

Send & Ripley History Society

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Newark Priory
West View

Journal Volume 7 No. 222

Jan/Feb 2012



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Cover photo: Photo of picture of the Portsmouth Road at Wisley, depicted in 1908, showing the big new Hut Hotel with the smaller original Hut Inn, with bay windows added, in the background. Wisley Lake, also known as Boldermere, is on the left. It appeared in 'Cycling' weekly magazine Summer Supplement of 22 July 1908.
Photo © Les Bowerman

Editorial

Mark Twain wrote 'Twenty years from now you will be more disappointed by the things you didn't do than by the ones you did do. So throw off the bowlines, sail away from the safe harbor. Catch the trade winds in your sails. Explore. Dream. Discover.'

We don't know what the future will hold for any of us but I do like to think that when we look back on our lives we will be pleased with what we have achieved. When you look back over the pages of the journal, our contributors have researched and found stories of extraordinary achievement as well as lives more ordinary. The Journal helps us to remain alive to what has gone on in our villages over the centuries.

This month's Journal has been ready for a couple of months, thanks to the devotion of our regular contributors to researching the history of the villages.

If you have never previously contributed or perhaps having recently moved to one of the villages you would like to get involved with the Society and the Journal but don't know where to start; you might like to start by looking at the original deeds to your house and write up the history of your house. Once upon a time, when land was still unregistered or newly registered, the old deeds to the property used to be kept with the most recent deeds but with the move towards a central computerised land registry of all property in the UK, increasingly, old deeds are being thrown away. If you move house over the course of the next year, ask whether there are any old deeds for the property and what will happen to them. If there are old deeds that have to be sent to the Land Registry ask your solicitor to make sure that they are returned by the Land Registry. If your solicitor tells you that they are not necessary any more you might want to ask for them. You might consider handing them to the History Society or the Surrey Record Office for safekeeping and as a tool for future researchers.

Incidentally Peter Collis was the man who oversaw computerisation of driver and vehicle records at DVLC. He then became the Chief Land Registrar (and CEO of the Land Registry) in 1999 retiring from the role in 2009. He was educated at the University of Aston. He worked in a number of policy and operational posts in the Civil Service before becoming a Director of the DVLA and then of the Highways Agency. In 1997 he became Director for Business Development at the Department of Transport, before moving to become Director of Finance and Commercial Policy at the Employment Service. In 2004 it was said that 'with the largest property database in Europe, today's Land Registry underpins the economy by guaranteeing ownership of many billions of pounds worth of property. Around £1 million worth of property is processed every minute in England and Wales'. Why do I tell you this? Well, Peter's family lived in Briar Road certainly well into the 1990's and he attended Woking County Grammar School for Boys in the 60's-early 70's.

So best wishes to you all for the New Year. 2012 is not going to be an easy year for anyone- but let's make it one where more of us get actively involved with our local history.

If you have an idea for an article, do feel free to call me or email me. Contact details are on the front page.

Cate Davey

Yet More on the Hargreaves of Sendholme

John Slatford

Much has been written in previous Journals about Sendholme and its owners notably in Journals 190 and 211. However, it is always interesting to learn more particularly when the sources arise

from contacts from our website. This has happened recently with an e-mail from Jules Drake who lives at Pickering in north Yorkshire. She was seeking to learn more about her great great great grandfather William Hargreaves, for whom Sendholme was built in the early 1860s.

I was not able to tell her very much about the Hargreaves that had not already been covered and which she did not already know. However what was far more interesting was that she was able to tell me a lot about the family before William Hargreaves left Lancashire to come to London. First and foremost was that they had no known connection with James Hargreaves of spinning jenny fame and that Hargreaves is a not uncommon name in that part of the world.

James Hargreaves (1720-1778) came from a poor family. He lived in Blackburn and was a weaver and a carpenter as well as being an inventor. His idea came when he realised that instead of using one spindle on one wheel, it would be possible to place several spindles side by side to spin the cotton weft still using one wheel. Initially his invention was welcomed but later opposition caused him to leave to go to Nottingham. Here the hosiery industry benefited from the increased production of yarn made possible by Hargreaves jennies. His design was widely copied in Lancashire and, despite having obtained a patent in 1770, he failed to obtain any redress. It is said that he died a relatively poor man.

William Hargreaves, however, came from a farming family who were fairly well off. William's grandparents were John and Alice Hargreaves and John was a yeoman farmer near Accrington. John's son Thomas went to Accrington to learn the calico printing trade and he later built up a hugely successful family business in calico printing, Broad Oak Printworks. Thomas and his family became very wealthy and were one of the two foremost families in Accrington. They built imposing houses in and around the town. William was the second to youngest son from Thomas's second marriage, his first wife having died, possibly in childbirth, after having had three children. It is likely that William's interest and activity in Liberal politics would have brought him to London but it is said that poor health prevented him from standing for parliament. Without doubt, however, he would have been well known in the Liberal Party along with his brother-in-law Abraham Paulton of Boughton Hall in Send and his friend the statesman and orator John Bright. In the census, when he was living in London, William was described as a magistrate in the county of Lancaster.

In the article in Journal 211, it was speculated that there was a family connection between William Hargreaves and John Bright which is now confirmed. In fact, John Bright's sister-in-law Ursula Bright was a cousin to Alice Hargreaves and not a sister as previously thought. As an indication of the Liberal tendencies of all these families, Alice Hargreaves, Martha Paulton and Ursula Bright all signed the 1886 Suffrage Petition.

I am grateful to Jules Drake for sending me all her details of the Hargreaves family and for her permission to reproduce some of them here.

Was Ripley a Planted, Infilled Funnel Settlement?

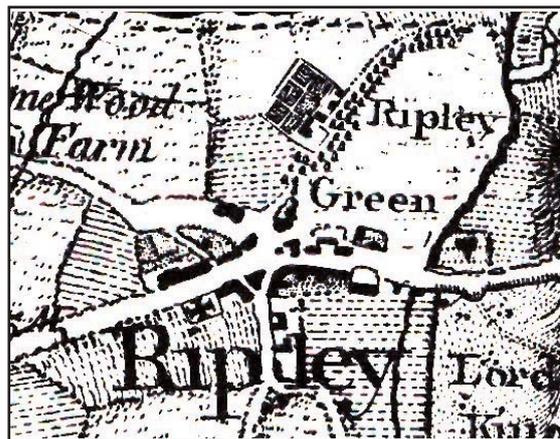
Les Bowerman

In the 2011 issue (No. 96) of its Collections a Past President of the Surrey Archaeological Society, Dennis Turner, has published some notes under the heading "The village of Ripley: a possible morphological history." In other words, having set out the basic evidence, much of which is well-known to members of SRHS through our Journal over 36 years, he speculates on how the village acquired its basic shape or layout. He makes some interesting points.

Turner states that Ripley appears to be first recorded in documents or copy documents of about 1204 and gives as authority Gover, *et al.*, 1934, *The Place-names of Surrey*. In fact, it can probably be put a little earlier than that, as our late president, Ken Bourne pointed out in his book *The Parish Church of St Mary Magdalen, Ripley, Surrey*, published by SRHS (2002). There is an undated charter drawn up during the reign of Richard I (1189-1199), later confirmed by Beatrice de Sandes in 1210 after her husband Ruald de Calna (not Calva as Turner has it, following earlier misreadings) had died c1195, both having been parties to the original charter. The charter refers to the chapel of Ripeli, so it must have been in existence by 1199.

It is accepted by Turner that the chancel of what is now Ripley church was built by 1160 as has always been claimed. Indeed he suggests that it may even have been built as a ‘cult centre’ for passing pilgrims on their way via Guildford to Southampton (or harbours further west) for a sea crossing, all as part of a pilgrimage to Santiago de Compostela and the tomb of St James. This was especially popular in the early 12th century. Dedication to St Mary Magdalen, he writes, was a favourite with pilgrims in France, so maybe those same pilgrims influenced the dedicaton of the then chapel at Ripley. The chapel may also, Turner suggests, have been used soon after 1170 by returning pilgrims from Winchester to Canterbury via London. If it dated from that time rather than a little earlier it would more likely have been dedicated to St Thomas.

The article observes that the main road through Ripley was crossed by a Chertsey to North Downs route. In SRHS it has always been believed that this crossing was important in the development of Ripley and this Turner confirms. He notes that as the narrower minor road approached both sides of the main road it fanned out to create ‘funnel entries’. This effect presumably happened around the 12th/13th centuries. On the south east side of the main road it is easy to see what he means, although the funnel has long since been infilled with buildings such as the Post Office. It is much less clear on the north side although, if one looks at Rocque’s map of 1770, it appears possible that the mouth of the funnel could have extended from the present Newark Lane junction in the west up to the access point to the Green which still survives behind the former smithy. The east side of the funnel would then have extended to join Newark Lane at the present Dunsborough Lodge. Houses such as Rose Cottage in Newark Lane and Conisbees in the High Street would, if this theory is correct, be 16th century infill.



Dennis Turner continues with the statement that the medieval settlement at Ripley was “probably linear”, with a “planned single-row settlement at its heart” on the south east side. In other words, he seems to conjecture that the principal buildings on the SE side of the main road were all laid out at much the same time.

On a different tack, Turner goes on to suggest that the central area is like a “lost cigar-shaped market place” with the market following on from the setting up of the Priory, which itself followed the initial building of the chapel. Without the cigar simile, this has long been advanced as part of the introduction to SRHS conducted tours of the High Street. Turner speculates that Ripley may in this way have been a ‘planted settlement’ following the market.

Dennis Turner makes further points concerning the Portsmouth Road, the inns, and the Barn/Little Barn (formerly the White Horse Inn). It is intended that these will be covered to a greater or lesser extent in later articles.

RIPLEY STAMPS ITS MARK ON THE WORLD

Edited text from Michael Lockton's talk and research from Jane Bartlett

Clare McCann

The current exhibition at the Museum has been born out of a fascinating talk given at The Lightbox by Michael Lockton of the Woking Philatelic Society about the early postal service. He explained that from the very early days of the postal service, Ripley was a key staging point and remained so until the advent of the railway, when Woking eclipsed its importance.



A letter posted in May 1803 to Sir William P. A. à Court Bart. Showing the earliest recorded postal marking RIPLEY 24. Ripley was 24 miles from London and postage was based on distance

In Elizabethan times there were few main roads – The Great North Road, the Great West Road, the Dover Road and two roads to Ireland. However it has to be remembered that the general population were illiterate and therefore the volume of letters to be transported was very small.

Later under Charles II the post improved. Letters were carried in a satchel worn by a rider on horseback. Every thirty miles he would change horses and drop off and pick up mail. One of his stopping off points would have been the Talbot on the Portsmouth Road. By 1785 the mail was carried by the Royal Mail coaches, which took precedence over other coaches.

In 1749 the Portsmouth Road was turnpiked from Kingston to Petersfield joining up with the 1710 road from Portsmouth to Petersfield. This improved the times for mail coaches. The local tollgate used to be on the Portsmouth Road near Send Dip. There was no charge for the mail coach and the bar was removed when the keeper heard the horn as time was of the essence.

The Talbot was the posting stage for the mail until 1842. However there were still coaches going to Guildford, Chichester, Southampton and Portsmouth throughout the 1840s. The mail coaches used four horses and these could be changed in minutes. The guard kept a time sheet and innkeepers could be fined if they were running late.

The price of early postage varied with the distance covered and this was marked on the outside of the letter as well as the source. As the price increased depending on the number of sheets, writers often wrote across their letters to economize on paper. Between 1765-84 it cost 2d between London and Ripley and this had increased to 6d by 1839. The letter itself would be folded and sealed to save postage.

The first Ripley postmark was 1770 and the cost would be collected from the recipient. A 1787 postmark bears the number 24 as well as Ripley, as this was the distance from London. From 1839 the Ripley postmark showed the date of posting for the first time.

In the early 1800s a postman walked daily from Ripley to Woking to deliver the post that had arrived at the Talbot and he would then bring post back for onward transmission. In the 1840s Woking Common railway station opened and this meant that post could be sent direct to Woking. However



RIPLEY Penny Post mark from December 1811 – the earliest recorded penny post letter known from Surrey

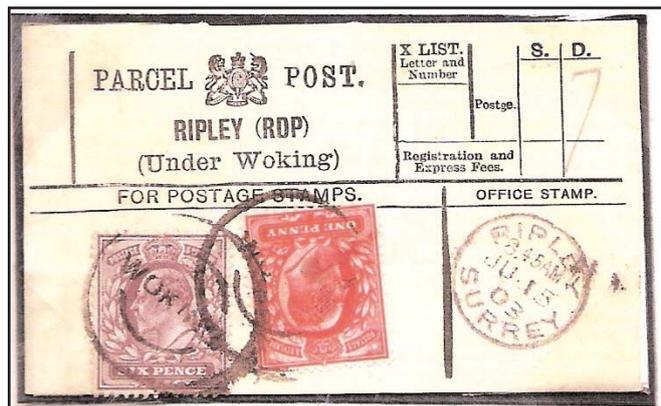
Ripley continued to be a significant post office and was given the number 645 in 1844.

In 1865 when Woking Station Post Office opened, the importance of Ripley was much reduced. Ripley was relegated to the position of sub-post office. This meant that post came from Woking to Ripley instead of the other way round.

The 1870s saw new innovations such as registered envelopes, telegrams, parcel post. Interestingly while the standard rate was a



Early post Card circa 1900



1903 letter showing that Ripley was under Woking

penny, there was a 1/2d. rate for junk mail! Postcards could also be sent at this lower rate and from 1894, when picture postcards were introduced, until the First World War, they were in their heyday.

Both Ripley and Send are sub-post offices. The post office in Ripley has variously been in Rose Lane, and where the current dental practice is, as well as in the Loyds chemist's premises before ending up in its current location. The Send post office was once near Mays Corner and there have also been post offices in Potters Lane and at Cartbridge.

Thanks to Michael Lockton and the Woking Philatelic Society for permission to reproduce the images.

The London to Portsmouth Road - Part 2

Les Bowerman

Part 1 of this article, printed in Journal 221, dealt with the early history of the road and its physical development. This second part considers the local connections of naval people associated with the Portsmouth Road.

As noted in Part 1, in the 17th century Samuel Pepys, as Secretary to the Admiralty, travelled up and down the road a number of times in the pre-Turnpike era. His portrait is from Charles G Harper's 1895 book *The Portsmouth Road*.

In the 18th and 19th centuries several naval officers, mostly Admirals, bought property around Ripley, which, of course, is conveniently placed between Portsmouth & London.

Capt. Gerard Elwes had commanded the warship "Royal Oak" at the battle of Malaga (1704) in the Spanish War of Succession. The battle was regarded as a draw, although the French claimed they had won. In 1710 Elwes bought Ripley Court but he died the following year. His widow, Margaret, soon married Capt. Robert Arris, Commissioner of Navy at Plymouth. According to the Ripley parish register '*Windsor, Capt. Arris's Black, was publickly baptised at Ripley*' on 1st November, 1713. After Arris's death in 1719, Margaret then married Josiah



Samuel Pepys
from *The Portsmouth Road* by
Charles G Harper (1895)

Burchett, whose first job had been as ‘body servant & clerk’ to Pepys until sacked for insolence. Surprisingly, Burchett later became Secretary to the Admiralty himself. What Windsor did later is not known.

Admiral Edward Boscawen (1711-1761) had Hatchlands at East Clandon built in 1750. Whilst living there he would no doubt have used the Epsom/Leatherhead turnpike road to Guildford and thence travelled by what we know as the main road to Portsmouth to embark or disembark from ships at the harbour there.

Boscawen was a great naval hero, popular for taking Porto Bello (1739) at the siege of Cartagena. In the French & Indian War (1754-1763) he, *inter alia*, intercepted a French squadron near Newfoundland, capturing two ships and 1500 men.

The chance purchase a few years ago by the then Surrey Record Office of a book of letters relating to Newark Mill and the Talbot Hotel in Ripley, shows that in 1752 Sir John Elwill, one of Guildford’s two Members of Parliament, was arranging with Admiral Boscawen a private cock fight of ten birds with a prize of two guineas a battle. In the period 1560-1730 this was the most popular national sport. It was made illegal about 1850.

Known as “Old Dreadnought”, Boscawen was also noted for attempting to improve health conditions in the fleet. His portrait by Sir Joshua Reynolds can be viewed at http://en.wikipedia.org/wiki/Edward_Boscawen

Admiral John Byng was born in 1704. Unlike most of those appearing in this article he did not, so far as I know, live in or near Ripley, but he made a very fateful journey down the Portsmouth Road. Himself the son of an Admiral, and with an honourable career behind him, in 1756 he was sent to the Mediterranean to try to retake Minorca from the French with an inadequate fleet of ten ships. In consultation with the captains of the various ships he concluded that it was more important to protect Gibraltar so he returned there. In the meantime,



Admiral John Byng
Portrait by Thomas Hudson
http://en.wikipedia.org/wiki/John_Byng



The Shooting of Admiral John Byng
in *The Portsmouth Road* (Harper 1895)

Commodore Brodrick (about whom more shortly) had arrived with reinforcements.

For failing to retake Minorca, Byng was arrested and taken to Greenwich Hospital to await Court Martial. He was then sent back down the Portsmouth Rd to be tried. He was controversially found guilty of failing to engage with the enemy and on 14th March, 1757, he died by firing squad on board the ‘*Monarque*’ in Portsmouth Harbour. It was regarded generally as a cruel, shameful and unjust death.

Vice-Admiral Thomas Brodrick had entered the Royal Navy in 1723. He bought Dunsborough House, Ripley, in 1749, and lived there for twelve years.

In 1739 he was Lieutenant on Admiral Vernon’s flagship ‘*Burford*’ at Porto Bello, Panama, in what is known as the “War of Jenkins’ Ear”. (The unusual name was coined in 1858 by Thomas



Dunsborough House

Carlyle. It relates to Robert Jenkins, captain of a British merchant ship, who exhibited his severed ear in Parliament following the boarding of his vessel by Spanish coast guards in 1731). Brodrick commanded the landing party which stormed and destroyed the Spanish naval base. Later, he was a member of the Court Martial of Adml Byng in January, 1757. In 1759 Brodrick was promoted to Vice-Admiral of the Blue and died ten years later.

Admiral Robert Devereux Fancourt (1742-1826) was born in London and became Vicar of Ashworth in Northamptonshire. In a remarkable career change, he joined the navy in 1769 as a midshipman at the age of 27. Four years later he was Captain of the “Ambushcade”, a gunship of 32 guns. In 1801, as Captain of “Agamemnon”, a 64-gun battleship, he was at Copenhagen but ran his ship aground before the battle, at which Horatio Nelson was technically second in command, even started. Unlike poor old Byng, Fancourt was cleared of blame at an enquiry. In fact, he did rather well, being retired on half-pay in 1808 when promoted Rear Admiral of the Blue. Then in 1812 he was promoted Vice Admiral of the Blue & died in Ripley without apparently ever having being involved in any serious action. Fancourt was lessee of Ryde House, Ripley, from 1812 until his death in 1826. There is a fine table tomb in his memory in Ripley churchyard.



Ryde House

modern photo courtesy of Knight, Frank

And so to **Lord Nelson and the Talbot Inn at Ripley** (or not). This is not the place for a review of Nelson’s naval career, nor even of his affair with Lady Hamilton, but the claim that he had romantic trysts with Emma at the Talbot is so persistent that the possibilities need to be considered in this article on famous people who travelled the road. The starting point is that no evidence has surfaced that either Nelson or Emma ever visited the Talbot.

The affair with Emma began early in 1799 when Nelson, on active service in the Mediterranean, boarded or went to live with Lord Hamilton and his wife in a palazzo in Sicily. In February 1800, by which time she was pregnant by Nelson, all three plus Emma’s mother set off to return to England overland (Emma could not face a sea voyage), avoiding France against whom the British were at war. In November they reached Norfolk, and so to London. Christmas 1800 was spent by Nelson and the Hamiltons in Wiltshire to which they are geographically unlikely to have travelled via Ripley. From there Nelson proceeded to sea via Plymouth. By March he was back in London to sail to the Baltic. On 1st July he landed again in Norfolk.



Rear-Admiral Sir Horatio Nelson

painting in Granger Gallery, New York

http://commons.wikimedia.org/wiki/File:Rear-Admiral_Sir_Horatio_Nelson,_1758-1805.jpg

He then spent a few days in Surrey and the Thames Valley with the Hamiltons, staying at inns. It is conceivable that one of those was the Talbot, but it would have been as a trio. It might be rewarding to discover which inns they did patronise - further research perhaps required here, but even if they had stayed at the Talbot, public morality at the time was such that had Nelson shared a room with Emma the world would have known about it and it would have caused a major public scandal. On 20th July Nelson was summoned to the Admiralty, and the Hamiltons visited and stayed with him in Deal.



Merton Place in the 18th Century

http://commons.wikimedia.org/wiki/File:Merton_Place_in_Surrey_The_Seat..._-_Edward_Hawke_Locker.png

In a letter Nelson wrote to Emma around this time he asked her to find a house for the three of them, for which he could afford only £3000. She found and, in September 1801, bought Merton Place, despite an adverse surveyor's report and he saw it for the first time in October that year, when he was delighted with it. With his own home with the Hamiltons at Merton, there was then clearly no need for rendezvous at Ripley anyway.

In May 1803 Nelson joined the Mediterranean fleet – a month before Sir William Hamilton died. In August 1805 Nelson returned home to Emma at Merton for the last time before

dying at Trafalgar.

What all of this shows is that Nelson is unlikely to have visited or even passed through Ripley much, if at all, at the relevant time, and there seems to be no specific reference to him having even gone to Portsmouth at this time. Emma was even less likely to have been to Ripley. If they did stay at the Talbot it would have been as a threesome with Sir William in the few days in July 1800.

If Nelson had had occasion to go to Portsmouth after September 1801 when they owned Merton Place he would undoubtedly have used the turnpike road via Epsom and Leatherhead to Guildford as that road actually skirted

Merton Place which was immediately below the word 'Turnpike' on this extract from John Rocque's 1770 map of Surrey.



Extract from John Rocque's 1770 map of Surrey by kind permission of Harry Margary Maps



Emma, Lady Hamilton from Nelson, The Life and Letters of a Hero

Given that Nelson was the greatest hero of his time and that the elderly Sir William Hamilton was prepared to turn a blind eye, one might think that Nelson would be able to live openly with the love of his life, even though Emma was Sir William's wife. But no, even when Nelson wrote tender

letters to Emma while she was expecting their child, he had to pretend that he was writing about somebody else.

The child, born in January 1801 and registered with the fictitious name of Horatia Nelson Thompson, was unable to live with her mother, or even know who her mother was, but she was taken to Merton Place whenever Nelson was there. After his death in 1805 she did live with her mother, eventually, in France in



Horatia Nelson from Nelson, The Life and Letters of a Hero

order that Emma could avoid creditors, although the fiction was always maintained. Horatia was eventually to live a long and happily married life in England with several children of her own. She was never able to acknowledge that Emma was her mother.

Among those present at the battle of Trafalgar were several Surrey men, including Ripleyite, William Waterer, some from Guildford, James Ruffle from Cobham, and Samuel Hampton of Godalming, a ‘pressed’ man who actually survived being on the ‘Victory’, only to die from falling overboard the ‘Ocean’ some two years later in about 1807.

As a relevant postscript it can be noted that the Society owns a Portsmouth naval token (SRHS Artefact A71) found by the late Gerald Chandler in a garden adjacent to the Talbot. It is a copper half penny bearing on the obverse side a figure which is probably Neptune holding a trident in his

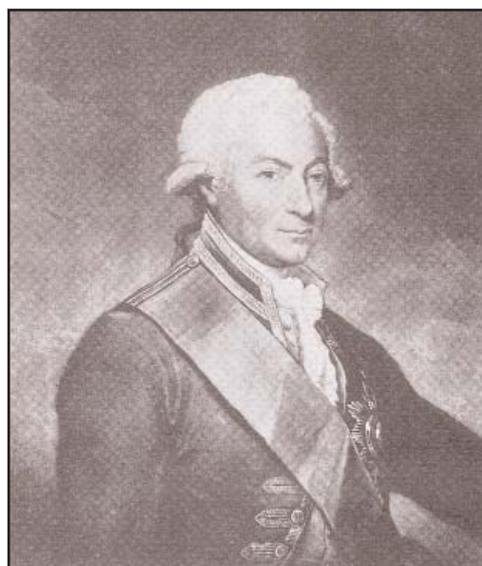


left hand and a laurel wreath poised in his right hand over the head of an Admiral of the Fleet. On the reverse side is inscribed “Sir John Jervis with fifteen sail pursued and defeated the Spanish Fleet of 27 sail of the line February 14th 1797.” Tokens such as this were given to sailors on board ship as payment to be spent ashore at Portsmouth in shops whose names appear around the edge of



the coin. They are not in fact coins, but trade tokens. A portrait of Sir John Jervis can be viewed on Wikipedia at http://en.wikipedia.org/wiki/John_Jervis_1st_Earl_of_St_Vincent

The engagement mentioned in the preceding paragraph is the Battle of Cape St Vincent, for which Sir John Jervis was made a peer of the realm. In honour of the part he played in the victory over the Spanish, he became Lord St Vincent. Coincidentally, this battle was in some ways the most important engagement of Nelson’s career. By this time, 1797, Admiral Jervis had placed Commodore Nelson at the top of his list of subordinates, but he later became irritated by Nelson ostentatiously wearing all his orders & medals on non-ceremonial occasions. The Cape is at the most south-westerly point of Portugal. All that can be read on the edge of the token is “PORTSMOUTH HALFPENNY PAYABLEARES”.



Admiral Sir John Jervis

The main reference sources for this article have been Charles G Harper’s *The Portsmouth Road* (1895) and Roger Morriss’ *Nelson, The Life and Letters of a Hero* (1996) published by Collins & Brown Ltd ISBN: 1 85585 274 8. The local details are from articles by Jane Bartlett and John and Bette Slatford, published in the Send & Ripley History Society’s Journal. A description of the coin by Gerald Chandler (who donated it to the Society), and associated Editorial notes, appeared in issue 98/5. Coin photos © Les Bowerman and S&RHS.

Stewards Lunch

There will be a lunch on Saturday March 3rd at Ripley Village Hall, at 12.30 as a thank you to all stewards (they have been sent invitations). In case you have not received your invitation or if you would like to consider becoming a steward then you will be very welcome. We are having a short update on the museum before lunch. Please let Les or Clare know if you plan to attend. Les 01483 224876 or Clare 01483 728546.

Discoveries at Woking Palace

A Talk to SRHS by Rob Poulton, Manager of the SCC Archaeological Unit

Notes by Les Bowerman

What follows are random notes taken by the writer during a talk to the Society on 19th October last. The notes are intended to give a brief general idea of the importance of this historic site, literally a stone's throw across the River Wey, which forms the boundary between Send & Woking. Any errors are those of the writer.

2011 saw the final dig of a 3-year archaeological excavation on the site funded by Surrey County Council, Woking Borough Council and the Surrey Archaeological Society. Brief accounts of the history of the site and archaeological excavation have been given in SRHS Journal 202/4 following a visit by the Society in May 2008, and in 209/14 (2010). Way back there were reports of visits in 3/3 (1975) and 53/3 (1983).

In about 1189 the Crown had granted away the manor of Woking to Alan Bassett, one of the signatories to the Magna Carta. In 1466 Lady Margaret Beaufort, mother of Henry VII and grandmother of Henry VIII, acquired it. Therefore the site became a centre of political affairs. Building works by her turned it into a palace which was frequently visited by Henrys VII and VIII. The latter extended and enlarged it in the period 1515 to 1543. Further work took place under Elizabeth in 1565-1594. In 1620 James I granted the site to Sir Edward Zouch who abandoned it and built a new manor house at Hoe Place. Woking Palace was a moated site, the era of which was in 12th and 13th centuries.



In the recent excavations, evidence in the form of coins has shown up, as has a midden (dunghill) containing pottery and animal bones. From the very beginning it was a high status site. Flushing toilets, rare on this type of site, show it to have been of very high status. Kitchens were also found, as was the site of the mediaeval great hall.

In the gatehouse area there was found to have been considerable change in the buildings. By the mid-14th century the site was highly developed. The surviving buildings are very incomplete. They are an enlargement of earlier arrangements. The vaulted chalk ribs of the covered building had an infill of brick in the 1470s-1480s. It is an under-floor area for storage, etc. Valencian tiles from Spain have been found on the site in greater numbers than anywhere else in the country on a domestic site. They may have been brought by a special ship. Among other finds was a gold hatpin set with rubies in a fleur de lys design. It dates to 1440-1450 and must have belonged to somebody of high status.

In 1508, in the time of Henry VII, a new great hall was built measuring 100 feet by 30ft which is the same size as that at Richmond Palace. It must have been hugely impressive. There was also a massive new kitchen and a range of lodgings. The base of a central newel for a very large staircase leading to the first floor was uncovered. This was a massive expansion of the site. Coins from a counting house at the gate-house have been found. There is a diagram of 1507. The palace would have been popular for a day's hunting. The site was very densely occupied by buildings housing hundreds of people at times. It was similar in design to the Palace at Eltham.

Elizabeth I, who reigned 1558-1603, used the site extensively, making improvements and filling in part of the moat. After Elizabeth, use of the site declined. Her successor, James I, set about reducing the royal estate and Woking was a victim of that.

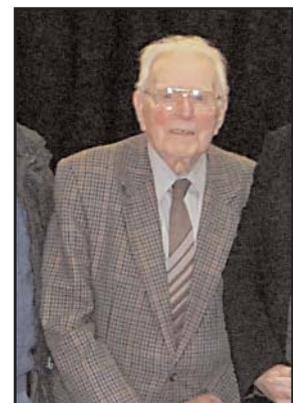
Notes from the Chairman

Les Bowerman

Journal Distribution. Norman Carpenter has been in charge of Journal distribution for a full nine years, but regrettably he has had to vacate the position after Journal 222, which is due out around the middle of January, has been distributed. We are very grateful to Norman for performing this duty so conscientiously and efficiently for all this time. Needless to say, this is a job which needs to be done every other month when the Journal is published. It begins when lists of members for the nineteen local distributors are received from Les Brown together with self-adhesive printed address labels for the fifty or so postal members. On receipt of some 260 copies of the Journal and envelopes from the printer, our member Richard Smith, appropriate numbers of these have to be delivered together with the relevant lists to the local distributors. Address labels need to be stuck on envelopes for the postal members and Journals inserted together with occasional circulars. Inland deliveries are separated from the overseas ones, and all are taken to a Post Office where the different categories will be weighed and the appropriate stamps attached before handing over to the Post Office for delivery. The postal costs can either be reclaimed from the Treasurer or a float obtained in advance. Use of a motor car is, of course, virtually essential for distribution to the local distributors. Please contact me if you feel you could assist the work of the Society in this way.

Museum Rota Organiser. This position is still vacant. It is not very onerous, but is essential to the running of the museum. Again, please contact me if you feel you could help.

The cricketing cover photograph on Journal 221. In a covering note with his membership renewal **Jack Mallender** has written from Leicester to say how much he has appreciated this photograph and the report by Clare McCann of the old-time cricket match. He recalls "standing behind the stumps on the Green, taking all that the bowlers could muster". A particular memory is of "a New Zealand throw from the outfield, low and straight into the gloves – wonderful!" This no doubt relates to the match against the NZ Services XI in 1945 or the subsequent matches for some years against the London New Zealand team as related by Jane Bartlett in the Society's book *Looking Back*. Jack asks if the names of those in the photo could be given. I would back him in this as it would make the photo more interesting to us and no doubt to others looking at it in the future.



Jack Mallender

Jack tells us that he is unfortunately suffering from macular disease of the eyes, for which I am sure we all send him our sympathy.

John Slatford. Please note that our President, John Slatford, has a new e-mail address. This is printed on page 1 of this Journal.

Death of Gerald Warner. Sadly, we have been notified of the death on 30th September of member, Gerald Warner. At the Society's display at the Tilford Rural Life Museum in 2009, Gerald approached Clare McCann with the information that one of our photographs in the display showed a relative of his standing next to a Collins bakery van. Following this, Gerald joined the Society and contributed a very interesting article about Donald and Maurice Collins of Ripley which appeared in Journal 209/7. Thereafter he was a regular attendant at our meetings, coming all the way over from Windsor, until ill health prevented him from travelling.

Obituary

Gerald Chandler 1929 – 2011

by John Slatford

It is with great sadness that we have to record the sudden death of our member Gerald Chandler on 22nd November at the age of 82. He had been an active member of the Society over a number of years having joined in 1998. He will be remembered particularly for the interesting and unusual artefacts that he often brought and donated to the museum but also for his many anecdotes, not always complimentary, about Ripley life and its people.

Gerald was one of the very large family of Chandlers in Ripley – over several generations – although he was not born here. His parents had moved from Ripley to Effingham where Gerald arrived and later they lived at Wren's Nest in Wisley. However, in 1939, they returned to Ripley to live at Homeleigh on Portsmouth Road. Gerald remained in Ripley for the rest of his life.

He had a varied career starting on leaving school to work at Fishers Garage (now Trackspeed Racing). National Service in the RAF Regiment followed after which he worked variously at Colborne Garages, Vickers (as it then was) at Weybridge and Methodts. Gerald later returned to Weybridge (by then BAE Systems), stayed until it closed, then moved to Kingston on Harrier Jump Jet manufacture and finally to Harrier assembly at Dunsfold. In his early years another activity was driving coaches for his father Alf Chandler. After retiring, he became highly skilled in furniture restoration and was regularly to be seen with his outside stall at the Village Hall antiques market – in all weathers. Being also involved with Ewbanks auction room at Burnt Common, he was always acquiring unusual furniture items suitable for his restoration projects.

Gerald enjoyed cricket and was a life member of Ripley Cricket Club and at one time president. Although he played a lot he was, on his own admission, not greatly gifted as a cricketer. In one of his youthful wilder moments he was known to have "streaked" across the wicket but it was in the dark!

Gerald and Joan were married in the spring of 1952 and were just a few weeks away from celebrating their Diamond Anniversary. During the whole of this time they had five different homes in Ripley which might be a record – unless anyone knows differently! As a relative newcomer to Ripley, I got to know Gerald very well and always enjoyed the chats we used to have, often sitting on the wall outside his house. Joan has asked me on her behalf and her family to express their deep appreciation to everyone who sent cards of sympathy and contributed to the charity collection. ■

A Watch and Clockmaker in Ripley

John Slatford

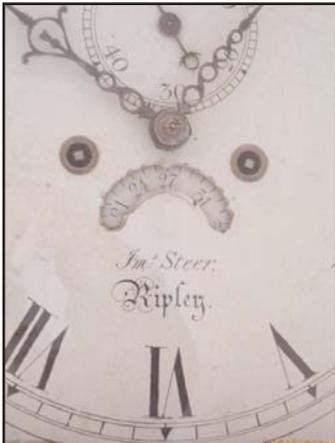
At some point in the 1830s, Stephen Green, the founder of the shoemaking business bearing his name, ordered two long case clocks for his elder sons William and Richard. William's clock has descended through her family to our member Margaret Bland. The face of this clock bears the name "J'm's Steer, Ripley". Nothing is known of what happened to the other clock which should have come down through the family of Richard Green.

James Steer is recorded as a watchmaker in the Ripley parish registers through the 1820s with the births of a number of children with his wife Elizabeth. It is likely that he was the son of Matthew and Elizabeth Steer born in Send on 26th April 1793 and that he married Elizabeth Gwinn on 29th June 1817 at St Leonards, Shoreditch London. She was born in Ripley on 23rd March 1794, the daughter of George and Ann (nee Pledger) Gwinn. George Gwinn is recorded as a hairdresser. In reaching some conclusions about James Steer the clockmaker, it is significant Elizabeth had a younger brother Thomas Gwinn, born in Ripley in 1807, who is recorded in the 1841 and 1851 census as a watch & clockmaker in Ripley. He committed suicide in Ripley in 1857 by cutting his throat.

No record has been found about where James Steer and Thomas Gwinn might have been apprenticed as clockmakers but if James's marriage in London is considered then there may have been some connection there. It is also possible that Thomas learned his trade through his brother-in-law.

James and Elizabeth's children born in Ripley were twin sons James and John in 1823, Maria in 1823, Robert in 1824, William in 1827 and Charles in 1829. Of these, William died only 11 weeks old. Only Robert and Charles appear in later records.

Elizabeth Steer died in 1832 aged 38 and it is clear that James remarried soon afterwards as the 1841 census record show his wife to be Mary. She was born in Aldingbourne in Sussex. At some point in the 1830s James moved his family and his business to Guildford where he became established in the High Street near, it is believed, to the Guildhall. The 1841 census records him with Mary, sons Robert and Charles from his first marriage and three younger children Emma aged 11, Bateman aged 3 and Warner aged 1. Robert was recorded as an apprentice. The baptism of Thomas Warner in



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1840 was recorded at Holy Trinity Church as was that of William Henry in 1843, both sons of James and Mary. The 1851 census in Guildford records Mary Steer as a widow living on South Hill with sons Alfred B aged 12, Thomas B aged 10 and William H aged 8. There does seem to have been some switching around with the sons' Christian names!

In the book "Watchmakers and Clockmakers of the World" by Brian Loomes, James Steer is mentioned as being in Ripley as a farmer (no other record has been found to confirm this) in 1818 and a clockmaker in 1827. Then he is shown as being in Guildford between 1839 – 1851. In fact, James died in 1848 aged 57 and was buried in Stoke next Guildford.

In the Surrey History Centre, there is a document (BR/T/965/17) recording a mortgage for £300 obtained by James Steer from Thomas Acres Curtis, gent. to secure two messuages or dwelling houses or shops on the south side of the High Street in Guildford in the parish of Holy Trinity. This was dated 20th February 1847, just one year before he died. There is also a record in Pigot's Directory for Surrey, 1826/27 which mentions James Steer in Ripley as a watch & clockmaker and land surveyor. Nothing further is known about the latter occupation.

About James Steer's long case clocks, it is unlikely that he actually made much if any of the parts for these. By that time, the manufacture of clocks and watches had become established on a considerable scale in different parts of the country, notably in Clerkenwell in London. There were a small number of large scale manufacturers but for the most part there were many small workshops specializing in particular parts for the trade. There would have been: the dial enameller, the hand maker, the pinion maker, the wheel cutter, the spring maker, the movement maker, the pendulum and barrel maker, the case maker, etc., etc. Therefore, it is more likely that James Steer ordered all or most of the parts from one or other of the specialist makers and assembled them himself or he ordered complete clocks from one of the bigger workshops but had his own name put on the dial.



The whole of the case is in oak and the clock face has a fine painted dial with the addition of seconds and days of the month indicators. The shape of the case with the hemisphere at the top would actually have been made for, alternatively, a more expensive clock with additional features. On this clock the hemisphere has a painted country scene.

Margaret Bland in telling me about her clock has prompted this research into James Steer and his family. As always, however, there remain many unanswered questions. Maybe there is someone who knows about the other clock given to Richard Green. ■

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FORTHCOMING EVENTS

The current display in the SRHS Museum is devoted to the history of the postal services in Ripley and Send so do take the opportunity to see how they have developed over the years. The Museum is open every Saturday morning from 10.00 to 12.30pm and on the third Sunday in the month to coincide with the Antiques Fair. The indoor meetings take place in the Ripley Village Hall Annexe starting at 8 'o clock unless otherwise stated

Friday, 27th January – The current Mayor of Guildford, Terence Patrick, assisted by Matthew Alexander, former curator of Guildford Museum, will be giving a historical presentation on 'The Mayors of Guildford' in the main Village Hall. There will be a charge of £5 per person on this special occasion in order to cover expenditure.

Wednesday, 15th February - The AGM, followed by Cheese and Wine and talks by members. Please ring me on the telephone number below if you have any historical &/or retro interest about which you would like to speak for a few minutes.

Saturday, 3rd March – 'Thank You' lunch for museum stewards at Ripley Village Hall Annexe, preceded at 12.30 pm prompt by a short talk on stewarding practice. NB. Les's telephone number is 224876. Two digits were inadvertently transposed in the formal invitation.

Wednesday, 28th March - A presentation on 'Lovelace in Surrey' by Peter Hattersley. This concerns the distinctive 19th century buildings by Lord Lovelace in the Horsley to Ripley area.

Wednesday, 18th April - A talk by Dr. Gilbert Shama on 'The History of Penicillin'. This will touch on the work of Kenneth White the Ripley pharmacist who was the first to produce penicillin for non-Services treatment.

Tuesday, 8th May - A walk to St. Catherine's, Guildford, with David Rose, starting at *Ye Olde Ship Inn* at 11 o'clock for coffee beforehand and finishing at the pub for 12.30 lunch. There will be a charge of £6 per person for David's expenses. Places are limited to twenty so must be booked with me at least seven days in advance.

If you have any questions regarding the programme, please ring me, Anne Bowerman, on 01483 224876 for further information about the Society's talks and events.

Journal Contributions: Closing date for the next issue is **Tuesday 28 February 2012.** Will authors of illustrated articles please submit **original photographic prints** if at all possible to ensure reasonably good reproduction in the Journal



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**Contact Les Bowerman on 01483-224876
if you require further information or wish
to help in the museum.**

HISTORY SOCIETY PUBLICATIONS

‘Ripley & Send Then and Now; The Changing Scene of Surrey Village Life’ (Reprinted 1998 and 2006)	£10.00
‘Guide to The Parish Church of St Mary The Virgin, Send’	£1.25
‘Then and Now, A Victorian Walk Around Ripley’	(Reprinted 2004&7) £4.00
‘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) £2.00
‘Newark Mill Ripley, Surrey’	£3.00
‘The Hamlet of Grove Heath Ripley, Surrey’	(Reprinted 2005) £4.00
‘Ripley and Send – An Historical Pub Crawl in Words and Pictures’	£6.00
‘Two Surrey Village Schools - The story of Send and Ripley Village Schools’	£10.00
‘The Parish Church of St Mary Magdalen Ripley, Surrey’	£5.00
‘Memories of War’	£8.00
‘Send and Ripley Walks’	£5.00

All the publications are available from the Museum on Saturday mornings, or from Ripley Post Office. The reprinted copy of ‘Ripley & Send Then & Now’, ‘Two Surrey Village Schools’ and ‘Memories of War’ can also be obtained from Send Post Office. All publications are available via the Society’s website www.sendandripleyhistorysociety.co.uk



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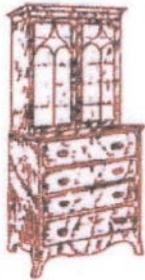
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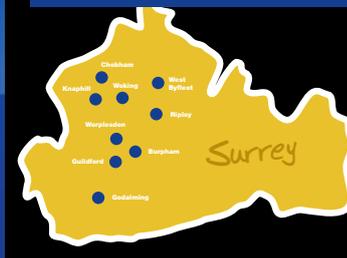
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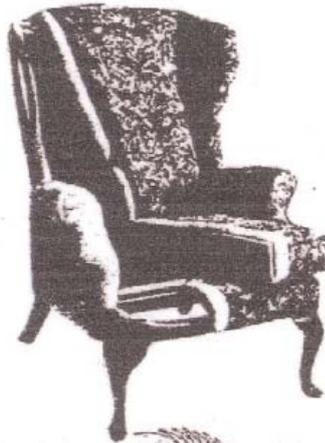
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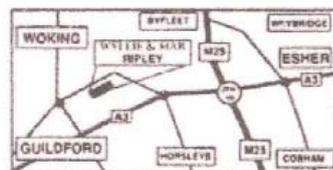
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