



CHARING & DISTRICT LOCAL HISTORY SOCIETY

www.charinghistory.co.uk

CDLHS In Our Historic Times edition 8 August 2020 Squeeze the Brake

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**Hello again, hope that you're managing to stay cool in the extreme heat,
as well as safe.**

**I'm really pleased that we have had some response to our plea
for memories to be archived.**

**Thank you!
More please!**

Things to look forward to

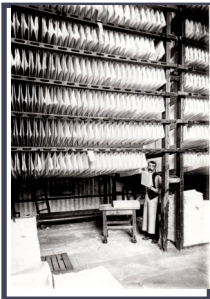
2 e-talks

Next

Papermaking in Kent

by Alan Witt

Kent's topography enabled it to become the epicentre for papermaking. The Whatman's papers were valued by historic world leaders and artists alike. Alan explains why.



The drying loft at Springfield Mill, owned by the Whatman family.

New

Wildlife in Charing in the 16th and 17th Centuries The Tudor Vermin Acts

By Celia Jennings



Bad weather causing a series of crop failures, coupled with an increase in population, meant the Tudors had to make sure nothing was wasted. An official list of vermin was drawn up.....

Celia details what that meant for Charing.

And next month the beginning of a new series: 'Meet The Barwicks'

Quiz



1a Which Plantagent king was thought to be connected to Faversham?

1b What is the connection with Queen Elizabeth's Grammar School ?

2 Which of Henry' VIII's wives had more husbands than any other wife?

3a Who is this man?

3b What is his connection to Ashford?

3b What was the significance of this person?



Charing C of E Primary School.

Extracts from The Headmaster's Log Book

Jan 1873 to Oct 1905

The Log Book was used to record matters which the Headmaster considered noteworthy. Some entries are very striking to a modern reader. Rather than select extracts at random, I have grouped related ones together.



1900 Charing National School (CDLHS)

The reader today also notices how different the lessons were in those days.

January 17th 1873. “Girls will receive instruction in needlework on afternoons on Mondays, Wednesdays and Fridays. They can bring their own work on Fridays.”

January 31st 1873. 2 sisters suspended because their parents kept them home on needlework afternoons – it was against the rules.

April 18th 1873. “I have taken most of the children back into the earlier rules of arithmetic as I found them very uncertain in them. Several who were doing decimal fractions knew nothing of wine, beer and cloth measure etc.”

August 19th 1879. Lessons on punctuality and good manners. Headmaster insisted on bows and curtseys to Head and Schoolmistress, both in coming in and out of school. Also, cleanliness – sending children out to wash if not clean.

November 29th 1880. Inspector advised Mistress to take sewing 1 hour per week instead of 2 hours 3 times per week.

March 1st 1901. The Headmaster had given lessons on the theory of gardening and they were to begin practical gardening. “17 Upper Standard boys have each had a square pole of ground allotted to them in which they will grow vegetables.”

October 11th 1901. “Set the boys to work to dig flower gardens for themselves in school playground.”

August 8th 1902. “Boys exhibited garden produce from school gardens at local show.”

November 14th 1902. Managers decided to rail in boys' flower gardens to prevent damage by sheep.

June 19th 1903. “Gave children their first lesson in practical bee-keeping in hiving a swarm. Several boys paid the usual penalty.

During these years, some of the lessons taught were: British Possessions in Europe, Asia and Africa, Apothecaries' measures, railways of England, exports and imports of England, compound proportion, transitive and intransitive verbs, coalfields of England and Wales and the county of Kent.

Dorothy Burdick

'The History Behind Charing Road Names and Places': 'L—O'

Many thanks to all those who've contributed.

Littledale was requested by Charing Parish Council in memory of the work of Dr Littledale and his work here in WW1. In 1914, he was the Charing recruiting officer. He was responsible for setting up for the VAD (Voluntary Aid Detachment) hospital in the Parish Hall. VAD hospitals were needed to support civil hospitals in treating and caring for the huge numbers of wounded soldiers from the battlefields. Charing, with its railway and proximity to Dover and Folkestone was ideally placed for a hospital. When it opened in October 1914 he was the Commandant and Medical Officer. (*see article on next page for more information.*)

Maidstone Road is the name of the west section of the A20 near Charing to the roundabout. Until the A20 bypass was built in the 1920s Maidstone Road continued up to the junction with the High Street. Since about 1800 this has been the main approach to Charing, known as 'The New road from Maidstone'. 'The Old Road', ran south from Maidstone through Sandway, Lenham Heath, Charing Heath, reaching Charing at Coppins Corner at the junction with Pluckley Road.

Market Place is the traditional site for a market, outside the gates of the Lord of the Manor's main dwelling (the Archbishop's Palace). Records from C13 imply it was a lively place with stalls and some lock-up shops. (Maybe, once upon a time it had a market cross and stocks.) It continued to thrive until the beginning of the C16 when more and more shops had been built in the High Street, which meant people no longer had to wait for market day to buy and sell, and so the market's importance declined.

Originally there would not have been a staggered crossroads to the Market Place. In 1298 the Archbishop successfully applied to Edward 1 to have the road moved south, to its current position, causing the 'dog's leg' in the crossroads, and enabling him to enlarge the palace complex to build the gatehouse range. Before that the route to Ashford would have run north and continued north of the church towards Ashford.

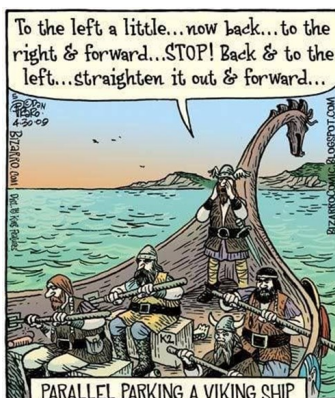
Monks Walk, there are no records of any monks living in Charing. The name was chosen by the developers. Was that in the 1990s?

Old Ashford Road was known as Ashford Road, but as frequently confused with the A20, the change was requested by CPC. The route from Charing to Ashford went along Pett Lane, with an 'Ashford and Maidstone Turnpike Trust' toll house at the junction with the High Street. Then, from Pett Lane, the route went down Wickens Lane, past the Woolpack inn, across the common, to a sand pit behind the present bus stop, then on to Home Farm and beyond. An alternative route was made c.1797, and in 1810 it was altered again to form the pre-Rail Link A20, with a toll house at Potters Corner.

If you have different opinions, or extra information, or if you've noticed any errors or omissions in the above, I'd be grateful if you'd let us know, so that our information can be corrected and updated.

Many thanks, Valerie

newsletter@charinghistory.co.uk



Laugh or Groan?



Three Dr Littledales

Dr Littledale Senior



Dr Littledale with his three sons,
Jack, Richard and Bob

Dr Herbert Edward Littledale MD was born in 1873 and moved to Charing in 1910 /1911 to live in Wakeley House with his wife, Violet, and two young sons. He started a surgery from his home at Wakeley House. Another son was born a few years later. He received patients at the house and made visits in his car.

He was responsible for suggesting that the parish hall be used as an auxiliary hospital. VAD (Voluntary Aid

1911 England Census for Ada Caroline Hucks									
Kent - Charing - ALL - 03									
No.	Name	Age	Sex	Mar.	Prof.	Rel.	Occ.	Notes	Other
1	Herbert Edward Littledale Head	38	Male	Married				General Medical Practitioner	
2	Violet Gordon Littledale Wife	26	Female	Married					
3	Richard Gordon Littledale Son	4	Male	Single					
4	Richard Gordon Littledale Son	2	Male	Single					
5	Robert Gordon Littledale Son	21	Male	Single				General Surgeon (Barrister)	
6	Ada Caroline Hucks Servant	24	Female	Single				Nurse (Domestic)	
7	John George Servant	20	Male	Single				Post Car Cleaner (17)	(+ gardener (Domestic))
8									
9									

Detachment) hospital,

and successfully appealed for volunteers to come forward to train to gain a nursing certificate. The Parish Hall VAD hospital opened with 12 beds, (rising

to 20 by 1915) in October 1914 and the first patients soon arrived, 10 wounded Belgian soldiers. It was run on military lines. After about a year Dr Littledale stood down as Commandant, but continued throughout the war as Medical Officer his M.O. This responsibility was for another VAD hospital at Manton House, Burleigh Road, which opened in 1816, as well as a smaller convalescent unit at Pett Farmhouse. We've learned that in addition, it seems, he also used Wakely House as another VAD hospital, records show it's listed as another VAD hospital, privately run with 42 beds. Apparently in an Oral History recording, his granddaughter said she couldn't imagine where they had put them all.

Dr E.H. Littledale

The eldest son Edward John, known as Jack, lived to the age of 94, but was extremely lucky to be alive after having a serious flying accident in 1933. He was on a practice flight just after completing a course of training to qualify for a Private Licence (his application was actually in the post to the Air Ministry!). The AIB investigation concluded that the crash was entirely due to errors of airmanship arising from inexperience, the pilot unwittingly stalling the aircraft while manoeuvring near the ground. The plane was beyond repair

It was reported in the Portsmouth Evening News and the **Whitstable Times and Herne Bay Herald**.

Saturday 13 May 1933:

"CANTERBURY DOCTOR IN AIR CRASH OWES LIFE TO 14 YEAR OLD BOY.

Dr E.J. Littledale, resident House Surgeon at The Kent and Canterbury Hospital crashed in an aeroplane near his home at Wakeley House, Charing, on Wednesday evening last. A member of The Kent Flying Club, he was piloting a machine owned by Mr. R. C. Ramsay, of Howletts, Bekesbourne. After Dr Littledale had circled the house and waved a greeting the machine suddenly nose dived and crashed in a field.



The doctor probably owes his life to the pluck and presence of mind of a 14 year old boy, Reginald Turner, of Ravensdene Wood, Charing, who was the only person near when the machine struck the earth. The boy immediately ran to the wreckage and found flames already licking around the dazed airman. He pulled Doctor Littledale clear and almost immediately afterwards the 'plane was a mass of flames. So fierce was the blaze that the 'plane was burnt out within ten minutes.

The injured pilot was taken to Wakeley House and cared for by his father, Dr H.E. Littledale who is Medical Officer of Health for the District. His injuries included a fractured jaw."

Dr Dick Littledale

The middle son Richard, (Dick) also became a doctor. He joined his father as a partner at the Wakeley House surgery in 1936. On his father's death, in 1945, the surgery moved to Ludwell House. In 1953 he took a partner and the surgery moved to Station Road. The current surgery was built in Surgery Close, in 1997.

People of Charing

The Wheler Family part 3

Sir Granville Charles Hastings Wheler (1872–1927)

This is a promotional postcard supporting Granville Wheler M.P. for Faversham.



Sorry I can't find the source of this

'The Happy New Government' presumably refers to the Conservatives regaining power in 1924, after the 1923 election.

It shows him with a ploughing rig on his estate and wearing a tweed knickerbocker suit.



*Sir Granville Wheler
MP (NPG)*

Sir Granville Charles Hastings Wheler was Conservative MP for Faversham from the January 1910 general election until his death in 1927. He was created a baronet of the United Kingdom in June 1925. The title became extinct on his death two years later.

The 1st Faversham Scout Group was founded by Sir Granville Wheler in 1908; it is one of the oldest scout groups in the world. Now it's a large and active group with a Beaver Colony, Cub Pack and two Scout Troops. They are still known as 'Wheler's Own' and continue to have connections with Otterden, as the Wheler Foundation allows them to use the facilities of the estate for camping and activities.

Next time: his son Granville Wheler and legacy

I'd be really grateful to receive any contributions, big or small,

for future newsletters

(IOUs accepted!)

(no need to format or find pictures etc., we can do that).

Please write to me, Valerie

newsletter@charinghistory.co.uk

Please let me know what you think about font size and picture size in newsletters.

Are the maps too small?

I've assumed people would enlarge and read on computer if interested,

but is that irritating and tedious?

Valerie

newsletter@charinghistory.co.uk

Defending Britain: the Role of the Cinque ports

Origins, Purpose, Importance and Decline

Ten centuries of invasion, simplified

The Romans, having conquered and made settlements in Britain, set about protecting it from other invaders. In C3 they built a chain of forts on both sides of the Channel to protect against seaborne invaders. As the power of the Roman Empire declined Barbarian raids were increasingly successful, and they too settled; resulting by C5 and C6 in seven main Anglo Saxon kingdoms in England. From about 800, this 'peace' was disturbed by an increasing number of Viking raids. They too settled, until eventually Saxons and Vikings agreed a fairly peaceful division of England. This 'Danelaw' managed to hold for almost two hundred years, until Danes attacked and conquered, making their King Cnut ruler of all England, Denmark and Norway.

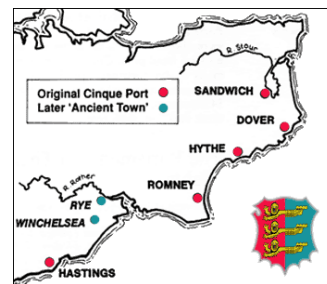


Fortifications in Roman times
The Saxon Shore ca.380 AD

Beginnings of the alliance and obligations

From King Alfred's time onwards, fishing fleets of coastal towns were vital in protecting England's coastline. It was Cnut's stepson, Edward the Confessor, who formally recognised their importance in charters. At first, a charter granted rewards for the three Kentish towns of Dover, Sandwich and Lymm in return for providing 'ship service' to the king. (Lymm -now Lympne was then on the coast. These were three of the four Roman fortifications in Kent; Dover Lymm and Richborough –Sandwich)

Sailing conditions in the English Channel, a funnel for winds and tides, was challenging; boats needed to be strong and the men sailing them, skilled. Boats from the five towns of Hastings, Romney, Hythe, Sandwich and Dover went on regular fishing expeditions to the North Sea and may have bonded for mutual support through these experiences. They formed an alliance; calling themselves 'The Portsmen'. In 1050, Edward recognised the importance of this alliance, and proclaimed that the five towns should provide 20 ships for 15 days a year; each ship to contain 21 men. As reward the towns were given many rights and privileges. (This agreement was mentioned in the Domesday Book.) The five towns were known as 'The Cinque Ports' (pronounced 'sink' ports), and became the cradle of the English Navy. Just over one hundred years later, Henry II added Rye and Winchelsea, known as 'antient towns' as part of the confederation.



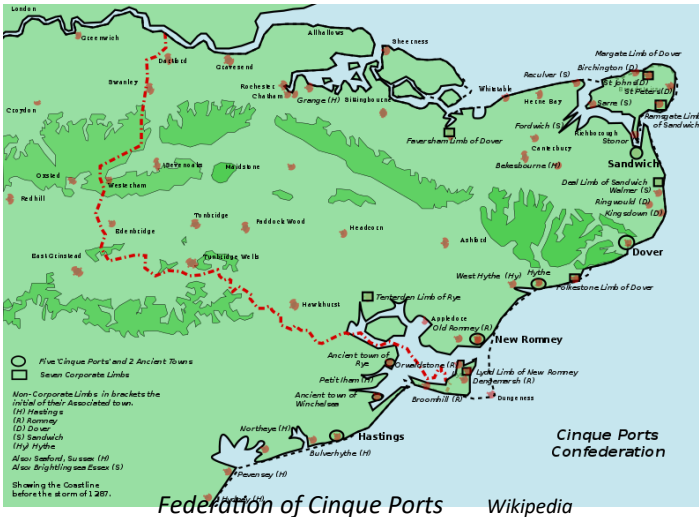
C13 Cinque Port's ship

In 1229 Henry III's Royal Charter stated that the ports were equal in status and privileges, but differed in the numbers of ships and crew they were bound to provide. As a whole they were obliged 'to supply 57 ships a year for 15 days with 20 men and 1 boy for each vessel'. At the ports' expense they were to maintain the ships ready for the King in case of need. Dover and Hastings were obliged to provide 21 vessels each and Romney, Hythe and Sandwich, five apiece.

Defending Britain: The Role of the Cinque Ports contd.

Developing Role

The Portsmen had been originally contracted to provide ships and men to protect the English coast, but after the Norman conquest they also provided a 'cross channel ferry service' for goods, livestock and troops. At various times Normandy, Ponthieu, Calais and the Duchy of Aquitaine, were administered by the English monarch, so the ships of the Portsmen were the essential means of keeping the two halves of their realm together, and were also required to help protect that coast.



In 1337 the Hundred Years war between England and France began. The ships of the Cinque Ports suddenly became England's first line of defence against the French. They were vital, both for the defence of England and for carrying the army to France. In 1415 the fleet transported Henry V and his army of 10,000 men to win the Battle of Agincourt.

As the role and duties of the Cinque Ports increased, each of the five ports called on nearby towns to help provide ships and men.

In the C14 7 towns; Lydd, Folkestone, Faversham, Margate, Deal, Ramsgate and Tenterden joined, and were known as 'limbs'. Eventually, as the map shows, the Federation consisted of 42 towns and villages.

Privileges

The original charters of Edward the Confessor conferred rights and privileges in return for the Portsmen's service. William the Conqueror gave them separate jurisdiction from those in the rest of Kent and Sussex.

"Exemption from tax and tallage, Right of soc and sac, tol and team, blodwit and fledwit, pillory and tumbiril, infrangentheof and outfrangentheof, mundbryce, waives and strays, flotsam and jetsam and ligan"

Original

tax and tallage

soc and sac

tol and team

blodwit and fledwit

pillory and tumbiril

infrangentheof and outfrangentheof

mundbryce

waives and strays

flotsam and jetsam and ligan

Translation

Exemption from Tax and Tolls

Right to Self Government

Permission to Levy Tolls

Punish people who shed blood or flee from justice

Punishment for minor offences

Power to detain and execute felons both inside and outside the jurisdiction of the port

Punish breaches of the peace

Take ownership of lost and unclaimed goods after 1 year.

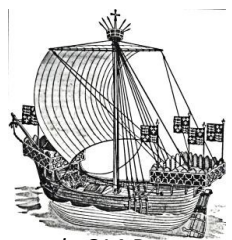
Take ownership of goods thrown overboard or floating wreckage

Translation from Villagenet

Defending Britain: The Role of the Cinque Ports contd.

Privileges and Abuses

The privileges were increased and formalised by Henry II in 1155. However, these privileges and exemptions led to an increase in piracy, smuggling and misbehaviour. At one time, the Winchelsea men had the reputation as “the most hardened criminals in Europe.” To rectify this lawlessness, in 1229 Henry III appointed a king’s representative, titled the ‘Warden of the Cinque Ports’ to preside over their court. The Portsmen accepted this, however from then the Portsmen would only take orders if they came directly through the Lord Warden.



early C14 Port cog
(larger & faster with
a rudder)
Dover library

— Another privilege confirmed the Portmen's right to annually fish herring (staple food in Europe) in the North Sea, and to land and market it there, this practice had begun over too years before. Over those years a settlement had grown up near by (Yarmouth) and a thriving annual herring fair running from 29th September to 11th November established. The Portsmen assumed responsibility to administer and police it, as well as collecting unpopular tolls. The people of Yarmouth increasingly resented this. Antagonism led to feuding which lasted over 150 years; including at times, open warfare and bloodshed between the two groups, once resulting in the loss of 29 boats and 150 lives. From the C15 herring stock gradually declined and the Portsmen reduced thir presence in Yarmouth.

The self governing federation was ruthless, very rich and prestigious. Each port was entitled to send two representatives to Parliament, and until 1688 one of them was nominated by the Lord Warden, the other elected by the port. The parliamentary representatives were known as barons and given a higher status than other MPs and burgesses.

The Ports’ Arms were granted by Edward I towards the end of his reign. The distinctive heraldic emblem is the front half of a lion joined to the back of a ship; adapting the Plantagenet royal arms known as the three lions of England.

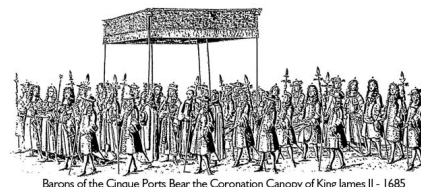


A coveted privilege was the right of ‘honours at court’. The barons of the Cinque Ports were given the duty at coronations of supplying, and carrying, an ornate canopy over the heads of the King and Queen in the procession to

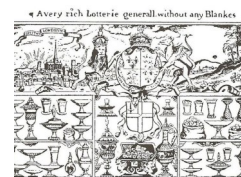
Westminster Abbey. They were also given the honour of dining at the King’s right hand during the subsequent banquet in Westminster Hall.

Decline

The power of the Cinque Ports gradually declined from the late C14, as the Black death reduced the population, and the natural silting of three of their harbours and withdrawal of the sea left only four functioning harbours. Also the changing ways of warfare required larger ships than could be crewed by 21 men, and a reliable, permanent force. In recognition of this, Henry VII set about building purpose-built warships. He invested in dockyards at Portsmouth, Deptford and Southampton. On his succession Henry VIII soon built 24 more warships and structured the navy into an organised force. The Ports were still obliged to provide ships service, but were allowed to provide fewer ships, provided they were manned by 42 men. By 1569 the Ports were run down and Elizabeth 1 sanctioned the first national lottery to raise money to improve them, however this was not a success and the scheme failed to raise the money needed, so an emergency loan had to be raised instead. The last times the Ports provided ships were to rebuff the Spanish Armada in 1588, and for the raid on Cadiz in 1596.



Barons of the Cinque Ports Bear the Coronation Canopy of King James II - 1685



from thehistorypress.co.uk

Today

Today only Rye and Dover remain as true ports, and Ramsgate has ferries to the Continent. However, by providing ships and men for the Royal Fleet for some 400 years, they laid the foundations of England’s maritime power, and their ceremonial importance—at Coronations for example—lasts to this day. The title of Lord Warden is one of the highest honours, held among others by Queen Elizabeth the Queen Mother, and Winston Churchill.

1970

50 years ago – when sport was played in packed stadiums.

Hope turning to despair: yes it was the World Cup.

With their team going in as champions from 1966, England fans had high hopes for the 1970 World Cup. The team was dogged by bad luck not only in the draw and sickness, but also in a pre-tournament crisis. They had arranged to play friendlies in Columbia and Ecuador as preparation for the climate and altitude. Captain Bobby Moore was accused of theft of a bracelet from a jewellery shop in the lobby of the team's hotel in Bogotá. No evidence was ever given against him and it took until 1972 for him to be cleared. It was generally considered to have been either an attempt to obtain money to clear the matter up quietly, or to discredit the England team. The incident dogged him for the rest of his life and is thought to have been the reason for his never having received a knighthood. Meanwhile the team flew to Mexico ahead of Moore. Jeff Astle did not like flying, and was helped from the plane by his teammates, clearly the worse for drink. A Mexican paper labelled them 'a team of drunks and thieves'.

However Moore went on to play well in Mexico. The group stage match against Brazil is considered his greatest game, where he performed 'the perfect tackle' against Jairzinho. The Times said the tackle 'looked like Superman stopping a train'. England still lost 1-0, but progressed to the quarter finals, without Gordon Banks who was suffering from food poisoning. That was where they met West Germany... and lost 3-2 in extra time.



Moore and Pelé swapped shirts.

That was the first time West Germany had beaten England. Four days later Harold Wilson's Labour party met an unexpected defeat in the general election. The shock of England's defeat was considered to have affected the result.

But the World Cup belonged to Brazil and Pelé, literally: Brazil was the first team and Pelé the only player to win the World Cup times, so Pelé got to keep the trophy. They beat Italy in the final 4-1. During the match

Pelé scored Brazil's 100th World Cup goal. The Italian defender Burgnich, marking him in this match said "I told myself before the game, *he's made of skin and bones just like everyone else* – but I was wrong"

Back home, the FA Cup final went to a replay at Old Trafford, and then to extra time. Chelsea won this time; their first Cup Final victory. The match was dogged by rough play by both sides, and although only one player was booked, a 1997 review suggested that the players should have received 6 red cards and 20 yellow cards between them.



Pelé and the Jules Rimet trophy

Continued next page

1970 *continued*

50 years ago – when sport was played in packed stadiums.

We got our fix of two weeks' tennis at Wimbledon in 1970. The previously amateur-only championships had entered the open era in 1968; when some of the great names of the past, who had turned professional, were able to return for a few more years. The wonderful Australian, Margaret Court, beat Billie Jean King 14-12 & 11-9 (before tie-breakers) to win her 3rd & final Wimbledon. She won all four Grand Slams that year.

John Newcombe and Ken Rosewall met in both the men's singles and doubles finals. Newcombe won both. Rosewall had turned pro in 1956; by 1970 he was 35 (old in the pre-Federer era).

That year the men's prize was £3,000, women's £1,500.

In cricket, another game traditionally played in front of spectators, Kent won the County Championship

South Africa had been scheduled to arrive for a test match tour but this was cancelled in protest against apartheid. Instead Gary Sobers led a 'rest of the world XI' in a highly successful series of unofficial tests. He became 'Sir Gary' in 1975.

Kate Mclver

Answers to Quiz last time



1a She was Mary Anning. She became one of Britain's leading experts on prehistoric life, her findings helped transform beliefs about the origins of life.

1b She is connected to Charing because parts of the film 'Ammonite' about her life, were filmed in Charing in 2019.

2 John Ward, Birdy, Jack Ward, Sharky, and Yusuf Raïs were all the same person.

He was an English pirate in the early 17th century. (He was also called Chagour, or Chakour as he used an axe in his piracy.)

2b He was born in Faversham, Kent in about 1553

For more info see https://wikivisually.com/wiki/Jack_Ward



3 Elephant: Maidstone connections; Fremlins Brewery originated in Maidstone; an elephant features on its distinctive label.



Also between 1934 and 1959 there used to be a zoo in Maidstone. Elephants were one of the 36 kinds of animals kept there. When the zoo closed, Cobtree Manor Park was created on the site ; the Elephant House are still visible in the park. (It is now home to the 'men in sheds' project.)

Noticeboard

Many thanks to all those who have contributed, and also to those who have responded to Sylvias email requesting comments re: CDLHS 20/21
If you have an opinion, or a suggestion, please let her know.

Hon.Secretary@charinghistory.co.uk



Please let me know what you think about font size and picture size in newsletters.

Are the maps too small?

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Valerie

at newsletter@charinghistory.co.uk



Reminder check Charing Parish Council's website for UpToDate information about Charing, e.g. businesses and road information <https://www.charingkent.org/>

It also has links to Ashford Borough Council's special briefings for Charing.



Cinque Ports article ref <https://cinqueports.org/history/origins/>

http://www.open-sandwich.co.uk/town_history/cinqueports.htm

In researching the article, I learned just how ruthless and lawless the Portsmen were (and how this was tolerated by each monarch –almost blackmail.)

Some of the more bloodthirsty exploits of Portsmen were deliberately omitted;. To read them see

<https://ryesown.co.uk/piracy-and-the-cinque-ports/>

and for more info on Portsmen and argument with Yarmouth see

<https://doverhistorian.com/2013/09/02/cinque-ports-limbs-and-great-yarmouth/>



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