



Guide Lines

The *Occasional* Newsletter
of the
Winchester Area Tourist Guides Association

Issue of Summer and Autumn 2021

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Item: 1	Title: Three Spitfires Crash at Itchen Stoke
Date: Aug 2021	Contributor: Colin Cook

I reported in the Spring Newsletter on my discovery of the site of the medieval village of Abbotstone on one of my ‘Lockdown’ walks around Itchen Stoke.

I also came across a new interpretive panel that had been erected by the Alresford Historical and Literary Society commemorating the tragic accident that took place when three Spitfires conducting a training mission collided and crashed in the fields nearby.

On 22nd July 1944, Montgomery’s “Operation Goodwood” was underway across the Channel as the Allied forces were fighting hard, and suffering heavy losses, trying to advance out of the Caen area. Here in Hampshire, six pilots from 26 Squadron, based at Lee-on-Solent, were tasked that morning to practice flying in pairs and deflection sighting. In the previous year, in preparation for the Normandy landings, the squadron had trained in spotting naval guns, a task it carried out on and after D-Day. Based at Lee-on-Solent it was part of 34 Reconnaissance Wing 2nd Tactical Air Force sharing a pool of Seafires and earlier, older design, Spitfires.

That morning the sound of Rolls Royce Merlin engines reverberated above Abbotstone and 14 year old farm boy, Stan Upton, looked up to see the pairs of Spitfires manoeuvring hard, their black and white recognition stripes bright against the blue sky. Suddenly the sound changed and there was a sickening ‘crump’ as three of the aircraft collided, followed by the scream of two Spitfires plunging into Big Walk Field, while the third, its port wing torn off, “spun like a sycamore seed” into Lousy Crates Field. All three pilots, F/Lt H W Adams, F/Sgt J G L Hughes and F/Lt B Lees, were killed. Pictures on the panel direct the viewer to the places in the two fields where the planes fell.

On the following website <http://www.hampshireairfields.co.uk/hancrash.html> details of the crashed planes are given as follows:

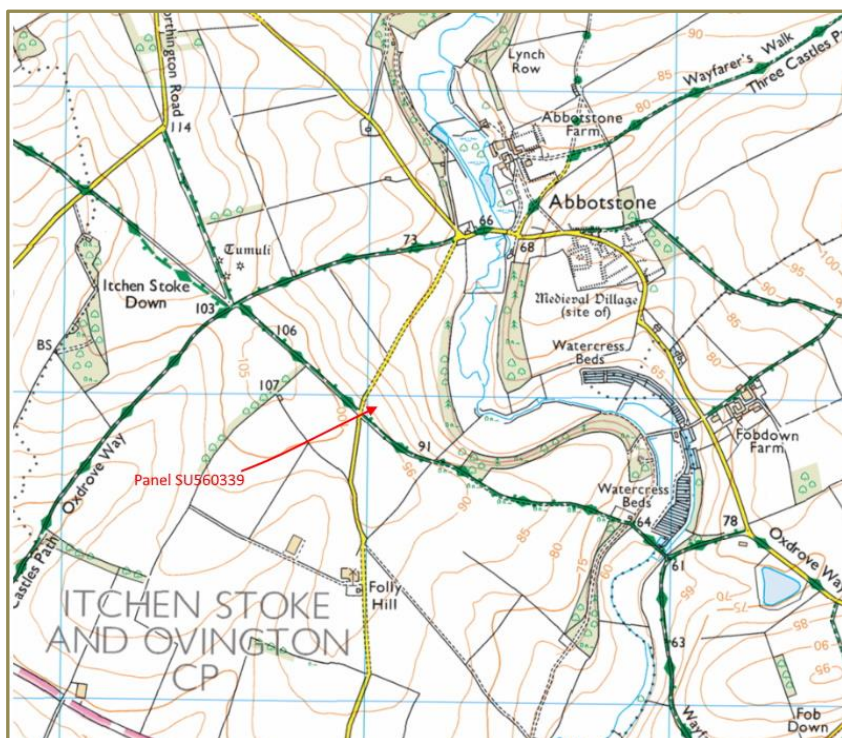
- | | | |
|----------|-------|--|
| 22-07-44 | W3314 | Spitfire, 26 Sq, collided with AA850 and BL638, all cr Old Arlesford (sic) |
| 22-07-44 | AA850 | Spitfire, 26 Sq, see above |
| 22-07-44 | BL638 | Spitfire, 26 Sq, see above |



On 9th September 2021, a dedication ceremony was held with RAFA Chaplain Peter Colquhoun officiating and some 30 people attending (see photo below, courtesy of the *Hampshire Chronicle*).



The map shows the grid location of the panel which tells the story of the accident and includes a QR code to enable visitors to hear an eye witness account.



Perhaps we can include a visit to it in a guides' summer walk from Alresford next year?

Item: 2	Title: Abbey Gardens - Winchester
Date: Sept 2021	Contributor: Clare Dixon

Abbey Gardens takes its name from a medieval Abbey and nunnery which stood on the site. The nunnery was here until November 1539, when it was closed by King Henry VIII. The buildings were dismantled with the King taking anything valuable such as the lead from the roof, and the people of Winchester removing the stone to use elsewhere. In 1566 Winchester College is recorded as taking away cartloads of stone to repair their walls.

In 1554 Mary Tudor gave the site to the city in recognition of the expenses of her wedding.

In the late 1600s, Abbey House was built as a private town house, and was extended in about 1750. The gardens were its private grounds. They were very large and extended under where the Guildhall now is.

The classical portico with its columns was put up at this time to hide the mill building and improve the view from the house.

In the late 1800s, Winchester City Council decided to buy the gardens as a public park. They took out a loan of £5000. Soon afterwards Abbey House became the official residence of the Mayor of Winchester, which it still is.



Abbey Gardens circa 1910 photograph by CES Beloe

The gardens were opened to the public on 3rd July 1890 by Cllr Jacob, the Mayor. He said he hoped the gardens would be a ‘treasure’ to the people of Winchester. And he asked them not to pick the flowers!

There were rules in the new park eg no playing of music on Sundays, no unaccompanied children and a policeman was employed to keep order.

Accounts over the years show the City Council spending money on railings, paths, turf, trees, shrubs, bulbs, seats, noticeboards and goldfish. There was also an aviary.



In 1894 a statue of Queen Victoria was moved from outside the Great Hall in Winchester and erected in Abbey Gardens. But Abbey Gardens was not such a successful site for it either and in 1910 it was moved again, this time inside the Great Hall, where it still is.



Lantern slide of Queen Victoria's Statue, Abbey Gardens, circa 1900

Statue of Queen Victoria, Abbey Gardens, circa 1905, photograph by CES Beloe

The statue of King Alfred in the Broadway was put up in September 1901. The sculptor, Hamo Thornycroft, watched the process from the windows of Abbey House. After the official unveiling, the trees in Abbey Gardens were hung with Chinese lanterns for the evening celebrations.

Item: 3	Title: Abbey Mill – Winchester
Date: Sep 2021	Contributor: Patrick Craze

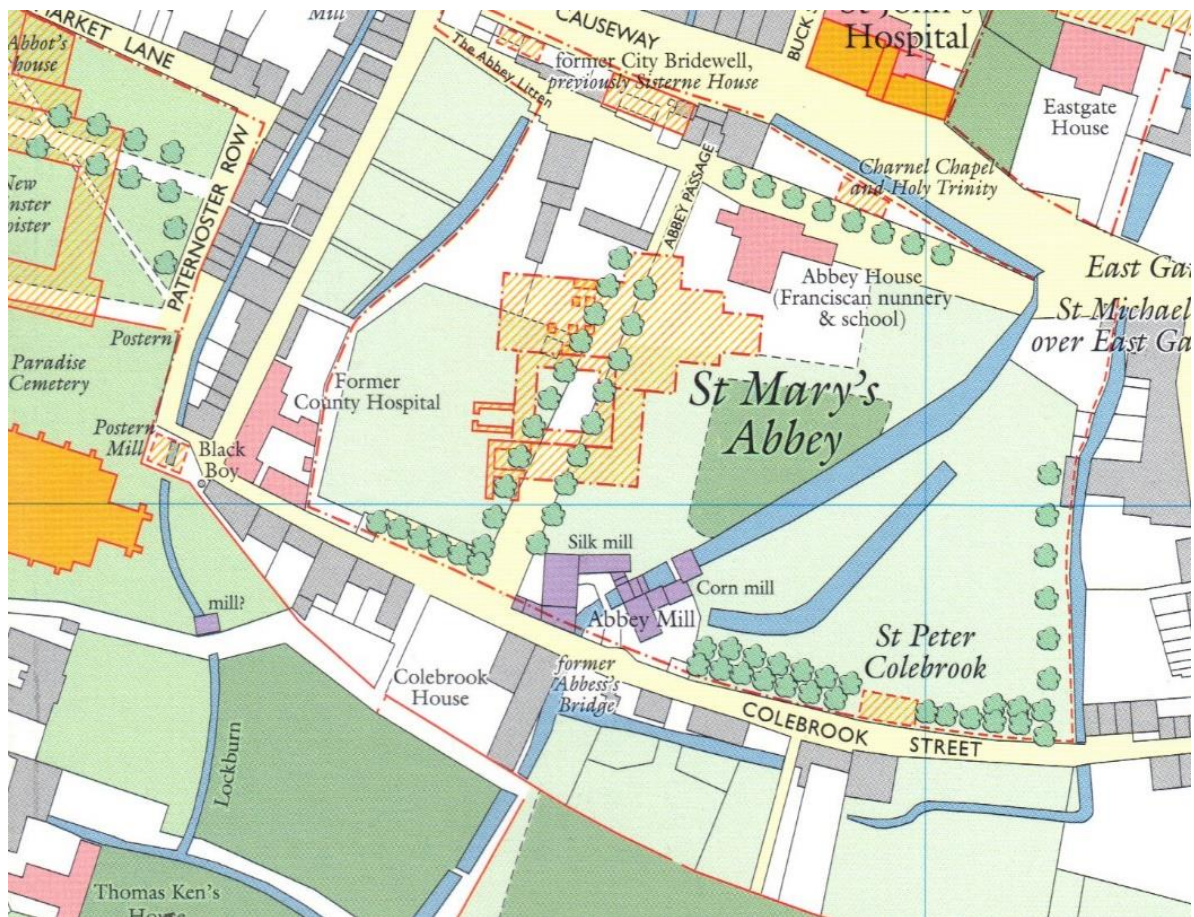
In my Winchester's Silk Mill article, Guide Lines May 2018, I explained how John Shenton had purchased Abbey Mill from George Pescod in 1798 and that he built a silk mill on the opposite side of the mill stream to the corn mill. The silk mill was powered by a separate water wheel to the corn mill but shared the same wheel house. This article will concentrate on the former corn mill know today as Abbey Mill.

Abbey Mill is a historic former watermill owned by Winchester City Council and currently in use as a restaurant, wine bar and café known as Inn the Park, an enterprise run by Mark and Eleanor Dodd who own and manage the Chesil Rectory.

Abbey Mill is understood to date to the late Saxon period and is located in the grounds of Abbey Gardens, the site of the former Nunnaminster founded in 901 by Ealswith, widow of King Alfred the Great. The corn mill provided an income for Nunnaminster, later St Mary's Abbey, together with fish ponds fed from the mill head which were located where the current children's play area is in Abbey Gardens.

Abbey Mill is first recorded in the Winchester Pipe Rolls 1208 – 09, the Bishop of Winchester's estate accounts from 1208 – 1710, and would have undergone several phases of rebuilding over the centuries.

The current core mill building is thought to date from the 18th century and is much altered with later additions, mainly 19th century, and as a result of adapting it for other purposes.

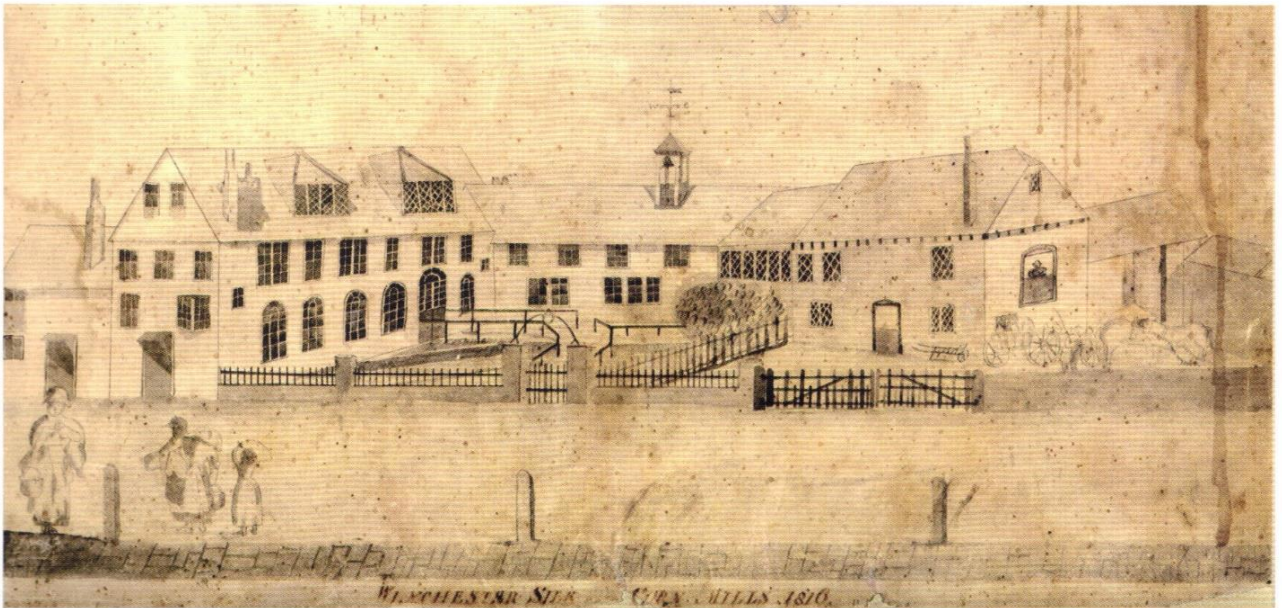


1800 Map of Winchester showing the silk mill on the West side of the mill stream and the corn mill on the East side. Image courtesy of British Historic Towns Atlas, Vol VI, Winchester.

By 1829 William Shenton, John Shenton's brother, owned both Abbey Mill (corn mill) and the silk mill and promptly turned part the silk mill into a dwelling house, which still exists today as Abbey Mill House, located on the North side of Colebrook Street, as this mortgage of 1830 describes:

Water Corn Mill called Abbey Mill with stoves, tackle, works, floodgates, dams and sluices and wheelhouse with carpenter's shop over the same and court or yard belonging (conveyed to him in 1818). **Throwsting mill (silk mill)** recently converted by William Shenton into a dwelling house with

dams and sluices, watercourse and wheels belonging, one of which lately turned in the wheelhouse adjoining, and garden or court adjoining (conveyed to him 1829). (HRO Ref 113M86W/20-21)



Sketch titled *WINCHESTER SILK AND CORN MILLS 1816* view from Colebrook Street, South side, facing North. Image courtesy of Hampshire Cultural Trust.

- The building on the right is the 18th century corn mill building which survives today as Abbey Mill.
- The small building to the left of the corn mill is the wheelhouse in which the two waterwheels turned, one supplying power to the corn mill and the other to the silk mill so they could operate independently of each other.
- The building in the centre with the bell tower and weather vane is the start of silk mill and continues into the building to left which fronts onto Colebrook Street.
- Also depicted is a bridge over the mill stream coming from the wheelhouse.
- The section of the silk mill with bell tower and weather vane was demolished after William Shenton purchased the silk mill by 1829.
- William Shenton converted the part of the silk mill fronting onto Colebrook Street into a dwelling house which survives today as Abbey Mill House.
- Part of the wheelhouse on the silk mill side was also demolished, the waterwheel was removed and the wheel pit filled in.
- The 18th century corn mill building survives today as part of the current Abbey Mill.



The corn mill and former silk mill site remained in the Shenton family until they were purchased by William Frederick Gifford in 1879. Gifford is responsible for a number of additions and extensions to the 18th century corn mill, including the north east range, which bears a date stone inscribed WFG 1885 and can be found in the corridor leading to the current toilets.

Image courtesy of the author

I have often wondered when explaining the portico in Abbey Gardens to visitors, that if it were built so that Abbey Mill could not be seen from Abbey House, then it clearly was not doing a very good job as a substantial amount of the mill is not obscured from view. I now know that the mill building which can be seen behind and to the left of portico was built by William Gifford in 1885, and that the portico would have hidden the 18th century mill building, at the time the portico was built for William Pescod in 1759.



Above is a view of the Portico in Abbey Gardens showing Gifford's late 19th century mill building behind and to the left. The roof of the 18th century mill building, raised in the 19th century, can just be seen behind the portico roof on the right. The building on the right, behind the wall and in between the trees, is Abbey Mill House, part of the former silk mill. Image courtesy of Inn the Park.



Abbey Mill ceased operating as a watermill in the 1930's, its milling machinery was removed and it was converted into a British Restaurant in the 1940's. However, one relic of Abbey Mill's former function remains in what is today known as the Mustard Room, the ground floor of the 18th century mill building adjacent to the wheelhouse. It is the mechanism which once regulated the flow of water to the waterwheel operated internally by windlass or cranking handle which has left marks on the timber support.

Image courtesy of the author



The Mustard Room, Abbey Mill, behind the far wall is the wheelhouse in which the waterwheel once turned and the mechanism for regulating the speed of the waterwheel is on the right. The shaft of the waterwheel entered this room through what is now a window (centre) and provided the rotational power to turn the mill stones on the floor above. Image courtesy of Inn the Park.

Demise of the Corn Mill - Later Development and Uses

- 1920’s turbine installed
- Mr Keevil was the last flour miller at Abbey Mill 1928 – 1932 and lived in Abbey Mill House
- 1935 Warrens Directory for Winchester records Provender Millers Ltd. at Abbey Mill (provender millers produced dry feed for domestic livestock)
- 1939 25" to mile OS map - Abbey Mill is recorded as disused.
- 1940’s converted into a British restaurant an initiative by Winston Churchill to provide cheap meals.
- 1952 change of use from restaurant to offices.
- 1955 The detached garden Temple was first attached to the Abbey Mill buildings and a door installed in the rear wall provided access. Thus, the garden Temple became a portico or porch for Abbey Mill.
- 1950’s Riley and Neate Ltd offices – electrical company developing pylons
- Farmer and Dark Architects, occupied Abbey Mill in the 1960’s and 70’s. (designed Fawley Power Station)
- Early 1980’s - Art Gallery
- WCC planning department offices in 1980’s until they moved to Avalon House in Chesil Street built in 1988
- 1990’s WCC Environmental Health Department
- In 2008 a "Historic Building Appraisal Report" produced for WCC – investigating the potential for commercial office letting.
- 2013 Application change of use from B1 business use to A3 restaurant and cafe use
- 2014 Hugh Fearnley-Whittingstall River Cottage Kitchen Winchester opened at Abbey Mill following a major conversion from offices to catering outlet - Closed during and as a result of the COVID pandemic 2020.
- April 2021 - Inn the Park opened as a restaurant, café and wine bar.

Item: 4	Title: Lost with 13 Ambassadors in a Slovakian Forest
Date: Sep 2021	Contributor: Diane Grudgings

After a desperate last-minute request for a rota swop, husband Steve (coal mine owner, enthusiast, and author) and I flew into Bratislava, Slovakia along with friend David Hardwick (mine historian and university lecturer in Archaeology) to join a dig. We arrived in Bratislava late in the evening after a long tedious journey and drove on to the site early the following morning.

It turned out to be a quite different experience than I had expected.

This Slovakian mine at Nova Bana was being excavated at the site of the first Newcomen steam engine in Europe. Here they were mining GOLD. Generally, in this whole area they were mining Bling! – gold and silver, as well as copper and lead.

Now I could begin to get a bit more excited about a mine.

Background

In medieval times around 50% of all the gold mined in Europe came from this area. Elizabeth I imported their technical mining expertise from here. By the 1700s the mines were now so deep the costs were becoming exorbitant to pump out the water.

Let me now introduce you to Isaac Potter. An early 18th century mechanic from England (and entrepreneur perhaps), who in around 1720 arrived at the Austrian Hungarian court eager to take opportunities. Isaac hoped to solve this problem bringing a new technology which was A Newcomen Atmospheric Steam Engine which was first seen in England in 1712.

The site dig – Saturday

In Nova Bana (formerly Konigsberg) was an immaculately small excavated site, but all work was finished for the season. They did not expect us to dig(?). Instead, we were treated as honoured guests showered with delicious pastries and told that even the British Ambassador would be visiting the site the next day. Our visit would help support their campaign building a museum/visitor centre on the site. Surprised the British ambassador would be interested in such a small site it was pointed out that after Brexit any positive links in Slovakia were a good thing. Later that day and evening we were entertained by Pieter, director of the dig and mining records who gave us a tour of the very pretty and once affluent town of Banska Stiavnica. He also introduced us to the delicious local speciality pastries and dumplings.



Dig site Nova Bana



On Sunday

We returned to the site to greet the British Ambassador. The skies looked grey so gazebos previously covering the site now were erected to shelter visitors. Various people arrived in the local traditional mining uniforms including the Mayor. Loads of large black limousines arrived? In fact, 13 Ambassadors came to visit.

The heavens duly opened and rain poured. The speeches continued along with food, drink and more pastries. A surprise coach drove up to take everyone to the start of a 'gentle' trek ending at a local restaurant up in the hills. A real treat! But Steve and I managed to miss the coach – panic! Luckily, we were rescued and after puffing our way quickly uphill we re-joined the group and continued our 'gentle' trek.

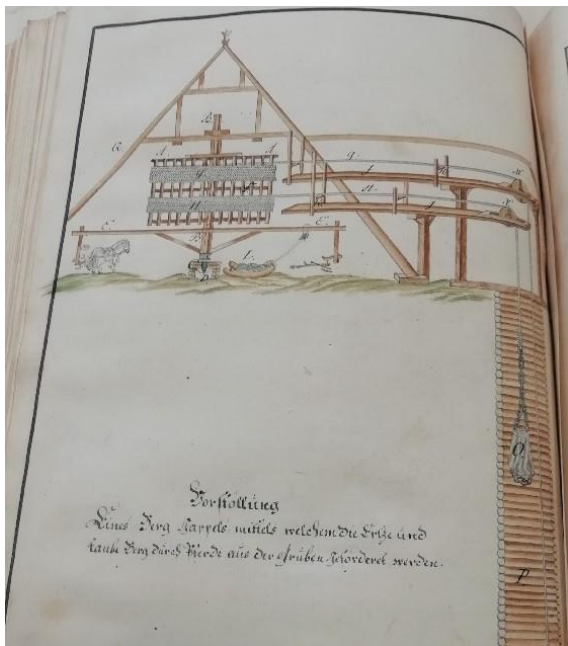
The Mayor in traditional miners uniform welcoming Ambassadors.

The path grew narrower at the edge of the steeply wooded slopes and we started to encounter fallen trees across our path. Everyone was politely jovial and I seem to remember the Irish Ambassador being particularly fun. I chatted with the Dutch Ambassador who had arrived only 4 days previously to take up her new post in Bratislava. What an introduction.

After some time in this dodgy terrain there was an insurmountable tree in the way. The only way was over edge of the slope to get around the tree. It was a steep slope of small loose boulders. It was decided by the tour guide (yes there was one!) we should turn back as it was too dangerous. But the decision didn't go down well with the ambassadors we'd been walking for over an hour. It was decided that with the help of the drivers (were they trained security guards?) to risk the 50-100 meters rather than turn back. Luckily no one fell although we had to test each stone before we stood on them. People didn't wait from the top for the people lower down to get out of the way of dislodged stones! You dodged them!

The rumours grew and we knew we were lost with all these dignitaries. There was no longer a path. Luckily the slopes became easier to manage. With a few trips and stumbles everyone finally reached the bottom. We were met by the coach which took us, now hours late and weary, to meet the others at the Restaurant. Relief. The buffet was superb, the drink flowed, vodka shots were downed and we went to bed very happy and exhausted, with past advice from Clare and Tina echoing in my mind to *'always check your route before taking visitors'*.

2. We thought all the excitement was over.



A lovely Monday morning and breakfast with more amazing pastries. We were taken around museums and showed beautifully illustrated mining records. We were taken to another nearby mining site Magdalena. This was where in 1627 gunpowder was first used for underground blasting increasing labour productivity by ten times. Here we were to undertake the surveying with David's £40,000 worth of specialist equipment loaned for the purpose. It failed, after three attempts and David decided to wait and hold the data to be downloaded safely back in the UK. It was time to go home.

*Don might be interested and probably already knows that in the 1500s they used divining rods to find the metals – hazel for silver, ash for copper, pine for lead and tin and iron or steel rods to find gold.

So, home ...an evening flight. No of course not that's too easy!

The Airport staff wouldn't accept our certificates or tests. Another night in Bratislava, a frantic race to find where we could be tested and get results in English. A taxi ride in the morning to a special testing site which the driver himself could not find. Luckily a local re- directed us and we joined the queue to be tested. Then rushing to get to another taxi but where had they all gone?

There were none, so David quickly and successfully downloaded a Slovakian UBER app. We quickly piled out at the station to catch the train taking us to the other side of Slovakia to get another flight.

Hooray results negative and English certification. Off the train now and a dash to the airport with fingers crossed. Waiting nervously in queue wondering if will they let us through this time. Jubilations yes, ... but no too soon! They wouldn't allow David's borrowed £40,000 equipment through!

It was tense – they had misunderstood and no it's not radar equipment!!! Begged, pleaded, explained and finally they allowed it through. I hate flying but I was very relieved to be on that plane.

On landing we were gratefully not charged for the extra days parking, but it was now apologies to everyone at work for our absence. The drive home was tense the men argued about who to blame, and the cost. I worried about them driving late, tired stressed and angry. So will we return? Yes, Covid allowing - it was a beautiful country, lovely people and I still want to dig!

Many thanks to Ursula who stepped in and covered my Rota Tour. (I owe you).

For anyone interested - I have many more detailed accounts on Newcomen Engines and also Isaac Potter, who led a challenging life, fuelled by alcohol, debts and fights leading to an early death.



We might well see some Slovakian visitors being given a 'safe' tour of Winchester but sadly our pastries can't compete.

Local delicacy with poppy seeds.

Historical and Geographical context. - Slovakia was originally part of the Austro-Hungarian empire until the end of WWI when the Empire was broken into smaller countries.

In 1990 Czechoslovakia was divided into Czech and Slovakian republics. Austria is to the west, with the Czech Republic to the north and Hungary to the east.

From Nova Bana at the southern edge of the Tatra Mountains eastwards through Banska Stiavnica was one of the main European centres of metal mining. (Bling)

Item: 5	Title: Imber and Edington
Date: Sep 2021	Contributor: Clare Dixon

On a very wet Saturday in August, Sally Peel, my husband Murray and I visited the village of Imber. Imber lies in the middle of Salisbury Plain. The inhabitants of the village were famously evacuated in the Second World War when the build up of American troops and live firing on Salisbury Plain meant that their safety could not be guaranteed. And, despite verbal promises which were apparently made at the time, they have never been allowed back.



The village is now opened to visitors on a few days each year. We visited during Imberbus 2021, when transport to and from Imber was provided by a fleet of old and new Routemaster buses plus a few other guest vehicles. Which ensured a good attendance from transport enthusiasts as well as military history enthusiasts – great fun! This is an annual event and you can find details on the internet.

In 1943 the villagers were given only 47 days notice to leave their homes. The blacksmith died soon afterwards, it is said of a broken heart, and his grave is in the churchyard. After the war the villagers made several attempts to be allowed back, but without success.

Except for a few open days, the village today continues to be used as an army training area. Very little remains of the original buildings, although the army has constructed some breeze block house shells to practise street fighting. The only complete building of the old village is the medieval church of St Giles, which is now in the hands of the Churches Conservation Trust. A few services are still held there eg on the Sunday nearest the Feast of St Giles.



The church guidebook records that some items from Imber – including tombs, medieval glass and an altar – have been moved and are now in Edington Priory on the edge of Salisbury Plain. Which

of course rang bells with me as a Winchester guide! King Alfred and the Battle of Edington, but also William of Edington who was Bishop of Winchester 1346 – 66.

It seems that William of Edington founded a Priory in his birthplace village, first as a chantry for himself and his family and then as an Augustinian community. The Priory was dissolved by Henry VIII, but the church survived and is now the parish church. Other parts of the Priory buildings are preserved in the nearby Priory House.



I haven't visited Edington myself, so thanks to Colin Cook for providing the photos of the church and of a fine memorial which retains much of its pre-Reformation painting (although this is not one of the memorials taken from Imber).



Perhaps the WATGA guides should have an outing to Edington one day?

Item: 6	Title: Southwark Tour
Date: Sep 2021	Contributor: Karen Dagwell

The Tour of Southwark with our soon to be London Blue Badge Guide, Elizabeth Newport.

Our Tuesday 14th September, 16 of us joined Elizabeth for a walk around Southwark which began at London Bridge Station. Having crossed Tooley Street we saw the new developments on the south bank of the Thames and then proceeded into Hays Wharf which has been redeveloped with cafes and souvenir shops. A stop near HMS Belfast to view the opposite bank was next and then a short walk later we were in Guy's hospital where John Keats studied medicine. From there to The George public house which was a 17th-century coaching inn, with its impressive galleries and a huge courtyard – now in the hands of the National Trust and somewhere definitely worth visiting again.



Cityscape from Hays Wharf showing the bow of HMS Belfast, old Billingsgate Fish Market, Customs House and a collection of skyscrapers including the 'Walkie Talkie' with its Sky Garden at the top, the 'Cheesegrater', and the 'Gherkin'. Image courtesy of Johanna Cruickshank.

Nearby we were able to go into the old Hop Exchange. The Hop Exchange was built in 1866 and has balconies made of elaborate iron rails with ornate decorations of hop plants surrounding a central court. Right in the middle of the court was a replica of Graham Hill's F1 racing car.

From the Hop Exchange we saw examples of early 1864 social housing in Southwark known as the Cromwell Buildings. They are based on a house design by Prince Albert for the Great Exhibition and built by a company called the 'Improved Industrial Dwellings Company'. The aim was to relieve the extreme poverty experienced in the dreadful inner-city slums by providing low-cost housing with a return on investment, a movement known as 'Five Per Cent Philanthropy'.

Then onwards through an estate to the site of the original Globe Theatre where we could see an outline of the original Globe although most of the site now has a block of flats built over it. We were then able to see Sam Wanamaker's recreation of Shakespeare's Globe Theatre on Bankside and we had good views across the Thames taking in the "Wobbly Bridge", otherwise known as the Millennium Bridge.

Passing the old public house, The Anchor, we stopped outside the Clink Prison Museum. Dating back to 1144, the Clink is one of England's oldest and most notorious prisons commissioned to be built by Henry of Blois. We then looked at the ruins of the Bishop of Winchester's Palace which was once one of the largest and most important buildings in all of medieval London. It was built in the early 13th century as a home for the powerful Bishops of Winchester. The Palace was mostly destroyed by fire in 1814 but still retains the remains of the rose window. The whole area, known as Bankside, became subject to the laws of 'The Liberty of the Bishops of Winchester'.

The remains of Winchester Palace are now managed by English Heritage and are listed as a Scheduled Monument.

We ended the morning looking at the full scale reproduction of the Golden Hinde, one of Francis Drake’s ships, which became the first English ship to sail around the world. A few minutes later we were in Borough Market where we stopped for lunch.



In the afternoon Elizabeth took us around Southwark Cathedral with its impressive display of Peter Walker’s ‘The Leaves of the Trees’, with 5000 individual steel leaves carved with the word ‘Hope’ as a reflective memorial to the effects of the pandemic. This is a touring exhibition and is now on display at Winchester Cathedral until 2nd November. Also in evidence was the Cathedral’s cat, Hodge, who joined the Cathedral in 2020.

Weather wise it rained all day but that didn’t stop us and Elizabeth was excellent throughout. Thank you very much indeed Elizabeth and we look forward to another adventure with you in London.

Group photo outside Southwark Cathedral with the ‘Shard’ in the background.

Image courtesy of Colin Cook

Item: 7	Title: Lost 18th Century Milestone Reinstalled
Date: Sep 2021	Contributor: Patrick Craze

In the Spring 2021 edition of Guide Lines, I mention in my article on the Winchester to Popham Road that in February 2021 I had rediscovered a lost Grade II listed 18th century milestone. The milestone is one of four recorded on the 1960 OS map along the stretch of A33 in Micheldever Parish, but is no longer recorded on the current OS map.

I found the milestone lying on its side, virtually buried and completely concealed by earth and vegetation. Micheldever Parish Council was notified of the current condition of this milestone and they in turn requested Hampshire County Council Highways to reinstate the milestone in its correct orientation.

I'm delighted to report that the very nice people at Hampshire County Council Highways have not only reinstated the lost milestone near the Winchester Road turning for Micheldever, but have also straightened the milestone on the central reservation at the former Lunways site. Please see before and after images below.

Now all I have to do is to get the Ordnance Survey to record the milestone on the current OS map!



Rediscovered Winchester Road Milestone before and after reinstatement 2021



Lunways Milestone – *before and after straightening 2021*

Item: 8	Title: The Great War Dead of Fulflood & Weeke, Winchester
Date: Sep 2021	Contributor: Geraldine Buchanan

“We Will Remember Them”

The Great War Memorial for the parish of St. Matthews with St. Paul’s is in St. Paul’s Church, Fulflood and has 91 names listed on it. Their stories have now been told more fully or even for the first time in the recently published book, “We Will Remember Them – The Great War Dead of Fulflood & Weeke, Winchester”. The six authors/researchers, including yours truly, had been working on it since 2015. The book has been described by Barry Shurlock, who writes the weekly history-related page in the Hampshire Chronicle, as a model as to how such books should be written!



The Great War Memorial for the parish of St. Matthews with St. Paul’s is in St. Paul’s Church, Fulflood. Image courtesy of the author.

As well as being a permanent record of the stories of those men, the book is also a valuable addition to the local history of Winchester with chapters on the growing but very different suburbs of Weeke and Fulflood in the late 19th and early 20th centuries.

Also, in the telling of the men and their families’ lives pre-1914, many aspects of the social history of Winchester emerges, such as the more rigid social hierarchy and the vanished trades of those times.

The 91 names on the memorial amounted to about 20% of Winchester’s Great War dead. Thirty of the 91 men joined the local “pals” regiment, The Hampshire Regiment, (from 1946, The Royal Hampshire Regiment), and a further six joined the Winchester based The King’s Royal Rifle Corps and The Rifle Brigade. The stories have been moving and fascinating.

Young men from Winchester’s western suburbs went to fight and die not only on the Western Front but also at Gallipoli, Mesopotamia and even Russia. Men from Canada, Australia and New Zealand, with family connections in the parish, volunteered to fight for the Mother Country and their names are remembered on the memorial. One of these men had been on Captain Scott’s final expedition to Antarctica in 1912 and was to die in a German prisoner-of-war camp.



Whilst the research was being done, contact was able to be made with the families of three of the men which has enriched the accounts of their lives. With increasing publicity, contact has been made with two more families.

Geraldine Buchanan with relatives of two of the men.

Left - Christine Veer, Leslie Jacob’s niece.

Right – Geoff Cuell, great nephew of Reginald Clark

The book has been the major aspect of the Great War Dead Fulflood & Weeke Project. Now that it is published, the project aims to work with the schools in the area to further children's understanding of the Great War and its impact on the local community. Western School, Kings' School and Peter Symonds Sixth Form College are the modern successors of schools which were attended by many of the men whose stories are told in the book. The Westgate County School for Girls, now The Westgate School, was also profoundly affected by the Great War. Many girls and teachers lost loved ones in the conflict and the school had to move out when the building was used to billet troops during the winter of 1914-15.

Another on-going aspect of the GWDF&W project is the creation of a website which will in the future be able to add more information as more contact is made with descendants. The group are hoping that they will be able to get in touch using the project's email address –

greatwardeadwinchesterfulfloodweeke@outlook.com .

If you would like a copy, just contact myself and in any case I will be bringing copies to any live WATGA gatherings. More formally – use the above email address to order a copy of the book and get payment details. It costs £20, plus £3 postage. (There is free delivery within Winchester city.) Within the city, it is possible to buy it from P&G Wells, the Visitor Information Centre, The Royal Hampshire Regiment and The Rifles Museums and Sarsens, the printers, in Hyde Street.

Guide Lines Dates

- Winter Issue
 - submit copy by 20 December 2021
 - publish 31 December 2021
- Spring Issue
 - submit copy by 20 March 2022
 - publish 30 March 2022
- Summer Issue
 - submit copy by 20 June 2022
 - publish 30 June 2022
- Autumn Issue
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