk* website as "perhaps the most dramatic in all East Anglia". The ruined church is surrounded by woods and is somewhat overgrown. What is left are the remains of a 15th century Perpendicular church with just the nave, the tower and fragments of the chancel arch left standing. Simon Knott states that St Mary's Church continued to be in use after the Reformation, but that its parish was amalgamated with that of the church at Winterton. St Mary's was used as a chapel of ease to Burnley Hall until after the Civil War whereupon it fell into disuse. It has been suggested that the chancel was lost and was in ruins before that.



In the middle of the nave there is now growing a tree. Parts of the East Window remain and on the north side remnants of the rood loft stairs can just be seen. In the walls on the eastern side of the nave are traces of narrow arcading in red brick. These could have been either a series of stone reredos built into the walls beneath the loft or several niches for Saints or the remains of fixings for the rood screen with a reredos on each side built into the screen. Simon Knott suggests that it could have been something like what can be found at Ranworth.



Michael Wadsworth

St Mary's Church, Burgh St Mary

Described by Simon Knott on his *Churches of Norfolk* website as being a, "magnificent ruin (...standing...) like a castle adrift on a brown sea, a city of the plain", and which should not "be confused with Burgh-next-Aylsham and Burgh Parva, both of which have churches dedicated to St Mary". The ruin of St Mary's Church at Burgh St Mary can be found in an isolated ploughed field near Fleggburgh and is to the west of Caister. There is a public footpath to the ruin marked on most Ordnance Survey maps, but this has often been ploughed over. According to Simon Knott, the church fell into disuse after the Reformation. There is the remains of a round tower with the upper part being octagonal. It is thought that the base of the tower is Norman whilst the bell stage is thought to be 13th Century. What archaeological investigations that have been done around the church suggest suggests that what remains of the rest of the site is also of this period. Not much of the church building other than the tower survives and what remains is amongst trees and foliage.



Michael Wadsworth