

The Congresbury Arms (Previously The Ship and Castle).

Introduction

During lockdown I have been sorting Congresbury History Group documents and photos. I found an article on Station Road by Arthur Westcott and added a few photos before publishing it online. Then I thought Broad Street would be of interest and so published this article also online.

This is the third publication created to provide a bit of diversion during this difficult period and reveal a little more of the amazing history of Congresbury.

Chris Short
June 2020

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Beside the Ship and Castle An early 20th century post card.



The Congresbury Arms. May 2020



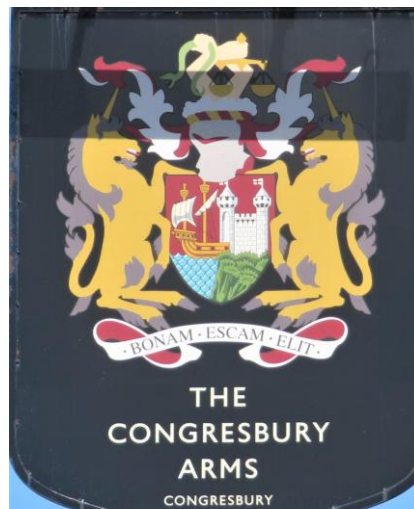
Congresbury Arms. Indicated by a yellow star

The Bristol connection and the sign

In 1548 Edward VI seized Congresbury manor from the Bishop of Bath and Wells. By 1569 John Carr of Bristol, a wealthy soap maker, owned the manor and later bequeathed it to found a hospital for poor boys of Bristol and of Congresbury manor, so benefiting many Congresbury boys. The hospital survives as the Bristol school, Queen Elizabeth Hospital. Its trustees, originally Bristol's Mayor and Aldermen, oversaw the manor's affairs from the 16th to the 20th century. The Bristol coat of arms has for centuries been the inn sign as explained on page 4.



The Inn signs



17th Century

The first known written record of the Ship and Castle / Congresbury Arms is in a document in Bristol Record Office, named the Somerset Bargain Book and dated the 24th September 1658. This states:

'Whereas

THOMAS Aldworth late of Bristol merchant deceased & JOHN BITHESSEA late of Axbridge deceased devisees of the land and tenements of John Carr late of Bristol did by an Indenture dated 14 April 33 Elizabeth (1591) demise and grant to THOMAS REEVES butcher

All that messuage or tenement with a little plot of land situate neere unto the Yeo Bridge in Congresbury for 80 years absolutely at the rent of 12d (*5p per annum*) whereof there is now to come 14 years or thereabouts the interest whereof is now settled and vested in SAMUEL WATTS yeoman

It is now agreed (1658) in consideration of the surrender of the said lease for a fine* of 20 marks (£13 6s 8d = £13.33) £8 6s 8d where of is in hand paid, the residue to be paid on Lady Day eve next (24 March 1658/9) that he (*Samuel Watts*) shall have a lease of the said tenement (which is now used as a COMMON INN and known by the name of the BRISTOL ARMS).

To hold the same for 99 years if Peter, Thomas and Mary the sons and daughter of the said Samuel Watts ...shall so long live ... at the old rent and under covenants usual ... (*according to the custom of the manor*)'

The lease to be sealed at Easter Eve next and the money then paid otherwise this bargain is void.'

N..B. * *A fine was a fee for entering the property.*

This document shows that a building, possibly part of the present Congresbury Arms, existed in 1591 when it was occupied by a butcher. (Butchers often had their premises near a river so they could wash the carcasses.) By 1658 the property was an inn, meaning that it provided food accommodation and drink - beer, ale, cider and probably wine and brandy.

The most interesting part of the above document is the name - the Bristol Arms - which strongly suggests that the inn sign even then, as now, consisted of the City of Bristol's coat of arms, indicating that the building has been an inn or pub for at least 362 years of continuous use. Few pubs can boast of a sign with such continuity.

The number of names by which the inn has been known has varied over the years. In a 1840 directory it was called The Ship-a Ground and in the previous century was known on occasions as The Congresbury Inn.

18th Century

The current building is listed as 18th century.



1736-9 de Wilstar map. N.B. Top is south. Courtesy of Bristol Record Office.

A building on the current site of the Congresbury Arms is shown on both de Wilstar maps (Indicated by yellow arrows).

Note on the c1818 map:

Ye Cros

The small stream / rhyne in front of the building which continues down Broad Street.

B on the maps is described as 'The Inn of Congresbury near the Bridge. John Ford's Second Holding.'



Copy of de Wilstar map. c1818. N.B. Top is south. Courtesy of Bristol Record Office.

Highwaymen

18th century crime is synonymous with the romantic figure of the highwayman.

Reports of this type of crime are however infrequent in the provincial newspapers of the time and it would appear not to have been too great a problem. One local case is reported in Farley's Bristol Newspaper on February 4th 1726.

'The two Footpads that robbed on Barrow Common were taken last Friday and carried before Justice Jones at Langford. They had robbed no less than nine persons on the aforesaid Common last Saturday Se'nnight (*week*) and both gagg'd and pinion'd all of 'em, after which they carry'd their captives some Distance from the Road, and flung 'em into breaks in the Common. One, Mr John Stallard of Churchill had a long Struggle with one of the Fellows before he would yield to deliver his Money, and in all likelihood would have managed him, had not the other Foot Padd come to his Comrade's Assistance; one of the Fellows was so Inrag'd at Mr Stallard's Resistance that he would have shot him dead had he not been prevented by the other.

They were taken at Congresbury Inn where in Bed, by three young men of Wreighton (*Wrington*), who had been in pusuit of 'em severall Days and had intelligence of their Rout. They travell'd in imitation of Scotchmen, with each a wallet.'

The same newspaper later provides a description of the footpads

Thomas Brown -- said to be born at Weston near Aylesbury in Buckinghamshire, being a sandy, flesh colour'd man, about 5 feet 8 inches high a scar on the right cheek and about 28 years of age.

Job Price - said to be born in the Parish of Bignwyn, in the County of Radnor, about 5 feet 4 inches high, a black swarthy Man, with broad lips, pitted with the Small-pox, aged about 24 years.

1796 Perambulation

Permbulations were and are made by individuals from a town or parish who walk round it to delineate and record its boundaries. Villagers still 'beat' the bounds to ensure Congresbury's boundaries remained intact.

One such perambulation was in 1796. Extracts from this record are below

'Notice is hereby given that the Rt Worshipful James Harvey Esqr Mayor of the City of Bristol and others Governors of Queen Elizabeth's Hospital in the said City intend to perambulate and Circuit the Boundaries of the Parish of Congresbury in the County of Somerset on Friday the twentieth and Saturday the twenty first Days of May Instant, when all persons any way interested or concerned may attend dated this twelfth day of May 1796.'

On the first day

'The company returned to the Inn at Congresbury to dinner about 3 o'clock and was

met there by James Harvey Esq Mayor, Sir John Durbin, Mr Alderman John Harris, Henry Bengough & Joseph Smith esq and the Mayors son. Mr Mayor, Sir John Durbin, Mr Smith and Mr Mayors son came in a coach and four – Mr Ald Harris & Mr Bengough in a chaise and pair.

At the Cross, Cakes Bread Cheese and Ale was given to the boys who went this days Perambulation

Dinner 2 past 3 o'clock viz

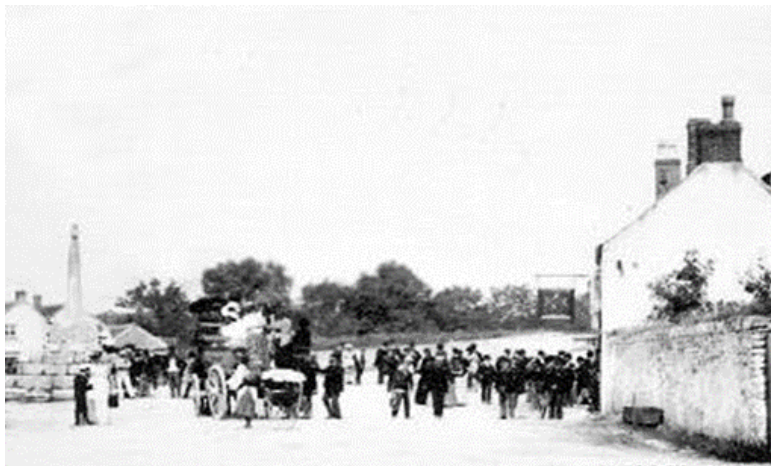
a Sir Loin of Beef – a Rump of Beef Corned – a Fillet of Veal - a Ham with plenty of Plumb and plain suet-puddings at the first table to which sat down

Mr Mayor, Sir John Durbin, Ald John Harris, Henry Begough & Joseph Smith Esq (late mayor) Mr Mayors son, Mr Wm Jones, Revd Mr Bivins, R Hawkeswell Chamberlain, Mr John Wall, bailiff, Mr Tripp, Mr Robert Simmons, Mr Taylor, tanner, Mr John Knight, Jnr & Mr Thos Hammond churchwardens, Mr Richard Walter, Mr Nath Ainsworthy, Mr Jo Macey, Mr Peter Cox of Wrington and Mr Saml Arney

Except the remains of the Ham, all the residue of the Meat from the first table was sent down to the second table with the addition of a large Briscott of Beef and plenty of vegetables and Pudding – and the company there - viz

John Hamm, John Wall, son of Philip, Thomas Butcher, Wm Speer, John Hammond, Thomas Hammond, Wm Heming, Joseph Hillman, Charles Wilmott, Thomas Rugg & Wm Newton and the Ringers, viz John Butcher, Saml Wolf, James Sparry, Saml Wilmott, Henry Pocock, George Peters, Joseph Mitchell and John Woolf.

(The spelling is interesting)



A busy scene outside the Ship. Date unknown.

19th Century

Court Day



Joseph Leech was founder, owner and editor of the Bristol Times. In his publication *The Church Goer Rural Rides*, published in 1850, he describes a visit to Congresbury as follows:

` ABOUT seventeen years ago, I happened to be riding through Congresbury, on a fine and sunny afternoon, and as chance would have it, the court day there of the Bristol Corporation, that venerable body, as executors of the benevolent Carr, and original trustees of the City Charities, being the Lords of the Manor, and as such in the habit of holding a yearly Leet at the Ship and Castle, more I apprehend, as a pleasant and immemorial form than from any actual purpose beyond the appointment of a bailiff. However, with this I had nothing to do; it was always an agreeable day for the Corporation, and a glorious one for Congresbury. The church bells were ringing merrily, and everything seemed in a holiday garb, as I entered the village; there was a crowd of expectant country people on the bridge, and more in front of the little inn, while the steps of the old cross to its fifth tier were plied with children. "What's the matter?" said I, pulling up and addressing myself to the first man I met. "Why 'tis court day, to be sure," replied the man, seemingly surprised that there was anyone living on this habitable globe unconscious of the fact which made such a stir in the village and parish of Congresbury.

"Court day," I repeated. "What court?" "The leet coort, of course—the alderman are

coming," and he grew more and more impatient at my ignorance.

'Here they be – Here they be,' shouted the crowd, on the bridge at the same moment; and down the Bristol road, came cracking along three carriages containing the said aldermen, seemingly in no wise ignorant themselves of the sensation they were causing. The natives raised a shout, for, I believe, to their imaginations a Bristol Alderman was the next greatest man to Napoleon Bonapart, and not to be behind them in homage. I raised my hat as their Worships passed. In the first carriage was Alderman Daniel and John Haythorne, and in the others old Brooke, and Tom Camplin, Gabriel Goldney, and my old schoolfellow the Chamberlain, and I think John Savage, while resplendent from the box of the first vehicle shone the brilliant red vest of Morgan, the sheriff's officer. Old Sam Baker, of Aldwick, who generally dined with them on these occasions, awaited their advent at the door of the Ship and Castle, and they each and all shook him heartily by the hand; the Chamberlain, the moment he had completed his salutation, turning round and exclaiming with earnestness, "Morgan, mind the fish basket!" and a turbot that would have graced the table of Vitellius descended solemnly and slowly from the dicky of the first carriage.'

Poor traveller

The church register for April 2nd, 1802 records the burial of a 'poor traveller found dead in his bed at the inn.'

Wharf

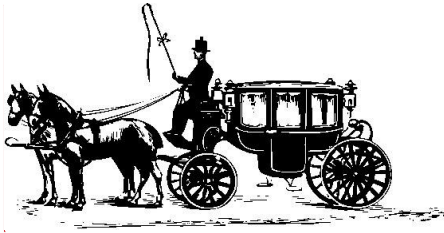
Immediately behind the Ship and Castle was a wharf. Until the coming of the railway barges brought coal to be unloaded at this wharf.

There is a possibility that the 6th century amphorae (wine jars) and tableware from Eastern Mediterranean and North Africa, found during excavations in the 1960s/70s on nearby Cadbury Hill, were unloaded here.



An early photo (Courtesy of BAARG) of the back of the Ship which was then beside the river.

Commented [cs1]:



James Wookey operated coaches from the Ship as shown in the following advertisements.

CONGRESBURY INN
SOMERSET

*On the Great Road from Bristol - that beautiful and much-admired Bathing Place,
WESTON.*

James Wookey most respectfully returns his very sincere thanks to the Nobility, Gentry, and others, for the very great support he has already received from them; and humbly hopes, that the same invariable attention which he has always made it his study to adopt, will insure their future patronage. He likewise begs leave to inform them, that he has lately purchased two Commodious POST CHAISES, with excellent

Horses, which he is determined to run on the lowest terms possible, - A neat STAGE coach from the above Inn to Bristol, every *Wednesday* and *Saturday* mornings.

N.B. There is a delightful trout steam in the neighbourhood - DINNERS dresses at the shortest notice `

Bristol Mercury 16 June 1810

`James Wookey respectfully informs his friends and the public in general, that his COACH will start from The HOPE & ANCHOR inn Redcliffe- Hill on Saturday the 1st of May, at Two o'clock, through Congresbury to Weston, the same Evening; returns from Weston to Bristol every Monday Morning, where the Coach arrives at One o'clock.

Neat Post Chaises, with excellent Horses, and careful drivers.'

Bristol Mirror May 1 1813

Accident

There have been many accidents close to Ship and Castle

Sun (London) for 18 August 1918 reported the following

Bristol Assizes Aug 15.

Sheriff v Harse and Hill

A widow, Mrs Sheriff, brought the case against Harse and Hill for a serious injury sustained from their coach leaning over on its left side and overturning at Congresbury Bridge on its way from this Bristol to Weston super Mare. Mrs Sheriff, who was on the top of the coach fell off and according to a Doctor Porter, her 'large bones had been much shaken , and the ligaments strained--- it was his opinion she never would recover.'

It was said that the coach had five inside passengers instead of four, and according to the nine year old son of Mrs Sheriff, who had been with his mother, there had been eleven outside passengers (Ten were permitted).

The coach it was claimed had been 'driven over the bridge in a furious manner, turning so short round that the wheel was six inches from the ground.'

One witness was John Wilmott the local blacksmith who,' saw the coach coming over the bridge in a hasty manner.' The Judge requested him to 'speak louder' saying that, 'he did not doubt he could hammer loud enough.' John than went on to explain that he saw the off wheel of the coach half a foot from the ground and how it overturned.

Another witness was Mary Ann Wookey lived in the Ship and Castle. She 'Saw the coach go down over the bridge much on one side' and cried out 'Oh the coach will be over'. She added, 'The horses were galloping at the time.'

The jury retired for half an hour then returned a verdict for the plaintiff. Mrs Sheriff was awarded £150.



The post card above from about 1923 and below from 1921 illustrate how after travelling south over the bridge you had to negotiate a slope and acute right hand turn to Weston.



Village focal point

Throughout the centuries the inn has been the focal point of the village. Here clubs and associations held meetings and partook of dinners, goods were auctioned and inquests held.

Association for Prosecuting Felons

The Annual General Meeting of the Congresbury Association for Prosecuting Felons was held at the inn on March 7th 1815 and reported in the Bristol Mirror. England had no nationwide professional police force in 1815. Local magistrates, justices of the peace, professional thief takers, hired watchman and private individuals were responsible for crime prevention. There were only private prosecutions, court action was costly and disputes were often settled informally. Police functions were undertaken by associations for the prosecution of felons. They subsidised prosecutions and on occasions arranged watches and patrols.

Oddfellows Dinner

The Oddfellows Dinner at the Ship was advertised in Bristol Mercury for March 10 1887. The 'Rose of England' Lodge No. 875 was a branch of the Manchester Unity, Independent Order of Oddfellows. This was the largest and oldest Friendly Society then in existence. In addition to it being a club providing sick payments, funeral grants and allowances for seeking work its aim was to better the life-style of working people. Members were drawn from village agricultural labourers and artisans with prominent villagers as patrons. Hence the Reverent Maunsell Eyre chaired the advertised meeting.

Inquest

An inquest held at the Ship and Castle was reported in The Bristol Times and Mirror for the 4th January 1867. George William David was killed by the accidental explosion of a gun as he tried to hand it to his brother across a stream just behind St Andrew's church.

The Taunton Courier for the 9th January 1867 reported that the injured man had been conveyed to the Congresbury Inn where he expired some five hours later. George had been with his brother at a shooting party and was to have been married two weeks after the accident.

Auction

The Western Daily Press 29 September 1869 had this advertisement

'MESSRS H.R. FARGUS & CO will SELL by auction at the SHIP & CASTLE INN, CONGRESBURY on FRIDAY Next , October 1st at 5'oclock in the evening ----- An exceedingly pleasant and substantially -built FREEHOLD--- called SUNNYSIDE --- the Residence and Property of Mr Feltham----The House was erected by Mr Feltham a few years ago.'



Sunnyside 1987. Courtesy of Vince Russett.

Another highwayman

In 1830 farmer Hardwick was carried to the inn, following a highwayman attack, and stayed there until he recovered from his wounds. There is a memorial to the event in St Andrew's churchyard.

The Morning Chronicle of October 27th 1830 reported the event as follows:

'We have just ascertained the following particulars of a most diabolical attempt to commit murder, and in that we fear it must terminate. Mr Charles Capell Hardwick, a highly respected farmer and grazier, of Huish, in the parish of Congresbury, Somersetshire, in returning from Bristol market on Thursday night, overtook a person on horseback, about the five - mile stone at Ashton; they rode and conversed together until they came to the Heath, about a mile and a half below Congresbury Inn; being then close together, Mr Hardwick was alarmed by the flash and report of a pistol near him, and at the same time felt as if he had been struck on the shoulder. His horse started; but Mr Hardwick having recovered himself, he turned round and observed the person he rode with had also turned, and was galloping away as fast as possible. Mr Hardwick followed him at full speed and overtook him at the bridge leading into Congresbury Moor, about half a mile from where he was shot, when the person struck him several times across the head with a large bludgeon, which nearly stunned him, and again galloped forward. Mr Hardwick, however, still continued the pursuit, calling to persons on the road to stop the villain. About 150 yards from Congresbury Inn, towards Bristol, in order to avoid a cart, the man attempted to cross the road, when his horse fell, and Mr Hardwick being close upon him, his own horse also fell over. They both struggled a short time upon the road, when Mr Hardwick felt a sharp instrument penetrate his side, and received also several more blows about his head, which for a moment nearly took away his senses. The ruffian then remounted his horse, but Mr Hardwick recovering, seized hold of the bridle, and assistance being at hand, the villain was taken to Congresbury Inn.

Medical assistance was soon procured, and the wounds examined by Messrs. James and Grevile, when it appeared Mr Hardwick had been shot just below the shoulder, where the ball yet remains, and a still more dangerous wound was found in his side, just below the ribs. J H Smith Piggot Esq, the nearest Magistrate, was sent for during the night, and Mr Hardwick's deposition taken, as well as other persons who witnessed the latter part of the struggle. The person of the desperate wretch was examined, and sixteen pistol balls, with gunpowder made up into cartridges, were found upon him, together with a map of England and a list of fairs, a razor, two shillings and sixpence in silver, and a few half pence. The stick or bludgeon with which he stabbed Mr Hardwick was picked up by Mr Thos Guppy, of Bristol; it is a most formidable weapon, with a spring dirk about seven inches long, and appears to have been sharpened carefully upon a hone into a double edge. A boy having noticed the man throw something into the river as he passed the bridge when taken to the inn, a search was made yesterday morning, and a double-barrelled pistol was found, or rather two single - barrelled ones, securely and ingeniously tied and screwed together, and having a piece of leather standing up between them, so as to prevent the flash of one from

igniting the other. One barrel had been discharged, the other appeared to have missed fire, as the pan was up and the barrel still loaded. The villain was soon recognised as Richard Hewlett, formerly of Week St. Lawrence, and who was supposed to be in America, having absconded about five years since to avoid being prosecuted for stealing horses belonging to Mr Blackburrow, of Banwell." Farmer Hardwick lay close to death for some time but lived a further 19 years to tell the tale. He is buried at Hutton. Richard Hewlett was executed at the Ilchester County Gaol on April 22nd 1831.



The inn probably early 20th century but relatively unchanged since 1830.

20th Century



Late 19th /early 20th century outside the Ship.

Ray Atwell in 1985 remembers the Ship early in the century

'Now if you saw an old photograph of The Ship and Castle there's no mistaking about that. The inside might have been knocked about here and there, but the outside `tis very little that's been altered. That was the only pub out of the eight that had two doors in the front for customers, it's a very long pub as you know. It was a very busy pub when the four horse brakes used to come from Bristol to Weston. They used to stop there. Where the shops are now and the National Westminster Bank, was the stable block and yard where they used to change their horses. As a matter of fact the mangers haven't been taken out so very long ago.

Of course they'd come back from Weston in the evening and change their horses again and go back to Bristol.

It was a firm from Bristol - I remember the name - Henry Russet - and he had some lovely horses. It was either four black or four greys or four bays - beautiful horses they were, and of course the passengers used to get out and have a "knees-up Mrs Brown". I've seen them in the road there singing and dancing, oh!

gone turn out time of course. Then they went back to Bristol. I suppose each brake would perhaps hold about 25 people, and the four horses had bit of a struggle to go up the "Rhoddy". Of course the people in the brakes had a good view.

They had a ladder at the back where they used to climb up into the brake and they were almost as high as a double decker bus.

There was a little boy sat on the back what they used to call a brake boy. He used to put the brake on going down the hills. But this little boy, I've seen him almost in rags, and never have any shoes or stockings on, but he didn't mind. How he sat on that ladder going all the way from Bristol to Weston I'll never know, but he did. Of course he had a free ride down to Weston and back!

Horse trough

Outside all the pubs in those days were big wooden troughs for the horses to eat out of. I can remember the Ship and Castle had three because so many horses stopped there. These big wooden troughs on four legs were about six feet long and two feet deep. They used to put the chaff in there, or the oats.'



An early post card showing a solitary horse but no troughs.

The Ship & Castle – Some time ago.



This story was told to Ivor Standon by Kathleen Halliday nee Green of Kent House, Kent Road

'The ancient hostelry residing by the side of the river Yeo is accustomed to flood waters making their way in, from time to time.

When you stand outside and look, you will see another entrance door, set into the end of the building which points towards Weston Super Mare, and inside you will find a nice little living room with its own grate and hob. On the floor there is a covering of rush mats spread over the flagstones.

The occupant of the room has probably travelled up the river with a couple of barges, laden mostly with building materials, particularly lime from Weston Quarry.

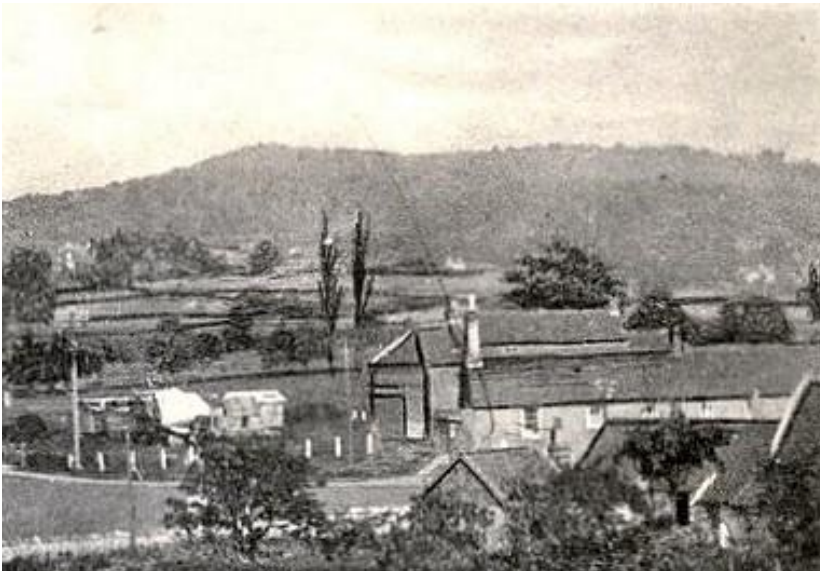
Having eaten a bite of supper, he might stoke up the fire and get out his lading books to enter up the day's business. Consulting a chart, he would be able to determine the state of the tide and how that could affect the level of the river Yeo, as it flowed muddily along below the window cills. Years of erosion had brought the river bank tight against the long back wall of the Ship, where a signboard marked in feet and inches indicated the level of the river.

The Ship & Castle was better known simply as the Ship, and it was renowned for its long tradition of hospitality. It was here that the Bristol Municipal Charities treated their tenants to a good lunch on Quarter Day, when the tenants paid their rent. It was this long association with Bristol and with John Carr, the wealthy Bristol soap merchant who owned the village of Congresbury in the year 1586, that gave the Ship the unwritten right to display the well known Bristol Coat of Arms on its signboard, and without wording.

Presently, putting down his books the occupant of the room might cock an ear and listen. Yes, a faint hissing sound could be heard. Looking around, he would soon see what was happening. The rise of the water level at the high tide had caused a small amount of flood water to rise up through the cracks in the flag stone floor, and to spread unseen through the rush matting and now it was reaching into the ashes in the grate and hissing where the two elements met.

The landlord of the Ship was accustomed to this phenomenon and treated it as a joke, if anyone drew his attention to it, preferring not to enlarge upon the subject.'

Pruett's roundabouts



1930s photograph of the Ship and Castle (centre right) and to the left of the building what appears to be Pruetts' roundabouts

Pruetts' roundabouts were a familiar and well-loved feature of Congresbury Fair for many years. Memories remain of old Mrs Pruetts who would sit in a chair all weathers counting the people on the ride to ensure she received the exact money from her staff. When she died the roundabouts were left to her two grandchildren, a girl about 12 years of age, and a boy of about 10, with the proviso that they could not inherit the property until they were aged 21.

The roundabouts with a "King of the Road" steam engine were stored on a piece of land, which the Pruetts owned, at the rear of the Ship and Castle public house. There they awaited their new owners.

As the years went by, tarpaulin was blown off by the wind, the wheels collapsed under the weight, wood split, iron rusted, and the colourful eye-catching paint faded. The impressive 'four abreast' horses moving majestically round to the tunes of the splendid organ were forgotten. Villagers now considered the roundabouts an eyesore.

In 1937, despite the attendance of four policemen and the Clevedon Fire Brigade under the command of auctioneer Mr Teddy Dawes, the roundabouts were destroyed by fire.

The Western Daily Press and Bristol Mirror of November 6th 1937 reported:

'At 10.30 on Tuesday night fierce flames suddenly shot up from the old round about- the glare became so intense as to be visible at Blagdon.

The fire was witnessed by a large crowd.

Two or three years ago, at about the same period there was a previous outbreak. The present outbreak completed the destruction.'



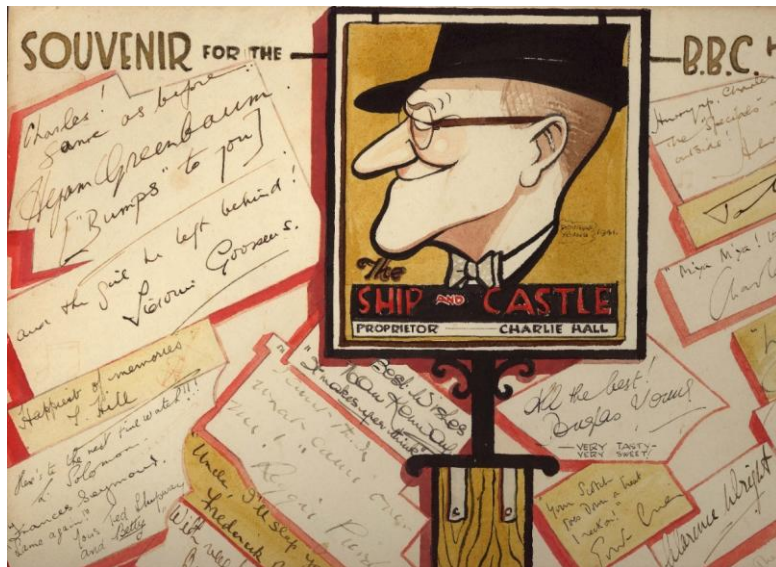
The 1937 fire

World War 2



The Ship and Castle in 1941. Note the white wall on the pub which helped keep light out during the blackout. Similarly white markings on the cross helped people avoid running into it in the dark.

In the early days of the war the BBC Variety and Music Departments were evacuated to Bristol and during their stay in the West they gave several concerts in outlying villages. One particular concert, in the Memorial Hall, included Cyril Fletcher, veteran of many TV shows. They were obviously fond of the Ship and Castle and its proprietor Charlie Hall as they left him the souvenir below



The great flood 10th July 1968

Congresbury suffered less than some, more than most. Houses and shops in Broad Street, Station Road and High Street, were quickly flooded in varying depths. In the lounge bar of the Ship and Castle it was six feet five inches.

Gilbert Davis was publican at the Ship at the time and he was standing outside late in the evening when a wall of water advanced on him. The inn divided the wave and saved him from being swept away. However, a car in the pub's car park up on a wall in Broad Street.



Photographs from July 1968

Left: The Ship and Castle is middle at the top.

Below: The car in Broad Street washed there from the Ship and Castle car park.



Chaos in the Ship. Note the tide mark on the piano.



Photos courtesy of Mr G Richards and the South Avon Mercury.

Photographs from the 1950s onwards

1950s



CRY.19 THE CROSS AND SHIP AND CASTLE INN, CONGRESBURY



1960s



1980s



1987



Courtesy of Vince Russett.

2005



2012



Mezze time



2020



21 May 2020

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