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Reunion Lunches

A Group of us normally meet for lunch every 3 months to socialise, catch up on news and plan reunion events.

We normally meet at:



Castle Inn, Little Wakering



This year because of the Covid-19 Pandemic we regret that we are unable to schedule our next meeting

**David has tentatively arranged meetings
on following Saturdays at the Castle Inn**

9 January 2021 - 10 April 2021

10 July 2021 - 9 October 2021

**Anybody with an interest in our school or
area will receive a Warm Welcome**



Foreword by Richard Kirton

I have been fortunate enough to work with Kenneth Moore, an ex-firefighter and local Fire Service Historian and Genealogist. He has provided photographs and facts about Great Wakering Fire Station [Post WWII].

Other articles include: 'WHAT WAS IT?' based on an experience of Peter Griffiths' father, PC 336 Ken Griffiths; Some of Roy Richards' life experiences as an AWRE ex-firefighter and football referee; Simon Calder's recent trip to Foulness Island; Roger Burroughs' very successful harvest this year at New Hall Farm in Canewdon; Foulness Police Station [Post WWI]; Poem by Alice (Outten) Reynolds called 'Our Village' and Watercolour by Hans Hansen; Postscript to Hans Hansen paintings by Peter Griffiths.

Let us hope that we can meet up sometime in the Spring of 2021. For the time being, I would like to wish you all a Very Merry Christmas and Happy New Year.

Richard Kirton



A Christmas Message



I was hoping that, by now, December 2020, there would have been days in which there were reports, from all over the country, of no new cases of people catching the coronavirus and no deaths therefrom. Then we could have looked forward to meeting at The Castle in January and to resuming the same face-to-face camaraderie that we enjoyed earlier this year. Sadly, that is not to be. Even if we considered meeting, the rules of social distancing would allow only a fraction of last January's number into our usual dining area. Still, the coronavirus figures seem to be going down gradually and, with the advent of effective vaccines in 2021, we can look forward hopefully to a return of business-as-usual by around Easter. That may even allow our April get-together to go ahead. I very much hope so.

Most people will have been a lot more productive than I've been this year. I have very little to show for these past nine months, though - dammit! - I have a substantial list of cancellations of day-trips that my wife and I had intended to take with friends. And, of course, I have had the unhappy task of cancelling the lunches at The Castle. Happily, I haven't received as many reports as usual of deaths of friends of Old Barling School, though the few I have been informed of are that few too many. Wouldn't it be good if, by this time next year, there have been no more of them?

Meanwhile, I hope that you and yours are able, somehow, to enjoy the Not-quite-so-festive-as-usual Season. In particular, I hope that my little story, which some people find a bit spooky, doesn't spoil anyone's Christmas dinner.

Happy Xmas. Happy 2021. Especially: Happy Days Post-Covid-19.

PETER GRIFFITHS



WHAT WAS IT?
A Waking fiction based on Waking fact
Peter Griffiths



'Leave it! Leave it alone, boyy.'

The teenager prodded the sodden sack again as it ebbed away from the sea-wall. The father had already walked on.

'Dad! Look!'

From the sack a rusty sludge seeped into the water of the creek.

'Chroist!' murmured the dad.

A couple of days later they went into the police station at Great Waking and rang the brass bell that sat on the counter. Nine a.m. A surprisingly fresh-looking PC 336 Ken Griffiths, Essex County Constabulary, emerged and asked what he could do for them.

'We've found this funny-looken sack.'

'Oh yes? What's funny about it?' asked Ken.

'It's got paint or something innert.'

'Paint?'

'Well, it might not be paint.'

'What might it be?'

'Well, I was thinken', said the dad, 'that it might be blood.'

'Did it look like blood? Was it red?'

'Not really. It was more a browny colour.'

'Where is it?'

'Over the creek.'

They all set off on their bikes, upright as on horses. The boy, excited, led the way. Down the unmade lane, skirting the farmyard, on the far side of which a solid Georgian farmhouse looked

out onto a meadow populated by Jerseys and Friesians. When the tractor-furrows got worse, they rode on the skinny line of grass that bordered the wheatfields, though the wheat had been harvested long since. At least the going was a bit smoother. As they approached the sea-wall, the boy flung his bike down and scrambled up the bank. The two men followed.

'It was here', said the boy, pointing at where the tide, ebbing, swirled over the saltings. His dad snapped a branch from a nearby tree and poked around in the water. Nothing.

Nothing except the grey water and, beneath it, the mud and some sparse plant-life.

'When was this?' asked Ken

'Um . . . about seven o'clock on Tuesday morning', said the dad.

'That's two days ago.'

'Um . . . the tide might've shifted it.'

They walked along the top of the wall for a couple of hundred yards east, looking down intently at the water, as it swashed against the saltings, and out across the tide. Nothing.

Back to the starting-point. Still nothing there. A few hundred yards west revealed nothing more.

'Looks like it's gone,' said the dad. 'But I'll come back later, just in case we see it at low-tide.'

And he did, but found nothing. 'It might have been paint,' he thought.

Stanley Setty was a 44-year-old car-dealer from East London who vanished on 4 October 1949. Three weeks later, an Essex man was on a duck-shooting expedition on Dengie Marsh, when he saw a package in the water. Curious, he pulled it over and unwrapped it. He was gob-smacked to see that it contained a human torso, but no limbs. The pathologist said that the man had been killed by being stabbed in the chest. Police identified the body as that of Stanley Setty.

The head and limbs were never recovered. Ken often wondered if they'd been in the Wakering sack.

Or had it been a tin of paint?

Or old beetroot?

Or a dead animal?

Or what?

Roy Richards **Firefighter for AWRE**

Richard Kirton

Article based upon an interview with Roy at his home

18 April 2017



Roy Richards was born in Westcliff in July 1931 and moved to Woking in 1935. He has been married to his wife, Daphne, since 1953, and they have looked after and cared for each other for a total of no less than 64 years.

Regrettably, Daphne & Roy's son, Kevin died at 61rs old as the result of a fall. They remember Shirley Lubbock their friend's daughter, at age 12 used to take Kevin for a walk in his pram when he was a baby.

Roy joined the Merchant Navy 1945 until 7 Dec 1949 and went to the Hoo Peninsular in Kent to join the Thames Sailing Barge 'Persevere' under skipper Fred Cooper, who was well known amongst the barging fraternity. Roy then joined the army and was posted to the Royal Engineers in Farnborough. He will always remember his first day at Surrey Commercial Dock, when a doodlebug went over.

When he came home from Farnborough in 1951, he started working at the Brickfields, Woking Common, on 2 Jun 1952. He was laid off after the floods of 1953 and was about to sign on the 'dole' but was taken on to repair the seawall initially by Arthur & 'Billy' Bentall. Before settling down to his firefighting career, Roy did many jobs, including Havengore Bridge operator, Chimney Sweep assistant and he served 14 years in total in the Territorial Army, being posted initially to the Braintree Regiment.



From 1959 to 1996, Roy was employed as a Firefighter at Blackgate Road, Shoeburyness. His employer was the Ministry of Defence, Proof and Experimental Establishment (P&EE), Shoeburyness, and they managed what was known as the Old Ranges, Shoeburyness, between 1949 and 1988. In 1988 contractor Serco Ltd. took over the running. Before 1948, the 'Proof and Experimental Establishment, Shoeburyness' (P&EE) was known as the 'Experimental Establishment' then 'Land and Maritime Ranges', followed by further changes (DTEO & DERA) and finally 'QinetiQ' in 2001.



The mounted badges of both brigades were presented to Roy at his retirement along with a model of a 'Green Goddess' on a similar wooden plaque.



Roy served for 31 years as a District Football Referee and he loved every minute of it, although he remembers several instances when his decisions upset various players and their supporters.

The Green Goddess is the colloquial name for the Bedford RLHZ Self Propelled Pump, a fire engine used originally by the Auxiliary Fire Service (AFS), and latterly held in reserve by the Home Office until 2004, and available when required to deal with exceptional events, including being operated by the British Armed Forces during fire-fighters' strikes (1977 and 2002). These green-painted vehicles were built between 1953 and 1956 for the AFS. The design was based on a Bedford RL series British military truck.



The Green Goddess
Courtesy of Wikipedia



Barling School Kids

Roy Richards - Stan Everard - Colin Cornwell - Roy Bennett - Peter Pleasure - Denny Deeks

Among the many celebrities Roy remembers meeting, were Les Stubbs and Jack Watling. Leslie 'Les' Stubbs was an English footballer, playing mainly as an inside forward, Stubbs started out with his local side, Great Wakering Rovers before signing for Southend United. He made his debut for Southend in 1948 and scored 45 goals in 88 games over the next four seasons. In November 1952, he joined Chelsea for £10,000 having been persuaded by Blues manager Ted Drake that he was capable of playing in the top tier.



'Leslie Stubbs' Retirement as Firefighter (higher grade) for AWRE

Roy has received many trophies during his careers as Football Referee and Firefighter but none stand out more than the presentation by Jack Stanley Watling, who was born on 13th January, 1923 in Chingford, Essex.

With more than 50 feature films to his credit, a West End career of more than half a century, and scores of character parts in post-war television, Jack knew how to make acting look easy.



**Roy being presented with a Trophy
By English actor Jack Watling**

Jack used his boyish good looks, relaxed manner and affable personality to develop a charmingly understated style of simple, direct integrity. Among his better-known works for the small screen, were: 'The Winslow Boy' (1948); 'A Night to Remember' (1958); 'The Plane Makers' (1963-64); 'The Power Game' (1965), and the RAF officer Doc Saxon, in 'The Pathfinders' (1972-73). He was married to Patricia Hicks. He died on May 22, 2001 aged 78 in Chelmsford, Essex. Jack Watling's full Biography and Filmography can be seen by visiting the IMDB website.



**Daphne and Roy Richards
Pictured at their home in Alexander Road
18 April 2017**

'Foulness Island': A Wedge of Land full of Unusual Stories

Simon Calder - Travel Correspondent

Twitter: @SimonCalder

Sunday 30 August 2020



Friends in high places can often be useful, but for a visit to the bleakly beautiful end of Essex, you need a friend in a low place.

Foulness Island, a five-mile-by-three wedge of farmland and military ranges, is barely six feet above the creeks and rivers that separate it from a mosaic of smaller isles and the mainland.

Being a long way from large centres of population, Foulness is an excellent place to test weaponry and munitions. Lieutenant General Henry Shrapnel first successfully demonstrated a fragmentation device in the late 18th century on the Shoeburyness ranges, of which Foulness and the adjacent Maplin Sands make up the majority of the testing area. Unlike many of the subsequent victims, Shrapnel's name lives on.

The military aspect means access is restricted. In normal times, you could wait for the first Sunday of each month between April and October. That is when the island's heritage centre (expertly created within the now-closed school) opens from noon to 4pm, with optional tractor tours of the island laid on.

But this strange summer, you need an official invitation from one of the 160 residents.

My guide was at the Landwick Gate to meet and regale me with the island's intriguing past and present.



An ancient vehicle on the island (Simon Calder)

Foulness is much prettier than its name (which derives from the Old English term for "bird headland") might suggest: a swathe of flat, fertile countryside embroidered by waterways. Over a couple of millennia, the land has been coaxed ever higher by deft drainage and levees; the original sea wall dates from the 15th century.

In August, the island's interior comprises a set of snapshots that characterise a city dweller's idealised view of the countryside: rippling wheatfields, pretty cottages, yellow wagtails, ancient vehicles...

Yet, as countless generations of men and women tamed the wild east and worked the land, the isle's location has worked against the prospect of living in an agricultural idyll beneath a broad, breezy sky.

The combination of remoteness (next stop on this line of latitude, Zeeland), sparse population and accessibility (less than 50 miles from London) makes Foulness an appealing place for the sorts of things that people generally don't want in their back yards.

St Bartholomew's Hospital in the City of London sent its leprosy cases to Foulness.

Today, the horizon is punctuated by farm buildings, trees leaning towards the North Sea - and some curious angular constructions created by the armed forces. These include stretches of mighty concrete barriers designed to replicate Hitler's Atlantic Wall, which defended the coast of Germany's wartime territory. The French resistance movement supplied technical data used by the British to create a testbed for weaponry ahead of D-Day.



A small boat tethered to the land (Simon Calder)

Later, livestock and abundant birdlife of Foulness were treated to the almighty din of Concorde's Olympus engines being tested.

Had the post-war world evolved differently, they would have become a regular sound. And many thousands of people would today - and every day - be travelling out to Foulness and the Maplin Sands that lie beyond.

The first serious plan for a massive, four-runway airport on reclaimed land in the Thames Estuary was taken up in by Edward Heath's government in 1973. Plans for the billion-pound project were well advanced before an oil crisis put paid to the project and Foulness returned to what passes for normal life on this strange isle: bruised but far from beaten.

How best, I asked my host, to sum up the people of Foulness?

"Resourceful and resilient", was his reply.

Station 23 Great Wakering - Essex County Fire Brigade

Ken Moore

Ex-firefighter & Local Fire Service Historian and Genealogist

Edited by Richard Kirton with help from Roy Richards

The youngest member of the final Great Wakering crew



The crew and appliance when the station first opened as a Sub Station of Rochford Rural District Fire Brigade

Back Row (from the left)

Rob Pool, George Walker, Alf Butler, ? , ?

Middle Row (sitting from the left)

George Bradley, Cyril Bright, Harold Key, Bob Cooper

Standing & Driver

? , ? , ?

This article highlights a step back in time when there was a Fire Station in Great Wakering. In 1938 an Act of Parliament moved the responsibility for Firefighting from the Parish Council to the District Council. Rochford Rural District Council wrote to Great Wakering Parish Council to enquire as to the details of their Firefighting equipment and personnel leading us to believe some Firefighting existed in the village before that date, other than the basic fire buckets. Great Wakering did not reply so Rochford Rural District Council assumed no equipment belonging to their fire brigade remained.

The plan for Rochford Rural District Council was to build three new stations: one in Rochford which had to have accommodation for two full time firemen and two sub stations, one in Hockley and one in Great Wakering.

These were staffed by two officers and ten firemen. In January 1939, the newly formed Rochford Rural District Council Fire Brigade came into being under the command of Chief Officer Arthur Chapman. Councillor Chapman was a retired London Fireman and Vice Chairman of Rochford Parish Council and Councillor on the Rochford Rural District Council.

During the Summer of 1941 every Fire Station in the UK became part of the National Fire Service until de-nationalisation on the 1st April 1948 when Essex County Fire Brigade took control of all but three stations in Essex: Southend-on-Sea, Leigh-on-Sea and Shoebury.



Great Waking Fire Station during the National Fire Service Days [1940's]

Back Row

George Stow, Bob Sterry, Ernie Harrington, Fred Thorp, unknown fireman, Richard Burgess

Middle Row

Fireman Trust, Arthur Wiseman, unknown fireman, unknown fireman, George Bradley, Tom Ebbs, Albert Watson, Bob Cooper, George Walker, John Whale

Front Row

Lice Elden, Fireman Spooner, Fireman Hayward, Rob Pool unknown Officer, unknown Officer, Stan Millbank, George Moss, Fireman Butler

It is possible where Rob Pool is sitting, he would be Section Leader Rob Pool, and Fireman Hayward and Stan Millbank were Leading Firemen



Great Waking Firemen attending the children's Christmas Party [1955]

Back Row

Roy Richards, Fireman James ?, John Knight, Les Poole, Jim Smith, Leading Fireman Eric Smith

Front Row

Fireman George Moss, Alf Thorogood, Leading Fireman Nutty Caine, Sub Officer Rob Poole, Divisional Officer Jones.

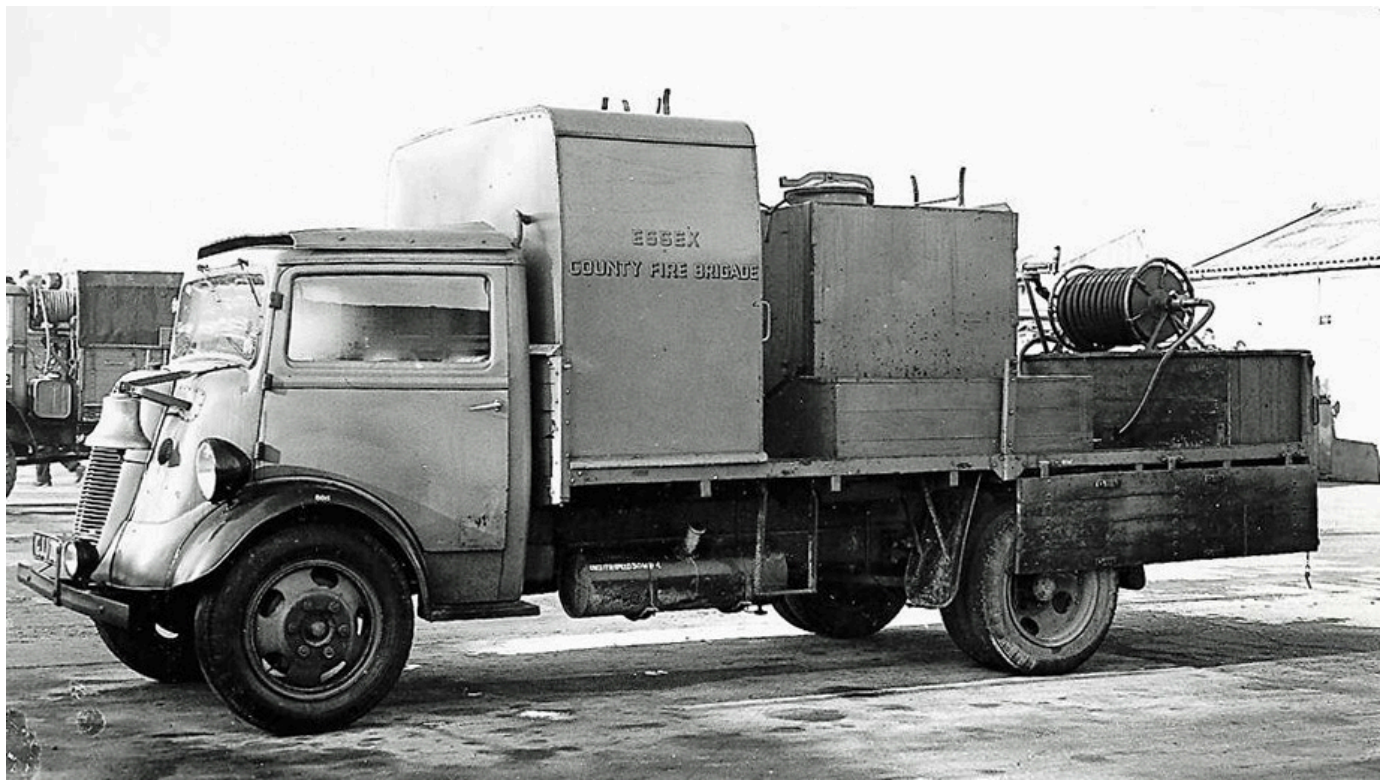
Insert Top Left

Leading Fireman George Bradley

Insert Top Right

Fireman George Walker

Regrettably, Great Waking Fire Station closed for good on May 31st, 1957. Leading Fireman, Nutty Caine was Station Commander during its last few months.



The Dodge 82A MDU (Mobile Dam Unit) National Fire Service

The Dodge 82A MDU (Mobile Dam Unit) was built to Home Office specifications for the National Fire Service. It was a flat bed truck used by the National Fire Service as a water tender and as such has a 500 gallon tank on the back with a Worthington Simpson light pump. These units were used mainly in areas where water mains were not available (such as aircraft crash sites in fields etc).

The Dodge 82A MDU was just one of the many similar Mobile Dam Units urgently built during the war to supply fire-fighting water to blitzed areas. Built on a normal production chassis, the unit was fitted with an open crew cab shelter behind the driving cab (5 or 6 riders were the norm) and a standard dam unit fixed to the open truck deck. The Worthington Simpson light pump was carried on the rear of the vehicle, but as more pumps came available, the mobile dam units would tow one. Equipment carried would have been a delivery/suction hose and a small amount of firefighting equipment.

In my search for early photographs of Great Wakering Fire Station, I contacted Nicola O'Riordan Finley, the Facilities Manager for Hockley Parish Council. She invited me to look through all of the photographs that they had in the back office of the old Hockley Fire Station. I arranged to meet Nicola the next day at 10.00 am and I was ably assisted by a charming employee of the Council by the name of David Neave, who helped me look through all of the photographs.

Regrettably we could not find any photographs of the Great Wakering Fire Station. I did however take note of an earlier conversation that I had with Roy Richards who said that he had found a letter from Ken Moore which was addressed Hockley Park, Lower Road, Hockley, but no chalet number. I thought that I would take a chance and go there and low and behold, the third person that I spoke to, knew of her neighbour who would probably know where Ken lived. She did and I was able to speak to Ken Moore in person.

Ken and I had a reasonably long chat and he agreed to let me have copies of some important information including the articles showcased in this newsletter.

Great Waking Fire Station - Original Specifications

Ken Moore
Local Fire Service Historian and Genealogist



Great Waking Fire Station

11th November 2008

Photo by Richard Kirton [Canon G9 Camera]

Doors were painted green and the window designs were probably manufactured by Crittall Windows in Braintree.

The Face of the building would have had the 'Essex Shield' and 'FIRE STATION' in letters.

There would have been a Spot light and a red illuminated sign which was about 24" x 12" x 8" painted black with a sloped roof to stop enemy planes spotting it.

On the right side of the small entrance door would have been a 'Break Glass Push Button Fire Alarm' and to the left a small key box which contained the station key.

Ken Moore provided the below picture of how the original building would have looked.



An Essex County Fire Brigade Document

(Written at the time of the 1953 Floods)

[Transcribed by Ken Moore]

Gt. Wakering and District

At 2.38a.m. on Sunday, February, a call was received from the police to the "Squatters' Camp", Great Wakering which was flooded. Owing to the flood water affecting the electricity supply, the remote control for Station 23, Wakering failed to operate. The officer in charge of the station, retained Sub Officer Pool, was accordingly contacted by telephone at his home and instructed to get his crew together and proceed to The Common, Great Wakering.

Assistant Divisional Officer Johnson, who was at home on leave, was also directed to proceed to Great Wakering and upon arrival found extensive flooding of the Common, parts of New Road leading to Foulness and Barn House Corner on the road to Shoeburyness. There was up to ten feet of water in places.

The Assistant Divisional Officer and the crew from Wakering found a small boat in the yard of a farm and, with one oar and a piece of wood as a paddle, the Assistant Divisional Officer and Sub Officer set off for the "Squatters' Camp" a distance of some 400 to 500 yards. The task of rescuing the trapped people was made very difficult by the strong wind. It took thirty minutes to row 150 yards. Owing to the nature of the buildings (Nissen Huts), and the conditions of the trapped people, the operation was both hazardous and exhausting. The firemen were ably assisted in their efforts by local residents, including Mr. S. Sampson and Mr. R. Cripps. Brigade appliances were used to convey the rescued people to the Rest Centre.

Soon after 9a.m. all persons visible had been taken from the huts. Approximately five people were still unaccounted for, however, and a further systematic search was commenced. Each hut was visited in turn and searched, a hole being made in the roof of each room for this purpose.

At about this time a **DUKW** with an Army Officer arrived and this vehicle was used to complete the search. [Information below - Courtesy of Wikipedia]

Early in the afternoon Assistant Divisional Officer Johnson made a tour of the surrounding districts. He found that **Wallasea Island** was flooded, and it was believed a number of lives had been lost.

Parts of **Canewdon** and **South Fambridge** were also under water but there was apparently no danger to life.

Foulness Island was seriously affected; here the military had the matter in hand and during Monday 2nd February, removed all the residents who were willing to leave. During this operation Station 23, Wakering was used as a communication centre.

Note



The DUKW Amphibious Transport was built around the GMC AFKWX, a cab-over-engine (COE) version of the GMC CCKW six-wheel-drive military truck, with the addition of a watertight hull and a propeller. It was powered by a 269.5 cu in (4 l) GMC Model 270 straight-six engine.

It was manufactured in the United States by GMC Truck and Coach, Chevrolet, between the years 1942 - 1945. The Duck Tours franchise in London use these on the Thames.

Harvest at New Hall Farm Canewdon [2020]

Courtesy of Roger Burroughs

Richard Kirton

16th September 2020



This article is an insight into successful farming and the hard work, time and effort required to produce food for the masses. Roger Burroughs, partnered with his son Jason, to buy New Hall Farm, Canewdon in 1998, some 22 years ago. Their field of barley is 220 acres and they have harvested more than 920 tons this year. The barley produced is 'Bazooka', one of the high performing hybrid barley varieties. It has proven on-farm performance and combines yield potential with good grass weed suppression and performs well in all regions. The yield every year is first class and the byproduct of the straw is just as important.

The GPS has been a revolution because before its arrival in agriculture, a farmer would have had to sit with his hand on the steering wheel all day long. Even now, the days are long, but so much more fuel efficient because there is no more guesswork any more. Roger has been farming since he was fifteen, some sixty years ago. Crops are so easy to produce now and Roger enjoys the work and he lives to work rather than working to live.

Roger's farming team are first class, and Geoffrey Wright is his main farm manager of the crops and, he does all the spraying. Roger's wife Ann does a terrific job on the farm and plays a big part in the yard to manage it. She unloads the grain and the fertiliser and is fully certificated. She is the heart of the farm. Farming is unique and rewarding. Not everyone can be a farmer but if he can grow good crops, the pleasure is unbelievable, and the achievements are visual whether baling straw or baling hay.

Roger says that farming has been in his blood and he gets a great deal of pleasure from the work. In the film, Rogers states that he lives to work rather than working to live. As a farmer his role is to produce food and he merely wants to do the best job that he can and with the right team behind him, it has been achievable.

Roger contracted **How2productions Ltd** in association with T.S. Burroughs & Son to create a film titled, **"Harvest Time at New Hall Farm 2020"**. The short film features an interview with Roger Burroughs. If you left-click on the following link you will be able to see the film, featuring Geoffrey Wright, the Combine Driver; Owen Burdett, the Grain Tractor Driver; Jason Burroughs who is Baling Straw and Ann Burroughs who is the Store Loader:

"HARVEST TIME AT NEW HALL FARM 2020"

Foulness Police Station [Post World War One]

Richard Kirton

20 October 2020

(Information submitted by Phil Sitch, retired Police Officer)



Above Postcard is courtesy of Peter Owen's website at:
<http://peterowen.org.uk/index.html?LMCL=DJZWGD>

I have often wondered, who the Police Officer was on Foulness Island after World War One and a recent email from Phil Sitch has answered that question. Approaching Church End on Foulness from the south-west, the former Police Station was the first house on the left.

Police Constable **Charles Arthur Lee** (PC 140) was stationed on Foulness Island after World War One, becoming the island's only Police Officer, living in the above Police Station. Charles' wife, **Maud Mary Lee** was the midwife and nurse for the Island.

Leslie Lee was the middle child of Charles and Maud. His Sister (Margaret 100yrs) and younger brother (Geoffrey 96yrs), are both still alive and grew up on the Island. Phil's wife Jane, is Leslie's daughter and Maud's Granddaughter and she remembers visiting Foulness Island by bus to see Leon and Joyce Dobson. They moved onto Foulness Island in the mid 1920's when they walked across the Broomway carrying their possessions and youngest child because the main access road was not yet built.

Charles had served in the Artillery during World War One and suffered from being gassed. According to the Imperial War Museum, about 6,000 of British and Empire war deaths were caused by gas, and less than a third of the fatalities suffered by the British on the first day of the Battle of the Somme in 1916.



Charles' health became progressively worse, so Essex Constabulary moved him to Benfleet on the mainland, being part of the Brentwood Division. His family were told that, occasionally he had to cycle up Bread & Cheese Hill whilst on duty!!!

Charles retired on 31st March 1935 and was presented by his comrades with a clock (inscription pictured left).

"Our Village" Poem
Alice (Outten) Reynolds



Watercolour by Hans Hansen of Barling Church and adjacent cottages

The original watercolour was owned by Mrs. Alice (Outten) Reynolds. The above copy was provided by Michael Prior, whose son-in-law Roger's grandmother was Alice Reynolds. Alice lived in one of the cottages with her parents. Hans Hansen evidently lived in the other. Alice died in 2003 aged 93 years old. RSW is the only Society dedicated to promoting watercolour painting in Scotland. Alice's daughter Pearl (Reynolds) Everard sent the poem to Dawn and David Bailey, along with the following letter:

"First of all, we thank you very much for getting the V E Edition Book delivered to us via our neighbour it has been an interesting read. I found in a book of my mother, Alice Reynolds neé Outten, this poem that she had composed probably in the 60's and wondered if it would be of any interest. She and her 4 brothers and sisters lived in the very old end cottage near Barling Church and they all went to Barling School, as did her 2 daughters Pat and Pearl (me) and her 2 son-in-laws also her 4 grandchildren, my 2 didn't go there for very long as we moved out of the area. We always enjoy reading about the meetings etc. in the local magazine. Stan is now 90 and what with the virus this year we haven't been out at all and it doesn't look as if it is going to improve any time soon. We hope you and your family keep well and thanks once more. Best wishes from Stan and Pearl Everard."

"Our Village" by Alice (Outten) Reynolds

Our village is old
Our village is small
But our village is grand
With a W.I. hall
There's a school for the tots
In this village of ours
There's a pub and a church
To spend many hours
The sea gently laps
On the old sea wall
While the children
Play in the waters cool
In years gone by
Our grandfathers told
Tales of smugglers and
Tunnels from houses old
I remember the grind stones up at the mill
As tall as a man they stood
The sails stretching upwards to the sky
To gather the clouds if they could

Hans Hansen Postscript

Peter Griffiths

Peter Griffiths' parents had four small paintings by Hans Hansen. When they died, he took them to the Oxfam charity shop on Hamlet Court Road, then regretted it. By the time he went back, they had gone. So, he regretted parting with them even more. Peter had no idea that Hans Hansen was so distinguished.

Peter saw online in the past decade, that Hans Hansen's paintings have been offered (or sold) at auction for anything from £300 to £5000. The latter was for each of half a dozen paintings of the Henley Regatta. He did like, as with a couple of the Middle Eastern ones owned by my parents, to paint darkness.

I like the painting below which is one of many online and is called 'A Moonlit Harbour'.



Who would have thought that Hans Hansen would have ended up in Barling, living in one of the cottages adjacent to All Saints Parish Church on Church Road.

Peter found the following article about Hans Hansen on line at:
<https://www.mayfairgallery.com/artist-maker/hans-jacob-hansen>

HANSEN, HANS JACOB (BRITISH, 1853-1947)

Hans Jacob Hansen (1853-1947) was a Scottish painter of Danish descent, who is famous for his depictions of Oriental landscapes and figures.

Born in Leith, Hansen studied in Edinburgh under the tutelage of R. B. Nisbet and J. Ross. He developed a style very close to that of his fellow Scottish contemporary, Arthur Melville (1855-1904), using a technique of painting onto wet paper and carefully allowing certain areas of colour to run together with details being added as the paper dried. Hansen worked extensively abroad in the Middle East, North Africa and Spain painting Eastern markets, harems and bullfighting scenes. He won a silver medal at Salzburg International Exhibition and exhibited at the Royal Academy, Royal Scottish Academy and at numerous other venues. In 1906, Hansen was elected a member of the Royal Scottish Watercolour Society.

In 1911, Hansen moved to London where he continued to paint until his move to Southend-on-Sea at the end of his life. Hansen is remembered as one of the great Scottish painters of the 20th Century, and his works are represented in the collection of the Glasgow Art Gallery.

Villages Websites

Peter Griffiths

Our new website, Barling and Waking Villages Plus is expanding all the time, and as site-manager Richard Kirton adds new photos frequently. If you have any pictures showing people or places in the area, please do get in touch. We would love to add them to the thousands already there. It is easy to get from the new site to the old one and vice-versa.

The new one can be reached here:

<http://www.barlingwakingvillages.co.uk/plus/index.html>

The original website can be reached here:

<http://www.barlingwakingvillages.co.uk/index.html>

Please share your stories with our members, who will be delighted to hear them.

Website Statistics Report

Richard Kirton

Again the report below shows that first time visits are still higher than returning visits. The Statistics Report is automatically generated on a weekly basis and is still a valuable tool.



Weekly Analytics Report

<http://www.barlingwakingvillages.co.uk/>

16 Nov - 22 Nov 2020

Average Daily Traffic

Page Views

41.3 ▲

Prev Week

23.4

Unique Visits

25.1 ▲

Prev Week

14

First Time Visits

24 ▲

Prev Week

12.3

Returning Visits

1.1 ▼

Prev Week

1.7

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