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REPORTS ON MEETINGS FOR THE LAST 12 MONTHS**8 May 2003 “Norfolk Museums Service - an Update on its Work” Bill Seaman**

Bill Seaman, as Norfolk Museums Manager, was able to give an authoritative overview of recent developments in the Norfolk Museums Service, with particular reference to Norwich Castle.

Grants had been obtained for structural changes which would improve access to the museum collections at Norwich Castle and assist visitors to learn from them. After the structural changes were completed, bringing back and replacing the collections involved long hours of work.

The castle had been used as a prison for many years and the rotunda and galleries, which formed part of the prison accommodation, were later used by the original museum. Refurbished, and with a new lighting system, they remain part of the present day museum rooms. Many of the artefacts, not on display, have been transferred from store rooms to accessible drawers in the Shire Hall, and a link between the Castle and the Shire Hall has been constructed.

Interpreters have been appointed to work in the museum galleries and assist visitors to learn from the collections, replacing the old style museum attendants, who sat watching and only had a security role.

The Bridewell Museum is to be developed as a social history museum, containing a collection which is not displayed within the general museum holdings at the Castle Museum.

Strangers Hall was closed because of conflict between fire regulations and the need to preserve an ancient building in unaltered condition. It has recently been re-opened, but only for pre-booked guided tours. Special openings are planned, with a volunteer supervising every room.

12 June 2003 Three Mini-Presentations by Society Members:**“Was there Anything before the Railways?” by Dick Collins**

Stage coaches had improved in speed and comfort between 1751, when the journey between London and Oxford took 2 days, and 1828 when the distance could be covered in 6 hours. In 1786, stage coach timetables were introduced, the journey being made in stages between inns where horses were changed. Driving a coach was a glamorous, though not very safe, occupation and coach drivers were well tipped by passengers who wanted to have a try at doing it. The age of the stage coach ended suddenly with the coming of the railways, and by 1843 there had been a dramatic fall in their numbers.

“Sir James Edward Smith of Crown House and the Study of Natural History” by Jeremy Stone

Sir James Edward Smith and his wife, Lady Pleasance Smith (formerly Reeve), lived at Crown House in Lowestoft High Street. He was born in Norwich in 1759 and they were married at St Margaret's, Lowestoft, and both buried there. Sir James studied medicine but his main interest was botany. In 1778, he purchased the natural history collection gathered together by Linnaeus, the founding father of plant classification. Ten years later, Sir James founded the oldest natural history society, the Linnean Society of London. He travelled widely collecting and classifying plants, gave lectures, and wrote several books on botany.

“The Industrialisation of South Lowestoft” by Ron Ashman

The industrialisation of South Lowestoft began when Peto bought the waste land south of the bridge and, in 1847, brought the railway to Lowestoft. Following his development of the harbour and the building of the South Lowestoft goods yard many businesses were started there. A major local building firm, run by the Lucas brothers, was established, later followed by Richards, the ship builders. The first canning factory was established in 1901, in what had been the Lucas brothers' yard, and this continued as an important industry in the area for several years. Now the old industries have all gone and the industrial area, developed out of wasteland, has become an industrial wasteland.

Annual Church Outing on 26 June 2003, to Heckingham and Hales led by Terry Weatherley

St Gregory, Heckingham, and St Margaret, Hales, are isolated, largely Norman churches, maintained by The Churches Conservation Trust. They can be described as sister churches, each having a thatched roof, a round tower and an apse. Both churches have Norman doorways, decorated with zigzags, bobbins and wheels. Pevsner described Hales Church as “a perfect Norman village church”. There have been more changes since Norman times at Heckingham, including a later extension to the tower and a sixteenth century porch.

Annual Coach Outing on 2 August 2003, to West Stow Reconstructed Anglo Saxon Village

The reconstructed Anglo Saxon village was inhabited at the time of our visit by a costumed group from 503AD, who not only worked in the houses and talked to us about their lives, but also slept at night in the Anglo Saxon beds. With new finds and developing ideas about the construction of the houses, there is a continuing programme of rebuilding. There is also a recently constructed exhibition on site, explaining the history of West Stow and displaying artefacts found there. After lunch we continued for a short stop at Bury St Edmunds where many of us walked in the Abbey Gardens, with time for tea.

11 September 2003

“The Reckoning of King Raedwald”

Dr Sam Newton

Most Society members have visited Sutton Hoo and have heard that the person buried in the ship is likely to have been the Wuffing king, Raedwald. Within the context of the treasures of Sutton Hoo and the history of King Raedwald, Dr Sam Newton presented the evidence for this identification.

Following his defeat of King Aethefrith of Northumbria, Raedwald of East Anglia was the high king, or overlord, of the Anglo-Saxons kings. The value of the finds accompanying the Sutton Hoo ship burial, point towards such a rich and powerful person having been buried there. Among the decorations on these artefacts are representations of the wolf, the emblem of the Wuffing kings.

It is known from the writings of Bede, that Raedwald was baptised a Christian whilst visiting an earlier high king, Aethelbert of Kent. The baptismal spoons, inscribed Paulus and Saulus, found with the burial, would have been associated with an adult baptism, and there were also bowls and buttons decorated with a cruciform design. Other artefacts and practices suggest a pagan burial.

According to Bede, Raedwald had a church with two altars, one dedicated to Christianity and one to the old, pagan religion. This church was near the royal residence at Rendlesham and was probably built on the site of the present St Gregory's. Although Bede criticised him for apostasy, it is likely that Raedwald's double altar kept Christianity alive at a time when it was otherwise in decline.

Coins found with the ship burial have been dated to the second decade of the seventh century. King Raedwald died in the 620's.

25 September 2003

“Suffolk Pubs before 1900”

Desmond Herring

For over a thousand years beer was drunk by everyone, children included, as water was not safe. Beer drinking became a social activity in Inns and Taverns. Many old houses are difficult to date, but pubs are more easily traced, for Hearth Tax officials recorded public houses as well as chimneys, and they became a valuable source of taxation. By 1662 all pubs paid taxes. Pub names nearly all tell a story. For example, *The White Horse* (popular 1600-1650) showed that a lead horse for carriages was

available. The *White Hart* (15th C) was the badge of Richard II, and the *White Lion* a recruiting office for the Royalists, especially in East Suffolk. *The Crown* was not Royalist, but a symbol that a full measure of ale was guaranteed. *The Red Lion* was a symbol of loyalty to James II and *The Bull* was a Papal Bull. Pub activities grew; not just drinking, but dancing and dining and games such as slide groat board (shove halfpenny) and backgammon, the latter made illegal.

In 1599 the actor William Kemp, friend of Shakespeare, danced all the way from London to Norwich calling at all the pubs on his way. To finish, Mr Herring donned his bells and hat, and to music, entertained us with a short Morris dance.

9 October 2003

“The Canton Colville Excavations”

Jezz Meredith

The excavations took place in 2002-3 in the area of the new by-pass. This area is under development, with new houses and roads. Evidence of human habitation ranged from the Neolithic era to the Post-Medieval period.

Evidence of the Neolithic era was the finding of three axeheads made from flint. There were two larger axeheads and a smaller type. The site could also possibly be earlier as fieldwalkers have discovered Mesolithic flint fragments. There were also interesting features in the soil of an elliptical shape and a crescent shape inside it. This was probably the site of an unknown monument. The inner crescent has been dated to the early Neolithic period.

Bronze Age discoveries were also found within the older site. Post holes and what are called “four-posters” which are a series of post holes consisting of four holes opposite each other forming a square. No one knows the purpose of these features, they could possibly be granaries or exposure platforms for the dead. Other features concerning the dead were the discovery of a coffin with the soil inside discoloured. The discoloured soil was stained by a body that the acid soil had destroyed, leaving the shape of an arm and a head which contained pieces of dental enamel. A collared urn containing a Bronze Age cremation was also found. There was evidence of a timber circle and beaker folk pottery from the early Bronze Age.

There were also Iron Age post holes, possibly of a round house, and an Iron Age/Roman field ditch system. Dozens of hearths were found and tests revealed a date of around 200-300 BC, the middle of the Iron Age. The Anglo Saxons from the middle Anglo Saxon period also left their mark with post holes of a building, a piece of Ipswich ware pottery and half a bead. Evidence of later Anglo Saxon occupation was a fragment of Thetford Ware.

Close by at Bloodmoor Hill there is evidence of huts known as Grubenhauser, work buildings and graves. At the Uplands Road site, Roman and Iron Age pottery was found. The excavations of 2002-3 around Uplands Road, Lowestoft Road, Canton Park and Chapel Road have shown the development of the early settlement of Canton Colville. Medieval sherds have also been discovered and a metal detector found a piece of a triptych to the west of the Uplands site. This was a religious image from medieval times. The site of large building from the 12th to 13th centuries, which could have been the Carlton Manor mentioned in the Domesday Book, was uncovered near Carlton Hall. There was also a great ditch, indicating a deer park or possibly a warren. The sites of Carlton Colville show evidence of different periods of settlement with later periods cutting into and across the ditches and boundaries of earlier settlement.

23 October 2003

“Horatio Nelson”

Peter Ransome

Our booked speaker having cancelled, Peter Ransome came to our rescue after only 24 hours notice, bringing his full presentation on Nelson’s life and times.

Nelson was born in 1758 at Burnham Thorpe, Norfolk, where his father was vicar. He attended Norwich Grammar School but was sent to sea at the age of twelve. At 21 he was already a captain and obviously a person with ability and charisma, though not good health. As well as suffering from seasickness, he had malaria and yellow fever, lost the sight of an eye, lost his right arm and had a head wound. His affair with Lady Hamilton was a matter of scandal and led to a temporary demotion.

During the eighteenth century, there was a battle between nations for control of the seas. Although during this period, Napoleonic France came to dominate continental Europe, the British won control of the seas, largely through superior technology and training, and thus became a world colonial

power. Nelson was the hero of these battles and became nationally popular and renowned.

Nelson's flagship, HMS Victory, had more than 100 guns and an 820 man crew. HMS Victory and other similar ships of the line lined up to face the enemy ships. One of Nelson's tactical strengths as admiral was an ability to allow his captains to use their initiative when an unplanned opportunity arose. Thus at the battle of the Nile, they were able to use a gap to get behind the French fleet and destroy it. Nelson's final victory was at Trafalgar in 1805. He was mortally wounded, picked out by a sniper because of the medals which he always wore, but lived long enough to learn of the victory. HMS Victory survives in dry dock at Portsmouth.

13 November 2003

"Napoleonic Suffolk"

Peter Driver

Britain had no standing army and, apart from the king's guards, there was only a "dad's army" of militia men, drawn by ballot from local villagers. Men with three or more legitimate children were exempt, and it was possible for someone chosen in the ballot to pay another man to take his place. In response to the Napoleonic threat, wealthy men started their own military units and designed their own magnificent uniforms, with huge hats and very tight trousers. The foot soldiers came from their estates and, in view of fears about putting weapons in the hands of common labourers, strict discipline was maintained. Only those able to afford to bring their own horses could join the cavalry. Recruits from the militia filled vacancies in the military units and regulars trained the militia. Vacancies in the military units occurred more frequently as a result of death from disease than due to military action.

During the Napoleonic wars large bell-tent camps, for example the one near Woodbridge, replaced the earlier practice of billeting militia men at pubs, frequently quartered above the horses. They were usually sent to places a distance from their homes as this lessened the risk of desertion. Camp followers moved with the units, many of them living from selling food and doing the washing.

The east coast was patrolled by the Royal Horse Artillery as it was believed that they would be best able to move their 133 horses and 6 guns at speed to meet any Napoleonic invasion. This was a difficult time for local labourers as demand for supplies by the soldiers caused a rise in prices.

27 November 2003

"Hereward the Wake"

John Chatwin

Nothing is known of Hereward's early life, although in the 1030's and 40's his family had large estates in Bourne, Lincolnshire. Hereward greatly resented the Norman presence in England although he himself had been brought up in Normandy. He returned to England in 1069, and to save him being outlawed, his father suggested that he should be banished, and Hereward left East Anglia for York. There he met his wife to be, Frieda. There was resistance to William in the North, helped by Scandinavians, and high ranking clerics and lords accepted Hereward as their leader. The Normans had plundered churches and monasteries, and in reprisal, Hereward raided Norwich and Peterborough, and the plunder paid the Danes to fight with him against the Normans. The Fens were important to the English - a rich area and easily defended, being a mass of small islands. This is where Hereward chose to gather his troops. However William brought in siege engines and started to build a causeway to reach the rebels. Many of the outlaws gave up the struggle but not Hereward, who led his band out of the Fens and disappeared into the forests near Lincoln. Is this where the Robin Hood story originated? Hereward married again, this time to a Worcestershire landowner, Elfreda. When Hereward died, stabbed by a Norman, he was buried by his first wife. Strangely, perhaps, his estates were not confiscated and his daughter inherited his land.

After his death much of the resistance was crushed, but still continued in the North, the Welsh Marshes and the Fens. Cumbria maintained independence for many years, and Chester remained defiant. In 1075 parts of England were still in revolt. William the Conqueror had certainly not achieved complete success.

8 January 2004 "A Look at Some of Lowestoft's More Interesting Buildings" Terry Weatherley

During the past months, Terry has been busy taking photographs of Lowestoft buildings and, with the help of Lowestoft Record Office, researching their history.

Crossing the bridge and heading north, the name "Tuttle's" can still be seen, painted on the side of a building to the left. The main Tuttle's shop, selling furniture and haberdashery and much more, was

on the opposite side of the road. Several interesting Lowestoft buildings had turrets or towers, including Tuttle's. Ornate acanthus leaf decorations remain, but the tower disappeared in a 1964 fire. Burton's the tailors is still in the original building, dated by foundation stones laid by the Burton family in 1924. Burton's in Lowestoft is remembered as the original show place for the Teddy Boy fashions.

St Margaret's House is one of only two Lowestoft buildings mentioned by Pevsner. It has a remarkable tower, reputed to be built as a watch tower by a retired sea captain. No records have been found to support this, but it does have the inscription "*after the winds and waves a quiet haven*" above its door. The name St Margaret's House appears to date from 1867 to 1870, when the rector of St Margaret's Church lived there. There is another tower in Regent Road and a horn of plenty in the High Street. The other mention by Pevsner is of an old building behind Lancaster Place in Whapload Road. Heathercliff on Corton Cliff had turrets and towers as well as a dome and bay windows and a view over the Denes.

Finally, using Michael Foreman's 1940's illustrations from his book, "*War Boy*", Pakefield scenes had been photographed and were compared with the original drawings.

22 January 2004

"The Development of Lowestoft"

John Holmes

John Holmes brought with him a large collection of old photographs, and some slides of earlier etchings, showing the dramatic changes to the town which had been made during the nineteenth and twentieth centuries. The starting point was the opening of the harbour and the railway link to Reedham. The resulting development of the town included the building of fine houses and beautiful gardens, which totally transformed it.

The much photographed Belle Vue Park was laid out in the 1870's and the nearby Sparrow's Nest theatre, golf course and boating pool were afterwards opened to provide for the visitors. There was little road traffic, with just a few horses and carts appearing in the earlier pictures, as well as donkeys grazing in the Ravine. The High Street, which was then the main road between Yarmouth and London, was much narrower than it is now, and remained so until it was widened for the trams in 1903. There were further changes when buses were introduced, with routes which included the sea wall beside the North Beach.

London Road North was a residential area with large private houses, trees and gardens, but no shops.

The first bridge, which was built in 1830, was 15 foot wide and led to London Road South, where Peto's major building programme resulted in the fine terraced houses which remain there today.

Alongside these developments, the fishing industry was flourishing, with the harbour shown packed with fishing boats. On shore, the nets were dried on the Denes, and also mended, and visiting Scottish fisher girls prepared the herrings.

12 February 2004

"The Globe Theatre"

Mark Mitchels

From 1572 onwards, companies of actors were formed from the earlier bands of travelling players, with an aristocratic patron, who vouched for them. These companies provided popular entertainment in competing London theatres. The Lord Chamberlain's Company, with Shakespeare amongst them as writer and shareholder as well as actor, performed at Burbage's Globe Theatre. The Globe Theatre was moved to its Southwark site in 1598 and, apart for a break for re-building after a fire in 1612, continued there until the playhouses were closed by the Puritans in 1642.

Alongside bear baiting and public executions, Hamlet and Macbeth were enjoyed by the general population. Each actor memorised about 35 parts in different plays, and was told in the morning which play was to be performed the same evening. The actors were only given their own parts to learn. If they had the whole play, they might have sold it to a competing company. The players themselves were bought and sold like footballers of today, and were similarly well known and popular. Admission to the theatre was one penny put in a box at the entrance, with an extra penny in another box for the expensive seats upstairs. When the audience of possibly 3,000 people had been admitted, the boxes were taken to the box office.

Only one, not very good, drawing of the Globe Theatre survives. Based on this, and other descriptions, the present Globe Theatre is built on the old site and is as near a reproduction of the original as is possible.

26 February 2004

“Amber”

Robin Fournel

After years of travelling the world, setting up exhibitions for an international jewellery designer, Robin Fournel and his wife Astrid bought their first shop, Stephenson's of Aldeburgh. Amongst the stock, that they acquired with the shop, were pieces of amber. These led to an interest and expertise in amber and to a collection of fine examples of amber jewellery and carvings. In 1997, they were able to purchase the specialist amber shop in Southwold and create the Amber Museum.

Amber is formed from the fossilised resin of a massive, and now extinct, pine tree (*Pinus Succinifera*) which grew in the Baltic Region. As the resin solidified, insects sometimes became entrapped, with their fossilised remains left within the amber. Examples of these insects have been dated by the Natural History Museum and can be seen in the Amber Museum. The wood from the extinct trees rotted away, but the amber was pushed forward by the ice glaciers. The best place for amber is the Baltic, but it can be found on Suffolk beaches. Amber floats, often under the same conditions as pieces of coal; discovering coal on the beach can thus lead to a find of amber.

Examples of amber shown to the meeting included an elephant carving, valued at £1,130, and several necklaces, made from genuine amber, and some which were plastic imitations. Some reconstituted amber necklaces were made from the left over pieces from amber carving. Genuine amber smells of pine and is easily chipped.

11 March 2004

East Anglian Churches and their Treasures

Alan Jones

On Thursday 11 March society member Alan Jones gave a talk with slides on 'East Anglian Churches and their Treasures'. Alan explained the importance of the church porch, which included being a venue for penance and for the display of notices.

In the porch of the church at Walpole St Peter, near Kings Lynn, is a notice requesting the congregation to remove their 'pattens' before entering. These devices were fixed to the soles of shoes to prevent slipping on muddy surfaces. The church is located in the marsh land. Today, one of these 'pattens' is displayed on the porch wall.

Alan showed a slide of a 'stoup' that can be found outside Blythburgh church. This had been dug up from a garden close by and when in use would have been filled with blessed water. The congregation would have dipped their fingers into this and made the sign of the cross, to remember the baptism, before entering the church.

Several slides were shown of various fonts, including a good example of a 19th century Seven Sacrament font that was to be found in St Peter's Hungate, in Norwich.

The seven sacrament font actually had eight sides, with seven sides showing the sacraments and the eighth side showing either the baptism or crucifixion of Jesus. Most of these fonts had been damaged by Dowsing, but a few survived by being plastered over. Brass from St Margaret's was re-used in a bell that hung in the Lowestoft chapel. This stood on the site of the present Town Hall.

One church has an example of an 18th century fire engine, which could send a jet of water 120 feet. It was last used in 1927. This church also had an embroidered altar cover which had been made by a priest with one arm. The priest lost his arm whilst serving in the army.

Haddiscoe Church had a plaque inset into the wall of the graveyard which relates to a Great Yarmouth coachman who died in Oct 1776.

Many churches display the sombre diamond shaped panels called hatchments which bear coats of arms. It was the custom to hang a hatchment on the house of the deceased for the period of mourning, then to install it in the church. The hatchment tells the story of who died. For if the panel has a background where the left half is black and the right half has a white background, the husband died leaving a wife. The right hand is black and the left hand white if the wife died leaving the husband. A completely black background shows that the surviving spouse, bachelor or spinster has died.

In some churches the royal coat of arms of George IV have been painted with the lion and unicorn such that they do not support the crown. It was thought that this was the local's way of showing they did not support the king.

One church provided a shock, for behind a door was a model of a lady who died after pricking her finger whilst sewing on a Sunday.

Alan showed a slide of a 'hudd', which was used by the priest at wet funerals. This being a wooden structure that could be described as an early umbrella. Another more robust example was thought by Alan to be a watchman's shelter, to prevent the grave being robbed.

25 March 2004

"The Byzantine Island"

Jon Reed

The islands of Kalyminos and Telendos are both in the Dodecanise and were one island until an earthquake, in antiquity, caused the sea to form straits between them. Evidence of this earlier time was reported by divers who saw streets laid out on the sea bed and sherds of pottery washed up on the seashore. Some of the pottery is wheel turned. Where sea now exists, there was once a settlement. There is now a ferry service between the islands and the scenery is mountainous.

The island of Telendos has had a very interesting history. It was settled by Crusaders, Persians, Saracens, Venetians, Turks, the Knights of St John, and was a den of piracy. During the Greek War of Independence, the island became Greek. It was later conquered by the Italians, who forbid the people of the island to fly the Greek national flag. In defiance, they painted their homes blue and white - the colours of the Greek flag. Later, the Germans invaded, and the island was handed back to Greece by Britain.

The history of the island of Kalyminos begins in the Neolithic and Bronze Ages. The people from this island took part in the Trojan Wars, the war with the Persians. They were conquered by Alexander the Great and then by the Romans.

Telendos is full of archaeological sites, especially of churches. These include the settlement of St Constantinus, the basilica of Potha and the church of St Haralambos - built into a Roman bath house and still having the water pipes in its walls. Close to the Chapel of St Vasilios (St Basil) was a Bronze Age settlement. There are also mausolea for the six century kings and queens.

22 April 2004

"Coastal Survey – Suffolk Archaeology"

Duncan Allen

English Heritage, examining the selection of areas to be saved from the effects of coastal erosion, commissioned Suffolk Archaeology to report on historic structures in the intertidal mud of the Suffolk coastline. Three Suffolk Archaeologists were funded to do a foot survey of the coast, from Bawdsey to Lowestoft, and the river estuaries of Stour, Orwell, Deben, Alde and Blyth. The south side of the Waveney may be included with the second stage, when special areas are re-visited.

In some areas little was found, perhaps because the archaeological finds are behind the river walls in reclaimed land. Wooden structures in the estuaries and along the coast were remains of hulks, of medieval fish traps or of old wharfs and crossings. Access was often difficult because of the dangerously deep mud. The survey took place alongside the mapping from aerial photographs (based at Swindon) and the pillbox study group which is looking at WW2 structures.

A medieval tile kiln was found just below Orwell bridge and a very large fish trap on the Stour estuary.

This fish trap was edged with a wattle walkway for access and maintenance. Roman salt working sites were found in the Alde, Deben and Blyth estuaries, identified by the red debris left by the drying process.

The Roman coastline can be traced through mapping the line of red debris.

The Sutton Hoo Society funded further work on a linear area of brushwood found in the estuary beneath the burial area. This was carbon dated to approximately 580AD: a date relevant to the Sutton Hoo site.

Duncan Allen offered to speak to the Society in two years time, after the second stage survey, when the most interesting finds will have been further investigated.

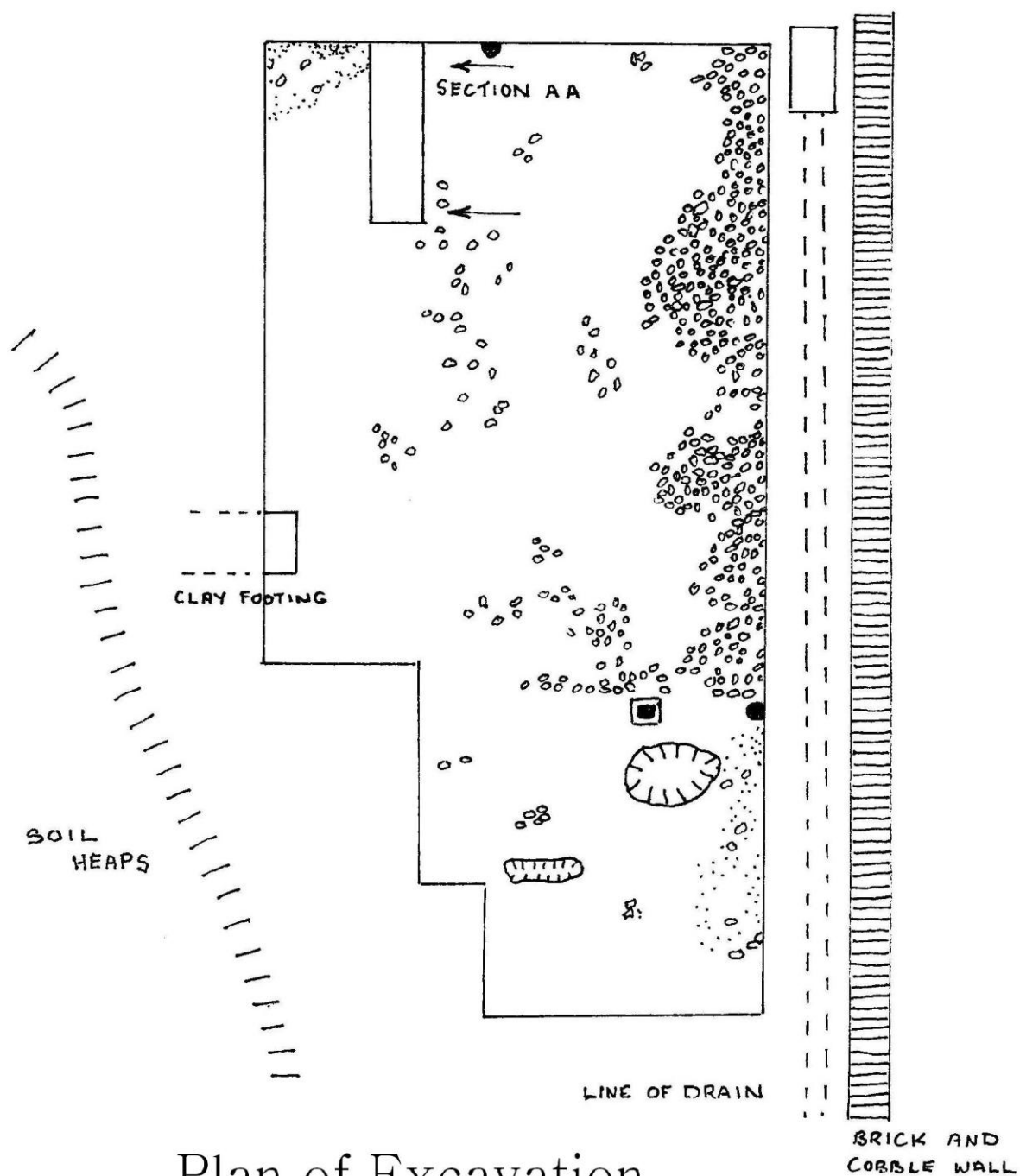
A Limited Excavation of the Drying Area at Wilde School, Lowestoft Suffolk

Paul Durbidge

During October 2003 a square of ground measuring 14 feet by 12 feet was marked out for excavation in the grounds of the Heritage Centre Lowestoft. It was sited some 96 feet to the north of the John Wilde School and eight feet to the east of the boundary wall of No. 77 High Street Lowestoft. The location was sited at a location referred to in 1686 as the drying ground, an area used for the drying of domestic linen and clothes and leading from this was a public right of way leading to the near by Rant Score.

The adjacent sloping area was frequently used for domestic dumping and we learn from records of the Leet Courts that this was a continual problem here and in the streets/scores. So it was hoped that with this background, that the excavation, although limited might shed some light on what happened here around the 1700's and also it was the first time in Lowestoft that there was a chance to provide archaeological evidence alongside the documentary records. In initially lifting the upper layer of the square broken pieces of red pan tile and irregular shaped piece of brick and loose mortar were found scattered across the square with a single lead musket ball being retrieved from the top NW corner. Small spreads of mixed yellow clay were also observed in variable amounts in the dark soil mostly at the top of the western end and at the time it was thought these may have been connected with a deep, wide clay lined footing uncovered by builders further to the south two years previously. As work progressed small sherds of slip decorated red earthenware, imported Westerwald, animal bones and the remains of clay pipe stems and bowls were uncovered along with broken pieces of red peg tile. It was expected at some time that glass forms would be found so it was no surprise when shards from wine bottles began to appear, base and part base were found along with the crudely made 17th century bottle necks, all were heavily oxidised as a result of soil action and this colouration was also present on several small shards of thin window glass. In two separate cases a small group of late 18th century bottle remains were found base uppermost in the ground although all the 17th century forms were recovered over a wide area. The colourful blue and grey imported Westerwald was by now very much in evidence consisting of part necks from drinking tankards and the flatter wide rims from chamber pots. Several grey buff stoneware handles and body sherds decorated with scrolls and diamond patterns were widely used as were flowers and stylised imperial lions. On a small grey tankard small decorative raised flower like patterns had been crudely outlined with twin incised lines carried out in free hand producing a very crude effect with no flow to the added decoration. Salt glazed stonewares from mugs and small wine jars were recovered with very thick sherds from much bigger Belamines which appear to have been deliberately smashed into quite small pieces. Another example of this is seen in a partially reconstructed buff stoneware base from a large Westerwald globular jug, the base had been saved, smashed into six pieces while the thick centre had also been smashed out. More red glazed earthenwares and buff wares from both bowls and dishes were well distributed as were the clay pipe stems and bowls with some showing signs of burning. Just the same as in the school building, small non ferrous pins began to be found in the dark soils and at this stage there appears to be two distinct areas of distribution, these being on the southern and western sides with a liberal distribution in the north eastern corner.

After scraping the whole square back it was noticeable that the SW corner was visually different from the rest of the square by reason of the amounts of small stone fragments and small pieces of tile and even particles of coal, and in travelling across the corner the ground appeared to be compacted. Animal bones were all over the place, the majority in the shape of broken leg bones, rib and occasional jaw bones. Most come from domestic cattle, sheep and pig and there were considerable amounts of splintered bone. Of the oyster shells found the majority were quite small with occasional exceptions, shells from whelk, mussel and a number of garden snails we encountered along with numbers of fish bones and vertebra. Coins were recovered from the square, a half groat of Charles I and a farthing of James I were recovered near the centre of the square while a Jetton of Louis XV and another of George I were found in the vicinity of the south east corner.

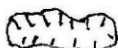


Plan of Excavation

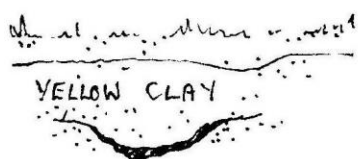
■ POST HOLE WITH CLAY SURROUND



INFILLED FEATURE



INFILL CONTAINING PIN TILES



SECTION AA SOUTH PROFILE
SHOWING FIRE STAIN

Continual trowelling at the western end began to expose much more yellowish clay occasionally mixed with darker soils and this clay began to extend eastwards into the square by nearly five feet merging in an irregular shape against the much darker soils. Tight up against the western end of the square there appeared two infills of dark soils in the yellow clay, one appearing as a shape measuring approximately 9" x 12" and a probe of the second darkened area showed it to be an irregular shaped feature penetrating 14 inches into the clay. Removal of the dark infill of the first feature showed that it was a post hole which terminated some 26 inches into the clay although the second feature was not conclusive, although it did contain three red glazed sherds of 17th century date and two small splintered animal bones. At this stage we were not sure as to the depth of the clay or as to whether it was natural or artificial, so a narrow section was cut through it from west to east and the upcast showed a mix of yellow clays containing occasional small pieces of chalk and small flints. At two feet three down the south face of the cutting showed traces of burning along with pieces of carbon, the burning or fire stain showed as a hollowed profile and small fragments of splintered bone and oyster were also found in the upcast. Part of a knuckle bone and leg bone from sheep were also recovered along with a single pot sherd of probable 16th century date. Across the centre of the square occasional large flint cobbles began to appear, there were several in number but most appeared irregular in shape and some had mortar on them and beneath some of them were broken pieces of pin tile with occasional small sections of animal bones amongst the cobbles and tiles.

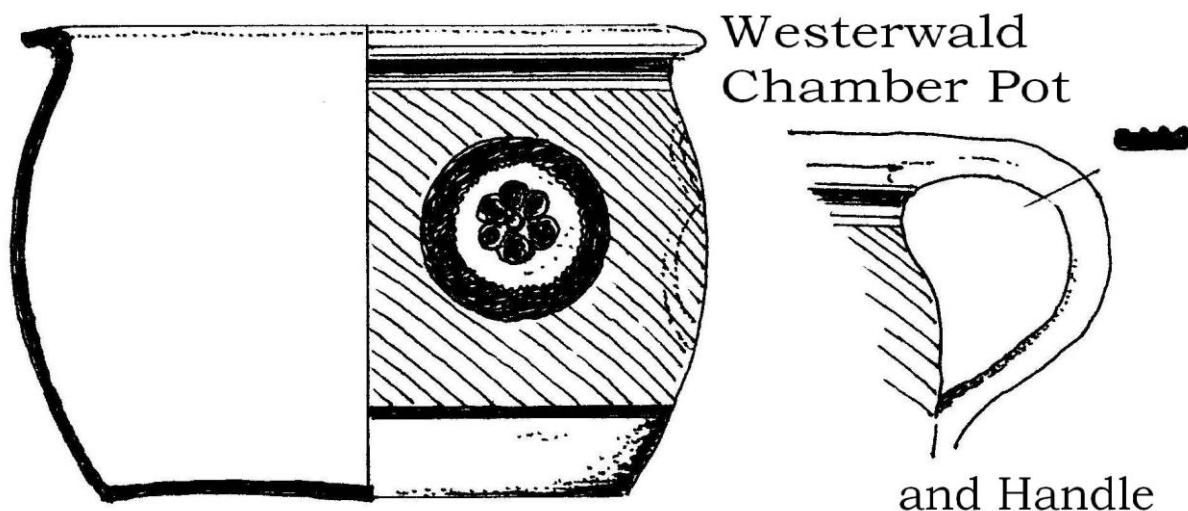
Earthenware pottery was being found both on top of the cobbles as well as under them and this was made up of slipwares, buff glazed wares and odd sherds of imported Cologne and Frechen stonewares. As well as the broken wine bottle glass quite small pieces of thin window glass were found, again heavily oxidised and two pieces of Lava millstone came to light. One piece was rough hewn on the underside and the pecked grinding surface indicated it was part of a small hand mill while the other example was much smaller, less than an inch thick and had been drilled through leaving a wide countersunk hole. The presence of the lava millstone would suggest a medieval connection and as the excavation continued some eight green glaze sherds of grey medieval pottery were found near by with possibly all belonging to a jug. Sherds of Delft tin glazed wares were now becoming quite frequent, soil action had removed much of the glaze on several but the majority of the blue and white sherds from large plates and dishes had survived quite well. The white glaze was typical of the period with its many small air holes and the contrasting strong brush strokes of blue have resulted in quite simple patterns with very pleasing effects.

Small fragments of the watery blue Chinese porcelain have also been found, mostly it appears from small bowls all with high glossy texture and made for the European market. One bowl fragment is coated with a yellow slip on the inside and apart from odd base or footrings the remains tend to be very small with fragments little more than half an inch long making it very easy to miss during trowelling.

Biscuit ware and glazed blue and white patterned sherds from the Lowestoft China factory were again encountered just as they were inside the School building two years previously. With trowelling continually along the northern side regular sized cobbles began to appear under the soil and these clearly followed the fall of the land. They appeared totally different to the previous one's encountered and appeared to have been selected for their size and shape, subsequently they had been laid down to form a path and when this had been finally uncovered it measured nearly thirteen feet long with the western end still under soil. The southern edge of the path appeared very irregular being just over four feet at the widest point and just over two feet at the narrowest and a Norwich farthing dated 1670 was recovered between the cobbles at the end. Close to the end of the path there was a noticeable arrangement of the longest cobbles laid end to end forming what appeared a short edge which did suggest they might have been positioned against something and a subsequent small section did show a mixture of soils showing through the dark earth. Amongst the mixed soils some pieces of Victorian earthenware were recovered and trowelling across the infill three clear edges were visible, the fourth still being under the boundary of the square. The infill appeared as another posthole measuring 14 inches and more Westerwald from a chamber pot was found along with animal bone and bone splinters as the soil was removed to of approximately two feet. To the south of the post hole, approximately 2 feet five inches away was a mass of yellowish clay and cobbles and in removing this another clear square shape hole was exposed measuring approximately 9 inches by 10

inches, the original post being packed in with both clay and cobble.

A relatively short distance way and again on the southern side of the square was what appeared to be a yellow clay footing showing clearly where it had been cut through the darker soils. It was not in line with the end of the cobbles and it appeared as an infill some fifteen inches wide and it extended into the square by just over ten inches. The depth of the footing measured approximately thirteen inches and the composition was made up of mixed yellow clays with a number of flint cobbles thrown in, its overall length is not known.



To the end of the cobble pathway occasional small stones were encountered but none were laid, although the presence of much smaller stones and occasional pieces of 16th century brick and tile did suggest a hard walking surface. This ground surface was very irregular and clearly followed the slope of the land, and close to the post holes a large bowl shaped hollow showed through the ground. When tested it contained fragments of mortar, broken roof tiles, another section of lava mill stone and a small yellow glazed section from a chaffing dish. More pieces of red glazed wares were still being uncovered and at this point we were allowed to extend the square by another seven feet each way in an attempt to determine if there was any later continuation of the cobble path to the east. There were continued finds of animal bone and oyster shell as well as more shards from wine bottles, and there was also a small cache of broken pin tiles with stoneware sherds of Westerwald and odd fragments of Lowestoft porcelain. The majority of these small finds were being recovered in a complete mix of soils approximately eleven inches deep and they included two rim sherds of the Northern Italian slipware, and both rim and base remains from a 17th century green glazed small bowl with decoration of indented finger marks.

Of the red glazed earthenware remains most appeared to come from quite large vessels being glazed in a rich golden brown glaze but basically of poor manufacture. Imported wares from Cologne and Frechen were found alongside a fragment from a frilly based jug originally from Langerwhe and it was at this stage that the greater part of two shallow dishes were recovered amongst a fill containing both small pieces of coal and shale.

Some of the sherds of Westerwald recovered in the post hole fitted together and along with both rim and body sherds excavated higher up the square adjacent to the cobble spread, and when partially assembled they formed the greater part of a decorated blue and grey chamber pot.

Sherds of yellow glazed buff wares were also in evidence and from rim and base remains it would seem that some were from small bowls and a tripod colander, while other odd body sherds from colanders were also glazed in a rich brown glaze as well as a copper green glaze.

With so much glass from wine bottles being found it was no real surprise when part of a small wine bottle stamp was found, what we had was perhaps a quarter of the complete stamp with no indication of any lettering but shortly after a glass stamp of considerable quality was uncovered close by. This one was much larger than the previous one with stylistic scrolled writing reproduced in glass, at the top was a small crown over a star with the name John Toroller beneath while at the bottom was the

letter L incorporating an oval circle and the date 1697.

A further two seals were found at this location with the greater part of one comparing in style with the Toroller example, the elaborate scrolled writing was again present starting with name Benja. The second word shows three letters namely OOK, preceded possibly by the letters IBR but at this stage the seal has been broken. It is highly likely that the name is one Benjamin Ibrook who was a wealthy merchant and boat owner who had moved into Lowestoft from Southwold in 1686. We learn that Ibrook purchased two of the dwellings to the rear of the drying ground, the current numbers being 72 and 73. In 1714 he also purchased a sizable residential situation which is now known as 77-79 High Street, together with all the land and buildings including a large yard with fish houses.

The third of the decorated glass seals is totally different from the detailed lettering of the previous ones, the cast being very crude and ill defined, the remains of two well raised letters are visible and separated by a raised dot. The first letter appears as a decorative letter I with a short cross bar half way up while the second letter appears as a narrow letter E. The area where the glass seals were recovered was at the lower end of the slope and the situation here differed greatly from the upper end and its cobble walkway. The glass seals and other associated small finds were all encountered within the first ten inches or so with a shallow layer of earth beneath which was no deeper than four inches at any point. Directly beneath this layer appeared much building material in the shape of crushed mortar and pin tiles, along with several pieces of straw impressed bricks of 16th century character.

The building rubble appeared right across the square and in an attempt to determine its limits a trench was cut across the square. Results of this showed a considerable amount of material had been deposited and this was still present at a depth of three feet, and as before this was made up of broken pin tiles, mortar, broken bricks and occasional loose cobbles.

Small pieces of animal bone, oyster shell and occasional sherds of red glazed ware were brought up in the upcast as well as a small section of thin lead tracery.

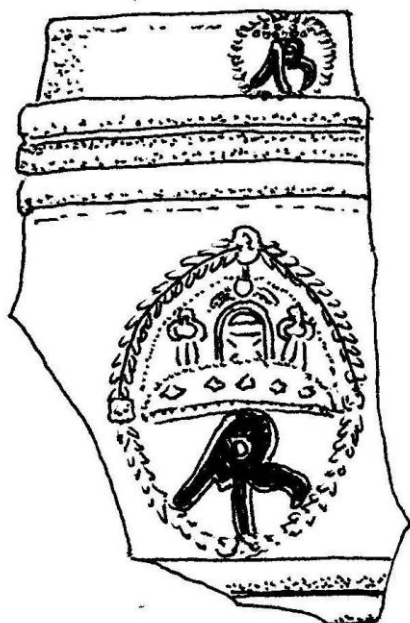
By reason of the depth and probable amount of the infill, it was felt any further investigation at this particular location would not be practical. It would probably have been a very labour intensive operation with possibly little to gain from an archaeological aspect, so it was at this point it was decided that it would be sensible to conclude what had already been a very successful project.

THE FINDS IN MORE DETAIL

GERMAN STONEWARE

Sixty four stoneware rim sherds from the group called Westerwald were recovered during the excavation and of these twenty five belonged to chamber pots, the remainder being attributed to cylinder mugs. The remains of three conjoined handles and two handle stubs were present on six of the flat rimmed sherds from the chamber pots, with colours from light to dark grey and also cream. Decoration appears as narrow blue bands just under the rim and near the base with circular incised decoration in the form of flowers and spray like decoration often around obscure raised forms. The vessels are globular in shape averaging just over five inches high with a diameter in the region of seven inches, and on the body of a partially reconstructed pot it has been decorated with angled combing from top to bottom. The much narrower cylinder mug rims are mostly in light grey or sandy buff to cream, the diameter of the necks varies from 3 inches to 3½ inches, up to much larger types with diameters from 4 inches to 4¾ inches. Unlike the chamber pots where the handles are level with the rims on average, the handles on the mugs are positioned ¾ inches down from the top with most of the handles being plain. Only one complete conjoined handle was found along with nine handle stubs. Close to where the handles are joined to the mugs there is often a narrow diameter hole which sometimes goes right through and in several cases it does not, but all the handle stubs are broken through at this point. The holes are made prior to glazing as the glaze shows where it has run through the perforation and from patchy glaze on some of the rims of the mugs it would seem these are glazed upside down.

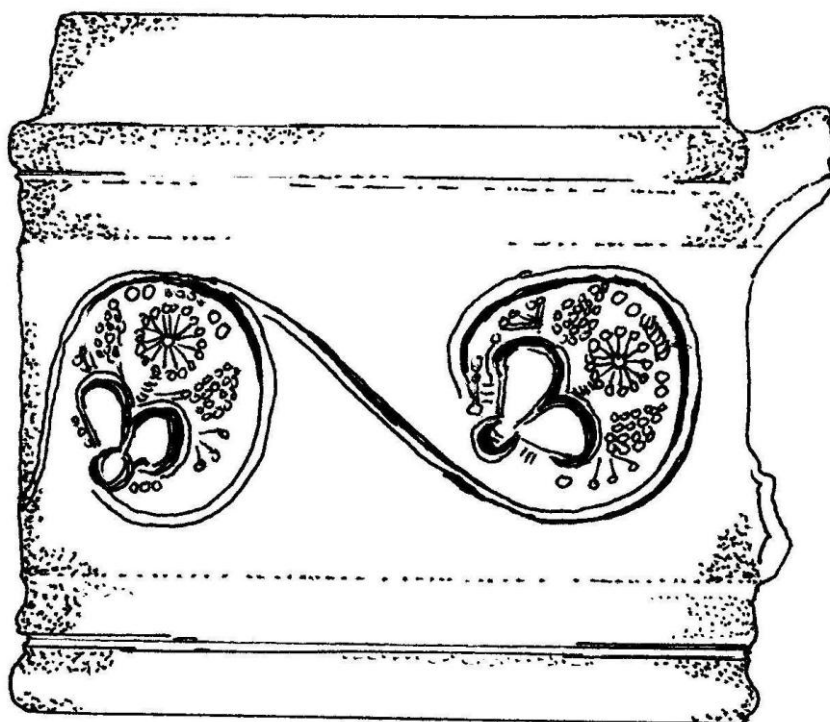
Decoration on the majority is mostly blue although this time the designs are more elaborate and include both blue and manganese detailing involving scroll designs, raised moulds and small chequer work panels cut into the clay.



above - part of a grey cylinder mug with
Royal English monogram AR (Anne) in blue

WESTERWALD

below - grey Westerwald tankard



On the remains of two mugs, on the side of the rim and high shoulder, a royal English monogram, the stylised AR is present (ANNE). This type of embellishment was very popular and such wares were frequently made for the British market.

Decoration on the much smaller 3½ inch high mugs is totally different, the colour of the vessels is a light sandy grey and there are a series of circular raised patterns including stylised flowers and grapes and occasional dots and these are later out lined afterwards by hand. The attempt appears to create a flowing circle around the raised patterns and then on to the next, unfortunately these twin incised lines have been cut into the semi hard clay by hand and have no flow in execution.

Another example with the AR monogram had just below a series of small raised bands, decorated raised panels that are linked up by the same incised method involving this thin parallel lines connecting up the panels in an almost childlike way.

JUGS AND TANKARDS

Of the two hundred and six Westerwald body sherds that were found only four blue and grey sherds can safely be attributed to jugs or flagons. Remains of a five inch diameter base from a large globular jug was found, the fabric

being a sandy buff with at least four of the small raised patterns around the base of the vessel. As in the case of the cylinder mugs these were linked up by double incised lines, the base remains of the jug was partially reconstructed from six pieces which in turn showed that the base had been deliberately smashed out for some reason.

WESTERWALD

Westerwald was a major pottery producing area from the Middle Ages and was situated between Cologne and Frankfurt-am-Main on the Rhine. The early wares or hollow wares were made from about 1590 but from the middle of the 17th century they began to produce the famous blue and grey wares often with manganese detailing. These particular German wares were frequently made for export to England along with their formal scrolling in low trailed slip relief sometimes including a royal English monogram.

Small fragment of monochrome vessel with octagonal medallion III-D-G-M
possibly William III late 17th century Westerwald stoneware.

GERMAN AND FRECHEN STONEWARE

From about 1520-1610 the German potters at Cologne and Frechen were one of the largest producers of stoneware from the Middle Ages until a dispute with the city fathers at Cologne saw the industry move to Frechen in the 1590's where after a relatively short time production once again got under way. Cologne and Frechen were up until this time famous for their bellamine (BARTMANNKRUG) jugs decorated with face masks on narrow necks. The characteristic colour of the bellamines was produced by throwing handfuls of salt into the kiln resulting in the wares having an iron brown texture sometimes referred to as tiger skin in appearance. Early bellamines had rather squat and bulbous forms and often had well moulded masks and arms, but by the 17th century the form was less compressed and subsequently the style of the mask also became more crude. The neck masks are often erroneously thought to represent the face of a certain Cardinal Bellarmine and subsequently from this the bottles have come to be known as bellamines.

The assembly of salt glazed wares found here in Lowestoft is made up of the remains of small jugs, tankards and bellamines with a least ten part base of the latter. Most of the sherds show deliberate destruction, bearing in mind several of the body sherds are up to ½ inch thick and would have survived normal rejection.

On the underside of the base remains of the tankards and bellamines the characteristic cheese wire pattern are present showing how the vessels were removed from the potters wheel by string or wire. While sixteen of the body sherds appear grey on the external face, over two hundred and sixty are in various shades of brown with dribbles of brown glaze showing on several of combined base remains, and showing the vessels were stacked upright in the kiln prior to firing.

It may well be that only some of the stoneware so far found was decorated, with some vessels only decorated with parallel lines around the neck and stopping at the shoulder. Handle stubs are present on the remains of five vessels, two of which are tankards, the other being small jugs along with a small bellamine. The shattered remains of four stylised face masks from large bellamine jars were recovered as well as eight decorated sherds which include impressed patterns and raised medallions. Decoration on a small mug shows a trailing vine with an applied leaf and beard while on another sherd from a stoneware bottle there are linear bands and stamped flowers and leaf pattern.

Bellamine bottle neck with part of face. *Frechen Stoneware 1600-1700;*

bottle neck with incised line and stalomarks in V form *Frechen Stoneware 1600-1700;*

fragment of medallion deformed waster? *Frechen Stoneware 1600-1700;*

under-fired fragment of medallion with merchants mark *Frechen Stoneware 1600-1700;*

Bellamine large face mask fragment shows mouth and beard *Frechen Stoneware 1600-1700;*

medallion fragment *Frechen Stoneware 1600-1700;*

tankard rim blue and purple decoration floral vine *Westerwald Stone ware mid 1700's*;
 small fragment of monochrome vessel with octagonal medallion III-D-G-M possibly William III *Westerwald Stone ware late 1700's*;
 trailing vine decoration with applied leaf and part of a beard – mug? *Cologne Frechen Stoneware 1600*;
 linear bands and stamped flowers and leaf decoration possibly from a bottle *Cologne Frechen Stoneware 1700?*;
 group of three triangular indented patterns on body sherd *Frechen Stoneware 1600-1700*;
 raised circular flower type medallion on body sherd *Frechen Stoneware 1600-1700*;
 fragments of three raised medallions one showing head of dog or wolf *Frechen Stoneware 1600-1700*;
 part base from a frilly based brown glazed stoneware jug *Langerwehe 1600-1700*.

TEN BELLS

In 2003 a stoneware sherd was found during groundwork close to the excavation area. It was a body sherd of probable Raeren stoneware, from a cylindrical tankard in a deep brown glaze, with a shield in roundel, with a foliate background. The shield shows five bells in the lower half and four in the upper, but as the sherd is broken at this point there may have been space for a further bell at the top, perhaps a special order for a pub (Ten Bells), probably 16th century. Unusual form for Suffolk.

COINS FROM THE DRYING AREA

Farthing James or Charles I 1603-34;
 Scottish halfgroat Charles I 1642-50 Struck at Edinburgh 1642-44-48-50;
 Norwich Farthing 1670;
 Jetton George I Contemporary Nurenburg;
 George DG MBF REX 1714-27;
 Abraded Farthing George I 1714-27.
 Jetton
 Louis XV By the grace of god king of France & NAVARRE
 LUD XV DG FR NA REX
 PRO(V)IS INVICTUS AMIS 1715-74

JETTON

Nurenburg Type MONEYER. MATHAUS LAUFFER 1612-34
 Three crowns alternate with three fleur de lis arranged centrifugally around a central rose with six petals
Obverse
 MATHEUS LAVFER IN NVRM BERG
Reverse
 GOTES SEGEN MACHETE REICH 1618
 A Charles I circular brass coin weight 1632 49. The front face of this coin weight has a crowned side profile bust of Charles I facing left and the border legend CAROLUS REX. The reverse of the weight has a crown above AX with an S below this. In 1632 Charles I banned square coin weights and new official issue of circular brass coin weights such as this example were introduced. Due to the presence of the S on the reverse it may have been part of a 'BRIOT SET'. Nicholas Briot was an engraver at the Mint but his connection with the weight is not known.

LOWESTOFT PORCELAIN

Kiln furniture

Two pegs Cone shaped objects used to prevent glazed objects fusing together during firing, these were inserted through holes in the side of sagger.

Firing ring Fragment of small ring used to support the rims of thin walled hollow wares, ie. small bowls.

THE SHERDS

Footring from saucer – blue and white } early 60's;
small blue and white body sherd;

biscuit ware peg;

base of shallow bowl in blue and white print pattern 1775-80;

sherd from blue and white saucer – lattice and flower type 1770-72;

part blue and white base from shallow bowl with painters mark O with dot inside 1760-64;

part rim with loop and arrow pattern from 4-5 inch bowl 1775;

blue and white body sherd;

biscuit ware base from eggcup pre 1770;

rim fragment from blue and white saucer;

loop and lattice panels 1772;

impressed patterned biscuit sherd from rib moulded canister 1765-68;

moulded rim in biscuit ware from a small sauce boat 4 inches c 1772-75;

large body sherd from biscuit ware bowl c 1760-65;

biscuit ware foot ring from shallow bowl } 1775-80;
four small body sherds;

part handle from small mug with blue spot 1760-70;

part handle from sauce boat with trace of blue pattern 1760-65;

biscuit ware footring from 8-10 inch bowl 1760-65;

biscuit ware peg with patch of blue glaze;

three shallow footrings. Four fragments of biscuit ware. Four white glazed sherds, 1 part small handle;

part footring from small tea bowl 1760-65;

peg with part of small firing ring;

two blue and white sherds 1770-75;

part footring in biscuit ware from saucer 1760-65;

stem in biscuit ware from squat eggcup 1775;

fragment from blue and white saucer 1760-65;

fluted moulded coffee cup in biscuit 1765-70;

blue and white looped border from a 9 inch bowl 1775-80;

five unidentified biscuit ware sherds.

FIRE PLACE TILES

Seven fragments are in white with various blue painted decorations, possibly Dutch. Two others with a purple background and white leaf like shapes, possibly Victorian.

MARBLED SLIPWARE

Sixteen sherds of marbled slipware include a body sherd from a globular vessel, rim fragment from a bowl, a small rim sherd from a shallow dish. The fabric is very fine with cream spots and splashes on

a reddish orange background, the two rim sherds differ in as much as the cream pigments appear mixed into the base colour providing a swirling texture.

North Italian Marbled Slipware c1700.

LEAD

Lead musket ball;

small square of lead with centre perforation 1"x 1¼"x ¼";

piece of lead cut from a circle possibly used as a weight 1½"x ⅞"x ⅛";

small strip of folded flat lead ½"x 3½"x ⅜";

small piece of lead spillage;

small piece of folded lead ½"x 2"x ¼";

small piece of folded lead ⅞"x 2½"x ¼".

LEAD TRACERY

Three small pieces of lead tracery were found, the longest a little over 2¾ inches by just over ⅜ inch, provision for glass indicates it would have been very thin.

MARBLES

Six clay marbles;

one glass blue marble;

half a glass white marble with red swirls;

counter with perforation probably from an Abacus.

STAFFORDSHIRE TYPE SLIPWARE

Thirteen sherds, two from shallow dishes;

pale orange buff fabrics, yellow glaze with irregular brown parallel lines or short wavy lines;

fragments of two rims, one with cut out half diamond pattern, the other small scallops.

Late 17th to early 18th century.

JACKFIELD WARE ?

Hard red fabric with glossy near black glaze to all surfaces, sherds from small globular wide mouthed vessel, complete base, three part base, body sherd with handle scar, two part rims, one with pouring lip.

Middle to late 1700

GLAZED FLOOR TILE

Part of a glazed floor tile of undetermined size in layered poor red material containing odd small stones. One side tapered on the edge with a thickness of just over one inch, surface glazed in a glossy light reddish brown glaze with inclusions of yellow pigments showing as merged irregular lines. c1600-1700

GLASS

Small jars and bottles:-

A small thin rounded section of glass appears to be part of a small kick up base with a diameter of approximately two inches. Another fragment takes the form of a small jar with a short neck joining a gently rounded rim, the diameter being in the region of 1¾ inches;

A very thin flattened rim which overhangs by nearly ⅜ inch forms part of another vessel, this time with what appears to be a globular shape, the rim diameter suggests somewhere in the region of 3 inches;

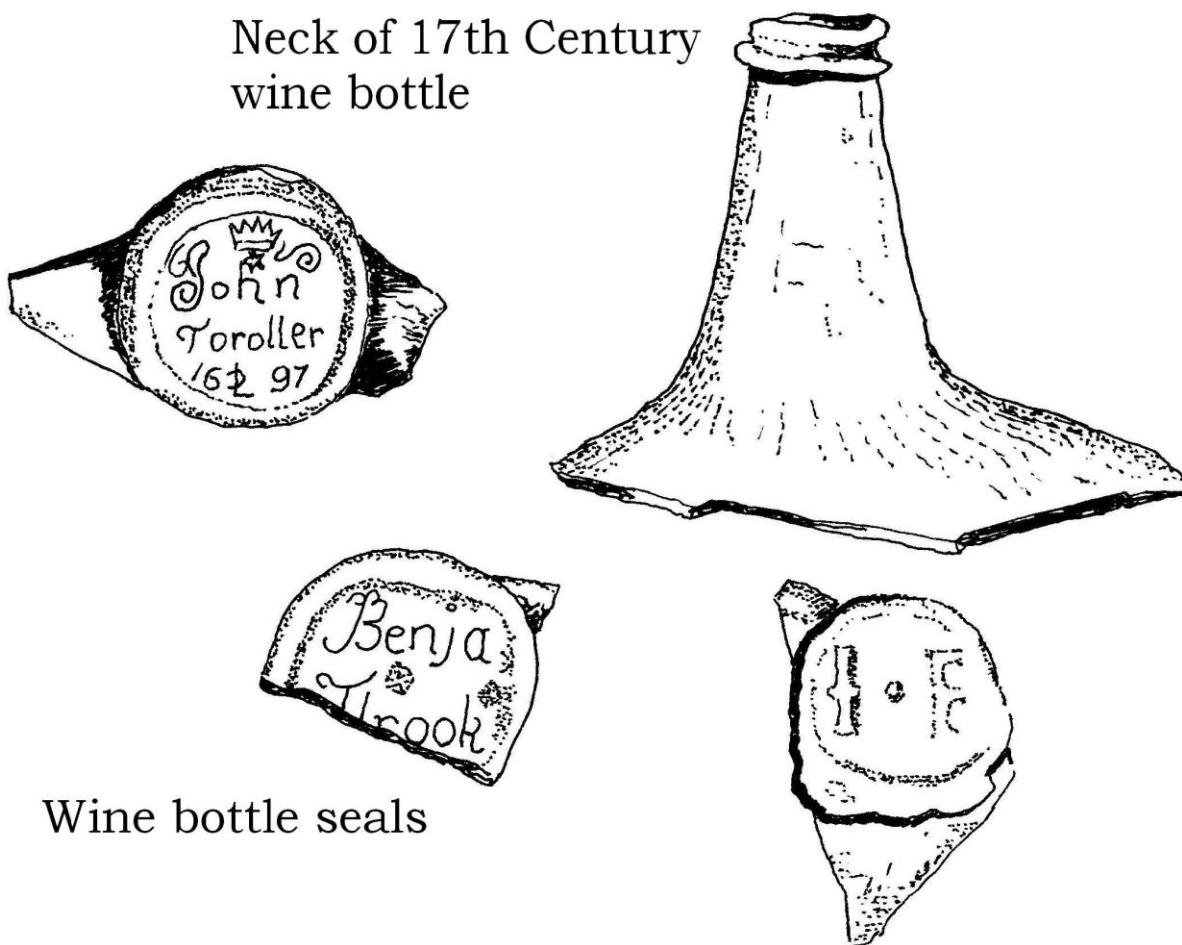
The part rim and neck of another vessel is again very thin and originally it probably had a stopper. The gently upturned rim shows signs of irregular casting of the glass. The neck appears quite short with the body of a jar beginning to form outwards and the rim diameter suggests that it had a diameter between 1 inch and 1⅛ inch.

WINE BOTTLE GLASS

Nearly a thousand shards of glass from wine bottles were uncovered during the excavation and in addition to these plain shards were the remains of kick up base forms, necks and part rims. No complete bottles were found. In most cases the glass remains were heavily oxidised apart from the late 18th century forms.

Two complete 17th century base forms;
two near complete 17th century base forms;
nineteen 17th century part forms;
four oxidised 17th century wine bottle necks;
nineteen 17th century part necks from wine bottles;
two part base from late 18th century forms;
two necks from late 18th century wine bottles.

Neck of 17th Century wine bottle



Wine bottle seals

GLASS STAMPS

Part of small unmarked glass stamp $\frac{7}{8}$ inch diameter;
crude glass stamp with letter I E separated by a raised dot $1\frac{1}{4}$ inch diameter;
glass stamp with crown and star over John Toroller over an L, the date 1697 starts on the left hand side and continued on the right, diameter $1\frac{1}{8}$ inch;
glass stamp just over three quarters. Marked Benja I ? rook, probably stamp of Benjamin Ibrook (merchant), diameter $1\frac{1}{2}$ inches.

It is highly probable that the majority of the early glass comes from onion bottles.

FLAT GLASS

Seventy seven small shards of flat glass or window glass were excavated with a fairly even

distribution across the square, and with the exception of four all were heavily oxidised. The shards are all quite small and where the oxidising has come away the glass appears very poor, the largest shard being just under 1½ inches. There is a variation in the thickness of the glass, the majority being in the region of 1/16 inch or close to it, while five shards are exceptionally thin measuring 1/32" thick.

MOULDED GLASS

Three pieces of glass have cast moulded edges in the form of shallow upturns, one being 1/16" thick, the others 1/8 inch in thickness. They appear as decorative, but what they were once part of is as yet unclear, and like all the previous glass recovered, these were also heavily oxidised.

CHINESE PORCELAIN

Although some Chinese porcelain has been found the remains are extremely small in size with ten rim fragment from blue and white tea or rice bowls and a further eleven being small body sherds and probably from small bowls. The high glossy watery blue backgrounds and blue pattern are typical of the period around 1760 with styles later to be copied by the workers in the Lowestoft China factory. Amongst the fragments found is a small piece with a shallow footring probably from a saucer with a blue internal design and the remaining pieces are part base forms from tea or rice bowls.

One would have a diameter in the region of 1½ inches and has a single line around the interior, the outside being decorated in the Chinese style with the beginning of a pattern coming off another blue line.

Another part footring shows the bowl has been decorated externally in a watery yellowish slip, there is part of a blue decoration on the underside while on the inside there is a double blue line, and again the beginning of a blue flower like design in the centre. A large bowl is indicated by the fractured remains of part of an actual footring, the internal surface of which is unglazed and this compares with another fragment of base probably from the same bowl. This has been decorated with a number of irregular vertical lines, near black in colour which start from the footring and extend upwards.

MEDIEVAL POTTERY

Odd sherds of medieval pottery were mostly found at the lower end of the cobble path and also beneath some of the cobbles adjacent the two post holes along with pieces of lava millstone. The glazed forms are probably from jugs with some of the coarseware sherds from cooking pots.

- Body sherd in hard grey fabric with irregular pitted green glaze;
- thick grey body sherd with heavily pitted glossy green glaze;
- small light grey body sherd with traces of green glaze on the external surfaces;
- small hard grey body sherd with pitted green glaze;
- small dark grey body sherd with external surface glazed in dark green glaze;
- body sherd with grey internal surface, brown buff externally with traces of light green glaze;
- light brown body sherd with external surface coated in a yellowish green pitted glaze;
- small base sherd in brown buff fabric with splashes of rich dark green glaze externally;
- body sherd in a hard pale orange fabric with external surface in a sandy green glaze decorated with horizontal bands of iron oxide;
- hard grey body sherd with rilling, green glazed externally;
- thick body sherd in irregular grey buff fabric on internal surface with irregular grey soot stained external surfaces;
- two thin, light grey body sherds with dark grey external surfaces;
- thickened part base in light grey fabric with evidence of limescale on interior surfaces;
- dark grey coarseware body sherd in gritty fabric.

POTTERY LID

- Small section of redware glazed lid similar to Roman profiles, the underside glazed in a sandy brown glaze, the diameter is six and half inches;
- part rim of lid in yellow buff fabric with copper external glaze, external diameter approximately

seven inches;

two small sections of lid, sandy buff fabric with glaze to upper surfaces. Sandy orange to sandy buff diameter in region of seven inches.

IMPORTS

A single body sherd unusual by reason of its fine pink fabric, has a light green internal lead glaze with faint painted strips. It is thought this may be of Late to Post Medieval date and that it is probably an import;

mature Valencian lustreware, probably a fragment from a bowl. 15th century +?;

body sherd possibly late Valencian lusterware, internal white glaze, green and white externally. 16th century – 1700.

GLAZED RED EARTHENWARES

A considerable amount of red glazed earthenware has been recovered from the excavation, the assemblage being made up of the remains of both large and small bowls pancheon type dishes and slip decorated plates and dishes. The fabrics compare with soft flower pot material and this is often glazed on either one or both surfaces in a rich golden brown glaze, sometimes showing small crazing in the glaze. As would be expected base diameters vary in size from around nine inches with a wall thickness up to $\frac{3}{8}$ of an inch to quite a small vessel with diameters of 3 inches or so.

The rich golden brown glaze often shows small brown colourations along with occasional surface grits and frequently small parts of the vessels are unglazed. Knife trimming is visible to the sides of some of the base sherds with organic material leaving occasional cavities in the surface. Large impressed thumb marks where handles have terminated are also present, and so are narrow strap handles coming off the rims of probable chamber pots. The majority of the large vessels have flat base forms, with some of the smaller pots having a rounded recessed form with just the internal surface glazed. On two of these examples water scale is present.

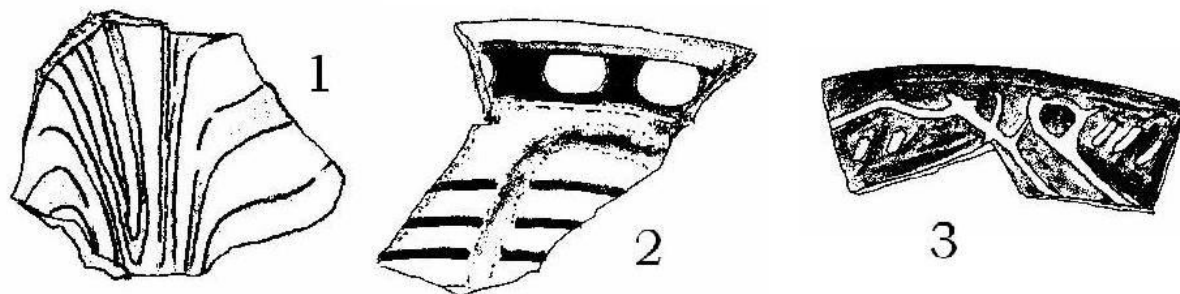
Several of the rim profiles are very thick and heavy indicating large vessels while others appear to be pancheon types, with several having traces of soot on the external surfaces.

On the rim of a large dish a double rouletted pattern is present running parallel with the rim with an incised wavy line and small dots of iron oxide making up the rest of the decoration. Dribbles of glaze running down to the rims on some sherds and a stacking mark on the underside of another glazed base indicates the vessels were fired upside down in the kiln, unlike the stonewares.

The remains of a sagging base probably from a small jug shows a diameter of approximately five inches, the fabric being quite smooth and somewhat harder than previous sherds. On the exterior are traces of a pitted sandy yellowish glaze, while the interior is coated in a rich copper green glaze. Another part base has a series of finger pinching around the base and again the fabric is hard and compares with the jug base, with the interior again glazed in a pitted copper glaze. As well as the variations of brown glaze, a rich glossy black glaze is present on four pedestal like base remains and a single body sherd, the red fabric is again very soft and the black semi crazed glaze covers both the interior and exterior surfaces. Apart from the conjoined strap handles, the unglazed remains of another four were found, all were quite narrow and one has traces of soot at one end while another has a small finger indent at the terminal end.

Probably the most attractive of all the red glazed earthenware are the number of sherds from slip decorated plates and shallow dish forms. In the majority of cases decoration is present only on the inside and patterns greatly vary from cream coloured wavy lines on an orange red glaze, to a pale yellow glaze forming the background with spots of orange glaze dotted around the inside of the rim. Diameters of vessels varies and seems to lie mostly between 9 and 11 inches, although one large sherd from a pancheon type bowl is in the region of 16 inches. Here the decoration consists of a background colour of orangey red, the inside of the rim being in yellow with another 1" band of yellow just inside the rim. The pattern is completed with a gentle trailing green loop with additional loops of pale yellow and green glaze towards the centre of the dish. Parallel lines of gentle stab marks through a yellow glaze are present on another dish profile, and again the orange spots are present on the inside of the rim. The pattern being completed by a wide wavy line in a rich orange across the

yellow glaze. Green appears to have been widely used from the narrow loops over orange concentric lines with its yellow background to small dots of green glaze placed in circles of yellow. Yellow slip is present on the majority of the fragments and on one almost dark brown section of dish the style looks almost Arabic in its style and execution while on another the simple angled strokes results in a very simple but pleasing design.



Glazed Red Earthen Ware Plate Fragments

It would appear that what sherds have been recovered, the undersides remain unglazed, apart from the shallow base of plate where part had a generous coating of a rich orangey brown glaze. Knife trimming is visible on some of the undersides as well as occasional spots of glaze the fabric showing as a reddish brown material, often with abrasion showing where the vessel has been in contact with the table.

Body sherd with slip concentric lines with lobed-leaf in green. Dutch Slipware c1800; metropolitan slipware c1700;

body in white slip wavy line, internal greenish lead glaze. Dutch or English 1700-1800;

small bowl, white slip on rim edge radiating on rim. Possibly Dutch or Italian c1700;

Werra Ware, Sgraffito & dip decorated. late 1600 – early 1700;

orange redware white slip covering upper surface, brown slip dots and small stab marks, possibly NIEDERHEINSCHES Slipware (German)? 1700.

YELLOW AND GREEN GLAZED EARTHENWARES

Although small in size, quite a number of yellow glazed earthenware sherds were encountered with most coming from pipkin's bowls and probable colanders. In most cases the remains are glazed both externally and internally, and horizontal handles and small feet are also present. The fabric is mostly a hard pale buff with some exceptions, these being sherds with no external glaze, with the inner surface glazed in variations of sandy yellow to almost yellow buff. Soot is present on some of these types.

Of the green glazed earthenware sherds, with the exception of two sherds which are probably from plates, the remainder have come from small diameter bowls. Simple rounded rims and a flattened rim with a raised centre ridge is the extent of the group and the only decoration consists of a series of vertical finger indents just beneath the overhanging rim. With the exception of small sherds, all the others have just an internal glaze in the form of a dark copper green glaze, the exception being a small part base where the external surface is in a glossy sandy orange. C1700 ?

Two glazed earthenware sherds in a sandy buff fabric may be from a small porringer. The internal surfaces are glazed in a crazed yellow glaze while the external surfaces are partially glazed in a rich glossy yellowish dark green glaze, part of a small oval section handle is present. 16th 17th century

Part section from a chafing dish rim/knob/handle in sandy yellow glaze.

middle – late 17th century

EARTHENWARE COLANDERS

Remains from at least four glazed colanders were found involving green, yellow, brown and greenish yellow vessels. Remains were small and as follows:-

Very shallow dish like shape in whitish buff fabric with overhanging rim on underside for lifting, glazed internally and externally in a rich dark green copper glaze ¼ round perforations, three body sherds;

shallow dish like shape identical to dark green example and same fabric. Glazed internally and externally in a crazed yellow glaze with ¼ inch round perforations, four body sherds. Perforated body sherd from another colander with only yellow internal glaze and plain externally, small rectangular perforations;

single body sherd in red earthenware, golden brown internally and partial external glazing, two ³/₁₆ round holes with one small rectangular;

foot from tripod colander in whitish buff fabric glazed internally and externally in a yellowish green glaze with ¼ inch perforations, six body sherds. C1700.

TIN GLAZED EARTHENWARE

The continued trade between Lowestoft and the Low Countries during the period 1600 to 1800, already seen in stonewares and some of the earthenwares, is repeated in the tin glazed earthenwares. Here there is both English and Dutch influence, while in the case of a few isolated sherds there is also the probability of wares with Italian or Iberian origins. In going through the numbers of rim sherds from plain white plates and shallow bowls it would seem that diameters were in the region of eight to nine inches, with some exceptions, and that there were a number of different profiles involved.

Basically the material is a buff fabric coated with a thick white glaze all over, with some exceptions where this only extends to the rim with the under surfaces coated in pitted pale cream glaze. Generally the overall colour of most sherds appears as an off white, while odd pieces are bluish in colour and in the case of a small tin glazed sherd with footring from a small bowl the colour is more of a pitted pale pink. The underside of the majority recovered is full of small airholes and there is also noticeable build-up of glaze on the underside surfaces of some of the vessels.

ENGLISH AND DUTCH DELFTWARE

Of the tin glazed wares, the majority are decorated in blue and white and this includes some base remains from drug jars, bowls and plates with some sherds of the latter indicating quite large diameters. In some cases the tin glaze has deteriorated through time and this is very apparent on the remains of the blue banded drug jars as well as on the small handles and rims from bowls. Rims and body sherds from large plates frequently show a vigorous decoration with not only blue being used but a very pale purple, and on one sherd this is used to form parallel lines before a foliage design in the same colour, this in turn being separated with a narrow band of egg yellow.

On two other sherds the background differs by reason of it being a watery blue with the thin blue decorated lines showing a Chinese influence, while on another the blue washed areas are outlined in black, typical of Dutch Delft during the latter part of the 17th century. Green leaves outlined with pale blue forms part of the design on a sherd from another charger, while the strong vibrant blue is again present on leaves painted on another large plate with the underside revealing an extremely pitted creamy glaze.

Sherd from Anglo Netherlands bowl with blue and orange decoration and an internal lead glaze 1700;

base of small bowl with blue decoration 1800?;

blue decorated base from drug jar late 1700 – 1800;

small polychrome footring base, bowl? late 17th century;

body sherd from dish, cream external glaze, interior blue painted floral decoration Dutch? 1700

hollow ware body, white glaze, blue painted fern leaf external decoration 1600 – 1700

Cup/mug, fine thin wall, blue painted externally Dutch 1700;

small sherd with scale like blue painted external decoration 1600 – 1700;

Porringer handle pierced with a cross, plain white with pinkish tinge. Probably Lambeth pre 1680? 1700;

two large sherds from two seemingly unglazed shallow dishes have been identified as being of possible Italian/Iberian origin. They are of a hard buff fabric with traces of tin glaze in the pockmarks of the upper surface, the possible date is 16th-17th century.

CLAY PIPES

A total of 1254 broken clay pipe stems were found with the majority plain and sometimes burnt. Six of the stems are decorated, two have been twisted like spirals with tiny dots running parallel with the spirals, while another stem has circular cut marks. Small dots going round the stem followed by more dots forming a diagonal pattern is present on another, while another example has a regular pattern of indented diamond shapes with four impressed oval panels. The panels encircle a harp, three fleur de les and grapes and at this point another pattern made up of raised circles and lattice work begins. Remains of another thick stem shows the open mouth of a pike complete with a textured skin and rather large teeth.

Broken mouth pieces	= 8
Small bowl c 1640-60	= 3
Plain bowl c 1680	= 2
Complete plain bowl	= 28
Plain bowl 1720	= 42
Marked bowl, <i>John Moore</i>	= 8 (IM) 1660-80
Part bowl, <i>John Salmon</i>	(SI) 1720-60
Part bowl 1600-40	
Part bowls 1730-60	= 4
Part bowl 1740-1800,	<i>marked B</i>
Part bowls 1740-80	= 3 <i>marked SD</i>
Small bowl 1600-30	= 3
Part bowl 1730-80,	<i>marked IE</i>
Part bowl 1660-80,	<i>marked P</i>
Part bowls 1660-68	= 2 <i>marked IM</i>
Bowls 1660-68	= 2 <i>marked IM</i> , possibly <i>John Moore</i> working around 1665 Finsbury

Partially decorated pipe stem 1850-90

BUILDING MATERIALS

From the remains of roofing tiles that have been found all appear to have been cast on rough ground with the upper face showing drag marks and frequently a slumped surface. The thickness of the tiles is little over ½ inch with a width of seven inches. No complete remains have been found to show the total length, only a broken tile measuring 6¾ inches. Small flint stones can be seen in the clay and on several tiles finger indents are visible indicating the clay was being tested for wetness. On average the fixing holes are positioned between 1 inch and 1½ inch down from the top, with the position for the sides frequently varying, with one tile showing a hole 1 inch in from one side and 2¼ inches in from the opposite side. Some of the holes are also round in shape and tapered, while others are rectangular and tapered and many of these have resulted in being very irregular in shape when pushed through the clay. Holes average just over ½ inch and in the case of the rectangular forms something like a large headed square shanked nail was probably used to form the holes.

BRICK REMAINS

No complete bricks were found only parts or small rolled pieces. Below is a cross section of those found:

- 4½" x 1½" broken at 7 inches long. Hard sandy brown with grass or straw marked underside.
Lined drag marks on a slumped surface, mortar on sides with some on upper surface;
- 4½" x 1½" broken at 6½ inches long. Hard yellowish sandy brown underside with grass or

- straw marks, drag marks on a cracked upper surface;
- 4" x 2" broken at 5¼ inches. Cinnamon with grass and trowel marks to sides, distorted hard fired centre;
- 4½" x 1¾" broken at 6¼ inches. Hard yellow buff-cinnamon, grass marked underside, drag marked upper surface;
- 3½" x 1¾" broken at 5 inches. Soft red material, rough underside, upper surface well cracked, traces of mortar;
- 4¾" x 2½" broken at 3½ inches. Hard cinnamon with a sawn bevelled edge in its length. Slumped upper surface, straw or grass marked underside, distorted in shape.

ANIMAL BONES

In 1686 William Mewse set up as a butcher at what is now 70-71 High Street on the corner of Rant Score and this would help to explain the number of animal bones found across the site. The majority of the remains belong to sheep and pig, with the much larger forms from domestic oxen and several show signs of butchering. Remains mostly take the form of leg, rib or jaw bones and several isolated teeth, these mostly belonging to cattle and pig. Some small vertebrae found with thin rib bones are thought to have come from fish.

SHELL REMAINS

Oyster
Cockle
Mussel
Whelk
Winkel

METALS FROM COBBLE AREA

Small cast copper alloy shoe buckle 1660-1720
Cast sub rectangular shoe buckle 1690-1720
AE moulded strip fragment with rivet hole and small buckle Post Medieval

NON FERROUS ROUND HEADED PINS

The remains of 664 round headed pins were found distributed across the square with a number also being found quite well down, but mostly in disturbed soils. It would seem that many were silvered, with sizes from ¾ inch up to 1¾ inch and it is thought the majority may well have been connected with business set up a short distance away in the High Street.

LONG AND ROUND HEADED PINS

A long pin much thicker than the probable dress pins was also found, it measures 2¼ inches long with a diameter of 1/16 inch, the end is terminated in a round ball with an irregular groove in the surface.

BUTTONS

Two buttons were found, one small with a decoration of leaves, the other larger with a plain raised surface and a groove around the perimeter. Both have traces of brass showing through.

THIMBLES

Two normal size forms and one child's thimble.

TOP FROM NEEDLE CASE

A small externally threaded top, possibly turned from bone, cylinder shaped, ¾ inch long and ½ inch in diameter. The object is hollow and decorated at the top with a shallow groove and twin lines, while the bottom is terminated with a shallow band.

MISCELLANEOUS

Small bone handle with iron remains at one end, length 1¾ inch long and ½ inch in diameter, the end is square and has a shallow groove;

probable flat headed copper nail, length 1 inch;
two brass rings;
fragment of perforated brass plate.

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All the material recovered during the excavation has been returned to the Lowestoft Civic Society at Lowestoft.

Paul Durbidge March 2004

Out and About

Paul Durbidge

During the construction of a footpath across the playing field at Westwood Avenue, David Higgins picked up a flint barb and tang arrowhead from some freshly disturbed soil.

The projectile was complete and was made from a hard light grey flint with good bifacial flaking on both surfaces. The discovery of the Bronze Age find is a few hundred yards from where an orange coloured polished axehead of the same period was found during the summer of 1987.

Three sherds of darkish brown gritted pottery, again of probably Bronze Age date have been picked up by Adrian Chalton at Pakefield Suffolk. As well as the pottery, a number of flakes and a couple of scrapers were found close by, along with a good example of a flint hammerstone weighing just under a pound in weight.

These recent finds can also be connected to previous Bronze Age material picked up several years ago a relatively short distance away, including arrowheads, flakes and pottery by the same person.

THE ROMAN CONNECTION

From his continual walks along the beach area at Pakefield, Adrian has again found more remains of broken Roman roofing tile along with numbers of various fossils and animal bone. In addition to these discoveries a number of irregular pieces of fired clay have come to light although only one has any shape to indicate a possible purpose. The object appears as a rough circular shape seven inches in diameter with a flat underside and a domed upper surface with an angled $\frac{3}{4}$ inch diameter hole through the centre. It appears as a lump of fired clay containing odd flints with parts of the surface being very irregular and containing several cavities where probably flints have come out of the surface. The colour is an orangey red and compares with brick and tile remains of Roman origin found nearby, to all intent and purpose the object appears to be some form of weight though whether

it is too large to be a loom weight is open to opinion.

A sizable piece of light coloured millstone grit picked up at Pakefield again has probable Roman origins with other smaller sections observed at beach level further to the south. A small scatter of medieval coarseware with odd animal bone has come from a medieval pit along with a nice section of grey imported lava millstone complete with its grooved out grinding surface.

In Walmer Road last year part of a thickened rim in a dark buff fabric was picked up from disturbed soils. The rim which was once part of a late medieval vessel and still had traces of soot adhering to the external surface.

PROBABLE SITE OF KILN

After recently receiving a phone call from the owner of a property at Park Hill, Oulton, I was told that he had recovered quite a lot of pottery when a tree had collapsed just behind his garage some time last year. On seeing the material it appears that it had probably come from the site of a medieval kiln as some 99% of the remains were from jugs or pitchers all of which were in a soft red fabric with occasional splashes of green glaze. There were quite a number of broken strap handles, several of which were glazed in a rich green glaze and many of the base remains had strong thumb pinching around the base to stabilise the vessels. Decoration took the form of stabbing on some of the handles and iron oxide was present on some of the applied strip decoration.

Clay pellets were also used along with incised lines in the clay and it is hoped in the future to record the whole assembly in more detail when time allows.

Paul Durbidge April 2004

History of Cycling in East Anglia

Joyce Ashton

The history of the cycle as a means of transport which was to enhance the lives of all those who could afford them dates back to 1818. In that year, a Frenchman, Baron Von Drais invented the first rudimentary cycle. It was named after him, the "Draisienne". It had no pedals or cranks to propel it and was just a bar with a saddle attached, and two wheels aligned, one behind the other. Seen first on the streets of Paris it caused great hilarity among surprised onlookers. It was made of wood.

Meanwhile, across the Channel in England considerable experimentation was taking place in the eager quest to invent an effective means of personal, independent wheeled transport. Before Queen Victoria ascended to the throne in 1837 a type of bicycle called the "hobby-horse" was invented. The rider achieved movement by sitting astride the machine and pushing himself along by using a striding action in which each foot in turn gave a "shove off" from the road surface. The hobbyhorse, made of iron was steerable, because although the rear wheel was fixed, at the front it was mounted in a pivoted fork. The pivoted front wheel enabled the rider to maintain balance and change direction. He could coast down hills, but when he climbed uphill, he dismounted and slung the contraption weighing 45lbs onto his shoulders.

The first bicycle to have pedals was built by a Dumfries blacksmith called Kirkpatrick Macmillan in 1839. He fitted cranks to drive the rear wheel by means of a to and fro motion of pedals. This development signified real progress, as the rider no longer had to maintain constant contact of his feet with the ground.

In England in the mid-nineteenth century nearly every town and village had its own blacksmith and wheelwright, true craftsmen who were self-reliant and inventive. They were the first bicycle makers, not afraid to experiment, they strove to improve with each new model they attempted. In 1868 a bicycle called the "Velocipede" became very popular. It was made of solid wrought iron and nicknamed the "Boneshaker"; roads at that time were something of a challenge and a bumpy ride was inescapable. However, enthusiasm was undimmed, the "Boneshaker" propelled by human energy and cheap to produce was a landmark and an achievement. With great imagination, there were innumerable variations on a theme, with wheel size varying from model to model.

James Day, a blacksmith of Needham Market developed a tricycle to carry two riders; perhaps similar to the machine where two ladies Georgianna Nesling and Mrs. Nesling Webber sit side by side on an amazing contraption watched by "excited schoolgirls" through the school windows (see photograph 21).

Note: It has not been possible to reproduce the pictures for this article or some press cuttings.

The next development in this fascinating saga was the production of the "Ordinary", perhaps better known as the "Pennyfarthing". Between 1876 and 1886 around two thousand of these were made bringing with them positive benefits and improvements. They were quicker, lighter and more comfortable than the Velocipede. The large front wheel meant that a higher gear could be obtained. It was claimed that "ridden by a tall athletic young man they could outpace a horse". But, they remained the preserve of athletic young men, they were totally unsuitable for the elderly and were especially difficult for women because of their long skirts. There were seven manufacturers of "Ordinaries" in the Eastern Counties. Among them was John Cousins Garrod of Framlingham, perhaps the best known. He was the son of a Velocipede maker and an extremely talented engineer being the first maker to use hollow front forks, ball bearing hubs and grip pedals. To modern eyes the Pennyfarthing is an extraordinary sight. With its enormous front wheel and high saddle it was difficult to get on and off, moreover the atrocious state of roads at that time introduced an element of danger as an unwary rider encountering a hole in the road could be thrown off his machine. Wisely, women gave the Pennyfarthing a wide berth, but many eagerly embraced Velocipedes which were more stable and could be ridden side-saddle with dress guards to keep long skirts out of the wheel spokes.

The year 1885 witnessed new developments in bicycle design, John Kemp Starley invented the "Rover Safety" Bicycle. It had a chain to the back wheel and the wheels were the same size, but more importantly it was much safer than the "Pennyfarthing". This model with its basic diamond frame and two wheels of the same size has evolved into the bicycle we know today. Its cost was less than £10. By 1895, 800,000 Safety Bicycles had been made. This meant that rich people bought new bikes and poor people had to be content to buy second-hand.

Thus cycling was welcomed as a popular sport and recreation for the masses. To service this new craze there was an upsurge in the numbers involved of manufacturers, dealers and agents. This rapid increase took place between 1890 and the First World War. In 1896 Kelly's Directory of Suffolk listed thirty, including nine manufacturers, two in Ipswich, two in Bury St. Edmund's, one in Sudbury, one in Stowmarket and three in Lowestoft. By 1908 there were thirty-seven manufacturers of bikes in Suffolk.

There is no doubt that the development of the Safety Bicycle hastened female emancipation. This new machine could be ridden by women in spite of the restrictive clothing they were obliged to wear. They could also travel solo to destinations of their own choice. This freedom started a revolution in women's clothing. Corsets and high-necked long dresses were discarded in favour of more sensible clothing. A more practical way of dressing, referred to as "rational dress" was adopted by those women anxious to take advantage of new sporting opportunities. Loose jackets, and bloomer-style trousers suited their needs. Social implications resulting from popularity of bicycles were enormous. Young people could now travel with ease from their town and villages and establish relationships with members of the opposite sex, far from home. Women cyclists also could strike out on their own with a new found courage.

The Feaviour Brothers of Harleston, Norfolk, ran a successful cycle and motorcycle business in the town. In the 1900's a female relative of the brothers bought a bicycle from the shop and became the first woman in the Harleston area to ride a bicycle. Bessie, the wife of one of the Feaviour brothers, not to be outdone, became the first woman locally to ride a motorcycle. When she went to Southwold on the machine, she attracted so much attention that a crowd gathered around her and had to be dispersed by a policeman before she could make the return journey.

East Anglia became a popular spot for Pennyfarthing Rallies in the years 1875-1900. Various clubs all proudly sporting their colours and uniforms would converge on Colchester, Chelmsford, Saffron Waldon and Sudbury for weekend trips. Making an early start at the crack of dawn, club members would build up a cracking pace, calling at several ale-houses and inns along the way. Dismissing the

dusty, bumpy roads as a fact of life, they were more concerned not to fall victim to the pranks of village lads who saw them as "fair game". String across the track and secured to a tree on one side of the road could result in several of them being pitched over the handlebars. Hammering large-headed nails into their solid rubber tyres was yet another downright dangerous and stupid prank.

East Anglia was well suited to the bicycle, terrain was flat and in summer, it was frequently warm and dry. Many towns boasted a Cycling Club and knicker-bocked enthusiasts could be seen enjoying healthful exercise at the weekends. Both Beccles and Lowestoft had Cycling Clubs and cycling fashion reached its height between 1890-95. In 1904 the Eastern Counties Cycle and Recreational Association became affiliated to the National Cycling Union and the Amateur Cycling Association for Touring and Race Meetings; this in turn led to the C.T.C. of the inter-war years.

As roads improved, bikes and trikes became the fastest and cheapest method of transport. District Nurses used them as they visited patients in their homes, shopkeepers employed delivery boys on bikes; the Police and Post Office recognising their usefulness had bikes designed to their specifications.

CYCLING LAW.

1 A disregard of the rule of the road would be held in case of collision or other accident to constitute contributory negligence. Vehicles that are being met should be passed on the left side, whilst those that are overtaken should be passed on the right sided.

2 Led horses should always be passed on the side on which the person in charge is. It goes without saying that these rules must be applied with common-sense, and that a cyclist or anybody else must not adhere to his side of the road if he plainly sees that a collision will result.

3 An injury done by a runaway horse does not necessarily involve liability on the part of the owner of the animal; but if a person leaves a vehicle or any other obstruction in the road at night and an accident results, he is held responsible in the eyes of the law.

4 If a pedestrian stepped suddenly off the footpath in front of a cyclist, and was knocked down, he would be held guilty of negligence, and the cyclist could recover for any damage he or his machine sustained.

5 Also, the pedestrian who will insist upon walking on the road both by night and by day incurs considerable responsibility in case of an accident.

6 If a number of men cluster in the road, whether standing still or moving, and refuse to make way for a cyclist, they are guilty of an offence under the Highway Act, and may be proceeded against, besides being liable for any injury that may be caused by their conduct.

7 Generally speaking, failure on the part of the pedestrian to attend to the warning of the cyclist's bell constitutes contributory negligence. The ringing of a bell is a statutory obligation on the cyclist, and its warning note ought to receive immediate attention.

8 Parents cannot be made liable for the acts of their children, and the owners of dogs are in the same happy position – always supposing that the act that causes damage is not done at the direct instigation of parent or owner.

9 Drivers of sheep or cattle may be prosecuted criminally if they allow their charges to obstruct the whole of the roadway and refuse to clear a passage for a cyclist; but probably the safest course and the one involving the least trouble in the end, would be for the wheelman to dismount and push his machine through the flock or herd.

In 1900 cyclists were recognised as lawful road users and a code of practice which became known as "Cycling Law" itemised their rights and responsibilities. (see photocopy of "Cycling Law" for specific rules for cyclists).

Military authorities saw the potential of bikes for moving numbers of troops quickly, to where they were needed, and for quick local communication.

The first Cyclist Unit was the 26th Middlesex Cycle Volunteer Corps in 1888. Three years later, in 1891 the First Volunteer Battalion, Suffolk Regiment included "A" Company, a Cycles Company with a Cycle Sergeant at Ipswich. Other battalions at Bury and Saxmundham followed suit. During the First World War cyclist volunteers in Suffolk and Norfolk were on hand as a threat of invasion became a real possibility. However, they were disbanded at the end of hostilities in the hope they would not be needed again.

In 1939, on the brink of war, the Home Guards used bicycle units. One unit was given the job of looking out for German paratroopers. A twenty square mile area of East Anglian countryside was to be covered. Over this flat terrain they worked out a route where all the villages had prominent church towers. One of the group spied out from a tower and reported by dropping a stone with a message wrapped round it to his comrade below who then cycled back to Headquarters with it.

Cycling was immensely popular in the inter-war years. It was valued as a cheap

form of mass transport for work and recreation. In fact it was the agent of the re-discovery of the countryside, which had begun before 1914. The national organisation fostered the growth of touring for cyclists and thus contributed to the development of the tourist industry. This has continued to the present day

A keen cyclist myself in my younger days, I sallied forth accompanied by my brother aged 15 (4 years my junior) on a Cycle Tour of the Peak District in Derbyshire. My enthusiasm for cycling was not matched by my geographical know-how, and naively I planned the route without the realisation of what the term "Peak" would involve. We set off from North Manchester and it was with total disbelief that we encountered a series of alpine type hills with dizzying heights and steep descents. It was an incredible experience which rendered us exhausted with aching limbs as we tottered into the previously booked Youth Hostel every evening. Fortunately, my brother is not one to harbour grudges, he forgave me, but neither of us repeated the ordeal, and we have never forgotten it. I believe we had something in common with those early cycling-enthusiasts who showed remarkable staying-power in the rides they undertook.

The Waveney Advertiser dated 22nd February 1980 entitled "Some Veteran Cyclists recalled" tells the story of a cycle trip made by the formidable Ernie Walker and some of his friends who rode to Herneil Hill in London to attend a Championship Cycle Racing event. They left Lowestoft at midnight (after working all that day) on the eve of Good Friday. They rode through the night and then rested on park benches the next morning. The races took place during the afternoon and when they finished, the intrepid cyclists mounted their machines and rode the 120 miles return journey to Lowestoft. Arriving at 6 am they washed, shaved "had a bite to eat" and were in good time to start their day's work in the grocer's shop at 8 am. What an achievement!

The Suffolk Chronicle and Mercury of 13th July 1936 gives a description of an "old-time" race arranged by the Lowestoft Bicycle Club in 1880. The race was 17 miles long, from Belle Vue Park Lowestoft to Hopton Hart and back, twice. Read the cutting to discover the winner and his novel prize.

JOHN FLEGG c1870-1950

John Flegg was known to be designing and making bicycles in the back yard of his home at Commadore Road, Oulton Broad, Suffolk from about 1890. In 1899 he moved to 2, Gorleston Road (opposite his fathers brazing business) where he ran a cycle making and repair business. In 1902 he is listed in the local directory as "Cycle maker". The picture above was taken in 1904. In 1906 he built a hand cranked invalid chair for his brother Harry (shown in the advert) who was a cripple. In about 1910 the manufacture of the Flegg chairs was undertaken by R A Harding of Bath. In 1947 the business was taken over by Leslie Soloman, although it appears that they were bicycle agents and repairers only. The local invalid chairs were serviced from the 1920s by M Bird of Lowestoft.



I have mounted cuttings with relevance to our local area photographed from the Suffolk Record Office. See particularly the work of John Flegg who made bicycles and even a "hand cranked invalid chair" for his brother Harry in Oulton Broad. His premises on Gorleston Road still stand but now function as a Mini-Market.

Cycles and cycling clubs have a long history, and there is still great enthusiasm for cycling whether for recreation or in the context of a competitive sport. From those early days, before the middle of the nineteenth century, when the whimsical mantra, "Straddle a saddle, then paddle and skedaddle", was invented, the bicycle has evolved through many stages to suit the needs of man, woman and child. From the efforts of blacksmiths, wheelwrights and carriage-makers who were pioneers and experimenters in bicycle design and propulsion, we now have mass production to satisfy demand.

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*The Rotary Club of Beccles has organised two events under the heading "Cycle for Life". In 2002, £5,000 was raised for charity and in 2003, £4000.

**The Tour de France is the biggest spectator event in the world every year.

Sir James Paget – 1814-1899

Jean Lockwood

It was in a tiny chapel in the gateway to one of London's oldest and largest hospitals that I spotted the simple plaque in a wall bearing the name of this great man. Could there be a connection with the seaside hospital with the same name out there on the Suffolk coast? The answer is – yes, there is.

On the 11th January 1814 in Great Yarmouth, Sarah Paget gave birth to her fifth son, she named him James. This talented, artistic lady bore seventeen children in all, nine of whom lived to be adults, quite admirable in those days when childish ailments, such as measles, could take a child's life.

Motherhood seemed to have been a joy to Betsy, as James' mother was known, and she gave all of her children an interest in art and literature, encouraging their interests to the full.

James' father, Samuel Paget, was a prosperous merchant shipbuilder and brewer at the time of James' birth and was able to educate his eldest sons at the famous Charterhouse school in London. At the age of thirteen, Frank, Frederick and George left their comfortable home at No.59 South Quay, Great Yarmouth, to begin studies for university.

Their large home was situated in an interesting place for a family of boys to grow up. In those days, Great Yarmouth was a busy commercial and fishing port with ships from Russia and Scandinavia regularly alongside the quay. One main source of Samuel Paget's income was from the merchandising of the British North Sea Naval Fleet during the Napoleonic wars. However, when the war was over, the Paget fortunes began to flounder. James, the youngest of the Paget sons, was aged thirteen but for him there would be no Charterhouse public school and no university degree. James had to work hard and long to realise his career ambitions.

James was educated at a small school in Great Yarmouth run by an actor-turned-minister of the Unitarian Chapel, by the name of Mr. Bowles. It was a far cry from Charterhouse and, to quote Sir James' own words, "I have no doubt that I thus suffered a heavy loss". Mr. Bowles' school was located at 5 Queens Street, Great Yarmouth and James attended it until he was sixteen years old. Towards the end of his schooling, he studied navigation, mathematics and geometry with a view to a naval career. However, when the time came for him to enter the navy, his mother and father could not let him go. They were loving, caring parents and a life at sea in the 1830s could be an extremely hazardous occupation. James became an apprentice to a surgeon, as general practitioners were known then.

The practice was that of a well respected local surgeon, Charles Costerton, situated at Hall Plain close

to the house of Sir Edmund Lacon, and near the Town Hall.

James was an enthusiastic student of medicine and became aware of much that was lacking in medical practice at that time. One point which concerned him was the lack of records kept of patients' ailments and the effects of their treatment. This seems to have inspired him in his long career to keep meticulous notes at all times in whatever field he was working.

During the years of his apprenticeship, he developed a love of botany, he spent hours with his brother Charles roaming the dunes and beaches of Great Yarmouth gathering specimens, listing and cataloguing and eventually publishing a book on the natural history of Great Yarmouth. They attended lectures and meetings of the Linnaean Society, founded by Sir James Smith (the subject of last year's winning essay!). He says of his hobby, the study of botany was useless to him but the discipline of acquiring it was beyond price! It enabled him, he said, to meet studious and observant men and educated him into habits of orderly arrangement.

In 1830 James was sixteen, he had completed his apprenticeship with Charles Costerton and had learned all that was required to become a general practitioner himself. However, by that time, he had not only become quite a botanist but he had also found time to study Latin and Greek and to teach himself French. He was a quite considerable water colourist but seems to have been a very modest man, preferring to keep in the background of his large family. Throughout his life, he worked long and hard studying, observing and storing any knowledge that would help him in his career. James knew that, in order to reach his full potential, he needed to be in the company of the leading men of the medical world and that without a university degree he would have to work for every step of the way.

However, at this time, his elder brother, George, had left Cambridge University having been awarded the MB, Cambridge, in 1833. So, for a while, he was able to help his younger brother by sharing his lodgings and helping him with his studies. The hospital to which they had come was St Bartholomew's, founded in 1123 by a monk named Rahere. This was to be part of James Paget's life for many years to come.

James' life became that of a medical student in 1834. At that time, he found very little order in the way students studied. There were lectures given by various men who specialised in different fields of medicine and surgery, he attended lectures on anatomy and physiology and quite soon James had decided that he would devote himself entirely to the study of surgery. He was a highly intelligent and hard-working young man and very soon he devised a curriculum of his own. His ability to work and study were incredible. He learned the German language because, at that time, German scientists were leaders in the field of anatomy and physiology.

When he wasn't studying he was dissecting, attending lectures and post mortem demonstrations. He even translated from German books and articles the lecturers used. Not for James Paget a life of leisure.

Back in Great Yarmouth, money was very short, the family businesses were faltering badly and James' existence was frugal but he never wavered from his chosen path, no matter how hard that path became.

Up until 1834, the teaching of medical students had been largely carried out by men who used bad language, told nasty stories and bawdy jokes to enliven otherwise dull lectures at least, that was their story! James had been given a quiet, simple upbringing and comes over as a polite and genteel man. He was disgusted by this behaviour and talk in some of the lecture rooms and his upright demeanour seems to have helped much in his efforts to establish himself at Barts.

Like most people who try to set a better example, James made enemies – sometimes in high places – but throughout his life he continued to conduct himself in a quiet, disciplined and genteel fashion.

James' ambition to become a surgeon was not conventional, he could not become attached to one of the elite group of students attached to the leading hospital surgeons of the day because of his lack of university training. However, by this time, James had made his decision, he would become a surgeon, he would remain in London and St Bartholomew's was, by then, his spiritual home. He had little hope of financial help, his brother, George, had returned to Cambridge and he was completely on his own. James devised a different route to study. He became attached to a physician, a Dr Peter Here Latham.

In this way, he got to work on the wards and obtained excellent teaching in medicine.

James spent hours in dissecting rooms, studying anatomy, and it was while following this line of study that he discovered a parasite which caused a disease of muscle fibres, *Trichina Spiralis*. After his first year at St Barts he realised that he could never reach his full potential as a simple GP, there was so much more to the world of medicine than he could ever discover in a small town like Great Yarmouth.

By sheer hard work and study, he passed examinations in just about everything available and, after his two years of studies, he was passed by the Royal College of Surgeons.

During this time, James had become a very popular and highly respected young man. His father had come to London for his prize giving and was overjoyed at the popularity of his son.

It would have been so easy for James to have gone home to Great Yarmouth with his father and to have set up a comfortable practice there. He would have been able to help his family financially and it would have been much easier than the difficult road he chose.

James spent the summer in Great Yarmouth then, as autumn approached, he was drawn irresistibly back to London and to St Barts. His training completed, he had no ties there but that was where his hopes and ambitions lay. His father could allow him only £10 per month.

James took rooms and began teaching groups of medical students who needed extra tuition and were able to pay him. He didn't enjoy the work but he was desperate for money. He also took in a boarder.

In 1837, James was offered the appointment of curator of the hospital museum he was paid £100 per year and, with his teaching, was able to free himself from his dependence on his father. He also became engaged that year to Lydia North, a vicar's daughter and sister of a friend. His family were appalled as he had no prospects at all at that time and were most unkind to the couple for many years but they stood their ground, apparently patiently and without bitterness.

As well as teaching and his duties as curator, James wrote meticulously researched articles for medical journals and this earned him extra funds of about £50–£70 per year.

During James' lifetime, there were several important developments made in medical history, the stethoscope being one as an aid to detecting abnormalities of heart and lungs.

In his role of medical journalist, James came to meet and interview many great men. He worked long and hard at the museum his role of curator required meticulously cataloguing specimens and listing them. He was an extremely thorough man and would check and double check that his facts were correct. All of this work was simply to support himself, he couldn't realise his ambition to get back to the wards to study surgery. He had to endure great opposition when posts became vacant that would have enabled him to obtain the training he needed to become a surgeon, invariably they were given to young men who had been apprentice surgeons. However, James had studied medicine from all possible aspects and his ability to study and absorb eventually became apparent and that he was indeed well qualified to take up a position in the hospital.

After fifteen years of teaching and lecturing, James was elected assistant surgeon to St Bartholomew's Hospital. After all the hardships he had endured, the poverty and the disappointments, James Paget had emerged a man apart.

James brought science to surgery whereas, previously, surgeons had been simply virtuosos of the knife, their skiffs depending on their speed and the ability of the patient to survive the barbaric nature of surgery without anaesthetics or antiseptics. It seems incredible that in this man's lifetime these great strides were made. The first microscope was bought for St Bartholomew's during James' time there.

When I first began my studies of this man, I had no idea of the advances that had been made during his lifetime and this quiet man, born a few miles along the coast from Lowestoft, was instrumental in bringing dignity and professionalism to the Royal College of Surgeons. James Paget became a friend to many great men of his day. The artist Millais liked to attend his lectures on anatomy, so renowned was he as a speaker. He was a friend of Darwin, Louis Pasteur, George Eliot, Tennyson and Robert Browning. He became surgeon extraordinary to Queen Victoria and Surgeon Inordinary to Edward VII. He was made a Baronet in 1871 for his outstanding contribution to medicine.

James Paget became a very wealthy man but never seems to have lost his great humility. When his father died leaving crushing debts, he and his brother undertook to pay them in full. He described his marriage to Lydia as being the best and only impulsive thing he ever did. Their marriage was a long and happy one and, although he became a famous and much sought after personality, his home and his family were of great importance to him. His wife was a great assistance to him in that she helped with much of his writing and correspondence, sometimes into the small hours. All six of their children lived long and healthy lives. Long after James had ceased to practice, he still contributed a great deal to the medical world. He sat on the Royal Commission which discussed the safety of vaccination against smallpox, he gave his name to various diseases he discovered, one being a form of breast cancer and one of deforming bones.

In 1886 he opened the old Great Yarmouth general hospital and one hundred years later his great grandson, Sir Julian Paget, unveiled the bust of his great grandfather in the James Paget Hospital.

This, then, is the answer to the question – how is the modern, busy James Paget hospital here on the Norfolk/Suffolk coast connected with St Bartholomew's Hospital in the City of London? – by a young man who grew up in Great Yarmouth, almost two hundred years ago, and who wanted to be a surgeon. His name is a household word in this part of England. It is painted on the side of the vehicle which picks up samples from surgeries to be analysed at the hospital bearing his name. As he laboured to learn his profession in sometimes horrendous conditions, James could not possibly have envisaged that he would acquire such fame.

James Paget never came back to his East Anglian home, preferring to stay in the city that he had served for many years. How strange that the hospital in which my husband was born should have been the spiritual home and workplace of a young man who was born just a few miles up the coast from where my husband chose to retire.

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A pamphlet sent to me from the James Paget Hospital written by Madeleine Borg.

The First Man to Fly in Suffolk?

Margaret Sanders

EARLY AERONAUTS – THE FIRST MAN TO FLY IN SUFFOLK?

On October 16th, 1908, the peace of Farnborough Common in Hampshire was broken by a four-cylinder engine stuttering into life. Before a small audience of farmers, soldiers and reporters, the engine powered an ungainly construction of bamboo, canvas and piano wire along the bumpy heath and into the morning air. The flight of British army aeroplane No 1 was brief. Just 27 seconds after leaving the ground, having covered a mere 1,390 ft, the plane clipped trees and crashed to earth. Yet it marked Britain's inaugural powered flight (*Times Review – Colonel Cody and the Flying Cathedral: The Adventures of the Cowboy who Conquered Britain's Skies*).

In that same autumn of 1908 two English brothers moved to Kessingland to pursue their experiments with aeronautics. These two brothers, Haydn Sanders (25) and the younger Hampden, officers in the Mercantile Marine, had always had an interest in kites and balloons, and undoubtedly followed the exploits of pioneers such as Cody and the American Wright brothers who in August 1908, in France, had sensationally demonstrated a flight of 20 minutes duration. The knowledge that powered flight was possible seems to have fired the enthusiasm of the two Sanders and, after setting up a small company offering one pound shares in the venture, they left the family home in Croydon for Kessingland. The reason for this choice of location is uncertain but the availability of a strip of land between Kessingland Denes and Benacre Ness owned by Sir Robert Gooch who, it appears, was very interested in their flying experiments, must have been influential. Alick King, the founder of AK Diesels, was also experimenting with flying at this time, both at Benacre and, subsequently, at Beccles, and it is possible that his local knowledge may have helped in finding the site. Sadly King's monoplanes never flew and he abandoned his experiments in 1910.

WORK BEGINS

The Sanders team first had to prepare a workshop in which to build the plane and this they did on some land in what is now Catchpole Avenue, Kessingland. The shed, always known thereafter as the Aeroplane Shed, was later sold to Mr. Catchpole for £80 and used by him for many years to store his fishing gear. A letter confirming this sale is on display in the Flixton Aeroplane Museum and illuminates possible problems the aeronauts were having with cash flow. *"Kindly make cheque payable to our Capt. Sanders leaving same open for him to cash "*

LOCAL INTEREST

In an interview reported at some length in the 'East Anglian Daily Times' (October 4th, 1909) by 'Our Special Correspondent' the interviewer appears to have had some difficulty in extracting information about the venture from the evidently taciturn Captain Sanders, describing him as a '*sturdy specimen of Britisher*' who...'*although at first reluctant to give me any information, I was eventually able to induce him to have a chat.*' During this chat the Captain revealed that he and his brother had made a special study of aerial work and had devoted their spare time to experiments with aerial models, describing the current phase of activity as being for '*purely experimental purposes. We are not going in for long flights or prize competitions, but shall devote our time and energy to the building and perfecting of machines for other people to fly.*' He added that the Kessingland/Benacre sites would be kept for experimentation '*but the factory will be established elsewhere*'.

Picture of early Bi-plane

Note: It has not been possible to reproduce the pictures supplied with this article.

No doubt emboldened by this response the interviewer proceeded to ask some very direct questions:

By 'we', I suppose you mean yourself and your brother?

Well it is a company – The London Aerial and Navigation Company.

But are you the inventor of this machine?

Absolutely. What is more, we have built it entirely, with the exception of the motor. We also built the shed and the living rooms.

The interview proceeded at some length with the interviewer trying his best to obtain concrete information but this was resolutely denied him.

You will not give me any details of your machine?

What good purpose would it serve? We are altering and improving it almost daily. A lot has been said about secrecy. We want the public to have accurate and reliable details of the machine when we have completed them when we are ready the public will be duly informed.

Picture of early Bi-plane

SANDERS TYPE 1

Details of the design of the aeroplane may have been secret but it is undeniable that there was a great deal of interest amongst local inhabitants. A photograph of the time shows the plane being manhandled by 6 stalwarts through a large pool of water on the beach with a crowd of 50 or more locals, mostly men in cloth caps but a few children also, standing on the marram grass looking intently at the activity. The press was always on the alert for a story. Headlines in the East Anglian Daily Times (19.02.1910) proclaimed BENACRE AEROPLANE WRECKED, sub-headed Collision with Telephone Wires, Aviator's Narrow Escape.

The article described '*an accident of an alarming nature*' but began with an almost lyrical description of the setting, providing dramatic detail perhaps surprising to the present generations so accustomed to radio and television coverage.

The weather being calm, although hazy, Mr. Sanders decided to embark on a trial flight. The aeroplane went well along the Denes as far as the lifeboat shed, and then came back along the marram banks at about 35 miles an hour. When about 20 ft up a sudden gust of wind caught the machine and the skids which project in front came in contact with the telephone wires which connect the coastguard stations. Before the aviator realised what had happened, the aeroplane pitched forward on to its 'face', and in that position fell violently to earth. How Mr. Sanders escaped is little

short of miraculous, but, fortunately he fell clear, and except for a somewhat severe shaking, was uninjured.

PRIVATE LIMITED CO.

NO SHARES OFFERED TO THE PUBLIC.

The London Aeroplane and Aerial Navigation Co., Ltd.

CAPITAL - - - £2,000

DIVIDED INTO

2,000 SHARES OF £1 EACH.

Formed for the purpose of acquiring the patent rights and of building an Aeroplane invented by Capt. Sanders, of Croydon; to encourage, promote, support, and take part in competitions and sports with Flying Machines, especially the competing for British Honours with heavier-than-air machines, of British design, British build, and owned and operated by Britishers.

Incorporated under the Companies' Acts, 1862 to 1907.

APPLICATION FOR SHARES.

TO THE DIRECTORS OF THE LONDON AEROPLANE & AERIAL NAVIGATION CO., LTD.

Gentlemen,

I request you to allot me..... Shares in the above Company on the terms of the Company's Memorandum and Articles of Association, dated 2nd March, 1909, and I hereby agree to accept the same, or any smaller number that may be allotted to me, and to pay for them, as follows: 2/6 per Share on allotment and 2/6 per Share at call as may be requested at intervals of not less than one calendar month, and I authorise you to register me as the holder of the said Shares.

Ordinary Signature

Name (in full)

Address (in full).....

Profession or Business.....

Date....., 1909.

All Cheques should be made payable to the Company and crossed "& Co."

Secretary:

Mr. Percy Brown.

Registered Office:

23, BLENHEIM PARK ROAD, CROYDON.

Share offer for The London Aeroplane and Aerial Navigation Co Ltd.

A dramatic photograph accompanied the article. It showed the pilot standing upright in front of the crumpled plane with the caption drawing attention to a huge wooden 'splinter' sticking chest high through his flying coat rather like a giant meat skewer.

THE AEROPLANE DISASTER AT BENACRE

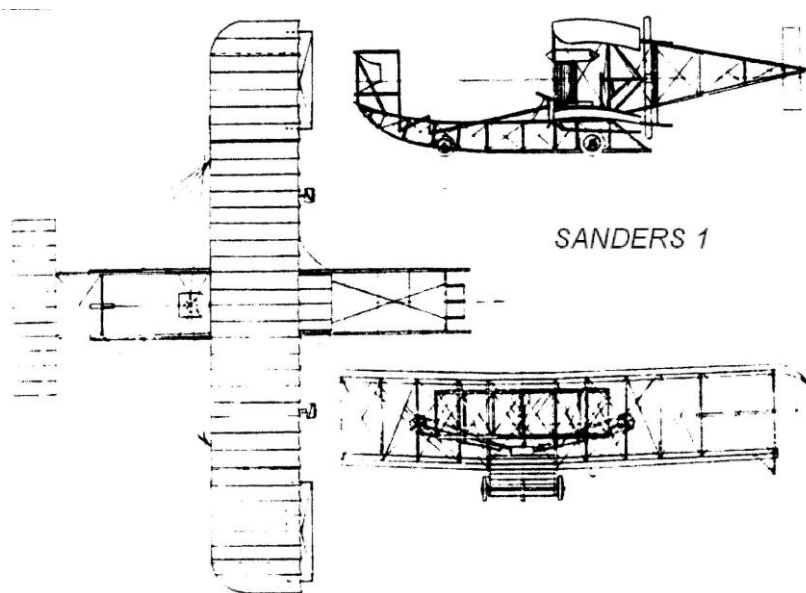
Picture of crashed Bi-plane (Picture ex East Anglian daily Times 19-02-1910)

The journalist again interviewed the pilot at length and, this time, seems to have had a more productive experience. He found out that the plane was flying well and that the accident only occurred because the pilot could not see the telephone wires. (Family lore has it that, because the telephone wires were made of copper they stretched rather than broke and coastguard communication was not disrupted.) Mr. Sanders also said that the plane was so badly damaged it was doubtful whether he would repair it but he planned to build another on the same principle.

During this interview he also disclosed some technical details to the journalist.

- Breadth: 40 ft
- Length over all: 30 ft
- Area: 550 sq ft
- Weight (with petrol etc) 1000 lbs.
- Engine weight: about 300 lbs

He was also proud of the fact that every part of the plane was made on site apart from the engine, which came from Brooke's of Lowestoft, and the fabric which was British made, not Continental as was the case with most flying machines.



Further details of this first plane are known. It was designated the Sanders Biplane No.1 and was a single-seat canard pusher biplane. The engine, which had some cast aluminium parts for lightness was a four-cylinder 30 h.p. which drove two 8 ft 6 ins diameter propellers by long chains. The wings were of equal span and had down curved tips. Fixed horizontal and vertical stabilising surfaces were carried at the front, control surfaces consisting of elevators mounted on both

upper and lower wings across the trailing edges at the centre section, together with a single rudder at the rear and ailerons between the wings.

A CHANGE OF SCENE

Captain Sanders' plans to establish a factory in the area had been going ahead. He had made arrangements with Beccles Corporation for him to use Beccles Common for flying purposes and he had been given permission to build a shed on an adjoining marsh so his aeroplane factory was to begin work shortly.

By 30th July 1910 work was well under way and the local paper (Beccles and Bungay Journal) has a paragraph headed CAPTAIN SANDERS' AEROPLANE.

The aeroplane, which Captain Sanders is constructing on the Common at Beccles, is nearing completion. The motor engine is expected shortly so that there is every prospect of early trial flights. The directors invited a number of the townspeople to inspect the machine on Saturday, when interesting details as to the plane were given by Captain Sanders. The new machine differs in several respects from that completed at Benacre, in which Captain Sanders made several ascents.

Picture of Bi-plane outside small hanger at Beccles factory

REBUILDING

Sanders Biplane No.2 was a rebuilt but drastically altered version of Type 1. This time strength was a prime consideration and the machine was constructed of steel tubing and wood. Special attention was paid to the safety of the pilot. The curved tips were retained on the upper wings whilst the lower pair were shorter in span than the upper set. The fuselage framework was uncovered and incorporated the tricycle landing gear, the rear wheels of which were retracted upwards into the fuselage by a trip device once the machine was airborne. Landing was effected on the skids alone to give a quick stop. A motor-car type of steering wheel on a universal joint operated the biplane fore-elevator, the ailerons which were carried on the outer rear interplane struts, and the three slim rudders at the rear. Engine power was increased by fitting a 50 h.p. Alveston in place of the Brooke engine.

Picture of Bi-plane Sanders type 2

During 1910-11 the local papers continued to report the flying exploits of Captain Sanders who by 1911 was sometimes employing the skills of a well-known test pilot, Lieut.W. Parke RN (who was sadly killed in an air accident at the end of 1912, having by then flown no less than 29 different planes). As the Beccles and Bungay Journal later reported of his Beccles test flight:

One summer evening with Lieut. Parke at the controls the biplane took off over the Butts. Turning in the direction of the marshes, it maintained a height of over 100 feet and, coming up with the railway line, turned again for home, whilst the incoming Lowestoft train was emerging from the Worlingham woodlands. For a space of seconds the plane and train were level. Then the plane forged ahead at the estimated amazing speed of 35 miles an hour. It earned for itself the headlines of the daily county paper next day, while the contents bills shouted 'Aeroplane Races Lowestoft Train'. The sightseers on the Common went wild with enthusiasm, but the flight came to an inglorious end. The plane gradually lost height and struck a tree at the back of Boney's island only a few hundred yards from its hangar. It was badly damaged, but the pilot escaped unhurt.

During this period at Beccles local papers report various items of interest. The plane was displayed in a large marquee and visitors were invited to view the novelty at 3d. and 6d. a time. A handbill advertising the Kessingland Horticultural Show for 1911 said that Mr. Sanders would fly his machine from Beccles to the showground... but a hedge 'got in the way' and the plane never completed its journey.

An interested observer, one of hundreds who turned up to see an advertised flight, reported '*we all stood behind it when it started and all the people's hats blew into the air... ..*' The plane took off and flew but '*on landing its wheels buckled*'.

Picture of Capt. Sanders in his Bi-plane

FURTHER DEVELOPMENTS

In its final form the Sanders Biplane Type 2 appeared at the 1911 Olympia Aero Show. Yet another change of engine had been made with the installation of an eight cylinder 60 h.p. engine. The twin propellers had been abandoned and a single 9 ft diameter Sanders-built flywheel-driven propeller was fitted. To provide sufficient clearance for it, the rear tail booms were moved outwards at their fixing points on the trailing edges of the wings, which were hinged to fold forward for storage. The dimensions were:

- Wing span: 40 ft
- Length: 31 ft 6 ins
- Wing Area: 444 sq ft
- Weight (empty) 1,100 lb
- Price: £1000

The Way Ahead

Picture of Sanders Aeroplane at Olympia in 1911

An illustrated 34-page brochure advertising the products of the Sanders Aeroplane Company was printed, each page bearing a black and white photograph with text in both English and French on the facing page. The cover ambitiously carries an evocative illustration of the flags of several nations, planes flying over the London skyline and a banner proclaiming *Neither Mountains separate Nor Seas*

Divide. The offices of the Company were listed as 62 Strand, London W.C. with the Works and Flying Ground at The Common, Beccles, Suffolk. The opening paragraph delineated the proprietors' credentials:

We were among the pioneers of flight in this country. Our first gliding experiments were carried out in 1903... .. and so on.

There are detailed descriptions of the current model in production and the many innovative features.

- Sanders' Patent Disappearing Wheels (surely the first retractable undercarriage) which claimed to be an aid to safe landing as they could be drawn above the level of the skids after take-off and eliminate all possibility of wheel-buckling on landing.
- Sanders' Patent Universal Steering Column which boasted of control effected in every direction *'the most convenient and safe yet invented'*.
- The Sanders' Teacher which could teach flying without risk as it was a mechanical teaching machine *'embodying the conditions of actual flight'*.
- Sanders Propellers – *'in building we so dispose the timbers as to minimise cutting across the grain, thus ensuring greater strength'*.
- The Sanders Patent Aerial Gun.... *'we have designed a gun which enables the dropping of bombs, missiles or messages, with the same degree of accuracy as the modern rifle. The problem of sighting so as to hit a given object whilst in flight has been scientifically worked out. For reasons which are obvious, we abstain from making public the details of this invention'*.

Apart from this last item, everything else is accompanied by photographs or detailed drawings.

There is no evidence to show how successful the business was but work continued in the little factory on Beccles Common until the outbreak of war in 1914. Captain Sanders joined the Royal Naval Air Service and later served with the Royal Flying Corps. He did not continue flying when the war was over but despite his early achievements, seems to have become disenchanted with aeronautics. He is reported as saying in 1951, after describing the early attempts to fly *"perhaps we were striving for something the world could well have done without"*. He died in Oulton Village in 1962.

A sad epitaph to that pioneering man who was, undoubtedly, the first to fly in Suffolk.

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The Lowestoft Scene May 2003-April 2004

Jeremy Stone

It's that time again when stories, events and facts connected with local history and archaeology are reviewed. My aim is to try and include items of interest on these subjects that appear in the local press.

In last years review the restoration of the Lowestoft tram was covered and bit by bit the old vehicle is gradually being restored. In May 2003, prisoners at Blundeston Prison have made two oak sliding doors as part of this ongoing restoration of the number 14 tram. Other inmates are helping with the

job of making the metal railings for the top of the deck stairs. It is hoped that the tram will one day be restored to working order.

This year on the 28th of May is the 331st anniversary of the battle of Sole Bay that took place in 1672 off Southwold. It was an inconclusive sea battle in which many were killed. It involved the British and French against the Dutch, it was the Dutch who were marginally the victors. The Earl of Sandwich who was second in command of the English ships was killed when his flagship the Royal George caught fire and sank. The Dutch commander De Ruyter was heavily outnumbered because he faced a combined fleet of English and French vessels. This combined fleet had left Portsmouth and anchored off the Suffolk coast. The Dutch attacked and in the following confusion, the French sailed southwards whilst the English northwards. De Ruyter was successful in dividing them. He then attacked the English fleet who fought back. The battle was costly in lives and ships, but by evening the French fleet returned and the Dutch were forced to withdraw. During the period of the battle the English commander, the Duke of York, had his headquarters at Sutherland House in Southwold.

In June at the Fish Fayre there was an acted scene from the old Beach Village to remind the townsfolk and visitors of this town's past fishing heritage. The Beach Village was demolished in the early 1960's, it was known as "the Grit". There was also a suggestion that a small cottage like those of the Beach Village should be recreated as part of a "living museum" and a fund has been established.

There was also a parade to commemorate the men who did national service and a plaque unveiled in the Sparrow's Nest Park. A service took place in which those who were killed in conflicts between 1945-63. Since the end of the Second World War, there have been 17 conflicts and all those except those involved in the Suez crisis in 1956 received medals. This situation has now been corrected after the veterans of Suez are to get their long overdue medals. The Lowestoft MP Bob Blizzard took up their case to persuade the Ministry of Defence to reconsider its original decision not to award medals.

A Lowestoft porcelain wash basin bowl that was made about 1759-60 was sold at auction for £10,158 at Bonhams in London. Also a Lowestoft teapot and cover fetched £502.

Marine author and historian Malcolm R White has written a book on a company that was well known in Lowestoft and Great Yarmouth. It is entitled "The Boston Putford Story Part". It is the first of two books and concerns the start of the fishing era and the history of the company Putford Enterprises that was formed in 1948. It was a fishing company, but it evolved into an offshore company when it gained a contract for oil and gas related work in 1967.

At Somerleyton the Primary school organised a Victorian country fayre with the children dressed in period costume. This event was opened by Lord and Lady Somerleyton also dressed as Victorians.

Also in June the East Anglia Transport Museum at Carlton Colville organised a day of past transport. It was a steam and vintage event and included everything from model railways to classic cars. Buses to take people to the event took people to the event from the railway station, they also stopped at the Royal Green for the Lydia Eva charity car rally.

July started with the sad news that the Lowestoft built trawler has been attacked by vandals and its volunteer staff verbally abused. It is such a pity that this restored vessel and floating museum and its staff have to endure this. If these attacks are not stopped by the increased patrols in the area, then sadly it will have to close. The Maritime Museum in the Sparrows Nest Park has also had to suffer wilful damage this year

It was announced in the Lowestoft Journal that the Lowestoft Archaeological and Local History Society has opened its essay competition to other societies and members of the public. It also has a new website which can be found at www.Lowestoftlocalhistory.com.

This month also saw the publication of plans and the route that the revived Southwold to Halesworth railway will take if permission is granted, there has been some opposition to the project. The success of heritage railways elsewhere in Britain has encouraged the Railway Society to attempt the revival of this long lost line.

A Lowestoft company called Anglia Waterblast has won the order from conservation specialists Eura Conservation to treat the upper section of the hull of the SS Great Britain, Isambard Kingdom Brunel's famous ship. They use fresh water at extremely high pressure to remove old paint and corrosion. The SS Great Britain is in dry dock at Bristol. In the 1840's it was the largest ship in the

world and the first iron hulled screw-propeller driven passenger liner.

Also in July was the annual air festival which features both military and civil aircraft. One of the highlights for myself and many others is the Battle of Britain Memorial Flight. This collection of historic aeroplanes was founded in the 1950's to commemorate the RAF and its victory in the Battle of Britain. In 1957 this historic aircraft flight was formed at Biggin Hill, this airfield played a major role during the Battle of Britain. Later these aeroplanes were moved to RAF Coningsby where it today comprises a Lancaster bomber, one of only two airworthy planes left. The Lancaster was built in Chester in 1945 and the war was over before it was able to see action. It was used in reconnaissance work and was adopted by the historical air branch in 1964. It has also featured in films, "The Guns of Navarone" and "Operation Crossbow". Also in this historic flight are the Spitfire and Hurricane. The Spitfire is one of 22,000 that were built and was joined in the air festival by the Hurricane. The Hurricane seen in the display dates from 1944, it also has appeared in films "Angels one five" and "Reach for the sky". The film "Reach for the sky" was about the late Group Captain Douglas Bader. This aeroplane survived a crash landing in 1991 at RAF Wittering and is one of a surviving pair of Hurricanes. Once there were 14,533 of these planes built.

In August the focus shifted from aircraft to a replica of a famous ship, HM Barque Endeavour. This wonderful replica of Captain James Cook's ship visited Lowestoft, it was recently seen in the television series "The Ship" which attempted to recreate Cook's voyages. Captain James Cook 1728-79 was a naval explorer and mapmaker, he is remembered mainly for his three major voyages 1768-71 to Tahiti, New Zealand, and Australia; 1772-75 to the South Pacific; and 1776-79 to the South and North Pacific. He was also largely responsible for Britain's interest in acquiring colonies in Australasia. Other less well known achievements of Cook were his surveying of the St. Lawrence River in North America and his award from the Royal Society for avoiding scurvy at sea - the Copley Medal. Between 1768-97 Cook visited New Zealand, Easter Island, the South Sandwich islands and the East Coast of Australia. He was killed in Hawaii in 1779 after a scuffle with the islanders.

In September an interesting article with pictures appeared in the Lowestoft Journal. It concerned the railways importance to the other industries in this town. In this article there was a 1950's photograph of the fish train being loaded by lorries. The article also mentioned the survey of 1948 which emphasized the importance of the railway to Lowestoft's economy. It was the railway company that constructed the harbour, docks, wharves and quays that helped with the transportation of fish during the October to December Herring season. An average of 130 wagons of herring were dispatched from Lowestoft by goods train and a further 300 tonnes of fish by passenger train. This transportation of fish also encouraged the manufacture of boxes for the fish. In 1947 a total of 10,679 wagon loads of fish were handled by the London North Eastern Railway Company. Also there were huge numbers of parcels sent by rail and Lowestoft firms had their own railway sidings, the Co-op Wholesale Society, Richards shipbuilders, the Lowestoft Corporation, the Silk Works and the East Anglian Roadstone Company. Compare this with today, with only basic passenger services to Ipswich and Norwich and the occasional freight train are still in operation from the Railway station

The Excelsior Trust had their facilities upgraded at its shipyard in Harbour Road, Oulton Broad and celebrated with events at the shipyard. It has new facilities. At its shipyard a toilet block for visitors, facilities for the disabled, workshops, room for restoration and an engineering shop. Its purpose being the restoration of old vessels and to provide training and experience for the development of skills necessary for restoration. The Trust was established in the early 1980's to save The Excelsior, and keep afloat the last Lowestoft sailing smack that was built in 1921. It was a success with the Excelsior now used as a training vessel that covers around 5,000 miles a year.

The Record Office at Lowestoft took part in "Archive Awareness Month". This is a national campaign to encourage more people to use the nation's archives. The Record Office preserves information from 1100 to the present day and ensures that future generations can use them to understand local history etc.

This year the second "Historic Lowestoft" event took place between September 27th to October 12th as part of the East Coast Festival. Like last year it involved many of the town's museums and societies. Free hourly bus transport was arranged between the Sparrow's Nest Gardens and the town centre to visit the various venues for this event. The Lowestoft Museum in the Nicholas Everitt park at Oulton

Broad staged an exhibition on the 1953 floods, the War Memorial Museum in the Sparrow's Nest was open and showed films and the Maritime Museum presented a slideshow. The Lowestoft Camcorder and Cine Club also provided the public with films of local interest. Other exhibitions were held at the Heritage Centre in Wilde's Score which featured this town through the centuries. The Suffolk Family Society presented a display at the United Reformed Church on tracing family trees and the Record Office at the Central Library entitled "Art from the Archives".

Also at the Sparrow's Nest Gardens as part of the "Historic Lowestoft" event were two re-enactments, the first was a fight between Anglo-Saxons and Vikings from the "Dark Age Society" and a glimpse of 15th century warfare from the "The Companions of the Last Plantagenets" who showed how warfare was practiced during the Wars of the Roses. They demonstrated the use of weapons and armour and even had a siege catapult from the era. In addition to warfare, there was a re-enactment of 15th century life by the "The Lovell Household" who demonstrated food and costume etc. A more recent war was also commemorated a week later, with vehicles from the Second World War. Also there was an archaeological dig in the grounds of the Heritage Centre in Wilde's Score.

In October a calendar was on sale for 2004 designed by Mike Perry of the High Street Traders Association. The calendar features Lowestoft churches and sales of the calendar will provide funds for the churches and the High Street Charity fund.

There was an article about the market in Lowestoft in the Lowestoft Journal. A grant to hold a market was given in the reign of Henry IV. In 1853 the market was held at the corner of Compass Street and the High Street. In 1854 the Lowestoft Water and Gas Company purchased the land and all tolls and operated a market for the next 33 years. Then the Lowestoft Corporation bought the site and the old site was no longer used between 1887-90. Various proposals were made for locations for the market throughout the town, but the triangle area became the site which a few stalls still occupy. With the building of the Britten Centre an additional place was established that is still used for market stalls.

In November a book entitled "Lowestoft Corporation Transport" was on sale by Malcolm R White. It was the first book on the subject of the town's past public transport system. The book covers the routes, services and vehicles. It is the 10th book in Mr White's Coastal and maritime series and is published by Coastal Publications. The Author also signed copies of the book in Ottaker's bookshop. It has many pictures and tells the story of the municipal bus service that served this town until it ceased in 1977.

In the Lowestoft Journal a photograph showing the North Beach circa 1900 appeared. It showed sitting on the beach and sea bathing that was very different from today. Instead of swim suits, bikinis, shorts and other beach wear, it was an era when people sat on the beach and wore their clothes. Also for those entering the sea to bathe, did so in bathing machines – how the times have changed!

In December twelve volunteers from the Excelsior Trust at Lake Lothing, Oulton Broad were going to restore "The City of Edinboro". She is a seventy foot long vessel which was built in 1884. The boat spent nearly 100 years as a working trawler based in Hull, Iceland and the Faroe Islands. One hundred years later she was re-rigged and sailed around Europe as a charter vessel. To maintain this boat was very costly and it was sold to the Excelsior Trust in 1996. It is hoped to restore and use her to sail passengers in the future. This restoration shall provide an opportunity for work and to train people in these skills.

The Lowestoft department store Chadd's was bought by Palmers of Gt. Yarmouth. The store was owned by the Chadd family and in December its chairman was Jonathon Chadd. The business has long been associated with Lowestoft and it all began with George Wesley Chadd who was born in 1843. He bought land in Bevan Street in 1883 and established an outfitters that catered for fishermen. In 1898 he became the Managing Director of Yarmouth Stores in Lowestoft. George Wesley Chadd died in 1906 and one year later his son George Bertie Chadd purchased 99 London Road North and started a tailoring business, this sold clothes for men and women. He employed several staff, but he sold the shop in 1913 and bought some premises on the opposite side of the street – this became the store that is in use today. In 1940 George Bertie Chadd died, he had served on the town council and had been a member of the regatta committee. Also he was on the management committee of Lowestoft Hospital. During the Second World War, the business was run by Norman Whybrow and in 1945 George Victor Nudd Chadd became Chairman. He was known as Colonel Chadd and held

this post for nearly 50 years. It was during this period that the Chadds business group expanded and formed Woodland Textiles, this later became Chadd mills and sold wool but closed in 1979. Chadds also acquired other businesses, in 1956 Lillian's in London Road was bought, but later sold in 1991. In 1962 Chadd's acquired J and J Edwards men's outfitters in the High Street. The firm also had business interests in Southwold, they had James Ward, Munfords china shop and Crowsons (later merged with Wards in 1963). The other Department store in Lowestoft, Catlings was acquired in 1964, but it ceased trading in 1979. Also part of the Chadd's group was Bonds at Beccles, acquired in 1973, but sold in 1981. Colonel Chadd eventually stepped down in 1997 and passed away one year later.

In January 2004 an article was written in the Lowestoft Journal concerning the Lowestoft built trawler "The Gaul" that was built at Brooke Marine in 1972. This trawler disappeared off the Norwegian coast with its crew of 36, thirty years ago. Some of the relatives of those lost believed that the vessel and its crew had been captured by the Russians. It was a time when "the Cold War" ensured a sense of unease at sea. There was a belief from some that "The Gaul" had been involved in spying activities. This was always denied, but the belief that the vessel had been sunk or captured still persisted. In 1997 the wreck of this ship was found on the sea bed. The inquiry concerning this vessel disproved the theory that it had been sunk deliberately. When the ship was found in 1997, all of its doors were open. It is now believed that all of its watertight doors and hatches had either too much corrosion or paint on them and could not be properly shut.

Another story concerning the loss of a ship is that of the "Derwent". She was a Boston registered steam trawler with a Lowestoft crew, which sank in 1920. The steam trawler is believed to have struck a mine from the First World War. Two other trawlers registered at Boston, Lincolnshire were sunk by mines. Dr. Hunt has been researching the "Derwent" and will include the information in his third volume, that will be added to his existing volumes. He has written on those commemorated on the town war memorial in Boston.

Photographs of work at the Hopton Sawmill on the Hopton Hall estate, appeared in the Lowestoft Journal. They showed men, lorries and logs from the 1940's and 1950's. The saw mill provided work for many from Hopton, Corton, and Lowestoft and supplied timber to all over the county and to schools for woodwork lessons.

It is hoped by the year 2005 at Somerleyton, that there will be a column erected to commemorate Sir Christopher Cockerell's invention of the hovercraft. Sir Christopher Cockerell and his wife bought a boatyard at Somerleyton in 1951. He worked in his shed at the end of the Wherry Dyke on his ideas that he kept secret. The then Lord Somerleyton allowed him to test his craft on the estate lawns. Sir Christopher was knighted in 1969 for inventing the hovercraft in 1955. He had strong links with East Anglia, born 1910 in Cambridge, educated at Lydgate School Hunstanton and Gresham's at Holt. In 1928 he attended Peterhouse College, Cambridge and gained an MA in electronic engineering. In 1935 he joined the Marconi Company at Chelmsford, Essex and worked on projects for De Havilland aircraft in Hertfordshire. Dr John French is acting as the Honorary Secretary of the appeal to build this monument.

In January an article was written in the Lowestoft Journal concerning a tragedy of war that has been associated with both of the Gulf Wars. The subject of being killed by "friendly fire". It is a tragedy that happens frequently in the heat of battle, when combatants are under stress. Such an incident was written about in John Holme's book "The Spirit of Lowestoft 2 – A Town at War". In this book the author describes the shooting down of one of our own Blenheim bombers. As the aircraft approached from the direction of the sea both coastal defences and ships off the coast opened fire as the aeroplane flew towards the town. The aircraft had been mistaken for a German plane and it crashed in Church Fields, not far from St. Margaret's church. The plane was too low for the crew to successfully bale out and its crew were all killed. It was based at Horsham St. Faith airfield and its crew came from New Zealand, Cheshire, and Kent.

In February the Lowestoft War Memorial Museum was in the local newspaper with an item for its collection. It is part of an American B17 Flying Fortress engine exhaust system and was presented to the museum on the anniversary of the aircraft's crash. On February 21st, 1944 as aircraft from the 385th Bomb Group, which was based at Great Ashfield in West Suffolk returned from the daylight

raid on Diephotz in Germany. As the planes emerged from cloud close to Great Yarmouth, two of the aircraft collided in mid - air.

Both of the planes crashed on the marshes at Reedham and all 21 members of the crews were killed. For one of the aeroplanes it was especially tragic because it would have been its 25th and final mission in a tour of duty. The exhaust manifold from Captain Hutchison's plane was handed to the museum by Bob Collis, who is an aviation historian. Other crash sites of flying fortresses were Carlton Colville and Herringfleet. The other plane that crashed at Reedham was dug up in 1999 by several aviation groups, other items unearthed were an exhaust, an engine, two propellers and a smashed camera.

The Lowestoft War Memorial Museum appeared in the local newspaper in March, with nine former members of the RAF who were given a tour of the museum, and also the Maritime and Royal Naval Patrol Service Museums.

The attempts to bring back the Southwold to Halesworth railway line still creates much controversy, but it has been recreated in the form of a board game. Alan Gaskin of the Bungay Game Factory has launched the Southwold Railway Game, to mark the 125th anniversary of the opening of the railway in 1879. It involves players of the game to be the first to get 15 passengers aboard their particular carriages. The game uses dice and counters and the player's movers represent the locomotives with their names that once were used on the narrow gauge line which closed in 1929. The box has a picture of one of the locomotives that once was operated on the line. As with all board games, there are bonuses and forfeits along the route. The engine driver cards have directions on them as well as scenes from the old route. There are also details of the Railway Society and the museum included with the game. Contributions from sales of the game will be made to the Southwold Railway Society.

In March an article appeared in the Lowestoft Journal on the role of the Royal Observer Corps in the Second World War. There were two posts in the area one at the old lighthouse site in Pakefield, which still exists and another to the south of Corton Woods that was demolished and nothing remains of it. These observation posts were responsible for alerting the RAF and the civil authorities of an impending attack by German aircraft. The attack imminent or cuckoo siren was sounded from the Corton post. Former Royal Observer Corps member Mr Charles Cudmore is gathering information and photographs in order to compile a history of the R.O.C. in Lowestoft.

An exhibition took place of the changing appearance of London Road North between 1870 and the present day. It was staged at Lowestoft Central library by the Lowestoft Heritage Workshop Centre in conjunction with the Sunrise Scheme. One photograph shows a very different scene from that of today. Today this street is the main shopping centre, but 100 years ago it was a tree lined residential area that was part of the Grove Estate.

The Lowestoft Museum mounted a special display in its foyer on items of historic interest brought back from foreign holidays. It was entitled "Where Have You Been?". The museum is in Nicholas Everitt Park in Oulton Broad and houses various artefacts, Neolithic tools, fossils etc. and upstairs is a replica of a 1950's surgery and dispensary from Victoria Road. There are also children's toys that date from the 1930's, which include dolls and a model railway.

In April news of a new book on the 1953 floods has been written entitled "A Fair Ole Blow...". This book has been compiled by Trudie Jackson, Janet Fisher, Karen Harris and Linda Saggars. The book is a collection of personal memories of the events taken from interviews which were part of an oral history project of students on an access to local studies course at Lowestoft College. The book has edited transcripts of these interviews from the original recorded tapes that are now kept in the Lowestoft Record Office. It also contains photographs of the floods.

This year it has been announced that £7 million will be available for groups and organisations that fought on the home front in the Second World War as part of the 60th anniversary of the D-Day in June. This money is coming from the Lottery. One such group that will benefit will be members of the Royal Naval Patrol Service. In the war they were based at the Sparrow's Nest and patrolled the seas in requisitioned trawlers, whalers, drifters, paddle steamers, yachts and tugs. They protected allied shipping and carried out mine sweeping, a very dangerous task.

Lesley Bunn a researcher at the Heritage Workshop in Wildes Score has been looking at the origins and development of Kensington Gardens. It was originally heath land and was bought in 1898. The

town council purchased it from Spiers and Pond Ltd. of London its owners in 1914. It was used for crops to help the war food production effort. This five acre landsite was then transformed into a pleasure garden by the Lowestoft businessmen Selwyn Humphrey and Arthur Tuttle. This work began in 1920 and used unemployed people, the gardens originally consisted of a sunken rock garden, shelters, flower beds, a tea house, both hard and grass tennis courts, a bowling green, bandstand, aviary and a Japanese pagoda. These were all completed by 1922. There was a memorial to Richard Henry Reeve at the garden's seafront entrance, he was a former Lord of the Manor. This memorial was originally situated on the Royal Plain as part of an ornamental fountain. This was later moved to Kensington Gardens to allow the erection of the war memorial that stands there today.

The park was officially opened on June 8th 1922 by Mr Humphrey who was also the Mayor. The opening was marked by opening two gates constructed from wrought iron being opened with a golden key. Also a commemorative tree was planted. In 1925 two new hard tennis courts, a new bowling green and two new shelters were provided. The council then added several benches close to the bowling and putting greens, then in 1928 the statue of Peter Pan was erected in the small lake in memory of Ebenezer Tuttle. In 1933 plans for a boating lake were approved, with islands and waterways and electric boats. These were driven by a tram style power system with a pole at the stern end of the boat, which connected with an overhead electrified network. I remember these very well because my mother used to take me on them as a small boy. When it was dark the lake was lit up by a multitude of fairy lights, but in 1974 the twelve electric boats were replaced with the less popular battery driven type. These later were replaced with canoes and the central islands removed. In 2001 the aviaries were closed because of vandalism. Once they were homes to finches and budgerigars. Today the actual boating lake is under threat of being filled in and replaced with a grandstand, an idea not liked by the local model boat club who use the lake.

The Heritage Society have commissioned a model village which depicts the Lowestoft coastline of 80 years ago. It is nearly finished and covers an area of 12 metres and will be displayed in August at the Lowestoft Heritage Workshop in Wilde's Score. It has been made by architectural model maker Nigel Purdey and has taken much time to research and build.

These are some of the items of interest that grabbed my attention in the local press in the period from May 2003-April 2004. I hope you find them of interest.

Previously Unrecorded Memories of the 1953 Floods

Jon Reed

In 2003 Lowestoft Museum put on a special foyer display on the 1953 floods. It was organised and carried out by Johnny Johnstone, who sadly died very suddenly before the season opened. Many of the pictures on display were provided by Royal Flaxman and the whole thing caught the eye as one entered the museum. Johnny never knew what a success it turned out to be. As part of the exhibition he placed a book for people to write their memories. Over 20 people wrote in the book. The entries have been turned into a booklet *Floods of Memories* which is for sale in the museum this year. Some of the entries are given here. To see the rest you will have to buy the book!

Hilary Waters, nee Maddison. I lived with my parents in Commercial Road and still have vivid memories of that night. I was 11 years old and in bed when I heard the rushing water. The doors in the semi-basement were smashed in. My mother had a lucky escape when the pantry door was forced on top of her. The only casualty was my canary. I remember we were so thirsty we drank the water out of our hot water bottles.

This entry won the prize of the book *Wall of Water*, an evocation of the terrible events of that night.

MD. Bell of Abingdon. Born in Oulton Broad, I remember well the floods as I worked at the Silk Factory. My mother worked in the Lady of the Lake at the time. I helped to clear the pub. I remember Wallers place being in a bad state.

The Silk Factory was founded in the 1930's to make artificial silk, or rayon. It originally occupied the site where in 1953 Pye, now Sanyo, was. Wallers had the whole of the building immediately south of Oulton Broad bridge. It had a grocery store and another store, also a very good restaurant. The Lady of the Lake has a plaque on the wall of the bar, near the fireplace, which shows the height of the flood, over 4 feet deep.

Lorna Knight, on behalf of Mrs. C. Street. She sent a photograph of Christchurch, Lowestoft, in the flood. Her husband was the vicar at the time. He rowed a boat into the church to rescue the silver from the altar.

Richard Morling of Morlings Music Shop. Being only a teenager, I should have been in bed, but the storm was raging outside, so I had stayed up. Then we lost the electricity. We were able to help our next door neighbour as we still had the gas to boil water for tea. But next day she had her electricity back and, I think, we were without gas for the next two weeks.

I was out with my camera and took quite a number of photographs of the aftermath – both North Denes and South Lowestoft sea front. All my photographs were given to the Library archive.

Raymond Platt, age not given, but he must be quite young. My Grandad said it was just gobsmacking. He said a boat came and rescued him.

Several people wrote about experiences in other parts of the East Coast. One man just wrote "Canvey Island, 1953"! Servicemen were dragged in to fill sandbags and one man from Birmingham spent "many months" repairing electric motors damaged by the floods. Owen Johnson of Bradwell lived at the time in Yarmouth Southtown.

It was all very sudden. No warnings. The sea water reached 4 feet in our Southtown home – Mother was in bed with bronchitis and had to be removed through the bedroom window into a rowboat. Went back three days later. Furniture all ruined, piano floating on its back. It caused a renewal of the wartime spirit when we all helped each other.

Mr. Wolton of Lavenham. I was a professional valuer working in Bury St. Edmunds. We were asked to go to Felixstowe to help people prepare insurance claims. I worked in Langer Road which was a mixture of two-storey houses and bungalows. The inhabitants of the houses survived but sadly the owners of the bungalows had been drowned.

These are just some of the stories the museum has been told.

Jon Reed.