

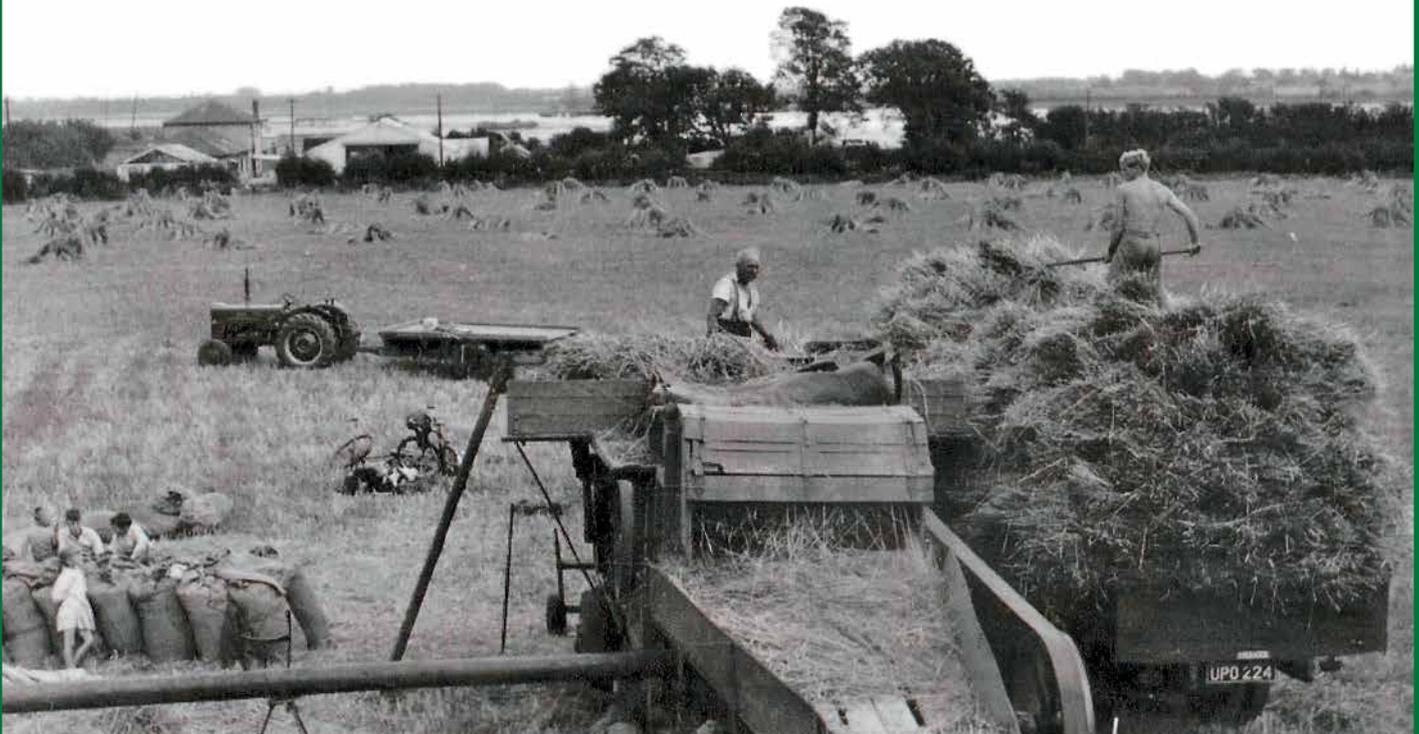
# PORTCHESTER MATTERS

Issue 15

The Newsletter of the Portchester Civic Society (Founded 2000)

Winter 2017

## Portchester - A Planning Nightmare



Portchester Lost - Haymaking on Little Wicor Farm, looking over Cranleigh Road towards Wicor Marine

by Paul Woodman

Welbourne Garden Village development was supposed to provide the necessary number of houses that the Government decided have to be built in Fareham over the next five years but, because

of the delays in bringing this project forward, the Council have been forced into looking all over the Borough to identify alternative sites. Portchester was promised that we would be safe from further major developments, but losing the Cranleigh Road appeal was a complete disaster. It has become open season for developers to push forward their

plans for not only brown field sites, but also huge swathes of greenfield sites. Sites we once thought safe. After recently receiving the Draft Fareham Borough Council Local Plan we find that there are 744 dwellings allocated to Portchester.

continued on page 2 »

« Continued from front page

These are made up of Cranleigh Road 120 dwellings, Romsey Avenue 225 dwellings, Downend Road East 350 dwellings and Moraunt Drive 49 dwellings.

Although not a Fareham development, we also have an adjacent Portsmouth plan for a further 160 dwellings on the Trafalgar Wharf site which will impact significantly on Portchester. This means over 900 dwellings being built over the next five years with little or no planned infrastructure to support all these extra residents. How are the schools, surgeries and roads expected to cope? We already have gridlock morning and evening, particularly around the Delme area.

The Draft Plan is now open for consultation so please take a look at it and comment. Local input is important to secure the best for Portchester.

## Thomas Goble's Grave

Every year, on Trafalgar Day, 21st October, Hazel and I put flowers on the grave of Thomas and Mary Goble in the churchyard of St Mary's, Portchester, on behalf of the Society. Thomas was on the quarterdeck of HMS Victory during the battle and the Society restored the grave in the bicentennial year 2005.

Paul Woodman



## Visit to Fort Brockhurst

by Hazel Woodman

On a wet and miserable day in July a group of Society members met up at Fort Brockhurst, Gosport, to have a guided tour with the Curator, Pam Braddock.

I was very curious as to what we were going to see as I believe the Fort is full of artifacts that are stored there by English Heritage. We started off with Pam showing us a very large model in a glass case of the Portsmouth and Solent area defences built in the late 1800s. Often known as Palmerston's Follies! As we walked from room to room she unveiled a wealth of treasures not normally on show to the public. It was quite mind blowing!

We ended our tour with her showing us a section of marble from Southwick Priory



A piece of Southwick Priory



Admiring the plan of Portsmouth defences



Fort Brockhurst visit

which could have been at one time in St Mary's at Portchester Castle. The final amazing artifact was a large-scale model of Sheerness Dockyard in sections, which was rescued when the Dockyard was closed. It is enormous in size and Pam hopes that one day it might go back on show at Sheerness.

Groups can visit Fort Brockhurst by arrangement or on Heritage Open Days.

## A Bus to the Castle

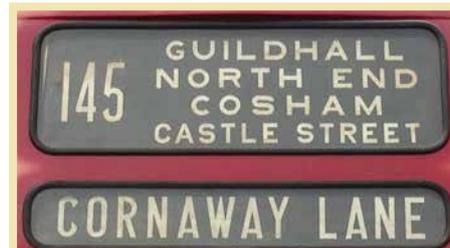
by Paul Woodman

On visiting the City of Portsmouth Preserved Transport Depot at Wicor I spotted one of the Leyland buses with the destination blind for the 145 service via Castle Street to Cornaway Lane.

Until the late 1950s the Corporation bus route ran into the southern end of Castle Street where they would turn around at the



A 145 bus turns into White Hart Lane from Castle Street in August 1969



Bus destination blind

Jubilee Oak. Rosemary Dunne recalls the crew often taking a break at the bus stop outside the Cormorant pub before continuing the return journey. The 145 service from Broad Street, Old Portsmouth to Cornaway Lane continued until the early 1970s.

The Society has photos of buses in the northern end of Castle Street but I would love to see any photos of the buses, or learn more about this service, to the Cormorant area.

# Portchester Civic Society's visit to the Palace of Westminster

by Geraldine Smith

On September 11th, a group of members and friends travelled in style to the Palace of Westminster for a tour of this historic building which brings together The House of Commons and House of Lords. We eagerly awaited our turn as we stood in sunshine waiting for security clearance. We were not disappointed! We were warmly welcomed by the personal assistant to Suella Fernandez M.P. and then by Suella herself.

We were fortunate to have been assigned a fantastic guide, who had worked here as a P.A. to several prominent M.P.'s for over 30 years. Judging by the reaction from others, as we toured the building, it is likely that she ruled them with a rod of iron!

We were shown the robing room where Queen Elizabeth II gowns up, including putting on her crown, prior to entering the House of Lords. The television pictures fail to show just how ornate this Upper House is. In contrast, the Lower House, the House of Commons seems very plain and rather drab. We learnt that it is the fault of Charles I that the



Queen is forbidden to enter the House of Commons. Another interesting fact about both the House of Lords and the Commons is that there are small speakers embedded in the backs of the seats, which are relaying the voices of those speaking. So, the next time you see people looking as if they are asleep, they may just be leaning towards the speaker to hear the debate.

We were shown the lobby where M.P.'s go to vote after a debate and learnt how the Whips operate to 'persuade' those who may be considering voting against the Whip.

Our guide also told us that anybody can enter the public area and ask to see their Member of Parliament. Indeed, she positively encouraged us to do so.

All in all, it was a fascinating morning and one which I believe, everyone enjoyed.

## Planning

Work is well under way on the former Catholic Church site in White Hart Lane. Eight homes are being built but with only 13 parking spaces, two of which are designated disabled spots. Within planning rules but totally inadequate for modern day living for 2 and 3 bedroom homes with the usual problems of local street parking. We have already noticed a large drop in bird numbers in the area due to their loss of habitat when mature trees in which they roosted were hacked down.

The former factory site in Windmill Grove is also a hive of activity with work in progress on 24 homes, a mixture of bungalows and houses.



Lidl is now well established in Portchester and the Co-op is still here despite threats to close if Lidl was approved! Unfortunately, Portchester has lost one of its oldest remaining businesses when Spencer and Penn shoe shop closed in August after serving the village for over 80 years.

Paul Woodman

## The Jewel Tower

After the Society's visit to the Palace of Westminster we crossed the road to the Jewel Tower for refreshments and a tour of this ancient site.

Built in 1365 within the private palace of King Edward III as a secure place to keep the most valuable possessions of the royal household. As the royal residence moved



away from Westminster in the 16<sup>th</sup> century, the tower became a Parliamentary record office preserving the records of the House of Lords. In 1834 the tower survived the fire that destroyed much of the historic Palace of Westminster. In 1869, the records were stored inside the new Houses of Parliament and the Jewel Tower was used as a testing facility for the Board of Trade Standards Department, determining the definitive value of weights and measures for Britain and its empire. With thanks to English Heritage for the information.

Paul Woodman

## Portchester Castle – Work on the Walls

Extensive work is continuing on clearing vegetation from the Castle's walls, although the yellow and blue covering on the scaffolding has caused remarks as to whether this will become a new Ikea store!



# Chairman's Newsletter

Dear Members,

It was good to have a wonderful summer and I do hope you had the chance to enjoy long warm days. To turn from the positive to the negative, we are living in uncertain times with Fareham Borough Council not being able to guarantee a five-year housing supply for the Borough. Unfortunately this problem has dominated our year, particularly the Cranleigh Road Inspector's hearing where the Society made a deputation knowing that a negative outcome would be a disaster for Portchester. The Inspector ruled that the Persimmon Homes appeal is allowed and planning permission is granted for residential development of up to 120 dwellings together with a new vehicle access from Cranleigh Road. In a double blow he also awarded the costs to be paid by FBC, which as ratepayers we all end up contributing to! The delay in the Welbourne development has really put a spanner in the works.



Beachwatch 2017

Armed with questions I made an appointment to see the Leader of FBC, Councillor Sean Woodward. Paul and myself met with him on Thursday 12<sup>th</sup> October to discuss the Portchester sites listed in the new Draft Borough Plan which had come out whilst we were away on holiday. Sean gave us the news that earlier that day Councillor Roger Price, Leader of the Liberal Democrats on FBC, had called in the Draft Local Plan, as they were unhappy with the allocation of dwellings within the Portchester area. This has resulted in delaying the Plan, but of course by the time you read this the Scrutiny Board, consisting of nine Councillors, will have met and decided the next move. However we did discuss the Society's involvement in getting the best designs etc. for the developments planned for Portchester.

I read that the Prime Minister wants to rule out building on Green Belt land to fix the 'broken' housing market. Unfortunately the brown field sites in the Borough, and particularly Portchester, are already being built on or have planning applications under way. To fill the Governments enforced quota of houses we have to use green field sites so where are we expected to go?

On a brighter side we still have a very supportive membership with more new members joining and a strong Committee who work hard to support me. Incidentally, we do have vacancies on Committee so if you are interested in the Society's aims then please do contact me.

We have had two excellent visits this summer, being to Fort Brockhurst and the

Houses of Parliament. Reports on the visits are elsewhere in the newsletter. Bryan Jerrard's walks down Castle Street, as part of Heritage Open Days, were enjoyed by many and again our clean up of the Portchester Foreshore in conjunction with the Marine Conservation Society's annual Beachwatch survey resulted in over 50 volunteers turning out to help.

Paul and I entered our garden in FBC's Fareham in Bloom competition in the Plantsman's Large Back Garden category and were delighted to win a Gold Medal. A big thank you to all who supported our 2017 Garden Open Day, from which we were pleased to donate £100 to the Mayor's Charities.

The Committee is very positive for the future of the Society and will continue to try to make our village an even better place to live.

Best regards to you all and best wishes for a happy Christmas and a prosperous New Year.

Hazel



Helen in Hazel's Tea Room



Gold medal!

# Portchester Castle Exhibition Updated

by Paul Woodman

Hazel and I were privileged to be invited by English Heritage to the unveiling of their new interpretation displays in the keep of Portchester Castle in July. The old displays were looking very tired and dated but have now been transformed with new boards and cabinets displaying artifacts from the Castle's history.

A new addition is the recreation of a French Theatre of the Napoleonic Era within the Keep. To celebrate the opening, members of the Past Pleasures Theatre Company put on 'Roseliska', a melodrama first performed on the 2nd November 1810 by French prisoners of war in the Castle.

The V&A museum hold the original manuscript of the 3-part play, which



Captain Charles William Patterson, in charge of Portchester Castle prison in 1810 (played by Mark Wallis)



Members of the cast take a bow



The Theatre in the Keep

was performed with music of the period from a six-piece orchestra. The stage is being retained in the Keep with the intention of staging further plays for the public. A magnificent performance and congratulations to all those involved.

Thanks must go to researchers from the University of Warwick who, for the past 4 years, have been funded to explore the theatrical endeavours of the French prisoners. Captain Paterson, in charge of the prison, encouraged the prisoners' activities and even supplied the wood for them to build the theatre. In January 1811, the Hampshire Telegraph and Sussex Chronicle reported: "The French Prisoners at Portchester have fitted up a Theatre in the Castle, which they have decorated in a style far surpassing anything of the kind that could possibly be expected. It is no exaggeration of their merit to say, that the Pantomimes which they have brought forward, are not excelled by those performed in London."

# Queen Victoria's Coronation Celebrated

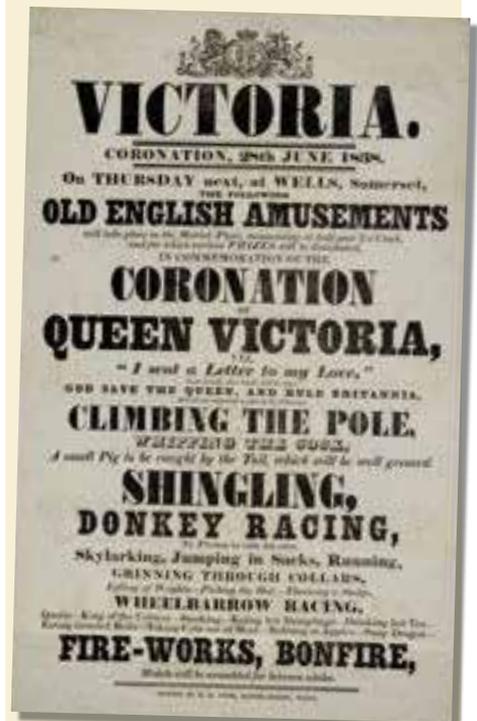
The Coronation of Queen Victoria was celebrated at Portsmouth on Thursday, June 28th 1838, with uncommon rejoicing. Music, feasting, illuminations, rowing matches, cricket, dancing; all these were included in the festivities and the inhabitants gave themselves up to two or three days general enjoyment.

In the towns and villages surrounding Portsmouth the festivities chiefly took the form of dinners.

At Gosport 1400 children, at Cosham 152 children, at Emsworth 700 children, at Titchfield 550 children, and at Portchester 130 children were treated to substantial meals. At most of the dinners the children were given intoxicating liquor; At Cosham – strong beer. At Fareham – half a pint of beer. At Emsworth – a suitable allowance of ale. At Portchester the fare was beer, pudding ale and a glass of punch for each child.

This was published in the Hampshire Telegraph pictorial Souvenir Book.

Richard Andrews



A poster advertising typical Old English Amusements at Wells, Somerset on Queen Victoria's Coronation Day

**Hazel's Garden Watering Service**

I will be launching my Garden Watering Service in early 2018 in the Portchester, Fareham and Portsmouth area.

My service will be suitable especially if you are planning a holiday and wish to keep your garden looking fresh and beautiful.

For more information please contact Hazel Woodman on 07782 446230 or fiveonthelane@yahoo.co.uk



# Explosion at Bedenham Pier

by Paul Woodman

One of the questions I am often asked at our photo exhibitions is about what happened when a major explosion occurred at Bedenham Pier, causing extensive damage to properties in Portchester.

The Royal Navy Armament Depot Bedenham was (and still is as Defence Munitions, Gosport) a major storage area for explosives. For those not familiar with the site and the pier, it is across the water from Portchester and easily viewed from the Salt Café at Wicor Marine.

Some time ago I came across a report of the incident in a magazine.

The article was written in 2003 by MOD PC John Wray, Wildlife Liaison Officer, Defence Munitions, Gosport:

"As most senior employees and local people are aware, in 1950 most of Bedenham Pier, Gosport was blown up when a depth charge ignited.

Now, thanks to the full official report being found, additional elements of the story can be told.

What follows is based on extracts from the file, some elements of which were, at the time, classified TOP SECRET and have probably never been released before.

It was not known whether the incident was due to sabotage or accident. Indeed, in Parliament, Prime Minister Atlee told the House that sabotage was suspected. Subsequently, MI5 were called to investigate. Now, thanks to the de-classification of these ancient documents, you can perhaps form your own conclusions!

RNAD Bedenham was, and still is, a major storage area for explosives, served by just a few roads, with most movements, including linkage to the pier, carried out by train (*at that time - Ed*).

The explosion occurred during the early evening of Friday, July 14, 1950. Throughout the week considerable amounts of explosives had been shipped from the pier by lighter to RFA Fort Rosalie, bound for the Far East.

At the time of the incident, 60 men were working using six cranes; 13 lighters were alongside the pier or at near side buoys, nine of which were filled with explosives. Also on the pier were 13 railway trucks loaded with Mk 7 depth charges and aircraft bombs awaiting shipment.

The lighter that ignited was inboard of the pier and two thirds full of explosives, with a strong offshore wind blowing over the lighter and onto the pier. In the lighter a depth charge was being lifted when a "muffled report" was heard, followed by a flash of yellow or blue flame. This



Smoke from the explosion; taken from Portsdown Hill (Evening News photo)

was followed by an emission of sparks and particles. No further flame was seen from the depth charge. Unfortunately, the sparks spread to cordage and spare ropes, which then caught fire. The fire took hold rapidly and the lighter was quickly evacuated.

About 10 minutes after the initial sparks, a column of smoke rose up to 300 feet into the air, but attempts to extinguish the fires were hampered by fire hoses not being rigged to hydrants. The total estimate for temporary repair and stock loss was estimated to be close on £20m at today's value. Claims from the public, predominately from the Fareham, Portchester and Portsmouth areas, continued for many years.

The depot was severely censured in the report on a number of accounts. These included out of date Fire Orders, long grass in the vicinity of magazines, hydrants not connected, out of date Depot Orders, plus the fact that external emergency services were not able to assist in the early stages due to the pier being without direct road access.

As with many such events, there were heroes. Awards for Gallantry and Bravery were given



One of the ammunition store sheds wrecked by the explosion (Evening News photo)

to, amongst others, Police Constable Walder, Skilled Labourer Willis, Police Sergeant Woods, Labourer Hamilton, Police Constable Mein, Able Seaman Bluett, Chargeman Downs and Skilled Labourer Coff. The MBE was also awarded to Mr Stobart DASO and three BEMs were awarded to Chief Inspector Marsh, PC Walder and Sergeant Woods, all of the Admiralty Constabulary. Other statements of interest in the report, included the following:- "21 railway trucks missing", "some of the missing 8 barges have been found", "the cost of replacing a 200 ton capacity lighter will be £6,000". "£77,891 of stores which cannot be accounted for", "£79,849 of unserviceable stores from damaged lighters" (all at 1950 prices). Armed with evidence as to how the tragedy occurred, was MI5 able to prove subversive activity or whether an individual or foreign power was responsible? We can now provide key facts to allow you to make up your own mind.

A statement from Mr Dampier, who was in the hold of lighter 130 when the depth charge ignited, is recorded as follows:-

"I am a skilled labourer. I was working in the hold of lighter 130 when the fire started. The second hoist had just been lowered into the hold. Webb and Rutter rolled one depth charge milk churn fashion into position. As they stopped so there was a muffled bang and a blue flash. The wooden bung from the primer tube was blown out. I am quite certain that the filling bungs remained in place with seals intact. Webb was badly burnt and Rutter's hand was burnt. I helped Webb out of the hold. Rutter and two other men in the barge also got out shouting Fire".

An interrogation of Mr Webb in hospital subsequently confirmed most of the above statement.

It appeared to the Admiralty highly likely that some sort of agent was inserted into the depth charge primer tube. The suspicion of gases escaping from the 'Torpex' filling, which was suspected initially, was now dismissed. These concerns led to the removal of all depth charge primer tube bungs throughout the Navy:- a secret report on the 21 July 1950 stated "It was premature to say whether it (the incident) was caused by accidental ignition or as the result of sabotage. The fact that the charges included new filling at Glascoed and that the one which ignited was filled on the 7/1959, is being given due weight due to the risk of gassing from newly filled charges. However, the nature of the fire is not consistent with ignition of hydrogen."

A subsequent investigation into the manufacture of the depth charges for possible malpractice identified a main contractor, Messrs Thomas Marshall of Leeds. However, other companies also supplied the casings during 1940-1945, and namely Electrolux, Sankeys, Paxman, Jenkins, Harveys and Ruston & Hornsby. However, it was not possible to ascertain manufacture details of the depth charge that initiated the explosion, and checking of the others in the same batch only confirmed various

makes and dates. What was confirmed was that all the depth charges appeared to be of wartime manufacture and that there were no records of how each one was made.

An inspection of lighter 130 was made on the 18 December 1950. (No other inspection is shown in the report, although 4 months had passed.) A working party was organised with trailer pump and hoses for washing down contents, in attendance was CSAR, DAS, CINO and a request for the civil police and MI5 to attend was also authorised. Unfortunately no further evidence to suggest the cause of the explosion was found.

After scouring the whole file, the information given in this report is all we have to make our decision on. Was it the result of a deliberate act or an accident?



The second explosion seen from the Bedenham gates on the Fareham-Gosport road (Evening News photo)

### Cause of initial fire from official report

'Nipping' of the explosives filling is commonly thought to be a main contributory factor leading to the fire. Nipping is caused when explosives are rubbed or grazed together or on another surface. That said, the board of Enquiry was quite certain, following trials and technical investigation at a later date, that 'nipping' was not the cause. However, as a result of 'revised' evidence

offered by those people on the lighter, it became clear that the depth charges were dropped from the vertical, rolled along the deck and then manhandled to an upright position. These facts led to the conclusion that a contributory factor causing fire was 'heavy handling'.

From the foregoing, readers will deduce that there are a number of key questions left unanswered.

Contained within the official report are the newspaper cuttings reporting the incident at the time, which add to the mystery. Why was Prime Minister Atlee still advocating sabotage to the press and public long after the initial cause was 'downgraded' within the War Department from sabotage to accident? Why, in the aftermath of the explosion, were MI5 brought in to investigate? Why is very little of their investigation recorded or documented within the report? Is it possible that information has been removed from the file, or is there another, second account stored deep in Government archives never to be de-classified?

Was there a cover up? The damage to stock, equipment, and the fact that all the depth charges and associated weapons worldwide were withdrawn, certainly must have compromised the nation's security. This may account for the Prime Minister publicly blaming a saboteur, rather than admit a weapon problem. Sabotage, accident or weapon fault, you the 'jury' must make up your own mind! A subsequent report in 1991 revealed that the mistakes made leading up to the pier explosion were 'as pertinent now as then'.

We must never forget the lessons of the past; hence the importance of conducting our business in a safe working environment, compliant with safe working practices, remains paramount. The lessons learnt remain as pertinent now as then.

My thanks go to Phil Jones for technical assistance in compiling this article."

With acknowledgement to John Wray, now retired, for such a comprehensive report.

Society member Ron Short, who lives close to the shore opposite Bedenham, recently

showed me a letter from Defence Munitions, Gosport giving him instructions on what to do in case of an emergency. It appears that this is still sent periodically to residents within a certain radius of the establishment.

Hazel Woodman lived in Kent Grove and, when the explosions went off, was sent to the old air raid shelter in the garden as her father thought another war had broken out. Their old metal-framed windows never closed properly after the blast and her mother was upset because the washing on the line was ruined by the debris and oil that rained down on Portchester.

Whilst researching this article I found online another account, written by Alan Baptist;

"Peter Maw was talking about the explosion up the harbour. It was a barge full of mines at Bedenham Pier. What's left of the barge can still be seen at low tide. A funny story was, it was pay day (Friday) and one of the workers had just got his wages, put them in his wallet, which he kept in his jacket. He hung up the jacket in the little hut on the pier for safekeeping. After the explosion, when the area was all clear to go in, he went to get his coat but there was no hut. Thinking 'that's his money all gone', he went home. A while later he was summoned into the office where he was given his coat and wallet with the wages in, which were found by someone in Portchester."



Bedenham Pier today

## Diary of events

### 14 July 1950

**6.00pm** Depth charge emits a flash and ropes catch fire.

**6.16pm** Attempts to fight the fire fail due to lack of readiness.

**6.25pm** Men withdrawn from the pier. Intermittent explosions occur.

**6.47pm** The first and most damaging mass explosion demolished the centre of the pier and resulted in extensive damage to buildings in Bedenham, Frater and the outside area by air shock. Lighters sink and the fighting of fires hampered by no road network.

**7.15pm** A second mass explosion causes more debris and fire fighting was hampered by large numbers of unexploded bombs scattered around the area.

**9.00pm** All visible fires out but small fires ignite throughout the night.

### 15 July 1950

**9.00am** Injuries to staff were light with only 6 people requiring treatment for minor burns and bruising.

The Portsmouth Evening News report on the incident published the next day, Saturday July 15, 1950 gave a list of casualties and from that I list the Portchester residents injured.

Captain John Lumsden, Royal Marines of 32 Orchard Grove (cuts to head and arms)

John Gardener of Orchard Grove (cut left knee)

Mrs Gladys Swatton of Flat 4, Cranleigh Road (cuts to face, head and nose)

Evelyn Hawkins of 11 Olive Crescent (cut to knee)

Mrs Ada Lewis of 4 Carberry Drive (cuts to left hand)

Richard O'Neill of Inglenook, Fareham Road, Portchester (cut fingers)

June Bishop of 118 Crossways (injury to left arm)

Gerald Glanville of Beaulieu Avenue (injury to shoulder)

## The Revd. Christopher F. Cardale

### Vicar of St. Mary's Church 1956-1969

Some memories of St. Mary's former vicar can be a result of his sporting prowess. He was believed to have been a Rugby Blue and was quite a good cricketer. He and the curate both had particular sporting interests. Christopher in the cricket season only took weddings etc. that could be completed by 2pm whilst the curate would only officiate Wednesday

mornings. This arrangement was to enable Christopher to play cricket for Portchester in the Castle Grounds whilst the curate would be enabled to go sailing at Portchester Sailing Club.

It was not unusual on a Saturday in the cricket season just after 2 o'clock to see the vicar leaving the Church from the North Transept exit just after 2 o'clock, rushing across the churchyard then nipping over the wall in haste to reach the dressing room housed in the battlement next to the water gate, already wearing his white flannels under his cassock. By which time the bride and groom may have just been emerging from the Church. He was a very reliable and popular opening bat known to his teammates as Vic. Afterwards he always joined his teammates in the Snug

of the Cormorant before retiring early to finish his preparation for Sunday services. On a Sunday he did sometimes turnout if the Club was short but would only play until teatime because of Evensong as these games were always played away from home.

He will also be remembered for his initiative in starting up rugby using the Community Centre land next to White Hart Lane as a training and playing area, now a housing estate.

He was so dedicated to his pastoral duties that in haste he would place his pay cheque in his shirt pocket where it would quite often stay until his shirt was about to be washed.

**Contributor - David Williams**

## PROGRAMME OF EVENTS 2018

### Tuesday 16 January

The Fire & Rescue Service  
by Martin Earl

### Tuesday 20 February

The Role of the Royal Navy  
in World War 1 'Jutland'  
by Christopher Knox

### Tuesday 20 March

Life Below Decks in the Royal Yacht  
by Lt Cdr Mike Hill

### Tuesday 17 April

'It will all be over by Christmas'  
and the inspiration on writing the  
Mudlarks book  
by Margeret Foster

### Tuesday 15 May

Great Expectations  
by Nigel Jardine, Langstone  
Harbourmaster

### Tuesday 19 June

Portsmouth Hill,  
A Biodiversity Hotspot  
by Richard Jones, Countryside Officer

### Tuesday 18 September

The Artillery in the  
Fort Nelson collection  
by Phil Magrath, Curator

### Tuesday 16 October

The Rise and Fall  
of Emma Hamilton  
by Dr Bob France

### Saturday 10 November

'Memories of Portchester' Exhibition  
Parish Hall, 10am - 4.30pm

### Tuesday 20 November

AGM & Ladies in the Navy  
by Katy Goodwin

**WE WELCOME  
NEW MEMBERS  
AND VISITORS**

**PARISH HALL  
CASTLE STREET  
PORTCHESTER  
PO16 9PY**

## PORTCHESTER MATTERS

**The Newsletter of the Portchester Civic Society**

Founded 2000 | Registered Charity No. 1090509

Member of:

CPRE (Campaign to Protect Rural England); BTCV; NCVO; Solent Protection Society;  
Hampshire Buildings Preservation Trust; Portsmouth Harbour Conservation Group

For further information please contact our Chairman Hazel Woodman: 02392 382778

[www.PortchesterCivicSociety.co.uk](http://www.PortchesterCivicSociety.co.uk)