

EYLHS Newsletter 29

summer / autumn 2013

Newsletter of the East Yorkshire Local History Society



Front cover: Market Place, Beverley, from *Views of Beverley* published by Kemp and Son, Beverley in the 1860s

Contributions

Based in Hull it is not always easy to keep track of events in other parts of the Riding; news that members could contribute on their town or village should be sent to the editor.

Short articles, illustrated or unillustrated, news on libraries, archives, museums, societies or education, queries other people may be able to answer, etc. for inclusion in future newsletters should also be sent to the editor.

Newsletter

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News from the Society

Programme

As usual, the Society has arranged a full programme of lectures and excursions for 2012. Please support the events and bring along your friends. Please do not hesitate to ask for lifts; you will be expected to contribute to petrol.

PLEASE NOTE: Please make all cheques payable to the East Yorkshire Local History Society. All cheques and booking slips should be sent to the relevant named individual at the address on the booking form.

31st August 2013

"Holderness Road Guided Tour"

Guide: - David Smith

2.30pm

Meet at the James Stuart Statue, corner of Village Road and Holderness Road. Holderness Road has traditionally been the key route linking the port and City of Hull with the large swathes of agricultural land across the River Hull to the east of the city. In this guided walk, local historian, David Smith will take you along the most interesting section of the road, noting the historical significance of the route and pointing out some of the key buildings and their occupants, roads and areas along the way.

Cost: - £1.50 per person

Max 25 people

Saturday 21st September 2013

Guided tour of Barton

Guide: Richard Clarke

Meet at the Railway Station Car Park at 10.30am.

Includes visit to St Peter's Church (English Heritage).

Lunch break 12.30pm - 1.30pm - Market Place (this hour can be used to visit Museum if wished). Finish about 4.00pm.

Cost: English Heritage Members £2.50

Non -concessions £6.10

Concessions £5.70

Own transport

Max 25 people

Saturday 5th October 2013

'The forgotten female abolitionist - Marianne Sykes of West Ella'

Speakers: - Dr Nicholas J Evans, University of Hull & Professor Suzanne Schwarz, University of Worcester

2.00pm – 4.00pm

WISE, Oriol Chambers, 27 High Street, Hull, HU11NE.

Part of Black History Month 2013 this illustrated talk discusses the marginalised role of women within anti-slavery activity in Georgian England. Sykes, more famously recalled as the great grandmother of the English novelist E.M. Forster, was born in the West Hull village of West Ella. Yet unlike her husband Henry Thornton and cousin-in-law of William Wilberforce her role in anti-slavery activity remains forgotten. Building upon recent scholarship exploring the marginalised role of women within anti-slavery crusades it considers the pioneering work of Georgian women in the founding of Sierra Leone and

both the East Yorkshire and dynastic links of the infamous Clapham Sect.

No parking available but there are plenty of local car parks including the Guildhall.

Members will also be able, should they wish to explore four exhibitions at WISE and have a free tour of the institute.

Cost: - £1.50 per person

Participation in events

As reported in previous years, it has not been possible to arrange group insurance for events. We therefore strongly recommend that members and their friends take out personal accident/loss insurance, or include this in their households policies. We would also stress the need for suitable clothing - in particular, sturdy footwear and waterproofs - for outdoor events.

Please note

There is usually a waiting list for most of the Society's events. If you book an event and then find you cannot attend, please inform the Secretary. Please do not transfer your booking to a relative or friend without first consulting the Secretary, whose telephone number can be found on the inside of this newsletter. Thank you.

Subscriptions

Rates are £15 for individual membership and £20 family / institutions / overseas.

If you pay by standing order and have not yet amended it for the new rates please do so.

Review of EYLHS Events

AGM

Beverley Pastures 16 March 2013

Following the Annual General Meeting in Beverley, Professor Barbara English talked about the Common Pastures. Recently she published a book on "Beverley Pastures". Do read it! Her talk complemented the material in the book. The Pastures are Westwood and Hum, Swine Moor and Figham (names not preceded by "the") Collectively they have, literally, shaped Beverley because they have prevented urban development to the west and east.

Professor English is a skilful teacher and her well-illustrated talk encouraged us to make connections between what we can still see and the long history of the Pastures. Take the carved medieval misericords in Beverley Minster: there is a woman milking a cow and a shepherd with his dog. Think of the names: west wood, wood lane, minster moorgate, swine moor, figham ("cattle walk"). There is a 3,000-year continuous record still visible in the various ridges, bumps and hollows burial mounds, ploughland, the mound of Fishwick's post mill, clay and lime diggings, the 18th-century spa on Swine Moor, WW I military trenches.

Countless generations of Beverlonians have had fun (and sometimes profit) especially on Westwood. They raced horses from 1690 and the track is still there. They baited bulls and an iron tethering ring is still there. The favourite

sledging slopes have names handed down orally, such as “Granny’s Bump”. There is nothing new about bonfires because they go back 400 years. Look at Elwell’s painting of swimmers at “Bridcie Bridge” in the middle of Swine Moor. There was even a county cricket match, Yorks v. Notts in 1798. Little is new on the Pastures and the Yorkshiremen lost, even then.

We still have fine 18th-century houses with Westwood chalk foundations, built of bricks from Westwood clay and of Westwood timber. Professor English reminded us that all the Pastures have always been a wonderful resource for Beverley and stressed that the more we use them, the better protected they will be. To-day there is a constant threat of their being chipped away at the edges - we can all think of examples. Swine Moor and Figham are probably at particular risk.

Finally, an appeal from Professor English: the spa on Swine Moor was demolished in 1955: does anyone have a photograph of it?

Joan Kemp

Pocklington, 27 April 2013

The visit was hosted by members of the Pocklington and District Local History Group, who provided a very friendly and informative afternoon. After assembling at the Old Court House, we set out on a guided tour of the town centre. At several points, we paused whilst different members of

the Pocklington Group gave brief talks about various aspects of the history of the town and its buildings, relevant to the particular stopping point.

The first, introductory, talk took place outside the Old Court House itself; we then moved on to Sissons Butchers where we admired, and learnt about the significance of, the sundial erected in September 2012 to commemorate the 19th century local map and sundial maker William Watson. The sun even shone at exactly the right moment to demonstrate the accuracy of the sundial! Our next calling point in Railway Street included a history of the rise, fall and rise again of Pocklington School, followed by a brief diversion to view the statue of William Wilberforce outside the school itself.

We then continued to the Market Place in order to view, amongst other buildings, Oak House, constructed at the end of the 17th century, and which has had various uses since, including for many years the town’s doctor’s surgery. Much later, in the 1930s, a cinema was built inside the walled garden to the rear – this has since been refurbished to form Pocklington Arts Centre. Our tour of the Centre included privileged access to the first floor of the original 17th century house to view some of the small number of original features which still remain, and an exit via the side door to see the wall of the garden still in situ, with the cinema wall rising above it.

After a pause at the Feathers Hotel (only an external view!) to hear about its history as one of the town's main hostelrys since Elizabethan times, we followed the town beck (now culverted) down Waterloo Lane, where we heard about the importance of the town's water supplies to its main industries of milling, tanning and brewing. We then continued to our final calling point, All Saints Church (which we reached just as a rain shower arrived), to hear a brief history of the building and its founding, and to be given a guided tour of its many interesting features. After this, we returned to the Old Court House for refreshments and an opportunity to view a number of artefacts and exhibits relating to the town – and to express our appreciation for the well-organised afternoon.

All our guides gave very interesting and well-researched talks on the different topics covered. Although the Pocklington and District Local History Group is only around six years old, it already has a well-developed programme of events, many of which pose the problem of trying to accommodate everyone who wishes to attend. It has also published a number of books relating to the town's history, including *A Pocklington history and heritage trail*, a copy of which was given to all those attending the afternoon. Further information about the Group can be found on its website: www.pocklingtonhistory.com.

Christopher Moll

Hull Collegiate School 29 May 2013

Three members of staff gave a good sized group of our members a warm welcome and served homemade cakes and drinks before giving us a short history of the house which was the family home of Arthur Wilson, the Hull shipping magnate. This introduction took place in the magnificent entrance hall, richly decorated with carved wooden pillars and staircase, all this skilled work having been done by his own ships craftsmen. Many other rooms featured pretty fireplaces and ceilings. EYLHS member Martin Craven gave a demonstration of how the card game of baccarat is played in the library. A scandal arose when the Prince of Wales was present at a game in the house when it was alleged that a player cheated. Two books go into more detail on the scandal, *The Wilsons of Tranby Croft* by Gertrude M Atwood and a book by a group of lawyers headed by Judge Havers. Two groups of members were shown round some of the many rooms. Already in the late nineteenth century the residents enjoyed central heating and electricity. Arthur Wilson had a bedroom near to a staircase leading to the roof where he could observe his ships sailing on the Humber at any hour. Substantial grounds surround the house, planted with beautiful trees and shrubs although due to inclement weather we did not walk round them. A most enjoyable early evening visit.

Jane Pietrusiak

Thomas Knowlton

The first in a series on Londesborough characters.

OBITUARY - THOMAS KNOWLTON, ESQ F.L.S.

[Transcribed by Candace Fish from a scanned copy obtained from Chatsworth Archives – (*Gentleman's Magazine*, May 1838)]

The late Thomas Knowlton, Esq. (whose decease was noticed in our October number, p.435), was the eldest surviving son of the Rev. Charles Knowlton, Rector of Keighley, in the West Riding of Yorkshire, whose death is recorded in the *Gentleman's Magazine* for Feb. 1814. When four years of age, his father took him to visit his grandfather who lived at Londesborough in the East Ridina. and was well known for

his botanical knowledge. (See in Sir J. E. Smith's *Correspondence of Linnaeus* and other naturalists, a letter written by that gentleman from Chatsworth in 1770, being then in his 80th year.) He became so attached to his grandson that he would never part with him again but during the time of his being at school.

He was educated at the school at Pocklington, where many eminent men had preceded him, particularly the late Mr. Wilberforce, who was about leaving the school at the time he was first placed at it. His grandfather died in 1781, in the 91st year of his age. For many years before his death, his amiable grandson devoted all his time to the good old gentleman, who was then totally blind, yet would name the plants from the touch! The writer has heard him say that he used to read to his grandfather from morning to night, setting under a large palm tree that was then growing in the hot-house of his Grace the Duke of Devonshire at Londesborough.

From his infancy he (like his grandfather) was devoted to the study of botany and natural history, in both of which he excelled, and they were his favourite studies through life. But, from his youth, it was his chief desire to render himself useful. His talents were great, and no less was his integrity and uprightness of heart; his knowledge was extensive, and it was a general remark that "no one could be an hour in his society who did not profit by it." He was a fellow of the Linnaean Society for



COL. THOMAS KNOWLTON OF THE CHATSWORTH REVERE,
Dobly Dale, England, 1728-1795.

From *The history and genealogy of the Knowltons of England and America*, 1897

forty years. In 1797 he was appointed agent by the late Duke of Devonshire to his Grace's Irish Estates, and the year following to the Chatsworth agency, and some others in Derbyshire. He then divided his time between the two countries for 18 years. To both the late and present Duke of Devonshire he gave great satisfaction, and gained the respect and esteem of all who knew him. The present Duke wishing him to reside constantly in Ireland, he gave up that agency as the climate did not agree with his general health, and there was a want of scientific society. On leaving the Duke's English agencies, he bought a small piece of land in Darley Dale, Derbyshire, where he built himself a small but comfortable residence, where he died. He lived retired, but loved and respected, on his little patrimony, (for he had not enriched himself as a steward) -- amusing himself in his well-selected library, consisting of books on botany and natural history, and in his garden, hot-house, and conservatory, wherein he had many rare plants that were originally his venerated grandfather's. He was pious and religious, but made no parade of being so, and it requires much abler pen than the humble writer's, to do justice to his great philanthropy and benevolence. He was honoured by frequent visits from the Duke of Devonshire to the end of his valuable life, and his Grace was much affected at his death. [1838] OBITUARY. -- *T. Knowlton*

[Chatsworth File: T. Knowlton, Grandson, Lismore & Chatsworth Agent.]

Book Reviews

Eric Hammal and Peter Coates
Cochranes of Selby 2013, 278 pp full A4 size, copiously illustrated, £20.95; ISBN 978-0-9575955-0-7. Available from York Publishing Services 64 Hallfield road, Layerthorpe, York, YO31 7ZQ Tel.01904 431213 Fax 01904 430868 email orders@ypspublishing.co.uk

This is a welcome volume written and compiled by two authors with inside knowledge of the shipyard. Eric Hammal was formerly naval architect Cochrane and Peter Coates, chief engineering draughtsman for Cochranes.

There is a summary of Cochrane's design procedures, the use of half block and tank test models, followed by details of the yard's production in two World Wars, tugs, military class trawlers, and Empire cargo vessels for the Ministry of War Transport. Then follows a picture gallery of, fishing vessels, tugs, cargo and offshore supply vessels, and miscellanea. The volume concludes with a complete yard list from *Albion* an 81ft twin screw vessel launched 1884 to the *Forth Bridge* a 90m motor tanker in 1992.

This adds to a growing literature on the yard, which began last year with the first of three volumes recording the life history of every vessel built at the yard.

Arthur G Credland

Graham R Hand *A tale of three castles- the untold story of the Humber Ferries* 2012 Illustrated throughout, 80pp, £9+£2 p&p. ISBN 9780-9534-5182-1. Published by the author on behalf of the PSPS; all cheques to him and send orders to 55 Conrad Drive, Maltby, Rotherham, S Yorks S66 8RS [the book has proved very popular and is now in its second printing].

This is a very readable account of the much lamented Humber paddle ferries, *Wingfield Castle*, *Tattershall Castle* and *Lincoln Castle* and based on researches the author made while cataloguing the ferry collections at the Hull Maritime Museum.

All three vessels were built for the very specific conditions found on the Humber, with its strong currents (at both ebb and flow) and the constantly changing channels between shifting sand banks. They were flat bottomed, with a shallow draught and broad in the beam to give both stability and plenty of space for deck cargo.

Traditionally the LNER had gone to Clyde shipyards so it is surprising that *Wingfield* and *Tattershall* were ordered from William Gray of Hatlepool, a firm which had never before, and would never again build a paddle vessel! This was during the Depression years so clearly a good deal had been negotiated, which did have the advantage that Grays could build and install the engines too. The ferries were laid down and were launched almost simultaneously and entered service in

November 1934, achieving a service speed of 10-12½ knots.

Business on the Humber continued to expand and the *Lincoln Castle* was ordered from A & J Inglis on Clydeside with engines from Ailsa of Troon. With the war in progress she was launched 29 April 1940 but her initial voyage south was aborted after suffering storm damage. *Lincoln* finally entered service in August 1941 and with the two other 'Castles' she was occupied for four days ferrying evacuee children from Hull to rural Lincolnshire, assisted by the old *Killingholme* which had begun service at the start of the Great War with the Great Central Railway.

1948 saw both nationalisation of the railways and technical innovation. Radar was installed in the *Tattershall Castle*, the first paddle steamer to be so provided and one of the first merchant vessels to have this equipment.

By the 1970s the Castles were the only coal-fired steam ferries in service in Britain. The commencement of the building of the Humber Bridge in 1972 led to the withdrawal from service of the *Tattershall* which needed expensive work on her boilers. She initially became a floating art gallery on the Thames.

Delay in completion of the bridge meant that when the *Wingfield*, also requiring expensive refit, was withdrawn in 1974 only one ferry remained. To fill the gap the diesel-electric ferry, *Farringford* was brought

up to Hull. She had previously, and unreliably been on the Lymington / Isle of Wight service, suffering constant trouble with the chain driven paddle system. During her frequent absences the Voith-Schneider ferry *Freshwater* offered some relief. 1981 mercifully saw the last crossing of the *Farringford* and she was almost immediately cut up on the Humber Bank near Alexander dock. *Tattershall Castle* remained on the Thames and has been a floating tavern for many years. The superstructure has been much altered but the engine room remains intact with much gleaming steel and brass. The story of the *Lincoln Castle* has been a sad one and after a long spell as a pub in Grimsby docks it was completely scrapped. In contrast the *Wingfield Castle* was acquired by the Hartlepool council, fully restored and is now used as a cafe and function venue sitting in the dry dock which had been her birth place.

Arthur Credland

Rodney Clapson *A Lincolnshire shipyard-New Holland* 2013. ISBN 978-0-9557444-1-9; available from the author, £7.50p plus p&p16 Whitecross street, Barton-on-Humber, North Lincs DN18 5EU.

This is the story of a shipbuilding site on the Humber bank which continued with occasional halts for some 150 years. The New Holland name is said to have resulted from the frequent smuggling ashore here of Hollands gin and other contraband from across the North Sea.

Development of the area began in 1843, of a marshy area of the river side, with the construction of a small jetty for the Barton ferry. This was followed by the building in 1850 of a branch line of the Manchester Sheffield and Lincolnshire Railway between Barton and New Holland, and a slip and associated foundry was established by Charles Sleight in 1857. The first vessel to be launched was the schooner *Fairy* for a Hull shipowner.

In 1876 a new shipyard was developed by Earles of Hull used as an 'overflow' site for fitting and engine installation when all the slips at their very busy yard at Hull were fully occupied. There was a succession of shipbuilders, including JS Doig who eventually established a successful yard at Grimsby, leading up to the best known and longest lasting enterprise begun by William H Warren in 1899. Born in Falmouth he finished his apprenticeship at Barton-on-Humber, spending time at sea as a ships carpenter before taking a position at Grovehill shipyard, Beverley, then occupied Cochrane and Cooper.

He ran his own yard at Beverley Beck for two years before taking the New Holland site building a variety of keels, barges and workboats. His opportunities for business were enhanced by being put on the government approved list for the Admiralty. There was an inevitable slow down of orders after the Great War but by the time of Warren's death in 1923 some 200 craft had been launched. Continued by the family there was

another lull in activity after the Second World War until building was resumed in 1950. In 1963 David Cook rented the yard with an option to buy which he took in 1968. Shipbuilding ceased in 1998 and the yard was sold again in 2007. The New Holland site is now occupied by a timber importer and the old shipyard site is now just a hard standing covered by packs of timber.

The EYLHS and the HULL MARITIME SOCIETY were pleased to offer grants for the publication.

Arthur G Credland

The West Indies and the Arctic in the age of sail: the voyages of Abram (1806-62)
Rob David and Michael Winstanley with Margaret Bainbridge, Centre for North West Regional Studies, Lancaster University 2013. ISBN 978-1-86220-302-0 £14.95, 199pp, illustrated throughout in black and white and colour.

This investigation into the ship *Abram* started as a piece of family history research but has been developed by Dr Rob David and Michael Winstanley into an account of the long life and times of a vessel in two entirely different climates, the sultry Caribbean and the freezing waters of the Arctic.

Built at Lancaster in 1806 for three local merchants she was named after Abram Chadwill Hill, the non-subscribing owner, and spent her first 12 years trading to Tortola in the British Virgin Islands. Lancaster's involvement in

the triangular trade had ceased by the 1780s, and she was never a slaver but in 21 voyages over a period of 12 years *Abram* brought back the products of the plantations. Cotton and sugar, as well as rum coffee and hides came to the north of England, in return for textiles and clothing, household items, manufactured items, furniture ironmongery, and all the necessities of daily life. She was one of the last vessels from Lancaster to participate in the West Indies trade before peace with the United States in 1814 allowed direct trade to resume between the US and the Caribbean islands. This rendered the business uneconomic and the much larger enterprises based in Liverpool gained total dominance. A lasting physical reminder of bygone days are the fine pieces of furniture made by the Lancaster firm of Gillows whose development was stimulated by the availability of fine exotic timbers, especially mahogany.

In 1818 *Abram* was purchased for the Hull whaling fleet by William Mercer and John Tidd, of Tidd, Mercer & Co oil and seed merchants of Gainsborough, Lincs. Intended for the Arctic her hull was strengthened with an extra layer of plank ('doubled') and fortified with massive timbers internally at bow and stern. She arrived at the high point of the whaling trade but a number of bad years resulted in the loss of large numbers of vessels crushed in the ice, and many others were withdrawn by their owners.

A contemporary description records the terrible privations of the 1835 season and how *Abram* took on board 96 men saved from other whalers, and finally arrived back in Hull in February of the following year, cheered by thousands of onlookers after being given up for dead. Another voyage, in 1839, was ably captured by the surgeon whose journal is preserved in the Manitoba archives, decorated with beautifully drawn whales, each one marking a successful kill.

The partnership of Tidd and Mercer was dissolved in 1840 and with the total fleet now comprising only 4 vessels she was sold to Thomas Barkworth of Hull, as the sole owner. Under the command of John Gravill, in 1849 and 1850 *Abram* received a share of the bounty offered by Lady Franklin as part of the search for her husband Sir John Franklin and his missing expedition. Gravill remained in command but with rapidly declining stocks of whales, and poor prices for whale oil it was decided to put her up for sale. Bought by owners in Kirkcaldy she sailed for another 8 seasons. Whales were scarce, but an acceptable return could still be made because of the high price of whalebone (baleen) owing to the demands of female fashions, combined with sale of the skins and oil of thousands of seals. In 1862, after 56 years afloat, she was lost in the ice of Melville Bay in the far north of Davis Strait, the end of Kirkcaldy's contribution to the Greenland trade, and the end of the era of sailing whalers which were superseded by the powerful auxiliary steamers of Dundee.

This handsomely produced volume is an outstanding 'biography' of a vessel's life, its highs, lows and demise, and the authors effectively place it in the wider context of Britain's shipping and trade, in two strikingly different geographical locations. The illustrations are well chosen, including important documents which are well reproduced so that they are legible and effectively support the narrative. Portraits are provided as available, and tables of all the voyages 1806-1862.

Arthur G Credland
Former Keeper of the Hull Maritime Museum, and currently Chairman and editor of the East Yorkshire Local History Society.

John Markham, *Francis Frith's Beverley Town and City Memories*, Francis Frith Collection, 2013, £13

The latest in the well known Francis Frith series the book contains around 75 images from the collection together with an Ordnance Survey plan and a Victorian county map. There is more text than in some other 'picture books' with introductory pieces for the various sections plus detailed captions. The high quality of the text reflects Dr Markham's extensive knowledge of Beverley and are a delight to read.

Half the book is devoted to the Westwood, Minster and St Mary's, St Nicholas and the Friary. Other sections include Wednesday and Saturday Market's, the North Bar area and concludes with a miscellany titled

'Streets of Beverley', there is also a copious index.

The photographs range in date from the 1880s to the 1960s and are well chosen to reflect the changes in Beverley.

Robert Barnard

New Publications

Martin Limon *East Yorkshire Village Visits* Fonthill Media £12.99 (September 2013)

John Markham *Beverley Town and City Memories* Francis Frith 2013 £13

Paul Chrystall *Lifeboat Stations of North East England* Amberley Publishing £14.99

Eric Hammal and Peter Coates *Cochranes of Selby*, York Publishing Services, £20.95

Roger Street *The Reverend Joseph Coltman* Friends of Beverley Minster beverleyminster.org.uk (free download)

Barbara English *Beverley Pastures* Beverley Civic Society £5.99

Mary Dickinson *Alandale* £4.99. Available from Barkers, Cottingham and Hessle Bookshop

Rob David and Michael Winstanley with Margaret Bainbridge *The West*

Indies and the Arctic in the age of sail: the voyages of Abram (1806-62) R, Centre for North West Regional Studies, Lancaster University £14.95,

Ian Newton *Hessle Road Scallywags* Riverhead £9.95

Nick Triplow *Pattie Slappers: Stories from the Golden Age of Hull's Food Processing Industry* Community Heritage Publishing £5

Rodney Clapson *A Lincolnshire shipyard-New Holland*; available from the author, £7.50p plus p&p

Winston Churchill Irvine *A Brief History of Hull Gaol: Introducing Six Years of Utter Madness* Well Thoughtout Books £8,50(?)

Graham R Hand *A tale of three castles-the untold story of the Humber Ferries* 2012 £9+£2 p&p

Arthur G Credland *The Hull Zeppelin Raids 1915-18* Fonthill Media £16.99

Sue MacArthur *Not a Guide to Bridlington* The History Press Ltd £5.99

Robert Woodhouse *The Scarborough Book of Days* The History Press Ltd £9.99

Local History Meetings & Events

4 September - 2 October 2013 *Hedon Museum Society 'Underwear'*, exhibition

of old needlework on children's and adult underwear

4 September 2013 *Howden Civic Society* Anna Longthorp 'Anna's Happy Trotters - the story so far'. Masonic Hall, 7:30pm

10 September 2013 Richard Clarke *Hull, in the beginning* Hull History Centre 12:30-1:30pm

10 September 2013 *Hedon and District Local History Society* Richard Clarke 'Hull in the Beginning', Church Room, Magdalen Gate, Hedon, 7:30pm

17 September 2013 *Wetwang History Group* Mike Wynn 'The settlement of the Wolds up to the time of the Enclosures', Community Hall, 7:30pm

19 September 2013 *Hessle Local History Society* John Streets 'The Clive Sullivan Way' Hessle Town Hall 7:15pm

19 September 2013 *National Trust* Jane Pietrusiak 'Factory Town to Garden Village: Worker Housing in England', Civic Hall, Market Green, Cottingham, 7:30pm

19 September 2013 *Georgian Society for East Yorkshire* visit to Aldby Park by coach

26 September 2013 *Pocklington History Group* 'Pocklington Parish Records Workshop', Pocklington church, 7:30pm

5 October - 6 November 2013 *Hedon Museum Society* 'Painter and Potter',

work by Easington artist Larry Malkin and Holderness potter Rachel Ehlert

8 October 2013 *Black History Month*, speaker and title will be confirmed in August 2013, Hull History Centre 12:30-1:30pm

8 October 2013 *Wetwang History Group* David Lunn 'Enclosure at Wetwang', Community Hall, 7:30pm

10 October 2013 *National Trust* Charles Trafford & Mike Wasling 'A Walk along the Pennine Way', Civic Hall, Market Green, Cottingham, 7:30pm

17 October 2013 *Hessle Local History Society* Paul Schofield 'Medieval Trades and Guilds of Beverley' Hessle Town Hall 7:15pm

19 October 2013 *Georgian Society for East Yorkshire* Patrick Wildgust 'The Beauties of Sterne' Hull History Centre, 2:00pm

24 October 2013 *Pocklington History Group* Susan Butler 'East Yorkshire Emigration', Melbourne Methodist Chapel, 7:30pm, admission £2

12 November 2013 Prof Roy Chandler *The Kingston Cotton Mill: Community Enterprise or Costly Experiment?* Hull History Centre 12:30:1:30pm

12 November 2013 *Hedon and District Local History Society* Peter Naylor 'In Brave Company: The Making of the Lissett Memorial', Church Room, Magdalen Gate, Hedon, 7:30pm

21 November 2013 *Hessle Local History Society* AGM Hessle Town Hall 7:15pm

21 November 2013 *National Trust* Christopher Oughtred 'From Corner Shop to Corner Shop in Five Generations: The William Jackson Story', Civic Hall, Market Green, Cottingham, 7:30pm

21 November 2013 *Pocklington History Group* Helen Houlton & Richard Green 'Mills and Milling', The Old Court House, George Street, 7:30pm, admission £2

10 December 2013 *History Centre staff*, A Cast of Thousands - staff talk about their favourite documents from amongst the collections, Hull History Centre 12:30-1:30pm

16 January 2014 *National Trust* Clare Fletcher 'Goddards and the Terry Family of York', Civic Hall, Market Green, Cottingham, 7:30pm

20 February 2014 *National Trust* Yorkshire Film Archive 'Historic Yorkshire Life on Film', Civic Hall, Market Green, Cottingham, 7:30pm

20 February 2014 *Pocklington History Group* Jon Kenny 'Community Archaeology - How local people can get involved', The Old Court House, George Street, 7:30pm, admission £2

20 March 2014 *National Trust* Dr Trevor Millum 'Solving the Problem of Longitude: John Harrison', Civic Hall, Market Green, Cottingham, 7:30pm

20 March 2014 *Pocklington History Group* 'The rise and fall of the Dolmans' by Phil Gilbank hosted by Angie Edwards, Pocklington School Library, 7:30pm, admission £2

17 April 2014 *National Trust* Paul Schofield 'Mediaeval Guilds & Crafts trails', Civic Hall, Market Green, Cottingham, 7:30pm

24 April 2014 *Pocklington History Group* The AGM followed by mini talks and a photographic review of the year, The Old Court House, George Street, 7:30pm, admission free