



## MAY NEWSLETTER

### Editorial:

#### Sad News and Welcome News this month!

We hear that Jane Yoward, our Vice Chairman, will not be standing for election as our Chairman at the AGM later this month, a great disappointment to us all and I am sure, to Jane herself. We all trust that she quickly overcomes her health issues and is able to take part in all of our activities again. (I am not excusing her from attendance at Brick Business however, she is the only one of us who understands Mathematical Tiles!).

So, the welcome news? You will perhaps have heard that our current Chairman, Anne Powell has agreed to carry on for another year and will stand for election at the AGM. I view this from two different perspectives. First, her two year tenure was severely disrupted by the Covid pandemic and whilst we all carried on with "Zoom" she did not have the pleasure of chairing us at our monthly meetings. (She will argue that Covid presented its own multiple problems which needed solving – but we managed to carry on!). Secondly, I think that everyone will agree with me when I say that no one could have put more into making the Chairman's job a success than she has done over the past two years. In all aspects she has gone "the extra mile"! We are very lucky! So, on we go and Ems Valley u3a continues to go from strength to strength! Many new interest groups and over five hundred members.

### INTERESTED IN A GREAT DAY OUT?

#### ON THURSDAY 9<sup>th</sup> June – Brick Heritage – Steam Engines – Penny Arcade - Conducted tour – Lovely tearoom - Something for everyone!

Join Bricks Business, Local History and Daytrippers on a visit to Bursledon Brick Museum at Bursledon. It is only 18 miles (26 minutes), leaving the Motorway at Whiteley exit, if you cannot drive we may be able to arrange car share. The Brickworks Museum at Swanwick, Southampton tells the story of brick making from 1897 to its closure in 1974.

All the machinery at the brickworks was run by steam and most of it still does. Four static steam engines, two run the large machinery, one is a small water pump for the old boilers and one runs a small pugmill in the country brickworks display. Our visit will include the powering up of these machines. When we visited some 5 or 6 years ago we did not have this facility, so you may wish to revisit.

I have names of those going from 'Local History' from Reg Newnham. If you are a member of Daytrippers you can book with them. **All other members are welcome to join us.**

**Please contact Alan Borrow on**

**[alanborrow@virginmedia.com](mailto:alanborrow@virginmedia.com) as soon as possible.**

**Cost £10.00 a person**



Our members who have visited this museum in the past will tell you that it is an excellent day out. The museum is run by volunteers and in spite of a massive grant In 2012 from the Heritage Lottery Fund of £666,300, they very much rely on the admission proceeds to keep going..



Carolyn Haynes, the Museum Director, announces : ‘The Brickworks Museum are very excited that Minstead Trust have recently taken over the running of the café ’ The Minstead Trust, is an experienced café operator and a charity that supports more than 220 people with learning disabilities across Hampshire and Portsmouth. You could arrive early and have a light lunch here or enjoy tea coffee and delicious cakes after the tour. I hope many of you will be able to join us, please let me know if you are willing to drive, to take passengers or need a lift. **Alan Borrow**

## STEM Group visit Budds Farm Sewage Works - Havant



Peter Forster gave a fascinating talk about pollution in Chichester Harbour at our meeting in December, which generated a lot of interest in the problem of sewage disposal. Peter followed this up by arranging a visit to Budd’s Farm, or to put it in official jargon - *Southern Water’s Wastewater Treatment Works*.

Twenty members of the group visited over two days in April to learn how wastewater is treated after it leaves our homes.

The treatment works is a large site and visitor numbers are restricted to a maximum of ten at a time, hence the

necessity of having to have two visits. Most of us had never visited a sewage works before and didn’t know what to expect. We all had to don hard hats and yellow high-vis jackets and were greeted by Carl Davies, the Sothern Water Site Manager, who took us through the whole process. (see photos above and below)

We were shown the dirty water as it arrives at the reception point and walked through the processes, Grit removal, screening out solid contents such as micro plastics (below left), primary settlement, biological treatment and then final settlement prior to discharge.

Budds Farm was largely rebuilt in the 1950’s and was designed to take the flows from Havant and Waterlooville plus some of the surrounding villages such as Rowlands Castle and Horndean.

Since the 1950’s there has been considerable housing development and new industry in the area and this has necessitated upgrades and modifications over the years.

The process is highly automated, so much so that the site is run by a team of only six Southern Water operators. By products from the process are safely reused, including the generation of methane gas in the “digester” process,



which is then used to generate over 66% of their electricity needs. (see photo right)

In 2000 the flow from Portsea Island was added, resulting in a works that serves a population of 410,000 and which treats 109 million litres of wastewater per day. However, this can increase to 200 million litres per day during storm conditions. The fully treated flow is finally discharged some 5.7km into the Solent. It was very comforting to know that the pollution levels, including nitrate level, are continuously measured at the discharge point (see bottom photos).



(Photo on left shows Bacterial treatment)  
 There are two areas of concern: the first is population growth which puts huge pressure on the sewers which drain to Budds Farm and the other is storm water management. This latter issue is complicated due to the impact of climate change and that the sewer system on Portsea Island was designed to take dirty water as well as rain-water which means that when there is a rain storm flow to the works is significantly increased. This leads to consented discharge of dilute

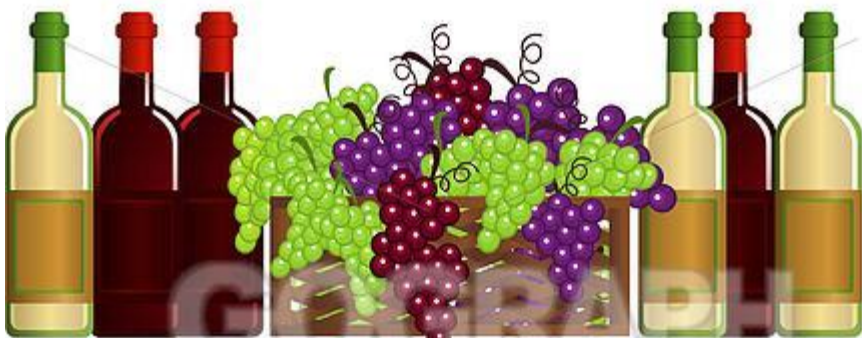
stormwater from overflows.

We came away totally impressed by the professionalism and dedication of the Southern Water team who run the site. A big thank you to Carl Davies and Stuart Barstow for showing us round and to our own Peter Forster for all the hard work in organizing the visit!



Geoff Whalley

## Another Wine Appreciation group is in the offing!



Ems Valley u3a is a little unique in the history of u3as..... Yes, there must be something about the Emsworth air that causes a love of wine. Already four different Wine Appreciation groups are thriving which involves some 125 members!

Now I understand that WINE FIVE is mooted, and on Tuesday 19<sup>th</sup> April, I had the pleasure of meeting member Mark Parker who has responded to the recent letter that Ann Sims, our Groups coordinator sent out on this subject. Her letter was in response to members who were finding difficulty in joining a wine Appreciation group. As you know, it is not within the ethos of u3a for members to continually find that interest groups are full. Sometimes this will however occur particularly when a group meeting to taste wines needs to correspond to the number of "tastings" that can be had out of a bottle of wine! (Normally a wine appreciation group will meet to taste and discuss six wines at any one meeting). So, if this should happen, the solution is to start another group.

Wine One invited Mark to their tasting of Chilean wines on the 19<sup>th</sup> and we showed him how we "did it"! (that doesn't mean that another wine group needs to do exactly the same of course!) I get the impression that he is willing and able to take this matter forward, but the numbers expressing interest are short of a starting quorum by about 5 or 6 members. Are you interested in joining? If you are, you would be in at the start of a new group and your voice would be heard when discussing time, date and venue etc!

Please contact Mark on [mrj.parker@ntlworld.com](mailto:mrj.parker@ntlworld.com) or our groups coordinator Ann Sims through the web site.

## Next Science and Technology Group Talk - Thursday 5th May afternoon.

Our next talk is about Hearing and Balance by a visiting speaker Nabil Louis FRCS. The talk will cover the basic science (physiology) for hearing and balance, the principles of tests used to assess both and practical applications.



This subject will be of interest to many U3A members and, as usual, we extend the invitation to other Ems Valley members to join us, provided we have space.

Non-STEM Group members can reserve for this, by clicking the messenger bird on the STEM Group Website. If we have space, you will receive an email confirming that a place has been reserved for you.

**Geoff Whalley**

*Past Chairman Hazel Willard was recounting snippets of the undermentioned at a little gathering recently and I could see the value of sharing it with a larger audience, so I asked her to write this little account of her first job! Ed.*

### **HOB NOBBING WITH THE GENTRY**

**CHILDRENS NANNY/MOTHER'S HELP REQUIRED IN SUMMER HOLIDAYS FOR THREE SCHOOL AGED CHILDREN IN RURAL VILLAGE OUTSIDE CHESTER. FULL DRIVER'S LICENCE NEEDED WITH CAR PROVIDED. £6 PER WEEK, FULL BOARD. PLEASE CONTACT.....**

It was June 1964 and I had just completed A level exams and was awaiting results whilst working picking strawberries in a friend's fruit farm for the summer.

My mother, who had answered the advertisement in 'The Lady' had decided I needed to experience time away from home before starting on a three year teachers' training course at a college in Bath.

A few days later, having met six year old Sally, one of the three children (the other two were still at boarding school) I was installed in the nursery of a large country house in a Cheshire village, where I was to spend the next three and a half idyllic summers working for a delightful family and experiencing life with the gentry.

Apart from the three children, two boys aged ten and fourteen and a six year old girl who attended a local day school in the next village, there were three large horses (hunters called Hippo, Potter and Mus!) two fat ponies and a dog, elderly and drooling called Louis.

I learned to ride one of the fat ponies and drove an ancient land rover which I used to ferry Sally back and forth to her school and later rattled the children around the Cheshire lanes to visit their various friends who seemed to live in grand houses with uniformed nannies. Once we had tea in the attics of a castle and regularly swam in the castle pool.

I was the only 'live in staff' – a groom and elderly gardener (always addressed by his surname) lived over the stables whilst a 'daily' cleaned every day and cook visited the house whenever Colonel and Mrs C entertained which was at least once in the week and most weekends. I was required to make Sally's bed – the boys were supposed to make their own and cook the children's breakfast and sometimes provide their tea. I became very friendly with the staff and was often invited to have tea in their homes when I had an afternoon off.





On Sundays, the family split up with Mrs C who was a Roman Catholic taking the children to Mass whilst the Colonel, his mother, sister and I attended Matins in the Parish Church in the village. Afterwards I was invited for 'drinks' with their many friends in the congregation, always introduced as 'a young friend who is staying with us'. Sunday lunches were spent at the family farm nearby where old Mrs C and Col C's sister lived. We all took turns to choose our favourite roast and after we'd eaten, the cook, took the afternoon off, whilst the adults trooped to the stillroom to wash the dishes and the children were sent off to play with the kittens in the farmyard.

I was invited back every summer and great interest was shown by the family when I started my training that first September. Every new student had a 'College mum' who lived near the new incomer and Mrs C suggested I invited my 'mum' for tea at their house. What the poor girl

(who was a third year student) thought of being served tea on the lawn by the 'daily' with three children eavesdropping I never knew!

Every summer the whole family participated in the Cheshire Show by either showing the hunters or jumping the ponies. Once I got roped in to tow the trailer as the groom hadn't passed his test. Fortunately he was able to



unload the livestock! Of course, we had front seats in the members' enclosure drinking champagne and eating a picnic from a wicker basket provided by the cook. This was a great treat for me as in the past, when I had attended with my parents, we sat outside the ring eating our sandwiches from a bread wrapper and drinking diluted fruit juice from a bottle.

One summer, the Duke of Edinburgh and the comedian Jimmy Edwards were staying with friends of the Colonel

and we were all invited to watch a polo match. Afterwards, whilst the Prince was chatting to Col C the drooling dog, Louis peed in HRH's riding hat. Mrs C with a wink at me, calmly emptied out the hat when no one was looking and nothing was said. Unfortunately, I never saw if the Prince put his hat on again!

Colonel C was made Sheriff of Cheshire and a large marquee was erected in the garden for entertaining. I was asked to buy myself a 'smart frock' and I went into Chester with my mother to select one from an expensive boutique. Sometimes, I was asked to talk to the guests and other times I helped with serving drinks. Once, when I was carrying a loaded tray of champagne the Duke of G pinched my bottom! I was furious but when I complained to Mrs C I was told 'not to make a fuss' as he did it to all the young women. He wouldn't have got away with that these days!

During my last holiday with the C's – by this time I had left college and was a qualified teacher – the car was loaded up and put on a train to Cornwall. I entertained the two youngest children on the journey. At Wadebridge I was dropped off and met by my fiancé, now my husband. He was introduced and inspected by the family who had followed my romance over the past months with great interest

I kept in touch with the family for a while, but once I was married and had a family of my own, the letters dwindled to Christmas cards and as we moved house several times we lost touch.

I will never forget those wonderful summers in Cheshire when I hob knobbed with the gentry!

***Ed: I am sure other u3a members have equally interesting first jobs! I look forward to those stories!***

# Emsworth's Garden Estate!

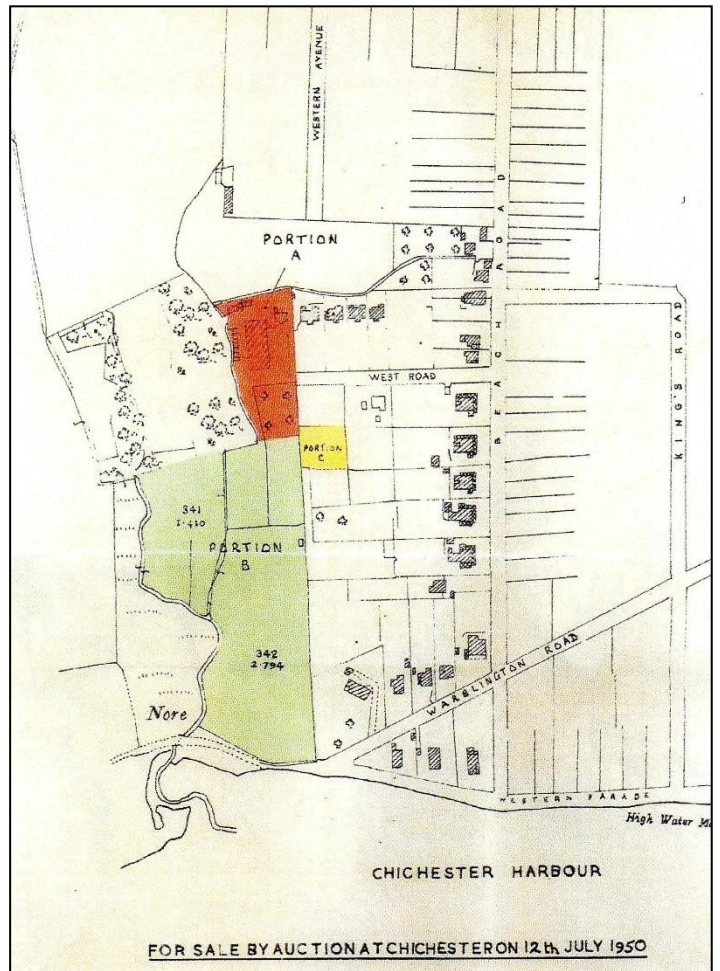
Maisemore Gardens is a 1960's development of 74 dwellings at the western edge of Emsworth, adjacent to a designated Area of Outstanding Natural Beauty (AONB). The original auction plan of the site is shown on the right with West Road clearly marked as the access from Beach Road which runs north – south in the centre of the plan

The aim of the developers, sixty years ago, was to nurture community living in a garden environment with as much open space as possible.

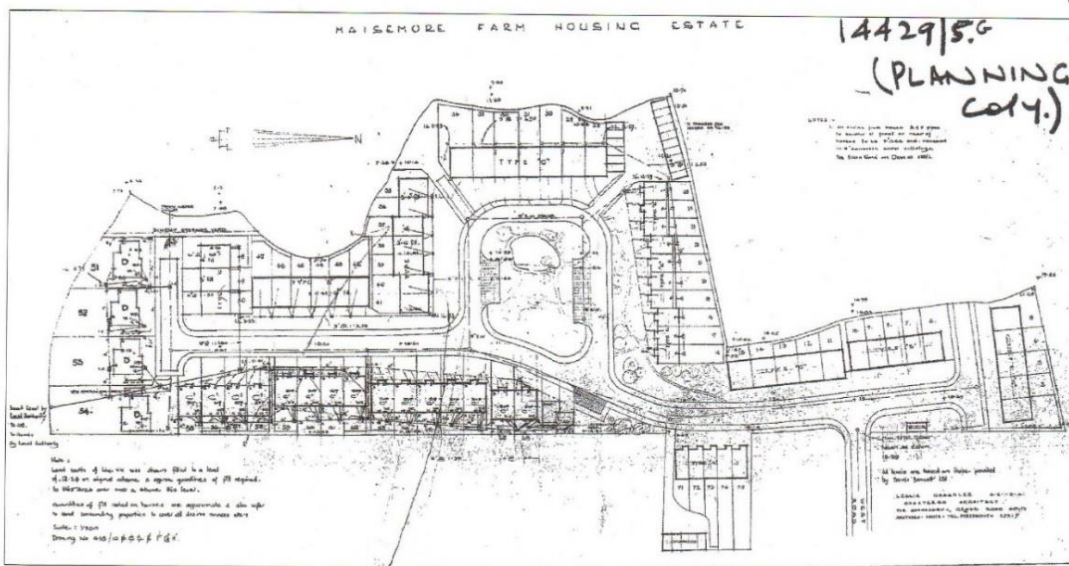
To ensure that Maisemore Gardens would be safe from future piecemeal development, the houses are leasehold (999 years originally) but significantly, all leaseholders have an equal share in ownership of the estate freehold embodied in Maisemore Gardens Ltd. Effectively this gives all members security of tenure and direct influence on the management of the Company.

A 'Friends of Maisemore Gardens' group organises highly successful social events from time to time. There is a Facebook page with general information for residents and a notice board near the green. Whilst the developers advertised these houses as being a "garden estate" obviously the main attraction

was the immediate proximity to the coastline, and a small jetty was incorporated plus a dinghy park for residents. A private gate to the shoreline is another benefit for the residents. I consulted with Ems Valley u3a members, Brenda Cottis, Maggie Gebbett and one of our meeters and greeters, Jackie Oiller who gave me help with details for this article. Then U3a member Rosie Saunders told me that they used to have their own shop!



If you look at the original plan of the estate, seen below, the sea is on your left and access from West Road/Beach



3 Road is seen bottom right. Subsequently Brook Gardens was built and a further access was provided, top right.

There is no doubt about the popularity of living on this small estate, many of the original purchasers are still there! I was told that the south shore end had to be built up considerably because a high tide

regularly flowed right up to the garden square in the centre. Reading the introduction to the brochure produced by the householders, I was interested to note that a house in West Road incorporated a large riding school/ establishment before the Second World War. This was taken over by a manufacturer – I believe for aviation parts – during the war.

One interesting statistic – the original cost of a three bedroomed house at Maisemore Gardens if you purchased from new, was around £3,750.00. You would need to pay a much greater sum today – of course! But it is easy to calculate - **just put two more noughts on that initial price – plus! More information is available at [www.maisemoregardens.co.uk](http://www.maisemoregardens.co.uk)**



## DO YOU KNOW WHAT THIS IS?

Pearl and Terry Muers sent this pic, having found it amongst Terry's old papers. Yes, they are World War One uniforms, but what is the machine? An early tractor? A troop transporter? A secret weapon to beat Kaiser Bill? We await your entries please..... (PS Pearl and Terry cannot help!)





The Church notice was sent in by Susan Resouly who in turn received it from a friend in the Apple computer Club.

Personally, I side with Adam. I never have read "terms and conditions" I thought that you just had to tick the box.....

## Highwayman or Footpad?

**Both want your money but one has a horse and the other is on foot!**



The words "Stand and deliver!" might conjure up to some images of handsome, gallant gentlemen on well-groomed horses, their faces hidden by masks, relieving carriage passengers of their worldly possessions. It's an idealized image of men who were often little more than robbers only looking out for themselves, but, oddly, it was an image that many highwaymen achieved even during their own day. For some reason, these men (and, occasionally, women) escaped the stigma that is associated with most criminals, becoming a gallant class of selfless individuals who robbed the rich to give to the poor. But unfortunately, the poor didn't

always figure into the equation.

Claude Duval was credited with being one of the first great gentlemen highwaymen. Born in France in 1643, Duval emigrated to England after meeting a group of Royalist exiles, who were laying low in France during the Civil War. Once the war was over, Duval not only moved to England, but got an intimate look at the life of English nobility. Not content to live off a servant's wage, he turned to the life of a highwayman, and he did it in some style.

One of the most famous stories about him is his robbery of a carriage on Hampstead Heath. Here, upon meeting the beautiful young wife of the elderly knight he was robbing, Duval danced with the young woman on the side of the road. He then took only a portion of the money the knight was carrying as payment for the entertainment. He was well known but, by all reports, far from reviled. After fleeing to France for a short time to let the heat die down, he returned to England and was arrested during a drunken night out.

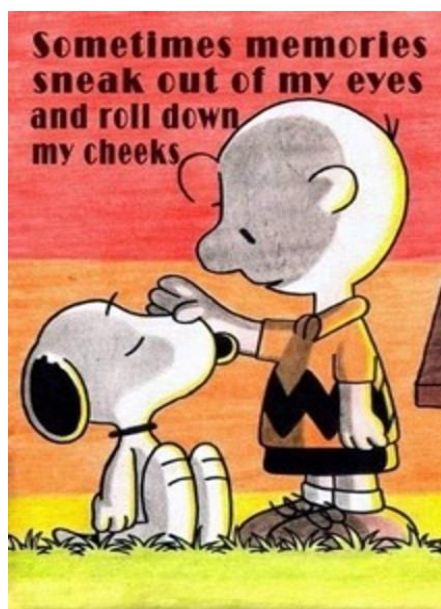
Once his death sentence was given, because that was the punishment of the day, it was said that a number of his previous victims (mostly women that had been wooed by his courtly demeanour) did their very best to speak up on his behalf to get him a pardon. It didn't work. He was executed in 1670, and his body was taken 'to lie in state' at a local tavern. There were so many mourners present apparently, that the wake had to be cut short!

At the other end of the spectrum was local boy, Jack Pitt. He operated between Havant and Emsworth on a muddy single track lane that morphed into today's A259. The history of Emsworth and Warblington by A.J. (John) Reger explains that Jack was nowhere near as 'glamorous' as Duval, being a woodman and carpenter of a kind who lived at Lordington. He was relatively honest until he met a certain Ann White who quickly found that his income was not sufficient to keep her in the style to which she aspired. In order to satisfy her, he turned footpad some time in 1807 and during the summer of that year, there were a large number of robberies in the area. The robber was always reported to be armed and told his victim to place his money or valuables in a hat by the roadside. One man who declined to part with his money was 28 year old Mr Chatfield. He was riding along the above mentioned track close to the junction of what is now Nore Farm Avenue when Jack emerged from the bushes telling Chatfield to hand over his money. The rider immediately put his spurs to his horse and rode on. Jack fired at him and wounded him, but fortunately Chatfield made a complete recovery. Things were hotting up and Jack moved his operation towards Portsmouth. Here he was recognized by a hawker who he had robbed some time before at Harting Down. Accosted

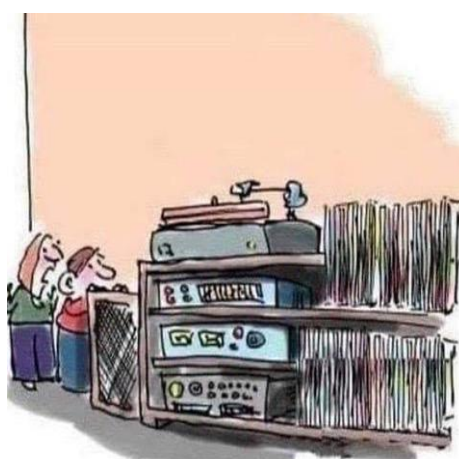
by the law, he gave away the game when the hawker said that he recognized Jack's distinctive hat! "He lies, He lies it was the other one" was the telling but not thinking reply! Jack was tried at the assizes in Winchester in 1808 and hanged on Southsea Common as a warning to others. Highwaymen usually chose lonely areas of heathland or woodland. Hounslow Heath was a favourite haunt: it was crossed by the roads to Bath and Exeter. Bagshot Heath in Surrey was another dangerous place on the road to Exeter. One of the most notorious places in England



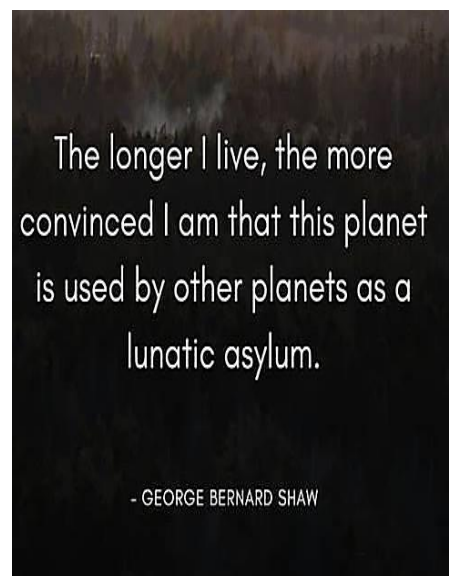
was Shooter's Hill on the Great Dover Road. Finchley Common, on the Great North Road, was nearly as bad. During the late 17th and early 18th centuries, highwaymen in Hyde Park were sufficiently common for King William III to have the route between St James's Palace and Kensington Palace (Rotten Row) lit at night with oil lamps as a precaution against them. This made it the first artificially lit highway in Britain. Now, our streets are well lit with no pistol packing holdups, just lots of traffic lights.....



Sometimes memories sneak out of my eyes and roll down my cheeks

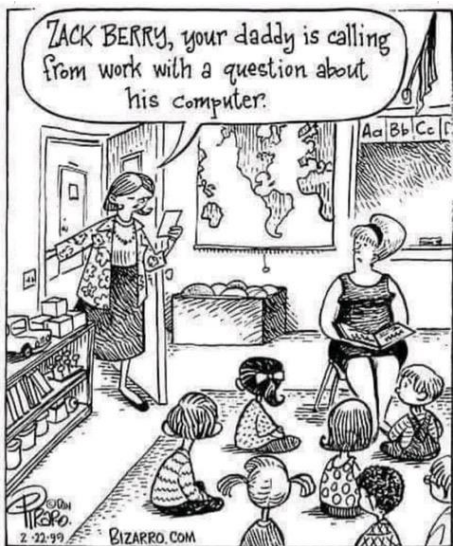


"You put a round thing on a spinning plate with a needle and then you play with buttons and knobs ... only old people know how to do it!"



The longer I live, the more convinced I am that this planet is used by other planets as a lunatic asylum.

- GEORGE BERNARD SHAW



All contributions for the next newsletter please to:

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