# *the* GLAVEN HISTORIAN

## No 19 2024

# Editorial

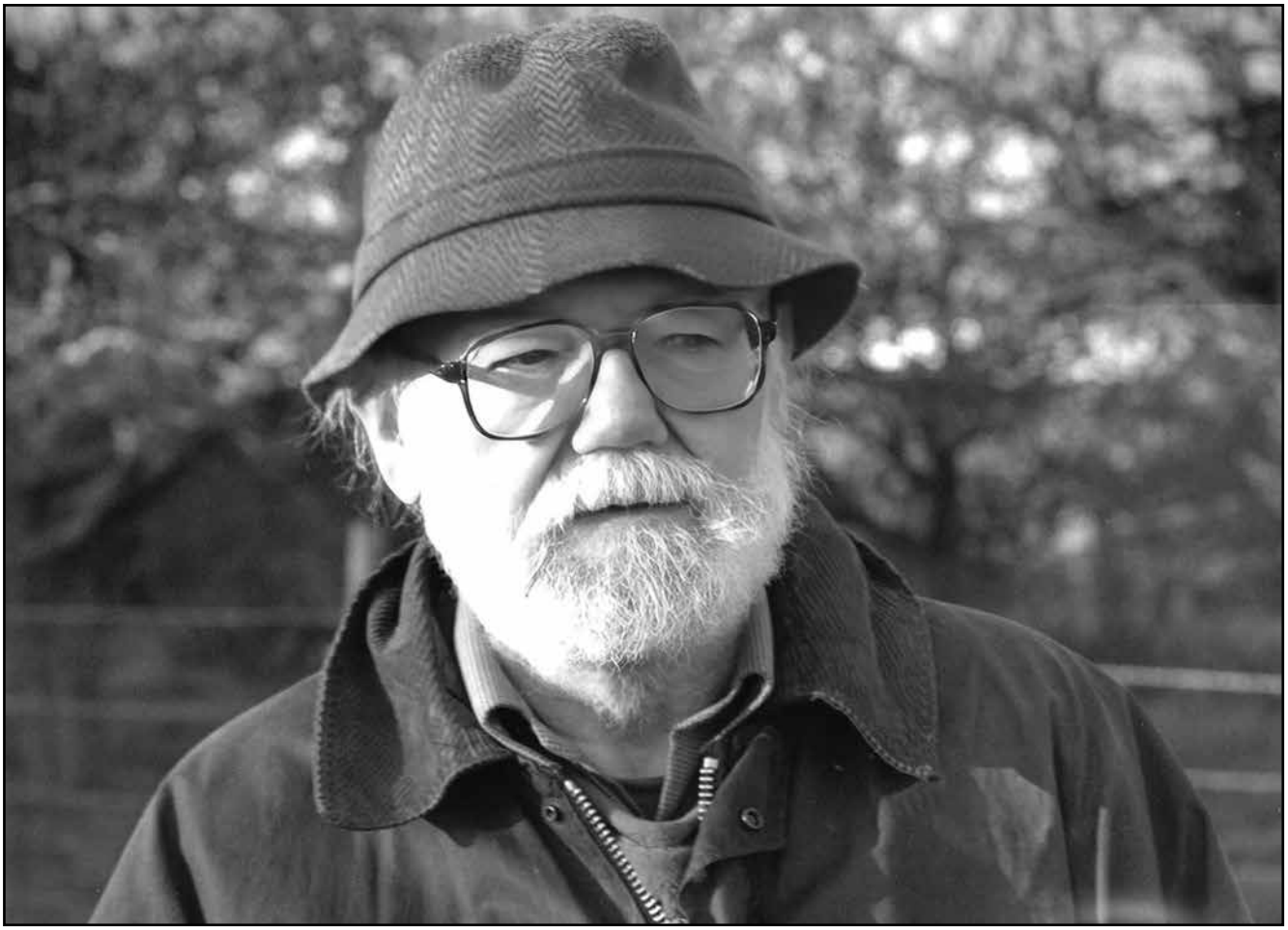
Welcome to the *Glaven Historian* 19. We have nine articles in this issue, including some that first appeared in the Society's *Digital newsletters (DN)*. We start with three obituaries. First is a tribute to John Peake, who died this year and was a giant in the life of the Blakeney Area Historical Society and then John Wright has contributed an appreciation of Morris Arthur and Mary Ferroussat who also made important contributions in the early days of the Society (from *DN* 10). Ian Shepherd contributes a discussion of the development of the small settlement of Little Thornage, on the first crossing of the river Glaven before the building of the stone bridge at Letheringsett: this grew out of work on the Conservation Plan for the area. Next Jonathan Hooton has followed up his work on the Weybourne ship-owner William Allen in *GH* 16 with a more detailed account of the first four of his ships, based on contemporary records. He is able to draw a fascinating and detailed picture of the trading activities of these ships and the links between north Norfolk and the rest of Europe in the mid-19th century. Having presented us with the outcome of his research on those men from Cley who went off off to fight in the First World War (*GH* 17), Richard Jefferson now presents the results on his researches on the ten men from Cley who were killed in the Second World War. From *DN* 10 we reprint a description by Margaret Bird of the important Cozens-Hardy Archive in the Norfolk Record Office and from *DN* 9 Richard Kelham has added a note explaining that `Tide Waiter' was a term given to Customs Officers at Cley in the 18th century. Eric Hotblack presents to results of his researches into a stone object found by field walking in Field Dalling. Lastly, we reprint a piece by the late John Peake which is a personal account of how he and Pam brought the very fine model of the *Hettie* lifeboat back to Blakeney (it is now in the church) and the story of the lifeboat houses at Blakeney Point: this appeared in *DN* 3 & 4.

The next issue of the Glaven Historian is planned for 2026. Contributions are very welcome: please contact the joint editor, Roger Bland (publications@bahs.uk).

Roger Bland
Richard Kelham
July 2024

# John Fordyce Peake
## 1933 – 2024

*Pam Peake*



John was born in Norwich, the only child of Billy and Lena Peake. While his father came from Staffordshire his mother was a thoroughly Scottish lass who had come to London at the beginning of World War 1 to nurse quadriplegic soldiers. John took enormous pride in being a Fordyce and Scotland featured prominently throughout his life.

John had peculiar feet as a child and his father, being a shoe designer and Head Fitting Consultant with Start-Rite, designed the Inneraze shoe to correct the problem. The innovative design has been paid the compliment of wide imitation, putting the firm on the map and even more so when the late Queen insisted on Start-Rite shoes for King Charles and his siblings with their equally peculiar feet.

Properly shod, John trotted off to primary school where Miss Nash instilled a love of all things bright and beautiful with her weekly vases of wild flowers in the classroom. All creatures great and small were soon introduced to his lessons and so began a lifetime of fascination with natural history. Not surprisingly John passed his eleven plus splendidly and the County awarded him a place at any secondary school of his choice. His parents, somewhat bewildered, sought the advice of the chief education officer who stated quite simply that:

- to be a gentleman he should go to Greshams;
- to be a business man he should attend Norwich School in the Close;
- or to be educated he should go to City of Norwich School, the city Grammar School.

The choice was made and John crossed the city every day to be educated.

As a schoolboy, John was one of a team that investigated the Broads during the weekends with Joyce Lambert and was with her group at Cambridge University in 1952 when she revealed to the world that the Broads were man-made, raising some very critical questions. He was introduced

to archaeology by Rainbird Clarke and encouraged by so many others, particularly Roland Green and Ted Ellis. Indeed Ted made boats available for John to explore the environs of Wheatfen Broad whenever he wanted, always ready to share insights.

During his years in the sixth form he persistently absconded further afield to North Norfolk by train or cycle for days of bird watching on the coast, more often alone or with Ralph Richardson, sleeping over in the old observatory on Cley Beach. His parents would also drive him to Brancaster Staithe where a close bond was formed with the wardens, first Charles Chestney, then his son Robert 'Bobby'. Here he was introduced to the everlasting magic of Scolt Head Island and the world of terns. All these people helped inspire a deep sense of place in Norfolk for John and his love of birds would remain with him all his life. In fact his very last conversation with his daughter Susan, the day before he died, was about Trill her special owl.

Well versed in all things biological, John applied to University College London where he was one of just nine students selected by further examination and interview to study Special Zoology under the guidance of the Nobel Laureate Professors Sir P. B. Medawar and J. B. S. Haldane as well as the likes of Maynard Smith and Alex Comfort. A very hallowed team.

From there he returned directly to North Norfolk in 1955 as the first and only Scientific Officer ever appointed by the National Trust for Blakeney Point. He worked alongside the warden Ted Eales and his unpaid summer assistant, at that time, the photographer Reggie Gaze. Initially John stayed with the Eales family at Point House in Morston until Ted's stepfather became very ill. He then bunked out on the Point in the UCL Laboratory, sailing into Blakeney or walking along the shingle to Cley as needed.

His research at this time centred on the flora and fauna of the Point and it was not long before he discovered that the Point had a spider quite unique to science. He was there when the SS *Zor* of Istanbul loaded with wood, came aground. Whilst many folk spirited the wood away for themselves John and Ted loaded the National Trust tractor with their bounty and distributed it to the old and needy in Blakeney. Shades of life just before the Blakeney 12 was formed.

Circumstances made John change direction and for a brief spell he taught at Norwich Technical College before gaining a Nature Conservancy Grant to study for his Doctorate on Scolt Head Island. His research focused on snails and dune development and some of his observations were published under the title Terrestrial molluscan populations on vegetated dunes in Scolt Head Island, edited by J. A. Steers in 1960.

In 1959 John became a Research Fellow in the British Museum (Natural History) as it was then called, until he retired in 1992.

During the very bad winter of 1962/63 he travelled to Scotland in the New Year for his annual mountain climbing in the Cairngorms. On his way south he called in at Millport Marine Station where Pam was working on her New Zealand oysters for her Doctorate. It was a momentous time for them both as he completely swept her off her feet and they were married after a whirlwind courtship of twenty-one days. It was a marvellous marriage that lasted nearly sixty-one years, resulting in two daughters, Susan and Katherine who eventually married John and Michael. The family was greatly enhanced when the grandchildren Nicholas and Zara were born. They were all such joy to John.

Back at the Museum, John's research included solving a mysterious agricultural problem for the American government. Snails were arriving by plane from Morocco and decimating the citrus crops in California. John was given clearance to U.S. atomic bases in both Morocco and Spain, made an Honorary Professor and created a captain in the American Navy to facilitate his movements and gain access to all sites. The solution to the snail problem was a simple directive to keep all runways in Morocco as clean as their officers' golf courses. Part of this work occurred as President Kennedy was assassinated and all staff were immediately grounded at their various bases as jets, loaded with bombs, were revving at the end of the runway, ready to respond!

He was a member of two Royal Society Expeditions, both organised by the Southern Zones Committee. The first was to The Solomon Island Protectorate in 1965, then Aldrabra in 1967. Aldabra, the second largest coral atoll in the world, is part of the Seychelles archipelago and was at that time being considered by the British Government as the site for a Royal Air Force refuelling base, to service the Far East. This proposition was disputed by the international scientific community who fiercely opposed the plan. Eventually the government relented, a Research Station was built and Aldabra became a UNESCO World Heritage Site.

As an Hon. Research Associate of the Bernice P. Bishop Museum, Honolulu, he continued his research on speciation of snails in the mountainous valleys of various Marquesan Islands in the Pacific Ocean. Although it was exciting times for him in the field, it was less exciting for the family who knew that no company could be found willing to take on the risk of insuring his life whilst he was working in such remote locations, completely out of touch!

Field work eventually gave way to more and more administration and yet there were still many trips abroad, although of a quite different nature. This included a trip to China where he attempted to negotiate a reciprocal exchange of students with the Chinese Science Academy. Although based at the Marine Station in Qingdao, John was allowed not the usual one, but two tourist excursions and found himself enjoying the Beijing experience of the Emperors' Palaces in Beijing as well as their burial tombs and walking the Great Wall followed by a flight to Xian to visit the terracotta warriors. Leaving China was also exciting as all the usual train and flight routes to Hong Kong were fully booked. The solution was to copy the Queen who had sailed down the Pearl River on Britannia just the year before; we did the same but by hovercraft.

John rose through the ranks at the museum, from Head of Malacology to Keeper of Zoology, becoming Associate Director with overall management, rather than snails, being the order of the day. He was a man of principle and innovative to say the least, being the first to introduce computers to his department in the Museum.

A colleague described him as "clever and kind, a combination not always found in senior members of the museum. He was someone you could disagree with and yet still remain friends. He was the brightest of all the Keepers". He had a sense of humour and a clear vision of what was needed as the Natural History Museum, as it was now called, moved into a world with less money and the need to earn its own living. This vision went well beyond the collections and he was a great support to the incoming Museum Secretary seconded from the Treasury. Those were the Maggie Thatcher Days!

The Secretary had been urged by the retiring Director to drag the Museum into the 20th century though the 19th would be a start! Exciting times lay ahead as the Secretary was surprised to be welcomed by a central management team full of bright ideas and raring to go.

***John carrying out fieldwork in the Marquesan Islands***

John led the science and collections part of the museum comprising then about 400 curators and researchers in five departments caring for nearly 30 million specimens, the third largest natural history collection in the world. During this time John was successful in attracting funding to expand research equipment like the museum's first electron microscope. He also greatly expanded the work in exciting new projects in DNA and genetics. By the time he retired the museum was becoming recognised as a massive research source in these fields and not just a dead zoo as it had been since its inception some two hundred years earlier.

Retiring was not really John's way. His brain was too active, always eager for a challenge. This he achieved by becoming a World Bank Consultant and, along with two others, was charged with designing and setting up a new National Natural History Museum in Bogor, Indonesia. For the next seven years he commuted back and forth at least five times a year from home in Kent to Indonesia.

His entry in *Who's Who* outlines his life and work in more detail referring to his scientific publications and his love of gardening and local history. However, it never mentions his love of travel to exotic corners of the globe, his passion for Islay malts and his abiding love of rhododendrons, alpines and antipodean shrubs.

One particular holiday was especially memorable in that it was a naturalist's drem. John organised a tour of Ecuador that began with a cruise amongst the Galapagos Islands in a converted fishing boat. Not a P & O liner but a vessel that could sail through the night and land a small group of visitors early each morning long before hoards of tourists invaded from the liners. It was a real experience being amongst all the finches, observing Darwinian evolution in real time. This was followed by a flight from Quito inland to Caco then canoeing for two hours down the River Nepro to La Selva, an eco-lodge, in the heart of the upper Amazon Rain Forest. Again a naturalist's paradise but of a very different kind to the islands.

At long last he retired properly and after he and Pam unsuccessfully hunted Australia and New Zealand for a home, Blakeney became the place of choice. Here he was back under his beloved skies and close to the marshes and saltings he so loved and here he created a brand new garden from scratch, sadly now missing his tender care.

Within a week of arriving in autumn 1998, he was actively involved with the Blakeney Area Historical Society (BAHS) joining in with their first non-invasive exploration of the Chapel on the Eye where surface archaeology was the order of the day. Before that first autumn was over he also became a committee member of the Norfolk Wildlife Trust, responsible for organising the lecture program. All the while, Crows Nest was being rebuilt around him, a boat was being found to sail the harbour and his new garden was being planned.

Then Pam needed money to set up and run the newly built Blakeney History Centre, a new venture for the BAHS, and John was tasked with solving her problem. Lo and behold, a Heritage Lottery Grant was successfully obtained and shortly thereafter John found himself on the BAHS committee, this time responsible for finding articles and then editing them for the Glaven Historian, the journal of the BAHS. He later took over organising the Lecture Series from Pam who had become more and more involved with the History Centre as well as being Co Chairman of the Society.

John had never been a lover of history, indeed Kings and Queens together with dates turned him off. However, he found a passion for the history of Blakeney and the neighbouring villages. His interests were far ranging from ship graffiti to church terriers, land patterns and usage to his seminal work on the migration of nineteenth century villagers to the north east, much of it published in the Glaven Historian. Other aspects of his love of the place are scattered around the village; the notice board in the Church together with the *Hettie* Lifeboat Model and his selection of photographs displayed in both the White Horse and the British Legion.

He also joined with Shaun and Ann Hill introducing the children of the local primary school to the historical features of their villages with guided walks and talks. Then part of his negotiations with Carenza Lewis was that these school children together with BAHS members should be allowed to join with her archaeological digs in Wiveton for secondary school pupils. Mission achieved and the outcome was a resounding success with results being published in the Glaven Historian as expected. He also tirelessly helped Pam in so many ways, it was real team work. Together they mounted many exhibitions over a period of twenty years and organised tours to bring in much needed income for the History Centre to purchase new acquisitions. This also included innovative residential history weekends for guests of Blakeney Hotel!

The last 26 years were busy times for John, full of fun with much laughter, loving and talking. Lately John was keen to hear how Nicholas was getting on with his studies at university and listening to Zara talk about her upcoming mascot night with the Canaries in Norwich as well as what his girls were up to. He wanted to know everything all the time.

This is the John that most of you will remember and the John we will all sadly miss. Gone are his twinkling eyes, his humour, patience and great conversations. It was so sad that age caught up with him, particularly the loss of his sight. It deprived him of his passion for reading, it robbed him of his fierce independence but to the end he had his sense of sound. The drive home always had him stopped at the bottom of Back Lane by Friary Hills, window down, listening to the call of the birds. He knew what was out there on the Freshes, even if he couldn't see them.

His abiding love of the North Norfolk coast was transparent and here he will rest, under his beloved wide skies, with the incessant call of the birds to keep him company.

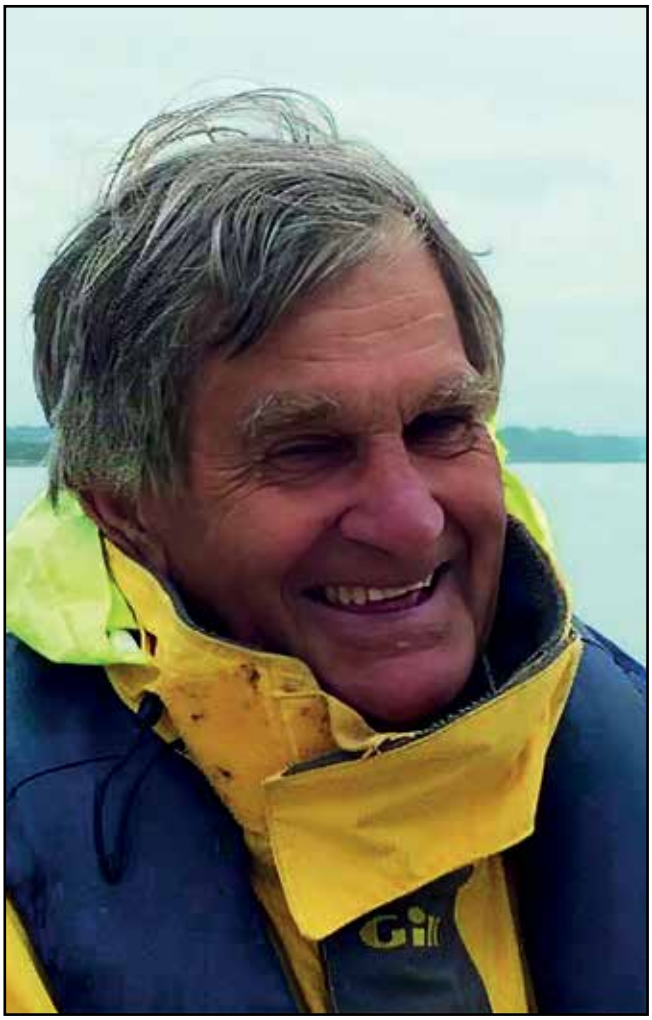
# Mary Ferroussat

**16 August 1927 – 8 February 2023**

# Morris Arthur

**18 January 1937 – 28 December 2022**

*John Wright*



Death always brings sadness but with it comes the opportunity to remember the lives and achievements of those no longer with us. Mary and Morris had long lives filled with very different activities but they had one particular thing in common: they were the two people whose vision brought into being the Blakeney History Group (BHG) and ultimately this Society.

It was Morris who first proposed that Blakeney should have a 'village archive' and as a parish councillor he formed the Archival Subcommittee consisting initially of himself, Mary Ferroussat and Sheila Russell. They set out their ideas in a report produced in February 1988 with sections covering the need for a village archive, its possible form and content, who should prepare it and how it might be started.

Progress came just a few months later with Mary's organisation of the 'Blakeney Archive Exhibition' in the Chapel between the 3rd and 6th July 1988. Mary's family members, including Stratton Long and Margaret Loose, produced a variety of maritime exhibits and Janet Harcourt displayed a large selection of hats from schoolboy caps to feathered extravaganzas. There were occupational tools and other objects as well as written records, photographs and paintings, and fossils were available for children to handle. These exhibits had come from many different sources, a tribute to Mary's knowledge of village people and what they might be able to contribute. Mary recorded that visitors to the area passed through fairly quickly but many local people stayed awhile and brought with them memories of former days, ingredients of local history rarely written down.

Mary's next project was a village map portraying those features which were distinctive and valued by local people. The production of village heritage maps was a national initiative at the time and many were prepared in schools. Blakeney school had made a contribution but the final version was envisaged by Mary with Terry Bestwick undertaking the actual preparation. Eventually (in 1994) 1,000 copies were printed and the BHG, and later the BAHS, received money from the sales.

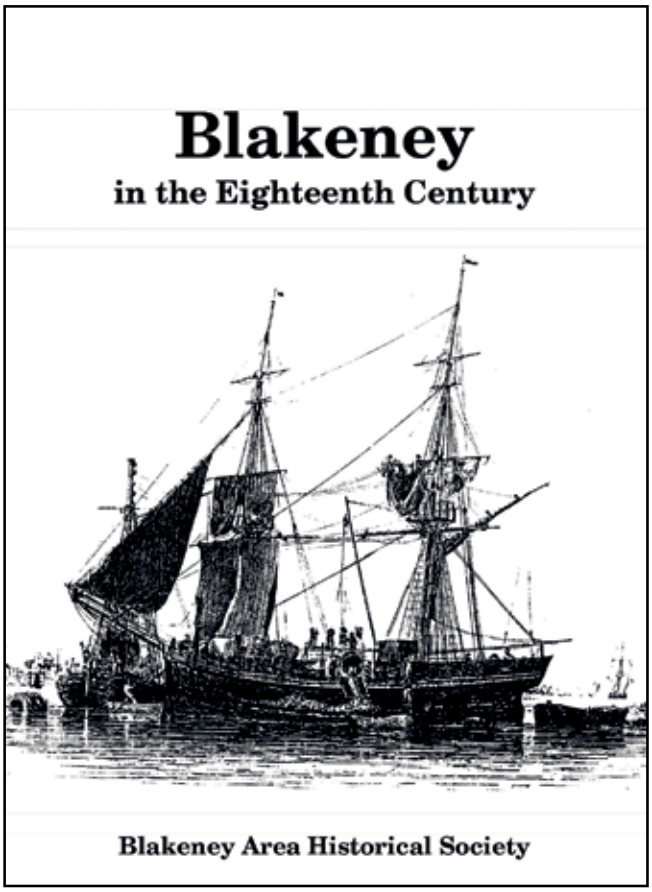
Meanwhile, Morris and Mary continued to discuss how the archive idea might be moved on and they made contact with Chris Barringer, then the Norfolk tutor for the Cambridge University Extra-Mural Board. He came to Blakeney in May 1989 and suggested that a course of lectures be put on for people who would be prepared to research the history of the village. In December a letter was sent to him asking for such a course and setting out the aim of the Archival Subcommittee: to prepare publications popular in style but based on a serious study of the available evidence. This intention remained central to the activities of the BHG and subsequently the BAHS.

In October 1990 the course began with 22 people meeting in the White Horse to study copies of documents from the Norfolk Record Office brought in by Chris. There were to be two more such courses beginning in 1991 and 1992. With the aid of a loan from the parish council course members published in 1991 the small booklet *Blakeney in the Eighteenth Century,* which included maps and drawings by Mary. Publication had required the invention of the name 'Blakeney History Group' and with the booklet's success and other activities in train the Group was soon privatised. Morris and the Archival Subcommittee had found a way forward and in March 1994 the BHG became formally independent of the parish council. Mary was a member of the group calling itself the BHG and when it was succeeded by the BAHS in 1997 she became a member of its Committee.

Mary was a meticulous recorder of the history of this area, with an appreciation of the landscape derived from walking and observing, and from talking to people with knowledge of how things used to be. As a teacher of natural history her botanical knowledge was considerable and she put it to good use, being listed as a major contributor to the encyclopaedic *A Flora of Norfolk* (1999). She also compiled *The Flora of Blakeney* (2004), having identified close to 500 species of trees, plants and bryophytes growing wild in the parish.

In her fieldwork in Blakeney and neighbouring parishes Mary recorded, in her neat artistic style, various historical features including archaeological sites, former roadways and old hedges. She was happy to pass on the results of her work, and in their NAHRG News the Norfolk Archaeological & Historical Research Group published Mary's reports on *Weybourne Beach bone deposits* (1986) and *Ship graffiti in Blakeney Haven churches* (1987). A note on the Salthouse Heath barrows is in the History Centre.

At home, Mary maintained diaries recording local events and observations on a variety of subjects, as well as explorations into her own family history. Diaries were supplemented by scrapbooks and newspaper cuttings, and fifteen volumes of these, with another two from elsewhere, were donated to the History Centre. A total of seventy items there have Mary's name as the donor, including forty-three books and some Chapel records.




***The* Blakeney in the Eighteenth Century *booklet, for which Mary drew the maps and many diagrams, went through several editions.***

Mary was a prominent member of the Chapel and the editor of a booklet on its history, *Blakeney Methodist Church 1812-1997*, published by the BHG in 1997. When NAHRG organised a county-wide survey of chapels past and present, Mary was one of the two people who surveyed all such buildings in Holt Hundred.

Mary's interests extended into war memorials and churchyards. In the Glaven Historian No. 1 (1998) she introduced the county's Norfolk Memorials Project and for the following issue produced an annotated list of all those killed in the First World War who are commemorated in Blakeney and neighbouring villages. A plan of Wiveton churchyard with a list of all those named on the gravestones appeared in the 3rd issue.

Mary was born into the Long family, a prominent one locally especially during the Inter-War years. George Long, senior, had twelve children: four daughters married and moved out of the village, while the six sons who survived the 1914-18 war all stayed and prospered from the sea in various ways. All were crew members of the Blakeney lifeboat until the station closed in 1935, and one was Mary's father. Her married name, French in origin, was brought to London around 1875 by a silk agent.

# Letheringsett with Little Thornage Conservation Area:

## The Settlement History from medieval times

*Ian Shepherd*

Since medieval times Little Thornage was more important than Letheringsett, being on the east to west highway when crossing the River Glaven. This was a route for pilgrims heading for Binham Abbey and Little Walsingham to the west as well as local travellers. They would come down the hill to approach the Little Thornage Ford with a diagonal crossing, alongside was a stone pack horse bridge, and walk up the lane towards the cross roads, but perhaps getting wet feet as they looked at the wide river meadows to the south. The historic name of this stretch was Long Water Walsingham Way. The valley bottom would be 'wet', if not boggy, for much of the time. It may be hard to visualise looking at the lane now, but first land drainage and then in recent times, the huge amount of water that is abstracted from the chalk aquifer for our domestic water supply and other needs have changed things.

Some feel for the importance of the route is that the centre of the river crossing is the meeting point of Holt, Thornage and Letheringsett parishes, and collectively they were responsible for the upkeep. The local historian Basil Cozens-Hardy recorded local place names which can indicate the past history, and are shown in a map he drew up and referred to in his 1957 book on the History of Letheringsett. On reaching the Ford there remains a track to the south which was named Stone Brigg Lane, shown on a 1793 map drawn for Charles Kendle for his land in the vicinity of Letheringsett. This track ran to Hunworth. The Faden Map of 1793 showed another road, now the Thornage Road, running south and inland, which indicates the difficulty in crossing river and wet meadow. The Thornage Road from the Little Thornage cross-roads to what is now the A148 was called Friday Street, perhaps because traffic carrying fish from the Glaven ports inland used this route. This was a name used in London Markets, and perhaps influenced by the Fishmongers' Guild who founded the Holt Free School, which flourished to become Gresham's School much later.

Letheringsett Mill has been a dominating building and the presence of a mill was recorded in the *Domesday Book* (there was said to have been over the years some 12 different mills on sites on the Glaven). Both Basil Cozens-Hardy and the Norfolk Industrial Archaeological Society see evidence that the Letheringsett Mill was originally located much nearer to the Ford than we see now, the site being only a short distance downstream of the outbuildings of Riverside Farm, the house facing the Ford. At that point there is shown on older maps a man-made U bend in the river indicating a diversion through the Mill, and a track running to it from what is now called Riverside Road. The field facing to the west across the river and bounded by the Thornage Road, now prosaically called Four Acres, has a historic name of Mill Holm. Historian Margaret Bird informs us that the historic name Holm is derived from old Danish. It denotes an island arising from the marsh (another example being St Benet-at-Holm, on Carholm besides the River Bure). This is a vivid insight of the field when viewed from the Thornage Road and standing central, as it slopes down on all sides to reach the river bank.

The valley bottom in early days would have been marsh, and with the hillsides narrowing down between the hills from the Ford to the Letheringsett Street, the Ford there appeared to have less room for a 'spread' of water. The Ford at Letheringsett was, as at Little Thornage, a wooden structure but more prone to damage and constant repair. Basil again: "As early as 1478 we find William Harde of this parish – a name curiously like that of the subsequent builder – bequeathing 6s. 8d. for the repair of the bridge in Leringsete". It was not until 1818 that the first stone was laid to the replace a wood structure; William Hardy junior built a stone bridge, and that remains to take the A148 traffic we see today. It would appear that it was only then that Little Thornage went in a decline in usage, and gave way in importance to Letheringsett, one indication being the conversion of a large barn to housing in 1830; and prior to that at 1798 the move of the Mill site downstream and close to the village centre and the much enlarged brewery that William Hardy junior had built around 1820.

This was the point where Little Thornge remained rural and Letheringsett turned to new technology and became an industrial village. With the two different pathways to cross the Glaven came the changes from farming to manufacturing.

In 1826 William Hardy junior purchased the Mill itself, which had been fully commissioned at 1802. The replacement of the earlier Mill near the Ford had seen differences between the then mill owner and the landowners upstream at Riverside Farm on the east side of the river, and Glaven Farm on the west side. However they had made an agreement with the miller in 1765 with a marker on the head pond wall that set the maximum level of water; this was required not only because their meadows might be flooded, but no doubt also that the water level at the Ford would be raised. The head pond of a mill, which determines the power applied to the water wheel, is not the main part of the ponding – in fact it can be the much smaller part. That very much was the case at Letheringsett, with the replacement being much further downstream the

***Glaven Farm along the lane, starting from part of a building at the south end, and progressing up the lane, and with a hip joint connected to the main building in a series of steps to form an L-shaped building. It's a puzzle to know the functions and uses of each addition along the lane.***

'pond' was greatly enlarged, plus likely some widening of the river and its depth over time. At the present time the 'pond' amounts to some 1400 cubic metres, but current river flows are such that milling times are low.

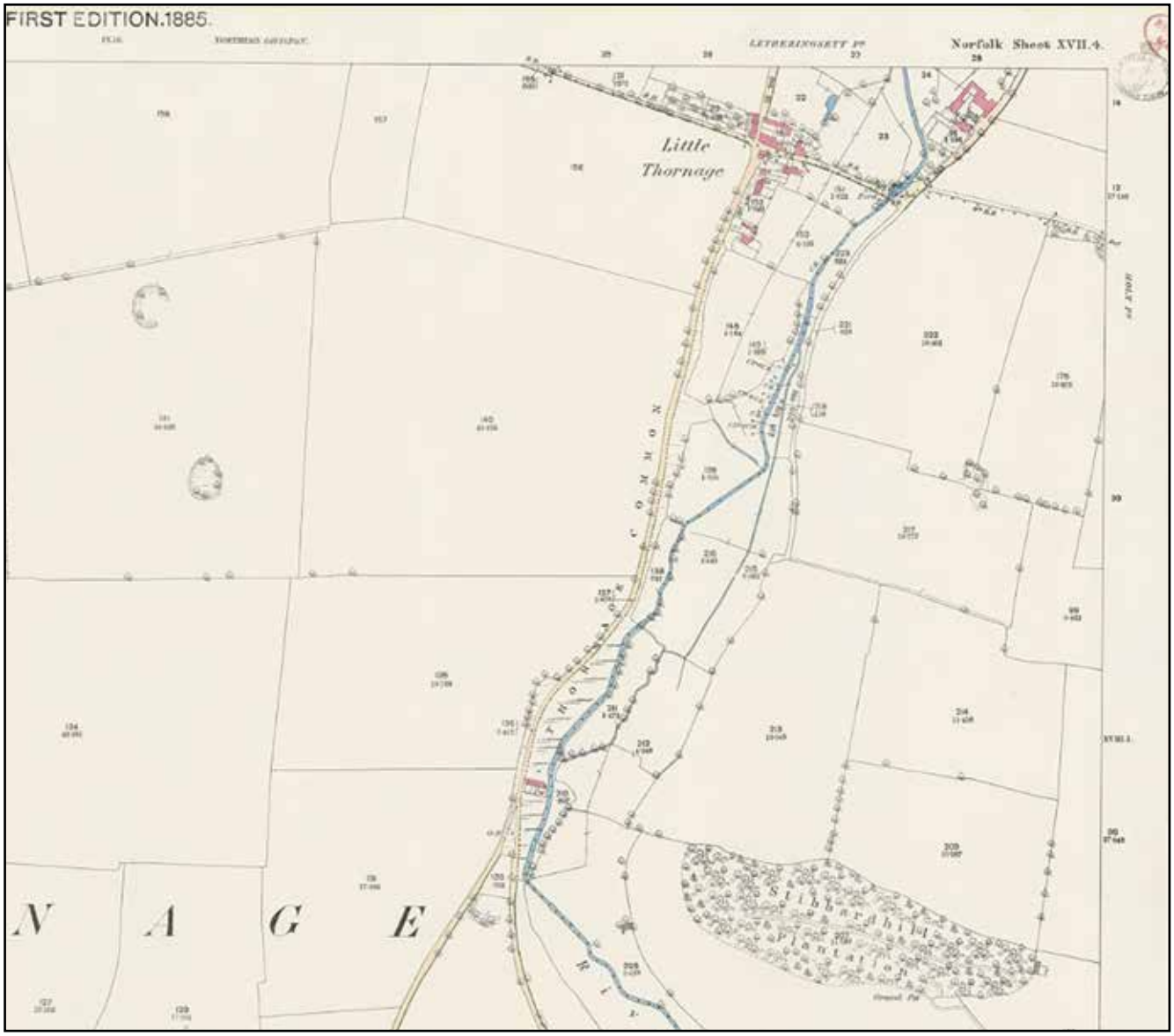
There was some unease with the new mill, it seems, in part as the old level mark had been placed on the wall of the new. The Rector John Burrell lived at Glaven Farm and he wrote a note in the parish register: "Michaelmas 1802. Mr Rouse set to work his new mill, nearly twice the building of the old mill or perhaps fully so and calculated for more pair of stones. The gates higher or resting on a higher sill than those of the old mill (according to the testimony of Thomas Dunn and others about 6 inches) whereby the meadows south of the mill are considerably more subject to be overflowed and rendered of less value to the great injury of the owners and occupiers".

**Glaven Farm: An Example Of Changes In An Old Building**

Every brick and flint vernacular building in Little Thornage hamlet will have seen modifications and additions, and the bigger and older the more this will have happened. The use of brick and flint leads greater malleability in making changes, and is in any case more 'natural' in appearance. It is not fettered in the way like the more formal and monumental Hardy buildings in Letheringsett. One feature is restoration work and other changes on a brick and flint build can reveal the unexpected. Glaven Farm has seen many changes in owners and occupiers over three or more centuries, and can be seen as a good case example of what might be uncovered, and from this we can gain a greater understanding of its past history. These should be recorded as adding to what I would call the sense of place. Before discussing this house as a building we have the broad history.

Basil Cozens-Hardy's section on some topographical and ownership notes at page 164 on Glaven Farm: "This is one of the oldest dwellings in the parish and must have been a farmstead from the earliest times. Many wayfarers must have passed it as they went along Long Water Walsingham Way to the monastic houses to the west. In the reign of Queen Elizabeth It belonged to Thomas Pettus of Norwich, a much trusted and assiduous alderman, Sheriff in 1600 and Mayor in 1614. It then passed by purchase to Jeoffrey Might, the squire of Gunthorpe, whose son sold it to Samual Lynn about 1658. The next sale was to was forty years later to Richard Girdlestone". Then follows a list of other owners, the last being Frank Ellis who died in 1976, and the farmhouse and outbuildings were sold, but the four acres of meadow adjacent to the house were retained. The rest of the land went to the Ellis estate. This land included water meadows, which were an early example of winter water irrigated meadow which gave an early spring flush of grass for early grazing.

There are other interesting items relating to this. At page 31 on Manorial records we have at for 1599: "Clement Sheppard, the tenant of John Pettus, citizen and alderman of Norwich, enclosed certain land called Milholme in Letheringsett with fences so that the tenants in autumn and winter, ie shack time, could not feed their animals on the common pasture that is shack as they ought to have of right. Amerced 5s". John was the elder brother of Thomas. The Pettus's were



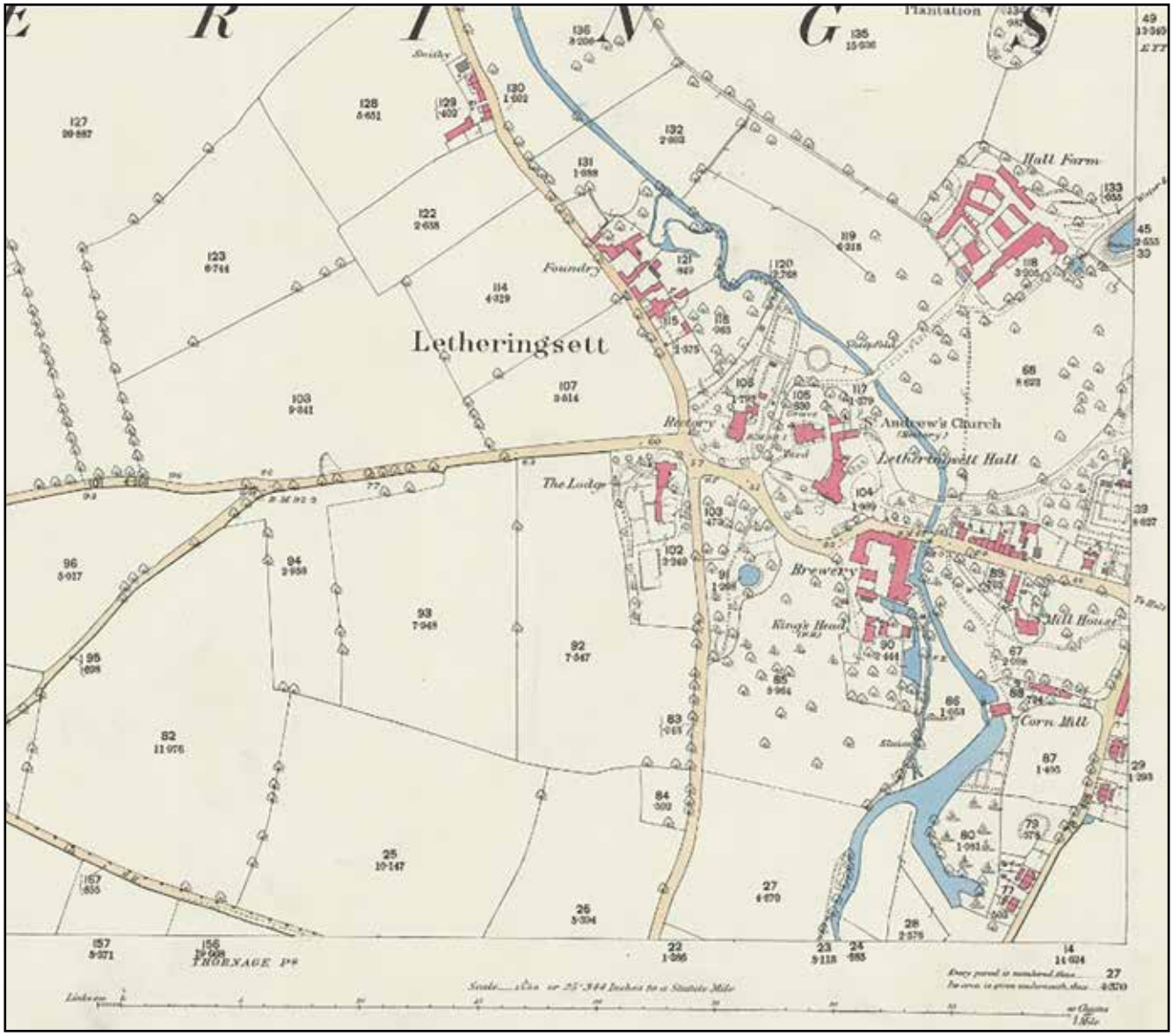

***First Edition OS map of Little Thornage 1885.*** *National Library of Scotland.*

a powerful family in the 1600s, but later faded away as a family line in England. However a younger son who had killed a man in a pub brawl, was found not guilty, but sent to Virginia. That branch of the family survived, and a USAF serviceman picked up the baton and after WW2 traced the family history a long way back. He published a book some two years ago, mainly researched from afar and by accessing Norwich records through the internet, and made some visits to England also over these years.

More directly relevant to Glaven Farm and other houses was a list (pages 144-5) of those paying the Hearth Tax assessment of 1666. As Basil says from the point of view of village history it is useful in giving nearly all the inhabitants with the number of fireplaces in their houses and his gives an idea of the size of their homes and helps to identify them. Those at the top of the list were eight at Old Hall; seven at Bygotts; four at Glaven Farm with Sam Lynn, and another unknown with four; those with three were the present Hall, The Lodge, a Margar Sheppard, Riverside Farm, Glavenside and one other. Meadow Farm had two, another 21 had two, but mainly all had just one. Basil concludes: "Of course some in the nature of hovels may have been exempt. It is notable how many of the 31 dwelling houses had only one hearth. On the other hand Robert Jeremy for Bayfield Hall was charged for twenty-two hearths".

Glaven Farm retains their four hearths. The two at the north gable end are the most complete and interesting, a Jacobean inglenook fireplace revealed after the removal of other inserts which had narrowed down the space to leave just a small Victorian fire place. On the floor above something older, perhaps Queen Anne, but faced off likely because a chimney fire had broken the brick work separating the two chimney outlets. A third fireplace on the ground floor faced with an arts and craft type brick work; and also on the first floor the site had been reduced and faced off as a flat surface. The steep pitch of the roof points to the house as being thatched rather than pantiles.

The most notable change to the house is that its use had been altered: it was turned round front to back. It is clear from the external plinth on the walls about one metre high that it originally faced east to the river, but was later reversed through 180° to face west and the farm outbuildings. These were converted to three dwellings in the late 1980s. The other evidence that on the east face were two windows on the upper floor, one faced off by plaster and lathe, and then rendered.




***First Edition OS map of Letheringsett 1885.*** *National Library of Scotland.*

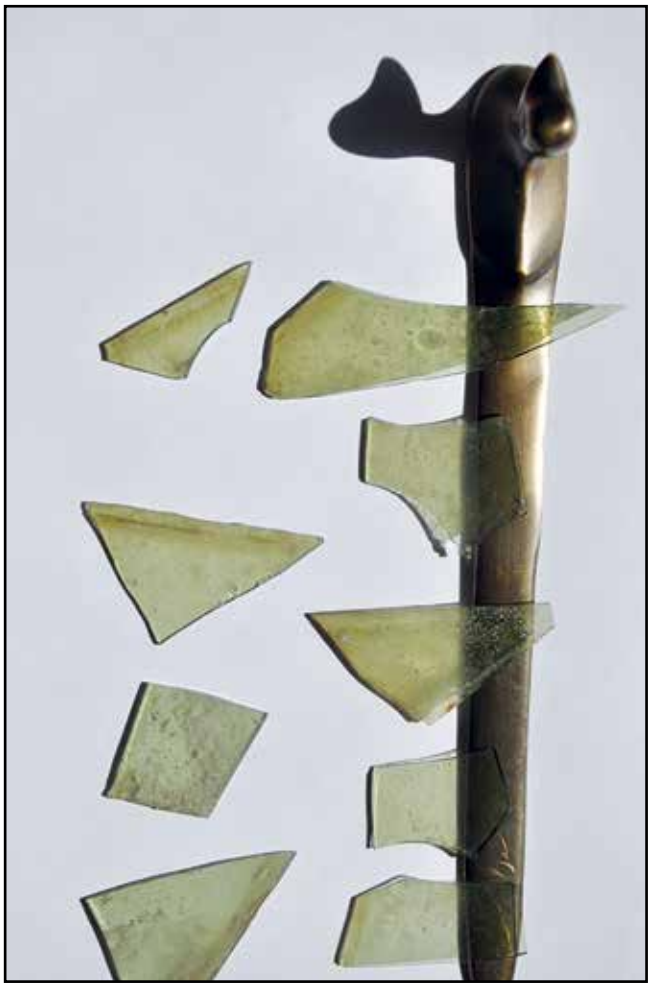
***The 1834 Estate Map. Comparison with the 1885 OS map gives a better idea of the field drainage system and Mill Holm.***

Removing this revealed an old oak mullion frame, in which remained a few small pieces of thin greenish glass in the rack below. The matching window had been more radically altered with the oak frame taken out. Further a large alcove in an interior wall matched up in line where exterior plinth had gone and had been bricked up. This had been the front entrance to the house. Around 1832 George Stimpson owned Glaven Farm and was there for some 50 years. As such it was most likely the same time as when the 'front-to-back' change was made, and a guess would be at around 1850; that was the time when farm outbuildings were being built in a rectangular yard, which had become popular following the lead of Thomas Coke of Holkham Hall, in the forefront of farming innovations. The oak mullion windows on the east must be original to the house we see now. Blocking them up might in been a reaction to the window tax, introduced in 1696 and was not repealed until 1851; in which case Stimpson might have unknowingly acted too soon.

The other radical change came at Glaven Farm with a series of additions along the road, and ending with a hip into the south gable end, which was cut into by the hip joint as clearly seen. Interior evidence in the form of tree trunk beams and some old brickwork on the wall at

***Bricked up oak-framed mullion window at Glaven farm. This, and another taken out completely, faced the river, as did the house itself until turned front to back, ca 1850. The mullion window had been covered by lath and plaster, after old bricks had been stuffed into the glass spaces. The blocking bricks were used at restoration to face off the spaces and display the oak frame.***

***A few pieces of a thin and greenish glass were found at the bottom of the oak frame.***

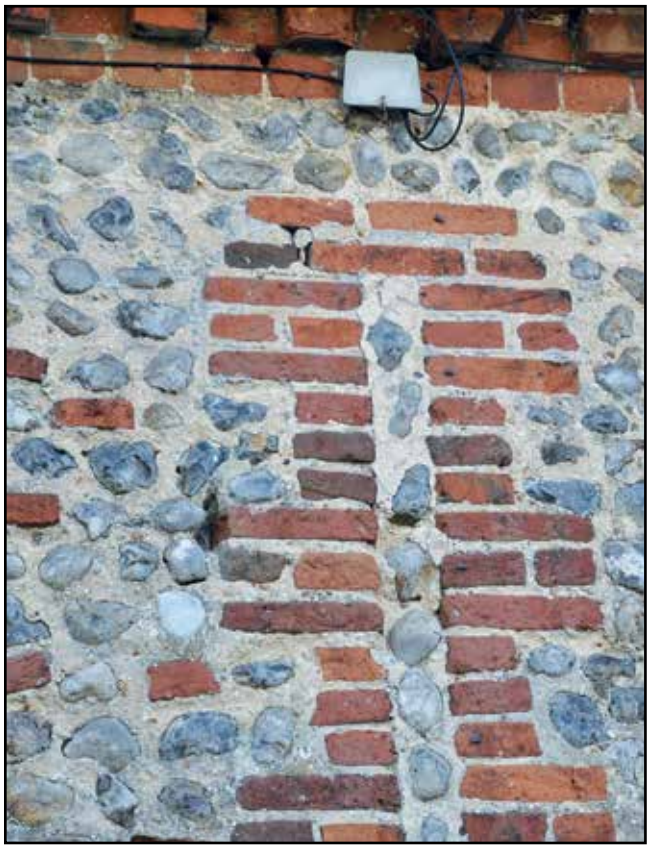


the south end that the start point of the side wall along the lane began with the absorption of a small barn at the far end, and proceeded with a series of additions over a period, which look to have had various purposes. The final step was then closing in with the hip joint and end gable, to end up with an L-shaped building. To some this wall might look a mess and untidy, to others there is a fascinating story to be discovered on past usage; plus with a low and bright sun on the wall, the light and shade on different patterns of flint are wonderful to see.

The north gable end had been rendered and was cracked; the builder's opinion that there would also be cracks in the flint work below was correct. The rendering was removed to 'stitch up' the flints with mortar. But it also revealed there was a small and narrow window in the wall. This was there to cast light on the spiral staircase from the first floor to the attic. (There had also been one from ground floor to first floor to make a direct attic access at the north east corner of the house from ground level to attic).

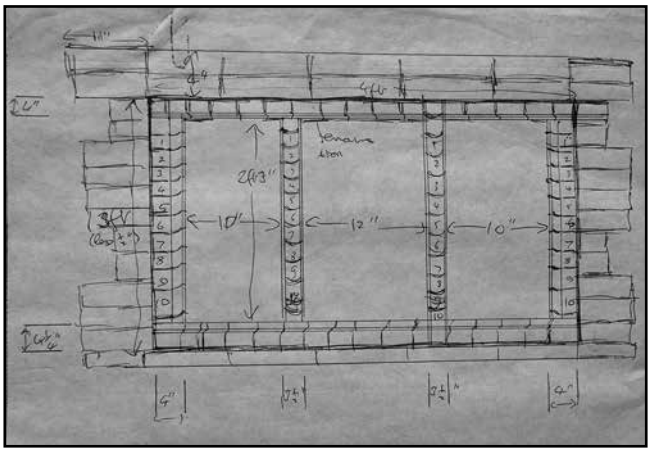
There was one minor change. There is an attic Dormer window on the west roof (the present front). The rafters in the attic indicated there had been a matching one on the east side facing the river. This was re-opened, and the old bricks re-used. This was verified later. A postcard photograph, taken from the Ford in the great flood of 26 August 1912, clearly shows this window. Again as this gave light to the large attic under a steep sided roof, why take it out?

***In putting the frontage in at Barn Cottage an old squared beam had been used, with mortice and tenon joinery. Glaven Farm is thought to have replaced a timber farm building. Nothing wasted, use what is lying about when heavy materials and poor road surfaces make transport difficult.***



***About ten years ago, No1 Post Yard, on the cross roads was gutted for renovation and revealed the south end of the barn. Inspection of the other external walls shows blocked up air vents.***

***Photo of the brick mullion window frame at Barn Cottage. In re-using the wall the glass spaces had been blocked up with bricks.***




***Dimensioned sketch of the former brick mullion window (photo on p.13).***

***Shaped bricks salvaged from the window.***

Basil considered that Glaven Farm was very likely originally on the site of a timber frame building. In this context Barn Cottage directly opposite across the lane had some surprises when undergoing renovation. There was a spiral staircase with at the top a semi-circular enclosure of plaster and reed, not wood. Supporting the old front extension to contain the staircase was a very old beam. This was found under the plaster to be a squared but very old beam, with tongue and grove inserts. Given the difficulty of moving heavy material by road this could be conceivably originated from the Glaven Farm site.

Barn Cottage is shown in an 1811 map and might have been built much earlier, with two small rooms up and down, and a build out on the front to encase the staircase. This had been a Victorian addition, dated c.1880 judging by metal framed small glass windows similar to those used in estate houses in Riverside Road built at that time. This extension added a third

***Diarist Mary Hardy in about 1798***

bedroom upstairs, but at ground level a barn door and a dirt floor. Within living memory twenty years ago this was for Henry Chestney and his horse and cart which delivered milk and coal to Holt residents (the horse spent a lot of time standing in the road outside the Carpenter's Arms pub). As part of a restoration and expansion project in 1989 the very small sitting room was doubled in size by breaking through into the dirt floor barn, but in doing this there was a huge surprise.

Hidden under the thick plaster was a brick mullion window, old moulded brick. This was photographed and sketched to scale, and some of the shaped bricks recovered and saved. It took some time to realise the significance of this was that it was facing inwards. The Victorian addition must surely have used the end wall of a much older building, and the rest had gone and perhaps used elsewhere. In hindsight this find is not so surprising, given that, like Glaven Farm, it stood on the highway of Long Water Walsingham Way.

There is one other vernacular building around the Little Thornage buildings: a large barn belonging to the Hastings Estate, a family line going back to Norman times. At 1830 this was converted to houses, perhaps part of the slipping away of people and business at Little Thornage following the construction of the stone bridge in Letheringsett in 1820. The barn provided four houses, and one was added at the southern end, perhaps first as a blacksmith. At the north end there is a small one storey extension added in recent times. The house nearest the crossroads was gutted when re-developed ten years ago, and open on the south side. At this stage the top half of the barn frontage could be seen (and photographed). There remains the other evidence, first the inset of the build added at the front, but more important but less easy to see on the road side, the filled brick vents of the barn. They are obscured by guttering down pipes, and the narrow road with little spare room for a vehicle. On the west side at the northern end the flint work indicates this was the threshing entry. And more vents on the upper half of the building, away from doors and more windows.

**Appendix: The Historians**

There is perhaps a unique amount of information to draw upon from three sources. The pioneer and still much read, Basil Cozens Hardy in his 1957 *History of Letheringsett*; as well as discussing excerpts from Mary Hardy's diary, his legal mind takes him back both into the history of his own family but into archives sources back to Domesday. Margaret Bird, a very well-respected historian in academic circles, published a set of four books in 2013 on *The Diary of Mary Hardy* Volumes 1-4, for period 1773-1809. This was followed in April 2020 with Volumes 1-4 on *Mary Hardy and her World*, which expanded greatly the breadth and context in this time. The third source is a booklet by the Norfolk Industrial Archaeological Society (NIAS) entitled *Letheringsett; the Industrial History of a Norfolk Village* (2013). This deals with Watermill and the Brewery, but also the Sawmill at Hall Farm, Water Systems and Ram Pumps in great technical detail.

The Conservation Area can claim to be unique with three different sources, the authors with different backgrounds and disciplines. What they have in common is a massive level of commitment and dedication. Basil Cozens-Hardy had a life time interest and building up his very comprehensive collection of documents, much in the Norfolk Record Office, and much in the family collection. Margaret Bird's works have taken her 32 years to complete, in total some 500,000 words and many illustrations, maps, charts and tables; in addition with index in each and with cross references, annotations with information and interpretation, and indices. This is a labour of love and huge commitment. Members of NIAS worked over 28 years and wrote many papers for the Society. David Durst was a central figure in organising and arranging all their information in a 64 page booklet with the text supported by many technical drawings, historic maps examined, history and interpretation.

Finally we have the diarist Mary Raven from Whissonsett, who married William Hardy who came from Yorkshire, Excise Officer turned Brewer. He spent 12 years in Excise in various posts around the country, but concluding in Norfolk, and he purchased the existing Brewery business in 1780. It was their son William who expanded the business and much of the build we see today in Letheringsett, and greatly expanded the land ownership. Mary made a short and concise diary entry every day over the period 1773-1809. This is now being recognised nationally as an early and rural example of what the role of a woman in society and the contribution made, not just a domestic role. She was much involved in the business in every day and way; and through this reflected much about society in this period, and nationally now being recognised as an early female diarist of great value.

# William Allen's first four Ships

*Jonathan Hooton*

*My previous article "William Allen: Weybourne Ship Owner" in the* Glaven Historian *No 16, described William Allen's life as a ship owner and tried to outline a little more of his background. However, it left much unsaid about his ships and the type of trade they were involved in. Although much is still to be discovered about his exploits this article tries to fill in a little more detail about what is known at present of his ships and trading activity. He owned nine ships during his ship owning career and they will be looked at one by one in the order that he purchased them. This article deals with his first four ships.*

Allen had tried his hand at the merchant navy. In 1853 there is evidence of his being the mate on the schooner William IV. There is a certificate of discharge issued from Cley to William Allen, mate on board the William IV from 9th February to 20th October 1853, signed by Zaccheus Baines, the master and dated 28th October 1853.[1] The *William IV* was a schooner of 62 tons built locally at Wells in 1830 and largely owned by Majorie Moore, a widow from Cley, until she transferred her 40 shares to the master, Zaccheus Baines in 1850. With the help of a mortgage from her; Baines managed to to become the largest shareholder in the vessel and then paid off the mortgage four years later. Presumably Allen had been to sea in previous years in order to build up the experience needed to become a mate, but as yet, no evidence has come to light of the ships he sailed in. Nor do we know whether this was his last voyage on a ship. In any case five years later in 1858 he married Mary Pigott who was working in her uncle's post office/grocers/drapery shop. William Allen had obviously decided to give up seafaring to take over the Post Office/drapers since Mary's uncle was about to retire from the shop. What then prompted this shopkeeper to become a ship owner and how did he raise the money? These are questions that remain unanswered at present, but this narrative looks at his rise and subsequent demise as a ship owner, by putting together what is known about the ships that he bought and traded with. It was only three years after moving to Weybourne to run the grocers/drapers/sub post office, with his new bride that he branched out into ship owning in 1861 when he bought the *Parthenia*.

**1 PARTHENIA**

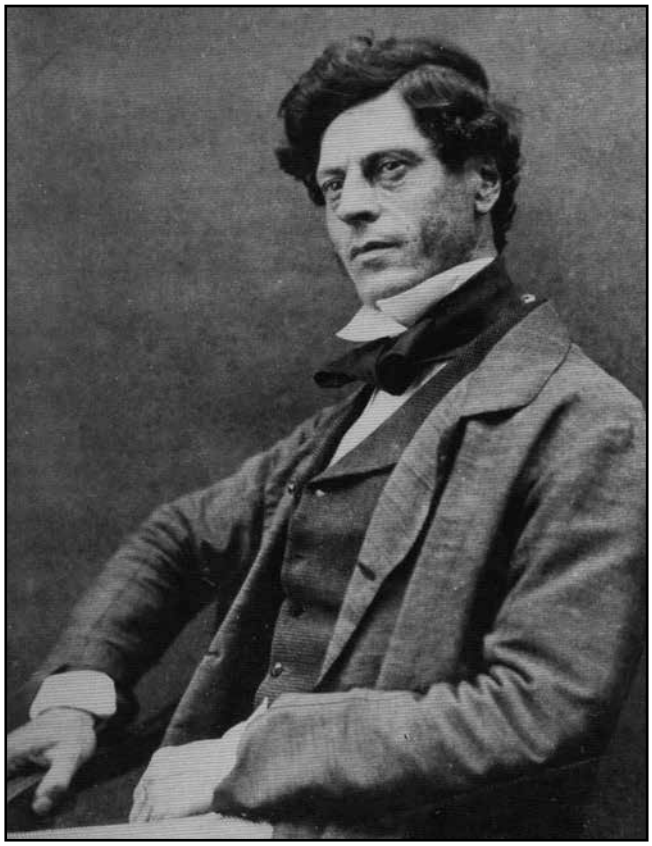
| | |
|---|---|
| Built (place, date) | King's Lynn 1853 |
| Official Number and Code Flag Hoist | 14337/LMRS |
| Rig | Snow/Brigantine |
| Tonnage | 183 tons (altered 1879 to 172 tons) |
| When bought by William Allen | 1861 |
| Other share holders | William Dixon (farmer) [16]; James Jary (Master mariner) [16] |
| Masters for Allen | J Jary |

The *Parthenia* was a snow (very similar to a brig) built at King's Lynn in 1853. She was a large ship of 204 tons (although this was subsequently reduced to 183, then 172 tons by later surveys).[2] Her length was 90.5 feet and depth 13.4 feet which would make her rather too large to trade out of Allen's local port of Blakeney. The *Parthenia* had been advertised in the *Shipping & Mercantile Gazette* as early as May 1853 when she was described as *"copper fastened, and finished in a superior style, is well found in useful stores; a handsome model, with female bust figure-head, sails fast, and carries a large cargo at a light draught of water."* In a later advertisement it stated she would *"carry 320 tons dead weight at 13 feet. Now lying off the Jetty, London Dock."*[3]

By July the advertisements were stating that she would be auctioned. Whether or not it was at auction, or by a private sale, she was bought by William Monement in September and registered at Lynn 28/1853.[4] William Monement, the younger, was a corkcutter and merchant at Monement & Son, 79 Norfolk Street, Lynn.[5] By that time Monement the younger had married Esther Bolding of Weybourne in 1845. He soon resold some of the shares, 17 to his brother-in-law, W. J. J. Bolding, 14 shares to Robert Henry Cooper, Gentleman of Wiveton and 16 to John Hutchins Cornhill, master mariner of Brixham, who was to become the ship's first master.[6] The name *Parthenia* is derived from the Greek meaning "maiden or virgin" and was an epithet of the Greek god Athena. This was not Monement's first ship.

In 1846 he and Bolding had bought the *Enterprise,* from Charles Temple of Blakeney. She was a schooner that had been built nearby at Morston by John Raven Richardson in 1842. Monement's wife, Esther, also owned eight shares in Temple's schooner *Camellia*, as did her sister, Hannah Elizabeth Bolding.[7] *Camellia* was largely involved in the coal trade, importing coal into Blakeney from Newcastle and other north-east ports. The *Enterprise* however, did not use Blakeney. The log book for the *Enterprise* during 1852 survives and she was sailing from Newcastle with cargoes of coke out to Spain and returning with cork and lead (which also acted as ballast) from Cartegena in Spain and Faro in Portugal. The cork went back to Lynn and the lead continued to Newcastle where she loaded again with more coal and coke for Spain[8].

Monement was using the *Enterprise* to supply him with cork and use coal from the north east to earn money on the outward trip. The Captain was John Hutchins Cornhill, originally from Brixham in Devon, who must have been a contact of Monement's from Lynn. In June 1847 the registration of the *Enterprise* was transferred to Lynn and Monement and Bolding both transferred four shares to Cornhill so that he had an interest in the vessel he was going to command. There is a note by Derick Mellor about the *Enterprise* in a collection of papers relating to Allen's vessels in the Time and Tide Museum at Yarmouth that states the *Enterprise* was *"Sold 31st March 1853 to Henry Hardy*



***Figs. 1 and 2. F Monement (left) and W J J Bolding (right) the first owners of* Parthenia *who sold her to William Allen: his first ship.***

*and Joseph Rowbottom. Two years later Hardy sold his shares to Robert Briggs who was a ship's agent at Goole on the Humber. The registry was then transferred to Goole"* J F M Mellor 6th Oct 1977.[9]

This sale must have been what prompted Monement and Bolding to look for another vessel which led to the purchase of the *Parthenia* in September of that year. In what was probably her first voyage *Parthenia* sailed for Odessa in September 1853.[10] The following year Cornhill was still in the Mediterranean but was visiting new ports such as Alexandria and Malta on the way to Sicily.[11]

The *Enterprise* was lost in January 1857 washed on shore at Newbiggin-by-the-sea in an easterly gale, but *Parthenia* continued so there is no obvious reason why Monement and Bolding decided to get out of the shipping business in 1861.[12] However, William Allen the sub postmaster must have known W J J Bolding who was the major landowner in Weybourne and may have consulted him about how to get into the shipping business. Maybe the time was right for both of them and Bolding offered Allen a good deal. *Parthenia* was only 8 years old when Allen decided to buy her as his first ship. Allen was described as a Farm Bailiff in the Shipping Register and was not acting alone as the next major share owner was William Dixon who was the farmer at Abbey Farm, Weybourne; perhaps Allen was working for him as a bailiff. Allen kept 32 shares and the other 32 were shared equally between farmer William Dixon (16) and James Jary (16) a master mariner. Jary was to become the master of the *Parthenia* and must have had a say in whether it was a wise move to purchase the *Parthenia*. Allen paid W J J Bolding £265 12s 6d for 17 shares and W Monement £234 17s 6d for 15 shares which meant a share was worth just over £15.00 each. Since Allen only bought 32 of the shares it is likely that Dixon and Jary also paid separately for their own shares[13].

This creates a puzzle. Bolding and Monement had 17 shares a piece; Allen only appeared to buy 15 off Monement so what happened to the final two shares belonging to Monement? They must have been sold to Dixon or Jary since the Shipping registers record that Allen had 32, Dixon, 16 and Jary 16. Another puzzle is that although Allen had the majority of the shares it was Dixon who is recorded as the Managing Owner in *Clayton's Register of Shipping* for 1865.14 Perhaps William Allen did not feel experienced enough to take on this responsibility although he is recorded as being the Managing Owner of the *Elizabeth*, his second ship, in the same publication.

So what type of trade did the *Parthenia* take part in? Once owned by Allen and Dixon, *Parthenia* swopped the Mediterranean for the Baltic and the North Sea. In the period 1863 -65 *Parthenia* was frequently sailing to Gothenburg from Shields or Newcastle probably with cargoes of coal. In Sweden she would load with a cargo of timber; such as the 4,985 deals and battens recorded on the Imports from the Custom's Bill of Entry and unloaded at Millwall dock in May 1865.[15] It became a familiar triangular trade; sailing to Newcastle or Shields in ballast. Loading with coal for Gothenburg and exchanging that with timber that would be offloaded in the London docks.

Later in 1865 there were some visits to Hellevoetsluis (just to the south of the Hook of Holland) and Dort (Dordrecht) in Holland and sometimes she was just used as a collier, bringing coal to London. When she was in London she was usually found unloading in the Surrey Commercial Docks and in July 1866 her cargo was recorded as 1072 telegraph poles, 36 dz. deals and


***Fig. 3 Pelaw Main near Gateshead where* Parthenia *underwent repairs in 1865***

10 fms. firewood.[16] Sometimes the broker or agent they were working for is recorded. It started off as S H Angier, but soon they changed to working with Bullard, King & Co. This showed the importance of working with local contacts. Samuel Bullard, a shipping agent at 39, Great Tower Street in London, was originally a master mariner from Burnham Overy and most likely known personally by William Allen and possibly James Jary as well. At some point Bullard moved to London to go into business with Daniel King as ship owners and brokers who ran small sailing ships to the Mediterranean. It is likely that they dealt with those mariners and shipowners whom they already knew. Their business began to prosper and they later set up the Natal Direct Line with steamers running to South Africa. In 1919 they were taken over by the Union-Castle line but continued to keep their independent identity and colours which were the buff funnels with a black top and brown band that identified their ships. Many of these steamers, continued to use mariners and captains from the Glaven and other north Norfolk ports.[17]

For a month in 1865 from February 28th to March 28th *Parthenia* was out of the water and undergoing repairs at the Pelaw Main Slipway. Pelaw is a suburb to the east of Gateshead just south of the river Tyne. Quite a few repairs were carried out including a new main keelson of oak. More repairs were carried out to the port side than the starboard and the summary at the end of the report said "4 Pairs of Iron Knees. A quantity of Treenails & Bolts renewed. The vessel entirely Caulked from keel to Gunwale & Part Decks. Was opened out for the inspection of Lloyds surveyors and classed in their Register for 4 Years AE1." Which no doubt cost William Allen a lot of money.[18]

The master of *Parthenia*, (1861) James Jary, must at some point have re-located to South Shields. When he bought shares in *Parthenia* he was described in the registers as a master mariner from Cley. However in 1864 when he invested in 5 shares of Allen's second ship, the *Elizabeth*, he was described as a master mariner of South Shields. Three years later in 1867 he also bought five shares in Allen's third ship, *Osborn & Elizabeth*, when, possibly because of his interest in three ships he was now described as a Ship Owner from South Shields.[19] This relocation would have made a lot of sense as *Parthenia* was too big for Blakeney and the north east was still essential for the trade he was involved in. It was also handy for William Allen to have a friendly contact in the shipping scene of the North East, as it featured in the trade of many of his other ships as well. Despite the rise in status of James Jary to ship owner, he still remained in charge of *Parthenia.* As well as continuing to visit Gothenburg, *Parthenia* also started to trade with Rouen. The number of places in the Baltic that Jary traded with began to increase by the 1870s including Kronstadt (on Kotlin Island, just west of St Petersburg), Norrköping, Dantzig, Riga, Stralsund, Korsør and Vyburg. On 16th September 1871 she had a little trouble and was mentioned in

the Wrecks and Casualties section of the Gazette where they said "*Parthenia, brig of Clay, from Dantzic (oats), is reported Southend to have got aground on Grain Spit morning Sept 14, but was towed into the channel by a government tug, and proceeded for London. – [The Parthenia, Cronstadt, arrived at Gravesend Sept 14]*". All finished successfully as later that day she is recorded by the Custom House as being in Surrey Docks with the agent C.J.Brightman. She must have sailed from Kronstadt and put into Dantzig on route. It is interesting to note, that the cargo this time was oats and she is described as being 'of Clay' where usually she is described as a brig of Wells, the port where she was registered.[20] By this date, all Glaven ships were registered at Wells as the Cley customs house had been closed and the registry was transferred to Wells.

*Parthenia* continued to be a successful trading vessel until October 1878 when she was sold to William Henry de M Bessey and William Henry Palmer, both ship owners of Great Yarmouth, who owned Bessey & Palmer Ltd at 18, South Quay, Great Yarmouth. Why Allen and Dixon decided to sell this vessel then is not known, perhaps they needed cash quickly.[21] Strangely, soon after this transfer, the vessel was in trouble. In 1878 the Gazette recorded "*Saturday 9th November 1878 The brig Parthenia, of Wells, from London for Shields (ballast) had been assisted into the harbour dismasted."* Three other vessels were damaged and assisted into Great Yarmouth because as they state *"During last night the wind blew from NNE a heavy hurricane."*[22] It is interesting to note that she is still recorded as of Wells although the registry was transferred to Great Yarmouth, but not until 4th December that year. The new owners were obviously able to repair her since she continued trading for another 31 years before *"Registry closed this 22nd day of September 1909. Vessel totally lost on the Cockle sand on 21st September 1909. Certificate lost with vessel. Advice received from Managing owner this day."*[23]

## 2 ELIZABETH

| | |
|---|---|
| Built (place, date) | Glasson Dock, Lancaster 1840 |
| Official Number and Code Flag Hoist | 2355 HNSW |
| Rig | Brig |
| Tonnage | 167 tons |
| When bought by William Allen | 6/11/1863 |
| Other share holders | Thomas Lynes (ship owner) 15; William Cooke (Gardener) 6, James Jary (master mariner) 5, John Bunell (carpenter)3 William Pigott (master mariner) 3. |
| Masters for Allen | J Pigott; W Mann; Dew? |

Two years after entering the business of owning ships things must have been progressing well with the *Parthenia* so that by November 1863 William Allen was able to purchase his second ship the brig *Elizabeth*. She had been built at Glasson dock in Lancashire in 1840 and registered at Liverpool and owned by William Henry Atkinson a shipowner and broker of 12, Little Tower Street, London. She was 23 years old but still cost Allen £1300 which worked out at £20.30 per share. This is about £5.00 more per share for an older vessel and at 167 tons also smaller than *Parthenia*. Allen was not going to keep all the shares himself. On the back of the Bill of Sale, Allen had written in pencil a list of possible shareholders; Thomas Lynes 15, William Dixon 12, Wm Cook, 5 Jas Spencer 5, Wm Pigott 3, Langhalm Pigott 2 and Wells (or Pells) 16, which only totals 58 shares, so perhaps he was going to keep 6 for himself. The actual shareholders, as recorded in the shipping register were somewhat different. Thomas Loynes, of Kelling, took 15 and William Cook, who was W J J Bolding's gardener, ended up with 6 shares. James Jary, master mariner and master of *Parthenia*, had 5 shares, although now he was described as living in South Shields. John Holmes of Bunwell, a carpenter at Holt, bought 3 of Thomas Lynes's shares and William Pigott, (Allen's brother in law and master mariner) had 3, which left Allen with 35 shares.


***Fig. 4. European ports where* Parthenia *traded.***

Pigott was going to be the first master of the ship.[24] From 1869 to 1871 the master was an experienced seaman from a Blakeney family of master mariners, William Christmas Mann. He had started as a ship's boy in the brig *Cruiser* in 1850 and had progressed to become mate of the Blakeney brig, *Gipsey*, by 1856 which was a quarter owned by another relative, Isaac Mann.[25] It is likely that he was appointed the master because William Pigott had been moved to become the master of Allen's fourth ship, the *Azoff* which had been acquired in 1868. William Mann stayed with the *Elizabeth* until June 1871 by which time he was able to buy his own brig, the *Mary*, of which he then became master. Luckily a transcript of his account book for the *Elizabeth* for 1869 to 1871 survives. It was copied from *"old Mrs. Mann before the papers went to her son in Huntingdon"* by Mary Ferrousat and this copy is in the History Centre, of the Blakeney Area Historical Society. From this it can be seen that, like the *Parthenia*, the *Elizabeth* was largely involved in northern Europe and the Baltic trade. A list of the ports visited between 1869-71 is shown in the table below.[26]


***Fig. 5. Ports where the* Elizabeth *traded for William Allen***


***Fig. 6. Ports where the* Osborn and Elizabeth *traded for William Allen***

| **Ports visited by *Elizabeth* 1869-71** | **Country** |
|---|---|
| Hamburg | Germany |
| Rotterdam | Netherlands |
| Kronstadt | Island off St Petersburg Russia |
| Vyborg | Russia, on Gulf of Finland |
| Elsinore | Denmark |
| Rouen | France |
| Lübeck | Germany |
| Riga | Latvia |
| Stockholm | Sweden |
| Ljusne | North of Gävle Sweden |
| New Deep | Probably Nieuwe Diep, Amsterdam, Netherlands |
| Dort | Dordrecht, Netherlands |

The British ports that the various cargoes came back to were Newcastle, South Shields, London, Yarmouth and Lowestoft.

The accounts shed light on the various costs incurred which lowered profit margins, making the shipping trade a risky business. Entering or leaving a port always entailed paying pilots, usually insurance was only effective if pilots were used. Then there was the comment *"steam into dock and to sea"* where payment was made to local tug boats. Once safely in port repairs had to be made and provisions replenished. The account for the voyage to Hamburg and back in 1869 included a chandler's bill, a butcher's bill, repairing lamps, a bill for the blacksmith's work, money for fresh water and vegetables and the cost of a new cork fender. In Hamburg the grocer's and butcher's bills had to take into account the exchange rate. The accounts also included payment to the crew, so that we have an idea what size of crew the *Elizabeth* sailed with. The master and mate were the best paid, and after that the steward and cook; there were also two able seamen, one ordinary seamen and two apprentices, who were named, Hardingham and Loynes, both Blakeney families. Therefore the ship was worked by a crew of eight. There was also an extra payment to the crew *"for working 100 tons in and out"* i.e. for loading and unloading part of the cargo. If local dockers were used, then they had to be paid as well. On a subsequent trip to Rotterdam, trimmers had to be paid for loading the coal into the ship from the Tyneside keels and this time the crew were treated to fresh fish as part of their provisions. On the return journey ballast had to be paid for as well as both river and sea pilotage and payment to customs officers for the necessary clearing. The disbursements of the voyage, including sending £50.00 home from Rotterdam, came to £137-5s-11d and the income was £147-12s-6d leaving a balance for the ship, after settling a small amount owed to the master, of £10-3s-5d for future expenses. This was not a great profit and this time there were no costly repairs to be made.

Another cost for the next voyage was the £1-7s spent on refilling the medicine chest. This voyage took Captain Mann to Cronstadt (Kronstadt, off the coast at St Petersberg) which entailed being piloted from Kronstadt all the way to Borko Sound which was off the Åland Islands at the southern end of the Gulf of Bothnia. On a voyage to London the crew of eight had lost one of the able seamen, but gained another apprentice, T. Coe. Whether this was a cost cutting move or not is not clear. Money seemed to be handled by a Mr Cooper, who was perhaps the broker in Newcastle, although Bullard and King also get a mention. On a subsequent trip from Newcastle to Rouen and back a fourth apprentice, R Thornton, was taken on and 7s-11d was spent on a new hammock for him.

There was then another trip to the Baltic, with coal out and timber back, to Lübeck and Riga, before returning to Lowestoft. The crew was back to two able seamen and just two apprentices and the pay was calculated for 2 months and 27 days. Insurance was also taken out of the cash, presumably from the sale of the cargo, when they got to Riga. The next voyage was from Newcastle to Stockholm and Lynsna (Ljusne, on the coast 135 miles north of Stockholm), returning to Yarmouth.

By now two new apprentices, Barnard Baines and William Bangay had been taken on and Mann had to spend another 3s on Indentures for the apprentice Bangay and a further £3.00 for a doctor's bill for Baines. On the next voyage, coal to London and back, there were carpenters' and rope makers' bills as well as

a *"new kettle, sauspan and laidle"* to pay for. Another cost was 3s-6d for buoyage in the Humber, which would tend to indicate that they must have had to take shelter from adverse weather conditions on the way to London. 299 tons of coal were delivered which cost £9-13s-4½ d to unload at the cost of 7½ d per ton. Money was also received for 100 tons of chalk. The final account was for a voyage to Dordrecht in the Netherlands with coal and sulphur ore. There was a return cargo on which dues had to be paid when they reached the Tyne, but it is not recorded what that was. William Mann was obviously careful with his earnings for in 1871 he left the *Elizabeth*, because he was able to buy the brig *Mary* a 153 ton vessel built at Blyth in 1837 and registered in 1871 with Mann being the sole owner.[27]

The *Elizabeth* continued working for William Allen until October 1881 when she was wrecked off the Dutch coast 15th October 1881.[28] By then Allen only had two ships, the *Elizabeth* and the *Lizzie Waters*. It may well be the loss of the *Elizabeth* that made Allen decide to retire from shipowning as he sold his last remaining ship the following year. Little is known, as yet, about her loss. The *Shipping & Mercantile Gazette* did report a series of disasters in the edition of 15th October, stating *"The violent gale, accompanied by heavy rain, which prevailed during yesterday throughout the kingdom, caused the loss of several lives and did extensive damage to property."* There was a report earlier that the *Elizabeth*, master Dew, had arrived at Brouwershaven on the Dutch coast, from Newcastle on 13th October. There were many vessels named the *Elizabeth* at that time but the fact that she sailed from Newcastle and that her master's name was Dew (there were several master mariners named Dew at Blakeney) seems to indicate that this was Allen's ship.[29] On 21st October there was a list printed of Maritime Losses and Casualties reported at Lloyds Oct.12th – Oct 17th. The *Elizabeth* is mentioned, with only one single detail – sunk. This also seems to be Allen's ship.[30] It appears she left Brouwrshaven the day of the gale and never made it home. Whether the crew were saved, is not known at present.

### 3 OSBORN AND ELIZABETH

| | |
|---|---|
| Built (place, date) | Ramsgate 1857 |
| Official Number and Code Flag Hoist | 20678 NCGD |
| Rig | Brig |
| Tonnage | 178 |
| When bought by William Allen | 13/05/1867 |
| Other share holders | H Mason (master mariner) 3, W Lown (butcher) 6, R Funnell (accountant) 5, W Cooke (gardener) 5, J Jary (shipowner) 5, S Tipping (inn keeper) 10, P Allen (farmer) 5. |
| Masters for Allen | H Mason, W Wright |

By April 1867 William Allen was ready to increase his fleet and invest in another ship. It was the brig *Osborn and Elizabeth* of 178 tons. She had been built in Ramsgate in 1857 and was therefore only ten years old. She was registered in Faversham and owned by Osborn Dan. There was no obvious connection between Allen and Faversham and it is not known how he became aware of the vessel, but he obviously thought it a sound proposition as he parted with £1200 for it on 29th April 1867 (i.e. £18.75 a share).[31]

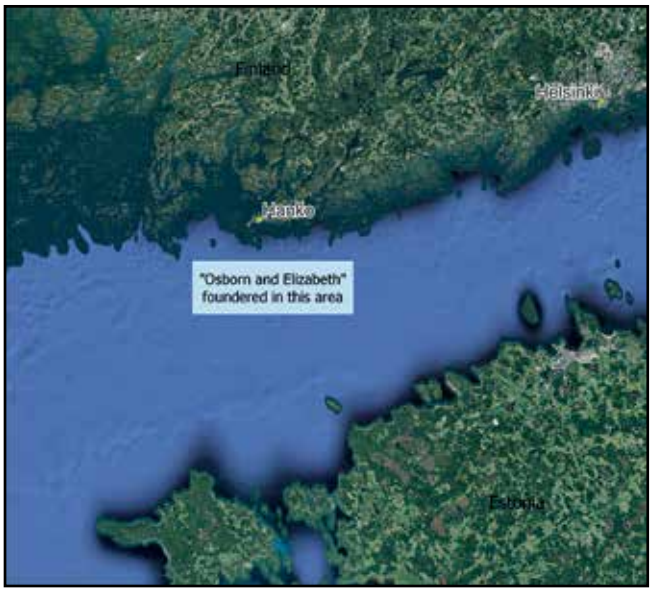



***Fig. 7. The Location near Hanko where the* Osborn and Elizabeth *foundered.***

On the back of the bill of sale, Allen again had written a list of those he was going to sell shares to. As with the *Elizabeth* both William Cooke, Bolding's gardener, took four shares and James Jary (now a ship owner of South Shields) took five shares in this new ship. New investors included William Lown, a butcher from Cley (six shares), Richard Funnell, an accountant from Holt, Samuel Tipping in Innkeeper in London (ten shares), Phillip Allen, a farmer from Cley who was William's father and finally Henry Mason, master mariner of Cley who was to become the ship's master (three shares) leaving Allen with 26 shares. Allen's mother's maiden name was Mason, so his master, Henry Mason was also a cousin. It is likely that Allen already did business with Lown, the Cley butcher, and possibly used the legal services of Richard Funnell, the accountant, but the link with the London Innkeeper was not so clear, although he may have been a distant relative. This clearly illustrates the variety of small investors willing to bear the risk and benefit from the profits of the shipping trade, often linked by family, friends or business contacts. Henry Benjamin Mason was already described as a mariner when he married Anna Maria Ramm in Cley on 10th February 1857 but in the intervening years must have developed his skills to become a master mariner, capable of taking charge of Allen's new brig.

From the few mentions in the *Shipping and Mercantile Gazette*, it appears that the Osborn and Elizabeth continued with a similar sort of trade as Allen's other two ships. In October 1868 she was importing 2040 sleepers and 690 pieces of lathwood from Riga into London. The following month she was recorded as one of the colliers arriving at Gravesend.[32] Early in the following year she arrived in Newcastle from Rouen. The next mention is when Mason returned from Kronstadt to the Surrey docks with a cargo of timber and the broker mentioned was Bullard, King & Co.[33] In 1870 the *Osborn & Elizabeth* is next heard of returning from Honfleur, near Rouen, and later that year returning from Dort (Dordrecht) in Holland.[34] The next year in March 1871 she entered Newcastle from Korsør which was on the west coast of the Danish


***Fig. 8. European ports where the* Azoff *traded for William Allen***

island of Zealand. Interestingly enough on the same day another of Allen's ships also entered Newcastle, the *Azoff* under the command of captain Moy, and she had arrived from 'Swinemunds' which was the Polish port of Swinoujscie, a little to the south of Stralsund[35].

The last time that H. Mason is recorded as master on the *Osborn & Elizabeth* is in June of 1872 when she was seen passing Elsinore out of the Baltic for the North Sea on 8th June and entered Newcastle on the 23rd June with a cargo from Kronstadt.[36] At some point before 1872 he left the ship and was replaced as master by W. Wright as indicated by *Lloyd's Register of Shipping* for 1872-73. The ship was rated AE 1 on a survey carried out in May 1872 at Newcastle before a voyage to the Baltic.[37] The next year (1873) proved to be her last. On 6th January the following was recorded in the Marine Intelligence from Deal "*The Osborne and Elizabeth, Wright, from Shields for Cadiz, has lost an anchor and 45 fathoms of chain, in bringing up in the Downs; her losses will probably be replaced from here."* Cadiz was a new area of trade for Allen.[38] However later in the year she was back in the Baltic in more familiar territory until September of that year had the following information *"September 1873 Helsingfors [Helsinki] (By Telegraph) The Osborn and Elizabeth, brig, Wright, from London for Cronstadt has been totally lost off here."* In the transactions of the *Shipping Register,* is the following entry *"Nov 5th 1873 Sir, I hereby certify that the brig Osborn & Elizabeth, owned by me & others was lost at Hango on the 18th September 1873, William Allen, Weybourne".* Hanko was a peninsula at the mouth of the Gulf of Finland about 70 miles west of Helsinki. There is no record of whether the crew were safe, or any details of how she foundered.[39] This must have been a blow to William Allen as this came less than a year after the loss of the *Azoff*. However, it must have been a relief to know that he had not lost his cousin Henry Mason.

## 4 AZOFF

| | |
|---|---|
| Built (place, date & builder) | Sunderland 1847<br>John Rodgerson |
| Official Number and Code Flag Hoist | 26269 PKLF |
| Rig | Brig |
| Tonnage | 250 later 235 |
| When bought by William Allen | April 1868 |
| Other share holders | William Dixon (farmer) 21;<br>Richard Funnel (accountant) 12;<br>George Moy (master mariner) 8; |
| Masters for Allen | W Pigott; J Nurse; G L Moy |

In 1869 William Allen owned three vessels, *Parthenia, Elizabeth* and *Osborn & Elizabeth*, all successfully trading with Europe when he decided to increase his fleet by buying his fourth ship, the *Azoff*. The *Azoff* was a 250 ton brig built in Sunderland in 1847 by John Rodgerson and bought by Mathew Anderson and Lewis James Livingstone of Newcastle and Thomas Anderson in London.[40] She was put up for sale in the *Newcastle Courant* of 29 May 1857 which stated that she took 370 tons of coal from Cardiff to Cronstadt.[41] This time she was bought by Cringle & Co of Lowestoft, which comprised of John Rounce, gentleman of Lowestoft and William Cringle, master mariner from Burnham Overy.[42]

William Allen probably knew William Cringle from his time on the ships of the Glaven and it may well be from this acquaintance that Allen heard about the *Azoff*, which he bought on April 7th in 1868 for £800.00, which meant he paid £12.50 per share for a 21 year old brig which by now was described as of only 235 tons.[43] Allen kept 31 of the shares and sold on 21 to his partner, the farmer William Dixon of Weybourne, who he made managing owner, and the other 12 shares went to Richard Funnel, the accountant of Holt.[44] Allen's brother in law, William Pigott, became the master of the *Azoff*. Rounce and Cringle had re-registered *Azoff* at Lowestoft and Allen saw no reason to change this.[45] The rest of the year, the *Azoff* started to trade with the Baltic; there were trips from Gävle in Sweden and Riga in Latvia both to the London docks. The following year saw similar uneventful trips to the Baltic until October when on a routine trip from Riga to Hartlepool the *Azoff* ran into a severe gale which the *Norwich Mercury* Yarmouth correspondent described "*On Tuesday last (19th October) this coast was swept by a terrific gale from the north and north-west, which has resulted in heavy losses in shipping property and, it is feared, the sacrifice of many valuable lives."*[46]

William Pigott was in the *Azoff* well on his way to Hartlepool when storm damage and contrary winds forced him back to look for shelter in Yarmouth Roads, and later to call for help from a Lowestoft tug which towed the *Azoff* into Lowestoft for safety. Once there, Pigott had to declare General Average. This is a marine insurance term which means that not only are ocean carriers not liable for loss or damage to cargo, but every cargo owner is actually responsible, in part, for the cargo of others, as well as the ship itself. This led to Pigott making a statement of General Average, which has survived along with a Notarial Copy of notes of a protest made by William Pigott. As a result we learn more about the *Azoff* and what happened to her. She had left Riga on 10th September with a large cargo of deals, and was about 10 miles from Flamborough lighthouse when a strong wind around 1.00am compelled them to have a close reefed main topsail. They tried to ride out the gale but around 10pm on 21st they were struck by heavy seas which carried away a large part of


***Fig. 9. The Location where the Azoff sank in 1872***

the bulwarks and stancheons on the starboard side. By 2.00am on 21st in Pigott's words *"the weather was so bad, deemed it prudent to bear up for a roadstead & accordingly did so, & at about 4 pm came to anchor in Yarmouth Roads in a fair Roadstead."*

There they tried to ride out the storm when on 27th they were *"compelled to let go the second anchor."* The next day at 5pm they were parted from their starboard anchor and 20 fathoms of chain. With only one anchor they began to drift and at 6 am on 29th they were very near to another brig's hawser and *"in order to avoid collision were compelled to slip from the anchor and 105 fathoms of chain, which were lost, & it was deemed prudent to employ a steam tug to tow vessel into a harbour."* After signalling, the steam tug *Sailor* approached and they made an agreement to tow the *Azoff* into Lowestoft inner harbour for £50.00 and they arrived there around 6.00pm. Attached to this statement was a financial account. Not only had they to pay the tug for towage to Lowestoft but other costs included refuge dues, payment to the Receiver of Wrecks, paying the Notary, salvage of an anchor and 90 fathoms of chain in Yarmouth Roads, pilotage and payment to brokers for supplying valuations. etc.

So the result of this storm as well as the repair that the ship needed was a costly expense for William Allen. William Pigott had gone through the trouble of making a Statement of General Average. This was a part of maritime law which calculated the costs that were incurred in saving the ship and the cargo so that they could be shared out between the ship owners and the freight owners so that each bore a proportional part of the costs of the calamity that befell the ship. We also find from the Notary's statement that the *Azoff* had a full complement of Master and seven crewmen and that the present value of the ship was £720.[47] Eventually, *Azoff* and Pigott did arrive at West Hartlepool, but not until 20th November.[48] The next month *Azoff* under the command of W Pigott left Hartlepool for London with coal arriving on 23rd December. By January the *Azoff* was in Newcastle and leaving with Pigott for Le Havre, presumably with coal.[49]

However, by the time *Azoff* returned to Shields from Havre on 19th March she was under the command of J. Nurse. William Pigott was destined to become the master of Allen's latest and largest addition to the fleet, the *William and John*. Nurse did not stay master of the *Azoff* for long. Although he commanded her for the next voyage, to Swinemunde (Swinoujscie a Polish island north of Szccecin) on 25th March, the next we hear of *Azoff* was when she arrived in Lowestoft from Riga on June the 8th, this time under the command of George Larkman Moy.[50] Earlier that year on 8th May William Allen had sold eight of his shares in the *Azoff* to George Moy who was obviously destined to be her new master. Moy was from Blakeney and was 27 years old in August 1869 when he married Jane Schollar also from Blakeney.[51]

Moy continued to take *Azoff* to the Baltic, visiting Gefle, Stockholm and Sundsvall as well as frequent trips to the Netherlands. Although many of the visits to the UK were Newcastle and Shields cargoes she also went regularly to Lowestoft and once to Wisbech. His biggest problem was not to do with the weather, but occurred on land when they returned to Newcastle from Texel in the Netherlands. Here we read reported *"5th January 1872 SMUGGLING At South Shields Police court, on the 3rd inst. George L. May (sic) was charged with smuggling 1lb of tobacco and 10 ounces of cigars, on board his ship Azoff on 3rd inst. He was fined 25s 9d and 15s costs, treble duty and value."* This minor discretion seemed not be a problem.[52]

Later that summer the *Azoff* was in Texel, Kiel, Sundsvall and Copenhagen before a final trip to the Baltic in November which ended in disaster. On 29th November 1872 a report from Copenhagen in the *Shipping and Mercantile Gazette* read *"The Azoff of Lowestoft, had stranded at Faxo Bay, East Coast of Zealand, and is a total wreck, crew saved."* The crew consisted of 8 prople. Faxe is a town south west of Copenhagen and Faxe Bay is due south east of it at the southern end of the Baltic Sea. The *Azoff* had stranded in shallow seas and not been able to be got off before breaking up. She was described as L1 class for 8 years.[53]

Allen's career as a shipowner started in 1861 and up until the start of 1872 the first ten years can be seen as very successful. In addition to the four ships considered in this article by 1872 he had bought the *William and John* (1869) the *Lizzie Waters* (1870) and the *Isabellas* (1871). By the end of 1872 he was negotiating purchasing the *Alswold*, when the loss of the *Azoff* at the end of November marked a turning point in his fortunes. The next ten years would see more losses and his eventual exit from shipowning in 1882. However, as 1873 was about to start, all was not lost and he must have been feeling still fairly confident about his new career. His fleet still numbered six vessels with another one on the way. The loss of the *Osborn and Elizabeth* in September of the following year was probably the reason for him selling the *Isabellas* in October 1873. However, these events belong to another article.

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# Cley Dead from the Second World War

*Richard Jefferson*

*Ten names are on the memorial in the Lady Chapel in St Margaret's Church (Fig.1). Five served in the Royal Norfolk Regiment and died at the hands of the Japanese, three of them Prisoners of War (PoWs). One other soldier, three in the Royal Navy and one in the R.A.F. make up the number.*

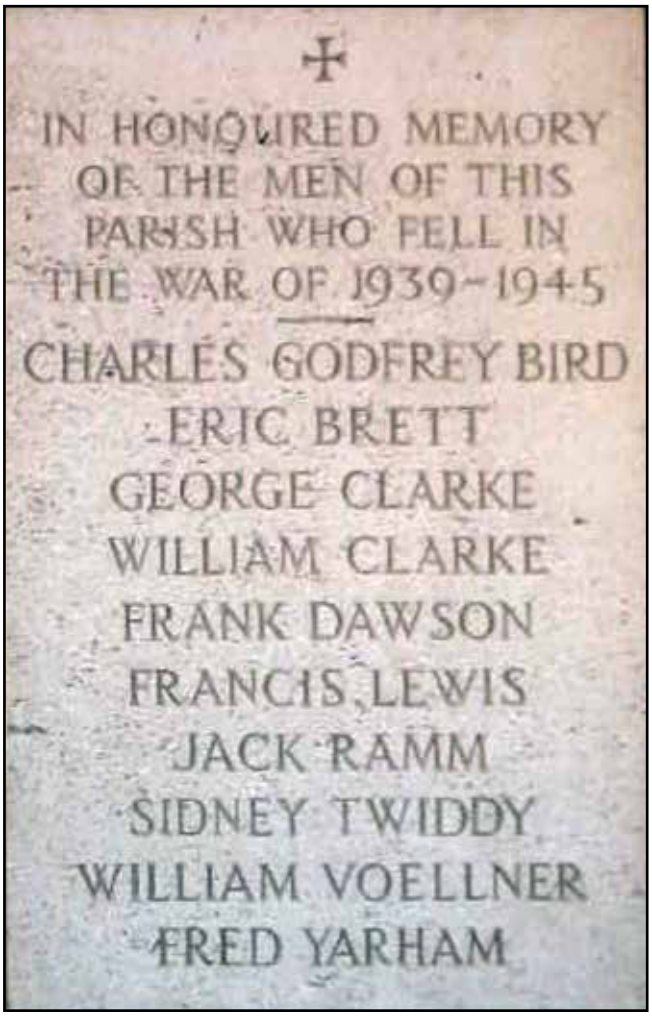



***Fig. 1. The memorial to the dead of the Second World War in St Margaret's church, Cley***

**CHARLES GODFREY BIRD**
**Lieutenant H.M.S. Exeter RNVR Died 1st March 1942 aged 30**
**Commemorated on Plymouth Naval Memorial, Devon**

Born in June 1911, he was the son of Capt. F.G. Bird CMG DSO RN. He was educated at Stowe and Corpus Christi College, Cambridge. His interest in birds stemmed from childhood. While at university he and his brother Edward made frequent trips to the Wash, Blakeney and the Outer Hebrides in search of birds, and in 1933 he started visiting the Natural History Museum to study the bird collection. In July that year he went to the Cyclades, a group of Greek islands in the Aegean Sea, and remained until January 1934. Later in 1934 he, his brother and R.B. Connell, visited Jan Mayen Island (Norwegian and in the Arctic Ocean) and spent two and a half months studying birds on the island. In 1935 he joined an expedition with plant-collector E.K. Balls to Lake Van in Turkey where he studied and collected birds. In 1936 he went on an expedition to Rio de Oro (Spanish Sahara) in North Africa where he studied migration. Later that year he and his brother went on an expedition to Norway and Greenland. He donated all his collections of birds and mammals to the Natural History Museum.

After the start of the war with Germany he joined the Navy as a Sub-Lieut. and Intelligence Officer. Fluent in Norwegian, he later served on a Norwegian destroyer. In February 1942 he was posted to the Far East to join H.M.S Exeter, one of the three cruisers which had cornered the German heavy cruiser Graf Spee in December 1939 at the Battle of the River Plate. Shortly after joining H.M.S. Exeter the ship saw serious action against the Japanese, and at the Second Battle of the Java Sea on 1st March 1942 the ship was sunk by superior Japanese forces and Lieut. Bird was among those killed.

(John Wright has confirmed that the Bird family stayed with his grandfather in Blakeney in the 1930s. No connection with Cley has been found as yet, but maybe someone can supply the answer).

**ERIC VICTOR BRETT**
**Private 5772705 5th Battalion Royal Norfolk Regiment**
**Died 21st May 1943 aged 27**
**Buried Kanchanaburi War Cemetery, Thailand**

He was born on 15th July 1915, the youngest of six children of Ernest Albert and Alice Brett, and grandson of Howard Brett. His mother died when he was five years old. Surprisingly, he was not baptised in Cley Church until 10th March 1932. He married Molly Patrick in the autumn of 1939 and they had a son Victor Aubrey Albert born on 12th June 1940, baptised in Cley Church on 6th October 1940. A daughter June M was born a few months after Brett became a PoW of the Japanese.

The 5th (Territorial) Battalion Royal Norfolk Regiment, in which he was serving, landed at Singapore on 13th January 1942 after nearly three months at sea. Only three days after landing, with no time to acclimatise to the tropics or have any jungle training, the battalion moved to the mainland and took part in the latter stages of the Battle of Malaya. Retreating

***Fig. 2. Kanchanaburi War Cemetery***

back to Singapore by the end of the month, the Battle of Singapore was short lived, and on 15th February the battalion, along with all the other forces on the island, surrendered to the Japanese.

A Japanese registration card for Brett has him on 15th August 1942 in a PoW camp in Malaya on the mainland. In faded ink it states that he moved 'inland' on 19/3/43.....i.e. to work on the infamous Burma-Siam Railway. He went north to Tha Khanun (Takanun) where there were three POW camps. He was in no.206.

Soon after his arrival, there was an outbreak of cholera in the camp. Within six weeks two hundred had died, including Brett, who died on 21st May. (Cause of death: cholera or malaria according to another source). His grave is one of 6982 in Kanchanaburi War Cemetery (fig. 2), 130 kms from Takanun. It is the cemetery where the majority of POWs who died working on the railway were reburied after the war had ended.

**GEORGE WILLIAM ERNEST CLARKE**
**Private 5773311 6th Battalion Royal Norfolk Regiment**
**Died 18th January 1942 aged 23**
**Commemorated on the Singapore Memorial, Kranji War Cemetery, Singapore**

He had four older sisters and was the first son of John William and Susannah Isabella Clarke, (a younger brother Thomas J was born in 1920) and was baptised in Cley Church on the 30th June 1918. (The eldest of the four girls, Gladys Maud, is the mother of William George (Billy) Dawson, who has returned home to the village after many years away).

Like many young Norfolk men he joined the local regiment in the 1939-45 War, in his case the 6th (Territorial) Battalion. In October 1941, so only days before sailing with his regiment for service overseas, he married Edith Annie Gerrard in Cheshire. In June 1942, five months after he was killed, a daughter Georgina was born.

Only three days after landing in Singapore on 13th January 1942, having spent nearly three months at sea, he 6th Battalion (along with the 5th Battalion), was sent to the mainland to take part in the last stages of the Battle of Malaya. No time to get used to the tropical heat or training in jungle warfare, they were pitched into the Battle of Muar (14th to 22nd January), the last major battle of the Malayan Campaign. 'The 6th Royal Norfolk Battalion was defending a ridge about five miles west of Yong Peng, covering the line of retreat of 45th Brigade. The following day the Japanese drove them off the ridge'.

Private George William Ernest Clarke was killed on the 18th January (one of 11 in the battalion to die that day). His body, like that of many other soldiers killed in Malaya, was not retrieved, so he has no known grave and is commemorated on the Singapore Memorial in the Kranji War Cemetery (fig. 3) on the north-western area of Singapore Island. This bears the names of more than 24346 Allied soldiers and airmen killed in South East Asia who have no known grave. (Kranji War Cemetery has 4394 graves from the 1939-45 War).

*Fig. 3. Krangi war cemetery*


*Fig. 4 Private Clarke's gravestone*

**WILLIIAM NESBITT CLARKE**
**Private 5774157 5th Battalion Royal Norfolk Regiment**
**Died 21st September 1943 Aged 33**
**Buried Chungkai War Cemetery, Thailand**

His father Henry George Clarke was born in Cley next the Sea in 1886. Labouring work on farms being in short supply, he moved to the north-east as a young man to work in the coal mines there. The 1911 Census for Winlaton, Durham shows him, aged 25, as a married man, his wife Mary Jane, two sons, Thomas Henry (2) and William Nesbitt (1). By the 1921 Census there are three more children, the youngest of whom, George, born in December 1919, was a prisoner of war of the Japanese who survived and returned to Cley. In the second quarter of 1926, Mary Jane's death was registered in Newcastle. Henry George returned south to Cley and married again, and his new wife Margaret Ann had three children. Dorothy Pauline, the eldest born in September 1933, Cley's very own Ruby Johnson).

When war broke out William Nesbitt joined the 5th Battalion of his county regiment, while his half-brother George and first cousin George William Ernest Clarke signed up for the 6th. Both battalions sailed from Scotland on 27th October 1941 in the same troopship and were at sea for nearly three months before arriving at Singapore on 13th January 1942.

Three days later, with no time to get used to the tropical heat and with no jungle training, the battalion moved to the mainland and took part in the latter stages of the Battle for Malaya against the Japanese, before retreating back to Singapore by the end of the month. William Nesbitt was cut off in Malaya and remained there until the surrender of Singapore on 15th February, and that is where he was captured.

His Japanese PoW card records that he moved 'overland' on the 8th May 1943 from a PoW camp in Malaya. This meant that he was sent to work on the Burma/Siam railway that the Japanese were building with PoW labour. Information from the Royal Norfolk Regimental Museum concerning his death: 'Died Force 'H' 21. 9. 1943 at Hospital Chungkai. Buried Chungkai War Cemetery grave no 493'. (Fig. 4) (1739 graves in the cemetery). Diagnosis: Avitaminosis – a total lack of vitamins. (Chungkai was one of the base camps on the railway and contained a hospital and church built by prisoners of war. The war cemetery is the original burial ground started by the prisoners themselves, and the burials are mostly of men who died at the hospital).

**FRANK HOWARD DAWSON**
**Private 14444733 7th Battalion Black Watch**
**Died 19th April 1945 aged 19**
**Buried Rheinberg War Cemetery, Germany**

He was the youngest of four children of Robert Charles and Mabel Jessie Dawson, born on 29th August 1926 in Cley. In a 1939 Register he was at school in the village, and the family were living at Long House, High Street, Cley. (His father was buried in Cley Churchyard on 4th July 1961, aged 79, and his mother was buried in the churchyard on 24th May 1964, aged 72).

The 7th Battalion Black Watch (Royal Highland Regiment) was a Territorial battalion which had landed in Normandy in June 1944 and had suffered many casualties up to the fall of Caen on 11th July. It was part of the push north towards Germany. On 23rd March 1945 it was one of the first battalions to cross the Rhine. Private Dawson was wounded at Klein Henstedt in Saxony, Germany and died a week later, eighteen days before peace was declared. He was the last Black Watch soldier to die in the war.

**FRANCIS ALBERT LEWIS**
**Leading Seaman C/JX 142180 H.M.S. Exmoor Royal Navy**
**Died 25th February 1941 aged 22**
**Commemorated on the Chatham Naval Memorial, Kent**

He was born in King's Lynn on 15th September 1918 and baptised there on 10th October. His father Francis James Lewis had been born in Cley in 1891, and on his marriage to Elizabeth Hart on 7th July 1917 he was resident in King's Lynn. He was a Private in the King's Own Yorkshire Infantry, and the 1914-18 War still had more than a year to run. On 18th November 1919 Francis James was buried in South Lynn Cemetery. The cause of his death at the age of 28 is not known: could it have been Spanish Flu or war wounds?

The 1921 Census records Francis Albert, aged 2, with his mother, living with her 76 year old father-in-law Francis G. Lewis in Cley. The old man died in 1925 and was buried in Cley. His place of residence is given as 'Beckham Infirmary'. It undoubtedly means the West Beckham Workhouse. (Were Francis Albert and his mother also there?). In 1939 Francis Albert went to war and died in 1941. His mother lived on in Cley, a widow for nearly seventy years, and died in Glaven


***Fig. 5. Private Jack Pashley Ramm's medals were sold at auction in 2016.***

Hale Care Home, Holt aged 95. She was buried in Cley Churchyard on the 8th May 1987.

H.M.S.*Exmoor* was a Hunt Class destroyer launched in January 1940. In early 1941 she was on duty escorting convoys through the North Sea, and on 23rd February was deployed with H.M.S.*Shearwater* to escort a convoy from the Thames estuary to Methil, on the east coast of Scotland north of Edinburgh. The convoy was attacked by German E-boats as it passed Lowestoft on 25th February. *Exmoor* suffered an explosion aft, causing major structural damage and rupturing a fuel supply. A fire soon broke out which spread rapidly. *Exmoor* capsized and sank in ten minutes. Of a ship's complement of one hundred and forty-six only thirty-seven were rescued alive from the water and Francis Lewis was not one of them.

**JACK PASHLEY RAMM**
**Corporal 5774919 2nd Battalion Royal Norfolk Regiment**
**Died 4th May 1944 aged 24**
**Buried in Kohima War Cemetery, India**

He was born on 4th June 1919 and baptised in Cley Church on 30th June that year. His father Edward Harry, a mechanic in his working life, was buried in Cley Churchyard on 29th January 1954. His mother Beatrice Minnie lived to a great age. She was also buried in Cley, on 7th May 1981 aged 89. Jack Pashley was the grandson of Henry Nash Pashley (1843-1925), the famous Cley taxidermist.

In March 1944 the Japanese 15th Army began advancing towards India from Burma and by early April had surrounded Imphal and Kohima. The British and Indian troops were in danger of being cut off. Urgent orders were given to bring forward the British 2nd Division (in Slim's 14th {Forgotten} Army) from India, which included the 2nd Battalion Royal Norfolk Regiment. The 2nd Division relieved the garrison in Kohima, but the Japanese still dominated the surrounding high ground. To capture GPT Ridge was the objective, and the task was given to the Norfolks.

Most of the terrain was intense jungle; the Japanese were well dug in. so machine gun posts and snipers meant that casualties mounted as the soldiers advanced. A dawn attack finally succeeded due to the gallant action of Captain John Randle, but cost him his life. His action, for which he was awarded the Victoria Cross, enabled the 2nd Battalion to gain its objective. Private Ramm was killed at some stage during the attack.

From now on, the Japanese were bogged down, their three weeks rations long gone and no supplies reaching them. They were sick and demoralised. The action had cost 30,000 Japanese lives. The Battle of Kohima was the first land defeat of the Japanese since the start of the War. By June 7th 1944, they were in full retreat pursued by the 2nd Division.

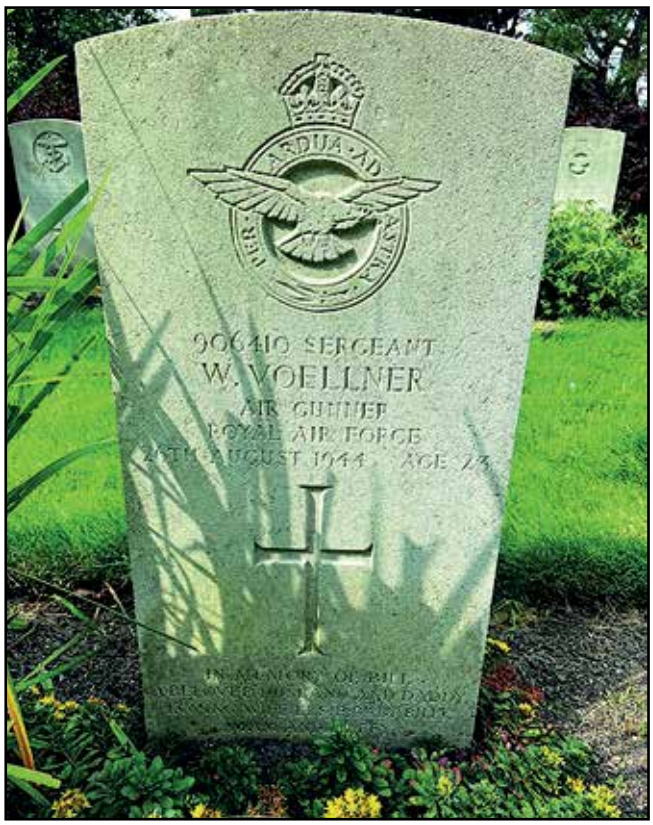



***Fig. 6. William Voellner's grave; Littlehampton cemetery***

**SIDNEY GEORGE TWIDDY**
**Leading Seaman C/JX 145272 H.M.Submarine Usk Royal Navy**
**Died 3rd May 1941 aged 22**
**Commemorated on the Chatham Naval Memorial, Kent**

He was born on 13th March 1919 at Forncett, Norfolk and was the son of George C. and Florence E. (née Keeler) Twiddy, and the husband of Gwendoline Glenny (nee Bishop) Twiddy of Blyth, Northumberland.

H.M.S.Usk was commissioned in October 1940 and spent most of her short career operating in the Mediterranean. She sailed from Malta on 19th April 1941 to patrol off the north-west coast of Sicily. Usk was later ordered to alter her position due to anti-submarine activity. Subsequent events are unknown, but she most likely struck mines in the vicinity of Cape Bon (Tunisia) sometime after 25th April. She was reported overdue on 3rd May.

No direct connection with Cley has been found.

**WILLIAM VOELLNER**
**Sergeant (Rear Gunner) 906410**
**103 Squadron Royal Air Force Volunteer Reserve**
**Died 26th August 1944 Aged 23**
**Buried Littlehampton Cemetery, Sussex**

He was born on 30th June 1921, son of William (born 1898) and Hannah (nee Ratcliffe, born 1894) Voellner, who both hailed from Bradford in Lancashire. In a 1939 Register he was listed as an unemployed Potter Proffer, living with his parents at Sunny Nest, Newgate, Cley. In December 1942, aged 21, he married Elsie Thornton in Manchester. At the time of his death there was a son Billy, and he and his mother were back living in Manchester, presumably with her family.

**The fate of Avro Lancaster ND632 of 103 Squadron**

Lancaster ND632 was based at RAF Elsham Wolds in Lincolnshire. At 8.13 p.m. on the night of 25th August 1944 the bomber took off and was one of four hundred and twelve despatched by Bomber Command to attack the Opel motor vehicle factory at Rüsselsheim near Frankfurt. The marking of the target was successfully carried out by the Pathfinders and the bombing was completed in ten minutes. Lancaster ND632 was damaged (probably by friendly machine gun fire) in the inner starboard engine during the mission, which they shut down and headed for home on three engines.

They approached England over the south coast and decided to land at Ford Fleet Air Arm base in Sussex. They approached Ford at around 3.15 a.m. where the visibility was poor with patches of fog between fifty and one hundred feet deep in places. They fired a red Verey Light and were given permission to land.

After making a circuit they made their approach but, in the fog and low cloud, they missed the runway, swung to port and crashed into two Beaufighters and two Mosquitos before crashing into a hanger and bursting into flames, killing all on board.

**The crew of Avro Lancaster ND632**

Flying Officer Lawrence Edward Westcott RAFVR Pilot aged 22
Flying Officer Norman John Lewis RAFVR Air Bomber aged 23
Sergeant Allen Parker Tebbutt RAFVR Navigator aged 21
Sergeant Ernest Bull RAFVR Flight Engineer aged 21
Sergeant James Alexander Cruickshank RAFVR Wireless/ Air Gunner aged 21
Sergeant William Voellner RAFVR Rear Gunner aged 23
Flight Sergeant Norman George Burges RAAF Mid Upper Gunner aged 19

Wescott, Cruickshank and Voellner (Fig 6) were buried in Littlehampton Cemetery, near to Ford; the Australian Burges in Brookwood Military Cemetery, Woking, Surrey, and the other three back in their home towns.

**FRED(erick) YARHAM**
**Sergeant 5875680 5th Battalion Royal Norfolk Regiment**
**Died 1st March 1943 aged 41**
**Commemorated on Yokohama Cremation Memorial, Japan**
**(Also on the Sharrington, Norfolk memorial in the church**
**Where he is recorded as C.S.M. FREDk YARHAM)**
**(Fig.8)**

He was born in Holt on 14th August 1901, baptised in Holt Church on 8th September, the son of Frederick and Laura Yarham, the fifth of six children. The family were living in The Queen's Yard, New Street, Holt. In the 1911 Census the family were living in Swanton Novers and he was at Gunthorpe School. The 1921

***Fig. 7. The wedding photograph of Lawrence Westcott and Elsie Thornton (Wescott was still a Sergeant and had not yet been promoted to Flying Officer) L to R – Norman Lewis, Lawrence Westcott, probably William Voellner or Ernest Bull, Elsie Thornton, James Cruickshank, Allen Tebbutt, Norman Burges and unknown, possibly friend of groom or family.***

Census shows that he was in the Army, serving with the 1st Battalion Northamptonshire Regiment in Ireland. In September 1928 he married Lottie Hannah Salome Woods, who was born at Hindolveston on 19th August 1908. They had a daughter Doreen Laura, born in 1928. In the 1930 Electoral Roll they were on the register at Pig Street, Sharrington. The 1939 Register has Lottie and Doreen in Walsingham. Was Fred still in the Army? When Fred signed up to go to war their address was 22 Lion Street, Holt. On his Japanese PoW card Lottie's address is given as Basketshop Cottage, Cley.

The 5th (Territorial) Battalion Royal Norfolk Regiment, in which he was serving, landed at Singapore on 13th January 1942 after nearly three months at sea. Only three days after landing the battalion, with no jungle training, moved to the mainland of Malaya to help stem the advance of the Japanese. To no avail. They had retreated to Singapore by the end of the month and took part in the Battle of Singapore, but on 15th February the battalion, along with all the other forces on the island, surrendered to the Japanese.

Information from the Royal Norfolk Regimental Museum in Norwich gave the detail that he was 'reported PoW on Java'. Indeed, he escaped from Singapore shortly before the surrender, made his way to Sumatra and then to Java (Dutch East Indies) where he was made captive on 8th March 1942 when the Dutch surrendered to the Japanese. At the end of October, on one of the 'Hell Ships', he was moved to Japan as forced labour and placed in Moji Camp, the subsidiary


***Fig. 8. Fred Yarham's name on the 1939-45 Memorial in Sharrington Church.***


***Figs. 9a. and 9b. Frederick Yarham's PoW card (front and back)***

to Fukuoka POW Camp. He cannot have been there long because he died on 1st March 1943. Cause of death: acute colitis, beriberi and? (One wonders what this was). The front and back of his Japanese PoW card (Figs. 9a and 9b) give much important information.

(Gerald Yarham, long term resident in Cley, and now living in Holt, was born in May 1946. When he was four years old his mother married Arthur (Ra) Bishop, but he retained the Yarham surname. His mother died in February 1992 aged 83 and was buried in Cley Churchyard).

**FREDERICK YARHAM**

| | | | |
|---|---|---|---|
| 1901 CENSUS HOLT | (This was four months before 'young' Frederick was born) | | |
| The Queen's Yard | Frederick Yarham | 31 | Cowman on Cattle Farm |
| New Street | Laura Yarham | 28 | |
| | Selina Yarham | 6 | |
| | Ida Yarham | 4 | |
| | Gladys Yarham | 1 | |

Fred Yarham's Japanese PoW card has him born on 12/08/1901 (14/08/1901?)
As he was baptised in Holt Church on 8th September 1901, the date 10th September given on his Gunthorpe School Registration Card cannot be correct!

**Registration Card For Gunthorpe School – After Late 1906**

| | |
|---|---|
| Selina Yarham | born 14th June 1894 |
| Ida Yarham | born 23rd April 1897 |
| Gladys Yarham | born 12th August 1899 |
| Fred Yarham | born 10th September 1901 |

**1911 Census Bale** **(The Yarham cottage had three rooms in total)**

| | | |
|---|---|---|
| Frederick Yarham | 40 | Labourer on M & G N Ry Co. |
| Laura Yarham | 38 | |
| Ida Dorothy Yarham | 13 | |
| Gladys Elizabeth Yarham | 11 | |
| Frederick Yarham | 9 | |
| Ethel Mildred Yarham | 7 | |
| Walter Septures Yarham | 4 | |
| Ernest Edward Yarham | 2 | |

(Selina was 16, had left school and probably in employment as a domestic servant)

**1921 Census Richmond Barracks, Templemore, Co. Tipperary, Ireland**
Private Fred Yarham (aged 20) was in 1st Battalion Northamptonshire Regiment

**1928 3rd Quarter (July/August/September)**
Fred Yarham married Lottie Hannah Salome Woods

**1930 Electoral Roll**
Fred and Lottie Yarham registered in Pig Street, Sharrington

**10 Lion Street, Holt, Norfolk**
Fred Yarham's Japanese PoW card gives this address as his 'Place of Origin' i.e. in 1939.

**LOTTIE HANNAH SALOME WOODS**

**1901 Census – Hindolveston, Norfolk**

| | | | |
|---|---|---|---|
| Charles Woods | 28 | Sawyers Labourer | Hindolveston |
| Lucy Woods | 30 | | Buckinghamshire |
| Henry? Woods | 9 | | Hindolveston |
| Ranger?? Woods | 7 | | Hindolveston |
| John Woods | 6 | | Melton Constable |
| Henrietta Woods | 4 | | Hindolveston |
| Fred Woods | 1 | | Hindolveston |

**1911 Census – Thornage, Norfolk**

| | | | |
|---|---|---|---|
| Charles Woods | 42 | Woodsman | |
| Lucy Woods | ? | | |
| Henry? Woods | 19 | Labourer on farm | |
| Ranger?? Woods | 17 | | |
| John Woods | 16 | Labourer on farm | |
| Etta (Henrietta) Woods | 14 | School | |
| Fred Woods | 11 | School | |
| Dolly? (Dorothy) Woods | 8 | | Hindolveston |
| Bertie Woods | 6 | | Guestwick |
| Lottie Woods | 2 | | Hindolveston |
| Alfred Woods | 11 months | | Gateley |

**1921 Census – Swanton Novers**

| | | | |
|---|---|---|---|
| Charles Woods | 51 | Labourer (Lord Hastings) | |
| Lucy Woods | 52 | | |
| Fred Woods | 21 | Soldier | |
| Dorothy Woods | 18 | Domestic Servant (London) | |
| Bertie Woods | 16 | Labourer (Lord Hastings) | |
| Lottie Woods | 12 | | |
| Alfred Woods | 11 | | |
| Lillie Woods | 9 | | Gunthorpe |

**1928 Third Quarter – (July/August/September)**
Lottie Hannah Salome Woods married Frederick Yarham.

**Doreen Laura Yarham**, a daughter, born in December 1928

**1930 Pig Street, Sharrington** – Lottie and Fred on the Electoral Roll

**1939 Register** – Lottie and Doreen in Walsingham

**Basketshop Cottage, Cley Next The Sea**
Fred Yarham's Japanese PoW card gives this address for Lottie Yarham in 1943.

# Treasure Trove of Documents from the Cozens-Hardy Private Archive Lodged in NRO

*Margaret Bird*

***Letheringsett Hall's south front, showing the Greek Doric portico of 1809 designed by the local architect William Mindham.*** *[photograph A.E. Coe of Norwich 1880]*

*In October 2022 a highly significant body of manuscripts, photographs and maps from the Cozens-Hardy Collection was lodged in the Norfolk Record Office (NRO) by Caroline Holland, née Cozens-Hardy. Caroline is a BAHS member and is descended from the Letheringsett diarist Mary Hardy. This newsletter item appears with her permission.*

The documents shine a spotlight on working and family life in the eighteenth and nineteenth centuries. Those researching the history of the Glaven Valley villages and Holt will find the deposit a treasure trove. I used it extensively for 32 years while working on my published volumes on Mary Hardy. With the consent of the extended Cozens-Hardy family I quoted at length from these extremely valuable papers and used them for hundreds of illustrations. Many of the papers date from the eighteenth century; the photographs date from 1880 onwards. I am extremely grateful to the family for access over the years and for keeping the collection in their possession until my work was complete.

Caroline inherited the care of them from her father Jeremy, the son of the distinguished lawyer and local historian Basil Cozens-Hardy (1885–1976). Their provenance is known as they were passed down in the family from the time of Mary Hardy (1733–1809).

In January 2023 the archivists at the NRO gave the deposit the holding reference ACC 2022/106. It is not known when they will be able to catalogue them individually. It is a huge task: there are dozens of albums, dozens of boxes of papers and correspondence, probates and also the original manuscript diaries of the Letheringsett brewery apprentice Henry Raven, written daily 1793–97, and of the owner of the Letheringsett estate 1842–95 William Hardy Cozens-Hardy, written 1833–95.

The three images accompanying this article give

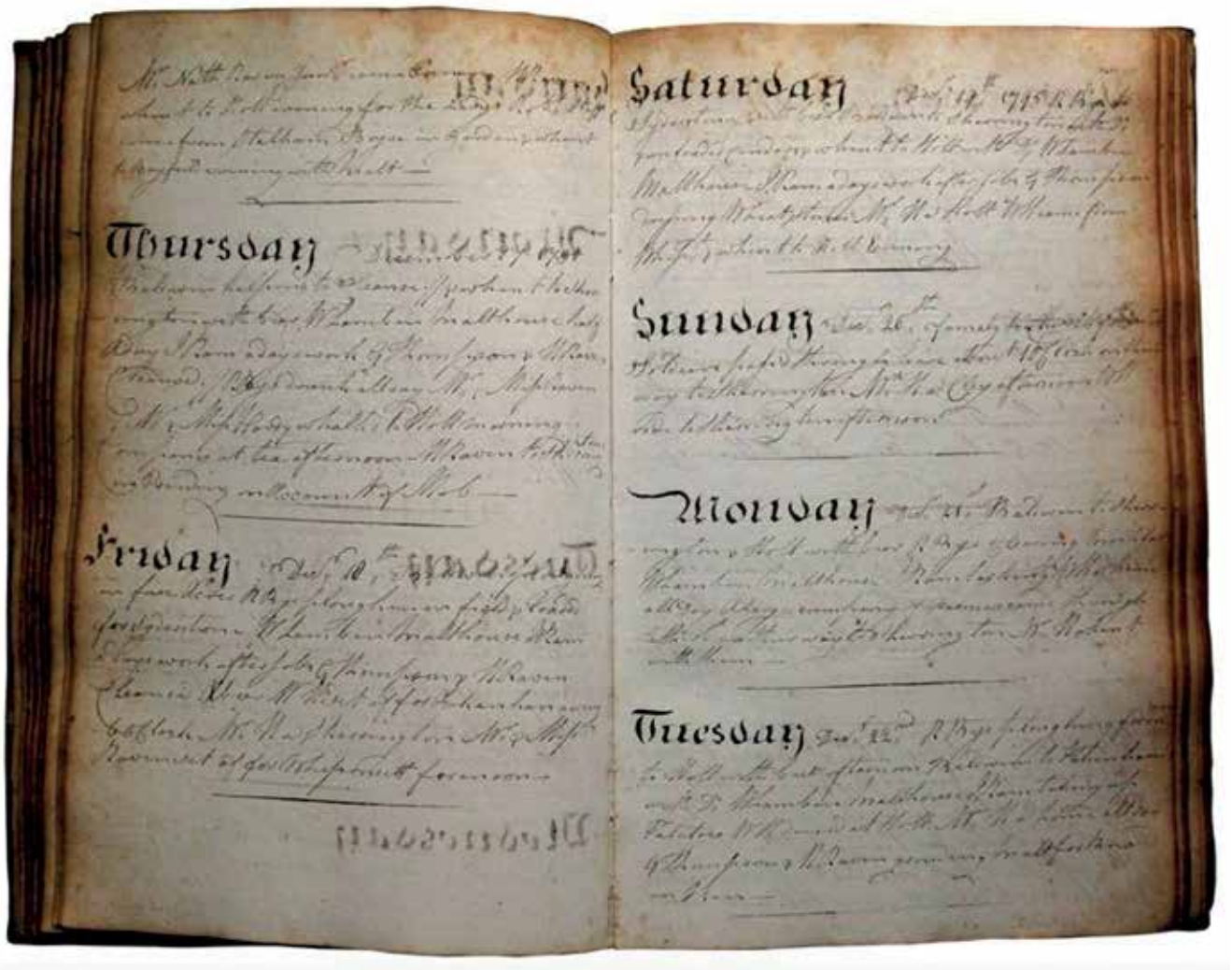
***Back row, standing, from left:***
***Herbert (son; 1st Lord Cozens-Hardy), James Willans (husband of William H. Cozens- Hardy's deceased daughter Cecilia and of Cecilia's younger sister Kathleen), Helen Colman (Caroline's daughter), Sydney (son), Maria (Herbert's wife), Mary (Arthur's wife), Arthur Wrigley (Clement's son), Edith (Clement's daughter), Russell James Colman (Caroline's son, the future Lord Lieutenant of Norfolk), Ethel Colman (Caroline's daughter), Theobald (son), Alice (Clement's daughter), Archie (Theobald's son), Clement (son), Laura Colman (Caroline's daughter), Alan Colman (Caroline's son), the Revd J.C. Harrison of London (family friend)***
***Middle row, seated on chairs, from left:***
***Sarah Anna (Theobald's wife) with their daughter Mary, Jeremiah James Colman (husband of Caroline), Gerald Willans (standing by pillar, Cecilia's son), Helen (Clement's wife), Caroline Colman (daughter), William Hardy Cozens-Hardy, Sarah Cozens-Hardy, Kathleen Willans (daughter) with her stepdaughter and niece Mabel, Emma Wrigley (sister-in-law; Clement's stepmother-in-law), Agnes Cozens-Hardy (daughter)***
***Front row, seated on ground, from left:***
***Edward (Herbert's son; 3rd Lord Cozens-Hardy), Willie (Herbert's son; 2nd Lord Cozens-Hardy), Hope (Herbert's daughter), Florence Colman (Caroline's daughter), Edgar (Theobald's son), Katharine (Herert's daughter), Harry (Theobald's son).***
*[photograph A.E. Coe of Norwich, 21 July 1880]*

some insight into the importance of this vast collection. The first shows the south front of Letheringsett Hall in 1880. We know the date of the Greek Doric portico through one of the manuscripts now lodged in the NRO: the surgeon and artist Edmund Bartell junior's 1809 commentary on the Hall is the sole source pointing to its construction in the spring of 1809.

The second photograph shows a Cozens-Hardy family gathering in front of Letheringsett Hall on 21 July 1880 to celebrate William H. and Sarah Cozens-Hardy's Golden Wedding. Many prominent local figures are seen here. A little over seventy years after Mary Hardy's death a dynasty had been created.

The photograph is taken against the south wall of the drawing room at Letheringsett Hall. William Hardy Cozens-Hardy (1806–95), with a white beard and his hands in his pockets, was William and Mary Hardy's only surviving grandchild. His wife Sarah (1808–91), née Theobald, sits on his left wearing an ornate white cap. They lived to celebrate their Diamond Wedding, as recorded by A.E. Coe's photograph.

With them are the surviving seven of the couple's nine children, nineteen of their twenty grandchildren (one being absent) and other close family, named below. Their daughter Laura had died aged three; also their married daughter Cecilia Willans aged 39. Sarah Cozens-Hardy's only surviving sister Emma Wrigley (1817–99) forms part of the group. The Cozens-Hardy




***The third illustration is an extract from the farm and brewery diary of Henry Raven for December 1795 referring to bread riots in the area during a wheat famine. His record, compiled as a teenager, is 73,000 words long. It is the only diary of a brewery apprentice known to survive from the eighteenth century. He worked for eight years 1792–1800 in the maltings and brewery on the A148 at Letheringsett, converted in 2013–15 to housing.***

***The full text of Henry's diary is transcribed, edited and indexed in the third volume of* The Diary of Mary Hardy *(2013).***

contingent from Cley Hall (named in red) is well represented. They are led by the celebration couple's eldest son Clement William Hardy Cozens-Hardy (1833–1906). Clement inherited Letheringsett Hall on his father's death, but chose to remain at Cley Hall, his marital home; his brother Herbert, the future Lord Cozens- Hardy, became his tenant at Letheringsett Hall. Clement had been a partner with his father in the Letheringsett maltings and brewery from 1877.

Clement's son Arthur Wrigley Cozens-Hardy (1857–1925) trained as a brewer at Burton-on-Trent before moving to Kendal in the Lake District, where he met his wife Mary while working at Evershed's Brewery. By the time he could have hoped to return to north Norfolk to take over the Letheringsett concern his father had sold the maltings, brewery and tied houses to Morgans of Norwich.

A Cozens-Hardy family tree can be found in the Epilogue in volume 4 of *Mary Hardy and her World* (2020), where the nineteenth-century family is described.

Henry Raven's diary entries for 16–22 December 1795, written when he was eighteen. He goes over to the Hardys' outlet at Sharrington, the Swan (still standing in a layby on the A148), to view 'the mob' rioting over wheat prices. From Henry's diary we can calculate that the members of the Hardys' workforce each laboured an astonishing 3617 hours a year. This is well over double modern working hours in the UK. The men had no holiday other than a day or two off for their local fair or home fair and even worked on Sundays.

Most of the documents and images lodged by Caroline Holland feature in my published volumes on Mary Hardy. These books contain 822 pages of index to enable readers to find what they are looking for very quickly.

Historians and researchers owe a great debt to the Cozens-Hardy family for having carefully preserved the collection for centuries and now for making the contents available to the public. Other parts of the collection, including Mary Hardy's manuscript diary, remain in private hands.

More details of the recent Cozens-Hardy deposits are given on the Burnham Press website:
www.burnham-press.co.uk/jan-2023-major-items-from-cozens-hardy-private-archive-lodged-at-norfolk-record-office/

# What is a 'Tide Waiter'?

*Richard Kelham*

In the Q&A session at the end of a recent BAHS Lecture by Margaret Bird the question was asked "What is a Tide Waiter?" The answer is that he (it was always 'he' in those days) was one of the Customs Officers, in this case based at Cley, in the eighteenth century who laboured under various peculiar, but apposite, titles. But first a few words about the organisation of HM Customs in this period.

Top of the pecking order were the three patent officers, so-called because they were appointed by "letters patent under the Great Seal" – in other words their positions were in the gift of some powerful noble. They were the Customer, the Controller (or Comptroller), and the Searcher. When, as was frequently the case, the customs were farmed out there would be a fourth officer known as the Collector whose function it was to make sure the other officers discharged their duties properly. Outsourcing, so beloved of the last government, has a long and ignoble pedigree.

Of the regular complement, the Customer was signatory of all warrants, writs and other such documents, and would have half the seal used to authenticate the cockets and certificates that a ship's master needed to show that his cargo had been duly customed. The other half of the seal was in the possession of the Controller whose main job seemed to be to keep an eye on the Customer. They both kept copies of the accounts – which were expected to tally.

An outport like Cley – remember the head port of this area was Yarmouth – would have had a range of lesser officers with such titles as Waiter & Searcher, Sitter in the Boat, Tide Surveyor, and Coal Meter among others, all of whose appointments were in the hands of the Patent Officers, who were not above extracting a fee for their patronage. Presumably the size of the premium would be related to the opportunities for enrichment offered by the post. In 1779 the establishment at Cley consisted of eight men (and a horse), whose combined salaries were £62 10s per quarter plus expenses. They were expected to augment their meagre stipends by charging fees for the issue of cockets and certificates, by taking commission on coal metered, and rewards for contraband seized, the cost being defrayed by the sale of confiscated goods.

In the National Archive at Kew there is a copy of a letter (CUST96/155) sent on 21 July 1764 from the head office in London to the Customs House at Cley spelling out the duties and responsibilities of the various officers at that place written in the florid style of the times which does at least list the posts in question – and bears the signatures of the six lesser mortals entrusted with carrying them out, though not the two most senior officers (possibly Peter Coble and Thomas Humphrey). The posts listed were Land Surveyor, Deputy Searcher, Landwaiter, Coastwaiter,

***The signatures on the 1764 letter.***

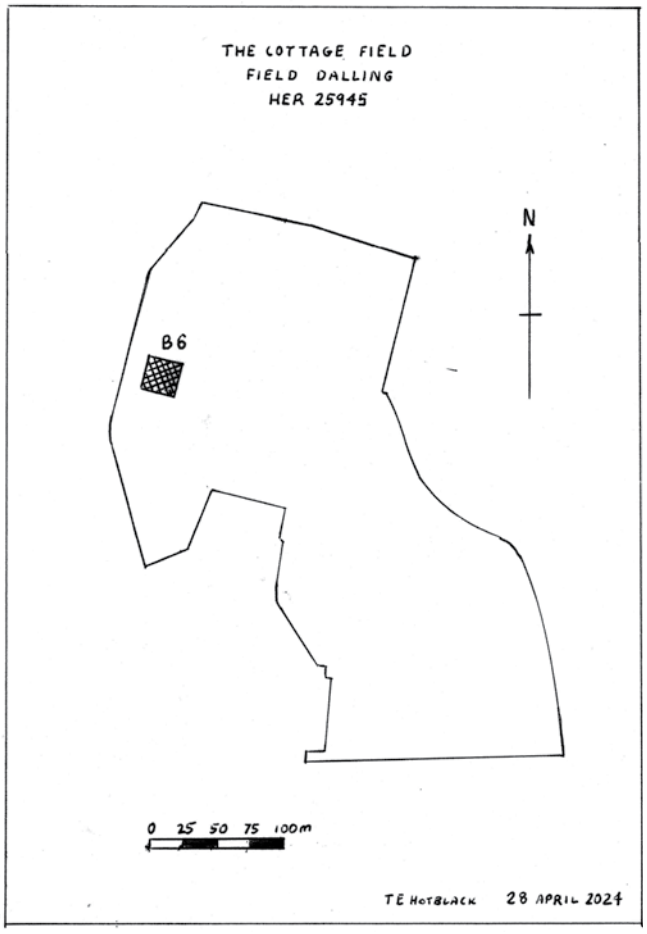
Tidesurveyor, and Coal Meter. The signatories were Francis Starling, John Hipkins, Richard Girdlestone, Thomas Otty, ?Pilch (this man, who seemed to be effectively illiterate, I can find no further trace of), and Robert? Brown – presumably they signed in the same order as their duties were described.

Other letters from earlier in the century list actual appointments and show that many of the posts could be doubled up. For instance, on 16 January 1715 John Reeder was sworn in as Surveyor, Waiter and Searcher. The same document shows that there were no fewer than eight men sworn in as coal meters at this port over the ten years 1715-1725, many of them serving concurrently, an indication perhaps of the importance of the coal trade. The 1764 letter instructs the coal meters to measure the stuff as it is unloaded into lighters in the Pit rather than wait until it is brought ashore. At least one man was outstationed at Cromer to check on the coal being unloaded on the beach there. In 1738 this was the task allotted to Anthony Ditchell, in 1861 to Robert Rooke. The letter also instructs how to rumage a vessel and the amount of dutiable goods that could be ascribed to the use of the Master and crew and thus ignored.

Other letters – the correspondence by modern standards was not voluminous – list the complement at Cley in other years, occasionally giving insight into just what was involved in "swearing-in". John Hipkins, for example, who was 40 years old when originally sworn-in on 6 April 1762, had to provide securities of £200 from John Mann, Master Mariner, and another John Hipkins, barber. Interesting too is the implicit acceptance that the Customs were in competition more often than in cooperation with the Excise and that actions were taken on a first come first served basis. Sometimes the military were involved too, but only by invitation. It was a wild old time.

# "Stone Object"

*Eric Hotblack*




**Site**

As part of an intensive field walking project in Field Dalling, a block of "The Cottage Field", part of Hard Farm was walked in February and March 2001 (HER no 25945, fig. 1).

The Cottage Field is to the east of Little Marsh Lane and slopes towards the north. There is a slight ridge longitudinally in the centre, so water drains to ditches on the east and west sides, and then into a minor tributary of the River Stiffkey. The soil is sandy loam with the subsoil clay'y marl.

**Find**

With the worked flints and pottery, the usual finds, an unusual stone was spotted in square B6 (figs. 2 and 3). Its regular shape gave the impression of it being man made, so it was picked up and washed together with the worked flints. These were identified by the late Professor Peter Robins of the Norfolk Museums Service. He described it as "stone object" – "small cuboid block of cut and polished stone (not flint) with vesicles. Fine grained (requires specialist examination)".

On handing it in again for another opinion it was described as "whetstone? or rubber? cubical block of a fine grained stone with numerous vesicles on all surfaces. Five of the six sides are smoothly polished, some with slightly concave surfaces, the sixth surface is more irregular but smooth on its high points use and date unknown".

**Further Investigation**

Following the suggestion that it could be a "rubber", a photograph was sent to the "Quern Study Group". Dr Ruth Shaffrey replied that similar objects, after consultation with geologists, the conclusion is that they have been formed naturally. She also said that people often collect unusually shaped stones, so that though not worked by humans, may have got to the find site having been found previously.

Through a family connection, Dr John Dent, Archaeologist of the Scottish Borders Council was asked. He commented "the cuboid shape is probably a result of natural stress lines, which form a geometry all their own and frequently look deceptively artificial". He also stated "without discernible signs of artificial working forces or polishing, or a context such as a grave or religious shrine, we have to accept that there is no case for supposing that people once ascribed any significance in the piece".

The stone object was sent to the Natural History Museum Department of Minerology. It was examined by Paul Schofield who commented "I believe the rock is Chalcedony". and "cavities may be the remains of shells that have subsequently been eroded from the rock". "The cuboid surfaces could easily be from two cross cutting fracture sets".

"While the sample is certainly unusual, feel the stone's appearance is natural".

Obviously field walking finds can be of any period. We can study the other finds on this field, to see what periods extra activity took place here.

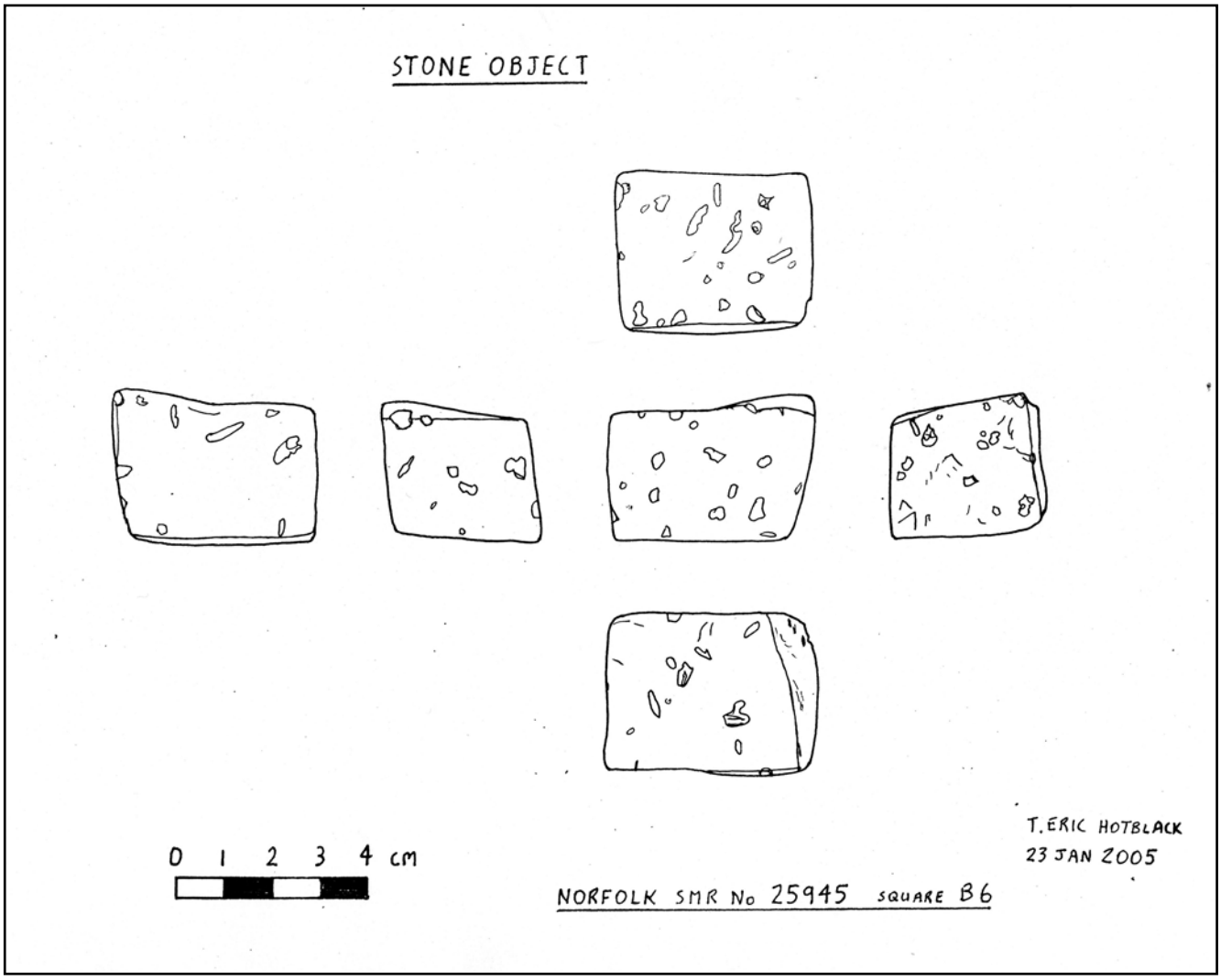
Prof Peter Robins stated that the worked flints are "mainly Bronze Age with some residual elements of Neolithic".

Though the distribution of Romano British pottery is usual for a "manuring scatter", pieces of Romano British pottery kiln bars have been found.

For the Medieval Period, the greatest density of Medieval pottery found in this survey was on this field.

**Chalcedony**

Chalcedony takes its name from Chalcedon in Asia Minor. It is a non-crystalline translucent quartz of various colours. It originates from cavities in granite and other igneous rocks, so could have arrived in North




Norfolk in a glacial moraine, and fractured into its cuboid shape later.

**Conclusions**

Although looking "man made" and appearing to be polished it is considered to be "natural". As has been suggested, it may have been found before, so got to its find spot by human intervention. So we should probably stop calling it a "Stone Object" and just call it a "Stone".

**Acknowledgments**

Raven Cozens-Hardy Photographer
John Dent Archeology, Scottish Borders Council
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Zilla Oddy Scottish Borders Museums
Peter Robins Norfolk Museum Service
Paul Schofield Natural History Museum
Ruth Shaffrey Quern Study Group

# The *Hettie* Lifeboat and the Lifeboat Houses: A Personal Odyssey

*John Peake*

*As I was reading John Wright's interesting article on the Blakeney Lifeboat Station in the* Glaven Historian *17 I couldn't stop memories flooding back. Although they started with the first time I heard of the 'Hettie' lifeboat, my mind rapidly wandered to earlier thoughts of seeing the iconic lifeboat buildings over 70 years ago, just after WW2 when I first visited the Point as a schoolboy, then coming back to camp there as an university student. However, my strongest memories are living by myself in the old laboratory during one winter when employed as a Research Officer by the National Trust, cooking my own meals on a primus stove and watching birds in the tamarisk bushes just outside the window, only to realise Richard Richardson was on the other side also watching. In those days the harbour was far from empty, there would be fishermen working their mussel lays, bait-diggers scattered around or Stratton Long charging out to sea in a converted lifeboat to recover targets shot down by gunnery fire from the army camps.*

Returning to the *Hettie*, the story starts one evening when a rather vague phone call announced the existence of a model of a Blakeney Lifeboat that the owner wanted to donate to Blakeney. The National Trust had been approached, but they were not interested and the woman on the other end of the phone sounded desperate. It was quickly established that the model was in Folkestone and it was in a glass case, moreover it was large, about three foot long. A most unlikely candidate for my interest having spent years in a museum being offered unwanted gifts from unknown parts of the world, but then a crucial fact emerged, the model was named *Hettie*. My wife, Pam, who had been collecting information on Blakeney lifeboats for many years, recognised the name. So, we succumbed to the temptation and the result of our decision to drive to Folkestone now sits in a new case in St Nicholas Church.

We met the old lady who was making the gift, loaded the model onto the back seat of the car and then started looking for a supply of cardboard boxes to cushion the case plus model during the journey home. There was an opportunity to make a detour to see the Lifeboat Museum at Chatham Dockyard and this made us realise the quality of the gift – a rare 'Presentation Model'. Now all we had to do was fulfil the promises we had made to a very sick lady who was to die in less than a week. It was her grandfather who had donated money to the RNLI for the purchase of a lifeboat, but there is no evidence he had any connection with Blakeney. The name *Hettie* was probably derived from the name of his first wife who had only recently died.

The rest of the journey home was spent discussing

***Fig. 1:* Hettie *Lifeboat viewed from bow to stern.***

where the model could be displayed in the village and how we would raise the money to buy a secure display case. Quite a challenge, nevertheless, we felt elated, the *Hettie* was coming home to Blakeney and could sit in our house while we collected our thoughts. Once the Church agreed to provide a home we were on our way and here I must thank Chris Wheeler for all the help he provided at this stage. Some may remember an exhibition in the Church that quickly followed called 'Ships Ahoy', this was organised to raise money for the case and show *Hettie* to a wider audience. The model was then transferred to the History Centre and placed in their care.

Since then the *Hettie* has been the stimulus for further research by both Pam and myself often trying to answer quite simple questions. Here are three which

***Fig. 2:* Hettie *Lifeboat viewed from above.***

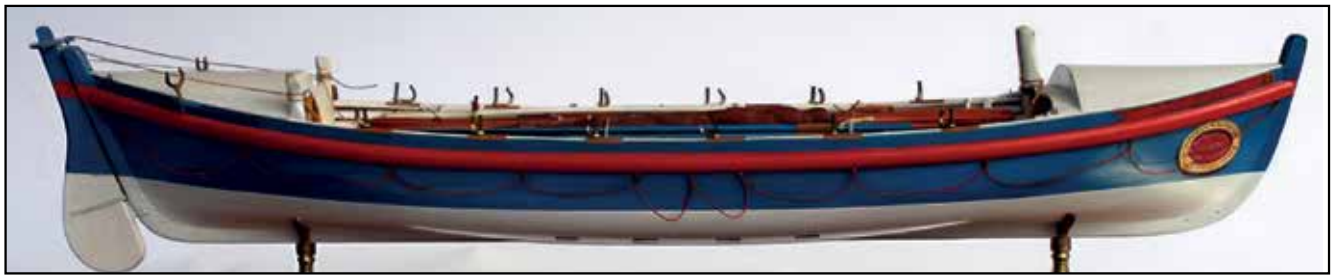

***Fig. 3:* Hettie *Lifeboat viewed from the side.***

although not earth-shattering do provide an insight into the operation of the lifeboat service.

- Why were the oars painted blue and white?
- What was the colour of the hull of early lifeboats?
- Who made the model?

**Colour of Oars**

The photographs of the model show an array of gear in the hull including oars, spars, two masts and sails. This corresponds closely with an inventory for a similar model of a 'pulling and sailing lifeboat' held in the National Maritime Museum in Greenwich, suggesting this is a full complement of gear. Conspicuous are the twelve blue and white oars, six for each side, and this immediately raises the question – why were they painted different colours? A quick look at two photographs in the *Glaven Historian*, one of the *Caroline* taken by Olive Edis in 1918, the other of the *Brightwell* which was much earlier, both show white oars on the starboard side of the boats. Fortunately Pam had an early newspaper cutting of the Cromer lifeboat which although it is only black and white shows dark and light blades to the oars and recently a post on the internet shows this pattern existed in the 1950's on the last 'pulling and sailing lifeboat' in Britain stationed at Whitby.

There was a reason for this pattern. Early in the 19th century the terms referring to the different sides of a boat were starboard on the right side when looking forward to the bow, with larboard on the left. Larboard was the old term for what we now call port, the change occurred during the 19th century with, for example, the Royal Navy ordering that port be used exclusively after 1844. If, like me, you are slightly sceptical that this would apply to lifeboats, then look carefully at the model in the Church and see that the seating positions on the port side are labelled L1 – L6, with starboard S1 – S6. So, the suggestion is that it would have been clearer for the coxswain to call for either blue or white oars to pull rather than the alternative starboard or larboard.

**Colour of Hull**

The next question is slightly more problematical. The lower part of the hull on the model of the 'Hettie' is dark blue, the colour we associate with lifeboats today, but one correspondent suggested that this was not always the case and many earlier lifeboats were light blue! In the course of trying to get my head around this conundrum there were discussions with some of the volunteers at Sheringham Museum, where one was painting murals on the seawalls. The problem was what colour should he paint an early lifeboat. Looking at photographs confirmed the hulls of many early lifeboats, at least in this part of the world, were light coloured. Look at the example of the *Brightwell* in the *Glaven Historian*. The reason light blue was abandoned could be the difficulty of picking out a light-coloured object at a long distance in a shimmering sea.

**Makers of model**

Curiosity drove me to think more about who made such a superb model. Enquiries at the RNLI provided no enlightenment, nor the National Maritime Museum nor the Science Museum, who hold an acclaimed collection of model boats. Fortunately the model had an anomaly that enabled the question to be approached in a different way – the insignia on the bow of the model is that of the National Lifeboat Institute, which can also be seen on the photograph of the *Brightwell*, but this insignia was obsolete by the time the *Hettie* was launched in 1873. The RNLI had received the right to use 'Royal' in 1860, surely they would not have been party to such a mistake. Indeed the inscription on the silver dedication plaque attached to the plinth uses the 'Royal' epithet suggesting at least two separate organisations were involved. At this stage the quest for answers was widened.

In the second half of the 19th century and into the 20th new inventions and designs for life-saving equipment, including boats, were appearing regularly in the *London Gazette* and at international exhibitions.

***Fig. 4: Professor F W Oliver with ubiquitous pipe 1925. F W Oliver.***

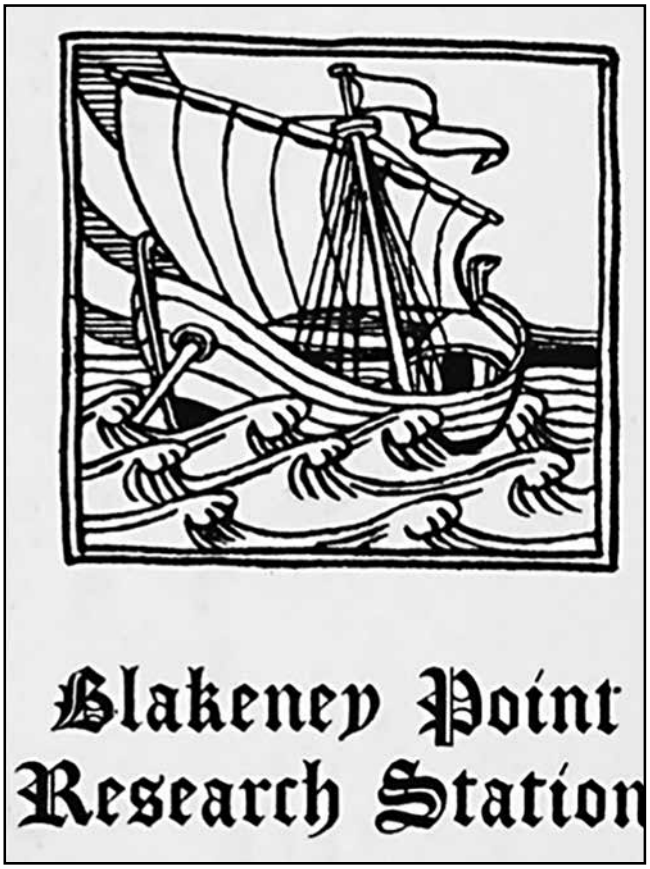


***Fig. 5: Bookplate used in Research Station***

While ship building along the Thames expanded enormously with two competing firms winning contracts from the NLI or RNLI to build over 200 lifeboats: these were Forrest & Son of Limehouse and Woolfe & Son of Shadwell, the latter built the *Hettie*. Amongst this milieu of boat building and exhibitions there would have been opportunities for specialised model-makers to exist producing presentation gifts for appropriate dignitaries or sponsors and it would not be unreasonable to presume one of these made the 'Hettie' model.

**Lifeboat Houses**

When the *Hettie* lifeboat arrived at Blakeney in 1873 she was housed in the old black Lifeboat House. A building that was to develop a fascinating history in the course of the next century – a history that locally is now largely forgotten or sadly misrepresented in recent accounts. The House had been built by the RNLI in 1861, but was physically moved to its present position, so a new Lifeboat House could be erected on the old footprint. This new House conformed to a standard RNLI design and it now stands in splendour as a symbol of the National Trust's involvement with the Point.

**Purchase of Point**

When the old black House was abandoned by the RNLI it reverted to Lord Calthorpe from whom it was personally purchased in 1910 by Frank Oliver, who was Professor of Botany at University College London (UCL). He was later reimbursed by the College and the old House still remains in their ownership today. Oliver had been attracted to the area in 1908 when recuperating from pleurisy and was excited by the opportunities the Point offered for research and for training students.

Objectives that remain as relevant today as they did over 100 years ago, indeed I benefitted from his vision in the 1950s when an UCL undergraduate.

Shortly after Oliver became involved with the Point Lord Calthorpe died and this resulted in the family undertaking a major examination of the economics of maintaining estates in Norfolk. The Parish had benefitted over many years from significant donations by the late Lord Calthorpe, including for example those to the Church and the School, whilst still maintaining the properties he owned. This scrutiny showed many of these expenses were being subsidised by investments from elsewhere, such as Edgbaston in Birmingham. The consequence was the 'Calthorpe Sale' of 1911 which severed over 600 years of family associations with Norfolk.

There must have been consternation amongst many naturalists at the prospect of the Point being developed. Locally Dr Sydney Long and J W Allen contemplated trying to raise funds to purchase the Point, but they were overtaken by an initiative led by Oliver. At the auction Lot 1, which included the Point, failed to reach the reserve and was withdrawn. It was subsequently sold to A Crundle from whom the Point was purchased by a group of donors led by Oliver, with a major contribution from Charles Rothschild.

Recently at a sale of a library I discovered an interesting letter loosely interleaved in a book on bird protection, it was dated June 11 1912 and was written by Oliver to J H Gurney, doyen of Norfolk ornithologists. It clearly established the status of the Point and Oliver's intentions. These can be summarised as:

- Point and saltings had been purchased by donors
- To be donated to the National Trust as a nature reserve
- To be maintained as a place where the study of maritime flora and fauna could be pursued
- To be maintained by a committee to discuss management issues informally.

***Fig. 6: Renaming ceremony of old Lifeboat House as Francis Wall Oliver Research Centre 2015.*** *J F Peake Photographs*

***Fig. 7: Lifeboat Houses and Point 1910.*** *F W Oliver*

***Fig. 8: Lifeboat Houses 1925.*** *F W Oliver*

**Research Station**

Oliver continued to pursue his desire to establish the Point as a research station. Publications appeared on a wide range of subjects, from seaweeds to terns and rabbits. In his own output he continued to extoll the significance of the Point, publishing a book and a seminal paper on nature reserves, with still another on the Point appearing in the first issue of the Journal of Ecology. Interestingly he pioneered the technique of aerial photography in the study of vegetation. An initiative that evolved through liaison with an individual who had gained experience of aerial reconnaissance in the Middle East during WW1.

Many of the papers that appeared in the publications of other organisations, including Annual Reports, were reprinted, placed in a cover with a distinctive logo and sold locally. A logo that members of the BAHS will no doubt instantly recognise; I used it when the Society needed an identifiable image for publicity, posters and covers of early *Glaven Historians*.

Ultimately Oliver's influence extended world-wide through his own efforts and those of colleagues and students. These included Sir E J Salisbury and A G Tansley, who were both involved in the development of nature conservation in this country; whilst Charles Rothschild, who had been crucial in the purchase of the Point, founded the Society for the Protection of Nature Reserves in 1912, thereby laying tne foundations for the development of County Wildlife Trusts.

Oliver's own contributions were honoured by UCL in 2015 when the old black Lifeboat House was renamed the Francis Wall Oliver Research Station at a ceremony organised by the College (Fig. 6) and attended by family and people from the College and National Trust. On the day, many of his family spoke to me of their strong affection for the Point having spent time in the old black House and in the vicinity. One wonders whether his sons' involvement with the sea derived from time spent there, as both rose to high ranks in the Royal Navy, one a Captain, the other a Rear-Admiral.

There is another legacy, Oliver left a photographic record of his time on the Point; many of his images will be known to members, but the source is rarely acknowledged. Two images are reproduced here: the first taken in 1910 is a distant view of the Lifeboat Houses when the station was still operational (Fig.7) and the second taken in 1925 when the Point was in the ownership of the National Trust (Fig. 8). An interesting feature in both photos is the tall pole standing not far from the lifeboat houses, it can also be found in the backgrounds of early paintings of ships in the harbour. It must have been used to hoist weather signals and possibly signals linked to the activities of pilots that operated over many years bringing ships into the harbour. Telegraph poles are also visible, these carried a phone line that linked the station to the Cley exchange; stumps of these poles can still be seen on the Point.

The 1910 photo shows a landscape with much bare sand exposed, evidence of the activities of both rabbits and people. Now rabbits have disappeared and no longer is there a community of fishermen, wildfowlers and pilots occupying the huts; people who could have provided the labour force needed to launch and retrieve the lifeboats. The later photograph taken in 1925 shows the new House after it had been acquired by the National Trust and modified to fit their requirements; this is surprisingly close to how I knew the building after WW2, when the main room had become a tearoom run by Mrs McJanet from Morston, Ted Eales's mother. I remember it with a collection of stuffed birds in glass cases along one wall, many had been collected by 'Curley' Catling from Cley (see *Glaven Historian* 15).

Photographs refresh many memories that go back to an era when visitors were always landed at Pinchen's Creek to be given a short tour of the ternary, escorted by Ted Eales or Reggie Gaze, then returned to the tearoom for refreshments before catching a boat back to Morston or Blakeney. It was a slick operation with many people, including school children, benefiting from a close encounter with nature and the wisdom of Ted and Reggie. There are also memories of a spring night lying in the dunes and listening to the first terns arriving at their breeding grounds, calling incessantly in a black night sky and, it seemed, with excitement at arriving home. Those are magical moments that make Blakeney Point such a special place for me.

# Contributors

**Margaret Bird** read history at Oxford and gained her master's at Royal Holloway, University of London, where she was an Honorary Research Fellow 2006-21. She is the editor of *The Diary of Mary Hardy 1773-1809* and author of the companion study *Mary Hardy and her World 1773-1809*.

**Jonathan Hooton** is former Chairman of the Norwich Society and the author of *The Glaven Ports* (Blakeney History Group, 1996) and *This was formerly a port called Blakeney and Cley* (Poppyland, 2021).

**Eric Hotblack** is a farmer and experienced fieldwalker.

**Richard Jefferson** is a former Cambridge cricket blue and played county cricket for Surrey. He taught at Repton Preparatory and Beeston Hall Schools and is now retired, firstly to Cley and then to Holt.

**Richard Kelham**, with a background in the visual arts, is a long-standing member of the BHG/BAHS, author and researcher.

**John Peake** biologist, formerly worked in the Natural History Museum, London; has many early links with north Norfolk. Sadly, he died earlier this year.

**Pamela Peake** author, lecturer and formerly adult education tutor; has a long-time fascination for social history.

**Ian Shepherd** is a past Chairman of the Norfolk CPRE, a delegate to the Norfolk Coast Partnership, and long-standing Secretary and Newsletter Editor of the River Glaven Conservation Group. He has long campaigned for an extension to the AONB.

**John Wright** has a degree in Geography and as a member of the Royal Town Planning Institute prepared strategic policies and demographic forecasts for Norfolk County Council. He is a founder member of the Blakeney History Group (forerunner of the BAHS) and first editor of the *Glaven Historian*.

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