

A Guided Tour of the Rows

Great Yarmouth's
Unique Road Structure

by
Maurice Joel



Maurice pictured in Malta
a place he loved 2011

Foreword

I have been interested and intrigued by the Rows of Great Yarmouth since the mid-1950's. Around this time I was the owner of a shop selling government surplus equipment, bankrupt stock and plastic foam, cut to size, for cushions, chairs etc. My shop was on the corner of Row 90, Mews Half Row also known as Old Hannah's Back Row. This Row was named after a murder that took place there in 1813. I also had a shop on the corner of Row 89, Hans Herring Row which was a very narrow Row but conversely, very tall.

In 2000, when I retired, I decided I would go back to College and take an "A" Level in Art and Design. I researched the Rows as part of that course and this book is the final result of that research.

You may well ask why it has taken nineteen years to get the Rows into print. Well the answer is a simple one, and an embarrassing one. The manuscript fell behind a cabinet and it has lain forgotten for all these years. Whoops!

At this early point, I make no apologies for the fact that a number of the writers I have used for reference, iterate that the Rows were unique.

I hope you enjoy reading my "Guide to the Rows" as much as I enjoyed writing it.

Introduction

The Rows were a unique nine hundred year old architectural feature of Great Yarmouth and were basically a pattern of very narrow parallel streets of which much has been written over the centuries. In recent years some very good books have been produced by local historians on this subject to which I am now adding my own account.

With most towns street patterns change and evolve over the years, but not so Great Yarmouth. It was different to most towns, in that for centuries no building was allowed outside the Town Wall. Using examples of local maps which show the position of the Rows from the sixteenth century until the 1980's and it is obvious little has changed.

Many theories have been made concerning the origin of the Rows with the most plausible being that of Druery in his History of Yarmouth.

"This singularity of plan is evidently the consequence of endeavouring at an early period to fit as large a population as possible within the narrowest limits, in order to facilitate the fortification and security of the whole".

The Rows of Yarmouth have provided artistic inspiration to many. Being an artist myself I was particularly interest in those artists who found the streets and buildings of Great Yarmouth worthy of their talents. I have included a section of this book to what I found on this subject.

Of course no history of the Rows would be complete without reference to that unique mode of transport the Troll Cart which plied the Rows for many, many years

Now you must read on to discover the full extent of my researches.

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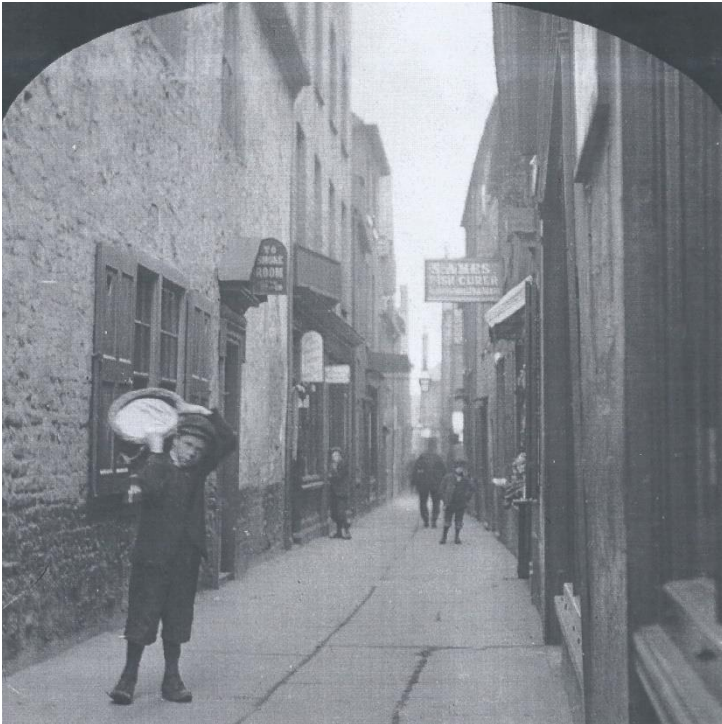
Naming of the Rows

Before we proceed with this history, it might be as well if we paused to consider the derivation of the term Row.

Charles Palmer in his *Perlustration of Great Yarmouth* says, “Why these thoroughfares in Yarmouth should be called Rows is not clear. In the oldest deeds extant and in all legal documents down to the present time (1872) they are described as common lanes or Rows”.

The word Row is supposed to be derived from RHODIO (to walk) or from the Saxon ROWA (a rank). What seems more likely is that someone with a Norfolk dialect would pronounce the word Row as Rue which is French for a street or lane.

You must draw your own conclusions.



History of the Rows

Earliest Record

Local tradition states that the sandbank on which Yarmouth stands was first inhabited soon after the year 1000 AD. The town's origins are earlier, for by the time of the great Domesday survey of 1086, Yarmouth was a small but well established community. Tradition also states that the sandbank was at first seasonally occupied by fishermen who built temporary huts whilst they fished the North Sea which was then teeming with herring. In the wake of the fishermen came the small tradesmen and businessmen who supplied the necessities of life to the seafarers. So the settlement grew over the years. In 1008, the first houses and habitations erected in Yarmouth were on Fuller's Hill as it was at this time the only dry land in Yarmouth.

The first mention of the Rows was in 1198; when the number of each leet (ward), was given, and we find a total of some 140 Rows recorded. From this it can be stated that the Rows were well established by this time and predate the Wall.

Even before the Town Wall was built, land was at a premium so the small area available made it necessary for houses to be built as close together as possible. By building in parallel lines more houses could be accommodated. Originally Yarmouth had only three streets running North/South. One called Conge Street, so called from the Conge on the North Quay, where in early times the King's Provost had his official dwelling and where vessels had to pay their tolls and dues before they could obtain their Conge, or leave to depart. It is a matter of much regret that this part of the old town disappeared in the demolition of houses under the slum clearance schemes of the mid 20th century. The other two streets were known as Middle Street and Middlegate Street, the last named being the only one today to keep its old name to this day.

After the Town Wall was built with no buildings allowed outside the wall and the very small area available for living within the walls, the Rows were maintained to this peculiar plan.

In the year 1348, the population of Yarmouth numbered ten thousand. We can, therefore, without difficulty, understand how valuable space would be in those early times and how general the desire to make the most of it.

At one time there were 145 of these Rows, each named after some person living in it, or after some peculiar characteristic it possessed. In the time of Henry Manship the Yarmouth historian c1619, the number of Rows was stated to be 140. In 1826, John Druery, a later historian gave them as 156.

The average width of a Row was six feet. The narrowest, Kittywitches, is only 2 feet 3 inches at the west end. The length of the Row area from north to south is about one mile but if one travelled up and down every Row it is said one would have walked seven to eight miles.

There were many advantages in this plan. The inhabitants were practically all together and in medieval times this afforded mutual protection from hostile invasion. Henry Manship the Yarmouth historian said, ***“one man with shot and powder would be able to make resistance against twenty. The streets were contrived and built flank ways so even if the enemy gained the walls and entered the town, with very few men defending, they could be repulsed”***. Such a contingency was by no means unlikely; pirates often landed on the shore with nefarious intent and raids by men of the Cinque Ports and by Frenchmen were not unknown.

Yarmouth being built on a sandbank is flat and having water on both sides is prone to flooding. As all the Rows run east to west, high tides would travel through but the houses were so constructed that they could be defended by boards placed in grooves at the entrance to the little courts and outside the doors to prevent flooding.

Although in a confined situation the Rows were well ventilated and such was the skill with which they were designed, a current of air, sometimes a gale of wind passed straight through them. The Rows were exposed to all the winds that blow but the clustered houses were said to be warm and snug in winter and delightfully cool in summer. On sunny afternoons, the setting sun shone right down the Rows, transforming them into pathways of gold.

The chief commercial centres of Yarmouth were the Market Place and the Dutch looking quays along the River Yare. How conveniently these Rows were situated. Go east and you are in the Market Place, where wives and mothers found the shops and market stalls with their country produce. Go west and you are on the Quays. Here the men of Yarmouth found their ships, fishing boats, boat building yards and rope walks, all near their homes. When fresh water was needed, the old wells in the sands outside the Walls could provide it. On either side the fine old inns and the friendly taverns awaited them.

Since 1804 the Rows have been numbered. Row 1 being at the northern end of the town and Row 145 at the southern end of the town. Row 1 was called Ramp or Rampart Row and was built on to the Town Wall at its northern extremity. This portion of the fortifications of the old town was unfortunately demolished a good many years ago to make way for a road. Row 145 built at the south end of South Quay, still exists and is not devoid of architectural interest. At its south-west corner is a fine example of Norfolk flintwork. In the past if one followed Row 145 to the east into Middlegate Street, a fourteenth century arch would have been facing the explorer. Although no more, it was thought to have belonged to the Dominican Priory which was situated further to the south.

Not all the Rows were back to back houses. Many had tiny square courtyards that had pots of colourful flowers and climbing shrubs around the walls. Most of the Rows were originally paved with pebbles from the beach. This was a decided improvement from gravel but these “petrified kidneys” as E. L. Lupson the parish clerk chose to style them made walking anything but a pleasure.

Later flagstones or bricks were introduced down the centre of the Rows. In 1884 a start was made on concreting these footpaths. A few Rows were paved throughout with flagstones, and were, not surprisingly, preferred by foot passengers to the pebbly pathways. Troll Carts were not allowed to enter the improved roadways.

The Rows were unique in England. However, largely as a result of slum clearance (Under Ministry of Health Act 1930), wartime devastation and post war re-development, only a few of the original hundred and forty-five Rows now remain. Long before the air raids of World War II did so much damage to life and property in this densely crowded area, many of the Rows had been absorbed into new buildings. Although the Rows were latterly inhabited by humble folk, people of considerable importance once dwelt in them in fine houses with courtyards and gardens.

Walls and Towers

Due east of Yarmouth lie the Low Countries. This simple piece of geography, allied to the fact that the town was the key to the defence of the East of England, made it of great strategic importance to Henry III. Accordingly, in letters patent dated 1260 Henry gave permission for the burgesses to enclose Yarmouth with a wall and moat. However work did not start on the project for over twenty years. Like Rome, the Wall was not built in a day, for it took upwards of a hundred years to complete. In the early stages, the cost of building was met by levying tolls on all ships entering and leaving the harbour. Contributions were also received from a number of wealthy and patriotically inspired citizens.

The people themselves were the labour force. Each and every one of them was beholden to do a certain number of days work on the Wall each year. The more wealthy were able to escape this irksome and back aching duty by paying others to labour in their stead. This obligation which was known as "murage" seems strange to modern eyes but to a society which was completely dependent upon itself and which, but, eighty years previously had experienced some of the smarts of feudal service, it seemed perfectly natural. There was a shortage of building stone in the area and to have carted it from elsewhere or shipped it in from abroad would have been ruinous. In consequence the walls and towers were all built of local flints and pebbles which were found lying on the beaches and in the immediate neighbourhood. The construction of square towers was out of the question, for this would involve the use of stone for the corners. In consequence all towers are round except King Henry's Tower.

The difficulty in obtaining material is evidenced by a number of contrasting entries in the official records. For instance, in 1336, "first bought of Bartholemew of Thorp a certain quantity of stones of his ships ballast at the price of 2s." It would also seem that Thomas Robert King and John Mole made a "good thing" out of breaking down an old wall outside the town and selling it back to the citizens at 19s, 10d a load.

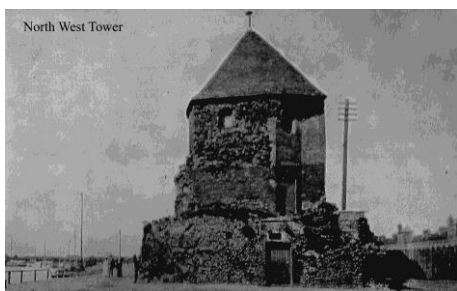
The finished walls were 23 feet high and 2200 yards long and enclosed an area of 133 acres, which was the extent of the town for many centuries with nobody permitted to live outside the Town Walls. To the west the River Yare provided protection for the town.

It seems likely that King Henry's Tower in St Nicholas Churchyard was the first tower built and the Wall, broken by eight gates, was continued in a southerly direction as far as the Blackfriars Tower. At this point the Wall turned through a right angle to the river bank. Between the Blackfriars Tower and the river the principal entrance to the town, the South Gate, was erected.



Judging by the many prints and watercolours of the South Gate it must have possessed a singular charm and grandeur and one can but regret its destruction. In 1349 the coming of the Black Death caused work on the wall to come to an abrupt halt, but as soon as its effect had passed, work began again and the walls were then extended from King

Henry's Tower, across the northern boundary of the churchyard and across the road leading to Caister. Here another main entrance to the town, the imposing North Gate, was erected, and there is reason for believing that its two lofty square towers and central portal were built at the expense of those who had become rich by burying the dead during the Plague. The walls were then extended to the River Bure and terminated with the Northwest Tower.

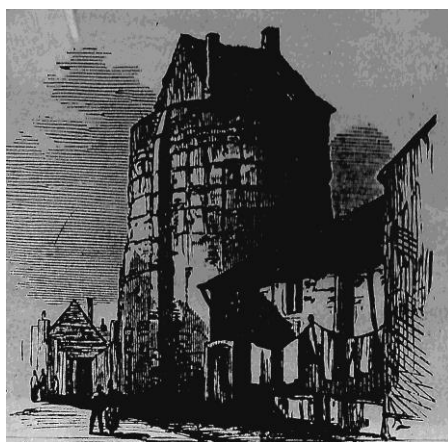
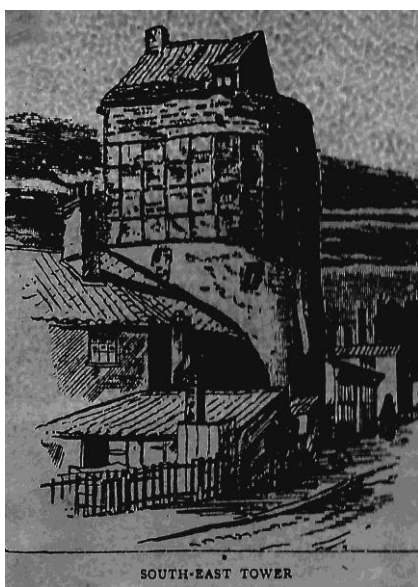


When the wall was finished a moat was dug all round it and Yarmouth was as strongly a fortified town as one would expect to meet in the Middle Ages. In 1558 Thomas Nash, the Elizabethan dramatist, who was born in Lowestoft, described Yarmouth in his tract

Lenten Stuff as being a "flinty ring of 15 towers which sent out thunder whenever a Spaniard dared to come near".

Thirteen years earlier, however, this description would have been most inaccurate, for when the Duke of Norfolk inspected the defences at the command of Henry VIII, who was waging war against France, he was far from pleased. Sand dunes overtopped the walls and these he ordered to be levelled. The moat was again dug and cleared of rubbish. The picturesqueness of the huts and shanties built up against the wall itself failed to move the Duke and he ordered their immediate destruction. The inside of the wall was then built up with earth and Yarmouth was again ready to repel invaders.

There was another alarm at the time of the Spanish Armada, and Elizabeth I was so convinced of the importance of a fortified Yarmouth that she compelled Norwich, Norfolk, and Suffolk to pay large sums towards the repair of the walls whilst she herself despatched supplies of gunpowder and arms. Several cannon were strategically placed on a mound higher than the wall itself, which was raised to the west of the South Gate. From this position the River Yare could be commanded and to make doubly certain a boom was also stretched across the mouth of the Yare. Day after day the task of fortification went on. Ravelins were thrown up, trenches and earthworks of all kinds were dug. Every day four men scanned the horizon from St. Nicholas's church tower in search of Spanish men-of-war, which, as we know never came.



As before this state of preparedness passed when peace came. In 1625, when Charles I ordered an inspection be made of the defences he was shocked at the neglect into which the defences had fallen and ordered they be strengthened by the addition of a further thirty cannon. When the Civil War began the town declared for Parliament and those suspected of royalist sympathies were locked in the Wall's towers. The gates were kept locked, drawbridges were raised and the moats deepened and a watch kept from the walls. The defences were being manned for the last time and when the Civil War was over the Wall was again allowed to fall into decay, this time for ever.

Principal Buildings

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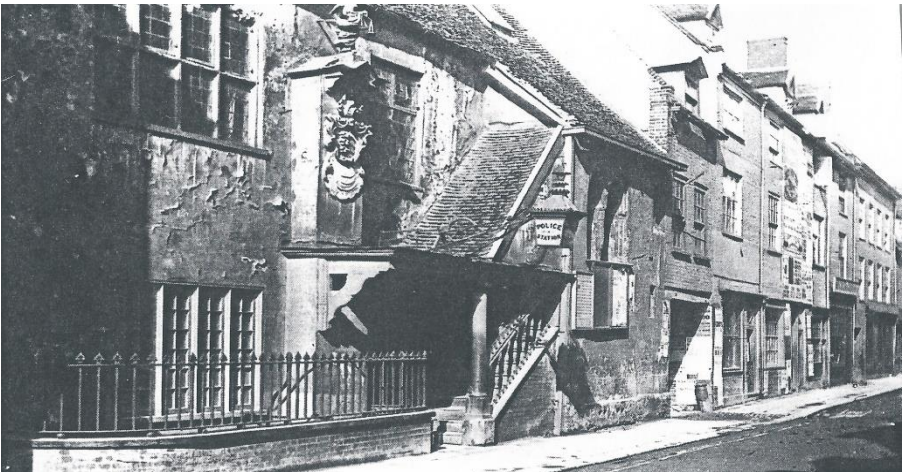
Rows

Ancient Tolhouse of Great Yarmouth

The Tolhouse was originally a merchant's fortified house, believed to have been first built in the 12th century, with many of the earliest surviving features dating from the 13th century. In 1552, after a number of years renting, the Tolhouse was purchased by the Borough for use as the Town Gaol. In 1622 the Tolhouse Chamber was “fitted and provided for Assemblies.”

The Tolhouse was the principal building in the Row area, and was the focal point for centuries. It remained the town gaol until 1835, and from 1836 it housed the local police. Another restoration in 1883 saw the rear wing demolished and the Tolhouse became the Town Museum and Library until it was badly damaged by bombing in 1941. The last restoration took place in 1961 when it became purely a museum, which has been its role to the present day.

This beautiful building has many fine features including elegant gothic windows on the first floor, which contrast to the more austere rectangular windows on the ground floor. The Tolhouse is sandwiched between, Row 106 (Gaol Row) from Middlegate Street to the South Quay and on the other side was Row 108 (Walking Row) again from Middlegate Street to South Quay. Row 108 was so called because it was the first Row to be paved with flagstones which replaced the cobbles that made many Rows difficult for pedestrians to negotiate.





Tolhouse Doorways



Architectural features of The Tolhouse.

Definitions:

ashlar - A thin rectangle of stone for facing walls

colonnettes - slender columns

corbel - used to support a cornice or arch

embrasures – loopholes

machicolations - small projecting arches

quatrefoil - representation of a leaf with four leaflets

trefoil - appearance of a trifoliate leaf

transom - crosspiece over a door

This fortified first floor Hall House illustrated early adaptation of military architecture to domestic purpose. Flint with some ashlar and ashlar dressings. Plain tiled roof. The north gable wall has been rebuilt c20th, and the south gable wall has largely been rebuilt.

The East front is of two storeys with a range of three windows in all. To the left is a four light transomed casement installed in 1960, copying one inserted in 1622. To its right is a flat buttress with a Statue of Justice on the top and a cartouche with Yarmouth's Coat of Arms which is three Royal Lions dimidiated with Herring tails, and the name of the Mayor in 1781 who was William Fisher.

Right again is a forebuilding added c1250 in front of a blocked arch of c1150. The forebuilding has a staircase rising to the entrance door of the first floor hall. It has a pointed arched grille opened in 1883 and a corbel table of trefoiled machicolations beneath a pair of arched unglazed cinque foiled windows.

The main hall is lit through a two light geometric window with encircled quatrefoils. They are of 1883, replacing two wide transomed casements. To the extreme right is an added c14th or c15th bay lit through two slit vents and a c20th two light leaded casement.

The first floor hall is entered through a pointed arched doorway with two orders of colonnettes with dog-tooth decoration in the jambs. The hall has a further doorway leading to the former south west wing and two window embrasures. The Crown post roof is of 1960.

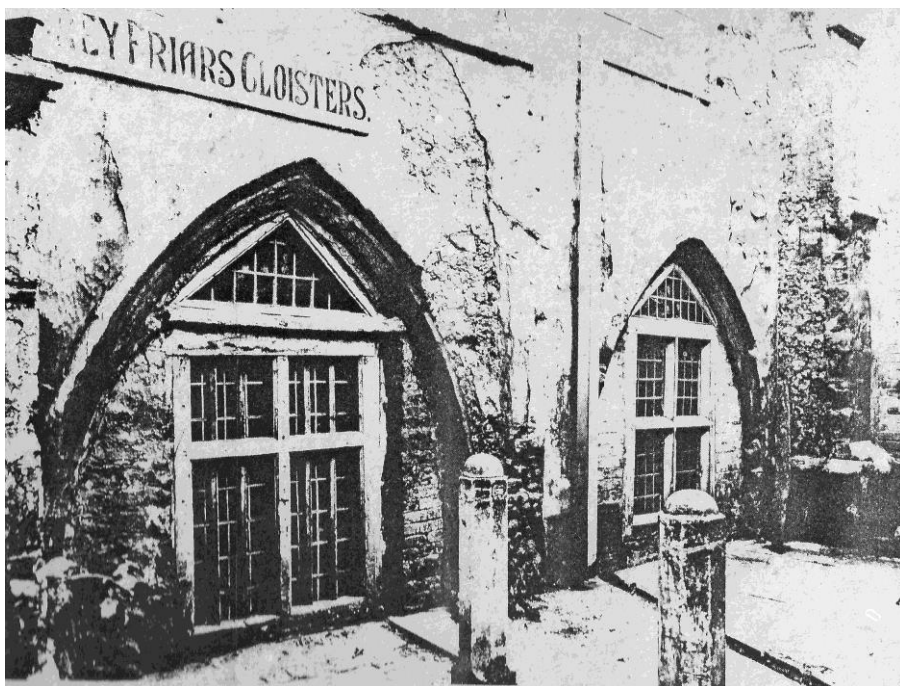
The basement is divided into two rooms. The north room has 4 detention cells protected by an iron screen of circular-section verticals. four oak cell doors with heavy gate latches. The cells are oak-lined and each has an air vent in its barrel vault. The cells were proposed in 1796 and erected soon after. The added north bay has the remains of a winder staircase.



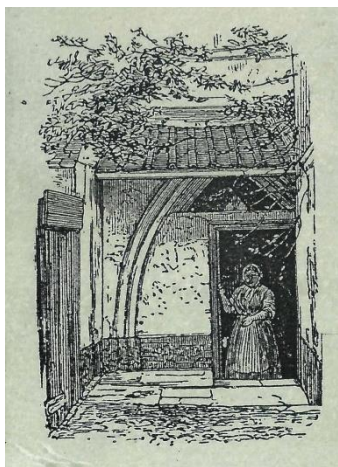
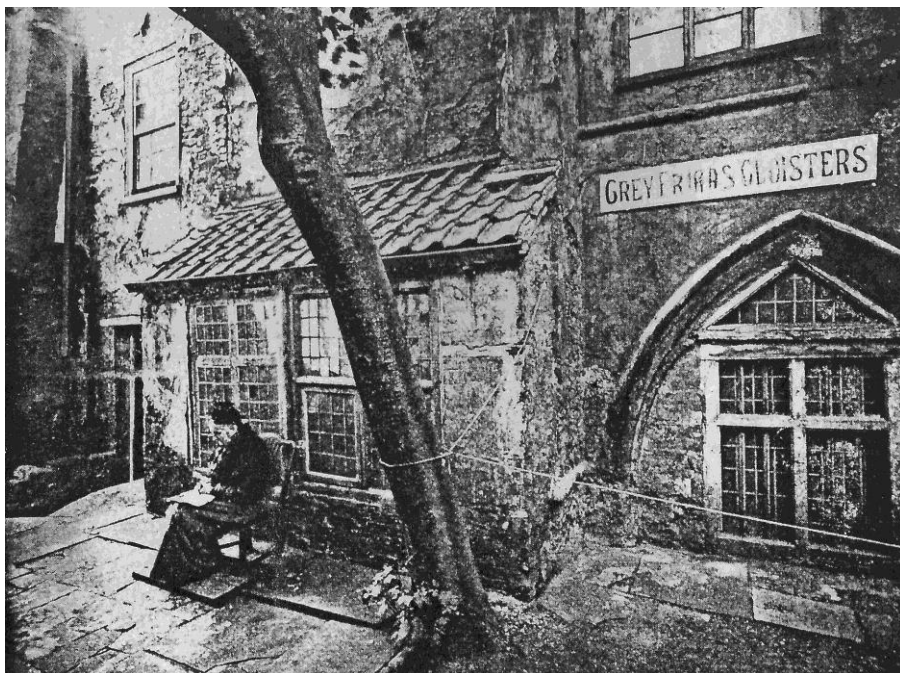
Row 91 ½ From Middlegate Street
Greyfriars Row – Cloister Row

This short Row led to the remains of Greyfriars Church founded around 1270 by the Franciscans who soon acquired most of the land around the Middlegate Street area, the main hub of the Rows for centuries. The eminent surgeon Sir James Paget, after whom our District Hospital is named, attended a school there as a boy.

These cloisters were damaged by German Air Raids in World War II and were restored by the Ministry of Works.



For the antiquarian and visitor who delight to remember their visits to Great Yarmouth by treading where monks of old trod, the Cloisters have a strong appeal.



The Franciscans came to Yarmouth about 1250. Other orders settling in the town included the White Friars, Black Friars and the Augustinians.

The remaining relic of the Grey Friars is a noteworthy, elegant, groined ceiling. This, unfortunately was covered, in 1888, by a low, flat plaster ceiling that served two cottages. Particular attention is directed to the centre boss said to represent the Last Supper.

Other portions of the monastery were located in Rows 92 and Rows 96. Arches did exist in what was known as The Turks Head Tavern.

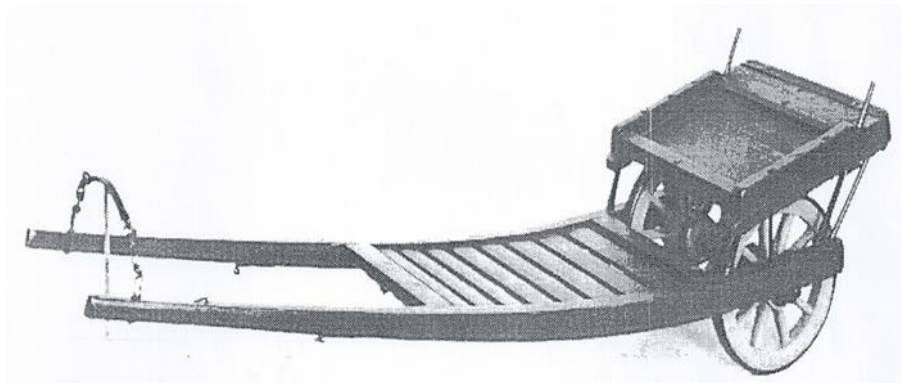


Interior Grey Friars Cloister

An item of great local interest on view at the Cloister is a copper weather vane, probably from the Children's Hospital, once on Yarmouth Market Place. It bears the date 1664, the Town Arms and the initials of the Balliffs.

The Ubiquitous Troll Cart

The Troll Cart was specifically designed for use in the narrow Rows of Great Yarmouth. The wheels were underslung so as to provide a very narrow vehicle, making the width of it hardly wider than the horse. They acquired numerous names over the years; Yarmouth Carts, Yarmouth Coaches, Troll Carts, Trolley Carts and Harry-Carrys.



A writer to the London Magazine 1777 gives the following important measurements of a Troll Cart, i.e.: The length from the tip of the shafts or strings is 12feet, the breadth 3feet 6inches, the wheels being only 2 feet 9inches high and sometimes made of one solid piece of poplar or ash which was 5inches thick, without tire (tyre).

Before the Troll Cart, there would have been a large number of porters employed in the town to carry fish and other goods from the boats to the fish houses of the merchants, as well as to the ordinary inhabitants. After time, carts called Harry Carries were devised to transport goods throughout the Rows. The owners of the same being called Harry Carmen. In the early days of the Troll Carts boys and girls were often employed to drive these carts but it was found that they could neither guide these carts safely nor were they able to safely lift such heavy items as baskets of fish.

The use of children to drive Troll Carts inevitably lead to damage to the houses in the Rows, which often had to be paid for by an innocent householder. As a result using children to drive Troll Carts was outlawed in a Town Ordinance dated 1492, one of many relating to Troll Carts and Rows. It may be said with some confidence that the Yarmouth Troll Cart dates back to before the reign of Henry VII (1485-1509).

Below is an extract from the said 1492 Ordinance.

“Wherefore be it ordained, that from henceforth every Harry Carryman keeping a Harry Carry, to get money by the same, shall keep to go with same, one able man, which can both order his horse and the Harry Carry and also is able to lift a basket being full of herring, and the same safely to bring, whither he shall be appointed, upon pain that every man carrying a Harry Carry as before it is said and appoint any man to go with the same contrary to the meaning of this ordinance, and proven as before, shall forfeit every time so offending to the towns use.”

The Yarmouth Coach



Of almost identical construction to the Troll Cart was the Yarmouth Coach. Yarmouth Coaches were designed to carry passengers and were painted bright colours, usually red, blue or green. In common with many carts and coaches of the time they had no springs so around the cobbled streets of Yarmouth you would be in for a rough and uncomfortable ride.

William Mavor edited the British Tourists Pocket Companion said of the Yarmouth Coach after visiting Yarmouth in 1806., “*The vehicles for the transport of goods and passengers in this town and vicinity are whimsical to a high degree. They are long narrow carts drawn by a single horse and some of them that are somewhat elegantly made, go by the name of Yarmouth Coaches. On the sandy roads of the environs they sink so deep that they look like sledges and on the rough pavement of the town they are sufficient to shake the strongest nerves, but nevertheless they are useful and their novelty amuses*”.

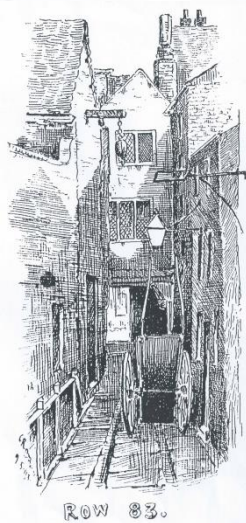


An earlier reference to the coach was made by Daniel Defoe (1661 - 1731). Speaking of Yarmouth he says, “*People are carried here all over the town and from the seaside for sixpence, in what they call a coach but it is only a wheelbarrow drawn by one horse, without, any covering*”.

Undoubtedly the tax on carriages of 1747 accounted for the diminishing number of these vehicles in Yarmouth toward the latter part of the 18th century. Palmer mentions a court case being brought as a protest to the tax, however the judge upheld the decision that the duty of £3 10s 0d was payable.



YARMOUTH BEACH CART

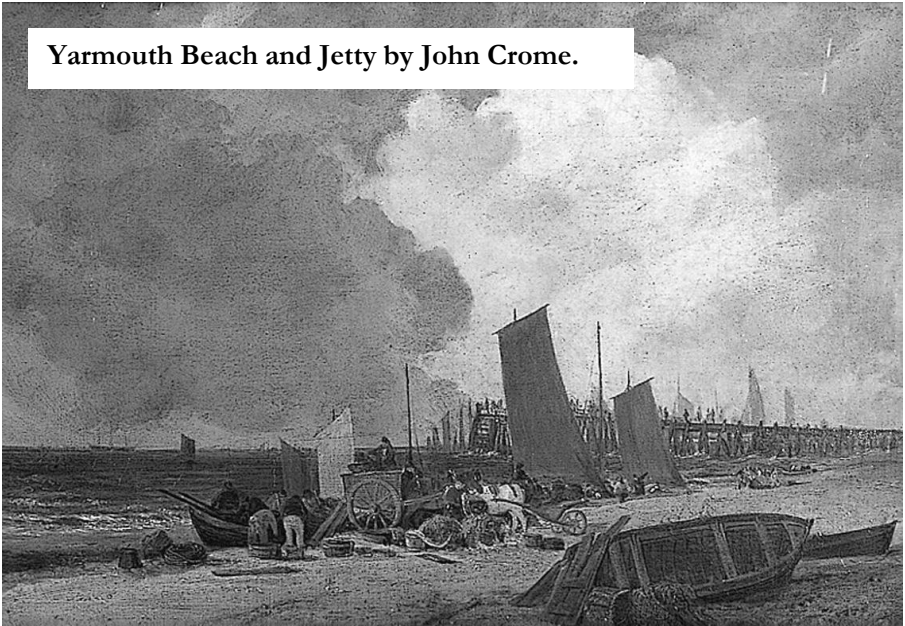


For a time a replica of a Troll Cart, which was built at the YCENI workshop was on display on the Great Yarmouth Market Place for all to see and admire. This replica Troll Cart now resides outside the Town Hall. The only original Troll Cart remaining was made from driftwood from the beach, as most were, and is to be found in the Tolhouse.

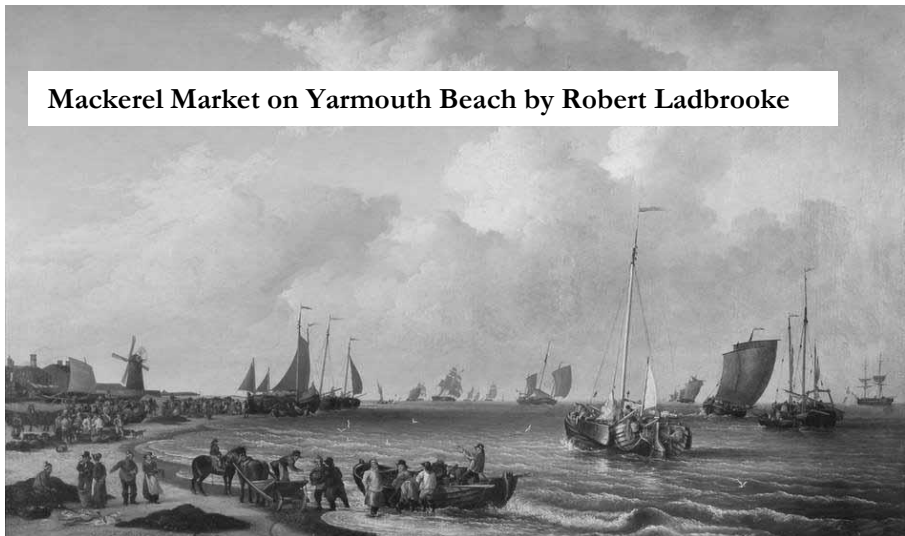


Most of the following paintings were painted by the Norwich School of Painters, as I stated earlier this School of Painters did not paint scenes from the Rows but they did paint scenes from Yarmouth Beach which featured Troll Carts.

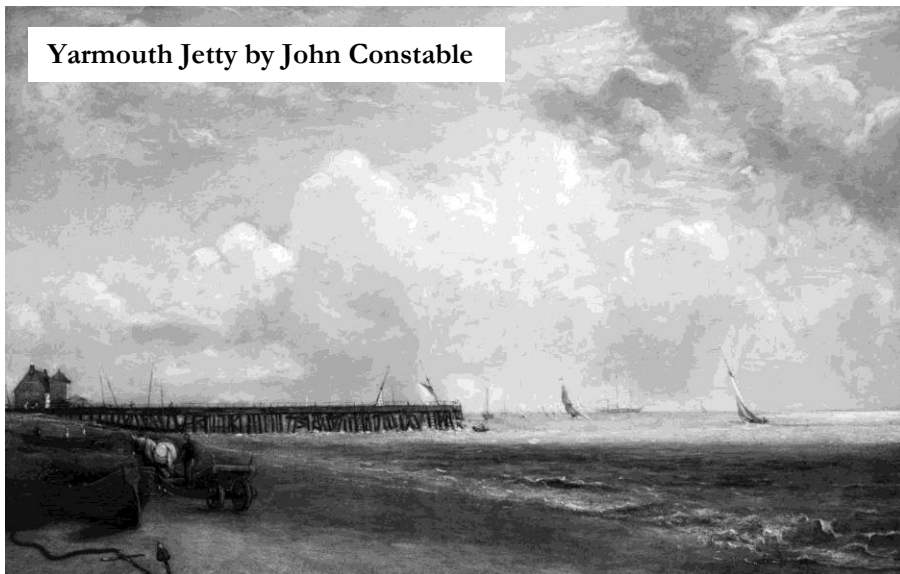
Yarmouth Beach and Jetty by John Crome.



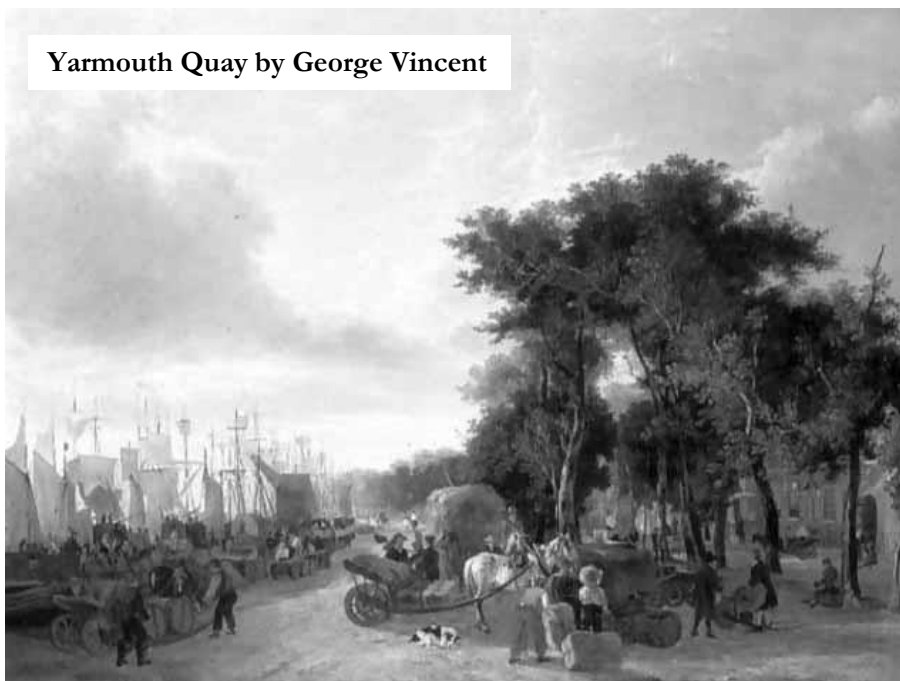
Mackerel Market on Yarmouth Beach by Robert Ladbrooke



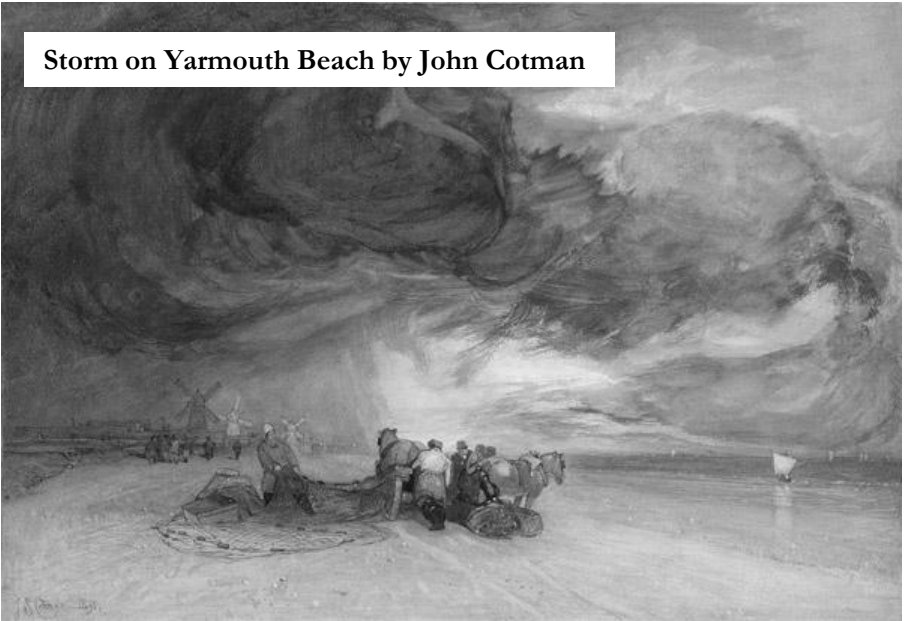
Yarmouth Jetty by John Constable



Yarmouth Quay by George Vincent

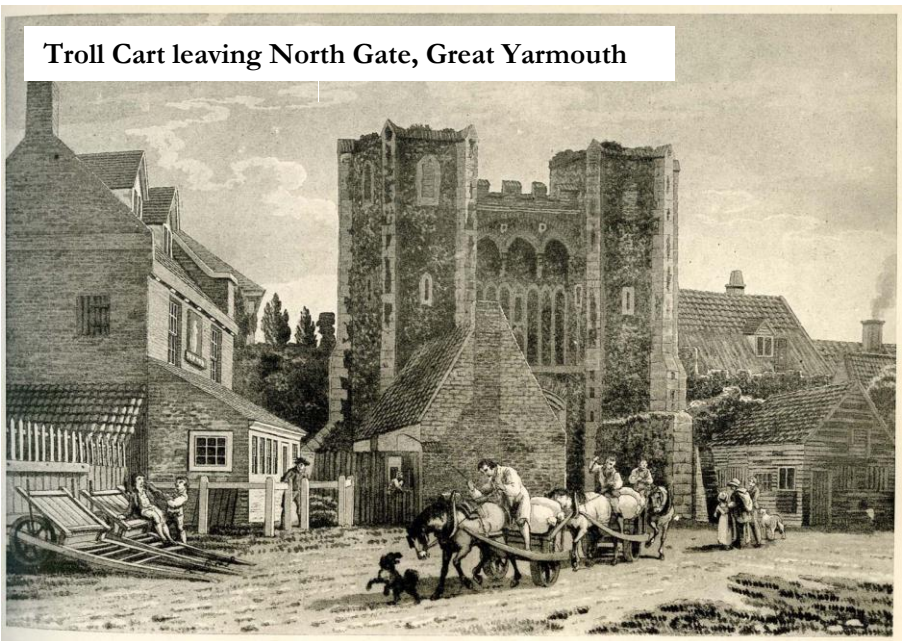


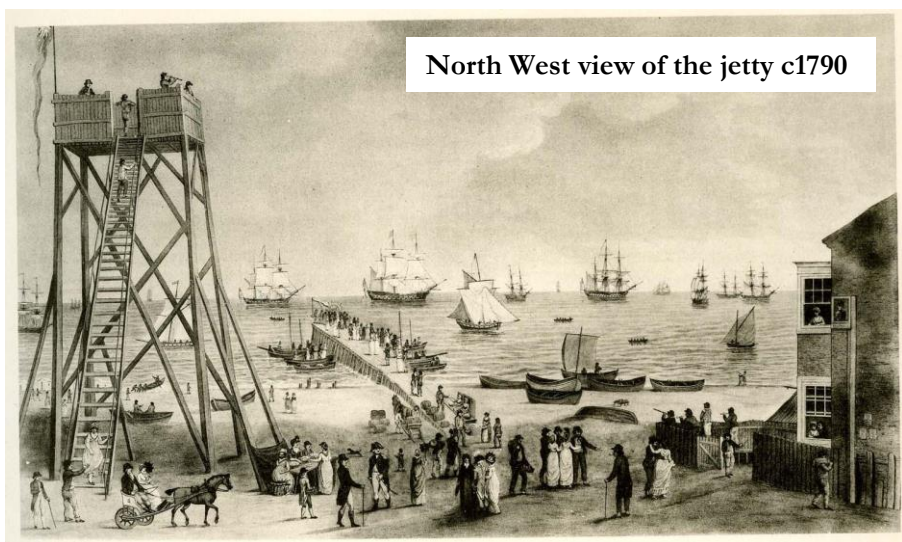
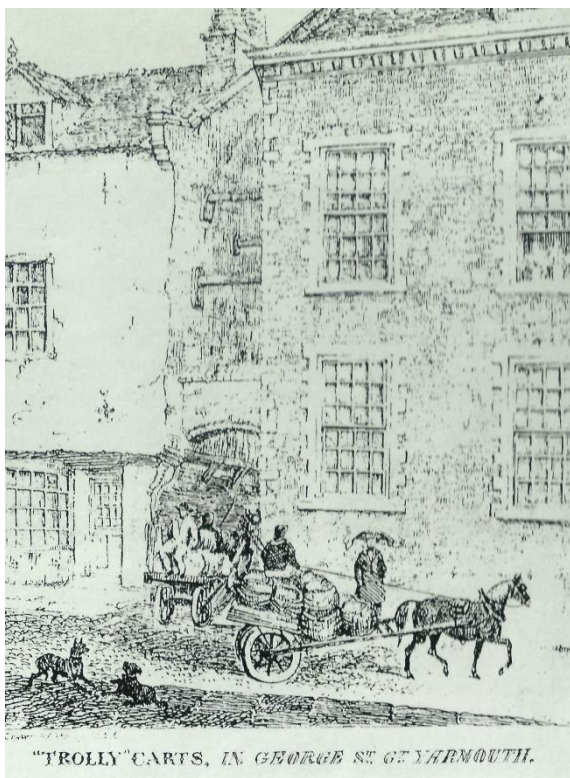
Storm on Yarmouth Beach by John Cotman



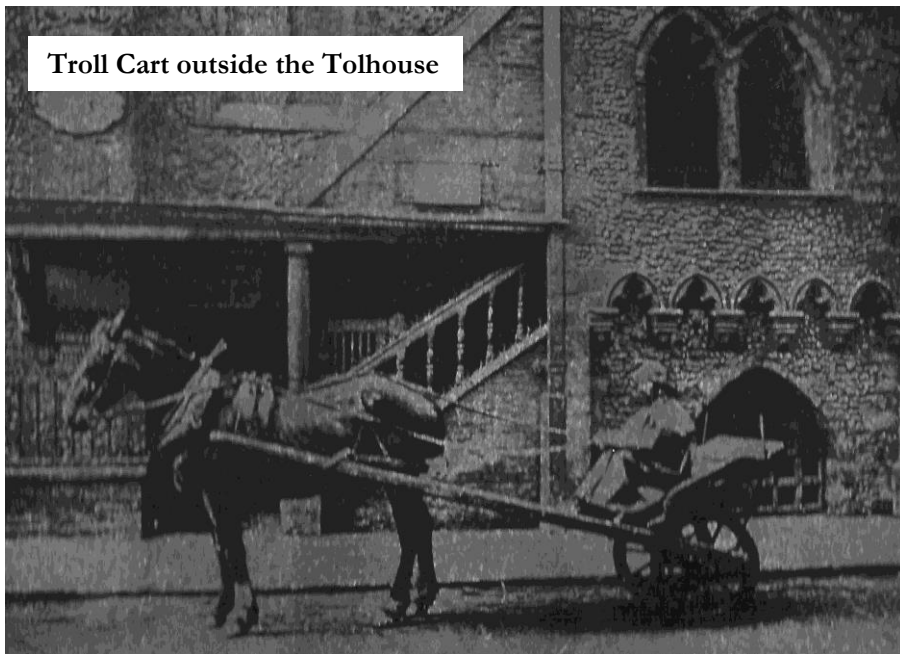
Also featured here are several drawings by unknown artists, giving wonderful sketches of "Troll Carts" and "Yarmouth Coaches", in various stages of haulage, groaning under loads of herring , beer and people.

Troll Cart leaving North Gate, Great Yarmouth

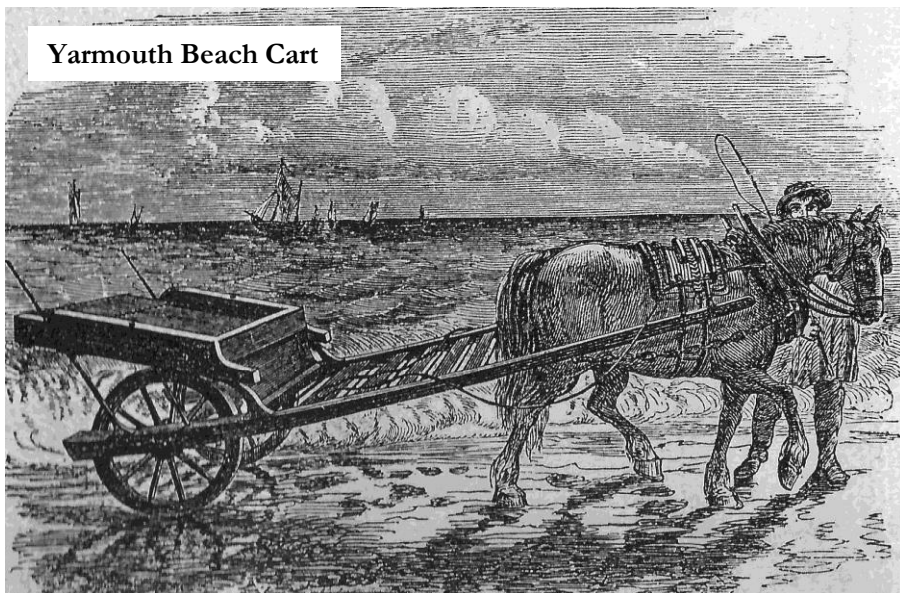




Troll Cart outside the Tolhouse



Yarmouth Beach Cart



Artists who
Immortalised
The Rows

When I started my personal researches I did not find too many paintings of the Rows. I thought there were bound to be some paintings of the Rows by the School of Norwich Painters but, alas, no.

However, I eventually came across some pen and ink sketches with wonderful colour washes from a number of other artists. I was astounded by the quality and variety of sketches from many 19th century artists. I have included works by the following artists :

Edward Charles Pocock (1843-1905)

Claude J.W. Messent (1899-1975)

Noel Woodward Spencer (1900-1986)

Charles John Watson (1846-1927)

Cornelius Jansen Walter Winter (1817-1891)

In this section I have included some of the works of the renown 19th century photographer

Francis Frith (1822 –1898)

Edward Charles Pocock

(1843 - 1905)

I was introduced to the work of an artist by the name of Edward Charles Pocock by Mr Damian Eaton of the Norfolk Museum Services.

Edward Pocock, who was this man!

I had never heard of Edward Pocock, Damian arranged for me to view some of Mr Pocock's drawings and sketches. Here was just what I was looking for, an artist who captured the mood of the Rows with his keen observations. The Rows became alive before my eyes, with this series of studies based on the Rows as they were over a hundred years ago.

Edward Pocock produced his wonderful selection of pen and ink drawings with colour washes. I was mesmerised by these very delicate sheets of paper. The drawings were exquisite and considering the age of them, they had not faded or lost any of their lustre, unlike most of the Rows which are now long gone. I loved the way Pocock was able to bring the Rows to life with his overtones, his subtle lines, his tone and shade, just one line, or one squiggle, making all the difference. I love and admire his talent and expertise for making what looks like simple pen and ink sketches, come to life with a vengeance.



Edward Pocock was born in London and at an early age he became an artist working for the London Illustrated News. Early in his career he was sent to Norwich to sketch scenes associated with the disastrous railway collision at Thorpe, 1874. I include his sketch of the crash, which was later turned into a copper plate etching. It is believed that whilst working in Norwich, he became involved with the late Mr Mark Knights who published a journal called Peeps Of The Past, which covered buildings of architectural beauty in and around Norwich. This inspired Pocock to do the same for the Rows of Great Yarmouth. Pocock became accustomed to working with astonishing rapidity and profusion, which only showed how great was his talent. He had spent time as a war artist for the London Illustrated News during the Russo-Franco War. This accounted for the speed with which he was able to work.





Pictures that appeared in The Illustrated London News on Saturday 19th September 1874 reporting the head-on collision at Thorpe.





Edward Pocock's greatest attribute was his ability to interplay with colours, and this combination of tone and shade made him a master. I love everything about this artist, and his contribution to the history of the Rows. He died at the age of 59, after a long illness, and is buried in Norwich. If it was not for such artists as him the history and recording of the Rows would be sadly deplete.

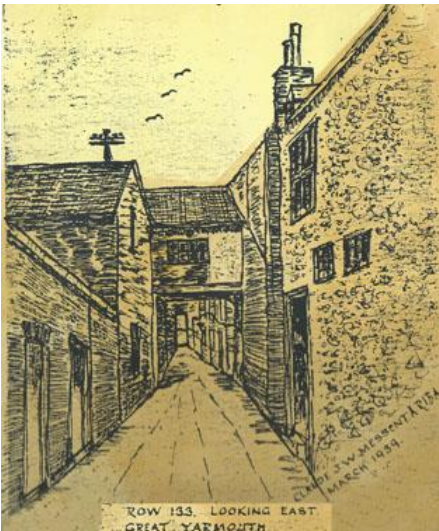
Claude J. W. Messent (A.R.I.B.A.)

(1899-1975)



When I began my research into Mr Claude Messent whom I knew to have been an architect I was astonished to learn that he had also been a Rector as well as an author, producing over a dozen books. It is discovering facts such as these that makes long hours research so worthwhile and rewarding. Claude Messent came to my notice the same way that that I learned of Noel Spencer; through newspaper articles that I uncovered in my local library. These articles led me to discover some wonderful sketches of Yarmouth Rows created by Claude Messent.

His style was to draw in short sharp bold broken lines. The architect in him coming to the fore in his sketches, bringing out herringbone patterns in brickwork, even the odd round, moulded chimney stack dating back to the Tudor period. These sketches appeared in the Yarmouth Independent titled "The Rows of Great Yarmouth". The articles appeared right up to the Second World War, the last appearing on August 19th 1939.



THE ROWS OF GREAT YARMOUTH

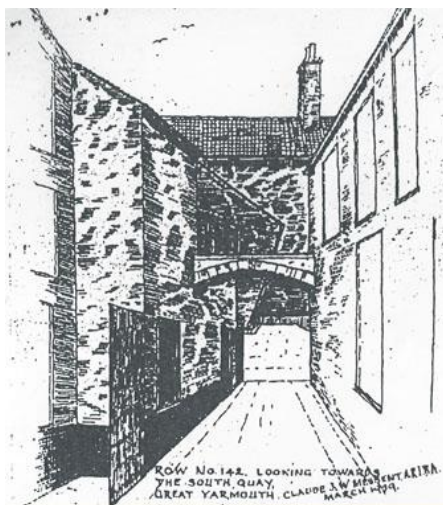
By CLAUDE J. W. MESSENT A.R.I.B.A.

INTRODUCTION

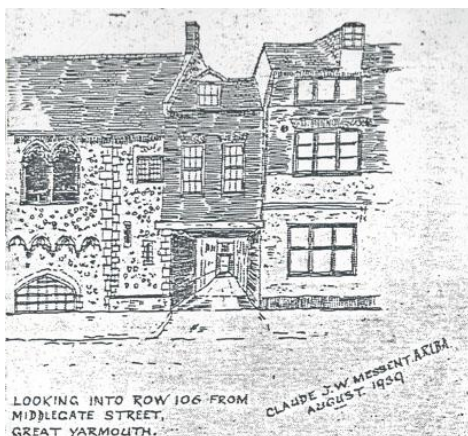
Up to the year 1804 Rows were named and not numbered. The names being derived in each case from an inhabitant who lived in a house at either end, or from an adjoining ale house. In a number of instances the local inhabitants gave them more than one name, these additional names being derived from various characters who lived in them or from various trades that carried on in them.

In the *Perlustrations of Yarmouth* written by Mr Charles Palmer, a great local antiquary and historian of the 19th century, the number of Rows is given as 145, but White, in his *History of Norfolk*, put the number at 156. Perhaps the latter writer was quoting from an early record which was taken before the official numbering took place in 1804, and which might include other thoroughfares which were later not considered to be Rows. However, according to Palmer, their total length was about eight miles. Thus it will be seen that a complete survey of them would be a vast undertaking and in choosing suitable examples for sketches, many steps would have to be retraced and long distances covered.

Therefore in this series of the Rows of Great Yarmouth, it has been considered most convenient to take the examples at random, and the viewpoints from spots that give the most, satisfactory results. It should be pointed out these Rows appear to be much more lengthy than they actually are on account of their narrowness, the longest Row being No.1 which is only three hundred yards long. Sad to relate, several of these old Rows have been pulled down, these being mostly at the north end of the town; and others are likely to be demolished later, on account of being regarded as slums. The most fervent antiquary would not deny this of some of them, but many could be improved by reconstruction without altering their ancient architectural features, in which many of them are exceedingly rich. A good many of the Rows have at least three distinct style of architecture, and quite a good few have walls dating from the 15th century onwards, and showing features of work of each of the following centuries up to the present day. Thus it will be seen that they teem with interest not only architecturally, but in other aspects of history, as many of them still contain houses which were the homes of notable personages, not only in local but in national history.

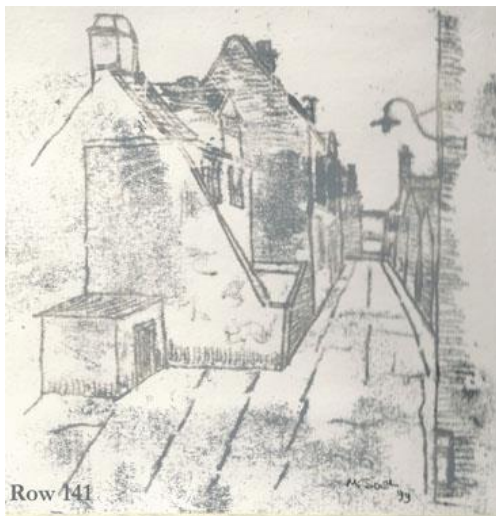
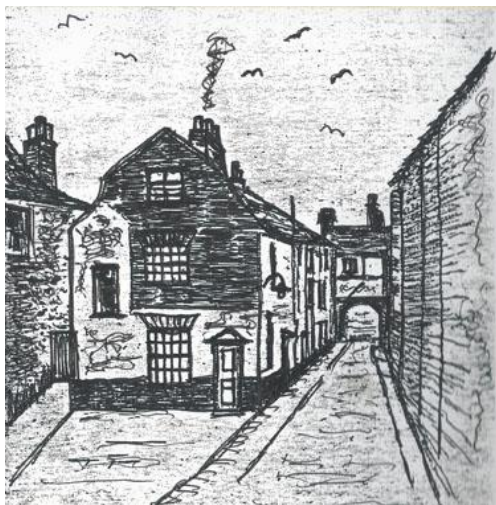


It was very difficult to view at first hand Messent's work, because it is in private collections. With the help of the librarian at my local reference library I managed to view the archives for information on these beautiful line drawings.



I like his dramatic bold lines which adds depth to the sketches. I particularly enjoy his style and flair and admire his work greatly, a very talented gentleman. Without the likes of Messent, Pocock, Spencer, Watson and Winter recording scenes for posterity the Rows, churches and buildings of great architectural beauty in the town would be lost forever.

I so much admired the sketches of Claude Messent that I thought I would sketch some Rows using his style. Below are some of my efforts, I hope you like them.



Noel Woodward Spencer

(1900-1986)



During my researches I came across the work of Noel Spencer. This artist was brought to my attention whilst holding discussions with Damian Eaton.

Noel Spencer was born in Nuneaton in 1900 and died after a long and hard working life in 1986. He studied at Ashton and Manchester School of Art and from 1923-6 he attended the Royal College of Art. During his life he produced articles for The Yarmouth Mercury between 1954-59 and as you can see from the sketches I have selected from the “Corners of Old Yarmouth” Series they were very interesting and produced with much technical ability and observational perfection. He has, as you can see from some of the drawings included

his old bicycle leaning on a wall (his trade mark). Many of his drawings were carried out using the medium of pen and ink, illustrating many facets of the Great Yarmouth Rows.



Noel Spencer produced a large amount of work, most of which is now in private collections. He worked with oils, watercolours, creating sketches and a range of high quality etchings. He exhibited at the Royal Academy and it was in 1946 that he became Principal of the prestigious Norwich School of Art on St George's Street, Norwich. Noel also taught at Birmingham, Sheffield and Huddersfield Schools of Art. He retired in 1964 during which time, he was instrumental in helping many aspiring art students to proceed into higher degree courses.



Damian Eaton has again assisted me by using his special camera equipment to produce photographs of some of Noel Spencer's work. The quality of detail in Row 84 shows very clearly the devastation that occurred in Great Yarmouth during the Second World War.

The style used in other drawings involves much cross hatching which produces a most forlorn derelict look. Row 51 was treated to a softer effect for this last reminder of a house about to be demolished. It is fortunate that men such as Noel Spencer put pen to paper and recorded these buildings during their "death throes". Techniques used during the "Row Series" of drawings for the Yarmouth Mercury included many varied pen and ink works making statements. I have attempted to show a few.



Obituary: E.E.N 26th Feb 1986

Tributes to former Art School Head

Many tributes were paid at the funeral of former Norwich School of Art principal Mr. Noel Spencer yesterday. Mr. Spencer, who died last week aged 85, was the school's principal for 18 years until 1964 when he retired.

The mourners, at the funeral at St. John's Timberhill, were led by Mr. Spencer's widow Vera and his sister Kate. The Requiem Mass was said by Canon Michael McLean. Canon Reggie Wylam, secretary of the Diocesan Advisory Committee on which Mr. Spencer served for many years gave a reading.

Miss Irene Ogden, former Head of Art at Norwich High School. said it was no exaggeration to say that the school owed its existence today largely to his efforts in the 1960s.

The school's future was threatened by the reorganisation of art schools, said Miss Ogden. "I remember very clearly how Noel felt it to be inconceivable that a city with such a strong artistic tradition should not be a centre for training artists," she said. Mr. Spencer met time and time again representatives of the Board of Education and eventually won the argument.

He was first and foremost an artist, his favourite subjects being associated with barges and docks. When he came to Norfolk from Huddersfield, he was thrilled by the light of East Anglia.

Mrs. Jean Ogden, secretary of the Norwich Society, said Mr. Spencer had twice been Chairman of the Society. It was through his early diligence that the Society's planning appraisal had gone from strength to strength.



Charles John Watson

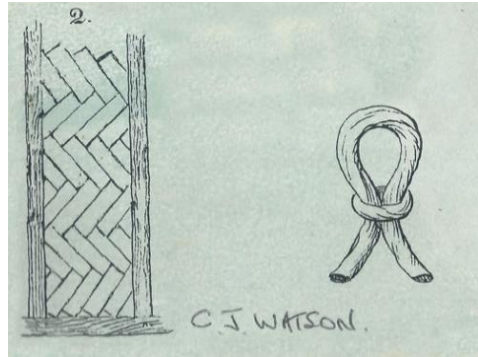
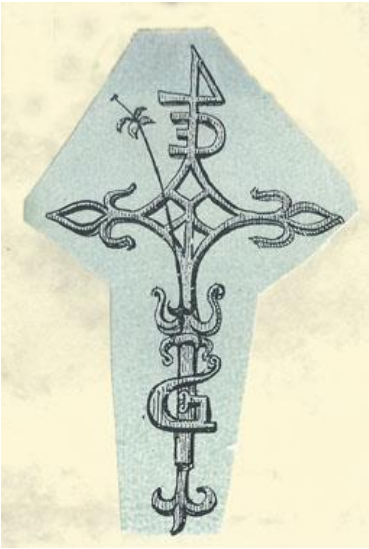
(1846-1942)

I am indebted to Norma Watts of Norwich Castle Museum Art Dept. and Damian Eaton of Norfolk Museum Services for between them they helped me to track down yet another fine artist.



Charles Watson was a wonderful artist, with a fine delicate touch. I managed to obtain slides from Damian that produced, two very fine laser copies of the work of Charles Watson. Watson was the chief founder and first President of the Norwich Art Circle. From his earliest youth he was surrounded by the Norwich School of Painting from which he gained immense knowledge. He inherited his artistic flair from his father, who encouraged all his children to draw in the evenings under his supervision. He had the wonderful ability (like Winter) to make a dull subject come alive.





Charles Watson produced some excellent etchings of the Rows, his observation was fantastic, with careful accuracy for architectural detail. I love his work and appreciate his talent, his very fine dry point lines are a joy to the eye. He was a close friend of the distinguished artist Sir Frank Short, who also specialized in etchings.

Cornelius Jansen Walter Winter

(1817-1891)

Again Norma Watts came to my aid with information about another artist by the name of Cornelius Jansen Walter Winter. Cornelius was a local, born in Suffolk, the son of John Winter who was an animal painter and a stained glass artist. Cornelius learnt his trade at an early age, assisting his father. His main strength was his eye for detail, particularly with his etchings. The quality of his work shows in the examples seen here, it makes you feel that one is actually there, in the dark gloomy Rows, as seen in the copies of the etchings of Rows 35, 89 and 112. I like and admire his work, immensely.





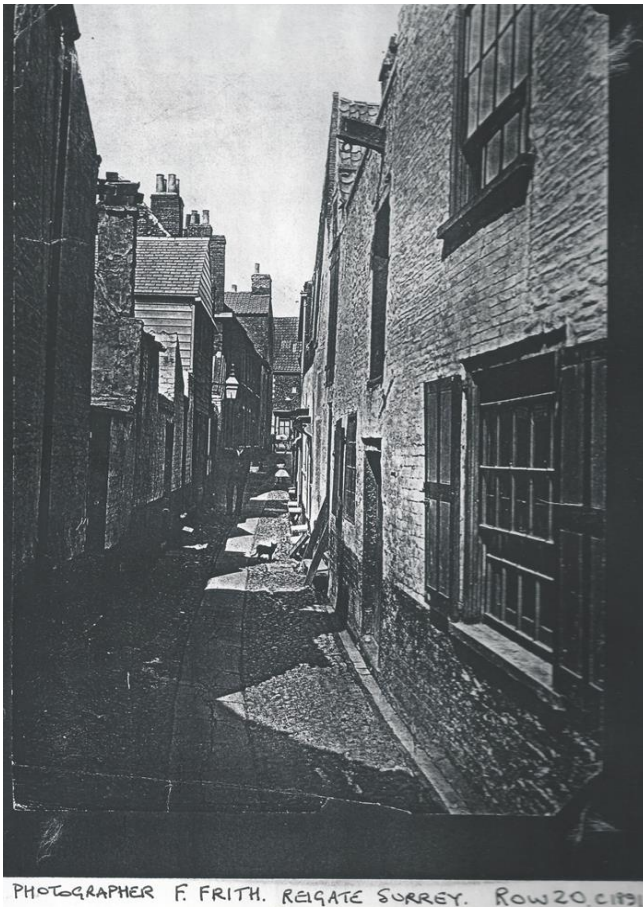
Cornelius was a man of many talents. He was a master craftsman in many trades, sculpture, carvings, stained glass panels, photography, examples of heraldry plus many other crafts.

When researching artists of his calibre and multiple talents, as they all seemed to have been in those days, it makes my tasks all the more rewarding and enjoyable. I am learning all the time. I would have considered it a privilege to have met Cornelius Winter.

Francis Frith (Photographer)

(1822 - 1898)

Francis Frith was born in Chesterfield and attended Quaker schools in Ackworth and Birmingham. In his early life he started a number of successful businesses including a photographic studio in Liverpool. In 1855 he sold all of his business interests to concentrate on his first love, photography. He travelled to the Middle East photographing many iconic scenes. When he returned to England in 1859 he became the first specialist photographic publisher selling the pictures he took in the Middle East to fund his next big project which was to photograph every town in Britain. Four of the photographs he took in Great Yarmouth, included the Rows which are shown below.



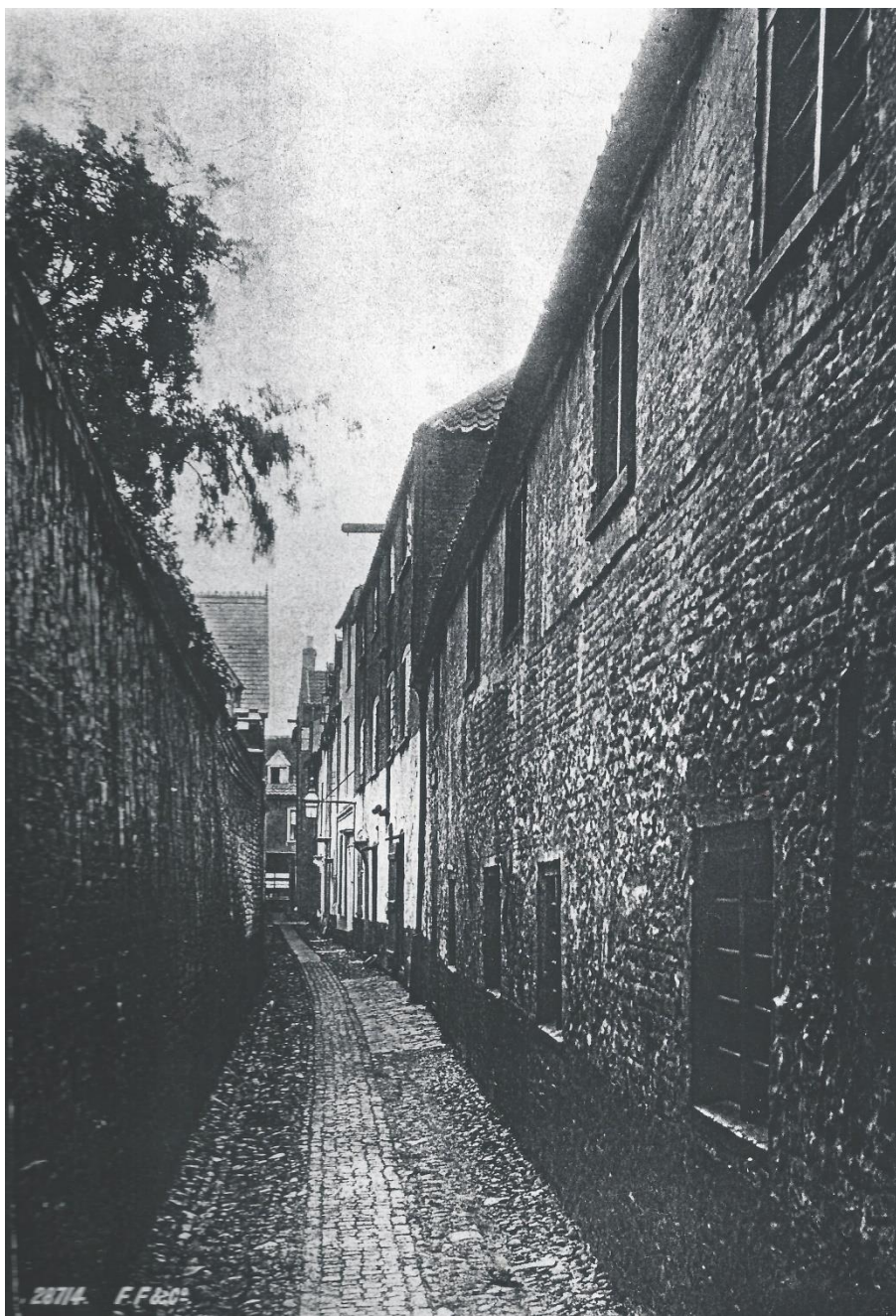


Row 23 c. 1867

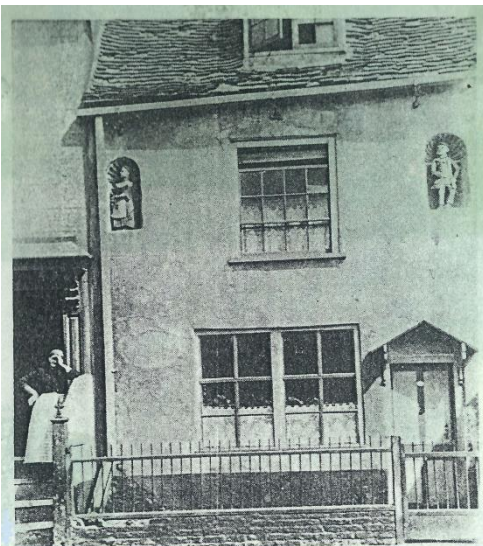
Note the open gutter running down the side of the row. Open gutters undoubtedly accumulated a great deal of filth which must have encouraged the spread of disease.



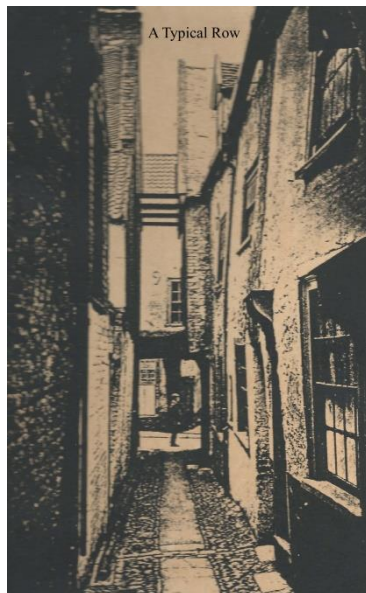
Howard Street South c. 1906 This was one of the arteries of the old town and one of the four streets running north and south.



Talking of the Rows

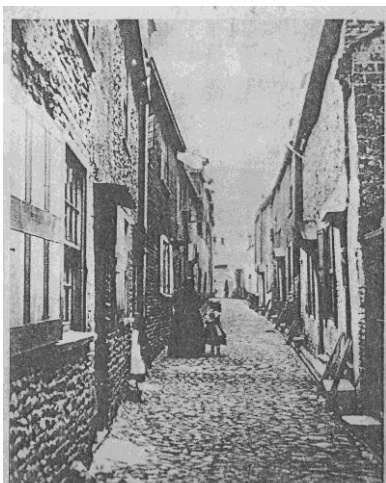


The house that gave Laughing Image Corner its name. Note the laughing images of a boy and girl in the niches.



A Typical Row

In 1804 the Rows were officially numbered so visitors to the town could find their way round with less difficulty. Previously each Row had been known only by its local name, a name taken usually from a tradesman such as a cobbler, chimney sweep, or a publican, this was all right until that person died, moved on or changed trades. The numbering was done from north to south and a total of 145 Rows were numbered.



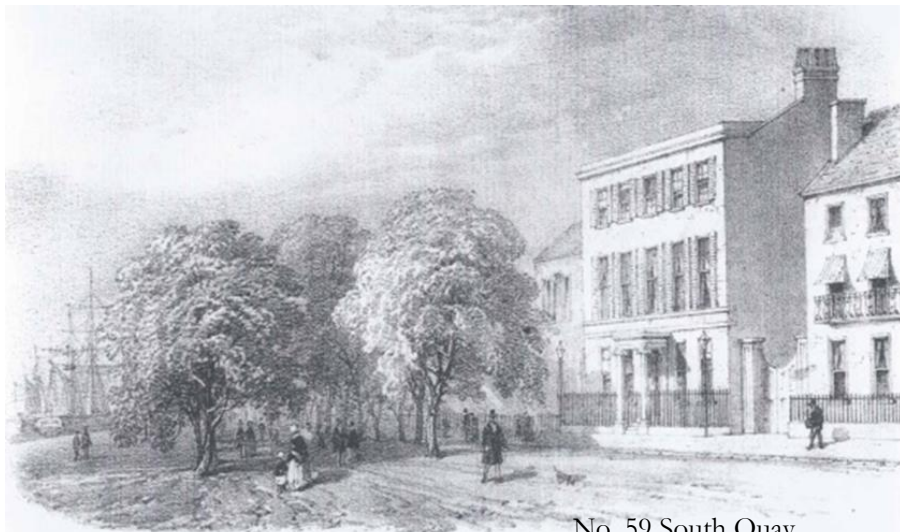
Row 3 looking towards Northgate Street in the 1860s. This wide row ran from Laughing Image Corner.



This arch, which has long since disappeared, used to span Row 117 (Gallon Can Row) in the 1860's when this photograph was taken from a viewpoint on South Quay. The doorway, part of which can be seen on the right, led into the Gallon Can publichouse, but it is not the same as that which exists today, the building having been altered more than once in the interval.

The Body Snatchers Row

So named because of the "Resurrection Men", as the body snatchers were also known. They made one of the cottages in this Row their headquarters. The surgeons and students of the large hospitals in London and other large cities required human bodies for experiments and by providing these, some men added nice sums to their income.



No. 59 South Quay
Sir James Paget born here.

The Rows of Great Yarmouth (1893)

The two most remarkable and noteworthy features of the ancient Borough of Great Yarmouth, that remain unchanged to the present day, are the Parish Church, and the Rows. In early times the population of Yarmouth grew apace; numbers of enterprising persons from various places being attracted by the flourishing fishing operations that were carried on here. Manship, in his History of Yarmouth states that within four hundred years Yarmouth grew from a sandbank to dry and firm land which became habitable. The population grew rapidly and by the beginning of the reign of Henry I, a Provost was appointed to oversee the king's affairs in the town. It may be mentioned that it was in this reign the Parish Church of St. Nicholas was built.

ROW 113 From Middlegate Street to King Street
Tilson's South Row (1626) – Errington's Row (1714) – Ferrier the
Surgeon's Row (1836)

The ancient name of Tilson's South Row comes from Thomas Tilson, a member of the Corporation in 1626. George Errington lived at the south east corner and this house later came into the possession of William Ferrier, coroner from 1836 until 1848.

Near the western end of the Row was a public house known as The Bee, whose sign read –

Within this hive we are all alive,
Good liquor makes us funny;
If you are dry, step in and try
The flavour of our honey.

In 1955, following the clearance of bomb damaged houses, a trench cut along the line of this Row revealed, at a depth of some ten feet, a large 12th Century cooking pot resting in a pebble built fireplace.

ROW 20 From Howard Street to Market Place
Wrestlers Tap Row - Bailiff Barrett's Row (1485) - Swan Row - Two
Necked Swan Row - Stewards Chemist Row (1835)

Robert Barrett, bailiff in 1488, was one of the “twelve well disposed burgesses” who compiled some 33 clauses for the better government of the town in the 15th century.

This was one of the few Rows that had a tavern in the Row, in this case the Wrestlers Tap on the north side. There was access into the Row from Church Plain through a covered way. The Two Necked Swan at the south east corner was at one time known as The Three Flowers de Lucas, when owned by a prosperous 17th century local brewer, William Cosh.

The Steward family were chemists at the north east corner from 1828 until the 1980s and another resident of the Row was Mr Tripp the lamplighter, in 1886.

Public Health – Great Yarmouth style

The Great Yarmouth Borough Council have fought hard with the backing of the citizens to avoid complying with the requirements of the new Public Health Act, to install a proper water supply and sewerage system. They produced, in turn, their own views on the healthiness of the town in general.

They suggested that any advantages which might come from applying the Act would be much less than anticipated, while a number of problems would be created.

The Council's reasoning sounds slightly odd today. It was argued that a large portion of the value of real property would be destroyed, families living on the surplus income of mortgaged property would be ruined, shipping owners would be driven to go where local taxation was less oppressive. Hundreds of poor people would be thrown out of their jobs and become a parish charge, and the Act would contribute towards the decay of a town once among the most flourishing seaports in the Empire of Great Britain.

But improvements did come, though slowly at times. In 1875 another sanitary conditions report contained a special description of the Privies in the Rows, whose picturesque features have won more notice over the years.

They had square, strong-hinged, iron-clamped doors and were generally so placed that any leakage or overflow from them trickled into the open gutter. Water Closet fittings which the Yarmouth Water Company had introduced were gradually arriving and the “much desired more general adoption of this arrangement” was being acknowledged.

All the same, insanitary though they might have been, local pride in the Rows was steadfast. Otherwise, how can you account for the Borough Council bestowing on new roads in Gorleston the names of some of the vanished Rows, like Half Moon, Humber Keel, Mariners Compass and Old Fountain?

Yarmouth Rows v London Lanes

Yarmouth wins by a knockout

Having investigated with the eye of an antiquary, another gentleman described the Rows as a long series of narrow passages with houses on each side running from one principal street to another, numbering 145 in all. Although none of them are sufficiently wide to allow other than pedestrian traffic, many quaint old fashioned houses dating back several centuries and bear both external and internal evidence of great expense and labour being devoted to their erection and decoration. In fact, old Yarmouth is full of interest to the antiquary and to the curiosity seeker. Of course, the visitor with an eye to sanitation has not allowed the Rows to go unexplored. They have borne the scrutiny, and we may breathe freely in the verdict that has been given. It leaves little room for doubt of the healthiness of the place when these Rows are examined for their cleanliness and orderly appearance which must surely render them to the highest possible standard of health. If these observations can be applied to the internal sanitary arrangements of the dwellings as I have reason to believe they can, the Corporation may congratulate themselves on the success of their efforts in this respect.

We will now present the reader with the observations of writers who have less cursorily investigated this wonderland. A writer in a metropolitan newspaper gave the following well-considered description:- These openings are the famous Yarmouth Rows, 154 in number, running parallel to each other, between the river and the sea, and so narrow that the meanest London Lane would look a very Regent Street if placed alongside of them. I measured one, it was the narrowest I saw, and found that at the entrance it was little more than two feet across. It is probably reserved for thin natives, since no fat man with all his clothes on could safely venture to tread it. In all points of comparison but narrowness, the Yarmouth Rows have a decided advantage over the London Lanes, and it is this that makes their appearance so extraordinary to a Londoner. He naturally associates poverty, filth, squalor, and all sorts of misery and crime with courts in which the habitants can shake hands with each other out of the opposite windows, or step at one stride across the so-called street or lane. Everyone with a watch to lose, carefully shuns such localities, or instinctively buttons up his coat if he happens to wander into them.

Today is better; believe you me!

With the standard additions of double-glazing and central heating in today's homes, it's hard to imagine that housing development at the turn of the 20th century meant sharing a cold water tap in the street and using an earth closet toilet in the back yard. We may look back sentimentally on faded pictures of the famous Yarmouth Rows, but not many of us would swap our warm and comfortable homes for the housing conditions which existed in the Rows. When they were built, many of the houses in the Rows consisted of one room on the ground floor, one on the first floor and an attic. The basement was accessible from outside the house.

From the 1850s, the dwellings in the Rows were visited by the Inspector of Nuisance who were responsible for ensuring that minimum standards of health and sanitation were adhered to as waste and rubbish had very different compositions then. Outbreaks of cholera in the latter part of the 19th century reinforced the need for improvements in the water system and clean water began to be piped into every home. But already by the early 1900s, terraced developments began springing up in clusters in Great Yarmouth, with basic drainage systems, external water closets and coal fires.

One of the ironies was that even expensive and desirable rural properties had many of the same characteristics as the houses in the Rows; solid walls, poor insulation and coal fire heating. The use of cavity walls in houses was not a common feature until they became a legal requirement of all new homes between the World Wars.

Before a slum clearance scheme was introduced in the 1930s, there were 145 Rows forming the commercial and residential hub of Great Yarmouth. World War 2 was deemed by historians and archaeologists to have hastened the end of these poverty stricken districts, when almost the entire residential surrounds of Broad Row and Market Row were laid waste by enemy bombs.

The changes in housing throughout the 20th century was not revolutionary, but maintained a slow and gradual change in line with people's expectations. Houses are essentially very durable and have adapted very easily to changes heralded by building control regulations and legislation. By simply installing loft insulation and central heating older houses have been transformed.

Year	Facts about the Rows
1341	Kyngestone House Row built, later renamed Broad Row.
1348	The Black Death visits Great Yarmouth killing 7,000 out of a population of 10,000. It took 200 years to recover the population.
1349	An early record of a Yarmouth Row is in the will of William Okey, in which he appoints certain bedesmen (a person who is paid to pray for another's soul) to pray for him , his brother, father and mother and for all the faithful deceased, at the head of every Row in Yarmouth.
1579	The Black Death came to Great Yarmouth yet again but it was not as severe as in 1348.
1598	There were 140 Rows recorded in the town.
1618	An order was issued that all doors in the Rows must open inwards. Offenders were fined 5 shillings and the doors nailed up by police constables.
1664	The Black Death came to Great Yarmouth for the last time but persisted for two years.
1695	The first Post Office was established in Row 107.
1784	Market Row was paved and an old cannon placed at the western end to prevent Troll Carts passing through.
1784	There were 156 Rows recorded in the town.
1788	Martha Stanninot, a peculiar woman known as “Queen Martha”, who fancied she should be Queen of England, lived and died in Row 28.
1802	The first Public Library was established in Row 85.
1803	Mallets Brewery buildings in Row 110 were purchased and converted into a prison.
1804	The Rows were first numbered. 1-145. Some of the half-Rows Market Row and Broad Row were not numbered.

Year	Facts about the Rows
1818	The Yarmouth Savings Bank was established in Row 66.
1824	A new Masonic Club was opened in Row 108 on the site previously occupied by a Jewish Synagogue.
1836	The National Provincial Bank opened on South Quay at the south west corner of Row 76.
1840	Ellis and Son, Brush Makers, Basket Makers and Coopers were established in Broad Row.
1884	A start was made to concrete the Rows.
1885	Lacons Brewery Offices were built in Row 21 Howard Street.
1888	The first Seamen's Mission and Institute opened in Great Yarmouth on Row 139.
1888	Jarrold and Son acquired the old established business of Mr. George Nail at 182 King Street and his printing Works in Row 63.
1889	A new gymnasium was opened by the Mayor at the Nelson Hall in St. Peters Paved Row.
1889	Thomas Platten, previously of 21 King Street, started trading from their new premises in Broad Row.
1890	Grapes Tavern at Row 16 and the adjoining Rows 17 & 18 were demolished to extend Lacons Brewery.
1890	A Mission Church was opened over the Seamen's Mission in Row 139.
1896	A second Boots the Chemist Shop was opened at 2 Broad Row.
1902	Row 1 was demolished to build Rampart Road.
1911	All unpaved Rows were now to be concreted.

Year	Facts about the Rows
1914	A new Police Station was built in Row 76, Middlegate Street.
1926	The Great Yarmouth Health and Strength Club was formed in Row 120.
1927	The Conservative Club Hall opened in St, Peter's Row West.
1929	Brant's Store opened in Market Row, taking over from Carr's the Drapers.

ROW 110 From Middlegate Street to King Street

New Prison Row - Prison Row - Perry the Oatmeal Maker's Row (1836) - Bellamy the Butcher's Row

During the long war with France buildings on the south side of this Row were used for French prisoners. A sentry stood guard at each end of the Row and after dusk no one could pass down the Row without the password. Despite these precautions several prisoners managed to escape.



Middlegate Street. From left to right, just in view, Row 84 next to the Ship Tavern. The Ship is one of the few Middlegate Street buildings remaining today. It was originally a private house, built for John Ireland who was the Mayor of Yarmouth in 1716. In the 1930's William Wigg sold fresh fish at 6, Middlegate Street and John Niman traded next door as a tailor. No's 8 and 9 follow on to the west end of Row 88.

Life in the Rows

Stories

of those

who lived there.

Former Occupants of the Rows

I decided it would be rather enjoyable to be able to gain first hand knowledge of the Rows from people who actually lived in them at some stage of their lives. Some of the following stories are from people who kindly gave me an interview. There are also stories of which I heard that may be of interest to you.

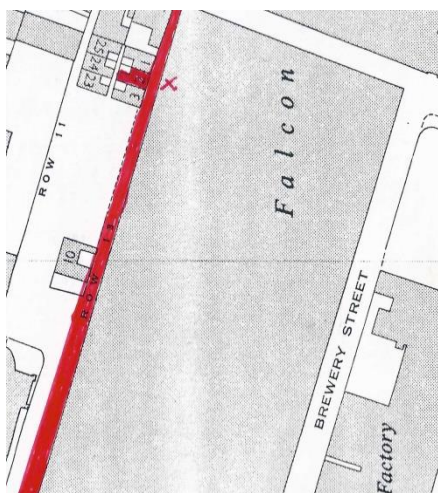


Derek Underwood Row 13 (No.2) Bessey's Piece

When I was a child I lived in Row 13, at No.2 in Great Yarmouth. The house was a two up and two down, and was next to a bakery. Unfortunately we were infested with cockroaches, which had emigrated from the bakery next door. The cockroaches soon disappeared when a light was lit. We did not have electric lights, but relied on gas lamps.

There was no bathroom in our house, so this necessitated a trip once a week to the slipper baths on Yarmouth Quay. I shared a double bed with my brother who was two years older than me. We each had jobs to do in the house, mine was lighting the fire and running errands. People sat on their front steps a lot in those days and I remember my mother "whitening" the steps on a regular basis. She also made rag rugs for the floor.

We had a copper for doing the weekly wash and a black-leaded grate for cooking. The toilet was in the back yard, this was a flush toilet with a wooden seat. There was a fireplace upstairs and downstairs but the upstairs fire was only lit if someone was ill. The bedrooms were accessed via a spiral staircase with one bedroom leading off the other. Lacons brewery ran parallel to our Row.

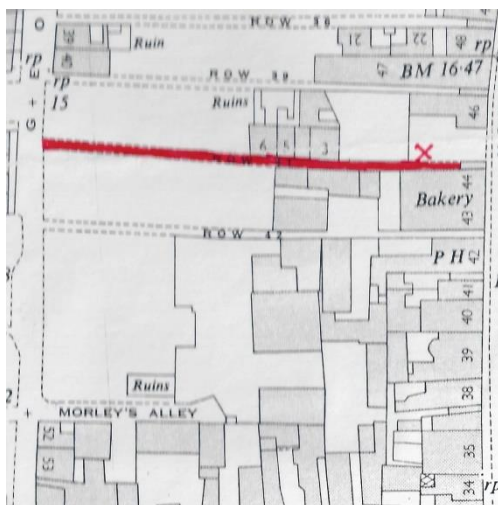


Mrs. V Giles Row 41 (No.7) Watsons Row

My parents moved to a house in Row 41 in March 1937. This Row was located opposite Coronation Terrace in George Street and ran from George Street to Howard Street. No.7 was on the right, halfway along the Row and consisted of three rooms, one above the other. The kitchen and living room were all in one and had a coal fired range for cooking. In the yard opposite was a scullery and toilet. A copper, brick built boiler was heated by a coal fire and was used for boiling the washing and also for heating the bath water.

The rent of 7 shillings per week (old money), was paid to the Traders Association rent collector. The Rows ran east to west and were very cold during an easterly wind. They were kept clean and reasonably free from disease by regular cleansing with water. Each Row was hosed down from top to bottom by men with a water tank pulled by a horse.

My father was born in Row 36. This was a particularly wide Row as some of the houses even had gardens in the front. During the war in 1941 as a result of the constant bombing my mother decided to move back to my grandmother's house in Cobholm. A few months later George Street and the surrounding area were bombed including part of Row 41. No.7 was demolished! There were a few casualties in Row 41, but more in George Street close by.



This is my short essay about the Rows of Great Yarmouth. From the Quay to Middlegate Street, and from Middlegate Street to King Street. One particular Row brings back some pleasant memories for me as I was born at no 17 Row 105, in 1932. The Row was situated opposite the old St. George's church, at the King Street end of the Rows. My stay there lasted for approximately five years, after which my parents rented a brand new house about half a mile from Row 105.

The house we lived in at Row 105 was four storey's high, our family had a basement kitchen, when we went to bed, we climbed a lot of stairs in the dark, up to the top floor. Other people lived in different parts of this big house. The water for everyone came from one tap outside in a large enclosed yard, also close by in the same yard, was an outside toilet for everybody who lived at number 17.

At the bottom of the Row was a small factory called Johnson's, which I think made boiler suits and dungarees. Also in the close vicinity was Caroline's sweetshop where I used to get some chocolate drops on Saturdays. This shop had some caged parrots who used bad language most of the time. A large percentage of the Yarmouth Rows were very badly bombed from 1941 onwards, and a large amount of them had to be demolished, although some of the empty ones were used for training soldiers in hand to hand fighting.

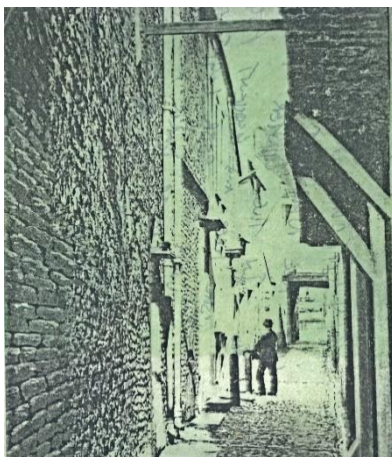


**ROW 106 From Middlegate Street to South Quay
 Couldham's (1578) - Gaol North Row - Three Cranes Row - Dutch
 Chapel Row - Palgrave's Row - Town House Row**

At the north west corner, fronting the Quay, was a building known as the Town House, erected in 1600. It was here that the town dues were collected from all shipping and merchandise, a right given to the town by the charter of King John, granted in 1209.

A room at the rear of the house was used as a Dutch chapel during the fishing season. This was later converted into a theatre, used until 1778 when a new theatre was erected on Theatre Plain. In the 19th century there was a public library and a concert room in the Town House.

At the other end of the Row stands the Tolhouse, for many years the seat of civil government of the Borough. Much of the building dates from the 13th century, although now greatly restored after damage by fire during the last war. The building is now used as a museum.



**Row 36 From George Street to Howard Street
 Garden Row - Neil or Neal - Shoemaker's - Mouse the
 Pawnbroker's Row**

One of its names is derived from the gardens fronting the houses on the north side of the row which can be seen overleaf in an 1890's print from the Percy Trett Collection.



Arthur Patterson in a punt

Arthur Patterson Row 36 (No 8)

The lovable eccentric, Arthur H. Patterson, was otherwise known as “John Knowlittle”, a typically self-deprecating pen-name for a distinguished local naturalist and prolific writer of books, poems and a nature diary for the Eastern Daily Press.

Arthur Patterson was born in Great Yarmouth in 1857 in very humble circumstances. His parents lived in Row 36, and not one of his eight siblings reached the age of 21 and he frequently suffered poor health. He would often get up early and walk the Great Yarmouth beach or Breydon Water in order to pursue his great love of nature, before starting work. As a true eccentric it was not uncommon for Arthur to greet visitors wearing a plimsoll on one foot and a slipper on the other, because he could not find the pair to either.

Arthur’s career was chequered. His obituary which appeared in the EDP on 28th October 1935 records that he worked as a “pupil teacher, draper’s warehouseman, postman, zoo keeper, sewing machine canvasser, showman and school attendance officer”.

George Perrin Row 45 (No 7)

George Perrin worked as a chimney sweep and lived in Row 45 in the 1920's. His son Fred carried on the trade and lived at Rainbow Corner.

Row 45, 1920's. On the left in the foreground we see George Perrin, a well known Chimney Sweep. This Row ran from George Street to North Quay.



ROW 1 Rampart Row

The longest of the Yarmouth Rows was the first Row, No 1; extending for three hundred yards, and was named Rampart Row being immediately within the Town Wall or rampart. The large archways in the Town Wall formed the north wall of the cottages found on the north side of this Row. Spacious cupboards, some seven feet deep, were most useful to the inhabitants of these cottages. By 1883 these cottages had been cleared for a new road. There was nothing picturesque about this Row save the fine view of the North West Tower.

Although the conditions were unfavourable, remarkable cases of longevity were to be found. In 1869 at the advanced age of 91, Maria Bowles died in Rampart Row.

Sarah Martin

Sarah was born at Caister in 1791. At an early age, the seeds were being sown for what was to become her life's work as a volunteer prison visitor at the notorious Tolhouse in Yarmouth. She lost her parents whilst very young and went to live with her grandmother, a devout Christian, who worked as a glove-maker. Grandmother had a strong influence on Sarah's determination to serve others.

Sarah strayed only slightly from the path of unremitting virtue; she was later to recall that for two years she devoured novels and trashy romances from a local circulating library. Her work must have left her precious little time for relaxation, nonetheless, by the time she was 18 she had completed her apprenticeship as a seamstress and was in business on her own account and went to live in a rented room in Row 57, pictured below, which now bears her name.



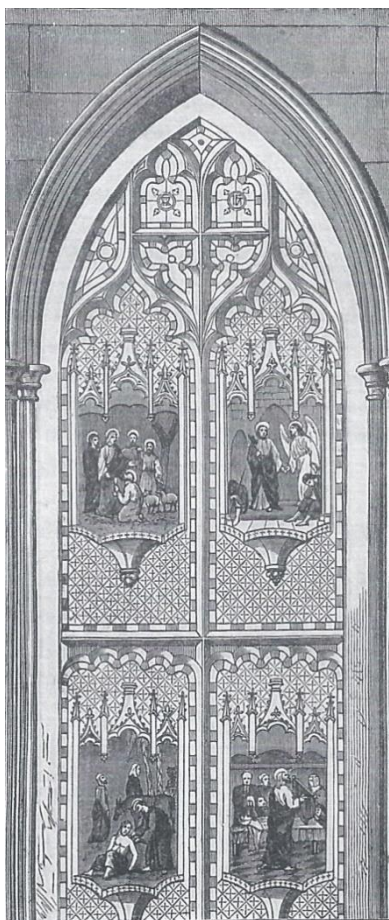
Sarah confessed that she felt horror and disgust at the conditions she found at the Tolhouse. However, before long she was visiting prisoners on a regular basis, conducting services and depleting her own meagre resources by paying for writing materials for the classes she organised. Her reforming spirit extended to teaching inmates basic skills in making goods for sale.

Sarah Martin's single minded devotion to others took a cruel toll on her own health and in the winter of 1842 her friends noted she was rapidly declining.

Sarah died on October 15, 1843, leaving a few tiny legacies to her attendants and the manager of the Yarmouth prison. The remainder went to the British and Foreign Bible Society. She was buried in the graveyard of Holy Trinity Church, Caister. Her tombstone bears the words of 1 Corinthians 15:20: 'Now is Christ risen from the dead and become the first fruits of them that slept'

Some years before her death Sarah had written her own funeral sermon. On the Sunday following her death it was read out to inmates at the prison. She wrote: 'The prisoners within these walls have had the first place in my concern and regard upon earth, next to my own soul's salvation, for 24 years.'

The sermon was based on Job 19:25-26: 'For I know that my Redeemer lives and he shall stand at last on the earth; and after my skin is destroyed, this I know, that in my flesh I shall see God'.



There is a Memorial Window (above) dedicated to Sarah Martin in St Nicholas Minster, Great Yarmouth and her work as a Prison Reformer is recognised on the Reformers Monument located in Kensal Green Cemetery, London.

Philip Jones (born March 31st 1945)

I lived above Barclays Bank in Row 53, for nine years in the top flat. The manager of the bank had the middle flat, which was two flats above the bank entrance. My father was the bank messenger.

Most people living in the Rows were very community minded, they would help each other in any way they could. Once I was thought to be lost. All my family were out looking for me, only to find me having dinner with an old lady in one of the small Row houses. It was not too clear but if my memory serves me correctly, my parents were not amused although they did thank my benefactor!

On one occasion, just before November the 5th my friend and I wanted a bonfire, but my father said no! So we made a bonfire in the hearth of the bedroom fireplace. Part of the fire fell out and caught the curtains alight. We ran out of the room and closed the door, running up the Row towards Howard Street, crying. One of the residents asked us what was the matter and gave me a penny to stop me crying, I threw the penny down and said "my house is on fire"! Many fire engines turned up as it was the bank on fire. Again there was a hunt to find me. To my amazement, my father did not tell me off as he was so pleased to see me and that I was okay. Not many people can lay claim to setting fire to a bank!

One of the things that I enjoyed watching was the Haven Bridge opening to allow the boats to pass through. On one occasion the bridge was going up and a dog wanted to cross. It ran up the bridge and as the bridge sloped sharply the dog ran faster and faster until it reached the top, only to fall over the edge and unfortunately drown, it was very sad.

I remember that for one of my birthdays, I received an Indian play suit and a rifle which was great fun and one morning I got on the roundabout which was outside the bank in those days, to "shoot" the motorists as they came pass me. They would go round and round pretending to be dead! As in Cowboys and Indians. A feature appeared in the local paper, stating "INDIAN HOLDS UP TRAFFIC!"

The nine years that I lived in the Row were very colourful, full of fun and I have many happy memories of those days. Although I do remember one sad

occasion, that was in 1953, the floods came, it was about 6 o'clock and my job was to go down the cellar of the bank to collect sticks for lighting the boiler for the central heating. When I entered the cellar, all the sticks were floating on top of the water. My father could not light the boiler.

I left the Row in 1954, and my memories were by and large happy memories.



When Philip left school he became a hairdresser. He started his apprenticeship at Bryans Hairdressers in Row 81 in 1961. The hairdressers is still there although no longer called Bryans.

Philip has been cutting my hair for nearly forty years. That is me (author) in the chair, in the picture above. Philip now trades under the name of PJ's which is in Deneside.

He opened a Ladies Stylist for his daughter which is next door to his hairdressers .



Murder in the Rows - 1934

151 Middlegate Street

Horace Butcher was last seen alive at 1:00 pm on Monday 15th October 1934 by a newspaper seller who had been employed to do odd jobs for him. The newspaper seller went to visit Horace Butcher the next day, shortly before noon, to return a loaned overcoat and to see if Horace Butcher required his services but found Horace's shop closed. However, he later recalled he didn't worry about it as he had frequently found that Horace Butcher was not up when he called. The newspaper seller said that he then went to the side door in Row 112 but found it locked and said that he could not get any answer. After a while he went into the Druids Arms next door where he asked the publican, who was an ex-police officer of the Lowestoft Police, if he had seen Horace but he said that he hadn't.

They then went to Horace Butcher's shop and after getting no reply sent for a locksmith but to no avail. Consequently they decided to force the door of the shop. On gaining entry they found Horace Butcher's battered body in the living room. The police were now sent for and on arrival, despite the Druids Arms publican insisting no one had entered the premises it was obvious to the police that a number of persons had gained admittance. In fact the police themselves turned out the interlopers.

A post-mortem was carried out on Wednesday 17th October 1934 and an inquest was opened and adjourned on 28th November 1934. The doctor that carried out the post-mortem stated that there were nine severe scalp wounds in total, all extending down to the bone. The doctor also stated that all of the injuries were consistent with having been inflicted by the weight that was found on the premises and that they could not have been self-inflicted.

The police report stated that a thorough search of the premises did not disclose any clue to the perpetrator of the crime and neither could any apparent motive be formulated. The police report stated that it was not possible to ascertain whether any property had been stolen from the premises and that there was nothing to indicate that the premises had been ransacked or searched. In all 170 statements were taken but nothing of a definite nature was disclosed. The report stated that Horace Butcher was well known locally and was regarded with great respect and it appeared that no one bore him any malice.

The Inquest jury returned a verdict of wilful murder by some person or persons unknown. The police report concluded by stating that there was no doubt that Horace Butcher had been attacked by his assailant who had been concealed on the premises when Horace Butcher had entered his house by the side door in Row 112, two or three minutes after 10.30pm on 15 October 1934, and that there was no doubt that the 7lb iron weight was the implement used. It stated that the motive might have been robbery or revenge, but that the nature of the injuries tended to indicate that Horace Butcher knew his killer. However it was not possible to ascertain whether any money or property had been stolen or whether he had any enemies who could be regarded as likely to have committed the murder.

Below Police pictures taken at the time.



151 Middlegate Street



The Murder Weapon



Living Room

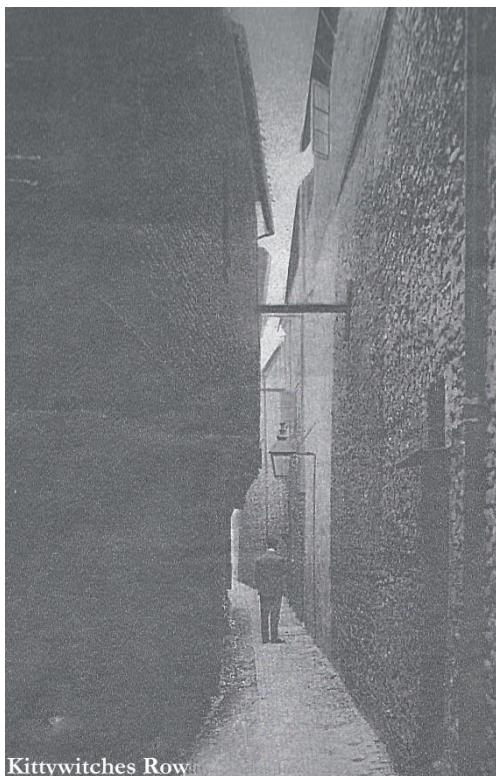


Battered Bowler

ROW 95 From Middlegate Street to King Street
Kittywitches Row – Draper the Butcher's Row

This Row has always excited more curiosity than all the other 144 Rows. First from its extreme narrowness at the west entrance, the width being only 23½ inches and from its peculiar name. It is said that the dark overhanging buildings and gloomy light, struck terror in young children until they were old enough to know it was a Row just like the others, although adults avoided it after dark, as most were afraid of witchcraft.

Many sinister traditions have been associated with this Row, including claims that witches resided there. Yarmouth like many other towns, suffered from the witch traditions of the 16th and 17th centuries and in 1645 the self-styled Witch Finder, Matthew Hopkins, visited the town, condemning 16 women as being “in league with the devil” and had them executed.



According to Yarmouth Lore a Kitty Witch was a woman with a blood smeared face who dressed fantastically and paraded the streets demanding money at certain times of the year. If this narrowest of Rows was the resort of such harridans then the superstitions and fear of children regarding this Row can be easily understood.

Unfortunately the most likely of all the explanations as to why Row 95 was called Kittywitches is that it was derived from, a one time resident, Christopher Wyche not, as I think you will agree, as colourful as the alternative.

What
The Papers
Said

The 1930's was an unusual era in British politics, one which was presided over by a "National Government". The origins of the National Government go back to the minority Labour government of Ramsay MacDonald, who was Prime Minister between 1924 and 1931, and later leader of the National Government until 1935.

In 1931, with Britain in the grips of the Great Depression, Macdonald's administration was in crisis. Facing a severe budget deficit, MacDonald proposed balancing the books with a large reduction in the rate of unemployment benefit, alongside a 10% salary reduction for government workers.

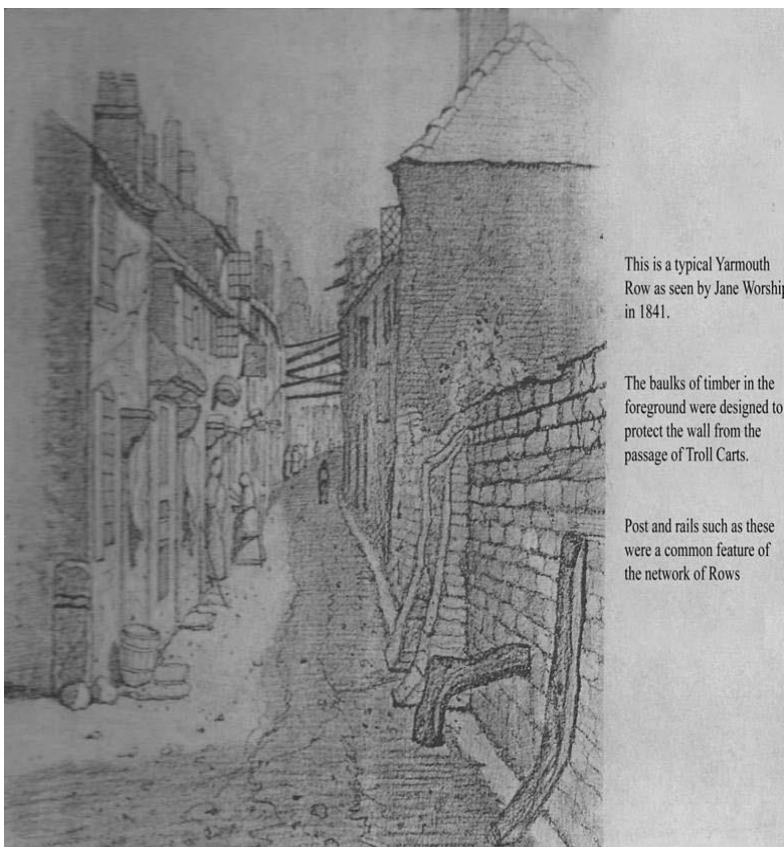
All during this period Great Yarmouth had the Ministry of Health Act 1930 (Slum Clearance) hanging over it. The title of this Act of Parliament related directly to the Rows which were perceived as an area of slums only fit for demolition. A decision the local Council seemed happy to support. However, since there was no money for such projects there was no action for many years. Of course those living in the Rows were not privy to the intentions of the Government.

So during the 1930's up until the early 1950's there was a great deal of disquiet regarding the fate of the Rows. Below is a selection of letters that appeared in local newspapers on this subject.



Where to start?

I thought a good starting point would be the Ministry of Health Act 1930 (Slum Clearance). As you might expect this did cause some controversy in Great Yarmouth at the time, as the slum clearance programme was aimed largely at the Rows. While I was researching this book I came across some reports in local newspapers concerning the demolition of the Rows. Mr R. H. Teasdel, President of the Norfolk and Norwich Archaeological Society wrote many articles that appeared in local newspapers in defence of the Rows, as did Mr A.R. Powys, Secretary of the Society for the Preservation of Ancient Buildings. A number of notables and worthies were not at all enamoured with the idea of totally destroying the Rows and were for preserving this medieval legacy for future generations to enjoy.



This is a typical Yarmouth Row as seen by Jane Worship in 1841.

The baulks of timber in the foreground were designed to protect the wall from the passage of Troll Carts.

Post and rails such as these were a common feature of the network of Rows

Eastern Daily Press - Dec. 13th 1933

Yarmouth Rows preserving history for the future.

An appeal to the Town Council

Mr A.R. Powys, secretary of the Society for the Protection of Ancient Buildings addressed a long letter to the Town Clerk of Great Yarmouth which I thought worth repeating in full.

He pointed out the Rows had their origin in timbered buildings divided from one another by common passages. These buildings were in part warehouses and in part dwellings. In early days the buildings were probably used first for one and then the other purpose. The buildings were then thatched and there are records of destructive fires. By 1571 the use of thatch was forbidden.

At Bergen in Norway, there are a group of timber buildings with their gable ends facing the quay, which today present the appearance of just such an arrangement as must have been at Yarmouth before the walls of the Row buildings were built in flint and brick.

The present arrangement, because of the quantity of the narrow parallel ways, is unique in the towns of England. It is an example of a town planned to serve a special economic purpose, and so efficiently planned that until comparatively recently it has fulfilled all requirements. The Rows in Yarmouth are no longer used for the storage of cargoes which would have been unloaded from the ships that docked at the quays along the River Yare and have been used, for centuries, largely as dwellings. The value of goods originally stored in the Rows is probably one of the reasons the burgesses of Yarmouth, in the 14th century, wanted the town protected by a wall.

Having considered the facts of the case, including the cramped condition of the dwellings in the area, the Society will advise its members it must expect change here. It regrets this is the case and trusts that you will check unwise or needless alterations. This Society believes it is the duty of the Council to preserve for the future a part of the Rows.

Unless public authority does this, all or nearly all trace of the peculiar road plan of Yarmouth will disappear before long, not necessarily by clearance but by ordinary economic pressure. There are, too, certain buildings that should be separately preserved.

If the town is willing to consider such a proposal, a detailed archaeological report on the whole area should, in the first place be made. With this it will be more easy to choose a part of the Rows for permanent preservation.

This Society would be grateful if it were permitted to co-operate in this work and more particularly in advising on the proper treatment of the area to be preserved. In this report the age and character of each building should be recorded and in the case of exceptional buildings, drawings or photographs should be made or taken. This work might be done at the expense of the interested public bodies, and by the interested societies; but however it is done, this Society thinks the Town Council should co-operate. The Council should retain enough control in the cleared areas, to whatever purpose they may be put, to enforce a comprehensive and seemly use.



The new planning of the cleared areas and the form of the buildings to be put thereon should not be left to chance. There should be a unity of purpose and design.

The General Purposes Committee will consider this letter in due course.



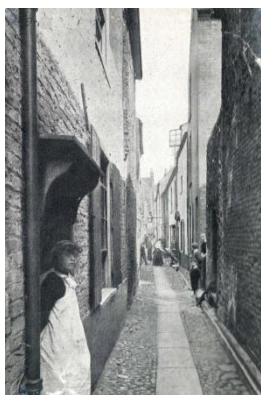
Eastern Daily Press – Dec. 13th 1933

EDP Editorial Reply to the above article.

The force of the arguments, and even more the historic significance of Yarmouth's Rows, which form the subject of the communication addressed to the Yarmouth Town Council by the Secretary of the Society for the Protection of Ancient Buildings is such that we hope that the Town Council will approve and co-operate' in effective compliance with the two main suggestions that Mr. Powys makes.

There can be no question here of unwarranted or gratuitous interference or obstruction of what everyone must recognise as one of the most urgent steps in the social progress of Yarmouth in the decision to classify many of the Rows as slum areas, fit to be dealt with only by clearance. Any claims to regard them as worthy of being treated without exception as "Ancient Buildings" in the sense in which the Society has been instrumental in preserving historic buildings from the housebreaker lost most of their force very many years ago, perhaps in some cases even centuries ago.

And the Society advises its members, very wisely, that they must expect change here, but the plea for a survey of the area on archaeological grounds before it is cleared on the perfectly legitimate grounds of complete unfitness for modern housing conditions is no more than reasonable. If, to that, it can be added that a part of the Rows can be chosen for permanent preservation, we make bold to say that Yarmouth will never regret such a decision. For the Rows are at least as much a part of Yarmouth's history as the remains of the walled defences which the Town Council is now at such pains to keep as a reminder of the town's importance throughout the centuries.



Are Rows as unique as they say?

R.H. Teasdel. thought so in his article dated 20th May 1929)

Although other places in England and abroad possess “Rows” they in no way resemble the ancient passage-ways of Great Yarmouth. Chester, for example, has Rows, but according to Old Fuller they are “galleries whereon passengers go dry without coming into the streets, having shops on both sides and underneath.” But these shops with galleries in no way resemble our Yarmouth Rows, which are in fact, long passages running east and west and having buildings on either side.

Rows are also said to exist at Blakeney in Norfolk and at Beccles in Suffolk, but there is little doubt these are but alleys. Lowestoft certainly has its Scores which are steep narrow lanes running from the High Street to the beach below, but these are not Rows either, but what I consider should be spelt Scours. It is also claimed that Bergen in Norway has passages like Rows, but though I have visited that Northern port I did not see them, or if I did, failed to recognise them as counterparts to our Yarmouth examples.

As I have at great length said what our Rows are not, it is incumbent on me to state what constitute the Yarmouth Rows and what, from the archaeological point is their value, and furthermore, why they were planned in such a peculiar manner. First of all may I repeat that as an example of medieval town planning our Rows are unique deriving their special interest from:

- (a) the shape of the land on which they are built - long, narrow and flat.
- (b) their proximity to the sea half a mile away, and little more than a stones throw from the river.
- (c) their enclosure in ancient times by the fortifications of Yarmouth built between 1284 and 1396. This space was accordingly greatly restricted, the inhabitants not being allowed to dwell outside the Town Walls which were further contained by ditches.

So I would say the Rows of Great Yarmouth are undoubtedly unique.

Porthole - Great Yarmouth Mercury

House to become Rows museum.

The Yarmouth Rows were unique, 145 parallel passages as narrow as three feet running between the river and the Market Place/King Street where the bulk of the town's population lived at one time. The Rows were devised to make the best use of the space within the town walls, and were inhabited by all classes from well-to-do merchants to the very poor. They were decimated by German bombing in the 1939-45 war.

Degenerated

By then they had outlived their usefulness, for they had largely degenerated into slums, and today there are only a few lengths remaining - among them the shop-lined Market Row and Broad Row. The Rows have always interested historians and a year or two ago Yarmouth and District Archaeological Society's research group made a close study of the area and asked members of the public for information and memories about businesses, colourful characters, newsy events, homes and families. As the Rows and their properties and inhabitants dwindled, there was a growing



The Yarmouth Row house which is to become a museum in the central area of the town is the subject of tonight's Peggotty column. In the picture are the secretary of Yarmouth Preservation Trust, Mr Pat Page and his assistant Mr Stuart Wells who are involved in the plan for the trust to buy the property.

awareness by conservationists that something must be done to keep a reminder of them for posterity and as long ago as March, 1978, Mrs. E. E. Hacon, of Bullock's Loke in Caister, wrote to me about an old Row house still occupied and well maintained.

Charming

It is my belief that this is the only house still being used and kept in good condition, she said, suggesting that Yarmouth Preservation Trust be given a gentle nudge to keep an eye on it. It is a charming house three floors high that

is as intact as it was when it was first built. It is still being lived in by a little old lady of 90 who has been assured that it will be her home for as long as she lives. I was invited to look over it about a year ago. That elderly occupant has since died and any day now, the house will be formally conveyed to the Trust which plans to use it as a headquarters but, more important, to turn it into a museum of life in the Rows.

It is an admirable idea for this is the last medieval home in the Rows to survive the ravages of time, enemy air-raids and wholesale redevelopment, although there are one or two 19th century properties still in reasonable repair.

The cottage is in Row 75 and despite its outward appearance is surprisingly spacious inside, with a lounge of ample proportions. The Trust's aim is to acquire buildings of architectural or historical interest which other people do not want or cannot afford to maintain and, after renovating them, to sell them. The Row 75 cottage purchase is different in that the Trust will not dispose of it but will keep ownership so it can put into practice its intention of turning it into offices, a folk museum and a meeting place.

So often preservationists find that something of which there were once scores is suddenly non-existent. In the Rows case, the Trust has not been caught napping but has done Yarmouth and future residents and visitors a service.

Peggotty (June 2nd 1981)



Broad Row as it looked at the time of the First World War. It was one of the first rows to be paved.



The War Years

Devastation
of a
Front Line Town

The War Years (1939 – 1945)

The United Kingdom declared war on Germany on September 3rd 1939 in response to the German invasion of Poland two days earlier. However the start of the war in Great Yarmouth occurred a week earlier as the town prepared for the arrival on the 1st to the 3rd of September of ships laden with evacuees from London and its surrounding areas. In total over 7,000 people landed in Great Yarmouth. They stayed in the town for several days until being transported inland to safer areas. This operation involved a massive, organised movement of provisions, clothing, blankets and many other necessary items.

Visitors to the town, holidaymakers in the main, realised the seriousness of the situation when the evacuees started to arrive. The holiday trade soon stopped and would remain depressed for the rest of the war years as Great Yarmouth was designated a restricted area and could only be entered by approved personnel. Many hotels were taken over by the Armed Forces and consequently the character of the town changed for the 'duration'.



The Great Yarmouth and Lowestoft herring fleets stopped fishing during the war years owing to the danger of attack by the Germans. The Royal Navy commandeered many of the fishing vessels for minesweeping duties and they became part of the Royal Naval Patrol Service.

The Bombing Starts - 1940

The first few months of 1940 saw a continuation of the “Phoney War”. There was even some consideration given to a Summer Holiday Season, plans for which were not abandoned until May. The Fish Wharf area came under naval control when two bases were established. The town purchased 600 Anderson Shelters, larger public shelters being erected in Southtown, Cobholm and the Row areas.

The German occupation of the Low Countries prompted the Ministry of Health to issue orders to evacuate all children from many coastal towns and on Sunday June 2nd 1940, 47,000 children from 18 East Coast towns, were evacuated in 97 specially chartered trains. In Great Yarmouth only 40% of the school population registered for evacuation and was described in official circles as disappointing. About three quarters of the Grammar School’s 229 boys, were evacuated to Retford but many, soon, began to return to the town, despite official pleas to parents not to bring their children home.



This modern villa was demolished on Thursday 24th Jan 1941. The raider that dropped these bombs was being harassed by two British fighters at the time.

Adult evacuation soon followed after children evacuation. The towns pre-war population of 54,000 was eventually reduced to 34,000. Those considered non essential workers and their families were moved to inland areas. This policy of evacuation was carried out in many coastal towns, which then became “restricted areas”. People were only allowed into the area if they lived there or had a special pass. On August 30th 1940 the King, on a tour of East Anglia visited Yarmouth arriving by train to inspect the defences and to meet Mine Sweeper crews. A detachment of Newfoundland troops, stationed near the town and locally based WRENS were also inspected by the Royal visitor.

The Chief Warden assumed responsibility for all Wardens, a job previously delegated to the ARP Officer. An Assistant to the Chief Warden was also appointed. As the year progressed the threat of invasion receded but the air attacks increased. This was to be the year of the Battle of Britain.

The Rows in the War Years

The clearance of many of Yarmouth's Rows was decided with the introduction of the Ministry of the Health Housing Act of 1930. The town was divided into slum clearance areas Nos 1 and No 2. However, great debates took place between 1930 and the outbreak of the war, with articles being written in local newspapers up to May 1939 with no action from Great Yarmouth Borough Council on the demolitions.



The Germans took aerial photographs of the of main target areas in the town in early 1939. Incredibly they used tourist guides (left) and company brochures to record potential land-marks and targets.

The German Luftwaffe carried out more raids on Great Yarmouth than any other coastal town.

There is no doubt that the war and the consequent bombing saw the beginning of the end for the Rows. Most damage and destruction was caused between 1940 and 1941 and effectively ended a town plan that had survived since the Eleventh Century.

The Yarmouth Mercury of 13th July 1940 reported the first air raid on the town. Note that no information that could locate the target of the raid was given. A security procedure that was enforced on all such reporting throughout the war years.

Four killed in raid on S.E. coast town.

Raider believed shot down.

Men escape from machine-gunning

An enemy raider is believed to have been shot down over the sea by British fighters after a salvo of bombs had been dropped on a South East town early yesterday morning. A house was demolished and two other houses were badly, damaged. Two people were killed and a woman and a man died in hospital.

Those fatally injured were Mrs. Vera Batley (20), John Batley (13 months), Arthur Thomas Keable(60) and Harold Richards (27). One of those killed was a man on his way to work. A number of people were injured. Three men walking along a road were machine-gunned, but escaped by running into a passage. Windows were shattered within a radius of about a hundred yards. After hitting the houses the raider bombed and then machine-gunned cattle on a nearby marsh. Some cattle were killed and others had to be destroyed later. The bombs were all of the whistling type and were apparently quite small. 'It was definitely a dive bombing attack' one person in the neighbourhood told a reporter. An Anderson shelter in the garden of one of the shattered houses was undamaged



Down Memory Lane (Jan 24th 1997)

Yarmouth has suffered its share of disasters down the centuries. There have been tragic bridge collapses, floods and destructive fires, the most recent which tore through ancient Market Row. But of all the sudden catastrophes to befall the Norfolk seaside town few were more shattering than the deadly wartime bombing raid that laid waste to a huge chunk of the Middlegate area in the early hours of April 8th 1941. The worst air raid of the War is depicted in the next three pages.



These two pictures show the result when a landmine fell on Middlegate Street.





Above: Special Constable's Post in Queens Road

Below: Middle Gate Street





The picture left is an unknown location but the picture below is of burned out shops in the Market Place and of King Street.

This concludes the series of pictures related to the air raid which took place on August 4th 1941.



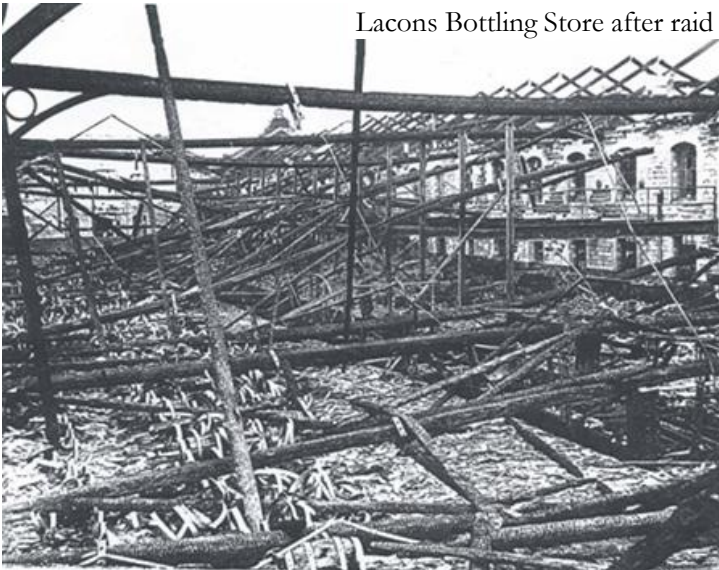
June 23rd 1942

This raid caused extensive damage to Lacons Brewery but fortunately for the drinkers of the town, brewing was not affected.

Lacons Brewery Store
North Quay after raid



Lacons Bottling Store after raid



War Snippets

Ministry Communique

A Ministry of Home Security communique issued shortly after midday stated that during the night bombs were dropped at scattered points in the Eastern and South-Eastern counties and in the Midlands. There were a small number of casualties in two East Coast towns, of which a few were fatal. No damage of military importance was caused.

Great Yarmouth Air Raid

An eye witness to this raid was Mr Marshall who remembers, as a child, being woken by his mother, the family then living at 15 Palgrave Road. Incendiaries were burning in the front garden and in the passage at the rear of the houses. Neighbours were trying to put them out with sand bags which were always kept at street corners and near lamp posts for such occasions. A friend told him that helpers were needed on one of the fire tenders on North Quay that was pumping water from the river to fight the fire at Lacon's Brewery. Boys were given the job of throwing buckets of water onto the pump to stop it overheating. They filled the buckets by lowering them on a rope into the river. As the fire fighters worked they could hear the swishing sound of more incendiary bombs falling, turning over and over in the air. Above this was the drone of the enemy planes.

Good work by demolition squad.

Members of the A.R.P. services were very quickly on the scene and one man commented on the excellent work of the demolition squads in extricating the injured. First came the whistle of the falling bombs. This was followed by intense anti aircraft fire, mingled with the rattle of machine-guns. Watchers saw an enemy bomber, believed to be a Heinkel, making out to sea with several British fighters in hot pursuit. More British fighters passed overhead at intervals, and the drone of engines was heard for several hours.

March 18th 1943

In Queens Road, which had only just been rebuilt following an earlier raid, people sleeping in a nearby shelter had a lucky escape. The crater caused by the bomb reached the side of the shelter. Another bomb fell in the grounds of the Naval Hospital, doing no damage except to demolish a wall and blast the fronts of houses opposite. A terrace of houses in Admiralty Road was damaged but fortunately all the houses were empty at the time. The front of St James Church was damaged by flying debris. In Queens Road four houses were badly damaged and Melton Lodge, used as a Naval Hospital, had to be evacuated owing to an unexploded bomb.

The worst incident in this raid occurred when a bomb scored a direct hit on a house at the corner of Queens Road and Nelson Road South. This house was used as a hostel for the WRNS, the girls all being asleep at the time of the raid. Casualty services and rescue parties, aided by servicemen, dug into the ruins and tunnelling into the rubble came upon a group of five girls who were rescued unhurt. Thirteen girls were finally rescued from the ruins of the house. Fire broke out in the ruins but this did not deter the gallant efforts of the rescuers to reach the girls. Later an unexploded bomb was found in the grounds of Shadingfield Lodge and another near the Wellington Pier.

The scene of devastation at the WRNS Hostel



War Snippets

Youth's lucky escape

A youth who was in bed in one of the damaged houses had a remarkable escape. The bedroom floor collapsed and the bed fell into the kitchen, but apart from a shaking, the youth was unhurt. His sister, who is about to be married, took part of her trousseau when she sought refuge with her mother in a neighbour's house. Her wedding cake and some of her wedding garments were ruined. A woman said that the plane machine-gunned her windows. Two girls told how machine gun bullets were flying around.

“Cocky” Spitfires

An eye-witness of a fight over a village stated: “I was first attracted by the close approach of a plane which sounded like a Jerry.” Almost at the same time a bomber apparently returning from a raid on enemy territory, coming in from the sea. It altered course and straight away engaged the German.

In a few seconds two Spitfires appeared and the bomber left them to it. They were plunging about like gnats, above and below, the turning and twisting German as the fight was carried from view. Their guns squirting intermittently. Shortly afterwards the Spitfires returned in close company, and in a cockiness that suggested victory.

March 18th 1943

The second raid of the day came late in the evening killing one person and injuring three others. A Dornier 217 based in Holland, accompanied by Junkers 88s, circled over the town for some time in the moonlight. Flares were dropped followed by two parachute mines, one landed on the roadway at the south end of the Fishwharf, the other falling on the Southtown Maltings of Watney Combe and Reid.

The mine at the Fishwharf damaged a coal conveyor which served the power station, whilst superficial damage was done to the Power Station itself. Among the property damaged at Southtown was the Half Way House public house. Two more mines were dropped west of Caister Road, the blast damaging the Smith's Crisps factory and nearby houses.

The Boy's Brigade

1st Great Yarmouth (Parish Church) Company.

Members of the Company in October 1939 formed Fireguard squads for nightly duty as a precaution against possible enemy action. During one fire raising raid, several incendiary bombs fell in the vicinity of the Church and two lodged on the roof, one was thrown clear and the other which became embedded in the timbers was tackled and extinguished with the help of stirrup pumps.

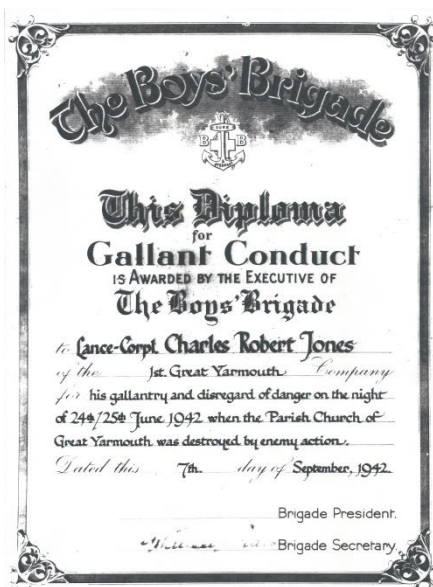
However, on the night of the 24-25th of June 1942 it was a very different story. A heavy attack overpowered the capabilities of the fireguards and a strong wind rapidly spread the flames bringing down the steeple and bell tower, leading to the complete destruction of the Church.

Gallant conduct on the part of the members on duty led to the saving of the bulk of the Church and company property in the vestries, and consequently "Diplomas for Gallantry " were awarded to the following:-

Sergeant Owen Frederick Dobson.

Corporal Harry Ernest Bartram.

Lance-Corporal. Charlie Robert Jones.



Demolition of the Rows

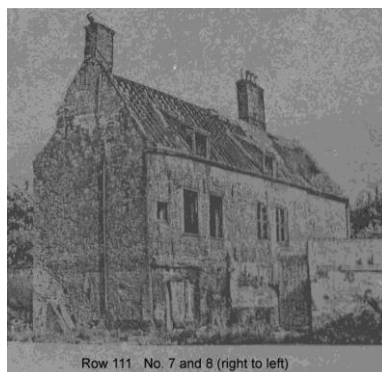
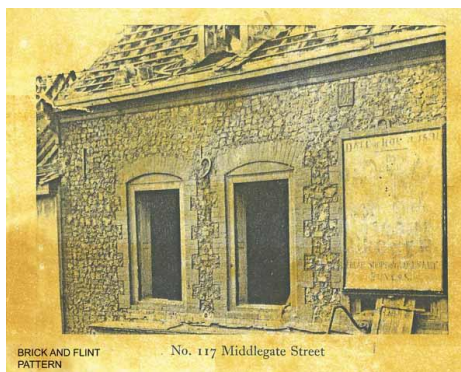
Major Demolition Work - 1953

Prior to the major demolition work of 1953, Mr. John O'Neill the former Chief Inspector of Ancient Monuments, was asked to conduct a survey of the 17thC houses in the clearance area. The idea was to save whatever could be salvaged for posterity, and possibly to exhibit in a museum for all to see and enjoy at a later stage. They found wood panelling, door hinges, door latches, mullion window frames, internal and external doors and cast-iron fireplaces etc.

There was much Dutch influence in evidence, particularly in the fireplaces and ceramic tiles. The rooms were laid out in typical Dutch style. Some interesting discoveries came to light, including the carved post or chimney lintel dated 1664. The carving depicts cherubic faces surrounded by ornate scrolls and is symmetrical from the date.

It can be seen from the photocopies I have obtained that many exciting objects were found during the start of the demolition. These included wall anchors, wrought iron door hinges and latches. Many of the houses featured brick patterns known as “Herring Bone” or “Salt and Pepper” and all the bricks that were salvaged were used again to build new walls within the Row 111 house.

All these items can now be seen on display at the Old Merchant's House in Row 217 and Row 111 house which are cared for by English Heritage.



Which Yarmouth Rows to preserve.

A member of Yarmouth's Town Planning Committee, Mr. F. H. Cole, has suggested that one of the town's Rows should be preserved. Most people would agree to the principle of preserving an important part of Yarmouth's history, but is there a Row left which could present a fair picture of these unique thoroughfares?

Two centuries ago there were at least 145 Rows. There are various opinions as to the actual number of Rows once in existence. No definite figure can be set down but it is safe to say that there were between 145 and 155 of them, dating back to the reign of Henry VII. Some Rows were given half numbers, as they only run half-way between two streets. By 1961 more than half of the Rows had disappeared. Many were destroyed by bombing during World War II. Row 117 is the last one left in the old Middlegate area, after Hitler's bombers ripped the heart out of the area. Others have been redeveloped, crowded out by modern houses and flats.

Two Rows Could Qualify

The two Rows that could now qualify as being the best representatives for preservation are Rows 53 and 55 with Row 55 the most likely candidate, with its high walls and narrow alley-way. Row 1 no longer exists, but it ran where Rampart Road now is. It was called Rampart Row because it was one of the first places to be fortified against the threat of the Spanish Armada. Rows 50-63 and a half, still exist as contiguous Rows, but three of these, 54, 56 and 58, are proposed for demolition.

Market Row and Broad Row are both established shopping centres and can hardly qualify as representative of the old narrow streets, which were Rows.

The Ancient Monuments branch of the Ministry of Works has preserved the Old Merchant's House which dates from 1600, and stands in Row 117 off South Quay. It is filled with relics from Row houses and sites as far back as the 15th century, and is a microcosm of Yarmouth's mercantile life through the centuries.

A Row house standing behind the police station in Row 111 is almost ready to be opened to the public as another place of historical interest, although a date for its opening has not been fixed. The Greyfriars Cloisters are also being restored by the Ministry of Works

1664 Oak Beam and Statuette

Eastern Daily Press August 4th 1956

Two discoveries, have been made during the demolition work which should help in piecing together the history of the dwellings in the Rows which was once a fashionable quarter of the Town, housing merchants and prominent citizens.

Yarmouth Corporation workmen demolishing the sweet factory of Messrs. William Docwra & Co. in Greyfriars Way (formerly Middlegate Street) uncovered a piece of beautifully carved oak, dated 1664, which is thought to be either a chimney lintel or an overdoor. This find was made by the demolition foreman, Mr Percy Bottomley. The section measures 6 ft. 3 in by 8 in. by 3 in. and the date is carved in the centre while at the left end are three capital letters, an E with GS beneath. The GS, it is believed, are the initials of the person for whom the house was built: his wife's Christian name, perhaps, beginning with E. A carving, which depicts cherubic faces surrounded by ornate scrolls, is symmetrical from the date.

Two Theories

The theory that it might be an overdoor is none-the-less firm although, the discovery was made inside the factory. Over the years the frontage has been built on several times and it may well be that the oak section was once on the exterior of the building. The alternative theory is held by those who say that 6ft 3in would make a door beneath very wide: it is, they argue about the average size for a chimney lintel, however, there appear to be no signs of charring and it is well weathered. Mr Bottomley was engaged in similar work in King Street about four years ago when the demolition gang uncovered an object much the same as this recent find.

Behind the Fireplace

The Middlegate district has produced many interesting finds. While out for a Sunday afternoon stroll with his wife, a Yarmouth man who is keenly interested in historic buildings noticed a chimney lintel in a partly demolished house in Row 4. After examination he concluded that the lintel was medieval in origin, but had a feeling that there was more to it than was at first apparent.

Closer investigation revealed that behind the comparatively modern stove in the large chimney piece, was an 18th century fireplace and behind that, one the

which could be dated about a century earlier. Still he was not satisfied that he had brought to light everything the fireplace was concealing. He delved deeper and uncovered a medieval statuette of an archbishop, unfortunately broken in two across the middle. There are metal stains just above the figure's waist which indicate that at one time there was a small silver cross embedded into the stone and also that some gold was used. Most of the paint with which the stone robes were painted, remains.

Two Interesting Old Houses

Yarmouth Mercury Feb 8th 1957

Bulldozers and demolitionists, if that is a word, have been clearing away some old ruins between the back of King Street and Howard Street South, just by the Health Clinic, and they have opened up an uninterrupted view of two old buildings, one inhabited and one not

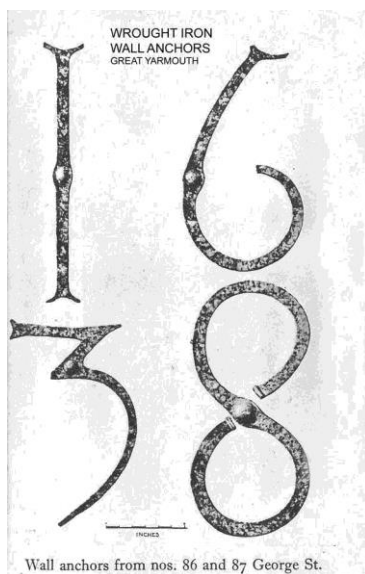
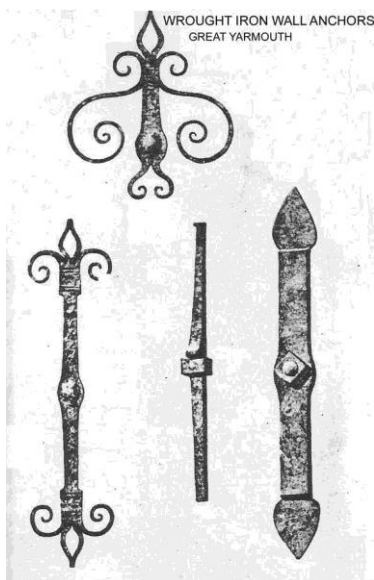


The unoccupied one, a dirty gamboge, in colour with a tiled roof, is very old, suggestive of a small Tudor manor house. It has, what have obviously been fine windows, the fenestration suggesting the perpendicular style, though I believe the mullions are timber and not stone. Peeking in through a gap in a

very old door at the back, you can get a glimpse of a large room running right through the house from Row 82 to Row 83.

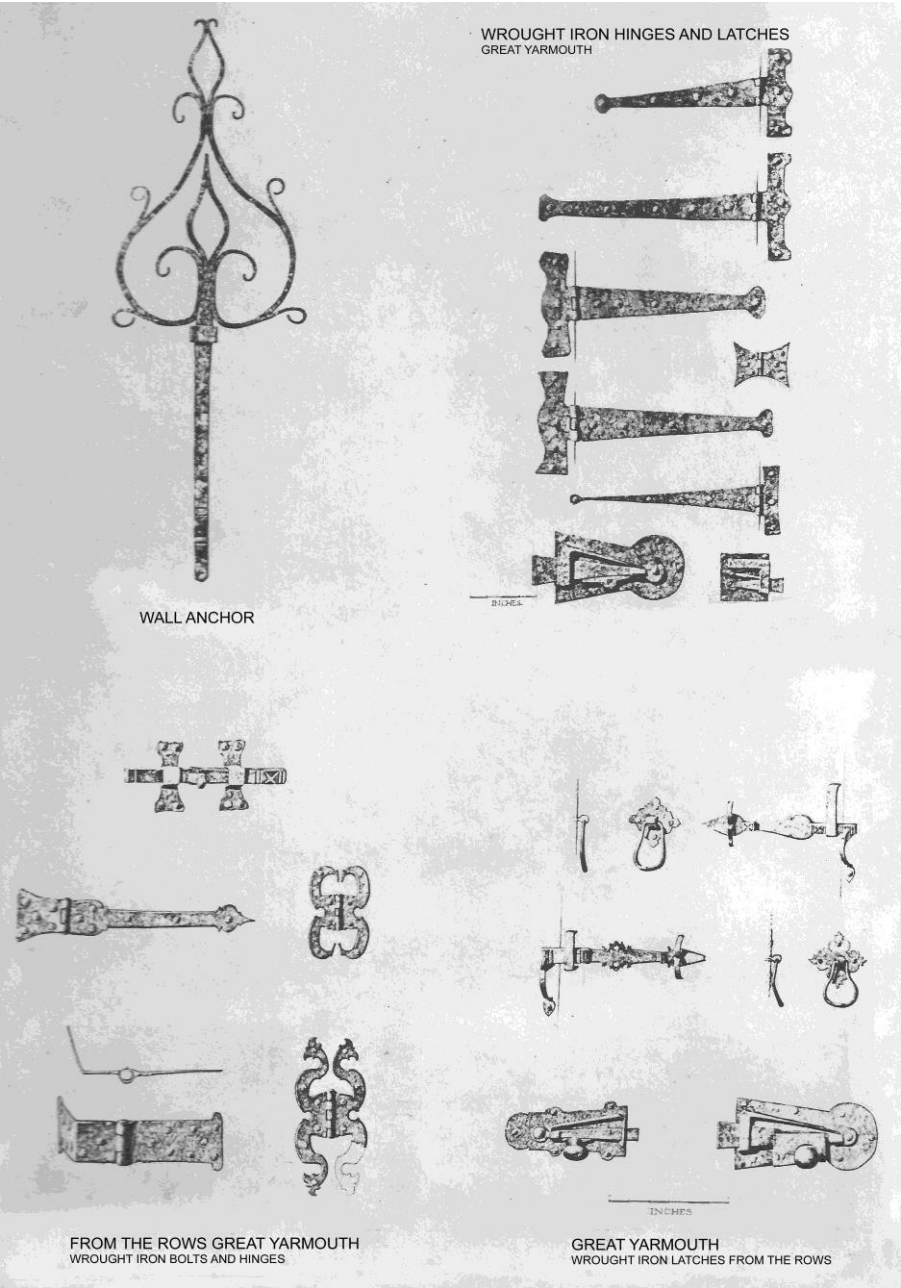
The other house, which is still inhabited is most interesting because it is an exceptionally well kept example of a Yarmouth Row house, such as was described by Mr. B. H. B St. John O'Neil, former Chief Inspector of Ancient Monuments, in his paper on the small houses of the 17th century in Yarmouth, a paper which was based on his researches in the Friars Lane area.

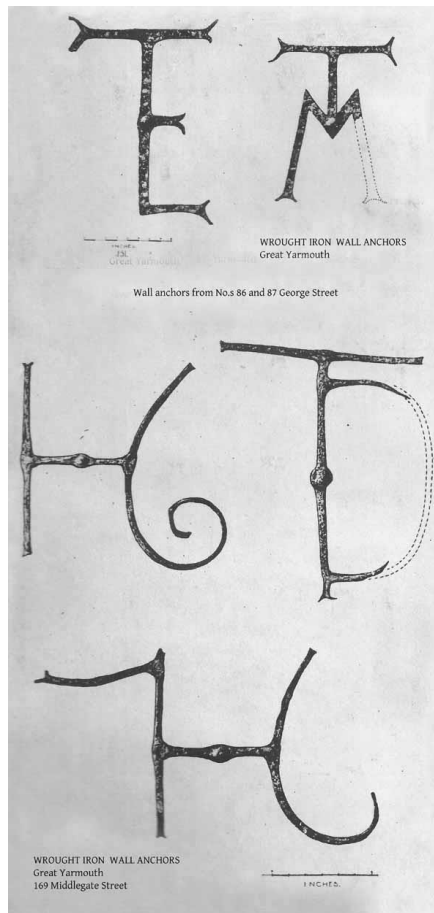
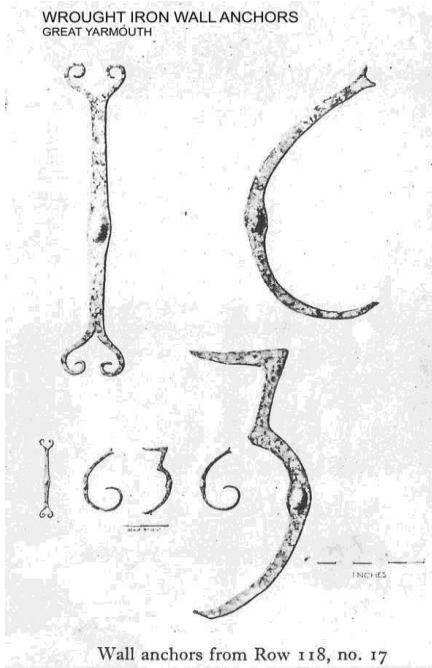
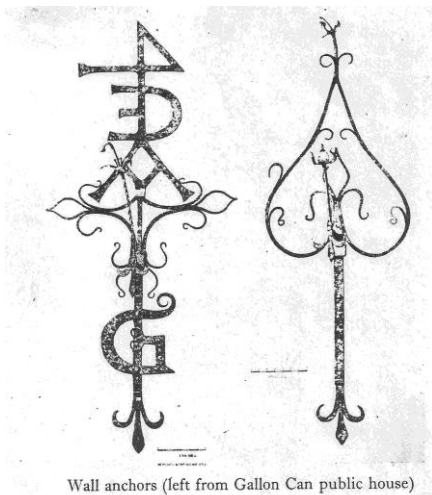
I am certain that it is not quite as old as some of those which Mr. O'Neill took as typical, but it has many of the features. The layout downstairs resembles that of the original Row houses in which the back and front doors were in line with each other and the space between was a passage formed by partitioning off part of a room which occupied the ground floor. In this house, however, the passage is wide enough to be a room, but it is obviously derived from the old plan. There is a departure from the older design in that there is an annexe at the back which makes the house L-shaped instead of rectangular.



Externally, the house is faced in a mixture of timber and brick, the ground floor walls being colour washed, though the upper floor is patterned with the design of large lozenges, done in red brick, with large pieces of stone and areas of flint in between. When the sun catches this irregularly surfaced wall the result is splendid, with the red brick very rich and the flints flashing in the light as you move your head.

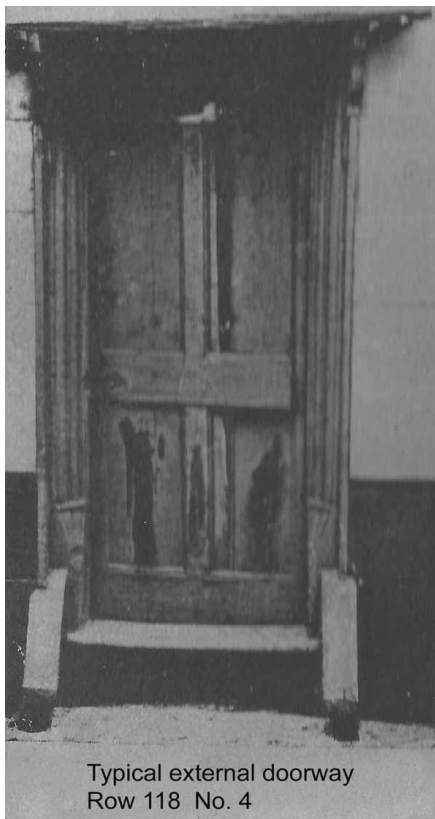
The house is most unusual in that it has a different number at the back, from that at the front. The rear is Row 82 No 5 and the front is Row 83 No.6.



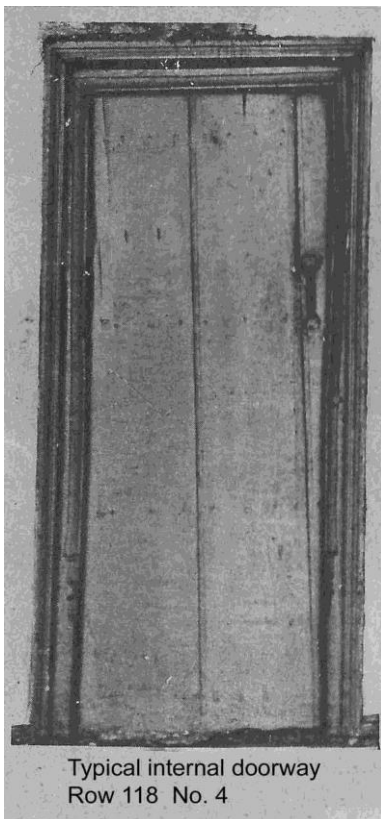


It is apparent from this section that a great number of artefacts were recovered during the demolition of the Rows. However, as we know the bulldozer does not discriminate between treasures and the everyday, so it is most likely that more was lost forever, than was found.

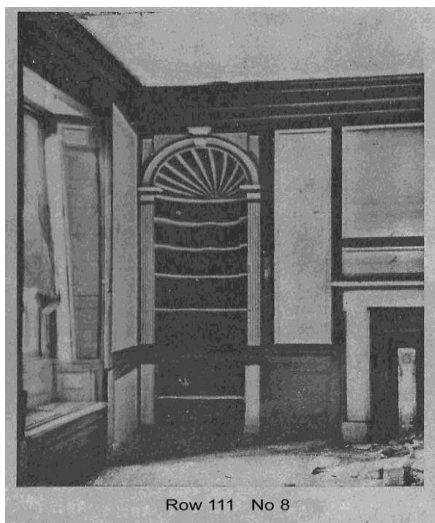
Thankfully, such vandalism by Local Authorities is now not so prevalent. However given the chance Councils adore cheap and nasty developments such those that replaced the Rows and whose demise will have no historic importance and will no doubt, only enhance the visual aspects of Great Yarmouth.



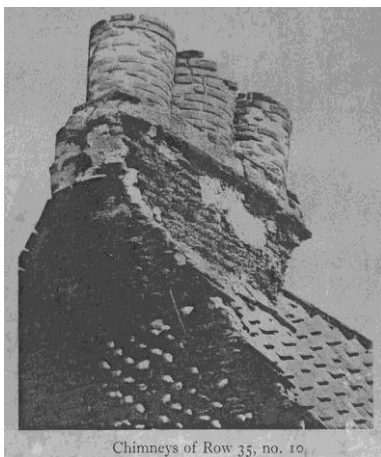
Typical external doorway
Row 118 No. 4



Typical internal doorway
Row 118 No. 4



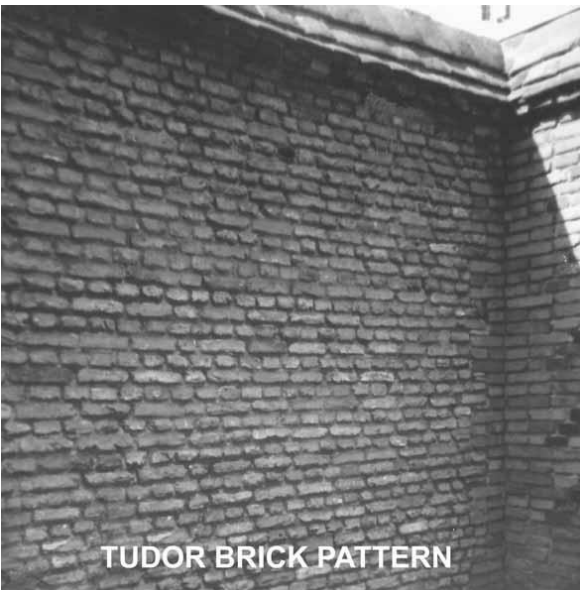
Row 111 No 8



Chimneys of Row 35, no. 10.



Eighteenth century buildings in Row 118, damaged beyond repair by bombing . Photographed in 1943, prior to demolition.



This photograph shows a brick pattern used in the Tudor period which was commonly found in Row houses from that period.

Market Row

Fires

Fire visited Market Row on two occasions in the early 1990's. Fire broke out on the morning of July 12th 1992 when 44 firemen were needed to fight the blaze for over an hour at Dales store. The fire caused a limited amount of damage in the rest of the Row but did cause much disruption to trade owing to the scaffolding that was put up to prevent the collapse of Dales. Many traders complained that the scaffolding had put off shoppers as it restricted access to the Row and many felt they had lost trade since the fire.

It took until November 1992 for the building's Insurer to decide the way forward. They finally decided to demolish Dales' and rebuild in its original style, to maintain the character of one of the town's best known buildings. The delay in demolition was put down to discussions between the Insurers of Dales and the adjacent buildings.

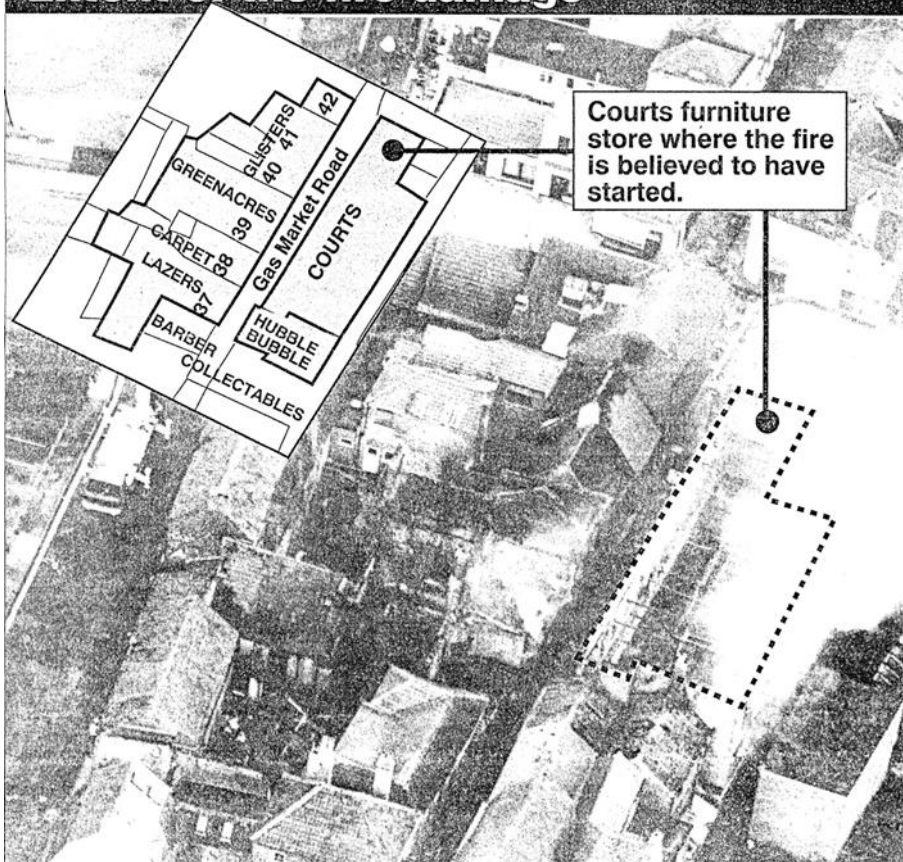
Once the scaffolding came down and the re-building of Dales started, access to Market Row was improved immeasurably and trading assumed some level of normality.

As stated above, the fire in Dales caused considerable disruption but it was nothing compared to the fire in the early hours of Wednesday 13th September 1995, again in Market Row. The alarm was raised at 1.15am when Courts the furniture shop in Market Row was reported alight. Fire crews were scrambled from Yarmouth, Gorleston, Norwich, Martham, Acle, Stalham, Wymondham, Lowestoft, Hethersett, Sprowston, Long Stratton and Mundesley with over 100 firemen eventually in attendance. The blaze quickly spread to other premises along Market Row, and residents from flats above the shops were evacuated to the Salvation Army Hall on Tolhouse Street as Police closed roads surrounding the area.

At its height the fire could be seen more than 12 miles away. Firemen tackled the fierce flames at close range from two hydraulic platforms which were raised to their fullest extent in an effort to quench the inferno. Fortunately with the River Yare nearby shortage of water was never a problem but the narrowness of the lanes did pose difficulties for the firemen. As the fire took hold there was always the danger that some of the buildings might collapse. Firemen worked all night with little rest and were still in duty at 15:00 the next day damping down the smouldering ashes.

When it was deemed safe shop owners surveyed the damage to their businesses. Nine of which were completely destroyed or damaged by the fire.

Extent of the fire damage



It was estimated that the investigation into the fire could take several weeks. Fire Service experts, forensic investigators working for insurance companies and a Police scene of crimes officer carried out a painstaking investigation but were unable to arrive at any conclusions as to the cause of the fire. This was largely owing to the fact the fire had already taken hold of Courts by the time the Fire Brigade were summoned so any evidence as to the cause, had quite literally gone up in smoke.

The Council expected that once the investigations had been completed demolition would take at least a month, planning procedures and building regulations around nine months and a building programme in the region of two years. The main priority was to carry out the demolition work so the undamaged businesses in Market Row could start trading again.

A typical story of the events of September 13th was recounted, at the time, by Fred and Mary Sykes who lived above their Market Row shop. The sound of breaking glass was first they knew something was amiss. When they looked out of the window all they could see was a wall of flames coming towards them. They heard an explosion which was a large plate window in Courts collapsing and was followed by a ball of flame shooting towards the sky. They called the Fire Brigade and then descended the stairs and out of the building to safety. They were both thankful that the lights stayed on while they made good their escape.

The couple had only been in their shop for just over a year and had spent the first four months renovating the house to make it habitable and now this had happened. Fortunately the house had escaped major damage although much of their stock needed cleaning. It was early December before their shop reopened for business.

One problem that had to be faced was that there were a number of insurance companies involved and each only interested in the claims before them. It also transpired that some of the affected businesses were under insured. These type of problems naturally delayed progress in restoring Market Row to its former glory.

Two years on from the fire little progress had been made in rebuilding the demolished buildings. Some of the traders had taken the insurance money and ceased trading leaving vacant plots, some of which the Council purchased. However with no funds to build themselves all they could do was keep these plots tidy. The Council tried to get private developers interested in rebuilding the Row but, then as now, the only way this was likely to happen was for the Council to foot all the bills and the developer to reap the rewards.

In September 1998 a plan was put forward by the Council whereby the Courts site would be purchased and along with the other vacant plots in Market Row, ground floor shops with housing above would be built. This was the plan that was finally adopted and implemented.

Maps of Great Yarmouth

Map dated 1668 - showing the layout of the Rows within the walled fortifications.

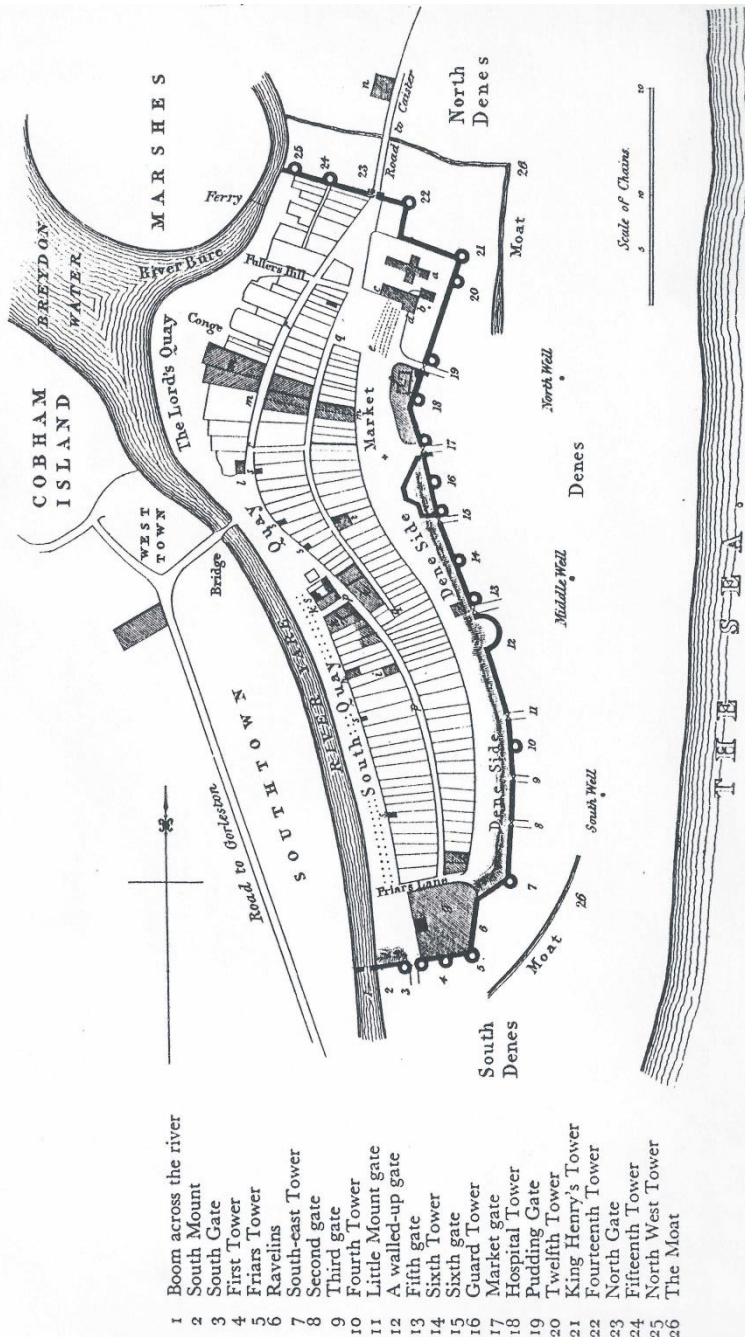
Map of Great Yarmouth in 1797 - showing in greater detail the town inside the walls, with the moat around part of the outside. There were originally fifteen towers and ten gates.

Map of Great Yarmouth in 1905 - showing that all the Rows were still intact at that time. This map also shows the ancient Tolhouse which was the focal point of the Rows for centuries and was the towns original gaol and was in use as such until 1835.

Modern plan of the Rows area of Great Yarmouth (1953) - It shows large areas that were devastated by the bombing in the Second World War around the Middlegate area, which was the central part of the Rows.

Map produced in 1989 - showing the re-built areas of Middlegate Street and Tolhouse Street. The blue lines indicate the extreme boundaries of the Rows, which had hardly changed since the early 1970's

GREAT YARMOUTH WITHIN
THE WALLS 1612



Palmer's edition of Marship's A Booke of the Foundation and Antiquitye of the Towne of Greate Yarmouth

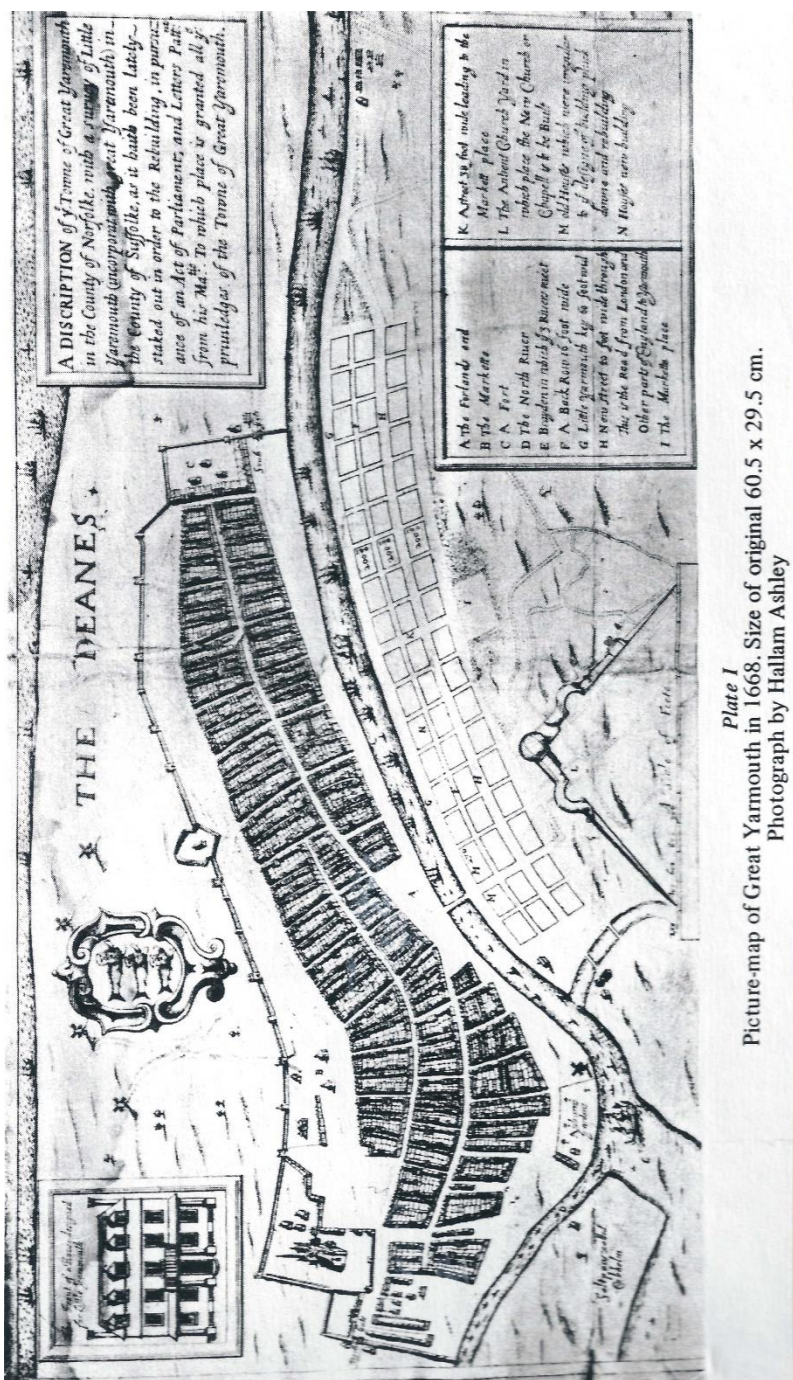
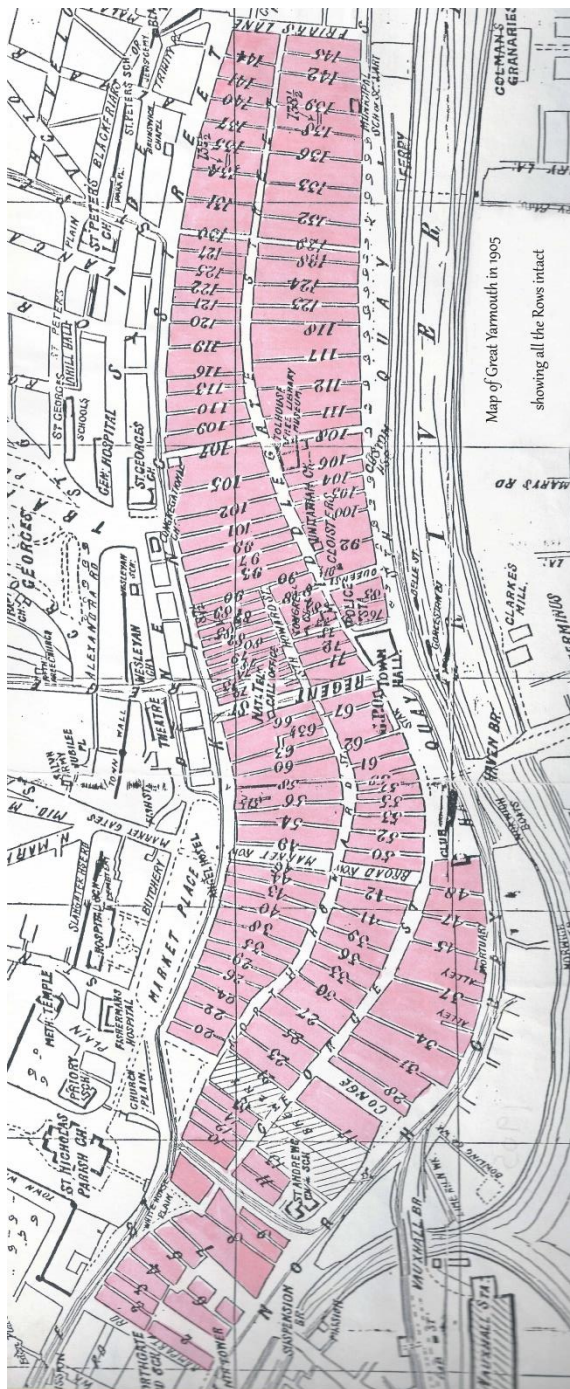


Plate I
Picture-map of Great Yarmouth in 1668. Size of original 60.5 x 29.5 cm.
Photograph by Hallam Ashley





Map of Great Yarmouth in 1905
showing all the Rows intact



The Gallery

Additional Views

of

The Rows

by

Maurice Joel



















All The Rows

Named

Row Names

		Blanchflower's Half	Row 135½
		Black's	Row 97
		Blower the Cabinet Maker's	Row 39
		Blue Anchor	Row 24
		Blue Bell	Row 118
		Boatswains Call	Row 73
Absolon's	Row 37	Body Snatchers'	Row 6
Adams the Bakers	Row 132	Bond's	Row 128
Aldred's	Row 74	Bond the Druggist's	Row 63
Aldred's	Row 83	Boulter the Baker's	Row 3
Almshouse	Row 54	Bracey's	Row 136
Almshouse	Row 136	Bradnack's	Row 119
Ames the Antiquary's	Row 88	Bream's	Row 68
Ames the Shoemaker's	Row 36	Brett's North	Row 14
Andrew's	Row 103	Brett's South	Row 15
Angel	Row 44	Brewery	Row 19
Arbon the Painter's	Row 85	British Lion Alley	Row 51½
Arnold the Brewer's	Row 102	Broad Row	
		Browne's	Row 6
Ballast Keel	Row 117	Brown the Candlemaker's	Row 10
Balls and Pownall Fruiterer's	Row 90	Brown the Grocer's	Row 78
Bank Paved	Row 53	Brown the Maltster's	Row 112
Baptist Meeting	Row 14	Buck	Row 52
Baptist Meeting North	Row 82	Buck	Row 97
Baptist Meeting South	Row 85	Bumpstead's	Row 22
Barber the Stationer's	Row 55	Bunting's	Row 52
Barker's North	Row 73	Burman's	Row 5
Barker's South	Row 74	Bush Tavern	Row 96
Barnaby the Baker's	Row 30	Butcher's	Row 135
Barnby the Liquor Merchant's	Row 42		
Barnes	Row 97	Calver's	Row 126
Barnes the Grocer's	Row 22	Cambridge	Row 78
Barett's	Row 20	Canter's	Row 83
Bartholemew's	Row 48	Captain Christmas's	Row 121
Bassingthwaite the Baker's	Row 60	Carpenter's Arms	Row 57
Batchelor's	Row 115	Carrington's	Row 92
Bateman's	Row 64	Cart and Horse	Row 137
Baxfield's	Row 23	Castle	Row 99
Bayly the Surgeon's	Row 97	Cat and Monkey	Row 124
Beckett's	Row 21	Chambers the Sailmaker's	Row 112
Bee Hive	Row 26	Chapel	Row 103
Bellamy's	Row 90	Chapel	Row 105
Bellamy the Butcher's	Row 110	Chapel Paved	Row 107
Bellamy the Baker's	Row 133	Chapman's	Row 5
Bell's	Row 97	Charles Moore's	Row 38
Benett the Cooper's	Row 102	Charles Palmer's	Row 83
Ben Dowson's	Row 62	Charles Symond's	Row 101
Bessey's	Row 9	Child the Blacksmith's	Row 141
Bessey's Half	Row 9	Church's	Row 62
Bethabara	Row 92	Cloister	Row 91½
Bett's	Row 78	Clowe's	Row 55
Bird in Hand	Row 2	Coach and Horse	Row 25
Black Horse	Row 2	Coach and Horses	Row 77
Blake the Linen Draper's	Row 49	Coalmeter's	Row 61
Black Swan	Row 51	Cobb's	Row 25

Cobb the Currier's South	Row 27	Drum	Row 120
Cobb's North	Row 73	Druid	Row 129
Cobb's South	Row 74	Duncan's Head	Row 120
Cobb the Printer's	Row 55	Dutch Chapel	Row 106
Cock Half	Row 135½		
Colby's North	Row 123	Eagle Half	Row 34½
Colby's South	Row 124	Earl St Vincent	Row 140
Common Ramp	Row 1	East and West Flegg	Row 2
Conge	Row 28	Ecclestone the Grocer's	Row 4
Cook Ellis's	Row 132	Edinburgh	Row 29
Cooper's	Row 83	Elephant and Castle	Row 58
Cory's	Row 76	Ellis the Brushmaker's	Row 38
Costerton's	Row 100	Emm's	Row 135
Costerton the Surgeon's	Row 52	England's	Row 108
Couldham's	Row 119	Erchard's	Row 134
Couldham's	Row 106	Errington's	Row 113
Craske the Baker's	Row 70	Excise Office	Row 56
Creed's	Row 88		
Crisp the Carter's	Row 133	Factory	Row 128
Crome's	Row 81	Fassett's	Row 74
Crown and Anchor	Row 59	Felstead's	Row 142
Crown and Heart	Row 85	Feltham's	Row 22
Cubitt the Painter's	Row 71	Ferrier's	Row 38
Cup's	Row 65	Ferrier the Surgeon's	Row 113
Custom House	Row 103	Ferry Boat	Row 8
Custom House South	Row 104	Fielding's	Row 86
		Fighting Cock	Row 25
Daking the Brazier's	Row 65	Fill the Auctioneer's	Row 21
Dassett's	Row 43	Fisher's	Row 86
Davy the Watchmaker's	Row 29	Fishing Boat	Row 142
Dawson's	Row 119	Foreman the Baker's	Row 70
Delf's	Row 132	Fourteen Stars	Row 145
Dendy's	Row 66	Foulsham's	Row 24
Dene Side Austin	Row 60	Foundry	Row 127
Dene Well	Row 140	Fowler the Grocer's	Row 88
Dog and Duck	Row 138	Free Library	Row 108
Doughty's	Row 3	Freemason's Arms	Row 35
Doughty the Grocer's	Row 105	Freeman and May's	Row 10
Doughty the Leathercutter's	Row 25	Friends	Row 129
Doughty the Leathercutter's	Row 27	Friendly Society	Row 104
Doughty's North	Row 25	Fromow the Barber's	Row 23
Doughty's South	Row 27	Fulcher the Grocer's	Row 40
Douglas's	Row 6	Fulcher the Pawnbroker's	Row 123
Dove	Row 119	Fuller's	Row 96
Dover Colby's North Wall	Row 123	Fuller's South	Row 100
Dover Colby's South Wall	Row 124		
Dover Court	Row 132	Gallon Can	Row 117
Draper the Butcher's	Row 95	Gaol North	Row 106
Dr Borrett's	Row 109	Gaol Paved	Row 108
Dr Collier's	Row 104	Garden	Row 13
Dr Costerton's	Row 52	Garden	Row 36
Dr Farmington's	Row 33	Garwood the Glazier's	Row 128
Dr Meadow's	Row 109	G D Palmer's	Row 137
Dr Penrice's	Row 105	George	Row 117
Dr Smith's	Row 26	George IV	Row 87

George and Dragon	Row 12	J D Palmer's	Row 83
Girling's	Row 66	Jeffery's	Row 15
Glass House	Row 37	Jews	Row 42
Globe	Row 35	John Berney's	Row 81
Goddard the Whitesmith's	Row 93	John Cooper's South	Row 136
Golden Ball	Row 47	John Cooper's North	Row 133
Golden Keys	Row 7	John Fisher's	Row 108
Golden Lion	Row 25	John Fisher's	Row 123
Good the Grocer's	Row 126	John Ireland's	Row 84
Goymour's Meeting North	Row 14	John Taylor's	Row 129
Goymour's Meeting South	Row 15	Jolly Maltsters	Row 79
Graves the Pieman's	Row 133	Jone's	Row 144
Gregory Harrison's	Row 129	Joseph Cotman's	Row 94
Greyfriars	Row 91½	Josh Peartree's	Row 117
Grief's	Row 137		
Grosse's	Row 143	Kemp's	Row 126
Gun	Row 125	Kerrison's Coffee Tavern	Row 142
Gurney's Bank	Row 55	Kings Head	Row 32
		Kings Head	Row 93
Half	Row 51½	Kings Head North	Row 29
Half Moon	Row 29	Kings Head South	Row 32
Half Moon North	Row 26	Kingston House	Broad Row
Half Moon South	Row 29	King the Baker's	Row 41
Half Moon Tap	Row 26	King the Baker's	Row 93
Hall the Blacksmith's	Row 118	Kittywitches	Row 95
Hans Herring	Row 89	Knights the Baker's	Row 134
Harboard the Pastrycook's	Row 80		
Hardware's	Row 80	Lacon's	Row 13
Harman's	Row 35	Lacon's	Row 16
Harmer's	Row 80	Lacon's Brewery	Row 16
Harrison's	Row 90	Lacon's Office	Row 19
Hastings the Pawnbroker's	Row 116	Lamb	Row 51
Hat and Feather	Row 145	Lane the Taylor's	Row 50
Hayes the Butcher's	Row 135	Last the Baker's	Row 58
Haynes the Peruke Maker's	Row 72	Laws	Row 48
Herring's	Row 89	Laws and Lamb the Butchers'	Row 124
Hogarth's	Row 43	Lawyer Bell's	Row 97
Holmes South	Row 112	Lee the Pawnbroker's	Row 133
Homfray's	Row 62	Lettis's	Row 81
Horn	Row 10	Lieutenant White's	Row 114
Horse and Cart	Row 137	Lion and Lamb	Row 109
Houghton the Baker's	Row 141	Liverpool Tavern	Row 140
Huke's	Row 121	Lobster	Row 79
Huke the Carpenter's	Row 121	Lone the Pawnbroker's	Row 80
Humber Keel	Row 120	Lorimer the Grocer's	Row 26
Hunt the Glazier's	Row 42	Lucas's	Row 111
Hurry's	Row 69	Luson's	Row 111
Hurry's	Row 92		
		Mack the Tinsmith's	Row 125
		Male the Chemist's	Row 70
Ives the Antiquary's	Row 140	Mariners	Row 65
		Mariners Compass	Row 142
James Burton's Half	Row 64	Market Row	
Jays Chemists's	Row 65	Markland's	Row 4
J C Smith's	Row 86	Marsh's	Row 85

Marsh's	Row 132	Old Meeting South	Row 96
Martin's	Row 104	Old Post House	Row 107
Martin the Shoemaker's	Row 122	Old Post Office	Row 63
Matthew Ward's	Row 117	Old Prison	Row 135
Maye the Baker's	Row 143	Old White Lion	Row 130
Mayer's	Row 144	Orfeur's	Row 132
Mayor Ramey's	Row 67	Ostend Market	Row 60
Meall's	Row 55	Ostend West	Row 61
Mew's	Row 90	Oxford	Row 17
Meyrick's	Row 81		
Miller the Basketmaker's	Row 73	Packet Office	Row 102
Mission to Seamen	Row 139	Paget's	Row 139
Miss Paterson's	Row 80	Page the Pipemaker's	Row 47
Mitchells School	Row 59	Palgrave's	row 106
Money Office	Row 87	Palmer's Arcade	Row 54
Moon the Cabinetmaker's	Row 43	Peacock	Row 74
Moore the Blacksmith's	Row 72	Peacock	Row 142
Mouse the Pawnbroker's	Row 36	Peer's	Row 76
Mr Brightwen's	Row 57	Penrice Back	Row 94
		Penrice Stables	Row 101
Nags Head	Row 46	Penny's	Row 26
Nags Head	Row 145	Perry the Oatmeal Maker's	Row 110
Nall's	Row 63	Pickard's	Row 24
Nathaniel Fish's	Row 115	Pigeon	Row 140
Neal the Shoemaker's	Row 36	Pigeon	Row 142
Neave's	Row 144	Pipemaker's	Row 47
Nelson Tavern	Row 141	Pleasants	Row 132
New's	Row 64	Pleasants the Butcher's	Row 132
Newcastle Tavern	Row 129	Pleasants the Grocer's	Row 143
New Broad Row	Queen Street	Plumer's	Row 116
New Fountain	Row 136	Plumer's School	Row 116
New Prison	Row 110	Popinjay	Row 61
New Quay Paved	Row 129	Poppy's	Row 75
New White Lion	Row 134	Post House	Row 107
Nicholas Cutting's	Row 67	Post Office	Row 63
Nightingale the Barber's	Row 33	Post Office Half	Row 63½
Nightingale the Confectioner's	Row 97	Pot in Hand	Row 78
Nine Parish	Row 31	Pot in Hand South	Row 79
Norfolk Hero	Row 97	Prichard's	Row 64
Norfolk Tavern	Row 77	Priory Row	
Normans	Row 26	Prison	Row 110
Norman the Cabinetmaker's	Row 39		
North	Row 10	Quaker's	Row 60
North Custom House	Row 103	Quay Angel	Row 123
North Garden	Row 11	Quay Austin	Row 61
Nottingham Arms	Row 145	Quay Mill	Row 34
		Quay Mill Alley	Row 34½
Old Broad Row	Broad Row	Queens Head North	Row 29
Old Fountain	Row 77	Queens Head South	Row 32
Old Fountain North	Row 75		
Old Fountain Tap	Row 77	Rackham's	Row 6
Old Hannah's	Row 90	Ramp	Row 1
Old Hannah's Back	Row 89	Rampart	Row 1
Old Library	Row 85	Randall's	Row 60
Old Meeting House	Row 92	Red House	Row 58

Reed Lion	Row 109	Steward's	Row 111
Rev Cooper's	Row 105	Steward the Chemist's	Row 20
Rev Green's Meeting	Row 14	St Georges East	Row 107
Rev Green's Meeting	Row 15	St Georges Paved West	Row 108
Rev Welham's	Row 69	St Johns Head	Row 45
Reynold's	Row 101	St Peters	Row 130
Richmond the Cabinet Maker's	Row 50	St Peters East	Row 130
Rivett the Baker's	Row 93	St Peters Half Alley	Row 126
Robert Warmington's	Row 104	Stevenson's	Row 140
Robin's Half	Row 126	St Peters Paved West	Row 129
Robinson the Grocer's	Row 119	Swan	Row 20
Rolling the Baker's	Row 4	Swanards	Row 104
Rose and Crown	Row 41	Symond's	Row 62
Rose and Crown	Row 137	Symond's	Row 71
Rowe's	Row 35	Symonds the Hairdresser's	Row 50
Royal Exchange	Row 103	Synagogue	Row 42
Rumble the China Dealer's	Row 81		
		Taylor's	Row 108
Saffrey the Brewer's	Row 103	Taylor and Fulcher North	Row 40
Sam Hurry's	Row 116	Taylor and Fulcher South	Row 43
Samuel Palmer's	Row 61	Taylor the Surgeon's	Row 26
Samuel Tolver's	Row 76	Thaxter's	Row 142
Sarah Martin's	Row 57	Thomas Hurry's	Row 116
Saving Bank	Row 56	Thomas Lucas's	Row 68
Saving Bank	Row 66	Thompson's	Row 127
Sayer the Attorney's	Row 83	Thorndick's	Row 144
Says Corner North	Row 17	Thornton's	Row 4
Says Corner South	Row 18	Thornton the Grocer's	Row 4
Scott the Baker's	Row 127	Three Cranes	Row 106
Sewell the Grocer's	Row 46	Three Feathers	Row 77
Ship Tavern	Row 84	Three Herrings	Row 136
Shuckforth the Basketmaker's	Row 22	Tilson's South	Row 113
Sir E Travers	Row 111	Tomkins School	Row 112
Sir Sidney Smith's	Row 85	Tomlinson's	Row 63½
Skill's	Row 55	Tomlinson Arms	Row 135
Sloman's	Row 63	Tooke the Baker's	Row 23
Smith the Baker's	Row 54	Tooley's	Row 10
Smith the Cabinet Maker's	Row 21	Town Arms	Row 96
Sons of Commerce	Row 100	Town House	Row 106
South Garden	Row 13	Traynier's Fish House	Row 23
Southgate the Butcher's	Row 144	Trendle's	Row 133
Sowell the Painter's	Row 100	Trotter Bar	Row 124
Spanton's	Row 128	Turks Head	Row 86
Spilling's	Row 75	Turners Bank North	Row 53
Split Gutter	Row 5	Turners Bank South	Row 55
Spooner's	Row 100	Turnpike	Row 63½
Spotted Cow	Row 141	Two Necked Swan	Row 20
Spratt the Shoemaker's	Row 133		
Spread Eagle	Row 122	Union	Row 133
Star and Garter	Row 57	Union	Row 138
Starling the Hatter's	Row 78	Unitarian Chapel	Row 92
Star Tavern	Row 67	Upcher's	Row 59
Stamp Office	Row 66	Urquhart's Back	Row 98
Step Paved	Row 107		
Steward's	Row 87	Victualling Office	Row 101

Vine	Row 49	Worship the Attorney's North	Row 80
		Worship the Attorney's South	Row 82
Wake's	Row 134	Worship's North	Row 80
Walking	Row 108	Worship's South	Row 82
Wall the Linen Draper's	Row 40	Wrestlers	Row 19
Well	Row 27	Wrestlers Tap	Row 20
Wheat Sheaf	Row 48		
Wheel of Fortune	Row 30	Yett's Foundry	Row 127
White Horse	Row 7	Yew Tree	Row 8
White Lion North	Row 130		
White Lion South	Row 131		
White Swan	Row 47		
White Swan	Row 118	Alleys and Passages	
Whitler the Baker's	Row 11		
Wigg's	Row 6	Angel Passage	Row 28
Wild the Baker's	Row 26	Bessey's Piece	Row 13
Wildgress North	Row 96	Central Arcade	Row 74
William IV	Row 48	Conge	Row 28
William and Bell's	Row 102	Fullers Passage	Fullers Hill
William's	Row 102	Lamp Passage	Row 24
Willis's Half	Row 114	Laughing Image Corner	Row 3
Wiltshire Arms	Row 4	Newark's Passage	Broad Row
Woodroffe the Grocer's	Row 143	Phoenix Passage	Row 48
Wood's	Row 94	Rainbow Corner	Row 7
Woodward's	Row 88	Rainbow Square	Row 5
Woolhouse's	Row 59	Say's Corner	Row 17
Woolseys School	Row 45	Shreeve's Passage	Row 31
Woolverton's	Row 128	South Street	Row 145
Woolverton the Cooper's	Row 131	Troy Alley	Row 45

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Acknowledgements

- To: Colin Tooke for his help and permission
to use material from his books
- To: Damian Eaton B.A Assistant Museums Officer (Collections)
Great Yarmouth Museums
A source of great inspiration. Thanks Damian
- To: Norma Watts (Art Department)
Norwich Castle Museum
- To: All Staff at Norwich Local Studies Library
- To: All Staff at Great Yarmouth Tolhouse Museum
- To: All Staff at Great Yarmouth Reference Library
- To: All Staff at Old Merchants House and Row 111 House
- To: My wife Patricia for her patience and understanding
during the writing of this book