



Issue 14

July 23, 2020

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From the editor

Dear all,

We had a good Zoom committee meeting last week, it was good to see everyone even if it was only virtually.

Things seem to be relaxing now with more freedom allowed using a mask.

It doesn't look as if the social distancing bollards have been welcomed in the town by the traders. They were put up by Shropshire Council to protect the public. However as they are a hazard to the older residents we will ask to have them removed.

Michael Anderson’s family have had a bench installed in the gardens of Trimpey Court and will be there on 25th July at 1 pm to meet any of his friends and have a small tea. So anyone who is free Please pop in to meet Ingrid and her brother.

I still need items for the newsletter, anything you have done, a few lines about a holiday you had, or what you did during Lockdown.

Keep safe

Paul

From the Crow’s nest

Dear Probus friends,

Most importantly I hope that you and yours are staying safe and have masks at the ready. As a motorcyclist I am considering whether a crash-helmet meets the criteria for masked-shopping from this Friday onwards but guess not. Suddenly yet another week has disappeared over the horizon and the tasks left undone at home are those that were at the top of the priority list in March! The shed, roof, garage and garden have never had so much care and attention let alone rationalising. At last the fishing rods have been dusted off and been shown the water.

Thanks as ever to those giving their time to keep in touch with other members. Our first Zoom Committee meeting went ahead last week and Fred was showing off his high-fashion braces which up-staged the rest of us! We have agreed to extend the date for the AGM if necessary until a time when we can safely hold it face to face.

I hope everyone has got their masks at the ready, I gather that there are some available with a see-through panel at mouth level to enable people to lip-read, sounds sensible.

Very best wishes to all, stay safe and well,

Jeremy  
President.



Andre Previn: Playing All the Right Notes! A tribute from the Morecambe ...  
<https://youtu.be/uMPEUcVyJsc>

## Doing our bit Part 6

So one day I went and got a travel warrant to the transit camp in Calcutta, the same route as before, Train, Ferry and Train, but this time with a mosquito net and feeling much stronger. On arrival at the transit camp I was told that the Squadron was still at Chaklale and the next day I managed to get a lift to the Squadron with the ration Lorry.

On arriving back some of the lads were surprised to see me because they had heard that I had died from Typhus. They were all extremely busy doing operations to enemy targets every other day and a new Wellington Squadron No99 was operating with us on the other side of the Airfield doing raids on the days we did not operate so between us we were taking Bombs to enemy targets every day. Gradually our Squadron was losing Aircraft steadily either by enemy action or getting worn out. Then suddenly we were told to hand over our remaining Wellingtons to 99 Squadron and we would be moving to South India to be converted to a heavier Aircraft. In a couple of days I was put in the advance party and flown to a place called Kerala, which is just below Bangalore. Very soon the rest of the Squadron joined us. We were to fly American Liberator Aircraft, and in the next few weeks we were shown all about them.



They are a much larger Aircraft than the Wellington, with a nose wheel instead of the tail wheel we were familiar with, and a big fat belly which carried a much bigger Bomb load, including 1,000lb Bombs. As the weeks of instruction progressed everyone was getting enthusiastic and beginning to like the Aircraft.

While we were in Kerala a few of us managed to get a lift into Bangalore and went to the Cinema and saw a film called "Sweet

Rosie O'Grady" it was a very good Film. It was a lot cooler down in Bangalore so we were wearing long sleeved shirts and long slacks. Of course we paid the usual visit to the Barbers Shop and had our hair cut, Shampooed and a Face massage etc to make us feel good. At the end of a nice pleasurable day we headed back to Kerala to continue our conversion course. Air tests were different because the Plane was bigger and fatter than the Wellington and contained more guns. It had 4 guns in the front turret, 4 guns in the rear turret, 4 guns in the Mid Under turret and 2 beam guns which fired out of the side of the Aircraft. Needless to say the RAF cut out a lot of the Armament guns and ammunition and replaced them with a heavier Bomb load. These Planes also needed a larger crew including a Flight Engineer and a second Pilot. After about 6 to 8 weeks we completed our conversion course and an advance party was chosen and left but we didn't know where they were going.

This time I was chosen for the main party and we left Kerala by Train, not knowing where we were going. The Train journey took about 4 days and we had our usual experience of being plagued to death by Cockroaches and Bugs. I must point out at this stage that Troop Trains were always pulled into small sidings to let service Train pass and so we could brew our tea and have a meal. We finally arrived at our destination which we found out was an Airdrome called Jesore. The runway was much longer and wider than Chaklola, and the dispersal points were larger. A few weeks were spent in Bombing up and de Bombing plus air tests and generally getting familiar with the guns and gun turrets. At last we started operations going deep into enemy occupied territory such as Mandalay and Rangoon. I remember one particular incident when one of the Aircraft I looked after was hit by shrapnel over the target and was limping home because the engines were misfiring, the Skipper ordered the crew to bail out. The rear gunner was the to go first and he obeyed and as he was reversing his turret to jump the engines picked up again, but it was too late to stop and he fell into the Jungle all on his own only to watch the Aircraft flying away. The Aircraft got back safely but we never heard what happened to the poor Air Gunner. Lots of Aircraft came back with bullet holes or shrapnel holes in the underside of the Wings or around the Fuselage.

One of the Aircraft I looked after returned with the Rear turret blown out and the Rear Gunner dead. The sortie took place against Locomotives and Bridges on the Moulonein Bangkok Railway in January 1945, the Aircraft took a direct hit at the extreme rear of the Fuselage immediately in front of the Rear turret from a concealed Bofors gun. There was a hole approximately 2ft square blown in the Fuselage dislodging the Rear turret. Squadron Leader Beaden was the Pilot and under extreme conditions he nursed the Aircraft back to base, but unfortunately could not save the life of the Rear Gunner. The Squadron Leader was late forty years of age and a very steady unflappable Pilot, one of the best.

I forgot to mention that, when we were flying Wellingtons we had a visitor to the Squadron. He was Admiral Lord Louis Mountbatten he got us all together and gave us a moral boosting talk. He told us all about the invasion of France in June 1944 and as far as he knew to be the present position of the War in Europe. He went on to say that he came over to take command at the British Forces in S.E.A.C (South East Asia Command). His headquarters would be in Ceylon, now known as Sri Lanka. Now that the War in Europe was nearing its end we in South East Asia would be getting more equipment and manpower he said we would see great changes in the near future. He told us some RAF news in Europe about Group Captain Cheshire who flew Mosquito Aircraft as Pathfinders. The Aircraft was made of Plywood which made it very light and allowed it to fly at high speeds. In fact it was the fastest Aircraft in the World at that time.

**Cont. page 3**

Apparently the British and American troops were making great advances toward Germany and the Russians were doing their bit on the Eastern front. Up to this moment in time we in the South East Asia Command were known as the forgotten Army with a make do and mend policy, patching up the Aircraft as best we could, in some cases righting an Aircraft off the service others in the Squadron. Luis Mountbatten went on to say that very soon things would change and he would make sure that we would get all the supplies and materials we needed including more manpower. After he left us we had a lot to talk about but a lot of the lads wondered whether it could be true or just propaganda, however time would tell. In the meantime, we continued with our Bombing routine doing regular raids deep into South Burmese communications links such as Rail, Roads in Rangoon, Prone, Toungoo and Pegu etc. Then all of a sudden, the Squadron got orders to move, but we had to leave our Liberator Aircraft behind. We moved to an Airdrome in Northern India on the border with Afghanistan called Jalabad. There we found a fleet of 14 DC10s which we called Decotors. The idea was for us to get to know these Aircraft and fly them into Burma to be used for dropping supplies and maybe Paratroopers. Of course these Aircraft were not Armed with either guns or Bombs so we Armourers would not be needed. Some of the Armourers went to other Squadrons. But most of the original Armourers who left Glasgow on HMS Ormond stayed and we learnt how to load the DC10s with supplies and Paratroopers. It wasn't long before we had our marching orders to go to Calcutta transit camp, then hopefully to Singapore. So we boarded a Train one morning for Calcutta but on reaching Lahore Station late in the afternoon we were told we would have to change Trains, so we got off the Train we were travelling on but there was no other Train available.

We all got our bedding out and slept on the Station platform which was not an unusual sight



in India. When we awoke in the morning we had some very pleasant news, we were told that the War in Europe was over and Germany had signed a peace treaty. At first no one would believe it until someone let us see a short Film recording of the victory celebrations in London. We were all really pleased and started dancing around, but we were soon brought back to earth by the duty officer who said that our Train had arrived and we had to get onboard and proceed with our

part of the War. The Train took us to Calcutta Transit camp where we had to wait for a Troop Train to take us further on. It was in the Transit camp that one of the Sergeant Armourers organised a Liberator Bomber which was going to the UK and would take six passengers.

Now we had been in India for 4 years, so he picked out 3 of us lads who had come out with him in 1941 and we boarded a Lorry and were taken to Dum Dum Aerodrome Calcutta and climbed into the Bomb bay of a Liberator Aircraft and started our long journey to the UK.

From Calcutta we headed to Karachi, we spent a night there and refuelled the Aircraft. In the morning we took off for Shyba, where we arrived at an almost deserted Airstrip. However we managed to refuel, sleep the night and took off the next morning. Our next stop was Lidia Airdrome in Palestine. Here we found a lot of trouble between the Jews and Arabs, the Jews were looking for somewhere permanent to stay because after the War with Germany theses were the lucky ones who managed to escape. They were looking for a piece of land in Palestine I think, and they were prepared to commit any act of violence to get it, such as sabotaging Aircraft. In fact, they had tampered with the Wings of the Aircraft that took off in front of us, but the Pilot managed to stop it on the runway before getting airborne. Thank goodness, we managed to take off safely the following morning. We had two nights in Lidia, our next stop was a Castle Benito in North Africa. We stayed there for one night only and everything went well.

**The End**

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**Postscript**

Who was Joe? For the keen readers who haven't already guessed Joe was my father. Joe passed away In September 2014 at the age of 92, while I was going through his papers I found 25 pages of his close hand written notes. I was just about to bin them when after reading the first paragraph I realised that this was his Memoir of the war. I have typed the story as he wrote it without any attempt to edit it. It was obviously written over a long period of time and some things are repeated, and some of the spellings of place names could be spelt wrong. After 4 years of separation, in November 1945, with a special licence Dad married his Sweetheart Anne Latham, and they remained together for over 60 years.

To give it some flavour I also added some of his Photographs, taken during his Indian adventure.



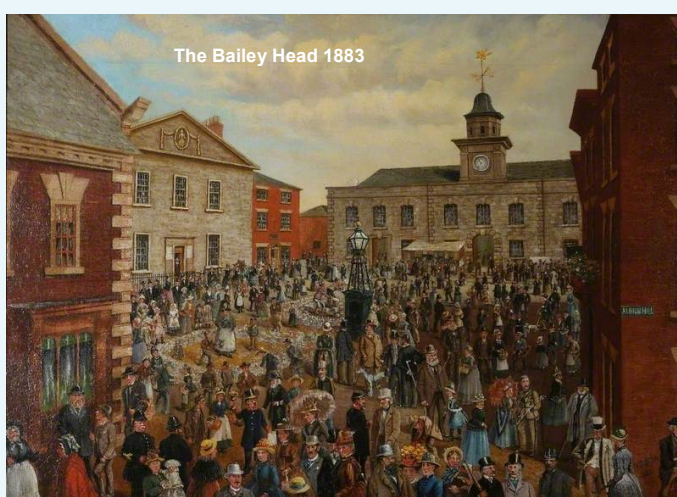
## Picture Gazing *by Mike Grundy*

One of life's pleasures is to wander round an Art Gallery looking at paintings. There are many to like, and many others to walk by quickly. We can admire the painter's skill, the beauty of the picture or the story behind it. Now that lockdown is easing the galleries are open to visitors again but there comes a time in life when the thought of travelling far afield begins to lose its' attractions, particularly if the destination is London.

An alternative way is to browse the internet, particularly if you have a desktop computer with a large good quality screen. Another way is to stream from your phone or tablet to your television if you have the know-how. There are many sources to browse but my favorite is the **Google Arts and Culture** website. <https://artsandculture.google.com>

The Google site is amazing in its size and breadth of topics. For example, in the "Museums and Galleries" section there is access to the collections of over 2000 Institutions. In many it is possible to take a virtual tour. There are many other sections to browse, including virtual tours on "Street View" of places you may have been to, eg Rome or the Grand Canyon, and other places you may have wanted to see but never got there (the South Pole?).

Closer to home is **Art UK** <https://artuk.org> which lists and illustrates every work of art in the UK which is in public ownership, and that's a lot. A total of 3200 venues includes not only museums but places like government offices and town halls. Ellesmere doesn't score but in Oswestry there are paintings in the Railway Museum and the Guildhall.



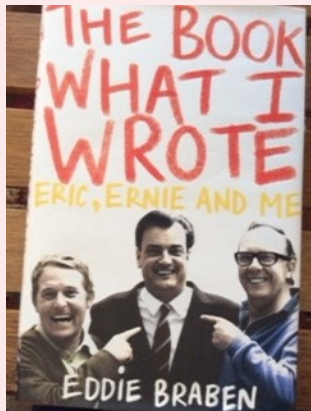
Most paintings have much more of interest than can be discovered simply by looking, however expert the eye. As examples just google "**National Gallery Talks**" for half hour talks on at least 60 well known paintings in their (our!) collections.

I think that I have given enough information to keep us all occupied and engaged until the end of lockdown and beyond, but in the next issues I would like to describe some of my favorite galleries and some favorite paintings. Unless Boris sets us free.

Mike Grundy

A book what I read..

In an effort to avoid some of the drivel on the news I took time out to read **“The Book What I Wrote, Eric, Ernie and me” by Eddie Braben**. Eddie was the comedy writer who underpinned the catalogue of those memorable sketches performed so brilliantly by Morecambe and Wise in their unforgettable TV shows spanning 1969 throughout the 1970’s. Their professional relationship was so close and effective that the three of them were known as the “Golden Triangle”. We all have our memories of the shows, especially the Christmas Specials which drew record audiences. This book though is a brilliant insight into their personal interactions and has an almost continuous flow of comical anecdotes, Eric famously saying to Eddie in his dressing room :



“We are like politicians - we get paid for telling lies”!

Eddie spent his latter years living near Pwllheli in North Wales. This book is riddled with comedy quotes, the story of their time together and never fails to raise a smile.

Eric: If you want me to be a goner, give me an LP by Des O’Connor.

Ern: Just look at that nose! It’s just like Concorde coming out of a hanger.

Eric: Where did you buy this LP?

Ern: Boots.

Eric: Did you need a prescription?

Ern: I got it from the poisons counter.

Highly recommended for a bit of light entertainment.

Jeremy

## **DOGS** *By Tim Potter*

Stray, unwanted, you name it they seemed to be landed in my care when I was a policeman .

Punch was a cross between a Mastiff and a Ridgeback, his owner was leaving Rhodesia and asked me to look after him. He was quite a brute, he would go off hunting and come back with porcupine quills up his nose which I had to remove with pliers. Working in the station one morning, Punch dashed out down the gravel road and brought down a Bushbuck, the animal was somewhat bigger than him but he greeted a Duiker (small deer, half his size) as a friend. Once he came back with a big open gash across his shoulder, probably caused by a male baboon with large incisors, Punch used to chase them across the bush. I took him to the nearby Mission where the Mission doctor stitched him up.

Inevitably one day he did not come back, probably due to an encounter with a snake. Then there was Bess a Bull Terrier who I was asked to look after, quite fearless she used to chase trucks and was once run over by an army Land Rover front and back wheels . She was quite bruised but the next day was chasing vehicles again. She was very interested in an injured Rhino who was in a stockade recovering from being snared, unfortunately the antibiotics did not work, and the Rhino died. Sadly Bess died of trypanosomes (sleeping sickness) Later in Salisbury we had an abandoned scruffy unkempt black dog. After cleaning up and clipping the vet stated Pansy was a poodle. She was quite lively, chasing guinea fowl, and diving in any swimming pool she was introduced to. When we left Rhodesia, the couple who took over our house wanted to keep Pansy which was a relief to us that she would be staying in her own home

We came back to England where dogs are pets, and after settling in we obtained a rescue chap, a Jack Russell crossed with a Collie a thoroughbred ‘Jolly’. We called him Wruff he ate a lot of post, so we trained him to eat the correspondence in brown envelopes. He was fifteen when he died.

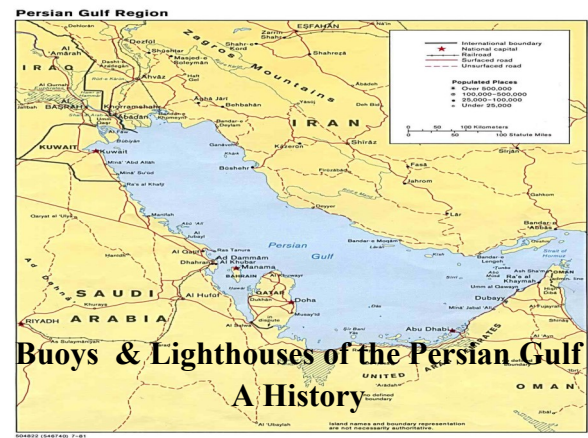
After a while we went to the Dog Trust, and you can’t visit that establishment without getting a dog. We intended to get another small Jack Russell type, and came away with a large hairy Lurcher, one year old and very active. Angus loved life, chasing lots of rabbits but only catching one. He did try climbing trees when chasing squirrels, but this was a dismal failure, he was good fun and it was sad when he grew old and died at the ripe old age of fourteen, after having survived cancer nine years previously and being treated at Liverpool University’s Leahurst Veterinary Hospital on the Wirral.

With great authority I laid down the law “We are not going to have another dog”. So we now have a rescue girlie Lurcher dog called Maisie who I must admit is quite nice and very fast, and ensures that I get two walks a day.



**So DOGS RULE.**

**A brief history of Marine Navigation in the Persian Gulf**



During the summer months with temperatures averaging 45 to 50°C the Persian Gulf is known to be one of the hottest places on the planet. It is also in this region that many academics believe that early civilisation began.

The Gulf is some 620 Miles long with Iran covering most of the Northern coast, and Saudi Arabia most of the Southern coast. It is connected to the Gulf of Oman in the East by the Strait of Hormuz and its Western end is

marked by the major river Delta of the Shatt-Al-Arab which carries the waters of the Euphrates and the Tigris. The Persian Gulf is about 34 Miles wide at its narrowest, in the Strait of Hormuz and 160 miles across from the UAE to Iran. The waters on the Southern side are very shallow, with an average depth of 35 metres, with the numerous sand banks and reefs this does not leave much leeway when Tankers today have an average draft of 25 metres. But on the Northern side along the Iranian coast the waters are 100 metres plus in depth. It is a known fact that the Gulf Arabs were using boats as long ago as 7 or 8,000 years. Very recently a 7,000 year old boat built of Reeds and Tar was found in Kuwait, Oil and Tar bubbles up from the ground naturally In that region.



In 1978 Thor Heyerdahl of the Kon Tiki fame and his team built a Reed & Tar boat with the Marsh Arabs in Southern Iraq. (In 1991 Saddam Husain drained the marshes of Southern Iraq as a reprisal after his failed invasion of Kuwait, therefore wiping out the home land of the ancient Marsh Arabs) Thor Heyerdahl named the boat 'Tigris', he then sailed it from Iraq through the Gulf, stopping at Bahrain and then round to Djibouti where he beached

and set it on fire it as a protest to all the wars in the world in 1978. The reason he chose Djibouti was because it was the only place in the area he and his crew was allowed to land. The Persian Gulf and its surrounding countries were a relatively quiet backwater up until the early 20<sup>th</sup> century when oil was discovered. Beside the odd war and invasion for centuries the Gulf Arabs main industry and trade was diving for Pearls, harvesting Dates and selling Slaves, plus the odd bit of Piracy, which was mainly in the Eastern Gulf where the waters along that part of the coast are very shallow. The Arabs exported the Pearls & Dates from the Gulf and imported the Slaves, mainly from Madagascar & East Africa. The Pearl industry ended in the 1920s & 30s with the invention of cultured Pearls, but Dates are still exported and I expect a bit of Slavery still carries on, but to my knowledge there is no Piracy in the Gulf today, instead there is a vibrant smuggling industry in the Eastern Gulf Smuggling electronic goods and Cigarettes from the UAE to Iran.

From 1763 until 1971, the British had maintained varying degrees of political control over most of the Persian Gulf states, this goes back to 1622 when with the support of the British fleet Shāh Abbās, the Persian emperor expelled the Portuguese from the Gulf. In the days of the Empire and before the partition of India the Gulf region was administered by the British from India with the help of the Indian Marine. Until the 1960s there were no large ports in the area, just small fishing harbours so any larger shipping had to Anchor off the coast and any exports or imports were moved to and from the shore in small boats or barges. In the early 1900s with the exploration for oil, and then the discovery of oil, first in Iran in 1911 the area started to take off commercially. In 1909 a committee called 'The Committee of Enquiry on Lighting and Buoying of the Gulf', was set up by the British government. They recognised that to improve navigation in the Gulf a major lighthouse should be established on the Mussandam Peninsular to guide vessels through the strait of Hormuz, plus a second one on Lesser Tumb Island, with various buoys to mark safe anchorages, such as the Shatt-Al Arab anchorage, and other major places like Kuwait, Bahrain and Dubai.

While the construction and operation of Lighthouses had by the 1900s been pretty much perfected, the lit floating aid was a different prospect. In 1904 Gustav Dalén a Swedish national started to study this problem. He started with Acetylene Gas, he chose this because it burns with a bright white light with no smoke. In 1906 Gustav Dalén became chief engineer at the Swedish Gas Accumulator Company (AGA) and in 1909 he was appointed the managing director for the company. He developed a safe way of storing Acetylene Gas in a cylinder by absorbing the gas in a porous mass, this prevented explosions. (the porous mass was made up of Asbestos & Charcoal packed tightly in the cylinder). It was ironic that in 1912 he was himself blinded by an explosion during the course of an experiment, but this did not deter him. In 1929 he invented the AGA Cooker. Most of the testing for the cooker was done in his kitchen, at home but he never saw it with his own eyes. His family helped him with the development work, by checking the temperatures, airflow etc.



His family helped him with the development work, by checking the temperatures, airflow etc. Gustav Dalen, had a very distinguished career, winning a Nobel Prize for Physics in 1912 when he developed a system of Acetylene gas powered Marine Navigation lights capable of operating reliably for one year without servicing.

The early buoys with flashing lights were powered by acetylene gas, at that time the gas was made by a self-generating Acetylene system, which today would certainly not even get off the ground. It was a very crude system, basically raw Carbide was shovelled into the buoy, and vales in the hull of the buoy allowed water to mix with the Carbide so producing Acetylene gas. The buoy was charged with Calcium Carbide by first drying the inside of The buoy completely, and then applying mineral oil to the sides of the buoy to prevent sparks. The Calcium Carbide was then slid through a canvas chute into the chamber. This was a very risky business. Even with the best precautions the risk of explosion existed, and this operation was usually carried out onboard a ship when at sea, where the buoy could be jettisoned if there was any problem. Certainly by 1920 all the buoys in the Gulf and the rest of the world had been converted to hold Acetylene gas cylinders which held the gas safely.

By the 1980s there were over 600 lit buoys in the Gulf and in the 1990s they were all converted from Gas to Solar power using Photovoltaic panels charging a 12 Volt battery.

A typical Buoy is held in position by a two legged Bridle attached to the buoy body by two eyes welded to the hull, then via a Swivel piece to the mooring chain this is then attached to a sinker weight. The chain is usually 1 ½ inches in diameter with the sinker weighing around 2 or 3 ton, made of either cast iron or concrete. It is the chain that holds a buoy or a ship in position and not the sinker or anchor. The idea is that there is enough slack chain in the mooring so the buoy doesn't snatch on the sinker during Spring Tides or in rough weather which would cause the buoy to "walk" out of its charted position. In very deep water to cut down on the weight of chain used, Polypropylene Rope is used for the riser, plus Chain for the thrash part (this is the area of chain that rises and falls with the Tide and seas causing wear). The average tidal range in the Gulf is about a 3 to 4ft rise and fall, as a rule of Thumb the length of chain used is double the depth of water. This is similar in other parts of the world even were the tide has a larger range, such as in the Bristol Channel where there is an average rise and fall of 30 ft.

From the late 50s and onwards to improve the navigation marks in the anchorages at the major ports and increase the range of the flashing light from about 8NM to 15NM a number of Light-floats were built. These were basically a 50ft long barge with a 30ft latticework tower bolted to it.

By 1914 the Indian Marine had erected two large Lighthouses one on Tumb Island which at the time was owned by Ras Al Khimah. But in 1972 the day after Harold Wilson pulled the British troops out of the area The Shar of Iran's navy took the Island and evicted the villagers that lived there. (It is still in dispute today). This lighthouse was pulled down by the Irainians in 1974 and a new Beacon tower erected, so not much is known about the building of it.

The second Lighthouse is on a lump of rock named by the British as Quoin Island (its Arabian name is Didimar.) The island is wedge shaped with the Lighthouse built about ¾ the way up the slope of the wedge.



The name Quoin was given to the Island by the crews of the early sailing ships when the Gulf was first charted by the Royal Navy.

A Quoin is the name given to the wedge used to change the elevation of the barrel of a Cannon. The Second Order Lighthouse was built by Chance Brothers of Birmingham & fitted with a Second Order Fresnel lens array. The Fresnel lens was originally developed by French physicist Augustin-Jean Fresnel. (A lens with a focal length of 50 cm or 0.5

m would be classified as a second order lens.) The Lighthouse structure is made of Cast Iron comprising of 5 hollow Cast Iron legs each about 20ft long (the walls of each leg is 1 inch thick) surmounted by a Cast Iron round fuel room with the Lantern house on top of that. The Light was powered by pressurised Kerosene (just like a large Tilley light). The mantles were not pre-formed and were hand knitted.

The Fresnel lens which weighed about 2 tonne floated in a narrow trough of Mercury making it virtually frictionless to turn. ( it could be turned from stopped with one finger) .

The entire lighthouses were first built in Birmingham then it was stripped down and shipped to site. Over the two years it took to erect the Lighthouse there were at times over 200 men living on the Island. A number of them died and were buried on the Island. The graves are still there. But another, a Chance Brothers engineer Albert Wood, was taken ill and carried to Muscat in the Royal Indian Merchant Ship Elphinstone, unfortunately he died there in August 1912 and was buried in the Christian cemetery in "Cemetery Bay" Muscat.



*To be continued*

## General Knowledge Quiz

1. In Spain what is the word for an afternoon nap?
2. Who wrote "The Pit and the Pendulum"?
3. How long is there between rounds in boxing?
4. Which public school did Sir Winston Churchill go to?
5. What is the thirteenth letter of the English alphabet?
6. Which is the largest land carnivore in Britain?
7. Who made the album "Confessions on a Dance Floor"?
8. Which UK driver won the F1 World Champion in 2008, 2014 and 2015?
9. Which country does Bryan Adams come from?
10. Who was known as the lady with the lamp?
11. What is the plural of the word sheep?
12. Where in a horse is the coffin joint?
13. Which substance is most used for pencil lead?
14. To ten years either way, in which year did Charles Dickens die?
15. What name can be a lettuce or a mass of floating frozen water?
16. Which vegetable did Sir Walter Raleigh bring to England?
17. In the strip cartoon, what is the name of Snoopy's brother?
18. Soyuz was the name of a Russian spacecraft, but what does the name mean?
19. Which lady became George W. Bush's Secretary of State in his second term of office?
20. In Shakespeare's "Othello", who is the female lead?

**Answers page 10**

## July 23 is Vanilla Ice Cream Day.

Celebrate this unofficial holiday of unknown origins by eating as much vanilla ice cream as you want without any guilt.



Made by freezing a custard of cream or milk, sugar, eggs, and vanilla beans or flavouring, vanilla ice cream is the most popular flavour of ice cream in the United States and Canada according to some surveys.

### Recognizable Flavour

Vanilla is a flavouring that comes from the pods of the fruit of the vanilla orchid. A native plant of Mexico, vanilla was unknown to the world outside Central America until the late 1600s. Today, it is one of the world's most recognized flavours. The expression, plain vanilla, is used to refer to something that is commonplace and does not have any special or distinguishing characteristics.

Vanilla Ice Cream Day is also sometimes known as National Vanilla Ice Cream Day in the US.

### How to Celebrate?

Do we need to say anything else other than it's Vanilla Ice Cream Day! Eat as much ice cream as you can possibly eat.

Having pancakes for breakfast? Add a dollop of vanilla ice cream with it. Brownies for dinner?

Add a scoop of vanilla ice cream. Smoothies for an after workout snack?

Add a few scoops of vanilla ice cream. Well, you get our point.

### Did You Know...

*...that vanilla is thought to be the world's second most expensive spice? The most expensive spice in the world is saffron.*



## Flight Lieutenant L J Stretton, RAFVR 162017 *By Jeremy*

The following is a resume of my father's recollections of his time in the RAF.

"I was still at school when war was declared. I left at the end of 1941 and went to volunteer (V.R.= Volunteer Reserve - we were proud of the 'volunteer' bit - it showed that we hadn't been 'called-up'). I was accepted but told that I was too young, "come back in six months" so I went and worked as a draughtsman for Short Bros, the aircraft manufacturers and joined the Home Guard. It really was rather like 'Dad's Army'!. I worked on the Short Sterling 4-engined bomber. Sept '42 - Aircrew Receiving Centre, London and then to Sywell Aerodrome, Northampton for assessment - passed as suitable for pilot training on Tiger Moths.

Feb '43: Troopship (2,000 troops, mostly army on a civil liner built for 750 passengers) in convoy - one U-boat depth-charged - to Freetown, West Africa and on to Durban, South Africa. 2-day train journey to EFTS (Elementary Flying Training School) near Pretoria flying Tiger Moths. Nine weeks later to Senior FTS and given wings 1943, flying Miles Masters. They were made of wood and became brittle in the heat, dry and high (the Transvaal is about 5,000 feet above sea-level) climate. When deaths from accidents (I myself made two forced landings) reached about one a week they were replaced by North American Harvards with things like heaters and pee-tubes..

Passed out second in course and posted to Central Flying School, Bloemfontein from SFTS which was at Standerton (all these places have been much in the news lately for very unhappy reasons) to be trained as a flying instructor. For several months and then trained as a gunnery instructor, lectures, flying and Officer-in-Charge of the Photographic Section.

March '45: Posted to Operational Training Unit at request, I was fed-up with instructing and was 'converted' to Hawker Hurricanes Mk IIc (c=canon, we had 4x50mm) to get nearer the action. Part of the course was on the coast at Port Elizabeth (I had a particularly pretty girl-friend there...). During the course came V-E Day which was celebrated (and how!) - I remember helping to carry an Austin 7 into the Officer's Mess, driving it up and down the corridors but not much else! So, course completed, it was off to Capetown and 'Home James'. Troopship to Southampton 15 days, half the time it had taken the convoy on the way out because we went almost to the USA to avoid the U-boats.

Dec '45: RAF Station Atcham for re-familiarization on Harvard's which went on to be used in the Korean War. Between arriving at Atcham I spent my disembarkation leave with all the family at Llangwnadl (on the Llyn Peninsula, North Wales) and it was whilst there that we read in the Daily Mirror that the A-bomb had been dropped. The war was over and I think we all realised that the world would never be the same again.

After a short period as a Flying Control Officer I was de-mobbed on 24/09/46 by an odd coincidence, four years to the day since I joined. Forgetting the and times it was all a marvelous experience with a wonderful collection of men (and women!) from all walks of life and a splendid education for a lad of the age I then was. I adored flying and regret that I did not go back to it. I should have qualified as a doctor and then done that. At the time I just wanted to get on with my medical student days and anyway, pilots were two-a-penny. But qualifying for my 'Wings' was my proudest achievement ever.

As an aside, the RAF gave me my first taste of Frazer Nash cars. The Engineering Officer at RAF Llandow, South Wales, where I was Flying Control Officer had a Frazer Nash and I vowed I would own one one day, never believing I should have seven!

### "High Flight"

By a pilot officer of the Royal Canadian Air Force

Oh I have slipped the surly bonds of earth  
And danced the skies on laughter-silvered wings  
Sunward I've climbed and joined the tumbling mirth  
Of sun-split clouds and done a hundred things  
You have not dreamed of, wheeled and soared and swung  
High in the sunlit silence. Hovering there  
I've chased the shouting wind along and flung  
My eager craft through footless halls of air.

Up, up the long delirious burning blue  
I've topped the windswept heights with easy grace  
Where never lark nor even eagle flew -  
And while with silent lifting mind I've trod  
The high untrespassed sanctity of space  
Put out my hand and touched the face of God"

Spare a thought for those, the author of 'High Flight' and my best friends among them who never came back. But for them, our country and perhaps the whole of the Western World as we know it, with all its imperfections, would not be here.

Lionel James Stretton, 21 March 1988 "

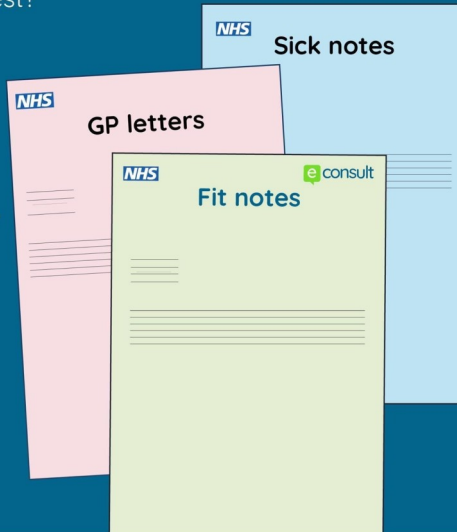
## Local information

### Did you know...

If you have an admin request?

There is no need to book an appointment:

Go to our practice website  
Click on the eConsult banner  
Click 'I want administrative help'



Take 1 minute each day and help fight the outbreak.

Get the Covid 19 Symptom Tracker App from the App store or Google

## Urgent Care Centres

Urgent Care Centres (UCCs) at Princess Royal Hospital (PRH) in Telford and the Royal Shrewsbury Hospital (RSH) will temporarily relocate to the Minor Injury Units (MIUs) in Whitchurch and Bridgnorth to form two Urgent Treatment Centres (UTCs).

### PLEASE CONTINUE TO KEEP AN EYE OUT FOR YOUR NEIGHBOURS .....

**Key contact details:** Ellesmere Covid-19 Community Support Group: 01691 596290 / 622689  
[www.ellesmerecovidsupportgroups.org.uk](http://www.ellesmerecovidsupportgroups.org.uk)

**Shropshire Council Helpline:** 0345 678 9028

**For people living in the Welshampton or Lyneal area -** please contact the Parish Council on 01948 710672 or go on their website <https://www.welshamptonandlyneal-pc.gov.uk/> where you will find information about their local Community Support group.

Quiz Answers  
1. Siesta, 2. Edgar Allan Poe, 3. One minute, 4. Harrow, 5. "N", 6. Badge, 7. Madonna  
8. Lewis Hamilton, 9. Canada, 10. Florence Nightingale, 11. Sheep, 12. Hoof, 13. Graphite  
14. In 1870, 15. Iceberg, 16. Potato, 17. Spike, 18. Union, 19. Condoleezza Rice, 20. Desdemona



## ***Pastoral Support from the Churches in Ellesmere***

### **Rev'd Pat Hawkins St Mary's Church**

[01691622571](tel:01691622571) email [revpat.hawkins@gmail.com](mailto:revpat.hawkins@gmail.com).

#### **St Mary's Ellesmere:**

##### **Weekly services from 25th July:**

Saturday 17:30 Said Holy Communion in the Nave

Sunday 08:00 Said Holy Communion in St Anne's

Sunday 10:15 Said Holy Communion in the Nave

Sunday 16:00 Said BCP Evening Prayer in Quire

Numbers are restricted.



### **Pastor Phil Wright 'The Cellar Church'.**

[07711 986694](tel:07711986694) email: [pastor.phil@me.com](mailto:pastor.phil@me.com)

The Cellar Church online every Sunday 10am and Wednesday 6pm

Follow the link Directly on our Youtube channel: [https://](https://www.youtube.com/channel/UCmxif6AT5w7IJH4Yxkbi6tQ)

[www.youtube.com/channel/UCmxif6AT5w7IJH4Yxkbi6tQ](https://www.youtube.com/channel/UCmxif6AT5w7IJH4Yxkbi6tQ)

On the cellar church website: <https://www.cellarchurch.co.uk/audio-video/>

### **Rev Julia Skitt Ellesmere Methodist Church**

[01691 657349](tel:01691657349) email: [rev.julia@mail.com](mailto:rev.julia@mail.com)

Ellesmere Methodist Church Services can be streamed from:

Wesley's Chapel in London - on Wednesdays 12.45, Thursdays 12.45 and Sundays 9.45 and 11.00am

<https://www.wesleyschapel.org.uk/livestreaming/>

Methodist Central Hall, Westminster - Sundays at 11.00am

[https://www.youtube.com/user/MCHWevents?](https://www.youtube.com/user/MCHWevents?utm_source=Methodist+Church+House&utm_medium=email&utm_campaign=11417259_Update)

[utm\\_source=Methodist+Church+House&utm\\_medium=email&utm\\_campaign=11417259 Update](https://www.youtube.com/user/MCHWevents?utm_source=Methodist+Church+House&utm_medium=email&utm_campaign=11417259_Update)



### **Ellesmere Catholic Convent Chapel**

The Chapel is open, the building on the left as you drive in. 8:30am - 6pm.





# Local Businesses providing Services - updated 22nd July, these services can change anytime.

Many thanks must go to Ismay and Nicki Stokes members of Ellesmere Chamber of trade for compiling this list each week.



Ellesmere Businesses	Opening Hours
<b>P&amp;G Vehicle Repairs</b> Tel 01691 622849	Monday to Friday 8.30am - 4.00pm Cargotec Industrial Park, Elson SY12 9JW
<b>Post Office &amp; Party Shop</b> Tel 01691 622623 bkaur.po@gmail.com singh.po@gmail.com	Mon, Tues & Fri 8.30am - 5.30pm Wed & Thurs 9.00am - 5.30pm Sat 9.00am - 1.00pm Post collections 12.45pm & 17.15pm Free local delivery. Please contact for more details.
<b>Richards Auto Services</b> Tel 01691 622421	Monday - Friday 8.00am - 5.30pm More details on Facebook page.
<b>Rightways</b>	Monday - Saturday 9.00am - 5.00pm
<b>Sanchi Jewellers</b> Tel 01691 622282	Open Tues, Wed, Fri & Sat 10am - 3.00pm Details on Facebook.
<b>Shampoochies Dog Spa</b> Tel 01691 238288	Monday - Friday 9.00am - 4.00pm Saturday 9.00am - 1.00pm
<b>The Ellesmere Pharmacy</b> Tel 01691 623118	Monday - Friday 9.00am - 6.00pm Saturday 9.00am - 5.00pm
<b>The Washing Well Launderette</b>	Open every day. 7.00am - 9.00pm
<b>TG Builders Merchants</b> Tel 01691 622540	Monday to Friday 7.00am - 4.30pm & Saturday 8.00am - 12 noon
<b>TSB Bank</b> TSB Customers can be issued with a cheque book if required. Also, any TSB customer who is self isolating and needs to withdraw money please contact the TSB on 01691 594999.	Monday - Friday 10.00am - 12.30pm. 1.30pm - 4.00pm <b>TSB Customers:</b> If you have no mobile phone or internet banking please call the branch on 01691 594999 and the TSB will make a one-off payment for you.

Ellesmere Food & Drink inc Cafes, Restaurants, Takeaways, Hotels/Inns	Opening Hours
(in alphabetical order)	
<b>Asian Spices</b> Tel 01691 623689 Delivery 6.00pm – 9.00pm every day (except Monday). After 9.00pm collection only.	Friday & Saturday 5.00pm- 10.30pm Tues, Wed, Thurs & Sunday 5.00pm - 10.00pm. Closed Monday. Home deliveries.
<b>Black Lion Hotel</b> Booking advisable on 01691 623937 info@blacklionhotellellesmere.co.uk	Sunday - Thursday 11.00am - 11.00pm Friday & Saturday 11am - midnight
<b>Cherry Tree Cafe</b> Tel 01691 624400 cherrytreecafe13@gmail.com	Wednesday - Saturday 9.00am - 3.00pm Sunday 10.00am - 3.00pm Eat in/takeaway. Telephone orders recommended. Updates on Facebook.
<b>Coco Coffee Bar</b> 01691 623000	Mon, Tues, Thurs, Fri & Sat 9.00am - 2.30pm
<b>Comrades Club</b> Tel 01691 622419 & 07871 733374 Sunday lunch deliveries available.	Mon - Thurs 4.00pm - 9.00pm Fri 4pm - 10.00pm. Sat 12 noon - 10.00pm Sunday 12 noon - 9.00pm
<b>Coral</b> Chinese and English Food to Take Away Tel 01691 622853	Sunday & Monday 5.00pm - 9.00pm Thursday 4.00pm - 9.00pm Friday & Saturday 4.00pm - 10.00pm
<b>Ellesmere Hotel</b> Tel 01691 622055	Open from 9.00am on Saturday 4 July. Hours as usual.
<b>Ellesmere Kebab House</b> Tel 01691 624638	Tuesday - Sunday 4.30pm - 9.30pm Closed Monday. Home delivery.
<b>Meze Greek Restaurant</b> Tel 01691 622660	Dine-in. Reservations only. 5.00pm - 9.30pm. Takeaway - Tuesday - Sunday 4.30pm - 9.00pm
<b>More than a Sundae</b> Tel 07711 986694	Takeaway/Eat in. Ice Cream and Waffle Shop. Wednesday - Saturday 12 noon - 5.00pm
<b>New Wan Lay</b> Tel 01691 623479	Tuesday - Sunday 5.00pm - 9.00pm Closed Monday.
<b>Pete's Sandwich Bar and Pete's Meals on Wheels</b> Tel 01691 623414	Monday - Saturday 8.00am - 2.00pm Takeaway only. Details on Facebook. Please telephone to place an order.
<b>Shropshire Fish Bar</b> Tel 01691 624287	Open every day 11.30am - 10.00pm
<b>Thai Gate Restaurant</b> Tel 01691 239478 5 High Street, Ellesmere <a href="http://www.thaigate.co.uk/order-online">www.thaigate.co.uk/order-online</a>	Tuesday - Saturday 12 noon - 9.00pm Sunday 12 noon - 8.00pm Closed Monday. Takeaway available. Collection only.
<b>The Red Lion Coaching Inn</b> Tel 01691 622632 & 07854 191238	Open every day. Bar open 12 noon - 10.30pm. Food served 12 noon - 9.00pm. Takeaway available. More details on Facebook.

Ellesmere Businesses CONTACT by telephone, email or Facebook ONLY.	
(in alphabetical order)	Updated 22 June 2020 (Subject to change)
<b>A Mere Cycle Hire and Sales</b> Tel 07988 842038 Email <a href="mailto:amerecycle@gmail.com">amerecycle@gmail.com</a>	Working mobile until NEW shop opens in August. More details on Facebook. Monday - Saturday 9.30am - 5.00pm
<b>Concept Town Planning</b> Tel 07890 428918 <a href="mailto:mail@concepttownplanning.com">mail@concepttownplanning.com</a>	Office hours Tues & Thurs 10.00am - 4.00pm Available all other times Monday - Friday 8.30am - 6.00pm via email or mobile.
<b>Gough-Thomas &amp; Scott, Solicitors</b> Tel 01691 622413 Email <a href="mailto:ellesmere@gtssolicitors.co.uk">ellesmere@gtssolicitors.co.uk</a>	GTS are still open for business however to protect both staff and clients they are not allowing visitors to the office. GTS can still be contacted by telephone or email.
<b>J A Milton Upholstery Supplies</b> <a href="http://www.jamilton.com">www.jamilton.com</a>	Online and telephone orders Open Monday - Friday 9.00am - 5.00pm
<b>Lily the Pink, Florist</b> Contact via Facebook	Contact to place an order. Delivery only.
<b>Morris Cook, Chartered Accountant</b> Tel 01691 622098 Email <a href="mailto:megan@morriscook.co.uk">megan@morriscook.co.uk</a>	Open most weekdays Email or telephone if you need to bring anything into the office. Letter box on Watergate Street.
<b>Ortho-Bionomy UK</b> Tel 07377 315865 Email <a href="mailto:dr.anna.hoves@outlook.com">dr.anna.hoves@outlook.com</a> <a href="http://www.ortho-bionomy-uk.com">www.ortho-bionomy-uk.com</a> or via Facebook	Open Monday - Friday 9.30am - 4.30pm Self-care packages tailored to cover your individual pain requirements. Contact Anna by email or telephone.
<b>Princes LHS Ltd</b> <b>The Rennet Works, Market Street</b> Tel 01691 624336	Still operating during the lockdown and providing essential plumbing, heating, electrical and renewable energy services.
<b>Pure Beauty</b> <a href="http://www.tropickincare.com/helenhale">www.tropickincare.com/helenhale</a>	Shop online for Tropic products.
<b>Sanchi Jewellers</b> Tel 01691 622282 or via Facebook	For any purchases, leave a message by phone or Facebook. Payment made via card over the phone. We will be post free of charge any item chosen.
<b>Susan Haskey, Chiropodist</b> Tel 07974 091984	Open as usual, Mondays and Fridays

Ellesmere Businesses - Food Shops.	Opening Hours	Home Delivery
(in alphabetical order)	Updated 2 July 2020 (Subject to change)	
<b>Co-op</b> Vulnerable workers, NHS & key workers	Open every day. 6.00am - 10.00pm 8.00am - 9.00am (Sunday 10.00am - 11.00am)	
<b>Ellesmere Newsagents</b> Tel 01691 622498 Delivery of newspapers and provisions inc bread, alcohol, tinned, frozen & chilled food, pet food, tea, coffee, biscuits, toiletries and cleaning products.	Monday - Friday 5.00am - 5.30pm Saturday 5.00am - 5.00pm Sunday 6.00am - 11.00am	YES
<b>Hawkins Butchers</b> Tel 01691 622329 Welcome to ring ahead to place your order or for any enquiries.	Monday - Saturday 8.00am - 3.30pm. Local delivery services to those self-isolating.	YES
<b>Moolah - Local Food</b> Tel 01691 623532 Homemade ready meals - mains & puddings (inc freezer-ready). Savoury and sweet delights. Fresh veg, meat and dairy. Pizza. Teas & coffees.	Open every day. 9.00am - 6.00pm Deliveries undertaken within Ellesmere and to outlying villages during the Covid-19 lockdown.	YES
<b>Stakes of Ellesmere Sausages &amp; Pork Pies</b> Tel 07814 889421	Local delivery service. Ring to place order. Ellesmere Market every Tuesday.	YES
<b>Sweetmere Sweet Shop</b> Tel 07896 881242 or Facebook	Tuesday, Friday & Saturday 10.00am - 3.00pm Contact to place an order for delivery.	YES
<b>Tesco</b> Elderly and Vulnerable Priority time: NHS Workers Priority Time	Monday - Saturday 7.00am - 10.00pm. Sunday 10.00am - 4.00pm Monday, Wednesday & Friday 9.00am - 10.00am Sunday, Tuesday, Thursday 9.00am - 10.00am	ONLINE ORDERS
<b>Vermuelens</b> Tel 01691 622521 Bakery (bread, baps, rolls etc), cakes, hampers, cold meats and speciality pies. Delicatessen. Sandwiches.	Monday - Saturday 7.00am - 4.00pm. Orders delivered 10.00am - 12 noon to those self-isolating. Order anytime.	YES
<b>Pet Shop including pet/animal feed</b>		
<b>Pets Pantry</b> Tel 01691 624492	Monday - Saturday 9.00am - 3.00pm.	YES

Hair Salons & Barbers in Ellesmere	Opening Hours
(in alphabetical order)	
<b>All About You</b>	Monday 10.00am - 4.00pm Tues 9.00am - 6.00pm Wednesday & Saturday 9.00am - 4.00pm Thursday & Friday 9.00am til late
<b>Ceri's Hair Salon</b> Tel 01691 622114	Monday - Saturday 9.00am - 5.00pm
<b>Guys and Molls</b>	Open every day 9.00am - 7.00pm for 1st week.
<b>J5 Hair</b> Tel 01691 622443	Tuesday & Wednesday 10.00am - 5.00pm Thurs 10.00am - 7.00pm, Friday 9.00am - 7.00pm Saturday 9.00am - 4.00pm
<b>The Mancave Barber Shop</b> Tel 01691 624765 Email <a href="mailto:themancavebarbershop1@gmail.com">themancavebarbershop1@gmail.com</a> Booking link: <a href="https://themancavebarbershop.nearcut.com">https://themancavebarbershop.nearcut.com</a>	Monday - Thursday 9.00am - 6.00pm Friday 9.00am - 7.00pm Saturday 9.00am - 5.00pm Sunday 9.00am - 2.00pm
<b>The Town Barbers</b> Appointments only. Call Ellen on 07583 128419	Mon, Tues, Wed & Fri 8.30am - 6.00pm Thursday 8.30am - 8.00pm Saturday 8.30am - 3.00pm