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Send & Ripley History Society

WINNER OF THE 2021 BALH AWARD FOR BEST LOCAL HISTORY SOCIETY JOURNAL



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Lieutenant-Colonel George
Onslow, MP for Guildford
1760-1784; portrait by
George Earl (see Send Grove
article p6).

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EDITORIAL

CAMERON BROWN

I hope you won't mind a rather personal introduction to this journal, prompted by the recent death of HM Queen Elizabeth II and the accession of King Charles III.

My first memory is when, as a four-year-old living in Oswaldtwistle, Lancs, I stood by the roadside waving my Union Jack at the big black car driving past from Blackburn to Accrington carrying 'the new queen'. I got a splinter in my thumb from the broomstick-flagpole.

Forty-odd years later I was involved in the publication of the V&A catalogue for an exhibition of many of the gifts received by the royal family, marking the Queen's 40 years on the throne, and met several members of the family at the opening party (which impressed my daughter, who spent the evening phoning schoolfriends and saying "Guess who my dad just met!"). I published books by John Hedgecoe, whose photo of the queen was used to create the profile used on our postage stamps, and my wife Ditz and I once watched the Prince of Wales playing polo at Hurtwood and were astonished to be able to get within a few feet of him for a photo and see no evidence of any security men. Not exactly a relationship with royalty, but memories which have stayed with me.

More recently and locally, one of the last people to be honoured by the Queen was Sally Erhardt, who received a British Empire Medal for services to food and the community earlier this year. Sally has chaired the organising committee since the monthly Ripley Farmers' Market on Ripley Green was set up in 2005 as somewhere where local people could buy good quality fresh local produce and a place to meet on a Saturday morning.

Since then the profits of more than £100,000 have been distributed to local charities, including our Society. Congratulations Sally!

CONTRIBUTIONS FOR THE NEXT JOURNAL

Contributors are asked to send articles and letters to Cameron Brown at cmb@aappl.com by 15th October 2022.

Authors of illustrated articles should submit high resolution (300 DPI or higher) jpgs to the editor by email to ensure best reproduction in the journal, but no more than 20MB in any one email

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THE LONG REACH MESSERSCHMITT – PART TWO

ALAN COOPER

When interviewed after the war by the eminent German aviation writer Ludwig von Eimannsberger, Joachim Jackel (radio operator on the plane which was brought down in Ockham – see part one in J285) recalled the *Staffel* (squadron) lounging by their planes and watching the French harvesting crops prior to their mission being declared. They were to escort bombers whose intended target was Brooklands in Surrey, England. The journey was without incident and the target reached without loss or combat taking place. Once the bombing was complete, he joined a *Schwarm* (section within a squadron) of four (the RAF flew in threes known as ‘vics’ whilst the Luftwaffe favoured the ‘finger four’ formation) and set course for France.

Becoming aware that they had unwanted company closing fast, he alerted his pilot but it was already too late. As their plane turned to meet the enemy head-on and he himself began to fire, bullets ripped into the doomed Bf 110. Their plane on fire, he with a leg wound, and his pilot slumped unresponsive over his controls, Jackel jettisoned his canopy and was sucked out of the machine, his flying boots becoming detached as he did so, and he lost consciousness. Meanwhile, the plane gathered speed and crashed into the ground. Regaining consciousness

and realising he was in free fall he pulled his ripcord and slowly descended to the ground where he was met – not by a savage mob baying for his immediate death as so many eye-witness reports state – but by several civilians carrying shotguns. As one cursed at him, another tried to console him. A small crowd assembled led by ‘a pretty blonde girl in a summer dress’. Two Canadian soldiers stationed in the nearby village of Ockham arrived at the scene and carried him through the crowd who all offered him packets of cigarettes. He was then conveyed to Ripley police station where he received first aid before being escorted across the road to Dr Creet’s surgery to wait and receive proper treatment. ^[1] What remains could be found of the unfortunate pilot, Feldwebel Röhring, were taken from the crash site for internment in a canvas bucket. ^[2]

Overall, it appears Jackel was treated very well – with the possible exception of whilst in Dr Creet’s surgery, where the doctor’s nurse, Eliza Paul, who had lost her sweetheart during the previous 1914-18 conflict, was alleged to have been less than gentle when applying dressings to his wounds! ^[3] He then spent the rest of the war in captivity, mostly in Canada, from where he returned to Germany in 1946. ^[1] After the war Joachim Jackel was traced and given the opportunity to return to Ockham at the expense of



The Georgian House, Ripley, today. The surgery where Joachim Jackel’s wounds were dressed was to the right of the main building (behind the black gate)



A small section of perspex screen from the cockpit of the crashed plane. Just 2mm thick, this was all that protected the flyers from the elements and, most importantly, enemy fire

the residents as a guest. However, this more than generous offer was apparently declined. [4]

POST WAR

Most people living in Ockham and nearby ended up with a 'souvenir' from the crash, though few of these artefacts survive today. [4] I have one, a piece of perspex screen from the cockpit which, unknown to me until close to my late father's death in 2007, separated runner beans and broad beans in a seed tray in his shed.

During the 1970s, aviation archaeology became a very popular pastime with groups springing up everywhere. Around our locale was the Air Historical Group who numbered amongst its members Simon Parry. Now a familiar face on television, Simon has very kindly agreed to write an account of the trials and tribulations of 'the Long Reach dig'.

'Things were different back in 1977 when I first went looking for the German plane at West Horsley. The Battle of Britain had finished just 37 years before and it was still possible to knock on a door and ask the surprised occupier if they knew about the plane that had crashed down the road. If they did not know, then more often than not they knew of someone who had been living nearby in 1940. And that's how I found Mr Pipe, who lived in a bungalow on Long Reach and on whose land the German plane had crashed. In those days there were very few publications that gave any clue as to where aircraft had fallen, when, or who was flying them. Frank Mason's book *Battle over Britain* published in 1969 was the best reference work then available and in it he wrote of six Me 110s being shot down:

'This combat was so clearly defined that the claims were entirely accurate, the enemy aircraft all falling just south of Weybridge, two at East Clandon, three at Horsley and one near Ripley. The crater and scars made by these aircraft are clearly visible to this day'.

This was enough to send me scouring the area but, as we now know, Mason's description was entirely inaccurate.

The good Mr Pipe was a little bemused when I asked would he mind if our little group of enthusiasts could search his field for a few bits of 'his' plane. He remembered the war. "You won't find much - it was all taken away - it's all junk anyway and I don't want my field messed up". We must have looked crestfallen as after a while he relented upon assurances that we wouldn't dig a big hole. With what today would be regarded as a very primitive metal detector we set off across the field and found tiny fragments

scattered far and wide.

Eventually we isolated an area that we determined by the concentration of finds to have been the impact point and dug a couple of feet down into the sub-soil. Tantalisingly, there were still signs of pieces deeper still. It was a bitterly cold day and Mr Pipe must have thought us completely mad when we showed him the odd bullet and a couple of scraps of metal, the result of hours of labour. "Could we come back and dig a bigger hole?" we asked. "So long as you don't make a mess, I suppose you can," he replied.

The next weekend it was even colder. The ground was frozen and our gloves that had been left in the car were also frozen solid. It seemed a good idea to put them on the engine to warm-up, but we left them too long and they melted! By the end of the second freezing day we had dug a pit down about six feet and hit some pieces of metal too big to get out. We would need a digger to make a bigger hole.

Mr Pipe was not pleased. Absolutely not - the ground was too soft at this time of year and a digger would churn-up his field. Not wanting to take no for an answer we asked, "what about the summer?" After some letter-writing and pleading over the next few months he relented and excitedly we met our hired JCB at the field gate one morning. It didn't take more than a couple of scoops to dig



Simon Parry holding the newly unearthed propeller blade



Members of Air Historical Group, the digger - and the bigger hole

out the hole that had taken two days to dig by hand and below was the metal we had seen. It turned out to be an undercarriage leg and a propeller blade. Immediately below was a Daimler-Benz engine, but that was all. The aircraft must have dived into the ground with only one engine running as the other engine had not buried itself. There was nothing left of the cockpit and none of the nose guns. The engine was taken away by the well-known wildlife artist David Shepherd in his van. Eventually, after many moves, it was put on display in the Brooklands museum, where it remains to this day.'



The excavated Daimler Benz DB601N engine, on display at Brooklands museum

Time is a funny thing; 45 years after being excavated the parts of the Me110 have been out of the ground longer than they had been buried in it. Mr Pipe's 'junk' is now historically significant; and Mercedes World has been built on the very place that the Daimler Benz engine had taken the bombers to 82 years earlier. ^[5]

Simon is now one of Britain's leading aviation historians, with his roots in Surrey where he began his research into the battles and aircraft crashes in the county over 40 years ago. This was a time when it was possible to interview many witnesses to the events. His interest in the air war led him to become a professional researcher at the National Archives, undertaking a variety of assignments for those not able to conduct their own investigations. Since the publication of his first book in 1987 he has focused his attentions on the editing and production of over 40 aviation books for publishers. He founded the publishers Red Kite along with Mark Postlethwaite (one of the world's leading aviation artists) over twenty years ago. Wing Leader was set up by Red Kite to act as an online retail business for their Red Kite titles. Simon is also one of Europe's most experienced aviation archaeologists, contributing to and appearing in several TV documentaries for the BBC, Channel 4 and others.

We are deeply indebted to Simon for producing this very fitting conclusion to a fascinating story. His range of superb publications (from which much of this article was gleaned)

may be viewed and purchased at: www.wingleader.co.uk

^[1] *Zerstörergruppe – A History of V/(Z)LG1 – I/NJG3 1939-1941* by Ludwig von Eimannsberger

^[2] *Local Memories* – Ted Cooper (Ripley)

^[3] *Local memories* – Alice Charman (Ripley)

^[4] *Local memories* – Steve and Tim Hewlett (Ockham)

^[5] What is the connection between Mercedes and Daimler Benz? Explained as simply as possible: In the 1880s Daimler and Benz, two of the earliest motor car manufacturers began commercially to construct vehicles. An independent dealer named Emil Jellinek raced them under the pseudonym Mercedes, the name of his daughter. In 1926 Daimler and Benz merged to become Daimler-Benz and the brand-name Mercedes-Benz was adopted, although it had been used in racing circles since 1900

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Bf 110 on ground c/o Bundesarchiv, Bild 101I-382-0211-011 / Wundshammer, Benno / CC-BY-SA 3.0

Bf 110 airborne c/o Bundesarchiv, Bild 101I-360-2095-23 / Wanderer, W / CC-BY-SA 3.0

Dr Creet's surgery c/o Send & Ripley History Society archives

1977 dig photos c/o Simon W Parry collection

Perspex relic, engine and graves photos c/o Alan Cooper collection

SEND GROVE – A HOUSE THROUGH TIME – PART ONE

CLARE MCCANN

Inspired by David Olusoga's TV series 'A House through Time', I have been researching Send Grove as I knew it to have had many interesting occupants. I am still gathering information but thought that I had progressed enough to share the first half of the story and hopefully will then hear from members who can help with the history - particularly from about 1960 onwards.



Send Grove circa 1945



Stable block with wooden bell cupola

Send Grove, a grade II listed building, dates from about 1760-65. In an article by Christopher Hussey in *Country Life* dated 27th April and 4th May 1945 he points out that Send had no grand manor house, perhaps because of the influence of the nearby priory at Newark. He goes on to speculate that there might have been a house on the site of Send Grove prior to 1760. Until recently we had no clear-cut evidence of an earlier building but have now heard from Henry Bickerton, whose family currently own the house and who has shed new light on this point. As well as growing up in the house, he is an interior designer and familiar with the construction of buildings. He told me that he is sure the central core of the building is earlier, as the lower ceiling in the hall and other features would indicate that this is the case.

As well as the house on the site, there is also the 18th century stable block with an interesting wooden bell cupola and round-headed coach house doors - high enough for a coach and horses to enter - thought to be original and to date from the time the house was built.

Christopher Hussey clearly liked the house and said that, after work carried out by Count Munster and the Duchess of Westminster (later residents), it 'now epitomises the charming graces of a more spacious age' despite its 'modest, not to say tiny scale' - not everyone's idea of tiny!

In the second part of his article he discusses the term 'grove' and points out that sometimes it is spelt Sendgrove rather than Send Grove. 'In some maps Sendgrove is spelt so and applies not simply to this house but apparently to the west end of the parish including the church. It probably referred not so much to an isolated wood on the sandy bank of the Wey but to the part of the woodland covering most of the region in early times which pertained to the men of Send'. There is no doubt in his opinion that the classical association of 'grove' appealed to the eighteenth-century mind so that, 'wherever it occurred in a local place name, the Georgians made the most of it, adopting it for the name of a house instead of substituting something else, especially if the house was of modest character and the owner interested in landscape gardening'.

However, returning to the site adjoining Send church, local research possibly tells a slightly different story. The oldest property on the site, and still there, is the Old Hall House.

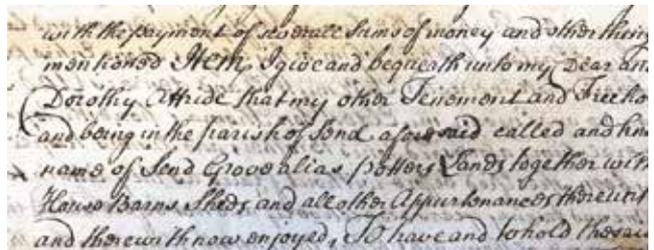
In the society newsletters 3 and 9 Jim Oliver, who lived at Send Court Farm and was very knowledgeable about old buildings, concluded that this house was a yeoman's house built c1480 and never a pub, as has sometimes been speculated. In his article he says that the Old Hall House is entirely intact as it was in the 1500s. Of all the timber-framed hall houses remaining in Surrey he felt this was the closest to its original design. Interestingly he thought it was last lived in c1600, possibly by Mr Potter but does not give any reason why such a well-built house might have been vacated some 150 years before Send Grove was constructed close by. He goes on to say that it is distinctly possible that the owners were named Potter because one of the early documents relating to Send Grove refers to Send Grove alias Potters Lands. This most probably explains the name Potters Lane ie the lane leading to Potters Lands.

At the Surrey History Centre there is a bundle of documents relating to the site dating from the 1670s up to 1746 and its connections to the Attryde family. The writing is very hard to read and none of the documents are accompanied by a map, so it is not always apparent whether or not they relate to Send Grove. Some specifically say Send Court (which the Attryde family seemingly also owned). A mortgage of 1694 between Thomas Attryde and Jeremiah Leggett, a miller, refers to Potters land (about 14 acres?) but a marriage settlement of 1702 clearly has the word Send Grove written on the reverse. Perhaps the most helpful in terms of the name and whether there was a house is document 65/3/33 dated 12/1/1708. Thomas Attryde leaves his oldest son, also called Thomas, Send Court but then continues 'I give and bequeath to my dear and loving wife Dorothy Attryde my other tenement and freehold estate called and known by the name of Send Grove alias Potters Lands together with the dwelling house, barns, shed and all other appurtenances thereunto pertaining and lying and being in the parish of Send aforesaid called and therewith now enjoyed to have and to hold the said messuage.... during the form of her natural life'. This seems to clear up the question of the name and says there was a dwelling house. Perhaps this refers to the Old Hall House or maybe an earlier building on the Send Grove site. If the former, then it was lived in much longer than Jim Oliver thought.

Unfortunately there is no document of the sale of the



The Old Hall House



Close up of old document relating to the site

land to William Evelyn, nor do we know if Send Grove was commissioned by him but we do know that he was a very early occupant. He was a great-grandson of the famous diarist John Evelyn, was born on 10th February 1723 at Wotton and died on 13th August 1783 in Send. William Evelyn was a British soldier and Member of Parliament. The sixth son of Sir John Evelyn, 1st Baronet of Wotton, was educated at Westminster School and commissioned as an Ensign in the 2nd Foot Guards in 1739, then became a Lieutenant-Colonel in 1754, Colonel in 1762, Major-General in 1770 and Lieutenant-General in 1777. He was colonel of the 29th Foot Guards from 1769 until his death.

Evelyn entered Parliament in 1767 as member for Helston, replacing his elder brother; he generally voted with the government in the House of Commons, although he is not recorded as ever having spoken.

General Evelyn is recorded as having laid out the grounds of Send Grove which he may be presumed to have acquired between 1760 and 1770. It seems



The lodge at the corner of Send Grove

that he inherited something of his great-grandfather's horticultural enthusiasms. Send Grove, as described by Hussey in 1945, 'consisted of a miniature park with now venerable trees through which, after passing a rustic lodge, the house is approached from a shady lane and a very large walled garden and orchard screened by a belt of trees to the north of the drive and east of the house. A fringe of trees also screens the house from the west and north setting it off in an arc of foliage. To the south however, the view seems to have been left open in this direction'. (The lodge at the corner of Send Grove is a hall house with one bay and a chimney added about 1540 or later). When General Evelyn died in 1783 he left no descendants. He seems to have been a bachelor and was not unmindful of the poor since he bequeathed to them 20 shillings yearly after deducting the cost of maintaining his monument. This is recognised on a board which still hangs in Send church today.

Hussey speculates that the selection of Send for Evelyn's retirement was perhaps accountable by its lying roughly halfway between Windsor, where much of his soldering doubtless took place, and his father's, later his brother's, home at Wotton. It was conveniently near to two places with which he must have been closely connected and he may well have first come across it when passing from one to the other. However, more likely is he had some involvement with the army camp that was sited in Send during



The board in Send church



General Evelyn's tomb in the churchyard

the summer months for a few years before he settled there (1759-1762). It is probable that he would have attended church services in Send and might well have seen what an idyllic spot it was. Sadly we have no image of General Evelyn but his handsome tomb is in the churchyard.

On the death of William Evelyn the place was bought by Rear Admiral Sir Francis Samuel Drake, created a baronet for his share in Rodney's victory over de Grasse off Domenica in 1782. Drake, whom it's easy to confuse with his two brothers who also bore the name Francis as their first Christian name and one of whom was also an admiral, continued for some years on the West Indies station and therefore cannot have spent much time in Send. Indeed, his purchase of the house - if it was carried out in person - would seem to have taken place during a period of leave immediately after his victorious action. To quote Hussey, 'Ripley was a favourite stopping off place of naval officers between Portsmouth and London so we may perhaps picture Drake learning of Send Grove being in the market as, flush with prize money, he baited (fed and watered his horses) at Ripley on his way to London and bought it on the spot.'

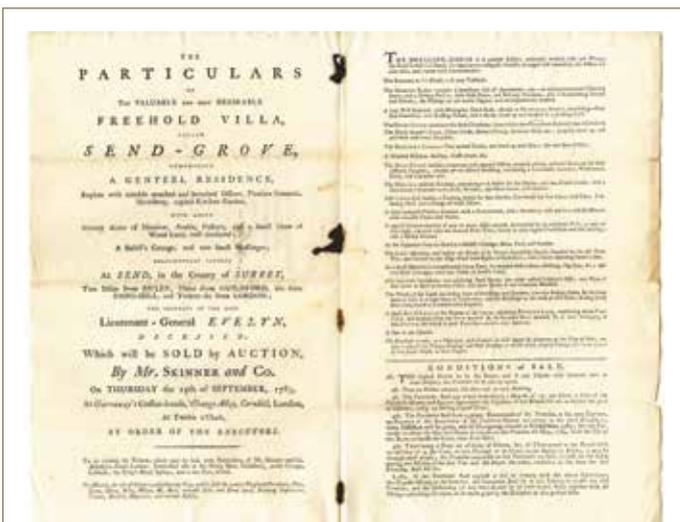
Thanks to the kind researcher at Surrey Gardens Trust we now know more about the sale and a lot more about the property in 1783 as it turns out that the sales particulars (7052/7/6) are in the Surrey History Centre.



Garraway's Coffee House

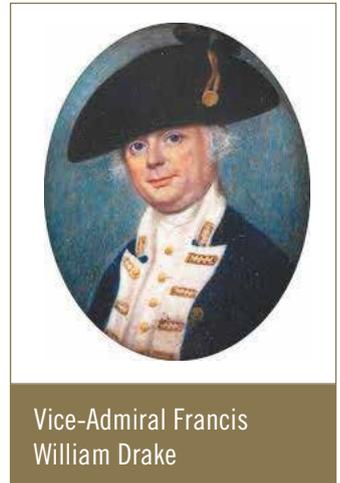
While Admiral Drake may have seen Send Grove while passing through, the actual sale took place by auction at Garraways Coffee House in Cornhill and the document has been annotated to say it was sold for £5510. It gives a full description of the property and confirms that the gardens were laid out in William Evelyn's time.

Back to the Admiral: unfortunately, despite contacting the Drake estate, there seems to be no surviving portrait of Francis Samuel. What is known is that he was baptised on 14th September 1729, having been born a year before at the ancestral Drake home of Buckland Abbey in Buckland Monachorum, Devon. He was the fourth-born but third surviving son of Sir Francis Henry Drake, the 4th baronet in the line of succession from the conqueror of the Spanish Armada, Sir Francis Drake and of his wife, Anne Heathcote. His immediate elder brother was Vice-Admiral Francis William Drake.



Sales particulars of Send Grove

Francis Samuel Drake, known as 'Sammy' to the family, was schooled at Plymouth from the age of twelve and only entered the Navy at the age of sixteen as something of an afterthought on behalf of his widowed mother, the boy having returned from school to the family home without a plan for his future.



Vice-Admiral Francis William Drake

He was commissioned lieutenant on 21st August 1749 and served aboard a variety of ships, principally in North America. Drake seems to have found time to aggravate his family by squandering a patrimonial inheritance and made matters worse at the age of twenty-two in 1750, by marrying Elizabeth Hayman of Deal, a young lady of humble birth whom his family initially disowned but later came to admire for her intelligence. She did not die until February 1786 and it becomes apparent that this was the wife with whom he bought Send Grove and not Pooley Onslow as previously thought.

Drake was promoted commander of the sloop Viper on 30th March 1756. On 11th March 1757 he exchanged ships with his ailing brother, Francis William Drake, taking over his vessel, the Falkland, as part of a special arrangement between Francis and the First Lord of the Admiralty, Lord Anson. The various voyages and convoys of the Falkland read like a Patrick O'Brien novel!

In November 1762 he was appointed to the Vanguard and on 18th January 1763 transferred to the Rochester, also serving in the Leeward Islands. Commanding the latter vessel, he returned to Portsmouth on 10th February 1764. From May 1766 until March 1767 Drake commanded the Burford at Plymouth and after a period of unemployment took command of the guard-ship Torbay at Plymouth from April 1772 until March 1775, both commissions being largely uneventful. However, this was just a lull as with the war against the American colonies attracting the interest of France, Drake was appointed to the Russell in January 1778 and experienced many eventful voyages.

In May 1779 Drake sailed with Vice-Admiral Marriot Arbuthnot's convoy for North America, the force being temporarily diverted to protect Jersey from a French invasion and in October he was reported to be off Sandy



Battle of the Saintes, 1782

Hook flying a broad pennant signifying the rank of commodore and had four warships, several frigates and transports under his orders. After joining the expedition to attack Charleston in the spring of 1780 he had to return to New York before its capture on 11th May. Drake remained for a short time in command at New York and then, hoisting a broad pennant and with Captain Robert Haswell commanding the Russell, he sailed to join Admiral Sir George Rodney in the Leeward Islands and then onward to London with Rodney's dispatches.

In 1780 Drake was promoted to rear-admiral and in 1781 he sailed back to the West Indies with Hood and was present at the Battle of St Kitts on 25th/26th January 1782. He subsequently sailed at the head of the fleet under Rodney at the Battle of the Saintes on 12th April and was honoured for his part in the victory by being created a baronet on 28th May as well as being granted the freedom of the City of London. Following the battle Drake was detached by Hood with eight sail of the line (a type of naval warship constructed from the 17th century to the mid-19th century for the naval tactic known as the line of battle, which depended on the two columns of opposing warships maneuvering to volley fire with the cannons along their broadsides) and by June he was off Jamaica with a reported eighteen ships. During February 1783 he was cruising off Martinique and remained in the West Indies until the peace, although towards the latter part of this period he became ill with fever at St Lucia and was reported to be on the point of death. When Drake returned home to Portsmouth on 17th May 1783 he did so under the care of the physician of the fleet. It was at this point in his illustrious career that he purchased Send Grove, no doubt with his retirement in mind.

However, he remained active in the navy and in August

1786 Drake sat on the Board of Green Cloth ^[1] with a small number of other notables, including the prime minister William Pitt, which interrogated Margaret Nicholson after she had attempted to murder King George the day before.

On 12th August 1789 Drake was appointed a junior lord of the admiralty, a position he held for only three months before his death on 18th November, after suddenly being taken ill at an Admiralty Board meeting. In the same year he had been nominated as the MP for Plymouth but he never took his seat. His remains were taken to Deal for internment.

As if not busy enough Drake had found time to remarry after the death of his first wife in 1786. On 22nd January 1788 at Dunsborough House, Ripley, Surrey, Drake married a somewhat high-maintenance (the comment of the compiler of the on-line biographical



Lieutenant-Colonel George Onslow



Tomb of Sir Francis Henry Drake

notes) lady half his age, Pooley Onslow, the daughter of the MP for Guildford, Lieutenant-Colonel George Onslow. Given that he continued in active service it may be supposed that Lady Drake superintended the alterations to Send Grove in his absence, but *which* Lady Drake we cannot be sure.

As he had no issue from either marriage it might be assumed that Pooley stayed on at Send Grove after his death but in 1801 she married a distant relative, Arthur Onslow. What is clear from the documents at the Surrey History Centre is that she did not inherit the property, as had been thought, but that it stayed in the Drake family until 1888.

It seems from the deeds, such as they are, that the Send Grove estate, including the Old Vicarage and other parcels acquired, became part of the property of Sir Francis Henry Drake Bt of Buckland Court, Devon, who was Francis Samuel's older brother and outlived him by five years. On the death of Francis Henry in 1794, under his will of 1792, the whole estate was willed to the family of his nephew, George Augustus Elliott, who sounds like an intriguing character, but as he predeceased his uncle it would be a diversion to say too much. However, a little family history is relevant and he is worth looking up.



George Augustus Elliott

He was apparently a teetotaler and vegetarian. It was recorded that he 'never touched strong liquor or meat, but lived chiefly on vegetables, simple puddings, and water', nor did he sleep for more than four hours at a time.

More importantly, on 8th September 1748 at St Sepulchre-without-Newgate, London, George Augustus Elliott had married Anne Pollexfen Drake (1726–1772), a collateral descendant of Sir Francis Drake. They had two children: a son, Francis Augustus Elliott, 2nd Baron Heathfield (1750 –1813) who never married, had no offspring and was therefore the last Baron Heathfield. He also had a daughter, Anne Pollexfen Elliott (1754-24th February 1835), who married John Trayton Fuller on 21st May 1777 and had six children. On 6th July 1790 George Augustus Elliott died at the Schloss Kalkofen, Aachen, of palsy (stroke), allegedly brought on by drinking too much of the local mineral water.

John Trayton Fuller's family seem to play an important role in the story of Send Grove. A document at the History Centre (5377/4) is a statutory declaration by their daughter Miss Louisa Sophia Fuller dated 24th September 1870. It gives an account of her male siblings which has a bearing on the last will of Sir Francis Henry Drake of Buckland, Devon, dated 1794.

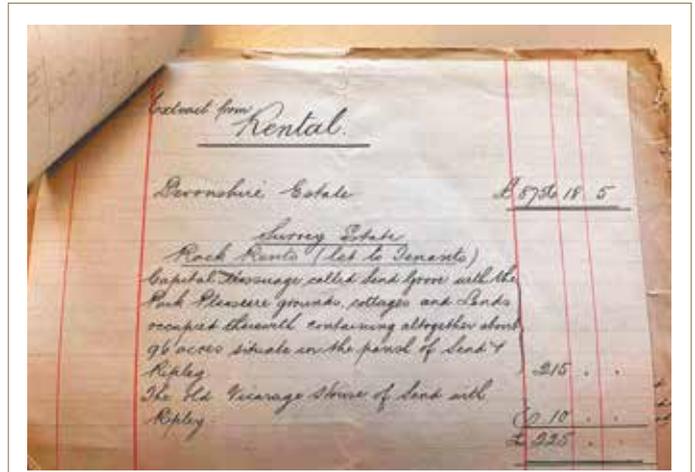


Francis Augustus Elliott, 2nd Baron Heathfield

In Louisa Sophia's declaration she starts with the marriage of her parents John Trayton Fuller of Kidbrook Sussex to Ann. Her father seems to have died in 1792, pre-deceasing Sir Francis Henry Drake. He had fathered a daughter (Louisa) and five sons. They seemed to have been an ill-fated family as all the sons died without issue except for the fifth son, Captain Rose Henry Fuller, who had one surviving child, Francis George Augustus Fuller (Elliott Drake), born in 1838, who inherited Send Grove in 1870. The names Elliott and Drake had been added to the family name [by letters patent] in 1814.

A further document (5377/5) relates to succession duty in 1871, presumably payable after Francis George Fuller Elliott Drake had inherited the previous year. The instalments are listed in the document.

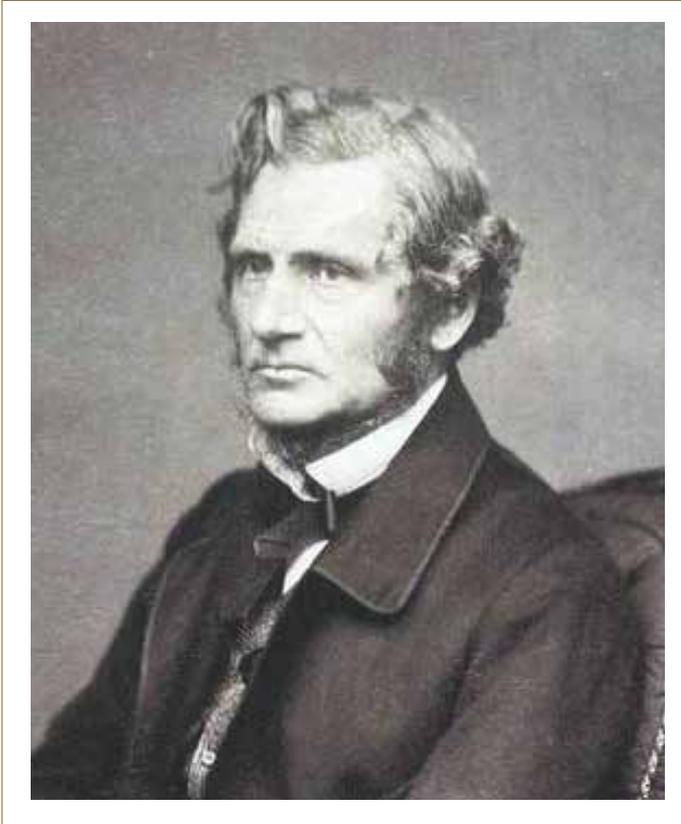
Other items at the History Centre are 5377/1 dated 23rd July 1863 involving a mortgage between Reverend Charles Richmond Tate (the Send vicar) and the Governors of Queens Anne's Bounty to raise £900 for the rebuilding of the vicarage: this involved Sir Thomas Drayton Fuller Elliott Drake as presumably the living was in his gift. There is a further document dated 20th February 1865, a conveyance also involving the vicar for a further £220. These would seem to



Document showing that Send Grove was still part of the Drake estate at this point



The old vicarage



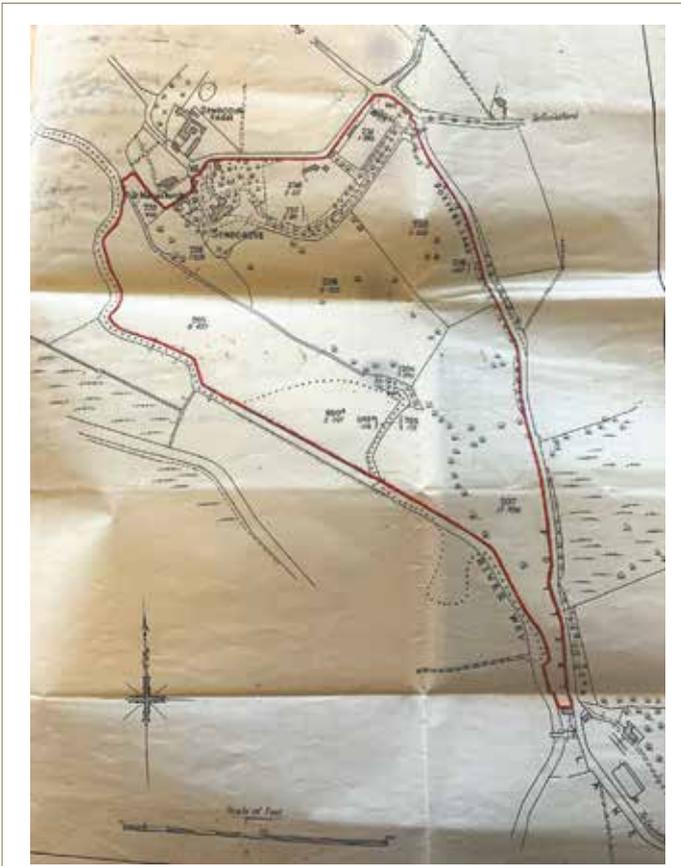
Arthur Pooley Onslow



This map shows why the estate would have been keen to relocate the vicarage up to what is now Vicarage Lane as it had previously been like a big bite out of the estate. There is a further document at the SHC from Mr Lancaster of Sendholme confirming that the vicar had the right to dispose of the Glebe Meadow



The signatures of Sir Francis Fuller Elliott Drake and Arthur Pooley Onslow



Plan of Send Grove estate, 1788

be from when the vicarage moved to what is now Vicarage Lane. The current owner of what is now known as Cedar House confirms it was built about 1863 and was once the vicarage.

A further important document, marking the end of the involvement of the Drake family, is 5377/7, dated 12th July 1888. It is the conveyance of the Send Grove estate to the Misses Onslow, Georgina Isabella, Elizabeth Harriet and Susan Henrietta, financed by their father Arthur Pooley Onslow for the sum of £8000. The vendors are Sir Francis George Augustus Fuller Elliott Drake and his wife, Dame Elizabeth. There is mention of one child and presumably because of that and the Married Women’s Property Act, the document is annotated to say that Dame Elizabeth was separately advised before signing. It is at this point that Send Grove leaves the Drake family and enters the Onslow domain.

However, the question remains: who was actually living in the house between the death of Admiral Francis Samuel Drake in 1789 and 1888 when it is bought by the Onslows? The story will continue in Journal 287.

[1] The Board of Green Cloth was a board of officials belonging to the Royal Household of England and Great Britain. It took its name from the tablecloth of green baize that covered the table at which its members sat. Amongst other things it audited the accounts of the Royal Household and made arrangements for royal travel

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A VISIT TO HOGS BACK BREWERY

DITZ BROWN



The first sight that greeted us on our visit © Ditz

Following on from the talk about the History of Hogs Back Brewery by Mel Rees on 9th February this year, Helena Finden-Browne organised a trip for 22 of our members to visit the brewery in Tongham on the 16th June so that we could see everything we'd learned about *in situ*.

We were lucky to meet up again with Mel Rees who, as our guide for the evening, peppered his lecture with amusing anecdotes, as before.

Hogs Back Brewery takes its name from the nearby Hogs Back, a ridge of hills that 'looks just like a hog lying down'. It runs in a straight west-east line between Farnham and Guildford and is part of the North Downs. In medieval times, the Hogs Back was a trading and pilgrim route between these two towns, now less glamorously known as the A31. Tucked away in the

village of Tongham the brewery is situated right in the heart of Surrey's old hop-growing region, which was once England's pre-eminent hop-producing area, with local Farnham White Bine hops commanding a 30% premium price. Sadly, over the decades, the industry declined and after several disastrous harvests, most of the hop gardens were grubbed up. Farnham owes much of its wealth to hops and one can still see reminders in local names such as the Hop Blossom pub.

Housed in rented 18th century farm buildings at Manor Farm, Hogs Back Brewery first opened their doors in 1992, becoming a limited company in 1995. They are a small, family-owned business, which believes that great beer comes from a combination of passion, expertise and the best ingredients. The brewery had big plans to make their beer genuinely local, the brewing more

sustainable and to re-establish the traditional link between hop growers and brewers. Thus they embarked on a journey to build the first new hop garden in the immediate Farnham area for over 100 years, which now covers 8½ acres. Three varieties of hops are grown there, each giving the different beers their distinctive flavours: traditional Fuggles, Cascade and the historic Farnham White Bine hops, which were not grown anywhere else in the world. As part of this evolution the company bought Manor Farm in 2021, leasing the rest of the land back to the previous owners, thus securing the brewery's occupation of the site for the future.

Hops are the flowers of a plant called *humulus lupulus*, a vigorous, climbing, herbaceous perennial belonging to the cannabinaceae family - which also happens to include cannabis (hemp and marijuana).

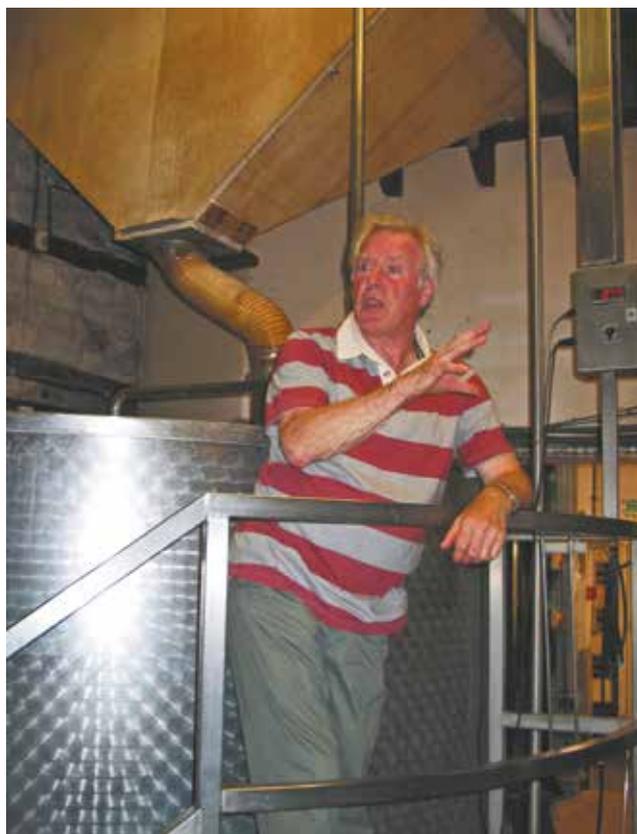
The term 'hops' comes from the Anglo-Saxon term 'hoppan', which means 'to climb'. The plants are trained up strings in their hop garden and are nurtured, harvested, dried and packed on the farm itself. Thus the carbon footprint is greatly reduced as the hops does not leave the site and literally travels 'from field to firkin in a furlong'.

Hogs Back Brewery are also proud that, by introducing reusable glass flagons they save significantly on single-use plastic bottles. Nor does the residue after brewing go to waste, it becomes feed for local pigs instead whose sausages, to complete the circle, come back to be eaten in the Brewery Tap.

After Mel's introduction outside, during which we started to sample various beers, we were shown the old farm buildings which had been converted to serve the brewery's current needs and then ventured into the brewhouse itself where well-insulated vessels ensure efficient fermentation. A wide range of beers are brewed, some traditional, some quite unique and the aim is always for the highest quality and that distinctive Hogs Back character.



A bottle of TEA © Ditz



Our guide Mel Rees in the brewhouse © Ditz

Mel explained that traditional favourites like TEA and Surrey Nirvana may be at the heart of the cask range, but Hogstar Lager, Hog IPA and Hazy Hog Cider sit happily alongside, bringing a more contemporary note. They are always looking to add to the range with limited edition specials and are proud to have become Surrey's award-winning brewer of fine English ales and lagers. TEA stands for 'traditional English ale' and I still remember my delight when, many years ago, I'd been asked to a tea party and found out that it was not at all what I'd been expecting!

Also housed in the old brewhouse is the brewery shop, in the part of the old farm buildings that once stored wheat, housed cattle and, most appropriately, hogs. The hop kiln has been converted into the Brewery Tap which overlooks the hop garden and the hangar stores the hop-picking machine and drier, but also doubles as a bar with a burgeoning events programme.

We rounded our evening's visit off with freshly-baked pizzas in the Brewery Tap and, just as before, were generously treated with free samples of different types of delicious Hogs Back beer. Mel certainly made sure that we all had a thoroughly enjoyable evening.

OBITUARY – JOHN MILTON, 1931 – 2022

TONY MILTON



John Milton

William (Bill) and Bertha Milton moved to Ripley in 1912 when Bill became the village policeman. They lived in the village for over 50 years and had eight children, Bill, Charlie, Fred, Anne, Elsie, Arthur, Joyce and my uncle, John. He was very much the baby of the family, being only 8 years old when war broke out, while his four brothers had all joined the forces. He had a niece and nephew that were of a similar age to him, Bill's daughter Sheila and Charlie's son Ron. People often thought they were brothers and sister. At Ripley school John was school captain and air raid warden, had a paper round and sung in the church choir at St Mary's. During the school holidays he worked at Dunsborough farm helping with the harvest, or at Gribbles farm in Rose Lane, potato picking. He often recalled those early days and of the nights spent in their Anderson shelter or under the Morrison shelter (a steel table indoors) and of



John Milton (back row, 2nd left) - St Bede's / Send School - team champions West Surrey 1945

exploding doodlebugs or captured German pilots. John was a very good sportsman, playing both cricket and football for Ripley and St Bede's school. He was a 6'4" centre half and later went on to play professional football for both Exeter City and Southend United.

John was a very keen member of the Air Training Corps at Send, which was instrumental in his completing his National Service with the RAF at age 18. His love of sport continued and he was captain of the South of England ATC team that were crowned English champions in 1950 and he also had trials for England schoolboys.

After school John initially worked in the Ripley paper shop, making up the rounds and then as a frame fitter at the



John Milton (front row, 2nd left) with the South of England Air Training Corps team, English champions 1949-50 season

Vickers Armstrong factory at Weybridge, along with many of the men in Ripley. In 1954 John married Janet Selby, the niece of his sister-in-law, Helen Milton (brother Arthur's wife) and they later moved to Luton where he worked for Vauxhall Motors as a design draughtsman. In 1970 John, his wife Janet and their three children emigrated to Australia, one of the original 'ten-pound-Poms'. He left his job at Vauxhall Motors to join Ford Australia in Geelong, near Melbourne. John was a gentle, caring family man and he embraced all that Australia had to offer him and his family. He became an active member of their local community, a very keen gardener like his father and turned his sporting attentions to golf and bowls.

Unfortunately Janet died following a car accident in 1982 and John later married Beryl Blythe. They loved to visit the Milton family in Canada and England, coming over to Ripley on a number of occasions, their last visit being for his brother Arthur and Helen's golden wedding, held in the Ripley Cricket Club. John was the last of Bill and Bertha's eight children to pass away, some nine months after celebrating his 90th birthday. He died peacefully in the Geelong Epworth hospital on 31st July 2022 and leaves behind his wife Beryl, his three children Carol, Sharon and David, seven grandchildren and four great-grandchildren.



John was also a keen cross country runner and is seen here (front row far right) as part of the Air Training Corps West Surrey team, together with his nephew Ron Milton (back row far left), the son of one of John's elder brothers, Charlie Milton. Squadron Leader Longhurst is with them along with Michael May and another Ripley boy, Roy Goodman

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A VILLAGE STUDY OF RIPLEY, SURREY, BY MARALYN WONG – PART 4

ALAN COOPER



Dunsborough Park lodges

Alan Cooper writes: This is the final part of a study of Ripley, compiled by member Maralyn Wong and illustrated with her own drawings and photographs – together with some from the Society’s archives. Started during the late 1960s and completed in 1969 it gives the reader her reactions to and opinions about the buildings throughout the village. It represents one individual’s views, both appreciative and scathingly critical, about the architecture of the village and the surroundings she grew up in and we have published it verbatim. As I explained in the introduction to part 2 in J284, over the subsequent decades members of our Society and of groups such as the Domestic Buildings Research Group, have been able to conduct rigorous studies of many of Ripley’s buildings and have reached conclusions about the age of some of the buildings which differ from Maralyn’s and indeed from those given in the *List of Antiquities in the Administrative County of Surrey* on which she often relied.

AREA NUMBER 3: NEWARK LANE

The first few buildings on the left side consist of the back of the electronics factory and a car repair shop. These are both very unattractive and need to be smartened by new paint or by rebuilding parts of the buildings which are beginning to fall down. Rose cottage is tucked in between two terraces of newer houses and is particularly beautiful because of the rambler roses and ivy which grow over the front of the building. In fact, all of the garden is of an old English design.

Stansfield Brothers (mineral water manufacturers) was established before 1840. During the Crimean War ginger beer was supplied to the troops on Chobham Ridges (about eight miles away) as it was believed that it prevented scurvy! The first lorry in the Ripley district appeared at Stansfield’s and Albert Stansfield is associated with the bringing of a water supply, sewage disposal and the first street lights to Ripley. The house belonging to Stansfield’s is a lovely whitewashed



Georgelands estate showing some of the houses

building with black paintwork, but this is ruined by the unattractive shed-like building which houses the factory. However, this could be improved with a new coat of black paint.

The lodge to Dunsborough Park is a strange Tudor copy of 1939. It has a polygonal outer wall with four angle turrets forming a quadrangle through which the drive runs.

The building opposite is the offices of Stewart Smith (insurance brokers) which is owned by Mr Hughesdon, who lives in Dunsborough House. It used to be a girls' boarding school until just after the last war and has a mock Georgian doorway. After a row of cottages, the main entrance to Georgelands estate is reached, which has been discussed earlier [J285/15].

It is believed that a house has been on the site of Homewood Farm since the eleventh century but the present building is fourteenth and sixteenth century, with more recent additions and alterations. The plan is U-shaped and the wing parallel to the road is the most altered. It is a timber-framed structure with a nineteenth century brick front and modern porch. The tiles on the gable end were most probably added during the last hundred years. The oldest part of the house is at right angles to the road and is also timber-framed with a gable, but no tiling and the infilling is part brick and part flint. In this part is the original chimney stack with its large open fireplace, and this is now blocked

up. During recent repairs, a small room was found at first floor level; access to it was only from inside the chimney and although it may have been a priest-hole, it is more likely to have been a room for airing hams. The bakehouse completes the U-shape of the layout and it was from this bakehouse that bread was made for the priory. It is believed that the friendly ghost who calls occasionally is one of the Black Austin canons collecting his bread.

After the farmhouse there is a stretch of farmland on either side of the road until the junction with Polesden Lane is reached. At this point a row of bungalows has been built in the last twenty years or so, and on the other side of the road behind a screen of trees is the sewage-farm. After the Seven Stars public house, a quite attractive nineteenth century building, there is a small caravan site, also pleasantly surrounded by trees. At the River Wey is Newark Mill House, an early nineteenth century building hidden by trees and shrubs, and the site of Newark mill itself. (This was built in the seventeenth

century and was burnt down about two years ago). The Domesday survey mentions a mill, which later on in the thirteenth century was owned by Thomas and Alice de Send by whom it was granted to Newark priory. The last mill almost certainly stood on the site of this original mill and though the earlier part

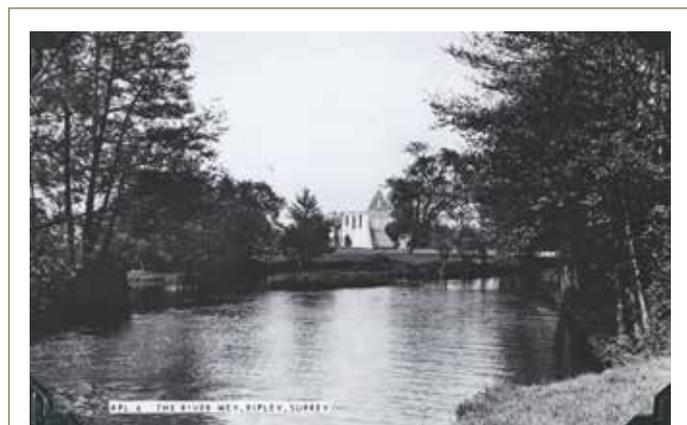


An old photograph of Newark mill

of the building, that with a gable, only dated from the seventeenth century, it was probably the oldest water-mill in Surrey. Originally there were two internal wheels, fourteen feet in diameter, but a third wheel was added externally, so that four pairs of stones could be driven. It was a pity that the building was not preserved and prevented from drying out, so that the smallest spark resulted in its complete destruction.

The ruins of Newark priory stand in the middle of a field some way back from the road. The priory was founded in the last quarter of the twelfth century, probably 1199, by Ruald de Calva and his wife Beatrice de Sandes. It was dedicated to the Blessed Virgin Mary and St Thomas of Canterbury. Endowments increased the wealth and importance of the place, which at that time was called Aldebury. It was later known as De Novo Loco juxta Guildford, then Newsted, then as New Place, and finally

Newark. At the Dissolution the house contained a prior (Richard Lyppescombe) and seven canons. Newark was surrendered by them and a pension of £40 was granted to the prior, while the others received annual sums of £5 6s 8d to £6. The church had a presbytery and choir, rather unusually cut off from the transepts by a solid wall and this was carried through and returned to enclose the east bay of the nave. The transepts each had two east chapels which were built out separately without a common dividing wall. The walls of the last arm and south transept remain to a fair height but stripped of almost all their facing stones. It is best viewed from a distance as a picturesque feature in the Wey water meadows.



Newark priory

There are beautiful walks along the towpaths in either direction along this part of the river Wey. According to a book published in 1830, there were two barges owned by a Ripley man, John Spong, operating on the river. These were 'Rose in June' and 'Trial', and the tonnage was 625 (northward) and 1,430 (southward), a total of 2,055 tons.

The principal cargoes were coal, corn (perhaps taken to Newark mill?) and hops. If one follows the river towards the north-east, Walsham lock will be reached. This is a popular area for bathing as the soil on the banks of the river is very sandy. A path then leads across some farmland and finally on to Ripley green. The farmland belongs to Dunsborough Farm and there are several rows of farm cottages on one side of this path, some quite old and some built only about ten years ago.

After the farmhouse, the path widens into a road with trees on either side which passes through the centre of the village green. On the right-hand side is Dunsborough House, a large eighteenth century building owned by Mr Charles Hughesdon and his actress wife, Florence Desmond. The house is well-known throughout south England, not only for its beautiful gardens (which are



Dunsborough House

sometimes open to the public), but also for the helicopter parties which are held every summer.

By the Inclosure Act of 1803, six hundred acres of common and common fields were enclosed. This now consists of a cricket pitch and several football pitches, a wood, a children's playground and a large area of grassland. The playground has been built in a hollow in the centre of the green which used to be a pond (on a map of 1896 this pond is marked as being 0.842 acres in area). This has made use of a previously waste area and is well planned.

AREA NUMBER 4: ROSE LANE AND CONNECTING ROADS

Rambler Cottage and one adjoining cottage near the beginning of Rose Lane, have been given pale pink walls and look very attractive. The other eighteenth century cottage adjoining has been white-washed. This row of three cottages forms a beautiful group and has



Vintage Cottage

been altered very little, except for the addition of a shop window in the front of the shop.

'Flitress' is, I believe, now called 'Vintage Cottage' and has recently been modernised. As can be seen from the photograph, new windows have been inserted, but these have not spoiled the beauty of this house. The walls have been painted pale green and the fence is white. Before modernisation the cottage was rather tumbledown, but it is now a very attractive building.

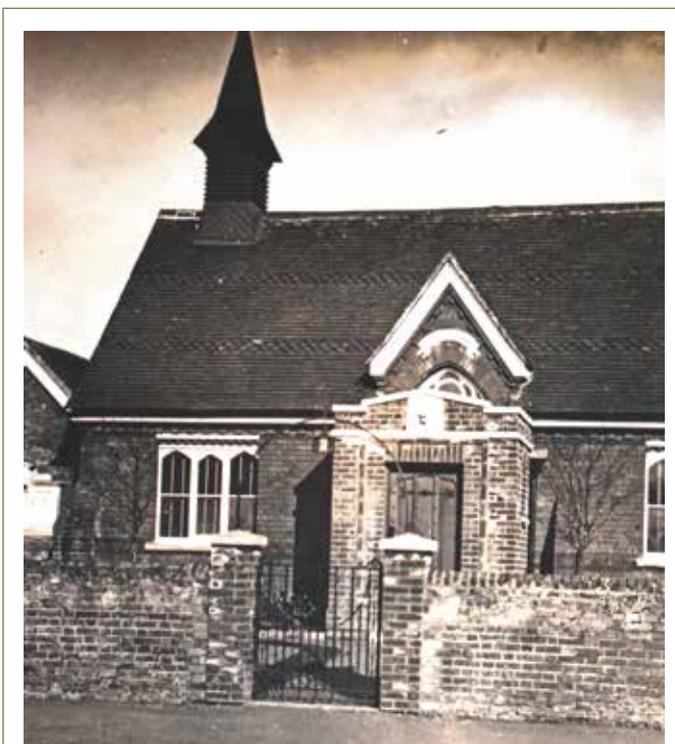
Next to the cottage is a general store which has been spoilt by what looks like a Victorian shop front built on to an older building. However, very little can be done to improve the appearance of the shop as it is the structure which is unattractive rather than the decorations or advertising material displayed.

On the other side of the road is a row of cottages, numbers 1, 2 and 3, which were built in the eighteenth century and still have an old-world charm about them. However, number 1 was demolished in 1962, so only two remain, with the addition of numbers 4 and 5. Next to the cottages is an attractive house called 'Apple Trees'. This is now screened a great deal by shrubs, rambler roses and clematis. Chapel Farm is sixteenth century and is believed to be the home of the monks who farmed the surrounding pastures. It is now owned by the daughter of Lady Baden-Powell. It is very difficult to see the farm

from the road as the farmhouse stands back about a hundred yards from the road at the end of a drive. In front of the farm buildings (barns) there is a patch of dry ground which is used by cars visiting the British Legion opposite. This either needs to be made into a proper car park, or cars should be prohibited from parking and grass replanted on the area.

The British Legion, although not a particularly attractive building, used to be more attractive than it is now with a brick wall and almond trees behind. These were a mass of pink blossom in the spring and nuts in the autumn. A few months ago, extensions were made to the building and now the brick wall and almond trees have been removed. A concrete strip from the front of the building to the path has been substituted. This has completely ruined the site and there seems to be little purpose in what has been done. It is a pity that more thought was not given before the work was carried out. It was an old infant's school in the last century.

The cottage next to the British Legion is at ninety degrees to the road and a high wall and fence hides most of it from the road. However, it is an attractive house with an old English garden, but the wall and dark green fence ruin the whole site as they are of different levels and also need repairing. The wall should either be of brick or of wooden fencing, but not both, and the fencing should be left unpainted.



An old photograph of the British Legion when the almond trees were only just beginning to grow



Ripley Court Barn

Ripley Court Barn has now been converted into the junior section of Ripley Court School. The building has been altered little, except for new planks of wood which have been put on the top half of the barn. It is of a wooden frame with brick infilling.

Ripley Court School was built in 1667, 1689 and the late eighteenth century. It has a five-by-two bay front of the later date, with complex glazing to all the windows. The



Ripley Court

As the road bends sharply to the left after Ripley Court, there is a cottage hidden by shrubs and trees, simply called 'The Cottage'. Although this appears to have been two cottages made into one, apparently it was always one large house. As can be seen from the photograph, there is a bell on the chimney stack, but I was not able to find out what this was for.

After 'The Cottage' there is an area of about an acre which is used for allotments (presumably to replace those taken over by the new Ripley School). Only half of this area is being used, so perhaps allotments are not such a necessity as they were in previous years.

There is now about two miles of farmland on either side of the road before reaching Jury Farm, which is part of Ryde Farm estate. The farmhouse is seventeenth century but I was not able to visit it on the day I went there as a herd of cows was being driven down the track which leads to it! However, the photograph below shows the farm cottages which must have been built much later than the farmhouse. The windows are extremely small and look strange on a building of this size. About three feet from the ground is a row of tiles set in the brickwork. These could, of course, serve as a damp course.

Before reaching Jury Farm, there is also an old building which resembles a farmhouse, on the right-hand side. This was known as 'Frogmarsh' and appeared to be seventeenth century. However, it is now being pulled down and one wonders why a building of this type was not sold and modernised. The ditches up to Jury Farm need clearing. They are evil-smelling and, with the pumping associated with the North Sea gas-pipes which are being laid across the farmland, are overflowing onto the road.

In Hungry Hill Road is the seventeenth century building of Ryde Farm. This has recently been modernised and has a timber structure with brick infilling which is



The Cottage



Jury Farm cottages

bathroom was the first of its kind to be installed in Ripley and the water was pumped from a well below as there was no direct supply. The house once belonged to a Mrs Marshall whose husband was vicar of St Bride's, Fleet Street and went to London just for the services. There was a small farm and the cowman lived in the cottage next to the barn, then called 'Vine Cottage'. There was a large vine at the Court, but this has now gone.

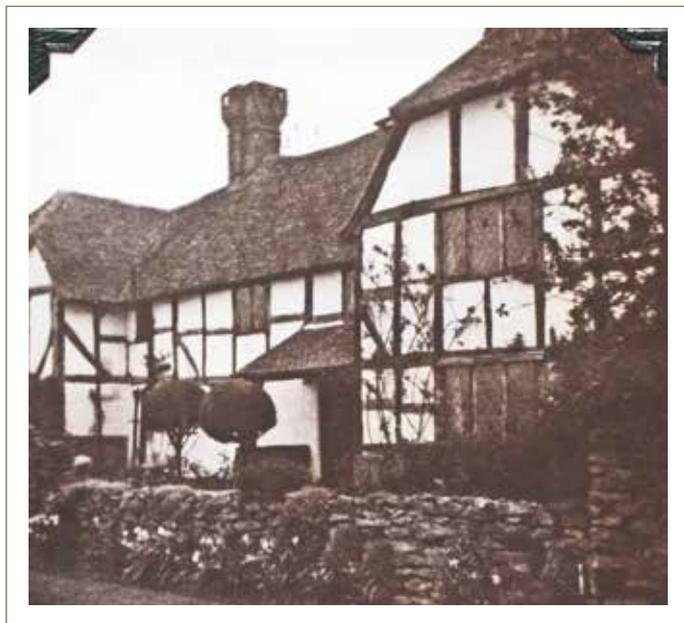


Ryde Farm

whitewashed in places and left unpainted on the main building. As can be seen in the photograph, the site has been made even more attractive by the planting of daffodils on either side of the drive to the house.

Further down the road is 'Hungry Hill Cottage', presumably a cottage for farmworkers on Ryde Farm. This is built of brick, probably during the nineteenth century, and the garden is overgrown. It is a pity that the garden is not tended as the site is in a very attractive position.

At the junction with Tithebarns Lane is 'Sussex Farmhouse'. This is probably one of the most attractive buildings in Ripley parish. During the summer many cars stop to admire it as they drive through the country lanes. It always has a garden full of bright flowers and must be frequently whitewashed as it always looks clean. The building is sixteenth century and later and as can be seen, the windows have small diamond-shaped panes of glass in them.



Sussex Farmhouse

Just before the junction with Green Lane is the last building in the south of the parish. This used to be an isolation hospital, but for the last five or six years has been a detention centre for boys aged seventeen to twenty-one. This has been well-designed as the only signs of it being a detention centre are fences around the site about twelve feet high with rolls of barbed wire on top. There is a pleasant tree-lined avenue up to the main gate of the centre. The houses for the wardens are surrounded by a large wood and can hardly be seen from the road. The large area to the left of the site is farmed by the boys resident at the centre and a wide variety of crops are being grown.

In Tilehurst Lane is a carnation farm. The site is covered with large glasshouses which look strange in the middle of open farmland. However, the general site is tidy. Towards the junction with the A3 road is a track leading to a caravan site. The caravans are well-spaced out with trees and gardens in between and none of the caravans can be seen from Tilehurst Lane, as a belt of trees surrounds them.

AREA NUMBER 5: PAPER COURT LANE AND CONNECTING ROADS

Papercourt Lane is extremely narrow and there is only room for one car to pass at a time. From the junction with Newark Lane, both sides of the road have fairly new houses and bungalows built on them. These are of many designs, but all blend well together as the people living in them appear to be keen gardeners and have beautiful gardens all the year round. In this road is a factory belonging to Norcon Pipes Limited. The buildings are not particularly attractive, but presumably are serviceable in their present state. The following area of open land is covered with pipes of all shapes and sizes waiting to be delivered.



Papercourt Farm

Numbers 1 and 2 Papercourt Farm were formerly The manor house of Papworth which was built in the sixteenth and seventeenth century. As can be seen from the photograph the building appears to have changed little since it was first built. The farmyard is rather untidy which spoils the outlook of the cottages, but, on the whole, it is an attractive site.

At the junction with Tannery Lane is a factory belonging to Send Grist Mills. This factory used to be a tannery before the last war and in the last few years the buildings on the left of the site as one faces it are beginning to decay and fall down. It is a pity that a use could not be found for them so

that the old tannery buildings could be seen by visitors (after all, the lane was named after the factory).

Hall's sand pit stands at the junction of Papercourt Lane and Polesdon Lane. Like many gravel or sand pits, it is rather an untidy site and very little thought is given to the surrounding area except when work has finished in one pit and the land is used for a lake for a sailing club. Papercourt Sailing Club owns a lake on the other side of the road from where the photograph was taken and is extremely popular.

Young trees have been planted on the banks and it is now frequented by many and varied species of water-birds. There are two other lakes being worked at the moment and one is in the process of being filled in. So a great deal of farmland has been used for the extraction of sand.

Photos and line drawings c/o Maralyn Wong collection.

Photos of Georgelands Estate, Ryde Farm, Papercourt Farm, The Tannery and Hall's sand pit workings c/o SRHS archives



The tannery



Hall's sand pit workings

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40 YEARS AGO

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<u>RECEIPTS AND PAYMENTS ACCOUNT</u>			
<u>FOR THE YEAR ENDED 31st JANUARY, 1982</u>			
<u>RECEIPTS</u>	£	<u>PAYMENTS</u>	£ £
Members' Subscriptions	223.50	Printing, stationery & postage	61.36
Sale of Refreshments	5.26	Expenses for meetings & groups	16.92
Donations	6.55	Hire of Church Room	18.00
Nett profit from Social evening	29.27	Subscription to Surrey Local History Council	5.00
Sale of Church Guides	38.80	Insurance	20.00
Receipts from use of duplicator	31.50	Translating Court Rolls	145.00
Interest on Deposit A/c	<u>33.99</u>	Copies of maps	45.70
	368.87	Purchase of duplicator	<u>241.50</u>
			553.48
<u>Balances at beginning of year:</u>		<u>Balances at end of year:</u>	
Bank Deposit Account	311.08	Bank Deposit Account	103.93
Bank Current Account	37.62	Bank Current Account	53.16
Cash in hand	<u>14.80</u>	Cash in hand	<u>21.80</u>
	<u>732.37</u>		<u>732.37</u>

Summary of the accounts for the year to 31st January 1982

At the time of writing we are being warned of the possibility of inflation exceeding 15% by spring 2023. A glance at the extract from the Society's annual accounts for 1981, taken from J43 of April 1982, will remind us that inflation at some level or other has been with us throughout our lifetimes – and for some 700 years before that – arguably starting when the effects of the Black Death allowed a much depleted workforce to demand, and get, higher wages without higher productivity.

In 1981/2 there were around 270 members paying an annual subscription of £1 (it seems clear that not everybody remembered to pay ...). Today we pay a subscription of £15, representing an annual inflation rate of 7% over 40 years. At the same rate of inflation our annual subs in 2062 will be £225. Interesting to see too that the interest paid on our bank deposits was over 10% pa.

We can see that the Society bought a duplicator (remember them?) for £241.50, about £100 more than I paid for my computer printer, which prints, copies and scans. At today's inflation-adjusted price that duplicator would cost £3616.33.



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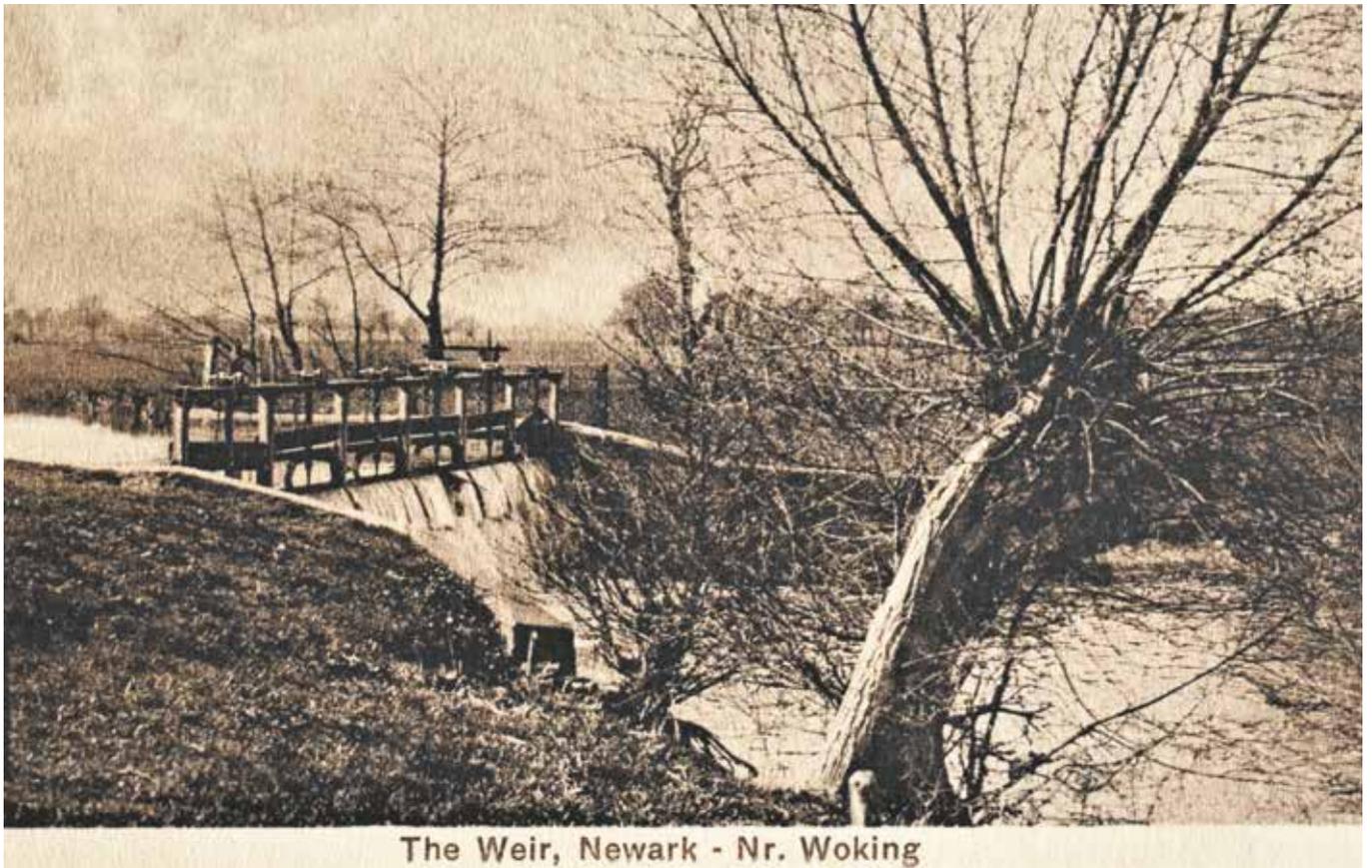
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DAVE HARRIS (WITH RESEARCH AND ASSISTANCE FROM ALAN COOPER)



The Weir, Newark - Nr. Woking

The original Newark weir as indicated on the site plan map

ALAN COOPER WRITES:

We were recently contacted with a request for help by Dave Harris in respect of his great-great-grandfather who drowned near Ripley in 1882. In this instance I'm happy to say we were able to provide the information, that Dave has now joined the Society and written about his relative. We all offer him a warm welcome. I have further embellished this article with information from an early journal by Jim Oliver (J12) concerning the exact location where the unfortunate man met his end.

Family history research throws up many surprises and one of mine was learning about the death of my maternal great-great-grandfather, Alfred Tickner. His death certificate shows that he died on 10th June 1882 in the River Wey at Newark, aged 45. He was found drowned in the river with no evidence being presented to the coroner.

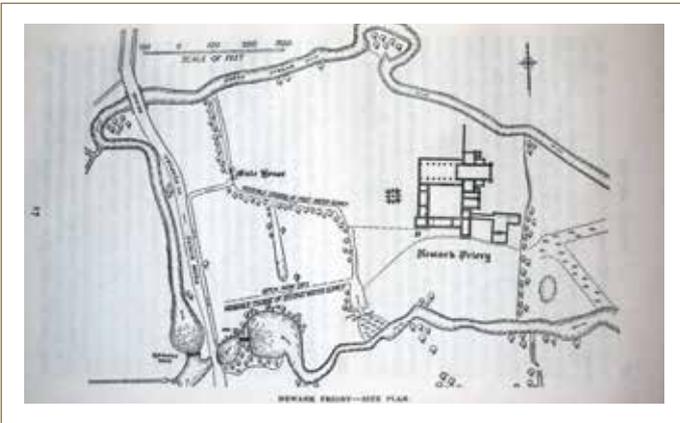
This, together with basic facts such as marriage, children and censuses, remained the sum of my knowledge of Alfred until recently, when I decided to find out more about his life in Surrey and the subsequent move of one of his children, Martha, from Surrey to London.

Alfred's life started probably in 1837 as the Surrey baptism records shows him being baptised at St John the Baptist church in Womersley on 26th March 1837. His parents were James, a labourer and Martha, both coming from Alford, where they were baptised and married in St Nicholas' church. The 1841 and 1851 censuses show Alfred still in Alford and on the 1851 census he is listed as an agricultural labourer at the age of 14.

The Send and Ripley connection now starts, as on the 1861 census Alfred is living as a lodger at Cooks Green with his older brother Charles, in the Potterton household and both are agricultural labourers. One week later, on 14th



Death certificate of Alfred Tickner stating simply ‘found drowned in River Wey – no evidence’



Site plan of Newark Priory, taken from *An Account of the Buildings of Newark Priory* by Captain CMH Pearce following his archaeological dig in 1932. The eel-pool is located in the bottom left of the map

April 1861, Alfred married Matilda Bonsey Potterton in St Mary’s, Send, as shown on the Surrey marriage records. By 1871 Alfred and Matilda were living at Newark Lane in Ripley, with three sons and two daughters. They were still there in 1881, now with three sons and four daughters.

Next came the dramatic end to Alfred’s life. *The Surrey Advertiser, County Times* of Saturday, 17th June 1882 reported under a Ripley heading: ‘Found Drowned - an inquest was held at the Anchor Inn on Wednesday, before Mr Hall, on the body of Alfred Tickner, aged 45, which was found in the River Wey at Newark Mill and an open verdict returned. It is supposed that the deceased went to look at an eel-trap near the spot, and fell into the water.’

A short summary of a tragic event, but was he trying to supplement the food for his wife, two teenage sons (also agricultural labourers) and five other children aged ten and under? I have no photographs, no family tales, so will probably never know. Alfred was buried in St Mary’s churchyard, Ripley, on 15th June 1882 with Henry Hooper, the vicar, officiating.



The 1818 dated sluice gate in the eel-pool, photographed 2016

By 1891 his widow, Matilda, was living with sons Richard and Albert in Ewell. Their daughter Elizabeth, her husband and children were in Gomshall, Shere in 1901 and with the same family in 1911 at Little Bookham, Leatherhead. She died on 19th March 1918

from a stroke, in the workhouse infirmary at Epsom, having been living in Worcester Park - the end of that Surrey connection.

I have found records of nine children born to Alfred and Matilda, most, if not all, baptised in St Mary’s, Ripley, by the vicar Henry Hooper. Daughter Martha Elizabeth Tickner was born on 10th July 1867 and baptised on 6th October 1867. She was with the family at Newark Lane on the 1871 census, but by 1881 was shown as a thirteen-year-old cousin and servant in the Buckingham household in Great James Street, London, a row of fine five-storey terraced houses. On 29th November 1885 she married John Walter Barrett, a leather-cutter, at St Mary’s, Ripley - my last known direct family connection with Ripley and Surrey, as her life thereafter was in east London. She died on 7th April 1942, too early for me to have known her.

The above words give no indication of the hard lives of this part of my family (like so many others) but writing them has given me the desire to try and understand more, something that joining the Society will assist me with. I am indebted to Alan Cooper for his research and encouragement, and to the Society for the warm welcome given to me.

ALAN COOPER ADDS:

The original eel-pool and trap would have been constructed some time during the medieval period, presumably on the site of the remains of the priory, but no evidence to support this theory was discovered during the major archaeological dig in 1932. Today the pool and trap are completely overgrown preventing any kind of access or photography. However, in the formative years of the society, (J12 – December/January 1976/7) the late Jim Oliver successfully

examined the eel-trap and wrote: 'Originally a large culvert existed under the north/south Ripley to Pyrford Road which allowed the now empty pool adjacent to the road on the east side to be kept filled to a level controlled by the sluice gates in the main River Wey weir on the west side of the road. At any time when eels were needed and especially at the time in the monthly cycle when the moon was full, or after heavy rain, when eels were moving in large numbers, the sluices in the main weir would be shut as far as practicable and a sizable flow of the river would be diverted into the eel-pool, carrying with it the eels, in their uncontrollable urge to move downstream.

The water in the eel-pool was allowed to pass through a sophisticated sluice gate made by Sharpe in 1818, into a small brick bay with parallel sides and floored with a strong iron grating supported by girders at an inclined plane, and sealed by further vertical grating at the far end. The water passed through on its way, the eels were caught on the grating and in their struggles to escape, sooner or later wriggled through an opening in the side of the brick wall into a still more secure prison consisting of another gridded compartment with running water, which in turn was connected to a deeper

well where they could be kept for a few days prior to consumption.

The lower courses in the brickwork of the eel-trap have the appearance of being contemporary with the iron sluice gate and the gearing, or earlier. The upper courses [of brickwork] may be reset, and a rustic inscription [made] in wet cement of 1909 bearing four names, some of which are still names in the local building industry [appears to] confirm this.'

Some readers may be looking at the site plan wondering why there is only one weir shown by the eel-pool. Between 1932 and 1935 the 'relief cut' (as it came to be known) was introduced along with the second weir, to alleviate the risk of flooding. At the same time – and for the very same reason – many parts of the river were 'straightened' at the horseshoe shaped bends, known as oxbows.

Grateful thanks to Mrs Lesley Powell for allowing me to photograph *An Account of the Buildings of Newark Priory* by Captain CMH Pearce.

Death certificate photo c/o Dave Harris collection

All other photos c/o Alan Cooper collection



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WHERE IS IT? / WHAT IS IT?

ALAN COOPER

THIS EDWARDIAN PHOTO WAS TAKEN SOMEWHERE IN RIPLEY, BUT WHERE?



WE ASKED IN J285 WHAT THIS STRANGE KEY WOULD UNLOCK.

This tiny key was used to lock/un-lock handcuffs. Many thanks to our member John Gilbert (DCI - retired) for sharing this photo of his memorabilia. It was correctly identified by Trevor Tice.

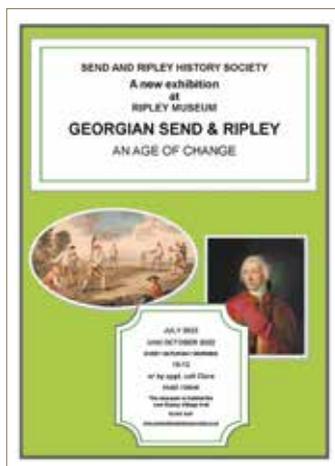


This Edwardian photo was taken in Tannery Lane, Send. The building in the center of the picture is the tannery. It was correctly identified by Audrey Smithers, Michael Clack, Chris Brown, Michael Morris, Fiona Gilbert, Janet & Trevor Tice, Maureen & Barry Taylor and Barry Jackman.

MUSEUM NEWS

CLARE McCANN

Come to our museum and see the latest exhibition – Georgian Send and Ripley – an Age of Change. Learn about the huge army camp in Send, the Frenchman who was the head of the British army, the birth of cricket in Ripley, the heyday of the coaching trade and the visit of the renowned artist Turner and more - all in one tiny museum – which hardly seems possible!



I am also planning two exhibitions, the first about animals with local connections – could be anything from a giant fish to an annoying mouse – and a more ambitious one about weddings. Please let me have your stories and photos – the animal ones first.

Do remember that we always try to open at other times if you cannot make a Saturday morning. Perhaps you might have visitors staying or want to bring a group (for example Scouts, Guides, WI or U3A). If so then just give me a ring. Clare 01483 728546 or cricketshill@hotmail.com

MAPS

We have been auditing the maps in our collection and propose disposing of some of them. This has been approved by the committee. The ones marked ‘write off’ are either missing or damaged. The others are ‘out of area’ – not Send, Ripley or the immediately neighbouring villages – and they will be offered to other institutions. If they are not wanted, members will be welcome to them so please let me know if there are any you would like.

Map 1	East Clandon	missing	write off
Map 5	Weybridge	out of area	dispose
Map 6	Ottershaw	out of area	dispose
Map 7	Chobham	out of area	dispose
Map 13	Downside	out of area	dispose
Map 15	Chertsey/Shepperton	out of area	dispose
Map 19	Effingham	out of area	dispose
Map 20	Hersham	out of area	dispose
Map 21	Stok D'Abernon	out of area	dispose
Map 22	Chersey/Shepperton	out of area	dispose
Map 23	Horshell	out of area	dispose
Map 24	Pirbright	out of area	dispose
Map 26	Painshill	damaged	write off
Map 30	Effingham	damaged	write off
Map 64	OS 1948	damaged	write off

FORTHCOMING EVENTS

Meetings will be held on the second Wednesday of the month at Ripley Bowling Club in Rose Lane, GU23 6NE. Doors open for all evening talks at 7.30pm for an 8pm start. Tea/coffee and wine available. NB - payment by cash only.

DATES - 2022	EVENTS
Wednesday 12th October	Margaret Taylor talk: <i>Update on Clandon Refurbishment</i>
Wednesday 9th November	Roger Heard talk: <i>History of Dennis Brothers</i>
Wednesday 14th December	Christmas Social (members only)

Further details can be obtained from Helena Finden-Browne helena_findenbrowne@compuserve.com

SEND & RIPLEY LOCAL HISTORY MUSEUM PUBLICATIONS



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HISTORY SOCIETY PUBLICATIONS

History Colouring Book (price includes felt tips and a carrier bag)		£5.00
Ripley & Send Then and Now; The Changing Scene of Surrey Village Life	Reprinted 1998/2006	£10.00
Guide to The Parish Church of St Mary The Virgin, Send		£1.00
Then and Now, A Victorian Walk Around Ripley	Reprinted 2004/07	£2.50
The Straight Furrow, by Fred Dixon		£1.50
Ripley and Send – Looking Back	Reprinted 2007	£9.00
A Walk About Ripley Village in Surrey	Reprinted 2005	£2.50
Newark Mill Ripley, Surrey	Reprinted 2012	£4.00
The Hamlet of Grove Heath Ripley, Surrey	Reprinted 2005	£4.00
Ripley and Send – An Historical Pub Crawl in Words and Pictures	New Edition 2017	£5.00
Two Surrey Village Schools – The story of Send and Ripley Village Schools		£10.00
The Parish Church of St Mary Magdalen Ripley, Surrey		£2.00
Memories of War		£5.00
Map of WW2 Bomb Sites in Send, Ripley and Pyrford		£2.50
Memories of War and Map of Bomb Sites		£6.50
Send and Ripley Walks (revised edition)		£7.50
Newark Priory: Ripley's Romantic Ruin		£5.00
Special Offer: Purchase Newark Priory and St Mary's Ripley		£5.50
Heroes All		£20.00

All the publications are available from the museum on Saturday mornings, from Pinnocks Coffee House, Ripley, or via the Society's website www.sendandripleyhistorysociety.co.uk or email angie77@live.co.uk



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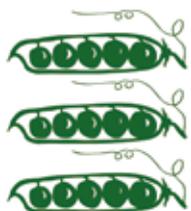
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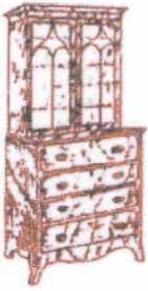
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