



BAHS Newsletter

Number 41

www.bahs.uk

July 2016

Visit to Ware Hall House and Holkham Hall Stables

Diana Cooke



On Monday 18th April, twenty-one members of BAHS travelled to Wells-next-the-Sea. Our first test was to find Ware Hall House! This is not an easy task as the house is hidden down a pathway and behind a curved wall but it is not too far from the Buttlands. Fortunately, no-one went missing and we were all warmly greeted by Christine Adams.

Christine has taken on the mantle of the remarkable May Savidge. Exasperated by planners in Hertfordshire, May de-constructed her 15thC house – brick by brick, timber by timber, nail by nail – and, in 1970, transported it to Wells where she began the daunting process of re-building it. Christine gave us an introductory

talk about May's story, whilst we enjoyed the refreshments which she had provided. We then watched a video and had a tour round the house.

She was full of wonderful anecdotes about all the things that May hoarded and which had to be sorted out, after May died in 1993. Several people bought Christine's book called *Miss Savidge Moves Her House* and we learnt that negotiations are underway for the story to be filmed. As Christine said 'watch this space!'

We then walked across the Buttlands to The Globe pub for sustenance. We had a cosy area to ourselves; the pre-ordered food was delicious but the chocolate mousses took rather a long time to arrive...

In the afternoon, we went to the recently converted stables at Holkham Hall. Whereas Ware Hall House is squashed and higgledy-piggledy, the Holkham stables are high, spacious and light. The Museum exhibition – *From Field to Fork* – is full of imaginative gadgets for children (and adults!) to use and there was an impressive wide screen video about farming at Holkham through the seasons. A few of us took the opportunity to visit the 18thC walled garden which is also being restored.

To complete the day, there were tempting presents for us to buy in the new shop and even more tempting cakes in the café.

News from the History Centre

Even though the Centre was closed during the winter months, this did not put a stop to our activities. We seemed to be just as busy as ever. First there was a lecture for Norfolk Wildlife Trust in support of their 90 year celebration when John Peake spoke about the legacy of Long, Oliver and Rothschild. This was soon followed by a visit from Norfolk Redundant Churches who wanted advice and information for their new guide book to accompany the reopening of All Saints, Cockthorpe. Then came a preliminary visit from CITIZAN, the team about to conduct a survey of Black Joy Fort at Cley in late July.

More recently we have had enquiries from Salthouse with a consultation on the pros and cons of a history exhibition/research centre and this will shortly be followed by another with the Wiveton Bell looking for information and photographs to add to their Time-Line wall.

The latter would have been a project after his own heart for our late member Professor Ronald Beresford Dew, as he had a love of and an insatiable curiosity about the local area and Wiveton in particular. This was where his ancestors had settled in the late 1700s having left the city of Norwich where they had been settled around St Martins at Oak and St Peter's Mancroft. Ronald was always enthusiastic and generous with his support and gifts for the History Centre. He joined in all the workshops, field walks and digs, and could be found on our village walks, apart from the last few years. We will miss his cheerful presence and helpful advice.

Recent Accessions

Very few accessions have been added to date but those that have are an eclectic mix.

- Pattern Book used by Herbert



Professor Ronald Dew (right) with Marcus and Vivienne Wainwright meeting to view the contents of the "tube"; the sea charts and maps that once belonged to Thomas Dew, the last Victorian Blakeney Harbour Master – Ronald and Marcus being two of his great grandsons.

Smith, local blacksmith, to craft weather vanes for Liberty's of London

- Property documents and writings re Allendune, Morston Road, Blakeney

- Two articles from the *Dinghy Cruising Magazine* featuring Cley and Blakeney together with drawings by Edward Walker, 1912, from *Decayed Harbours of the East Coast*

- Two early named and dated photographs of Blakeney Quay

- Details of a document found in Berwick Record Office relating to

the wreck of *Express*, near Berwick. She was sailing from Norway to Blakeney laden with wood and came ashore "bottom up" at Goswick, 1784. There were no survivors. The vessel was mastered by John Farthing and owned by his brother, Robert Farthing of Blakeney.

- *Blakeney Point in 1913, The Report of the Committee of Management The Laboratory Report*. The National Trust.

Pam Peake

Obituary Prof Ronald Dew

Members will know that Professor Ronald Beresford Dew died earlier this year, missing his 100th birthday by just a few weeks. Ronald was a pre-war graduate of Downing College, Cambridge, and retired to Wiveton from his post as Director of the University of Manchester's School of Management. He came from the Dew family prominent in Blakeney during the 19th century: in the 1851 census there were ten adult male Dews – every one a mariner, pilot or fisherman. One of them, Thomas, Ronald's great grandfather, retired from the sea to become Harbour Master here.

As a child Ronald was a regular visitor to Blakeney and his eloquent description of the village in those days can be read in the Glaven Historian No. 8 as part of the tribute he penned for his friend Kenneth Allen. Kenneth had accumulated many files of notes about the Glaven villages and these he entrusted to Ronald who in turn had them copied, presenting the originals to the Norfolk Record Office and the copies to the BAHS.

Ronald will be remembered as a founder member of the Blakeney History Group, attending its lectures and the courses put on with the Cambridge Extra-Mural Board. Though he never joined the Committee, he remained a great supporter of the Society. He was interested in archaeology and local history, and many other things besides, but did not try to impose his views – he remained the eternal student. On occasions he would appear to nod off during lectures, but at the end it was usually Ronald who would ask the most penetrating question.

His support extended to making his garden available for an excavation by the Society over the course of one cold winter. In 1995 the late Peter Carnell was developing his resistivity meter and this was used to help trace medieval walls which Ronald had discovered running through an area intended for rosebeds. The results appear in Glaven Historian No.4.

Ronald was to be found at many local events – he hardly seemed to miss a concert – and his friendly approach would usually start with the relation of some interesting anecdote. We have lost an old friend and the Glaven Valley is the poorer for his passing.

John Wright

Completing the Polish circle

Elsewhere in this newsletter you will read of an appeal by the Norfolk Polish Heritage Group for family connections. As a child I recall talk of Poland pre WW2 and Mine Captains in my mothers family, probably at my grandfathers funeral. Retirement and the internet gave the opportunity to explore these memories.

I very soon found the family roots of my grandfather that are dominated by mining occupations in Cornwall. Mine Captains (Managers), Tin Streamers (Hydraulic miners) and Mine Engineers (stationary steam engines) but that's another story.

My grandmother's (b 1892) family proved to be difficult and interesting to research; her father William (b 1839) was recorded in the 1841 census as born in Portsmouth. However his father is recorded as John or Jan, born in Warsaw. The paper trail stopped there. I then had a stroke of luck when on TV a mention of a Polish Memorial was made, recording the names of 212 Polish Soldiers and one female who arrived in 1834, that could be found at the Kingston Cemetery, Portsmouth. A website search soon provided the list, "Lazorek", my grandmother's maiden name was there, it proved to be her grandfather Jan Lazorek.

This Polish Memorial records the Polish uprising in Warsaw against the Tsarist Russian oppressors in 1830. By 1831 this uprising was defeated and many Polish soldiers escaped to Prussia, this was not a wise move as Prussia was already dominated by Russia. Interned and exiled the soldiers were offered passage to

Siberia or by sea to America. They chose the latter arriving at Portsmouth in 1834.

The exiles sailed from Danzig (Gdansk) aboard the *Marianne* for America but storms forced the ship to seek shelter in Portsmouth. Storm damage repaired the Captain intended to sail but the Poles demanded to go ashore. This did not go down well with the local magistrate who petitioned the Prime Minister, Lord Melbourne, for funds to support the soldiers. Lord Melbourne was equally unsympathetic and suggested returning the men to Prussia or to France. Newspapers carried reports as the matter progressed with all official bodies refusing to take any responsibility on the grounds that it would encourage further mass immigration (echoes of today's fears – nothing is new).

It was at this point that the people of Portsmouth took it upon themselves to help the men. Schools in Portsmouth made collections and held charity events to raise money for the relief of the soldiers. As time passed the soldiers learned English, found employment, married local women, integrated into society. There the matter was forgotten until 2004 when the Memorial to the Polish Soldiers was completed.

To complete the circle, my son Roy, who was living at Blakeney some 17 years ago, landed a contract that took him to Radom in Poland, 100 miles south of Warsaw where he met and married a local girl. The Polish connection was not known at that time. They now have a delightful daughter who I hope will assist me to further trace the "Lazorek" family, as there is one in the Warsaw phone book.

(The background of events can be found in Portsmouth Memorials and Monuments websites both in Polish and English.)

Peter Wordingham

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BAHS and Contributors

Insights

Pamela Peake

For nearly three years the History Centre has been studying the impact of the Great War on local communities in Blakeney, and to a lesser extent, the surrounding villages. This has resulted in a flood of information that has necessitated two different approaches, one examining the involvement of local families, the other looking at the war itself. This research is still ongoing, but now the results are gradually being assembled in files and then moved from my home to the History Centre where they are available for everybody to read.

Already the research has taken some surprising twists and turns and there have been some unexpected results. The availability of information on the Web has exploded, many new data bases and forums have appeared, but unfortunately these are of varying quality, so it has been necessary to become conversant with regiments, the nature of battles on land and at sea, Service records, Admiralty shorthand, insignia and uniforms, a plethora of Victorian ships as the old wooden navy gave way to modern designs with new materials, maps and then countries with almost forgotten names of yesteryear.

Finding sources of photographs, particularly of the casualties has also been another challenge and this has led to establishing contact with descendants and opening a dialogue with them. All too often they are also trying to fill in the gaps. The History Centre has been able to share information with them, put cousins in touch with each other, introduce new family and even give information on those that have long since disappeared.

Recently, three quite different sets of information have been gleaned that illustrate the highs and the lows of this research; these were from the Allen, Hudson and King families. Each has greatly expanded our understanding of

Blakeney in the years leading up to 1914, as well as providing photographs and new information concerning three casualties and six survivors.

From the Allens we have been able to follow the development of the north side of Morston Road beyond Temple Place and learnt that John William Allen was once poised to be involved in the purchase of Blakeney Point. The family was originally from Wells, initially leasing holiday accommodation in Blakeney before finally building a new home along the Morston Road and retiring there in about 1910.

Then from the Hudsons, tenant farmers of the Calthorpes at Manor Farm (part of Lot 1 of the Calthorpe Auction in 1911, now the Manor Hotel), we have been shown a letter signed by forty-one of their employees as the Hudsons left the farm in 1911. What was the impact on the village as the Calthorpes, the major land owner of the parish, broke up their estate after twenty-two generations? Then what of the work force as their employment opportunities vanished overnight? Did the prospect of a future with no work in a depressed economic climate tempt them to join in the popular exodus to Canada?

Just as important is the timely identification, from this list, of Harry Daniel who died 100 years ago this year at the Battle of the Somme. The Norfolk Roll of Honour currently has H. Daniel on their listing as Maurice Reginald Daniel, cousin of Harry!

Finally, the Kings, a naval family. William King, senior, was Chief Boatman in charge of the Coastguard at Morston when he retired in 1901 to become landlord of the Kings Arms in Westgate Street. His stories regaled the clients during the war years, as he flew the Flag of Distress outside the pub proclaiming "No Beer and No Spirits". These are well documented in a private diary that

includes the following note about William King "his experiences as an apprentice 1857 in the old days of wooden 'three deckers' with muzzle loading cannon lose nothing in the telling". If we are to believe that, then William King, born 1848, was already at sea by the age of nine! Sadly we do not have the relevant documentation to comment but can add that the 1851 census has him at home in Fulham, with no mention of the navy.

The King family have given the History Centre a wonderful photograph of William for our WWI archive (Photograph 1, opposite). He is accompanied by three of his sons who are all in naval uniform, none of them identified although one is believed to be his oldest son, also named William. In fact four sons actually followed their father into the navy; William Edward King, born 1877 (Fulham), Frederick William King born 1878 (baptised in Morston), George Alfred King born 1885 (Cley) and Herbert Victor King born 1889 (Thornham). All of them, like their father, began as Ratings rather than commissioned officers. William junior was accidentally killed (1914) when *HMS Bulwark* was lost through an internal explosion. Likewise George was also accidentally killed (1917) while on *HMS Crusader* as he walked along the deck one night, slipped, fell overboard and drowned. Frederick and Herbert were survivors. Could we use the clues on the photograph, match them to their service records and identify the three sons?

For Ratings, their entire record of service at sea is generally found on a single page or a second in the case of long service, only moving to another set of records if and when they are promoted to Warrant Officer. The information is presented as line after line of very small, close writing condensed into twelve columns, although three columns for sub-



William King snr, Licensee of the Kings Arms, with three of his four sons who served in the navy.

ratings are a sub-set and don't line up with the remainder. It involves much shorthand, virtually a foreign language to the uninitiated, leaving one quite "at sea". All sons joined as boys, aged 15 and signed on for a further twelve years service when they reached 18. The three eldest were to rise through the ranks to become Warrant Officers, two as gunners and one as a ship's steward.

From the records held by the History Centre, and they are incomplete, the family served the navy collectively for at least 113 years and on more than seventy-nine different ships. They sailed to every corner of the globe either under sail, early on, or steam. However, caution is needed here for not all of the ships were even capable of sailing. Some were very old hulks, anchored and used as training schools. Then when training moved ashore to buildings, the Admiralty named the buildings after ships. These were the 'stone Frigates'. There was also the tradition of naming replacement ships with the same name which can also be confusing to the uninitiated.

Given that the photograph was taken 20th January 1906 and having studied all the evidence available, William King junior is the son seated to the left. By 1906 he had been a Petty Officer 1st Class for four years, a Substantive Rating that denotes rank, this was shown by a badge on the left sleeve, just above the Good Conduct badge(s). On this occasion the sleeve is obscured, but the ends of two Good Conduct stripes, awarded after eight years service, can be seen. However the right sleeve is in full view and shows the relevant badge indicating William's specialism and level of expertise reached by him in professional examinations. In Admiralty parlance, this is his Non-Substantive Rating, a Gunnery Instructor or Gunner's Mate, shown by a badge depicting Crossed Guns with Crown and Star above (Photograph 2). This matches his record as he had become a Gunner (WO) in 1903. And while he had been appointed to *HMS Ariadne* earlier that year (4th January 1906), the name cannot be read on his cap tally (hat band).



Photograph 2: detail of badge on right sleeve; Gunner's Mate - crossed guns with Crown and star above.



Photograph 3: detail of badges on left sleeve; Leading Seaman - anchor and chain with a single Good Conduct Badge beneath.

In addition, not only was he the eldest of the four siblings who were naval ratings, being three weeks short of his 30th birthday, he was also the tallest at 5ft 11ins.

By this reckoning George is standing far right as the remaining two sons, Fred and Herbert, were both stewards and wore quite different uniforms. George, aged 21 and standing 5ft 5ins tall, had transferred from shore-based *HMS Victory 1* to the *Highflyer*-class cruiser *HMS Hermes*, the day before the photograph, and it is *HMS Hermes* that is just discernible on his cap tally albeit with all the wizardry of computer enhancement. At the time he was a Leading Seaman as well as a Leading Torpedo Operator and his Substantive

Rating badge, the Anchor, is visible on his left arm above a single Good Conduct badge, awarded after three years service (Photograph 3). If we could see the right arm, there would be a torpedo depicted on the relevant badge.

Badges for Non-Substantive ranks are exceedingly difficult to interpret as the Admiralty was constantly changing who could wear what and when. For example, since 1830, there have been well over 50 different variations of Gunnery ratings qualified to wear the badge that is shown on William's sleeve. Further confusion was created during the late 19th century when the same badge was also awarded to ratings with Torpedo qualifications. These Torpedo men, as well as having gunnery experience, were also the most skilled electricians aboard a ship. Yet they had to wait until 1903 before getting their own set of badges. You have to know the exact date of a photograph in order to interpret the badges correctly. Apart from this, seamen could be demoted, lose their badges and, in some cases, get them back having resat the appropriate examination. A veritable minefield to negotiate.

The middle son has to be Fred, aged 29 and standing 5ft 5ins tall, shortest of them all although not as diminutive as his father who was 5ft 1ins. He had been a Ship's Steward since 1899 and was officer material in the making, being promoted to Warrant Officer in 1917. His right sleeve has a 1 inch Star, that would be gold if the photograph was in colour. Missing from the photograph is the youngest son, Herbert, who at the time, was a Ship's Steward Boy, just two years into his apprenticeship. At 17 years of age he was already taller than either Fred or George being nearly 5ft 7ins when he enlisted in 1904 and still growing. By 1907, when he signed on for a further twelve years, he had reached 5ft 10ins.

It has been both fascinating and a joy to receive all this additional material, as well as enduring a steep learning curve! Not only do photographs bring names alive they also help lift families and communities off the page.

Suddenly our understanding of the wider picture is enhanced as we begin to comprehend more clearly how villages were functioning and responding to life-changing challenges presented by the Great War.

Finally, thanks are due to Blakeney Parish Council for their generous support of our endeavours with funding from the Community Grant this year. It has enabled us to continue the research and gradually make it available through the History Centre and the display boards in St Nicholas Church.

Pillboxes

If you are looking for an unusual excursion this summer, why not try the North Norfolk World War 1 Pillbox Trail?

This was created last year by the North Norfolk District Council with the help of Christopher Bird. Copies can be downloaded (free) from: http://www.northnorfolk.org/files/NNDC_PillBox_Trail_Leaflet.pdf

Christopher has also written a book entitled: *Silent Sentinels: The Story of Norfolk's Fixed Defences in the Twentieth Century* (Larks Press, 1999)

It is known that at least forty-eight WW1 Pillboxes were built in Norfolk. Of these, 24 survive, most of them in North Norfolk. Unfortunately, there are no longer any left in the Glaven Valley but examples can still be found in Stiffkey, Weybourne and Beeston Common.

During the two World Wars, Pillboxes were built along the East coast in case of a German invasion. Initially, they were circular or hexagonal – in the shape of a medical pillbox. They were raised above ground to allow those soldiers on duty inside, enough height to fire arms through the small apertures. The low-level concrete construction was designed to minimise being seen by the enemy; where possible, they were concealed by camouflage or their natural surroundings.

Diana Cooke

CITiZAN Project:

22nd – 25th July 2016

**Black Joy Fort,
Cley-next-the-Sea**

CITiZAN (The Coastal and InterTidal Zone Archaeology Network) has been established as a response to the threat of erosion to our coastal heritage and our vanishing archaeological sites. It is being managed by MOLA (Museum of London Archaeology).

Programme

CITiZAN is planning a number of events at Cley, to coincide with the Festival of British Archaeology, in order to offer people a chance to learn more about the archaeology of the area. Alongside lectures and guided walks, we will be undertaking a survey of the remains of Black Joy Fort (where the northernmost tip is being encroached by shingle) adjacent to Cley beach. We are asking for up to 25 volunteers, who have an interest in learning more about the project, as well as about their local coastal archaeology, to sign up for our free programme:

**Friday 22nd 5 – 8pm:
Cley Marshes Visitor Centre**

The session will cover an introduction to the CITiZAN project, a look at local research into Black Joy Fort and plans for recording the site over the weekend. Refreshments will be provided.

**Saturday 23rd Noon – 4pm:
Cley Beach**

The team will be delivering short guided walks and pop up lectures from the back of the project van for curious members of the public

**Sunday 24th 9:30am – 4pm:
Black Joy Fort**

Total station survey of the site and earthworks

**Monday 25th July 10am – 4pm
Continuation of the survey.**

If we finish early then a walk along the beach to quickly survey other sites.

The CITiZAN Project aims to preserve archaeological features & sites around our coast & estuaries

by recording any changes, with the help of an army of volunteers. The volunteers will be trained in rapid recording techniques including planning, photography, photogrammetry and more. In addition to monitoring the many thousands of known sites, the CITiZAN team will seek to record new sites freshly exposed by storms and erosive processes in an effort to aid our archaeological understanding before any evidence is lost to the sea for good.

To assist us in our aim, we have developed a new website and coastal map. The latter is supported by a smartphone app that enables our volunteers to add new features to the database. Using GPS data, these features can easily be revisited in the future to check their status. Monitoring sites will help to ensure that we don't miss any newly exposed archaeology or known features being buried. Additionally it will provide a snapshot of how the coast is changing all around the country.

If you would like to join the CITiZAN programme, or need further information, please contact Oliver at

ohutchinson@mola.org.uk or 07718570382

<http://www.citizen.org.uk/events/2016/Jul/22/training-cley-next-sea/>

<http://www.citizen.org.uk/interactive-coastal-map/>

Hello/Czesc!

Norfolk has a proud history of welcoming 'Strangers' to its shores and a new group has been formed to explore and record stories behind the important contribution that Poles have made to this county since World War II or earlier.

The Norfolk Polish Heritage Group would like to hear from anyone living in Norfolk who has family connections with Poland or an affinity with that country.

Please contact: Adrian O'dell at adrian@odellwth.plus.com for further details.

Thank you/dziekuje!

Building a Boneshaker

Mike Macartney



Boneshaker is a name used from about 1869 up to the present time to refer to the first type of true bicycle with pedals, which was called velocipede by its manufacturers. "Boneshaker" refers to the extremely uncomfortable ride, which was caused by the stiff wrought-iron frame and wooden wheels surrounded by tyres made of iron.

This type of bicycle was invented in the 1860s in France and first manufactured by the Michaux Company from 1867 to 1869. This was the time of the first bicycle craze, and this machine was copied by many manufacturers and blacksmiths during that time. It fell out of favor after the summer of 1869, and was replaced in 1870 with the type of bicycle called "ordinary", "high-wheel", or "penny-farthing". The Michaux veloci-



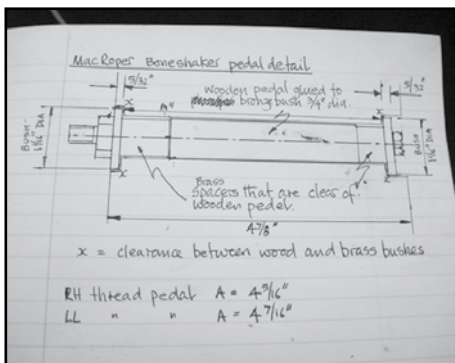
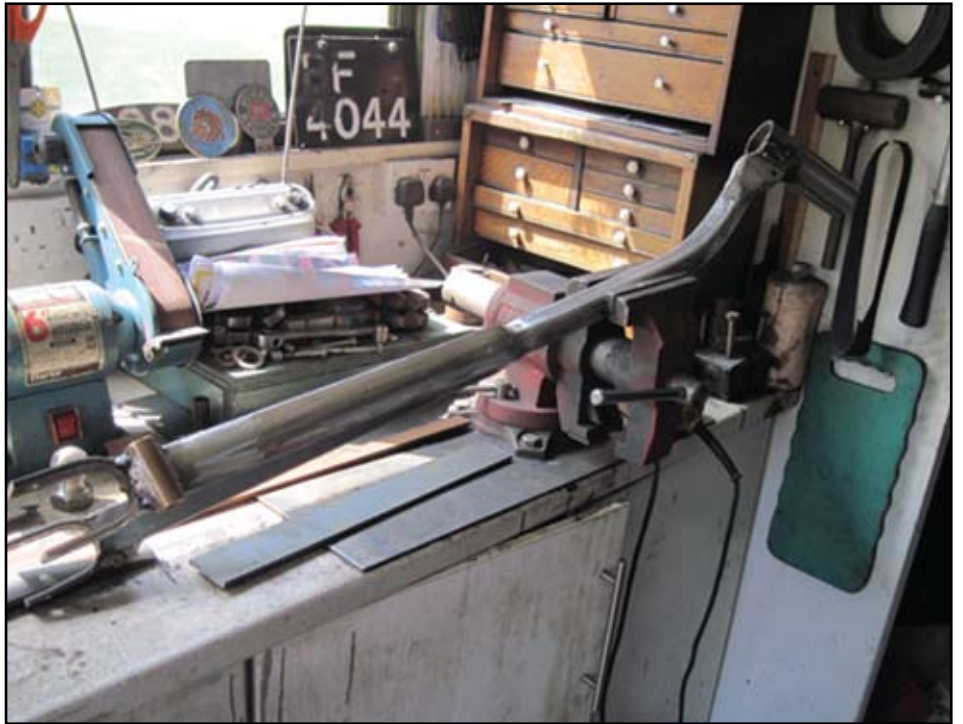
Top: this photo shows the development of the bicycle from the 'hobby horse' on the right of the photo, the 'boneshaker' next, and the 'penny farthing', with the early ladies bicycle on the far left.

Above: this photo of a boneshaker made by a blacksmith in Fakenham in the 1860s was scaled up to produce the drawing for the reproduction boneshaker.

pede had a straight downtube and a spoon brake.

Few original boneshakers exist today, most having been melted for scrap metal during World War I. Those that do surface from time to time command high prices, typically up to about £4,000 and are not usually rideable due to woodworm in the wheels.

The construction of the boneshaker was similar to the dandy horse: wooden wheels with iron tires and a framework of wrought iron. As the name implies it was extremely uncomfortable, but the discomfort was somewhat ameliorated by a long flat spring that supported the saddle and absorbed many of the shocks from rough road surfaces. The boneshaker also had a brake – a metal lever that pressed a wooden pad against the rear wheel. The front wheel axle ran in lubricated



Top left: ideas for the pedals, cranks and other parts were gleaned from photos and bone-shakers in museums.

Top right: the frame starts to take shape out of bits of scrap metal.

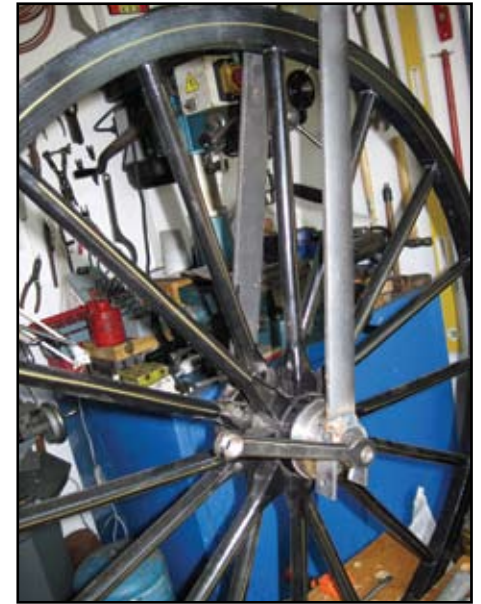
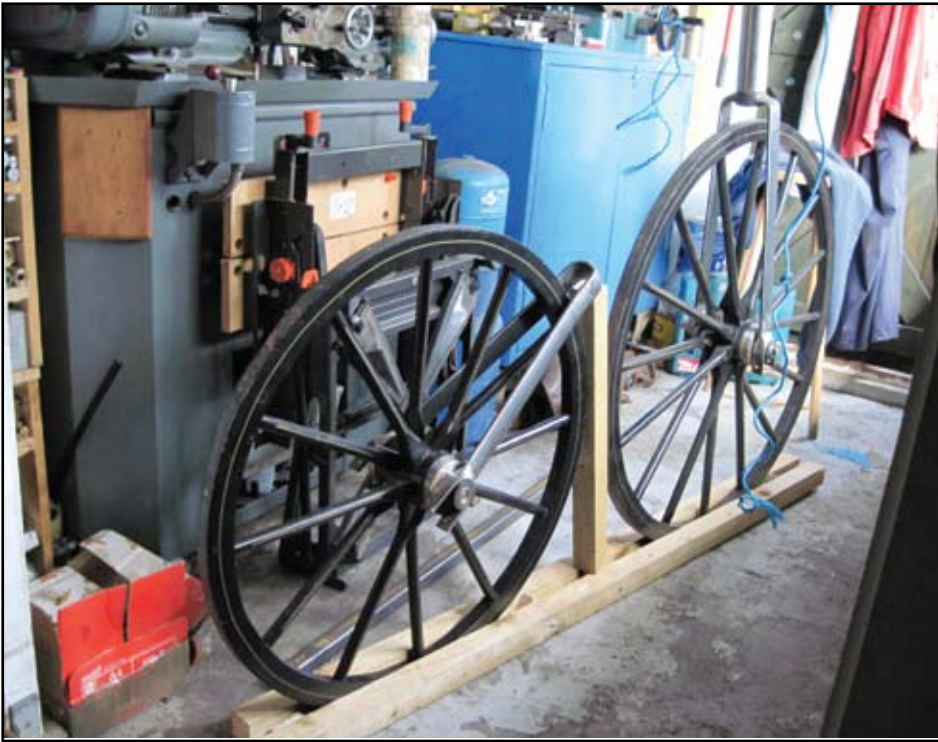
Centre left: the handlebars. To operate the brake, you twist the handlebars backwards.

Centre right: in the meantime Neil had made a super job of the wooden wheels

Lower right: metal end caps were made from discs cut out from sheet metal and rings made from flat bar.

Above: sketch made for the pedal details.

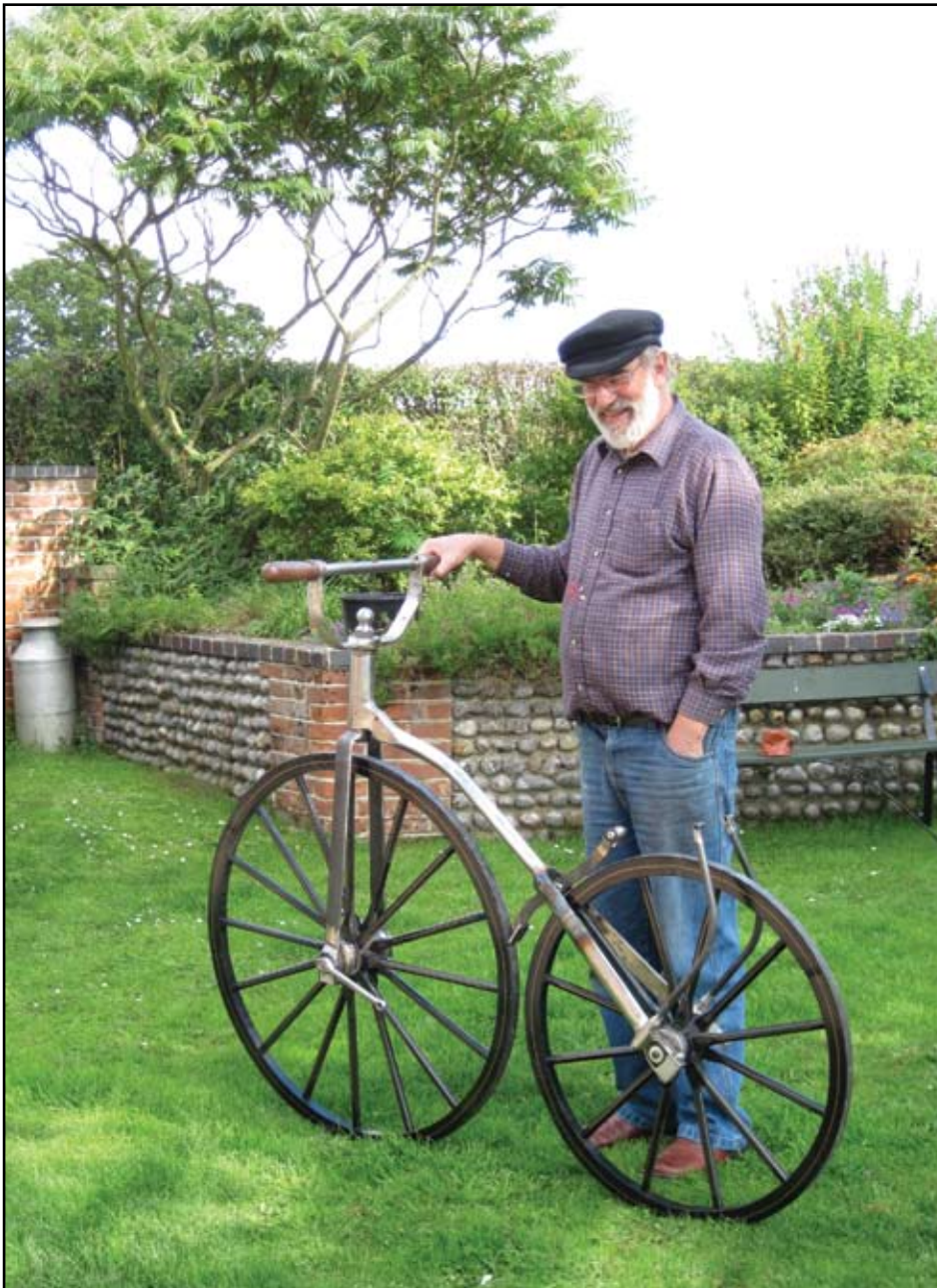




Above left: wooden jig made to make sure the wheels were in line.

Above right: bearings to make to support the front wheel, pedals and cranks.

Left: nearly done - what about the spring and saddle?



bronze bearings, and some had small lubrication tanks that would wick oil from soaked lamb's wool into the bearings to help them run smoothly. Like the High Wheel bicycles that became popular later in the 19th century, boneshakers were front-wheel drive, but in comparison they had smaller wheels (only about 1m), and were heavy, with a lightweight model weighing 30 pounds or more.

I always wanted to own a boneshaker.

On a trip to Manchester I took one of my pre-first world war tricycles up to a bicycle museum near Manchester to get an idea of its make and the date of manufacture. At the museum I saw a boneshaker and asked if I could have a go on it. The owner kindly let me have a ride.

After this first ride I decided to build one. Research was carried out on the internet and I found the following photo of a boneshaker made by blacksmith in Fakenham, Norfolk in the 1860s. A scaled drawing was made of the photo and the wheel size decided. As I am useless at woodwork, I only have to look at wood and it splits, I asked a long time friend in Sheffield if he would be interested



Top: exhausted – It is not easy pedalling the front wheel, steering and balancing at the same time. The ‘curly’ bits at the front are for resting your legs on when going downhill. I’m not that brave!

Above: the first ride! In handbooks for early bicycles and motorcycles it suggested having a pocket full of stones to throw dogs that tried to knock you off, or if you had no stones use your cap!

Above right: the start of it all – Mike riding the machine belonging to the museum in Manchester.

in helping with the project. The friend, Neil Roper, had never made wheels before and decided it would be a challenge. He researched the making of wooden wheels, while I got on with the metalwork for the project.

Ideas for the pedals, cranks and other parts were gleaned from photos and from other boneshakers in museums.

Originally, back in the 1860s the frames, cranks and other metal parts were forged by the blacksmith in his forge. As I had a WW2 portable forge, I had ago at forging some metal into shape. It soon became apparent that I lacked both the stamina and the

strength to shape large lumps of metal into the shapes required. The last time I had carried out any forge work it was at school, and that was well over fifty years ago. I decided to weld bits of scrap metal together instead and grind the welds off to make the metal parts look as if they had been forged.

For the seat spring I decided to use a secondhand spring off a Reliant 3-wheeler. The seat was hand carved out of a solid block of wood by Neil.

Web Site News

If you presently receive BAHS emails you may be aware that we now have a new web address **www.bahs.uk** which is noticeably easier to type and remember. Any communication to the old BAHS address will automatically be diverted to the new until December 2017.

If you have an email address or access to one and are not receiving emails at present then please advise our membership secretary **membership@bahs.uk**.

The increasing use of emails enables BAHS to keep administration costs low while reducing the load on the committee, so you are encouraged to use this means of communication.

Please note: BAHS does not provide email addresses or any personal data to any other organisations.

The Management Committee is currently trialling a number of proposed Website changes that will provide a discrete Members area, which when completed will be presented at this years AGM. Meanwhile should you have any suggestions for website improvements please email Richard Daley at **info@bahs.uk**

Please note: Committee contact details are available from the website but are no longer published in the Newsletter.

Richard Daley

Winter Programme 2016-7

Events

All the following meetings are on Tuesdays in the Harbour Room at The British Legion Hall in the High Street, Blakeney starting at 7.30 pm
Entrance: £3 for members and £5 for visitors, including refreshments.

- 27 September** **The True Poetry of World War 1: the Poets Time Forgot**
Dr Martin Stephen
- 25 October** **Money, Love & Status: a Paston Marriage**
Susan Curran
The meeting will be preceded by a short AGM
- 29 November** **Why the `Norfolk Dialect?**
Peter Trudgill
- 13 December** **Christmas Mardle Night**
Prof Tom Williamson
Mardle Night will also have various exhibits around the room, plus the chance to partake of seasonal refreshments
- 31 January 2017** **An Evening of Three Short Talks:**
Johnson Jex *Richard Jefferson*
John Darby, surveyor of the Blakeney Haven Map *Diana Cooke*
Another Oliver legacy *John Peake*
- 28 February** **A Fisherman's prized possession**
Rita Taylor
- 28 March** **The Parish Churches of Norwich before 1400**
Prof Sandy Heslop
- 25 April** **The work of the Norfolk Identification & Recording Service**
Andrew Rogerson

History Centre Diary: Opening Times

July 5th	Sorry, we will be closed (no volunteers available)	July 26th	10.30 am till 1 pm
Aug 2nd	10.30 am till 1 pm	Aug 30th	10.30 am till 1 pm
Sep 6th	10.30 am till 1 pm	Oct 4th	10.30 am till 1 pm

There are no Tuesday morning Public Openings from November to March, inclusive. However, Private Bookings are available throughout the year, at almost any time and on any day apart from December and January.

Researchers and visitors wishing to use maps, large documents, film or fiche readers on a Tuesday morning are strongly advised to reserve a place in advance as both equipment and table space are very limited.

Reservations and Bookings can be made by phone 01263 740388; by writing to the History Centre, Blakeney Village Hall, Langham Road, Blakeney, Norfolk NR25 7PG; by emailing historycentre@bahs.uk. Remember to state clearly the purpose of your visit and include a SAE for confirmation if writing.

BAHS Membership Renewal

The subscription for year 1st July 2016 to 30th June 2017 is now due. Please send your cheque as soon as possible using the label attached.

Subscription Rates: Single £10; Family £14; Corporate £25