



IN TIME

Ely U3A History Group Members'
Newsletter



Edition 19

6 August 2020

Welcome to edition 19 of IN TIME. This week we learn about a famous King's Lynn son, how justice was meted out in 1660's Cambridge and why Ely sponsored a warship. We also have what I hope may be a new series that lots of our readers can contribute to entitled Childhood Memories

We are now very short of copy for the newsletter. I would love to keep it going while we are unable to meet, but to do so I need your help. If you feel you could contribute a short article please have a go.

Send your articles to Maggie Haverson (email address supplied in the email containing this newsletter).

[A Wander Around King's Lynn - Kate Cann](#)

Kings Lynn It is a very interesting place to wander around and I had a great day there a couple of weeks ago. I popped into a museum and found a beautiful cup, King John's Cup in fact, and there as I strolled through the town was the man himself not in real life but a life size statue.

King's Lynn is an historic medieval port dating back to the 12 century, situated on the River Ouse. In medieval times the Hanseatic Merchants wanted an English base with many warehouses and chose King's Lynn. By the 13th century it was one of the country's foremost ports and King's Lynn has the only surviving Hanseatic warehouses in England today,



Walking round the town to Purfleet Quay which is just off King Street, I came upon the Customs

House which overlooked a busy port for 300 years and here I found a statue to a Kings Lynn man. Captain George Vancouver was born in Lynn on 22 June 1757 and began his naval career at the age of 13 under Captain Cook on the Resolution. He was a midshipman on Cook's famous third voyage on the discovery in 1780 and was promoted to Lieutenant And served several years in the West Indies. In 1790 he attained the rank of Commander and was given command of a ship also called Discovery. He sailed to Australia and New Zealand passing Tahiti and Hawaii and

remained in the north Pacific carrying out exploratory trips to San Francisco and northwards in the hope of finding the North West Passage.

He was best known in 1791 to 1795 for his expedition which explored and charted North America's Western Pacific Coast, including what is now Alaska, Washington, and Oregon, as well as the Canadian Province of British Columbia. He returned to England in 1795 by way of Cape Horn and began preparation to write his Journals. He died on 10 May his journals incomplete, the work was finished by his brother and published many months after his death. He died at the age of 41 leaving behind a great legacy - the City of Vancouver is named after him and also Vancouver Island.

Some snippets from 1660's Cambridge – Clinton Tweed

As recorded by Aldeman Newton in his diary

Justice in 1660's Cambridge - 7th March, 1665

“.....was Assizes held at the Castle of Cambridge... was at the bar arraigned for robbery of one Mr Morden one who named himself Perrey (but it was thought to be Edward Sterne.....he would not plead but stood mute wherefore the Judge gave sentence he should be pressed to death..... accordingly the same day was done betweene 5 and 7 in the afternoon, he was about an hour in dyeing at his pressing he confess himselfe guilty of the robbery and of many other robberyes.”



14th March, 1665



“Saturday John Patteson an Attorney at Law stood in the Pillory on the pease hill in Cambridge from about a quarter after 11 in the forenoon to about halfe an hour after 12 of the clock having fastned to the fore part of his hat being on his head a paper written in capitall letters (a common Barrettor) being sentenced.....to the said sentence for Barretry.

Note - A Barrator was a fraudulent dealer or trickster.

At that time the Pillory stood near where the Victorian fountain in the middle of the Market Square currently stands. It was remarked in 1890 that the Pillory “was removed within the memory of the older inhabitants of Cambridge”

Childhood Memories

We all have memories of childhood and all these memories make up a rich history. You may have a memory of a holiday, a toy, a dramatic event, interesting relatives, - the list is endless. It would be wonderful to be able to read about them in the newsletter. Please consider sending your memories in for us all to read. Below is the first ‘memory’

Strawberries for tea - Maggie Haverson

We have been eating strawberries for a couple of months now and expect to be able to do so into the autumn. Strawberries are available pretty much all year round these days but of course it was not always so.



As a child in the 1950s I lived in the north of England (not a well know strawberry growing area) and the strawberry season was fairly short lived but much anticipated. The first strawberries of the season were an event. They were available in June and that was pretty much it. I suspect that they were not cheap and that over the season we did not in fact have very many punnets, but I remember being sent into the village to buy them from the little greengrocer's shop around the corner from the market place. I also remember the delicious smell of strawberries as I entered the shop. It is amazing how smell can evoke such strong memories. We ate them with sugar and carnation milk.

In my mid twenties – still rather a long time ago – I lived in Yorkshire and for a season went strawberry picking at the strawberry farm at Barkston Ash, a village a few miles from where I was living. I cycled there and took with me a little stool that I sat on to straddle the rows of strawberries as I picked them. We had to make sure that we picked the fruit with its green haulm still attached to stop the strawberries from spoiling. At the end of the day we were allowed to take two punnets home and I would carry these back in the basket on the front of my bike.

We were told not to eat any of the fruit as we picked it but of course we did – to start with. However this indulgence did not last long – there are only so many strawberries one can eat. By the time the season ended even the strawberries I took home each day had rather lost their novelty, but not for long and I still love their sweet pungent flavour.

The first strawberries still remind me of my childhood and the treat of strawberries for tea.

Ely's Own Warship - Roger Haverson

Followers of Mike Petit's column may have seen the following: *Seventeen former sailors from the wartime destroyer 'Walpole', which was adopted by the City of Ely in 1942, attended a service to see the ensign of their old ship 'laid up' at the Cathedral. After a reunion dance the ex-sailors attended a wreath-laying ceremony at the war memorial before a civic reception prior to the highlight of the gathering.*

Afterwards they marched through the city for the salute which was taken on the Market Place by the ship's former Navigating Officer, Lieut. Charles Tooley. The weekend culminated with tea at the High Flyer pub.

It set me wondering what the HMS Walpole was, what she did during the war and what happened to her. Also, how do you adopt a warship?



HMS Walpole (D41) was a W-class destroyer built 1916–17 by William Doxford Ltd at Sunderland on the river Wear. She therefore saw service in the Royal Navy through two world wars (almost!) and the inter war period almost for 3 decades! For her time, HMS Walpole was state of the art. W class destroyers were an amalgam of lessons learnt from previous classes and were the most powerful, fastest and most advanced vessels of their type in the world. They set the bar for future destroyers.

The ship displaced 1100 tons, and was powered by 3 watertube boilers driving 2 Brown-Curtis steam turbines, producing 27,00 shaft horsepower. She was armed with 4 x4in guns, 2x PomPom quick firing 40mm guns, a 3 inch anti-aircraft gun and 6x21 inch torpedo tubes. During the first World War Walpole was assigned to the 13th Destroyer flotilla of the Grand Fleet and was engaged mostly on convoy escort duties, but memorably she was one of two guard ships



A painting of HMS *Walpole* presented to Ely Museum by her last CO after his retirement as Rear-Admiral George C Cowley RN

left at Scapa Flow when the German High Seas fleet scuppered themselves at the end of the war. *Walpole*'s crew tried to save some of the German ships, but to little avail.

She had an eventful Second World War 1939-45, again much on escort duties but involved in several combined operations including the infamous Dieppe raid (operation Jubilee) and the D-day landings.



She hit a mine off Ireland on 6th January 1945, limped back to Kent, but was eventually declared a constructive loss and broken up in Thomas Ward's yard in Grays Essex in March 1945.

There is more detail of *Walpole*'s war record here: http://vandwdestroyerassociation.org.uk/HMS_Walpole/index.html

So where does Ely come in?

During the Second World War (1939-1945), cities, towns and villages organised “warship weeks” to raise money to meet the cost of providing a particular naval ship. The aim was that cities would raise enough money to pay for the battleships and aircraft carriers, and towns for cruisers and destroyers. Small towns and villages were set a figure relative to their size, and would attempt to raise the required funds.

Once enough money had been raised for the ship, the local community would adopt the ship. Local organisations, women’s institutes, churches and schools would also provide additional comforts for the crews of the ship they had adopted. This was usually in the form of woollen socks, gloves and balaclavas. Children would often write letters and send cards to the crew. When possible, officers and men from the adopted ship would visit the local community, and to celebrate their visit, there would often be a parade.



Ely adopted HMS Walpole in March 1942, and links continued throughout her life and afterwards. There were visits to the ship by dignitaries and the Dean (pictured) and in 1949 her ensign was laid up in the north transept of the cathedral.

There must be records of the events in Ely of Warship Week 1942 reported, so how about a bit of research from someone and an article. -Mike Petty’s archive of newspapers would be a good place to start!

[Petty’s Pick of the Week](#)

Every day Mike Petty posts on his Facebook group “Fenland History on Facebook” a number of newspaper clips from his massive archive of local events reported “on this day” <https://www.facebook.com/groups//102684982076955>



Woolies opens – Ely Past Snip July 31st 1935

W.H. Woolworth is to open one of the most modern shops in Ely. Situated on Fore Hill, the store is built in the well-known style and provides a surprising area of shop space.

The second floor is devoted to store rooms to which the stock is transferred by means of an electric lift. Every provision has been made for the staff with toilets and facilities for cooking meals. There is central heating throughout the building 35 07 31b

This story appeared in a Cambridge newspaper on this date.