

JOSSELYN JOURNAL

ISSUE NO: 12 AUTUMN 1997

THE OFFICIAL NEWSLETTER OF THE JOSSELYN SOCIETY

Brooklands Museum Weybridge, Surrey Sunday June 1st 1997



FULL REPORT ON OUR VISIT TO THE HISTORIC BIRTHPLACE OF
BRITISH MOTORSPORT AND AVIATION SET IN THE
HEART OF SURREY



JOSSELYN JOSSELYN JOSCELYN



THE JOSSELIN SOCIETY VISIT TO BROOKLANDS MUSEUM



The first date of June 1997 saw thirty members of the Josselin Society gather for Sunday lunch at the Snail Public House, at Cobham, Surrey for a friendly chat and a meeting of old and new faces.

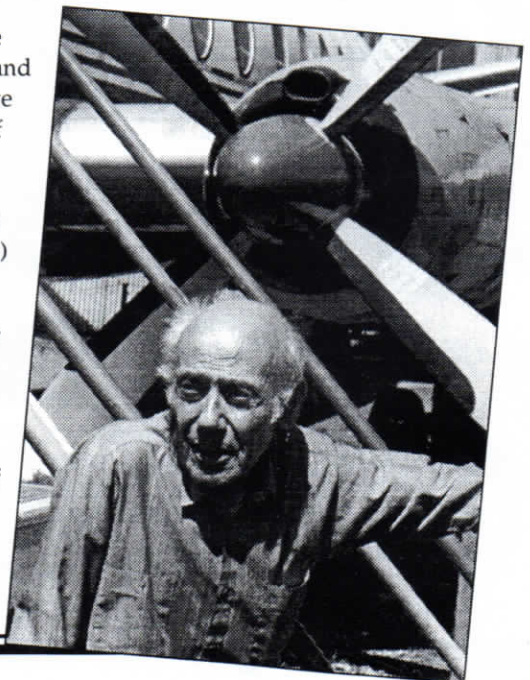
We were particularly pleased to welcome two of our members, **Christopher** and his wife **Katy Joscelyne**, who were on a trip to the old country all the way from North Sydney Australia

The main event of the day was a visit to Brooklands Museum near Weybridge which houses a large collection of aircraft formally made by the old Vickers aircraft company. One of our members **Arthur Leslie Joslin** had spent most of his working life in the aircraft industry, and volunteered to give us all an outline of the history of the Vickers Viscount (The British world beating turboprop)

Above: The Society pose in front of the Vickers Viscount 'Stephen Percy'.

Right: Arthur Joslin in his element recalling his days at Liverpool Airport in the 1960's working on Viscounts.

Photography by Peter Joslin





Left: Arthur pointing out the finer details of the De Havilland Vampire.

Photography by Peter Joslin

and the De Havilland Vampire which along with the Gloucester Meteor was the first jet aircraft to see production in this country, and as Arthur had worked on both of these aircraft he was ably qualified to give his very interesting talk on his recollections.

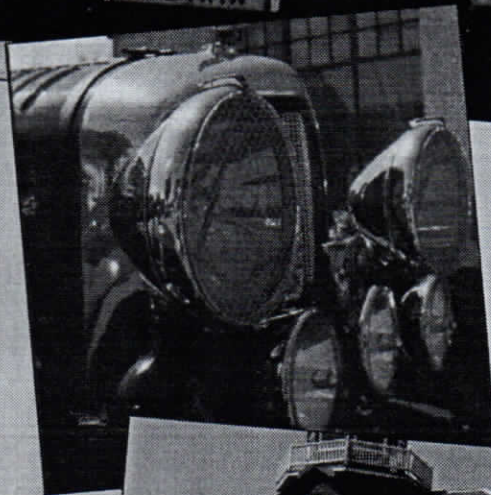
Another highlight was to see and touch the Loch Ness Wellington 'R' for 'Robert' this aircraft, (see cover picture) a recent prize winner in The Scania Transport Trust awards, had spent 30 years at the bottom of Loch Ness and has been rebuilt and lovingly restored (not to flying condition) by volunteers including some of the old Vickers workforce. For this part of the afternoon we were fortunate to be guided by Mr Norman 'Spud' Boorer who actually helped design parts of the Wellington along with the main designer Barnes Wallace in the 1930s. The Wellington was in the early days of World War 2 the most well known bomber before the Avro Lancaster and B17 Flying Fortress came on stream.

The warm sunny day seemed to pass so quickly but not before members had time to enjoy some extras in the form of dozens of flashy sports cars (some pictured here), and I am sure it was no coincidence that the organisers of our Josselin event had chosen British sports car day to add more interest to an already enjoyable outing.

Our thanks go to Arthur Leslie and his son Simon N. Joslin, Brian K. Joscelyne and all who attended.

Special thanks to Peter Joslin member 29 for his excellent photography and for writing this article in Chairman Bill's absence

BRITISH SPORTS CAR DAY



Some of the magnificent thoroughbred home-grown beasts on display in the paddock area, British Sports Car Day is one of many well attended events at Brooklands.

Pictures: Brooklands Museum





**THE JOSSELIN SOCIETY PAYS TRIBUTE TO
DIANA PRINCESS OF WALES
1961 - 1997**

We join the nation in paying our respects to The Princess of Wales who died tragically at the age of 36 in an horrific car accident in Paris on August 31 1997 along with friend, Harrods Hier, Dodi Al Fayed 42 and Paris Ritz Hotel Chauffeur, Henri Paul 41.

Diana was unique amongst the Monarchy in that she had a rapport with and an understanding of underprivileged people that was quite unmatched and as a result she became a much loved public figure.

The last few years of her life especially the period after her divorce from the Prince of Wales saw the Princess throwing herself vigorously into charity work and good causes, along with the embrace of what she referred to as 'Her constituency of the downtrodden' she seemed to have found a refuge and was ironically beginning to forge a real role for herself, the most notable being the highly publicised campaign against landmines in which her involvement drew harsh criticism from the then, Conservative Government.

Diana's love/hate relationship with the press and the Paparazzi was known the world over and it was this that was to become the single thing that drove the Princess to near desperation.

The consistent aspect of this whole story that remains is that here was a person who has probably done single-handedly more to modernise the British Monarchy than anyone before her. With the direction that Diana was undoubtedly steering her two beloved sons she perhaps unwittingly ensured some kind of a future for the Monarchy by showing the way, and history as a result, will be very kind to her.

The Josselin Society offers its deepest sympathy to the Queen and The Royal Family, The Spencer Family, and in particular Diana's two sons Prince Harry and the future King, Prince William at this tragic time, we hope they have gained strength from the huge support and loyalty shown by the British public and people the world over.

Simon Joslin, Co Editor

**BURKE'S PEERAGE,
AGAIN!!!!**

Burke's Peerage are targeting Joslins with a direct mail campaign to launch a book about the Joslin ancestry. Should anyone receive such a mailer please contact our Chairman Bill Joscelyne No 2 for advice about this publication before making a purchase.

**A SOCIETY OUTING FOR
1998 IS CONFIRMED,**

It is to be a Church Crawl and it has been arranged with a Mr Tricker for a date in June. Somewhere to have lunch is also being arranged and there will be more concrete details forthcoming from our secretary.

FAMILY HISTORY

Would everyone who deals with Family History enquiries please note that census records previously held at Public Records Office, Chancery Lane and civil

registration records of births, marriages and deaths previously held at The Office for National Statistics, St Catherine's House have now been moved to a new location:

Family Records Centre,
Myddelton Street,
London EC1
Telephone: PRO 0181 876 3444 ONS 0171 396 2149

Wendy Haysman Subject Specialist History and Travel

Myddelton Street is situated on a line 1/2 mile from Farringdon Road Station on the Metropolitan and Circle Lines, and 3/8 mile from the Angel Underground Station on the Northern Line. Take a No 63 or 259 bus from Farringdon Road Station to Mount Pleasant Post office and walk along Exmouth Market, or buses No 19, 38, 171 & 196, getting off at Rosoman Street from Angel Station.

**ANN THOMPSON, JOSSELIN SOCIETY
SECRETARY HAS MOVED HOUSE,**

**HER NEW ADDRESS IS:
15 WARMSON CLOSE, SAXONFIELDS,
LONGTON, STOKE ON TRENT, ST3 5RD.
HER PHONE NUMBER REMAINS THE SAME.**

**INFORMATION FROM
BRENDA JOSCELYNE
No 96**

I found the following on a gravestone in Little Baddow Parish church :

HENRY WHITE JOSLEN BORN 1803 DIED FEB 11TH 1872 69 YEARS MANY YEARS A FARMER IN THIS PARISH. ELIZA FEB 9TH 1870 67 YEARS

Reference lots of Johns, I came across two in the burial book while visiting Woodham Walter Parish Church. Both are in unmarked graves. John Joscelyne, 84, Buried 1.8.1858, John Joscelyne 17 Buried 22.5.1876. I have traced this second John, he was born 21.5.1859, His father was Mark Joscelyne (head of our branch of the family), mother Frances nee' Smith.

Other Johns: John Joscelyne, butcher, father of George Joscelyne of Heybridge who married on 3.2.1843.

John Joscelyne, sailor, married 17.11.1850, son of William Joscelyne of Saint Mary, Maldon.

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SPECIAL EDITION

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SUMMER SPECIAL

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Oi Josso

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SOCIETY VISIT TO JOSSELIN, BRITTANY

15 Members of the Josselin Society recently visited the historic French town that bears the family name. the trip was a great success and a full report will be published very soon by Chairman Bill.



THE SPORTS CAR THAT NEVER WAS. PART 2

By Simon Joslin

**THE STORY SO FAR,
MY COLLEAGUES
AND I ARE ABOUT
TO UNDERTAKE A
TIRING LOCATION
PHOTOGRAPHIC
SHOOT WHICH WILL
PROVE TO BE
FRAUGHT WITH
PROBLEMS, A NICE
WAY TO SPEND
CHRISTMAS WEEK!**

Monday 19 December 1989
6.am, I along with photographer
Mark French, and Silas his
assistant having arrived the
previous evening, meet for
breakfast in the restaurant of the
Belfry Hotel, the only decent hotel
within 20 miles of Two Gates
Tamworth, I had insisted on a
decent hotel for we were going to
be working very long hours in
appalling conditions during one of
the coldest spells of that winter
and I wanted my team to be on the
ball, R.D.D.A's Financial Director a
Mr Bezahhd Saiednajaad, an
Iranian gentleman, had suggested
that we stay in tents to keep the
cost down, after all 'you British
had stood up to the Germans
during the Battle of Britain and
shouldn't you display some of that
spirit', to which I replied
lightheartedly 'we are not at war at
the moment like you lot are and if
you gave me a fast aeroplane like a
Spitfire to fly instead of an Escort
XR3i as company transport then I
might consider sleeping in a tent,
in fact I'll sleep anywhere, until
then I stay in hotels',

*Top right: Photographer Mark French
and assistant Silas setting up our
'portable studio' in the Reliant factory,
visible is the Ford Transit Executive van
about to be photographed.
Photograph: Simon Joslin*

*Some results of our nocturnal
photographic sessions...*

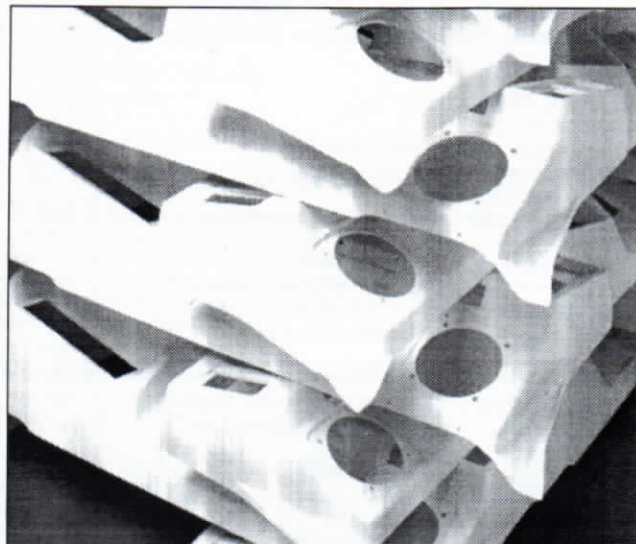
*...Above right: Basic GRP castings for
Ford Transit dashboards and...*

*Right: Finished castings for body trims
used on Metro, Maestro and Escorts.
Photographs: Mark French*

Over breakfast Mark, Silas and myself discuss the day's shooting schedule I had prepared earlier and iron out any last minute problems plus any other business arising, we then moved onto the tentative schedule for the following day so that we could firm up on things with Reliant's Engineering Manager at the end of the day, he was assigned to us as our liaison officer and proved to be a great help indeed.

8 a.m. that day Shooting began and things progressed very smoothly with the Metrocab production line in the can by 3.30 pm however we came up against a serious problem when the factory, without warning completely emptied of personel at 4 p.m. I couldn't believe that they finished that early especially as they weren't even reaching their production levels!, I had checked in advance about this and had been told that the Factory operated a night shift, but what I wasn't told was that the week before Christmas the factory closed at 4.30p.m every day and shut down completely on the Thursday before Christmas for three weeks. This effectively would lose us a day's shooting, Friday was supposed to be my safety net in case we ran out of time due to setbacks which always happen on location, that was not going to be possible, we had to get everything in the can by Thursday night

This little development was going to upset our very detailed plans so Mark and I took a break and had a bit of a rethink. We had originally planned to shoot the major pictures that required factory personel such as the Production Line, the Paint Shop, the GRP Shop, The Injection Moulding Shop and the Factory Exterior over the Monday/ Tuesday and spend Wednesday/ Thursday doing the studio shots, this was now not possible so what we decided was to spend from 8 a.m. to 3 p.m. doing the main shots (remember the days are short in December and any exterior shots cannot safely be done before 10 a.m. or after 2 p.m.) because of the light, and after a break mid afternoon, do the studio shots from 4.30 p.m. until 9 or 10 p.m. thus giving us the hour we needed to clear up, stow the gear and get back to the hotel before 11.30 p.m. (we had managed to organise late





Left: A co-operative if not elusive member of the Reliant Marine workforce who kindly posed for us fitting a jet unit to one of Reliant's pleasure boats.

Below: Detail shot of the high level of trim on the Transit Executive.

Photographs: Mark French



supper for ourselves, something the Belfry are very good at being one of the main hotels for people working at the NEC).

Our new schedule worked out very well and we managed to get a large amount done in a very short time, our temporary studio (built from huge 5" thick sheets of polystyrene and held together with good old 4' x 2") proved invaluable and gave us the controlled environment we needed. During the late afternoons and evenings we photographed myriads of small products from pipes to dashboard castings right up to the larger items such as Ford Transit body panels and trims, the Metrocab itself and the Ford Transit Executive coach which was at that time one of Reliant's more prestigious projects, i.e. the complete refitting of the famous long wheelbase personnel carrier to a very high specification, we had even gone to the trouble of providing details such as a complete set of luggage and accessories for the rear compartment and finally we even managed to do some close up shots of the new Reliant Jetspeed boat as a bonus, (we weren't due to shoot it properly until after

Christmas so I thought it would save us a bit of time later). The mornings saw us covering the main shots mentioned earlier with the factory personnel who were extremely helpful and co-operative.

The days flew by and suddenly it was Thursday morning with only two major shots to cover, the 'Space Age Hi Tech Assembly Plant Exterior' and the Paint Shop, we had to leave the Paint Shop until Thursday p.m. as the new Scimitar SST would not be available until then (the idea was to have the SST being rolled into the Paint Shop, we had also persuaded, with a couple of tenners, one of the men in the Paint Shop to stop by after work to be in the picture), it would also give us a chance to check out the best angles as we would be taking more pictures of the car in a North Wales slate quarry in January for the annual report, and on location abroad in June/July for the national advertising campaign and sales brochure in the following year.

It was at this point that things started to go very badly wrong, arriving at the front of the 'Space Age Assembly Plant' to set up the

camera, lights reflectors etc, etc, we were horrified to find that someone had parked a huge 8 wheeled mega-trailer carrying an even bigger mega-crane in front of the main door, and worse still had proceeded to unload and erect the wretched thing to the point where it was now completely immovable.

A visit to the Engineering Manager's office proved fruitless as he explained that the crane belonged to an outside contractor who was about to start work on one of the adjacent units, he could get it moved but it would take at least 12 hours to do it. With the weather now closing in and with about 5 hours of daylight left I said that it was too late and not to worry, we will think of something (that was what I told him anyway, I had no idea what to do).

Mark and I went for a look round the Two Gates site for 30 mins to see how we could overcome the situation and found ourselves at the rear entrance to the assembly plant, and suddenly we saw the possibility of solving our present problem, for a start the light was a lot better there than we remembered as we were now at a different time of day, i.e. approaching mid afternoon and the remaining sunlight was now very stunning, also we had spotted on an adjacent piece of land a whole row of about 15 brand new Metrocabs lined up all on their own doing nothing. Inspiration!, we could set up quite an impressive shot with the cabs lined up outside the assembly plant, with the red cladding of the walls behind as an effective contrast, the afternoon winter sun would give

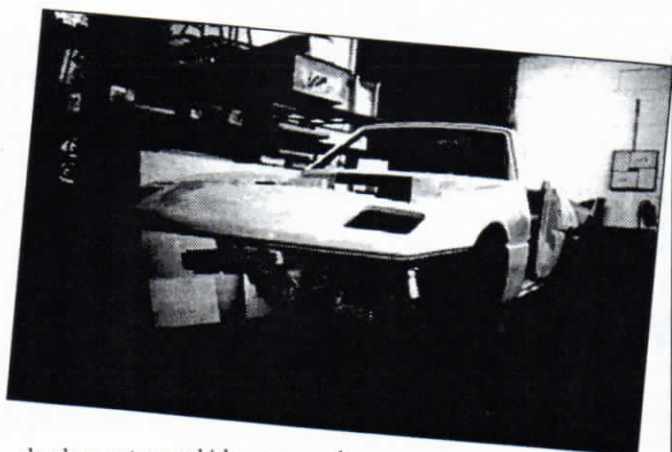
us excellent colour saturation.

One by one the cabs were cleaned and moved into place, an operation taking nearly two hours, I have driven some things in my time but a diesel Metrocab has to be one of the most awkward vehicles ever, once in position and with a few fine adjustments, the shutter started clicking, the last frame in the can just as the light went for good, congratulating ourselves we cleared up and went for a well earned cup of tea before our last shot of the day and the whole shoot, the Paint Shop, a doddle we thought, how wrong we were!

After making preparations to photograph the Paint Shop, an operation that takes a couple of hours, running in power cables, setting up lights etc, removing unnecessary articles and generally cleaning the place up, we were ready to pick up the New Scimitar SST sports car and move it into position, (all arranged in advance!) the vehicle we would be using was the development model minus trim, soft roof and seats etc, the idea being that this was the paint testing part of the car's development we were photographing, we made our way over to the research and

Below: The golden light of a late afternoon in December provided the perfect effect for the Metro Cab pictures, touch and go with this one but we were lucky!





development area which was over the other side of the site and to our disbelief were told to 'Sod off' by the assistant manager in charge of research and development, the manager (with whom I had arranged everything) having gone on a winter holiday. I explained to the chap that I had all the necessary clearance from head office and we had important pictures to take of the car for the annual report and subsequently we would be taking further pictures of the car on location in North Wales the first week in January.

'Well nobody told me and as far as I'm concerned that car 'aint leaving this complex unless I am told otherwise', with the day slipping by I tried to contact the Engineering Manager who was off the site en route to a meeting in Birmingham and could not be contacted, once again we had to think fast, we did not want to lose our friendly paint shop guy as it was nearing 5.30pm plus we had to be on the road by 8pm. at the latest in order for Mark to get the

Above: Our mocked up Scimitar SST sports car, 'The Sports Car That Never Was' amazing what a few nails and bits of 4" x 2" can do!
Photograph: Simon Joslin

Above right: Our friendly paint shop man in one of the final shots spraying lots of lovely red paint.
Photograph: Mark French

Right: Close up of the body panels, looks just like the real thing? don't you believe it!
Photograph: Mark French

film to the lab by 10p.m. that night.

I decided to contact Roy Day at the office, he could speak to Carl Turpin Reliant's Chief Executive, who would certainly get things moving on my behalf, a phone call to Roy's P.A. revealed that Roy was out of the office and could not be contacted. I rang Reliant's head office in London only to find that Carl Turpin was also out of the office and could not be contacted, his P.A. mentioned that he was 'off on a Christmas Jolly with the Chairman of R.D.D.A.'. Great I thought, what do I do now?.

Salvation came in the form of an idea of Mark's after spotting a pile of SST body panels stacked up in one of the storerooms adjacent to Research and development, 'If they won't let us photograph the SST then why not build our own' he said so we did, Mark, Silas and I quickly nicked the panels when the coast was clear and ran like mad with them back to the paint shop, here we built over a makeshift wooden frame that Mark knocked together, a complete Scimitar SST Sports car, minus wheels of course. Shot at very careful angles with our paint shop man spraying lots of lovely red paint onto the bodywork it would look very convincing, it worked and with the last shot of The Sports Car That Never Was (as we had dubbed it) in the can by 7.30 p.m. we cleared away the gear, said our farewells and departed for London, home, well earned pint and bed.

The following day Friday 23rd December was the day of my company R.D.D.A.'s Christmas lunch, a nice way to end the week and start the Christmas break, it would also be a good opportunity to report to Roy the Chairman about the week's shoot and make



him feel guilty about being out of touch when I needed him most, his P.A. would almost certainly have relayed to him the problems of the day before and as soon as I saw his sheepish expression that morning accompanied by 'Well done you did a great job' I knew, that he knew, that I knew where he had been the afternoon before.

Entering the main office to the remarks of 'had a nice holiday then?' or 'you art directors really know how to skive don't you?', leaving us to do all the work' and 'life's one long holiday for you' from various members of staff I began to reflect over the previous four day's activities plus the thought of the coming difficulties facing me on December 27/28

when I was to organise the shoot for Reliant Marine which would involve myself transporting a speedboat from Tamworth to Mark French's studio in North London with lots of water in the form of a pool that we had had built there in which to photograph the boat in a tropical setting complete with scantily clad London fashion models, plus the North Wales and Shropshire location shoot of the SST sports car the first week in January and second week in February (all another equally colourful story which will be related in a later issue), and thought to myself 'if only you knew the half of it'.

Simon Joslin Frensham 1994

THREE BROTHERS JOSELIN

Yvonne J. M. Wattersn



It certainly appears so, there may have been more, there may too have been sisters – as yet we know not. Research continues as rapidly as possible, for the story IS an interesting one.

We sought first in Josselin in France, but no! We feel this is earlier, but it obviously IS the beginning.

Three men, William Weddell Joselin, Richard Joselin and Joseph Joselin worked together (in the case of the first two) – all plied allied trades – all lived around the same adjacent areas.

William died first, then Richard (in 1848) and Joseph in mid 1852 aged 62, so we know he was born in 1790 and estimate Richard was born c 1784/6. In the 1851 census Joseph gives his place of as Southwark. Will it be our good fortune to find the baptisms of William Weddell Joselin, Richard and Joseph in one of the old Southwark Church Registers with their parent's names? not so easy.

WILLIAM WEDDELL JOSELIN The Mattress Maker

William married Susannah sanders in 1801 at St Giles, Camberwell and they had six children. After Susannah's death, he married Sarah Johnson of Addlestone Surrey in 1817 at Chertsey and had five children.

William Weddell Joselin carried out a thriving business in Gee and Goswell Street. We have not traced his date of death, but as advertisements for his business cease about 1883, we rather suspect he died about this time or soon after.

RICHARD JOSELIN The Hat Maker

It is unfortunate that to-date, we have been unable to trace the marriage of Richard Joselin and Ann Linnett of Spitalfields.

Ann and Richard had two sons and it is rather sad that neither was to continue the prosperous Hatting Business at 14 Fenchurch Street at which Richard and latterly,

Ann worked so very hard. For their eldest son, Richard Henry, was to die on 27th July 1837 at No 145 Drury Lane, St George, Bloomsbury in the County of Middlesex of 'decline'. Richard Henry was 20 years of age and an 'Apprentice' – no doubt to his father's business.

Eighteen years later, Richard's younger son, William Joseph Joselin was to leave the business in Fenchurch Street and set forth for Australia.

William Weddell and his brother Richard must have been close in their relationship with each other, certainly there was only a matter of two or three years difference in their ages, William born c1781 and Richard in 1784.

In 1808 William worked as a Flax & Hemp Dresser and lived at the business address in 48 Drury Lane, W1. In 1815 Richard was with his brother at the Drury Lane address and at the end of that year, William moved off to establish his own Bed & Sacking manufacturing business at 20 Gee Street, Goswell Street in the West End and he was to continue there for at least 18 years.

Meanwhile Richard had stayed on at Drury Lane until about 1819 when he emerges as a Hatter. In 1833, a business was listed at 14 Fenchurch Street EC3, owned by messrs. Wontner & Smith, Mr Wontner residing at 2 Ely Court. In 1841 Richard and his wife lived at Gracechurch Street, and Richard was the owner of the hat Manufacturing business in 14 Fenchurch Street. The previous year, Mr Thos Wontner Smith was the manufacturer of leather hats at this address, so it seems Richard bought the business from him.

The business prospered and Richard continued on there but tragedy struck when he died while working in June 1848. In his Will of 20th May 1848, he bequeathed the business to Ann for her own use absolutely

'recommending her but at her sole discretion to continue to employ their son William Joseph in carrying on the said business'

Records show that Ann was conducting the business in 1852. William Joseph their son, was 29 years old when his father died and already had 3 children, his occupation was also given as hatter, and he seems to have stepped in and assisted his mother, but the business could have continued only another 3 years with William involved, since he decided to emigrate to Australia with his wife and then 5 children in 1855

Ann very successfully continued the business on her own account until her death in 1860 at High Street, Eltham, Kent, where she lived with her sister, Jane Linnett. Ann Joselin's Will is dated 18th February 1859, she gave generously to her son William Joseph in Australia and provided too for his children, suitably remembered her Lyal Foreman in the hatting business and also bequeathed a sum of money to Mrs William Joselin, widow of Pinner Middlesex, her sister-in-law, the wife of William Weddell Joselin.

JOSEPH JOSELIN The Rope Maker

Joseph Joselin married Mary (?) born 1798 Lambeth, they had nine children all baptised at St. Mary Magdalene, Bermondsey. Number 5 Wood's buildings, East Street, Bermondsey seemed to be their home as well as work place for many years and the family indeed stayed a close unit working as Dyers, Rope Makers, Hat Blockers. Ultimately some of Joseph's family moved off to settle in various areas around London, but certainly not far off – Pancras, Kennington, etc., but ostensibly they remained for several generations in the Lambeth area.

Joseph died at Bermondsey.

Great success followed this line of Joseph, involving University Lecturers, Clergymen and Scientists etc.

In our search for the parents of these three brothers and their place of birth, we have walked Bermondsey, Drury Lane, Fenchurch Street, called personally on most of the Guilds and of course, read church registers.

We wrote of Joslins who came to the Antipodes – ALL spellings, and in so doing read and recorded the entire St Catherine's Index of Births, Deaths and Marriages! ('Joslins in the Antipodes' 602 pages Society. Australian Genealogists Ref. A6/JOS/1a. 1b, 1c.)

One descendant only of each of the three Joselin brothers came to Australia, in the case of William Weddell refer member Ref. No. 26 (son of, who did return to London). Richard's descendant refer Member Ref. No. 100 and Joseph, refer Member Ref. No. 50.

CAN ANYONE OFFER SUGGESTIONS PLEASE, OR, BETTER STILL, DOES ANYONE HAVE THE ANSWER????

YVONNE J. M. WATTERSON,
MEMBERSHIP NO. 100
12 LORRINA CLOSE,
WEST PENNANT HILLS
2125 SYDNEY,
NEW SOUTH WALES,
AUSTRALIA.

PLEASE SEND YOUR REPLIES TO THE EDITOR, BILL JOSCELYNE WHO WILL SEND THEM ON AFTER COPYING THEM FOR THE JOURNAL.



THE STORY OF AN ESSEX VILLAGE LAD PART 5

By Fred Joslin

IN THIS FINAL PART OF FRED JOSLIN'S FASCINATING STORY WE FOLLOW HIS DAYS IN RETIREMENT FROM THE ESSEX POLICE FORCE

Now I was a Retired Police Officer and had to commence planning my future and the education of children. When I left the Force, I had two brothers serving in it, both retired at the rank of Inspector. But alas, both have since died.

The first week of my retirement was supposed to be

a holiday, but I was engaged by a Solicitor to obtain necessary evidence in a Divorce Case.

On or about the 8th January 1946, I commenced working as an Enforcement Officer in the Ministry of Food. I thought as the War was practically over, this job would not last more

than a year or eighteen months, but in fact it lasted for 8 1/2 years.

I then commenced my own business as a Private Investigator and I worked up a very good business.

When stationed in Norfolk with the Rifle Brigade, my son Bob met and became friendly with a very nice girl named Evelyn, known as Lynn, living in Norwich. He kept in touch with her throughout his service in the Army and early in 1947, they were married. They have a daughter, named Jane, who is now married with two children.

Soon after his demobilisation, Bob was contacted by another ex-Army Officer who was interested in starting a business in Braintree Essex, manufacturing Plastic Garden Furniture and other similar goods. A factory was obtained and another man with factory experience was approached and he agreed to join the proposed firm as Works Manager. Bob was to be the Accounts, Office and Personnel Manager. It got underway and was a huge success, soon employing between 300 and 400 people, Bob and the Works Manager being made Directors of the firm. After 12 to 14 years, there was some sort of a take-over and the new partners wanted to use the factory for making Electronic Organs, of which Bob knew nothing about. By now, he had become an expert in Plastics. The Company opened a subsidiary firm for the continued manufacture of Plastics in Suffolk and Bob was appointed Managing Director. They were soon employing 200 or 300 employees. After many years, they closed this factory and invited Bob to return to the original factory as Manager. Bob knew nothing about electronics, he told them so and after being with the firm for 22 or 23 years, he left. Later, he decided to go into the retail business on his own account, first as a Grocer with a Sub-Post Office and later changed to Sports shops.

All my other three younger

During my service, I had been commended sixteen times, although two were for the same case by Petty Sessions Chairmen and Quarter Sessions Chairmen.

LIST OF COMMENDATIONS

1. 19th November 1920, Gray Petty Sessions, arresting a man for stealing a bicycle.
2. 30th May 1923 by Coroner's Jury. For action taken at a fire.
3. 23rd July 1923 by Coroner Lewis. For entering a creek and recovering the body of a man.
4. 28th January 1925 Southend County Petty Sessions, Chairman Mr Brightwell, for arresting a man for stealing wireless accessories.
5. 28th February 1925 southend county Petty Sessions, Chairman Mr J. H. Burrows, for arresting two men for Hutbreaking at Canvey Island.
6. 12th August 1925. Southend County Petty Sessions, Chairman Mr Tabor, for arresting two men for stealing a bicycle.
7. 7th October 1925 Southend County Petty Sessions, Chairman Mr J. H. Burrows for arresting two men for shopbreaking at Hadleigh.
8. 17th March 1927 Rochford Petty Sessions, Chairman Mr Alec Steel, for arresting a woman for stealing money at a dance.
9. 1st October 1930 southend County Petty Sessions, Chairman Mr E. A. Martin, for arresting a man for stealing chickens.
10. February 1931 Southend County Petty Sessions, Chairman Sir Frederick Senior, in case of Long Firm Fraud, committed for trial at quarter Sessions.
11. Same case as No. 10.
8th April 1931 Essex Quarter Sessions, Chairman Sir Henry Curtis Bennet K. C. Several Cases of Fraud.
12. 5th March 1933. Southend County Petty Sessions Chairman Mr H. Mitchell, for arresting a man for housebreaking and for making and possessing counterfeit Coins. Sentenced at the Old Bailey.
13. 1st January 1936 at Southend County Petty Sessions, arresting a man for housebreaking.
14. 1st October 1936 Southend County Petty Sessions, for arresting a man for conspiracy.
15. 10th October 1941 Essex Quarter sessions, Chairman Mr. Lynton Thorpe K.C., for arresting a man for stealing and receiving motor tyres
16. 12 December 1941 Essex Quarter Sessions, a number of cases of breaking and entering.



sons, when they became 18 years of age, were called up for National Service and it certainly did them no harm. It is a pity it is not in force at the present time, I am sure there would be less juvenile crime.

After my son Bryan finished his National Service, I was able to send him to London University. He was a brilliant scholar. He studied Law and eventually got his LL.B Degree.

He was then articled to a local firm of Solicitors and qualified three years later as a Solicitor. He commenced work for a firm of Solicitors at Newton Abbot, Devon, and after about 20 years joined up with another young Solicitor at Torquay, Devon, and between them they built up one of the largest firms of Solicitors. He loved his work and the environment around his home and Village. Three or four times a year he would come with his family to stay with us and liked to keep in close touch with his brothers. We often visited him in Devon. He had a nice cottage adjoining his house where we always stayed. It could be separate or opened out into the Main House.

He had a special big spending party to celebrate his 50th birthday on 16th April 1978 and alas on the 6th September that same year, he had a very bad sudden heart attack during the night and died in bed with his wife beside him.

It was a terrible shock to us all. A sad finish to a brilliant career.

At 18 years of age, Frank was called up to do his National Service and he decided to serve his two years in the R.A.F. I think he quite enjoyed those two years. When he came home, after the two years, he went straight into the Essex Police. He served over 20 years at Police Headquarters and that was where he wanted to stay because he had bought a nice house locally which was within 100 yards of the school where his wife Terrie was employed as a teacher. Frank had met Terrie, a pretty Yorkshire lass, when he was stationed at Clacton and Terrie was at a Teacher's Training

College at Clacton. They have two children, one daughter, Ann, is married and the other son, Gary, is hoping to marry during Summer 1985.

Frank has now retired from the Police on Pension and has a very good job as Chief Security Officer for a local firm. Terrie is still teaching but has had very poor health for some months now, being almost crippled with back pains.

My youngest son, Peter, was called up for his National Service and elected to serve it in the Signals, which were stationed in Yorkshire. It was mid-winter when he first joined up and he was not too happy for the first two or three weeks, but he soon settled down and did eventually enjoy it.

When he finished with the Army, he also went straight into the Essex Police Force and when stationed at Hornchurch, he met and finally became engaged to a pretty Irish nurse named Kathy employed at the local hospital. They were later married and lived at various stations in Essex, they now have three children two boys and a girl. Their eldest son Russell, graduated from college at Bristol, where he studied Law, the second son, Stephen, is at present studying law at Essex University.

After reaching the rank of Superintendent moved to Leicester on Promotion: later promoted there to Assistant moved to Warwickshire on Promotion at the present time, he is Chief Constable of warwickshire.

I think in the foregoing, I have shown what a wonderful family of sons my late wife and I have brought up. They all found excellent partners and they, in turn, have very happy families. Each of the boys achieved wonderful results in building up their careers and family life and I am proud of them. They have all been wonderful towards my wife and I, and now in the evening of my life, they are still wonderful towards me.

When I became 80 years of age in November 1976, they gave me strict orders to call it a day and retire completely from my business and I

reluctantly agreed to do so. To celebrate this, they arranged a wonderful evening meal at the Spread Eagle Hotel, Witham, for the wife and I, with plenty of champagne and other wines.

After the four sons left home and got nicely settled down on their own, my wife and myself increased our social life and holidays. For eight years running, we had a fortnight's cruise in a P & O Liner, around the Mediterranean and for many years before and after, we spent at least one holiday in Europe. Later, we had four holidays in Jersey.

On the 27th October 1979, a year after we lost our son Bryan, we returned home from shopping and my wife said she did not feel very well but begged me not to send for the Doctor. I could see that she was more ill than she had said, so whilst she was reclining on the settee, I 'phoned the Doctor and although it was 2 p.m. on a Saturday, he came at once. After examining my wife, he told me that she had had a very bad heart attack, that he had given her a tablet and would return in one hour and if it was necessary and possible, would get her to bed.

About twenty minutes later, my wife went into a coma. I could not arouse her, so I 'phoned the Doctor and told him I thought my wife had passed on. He came immediately and confirmed that my wife was dead. She had never got over the shock of losing our son, Bryan. The sunshine was taken out of my life, we had been married 59 years and she had been a wonderful wife and mother. She had never suffered with her heart before.

We had rather a large house and garden at Danbury and I tried to make the best of my life, but could not settle there on my own. The Doctor found that I was suffering from Angina and he stopped me doing any work in the garden and that worried me a lot.

Eventually, on my son Frank's advice, I moved into my present Flat at Chelmsford, close to where Frank is living. It is a very warm and comfortable Flat and after a

few months of getting used to not having a nice garden, I have settled down and am happier than I ever thought I would be. The family still rally round me and I have a lot of wonderful friends and neighbours.

In this story, I have tried and I think succeeded, in showing that a country lad, born and brought up in a working class home, having initiative and opportunity, can make his way and become a useful Citizen in any Society, either at work, fighting for his Country, or bringing up a successful and happy family.

If I had to live my life over again I would not change it in any way, apart from my experience in Gallipoli.

I now have three sons four daughters-in-law, eight grandchildren and two great-grandchildren and two grandsons-in-law.

Soon after I moved into my present Flat, I was fortunate to get them all present at a party I arranged in my Flat, and what a party it was. I was indeed a very proud man.

THIS IS THE END OF A REALLY FASCINATING STORY, IT COULD HAVE BEEN WRITTEN BY STEVEN SPIELBERG AND AT TIMES YOU COULD BE FORGIVEN FOR THINKING THAT THE CENTRAL CHARACTER WAS INDIANA JONES, BUT IT WASN'T, IT WAS WRITTEN BY A MAN CALLED FRED JOSLIN ABOUT HIS TRUE LIFE EXPERIENCES, AND REAL LIFE SOMETIMES HAS THE STRANGE HABIT OF BEING MORE EXCITING THAN FICTION.



WOULD YOU PLEASE NOTE

As membership increases it would be helpful if members corresponding with the Josselin Society officers and committee could add their membership number to any communication.

This would allow for quick cross reference checks with the membership list and avoid errors.

At a recent committee meeting it was agreed that a charge of £1 per copy would be made for back-dated issues of our Josselin Journal to cover photocopying and postage.

MY THANKS TO DOWN UNDER

I wish to extend my thanks to Mr Chris Joscelyne of Australia for the presentation of the video depicting the memorable flight of the 'Vickers Vimy' from Farnborough to Australia. We had the pleasure of meeting Chris and his Wife Katy during the Brooklands Sunday on June 1st. The video is of great interest to myself being an aviation enthusiast and renews my connection with Australia inasmuch that my 'Baptism of Fire' was flying my first 6 operations in WW2 with a Royal Australian Air Force Lancaster Squadron from Lincolnshire. Thank you Chris.

Arthur Joslin No 14
Farnborough

LADIES SCARVES

I have now received our order for 25 ladies scarves.

The scarves are 54 x 9 inches in navy blue polyester twill with satin borders, and a Josselin Society motif of an oak tree and capital J superimposed printed at each end. A number have already been purchased at £6.00 each and they are a match for the men's ties also in demand at £7.15 each.



Please contact
Bill Joscelyne
No 2 at:
74 Celandine
Close, South
Ockendon,
Essex. RM15 6JA.
or Telephone:
01708 856932
for further
information.

NEW ADDITIONS

It is with great pleasure we can announce the birth of Thomas William on the 16th April 1997 to Andrew and Wendy Joscelyne No 21.

MAJOR MARTIN GIBBS

Major Martin Gibbs, who has died aged 78, was the owner of Sheldon Manor, Chippenham, the oldest inhabited manor house in Wiltshire, which he lovingly restored from a state of virtual ruin.

The house had belonged to his grandfather, and Gibbs had spent some time there as a boy. When he and his wife took it over on his retirement from the army in 1952 they found the house and garden smothered with brambles.

'The first thing we did' he recalled 'was to turn a party of young pigs out into the garden.' the pigs spent the next two years happily clearing the jungle of nettles and thorn that had grown up since the Second World War, while the Gibbss tackled the house.

The sole survivor of a deserted medieval village, the house is dominated by a buttressed porch (described by Pevsner as 'astounding') which dates from the time of SIR GEOFFREY DE GASCELYN, a crusading knight who married the Godarville heiress of the estate and died in 1282.

The east wing was rebuilt in the 15th century, by which time Sheldon had been bought by the Hungerfords, a landowning dynasty whose estates were temporarily forfeited in 1540

Daily Telegraph
July 12th 1994

OUR THANKS

Many thanks to those members who helped out with articles and pictures in this our 12th issue, in particular Peter Walter Joslin for his excellent photographs taken at Brooklands Museum last June. It is you, the readers who make the magazine possible, without your stories, articles there would be nothing to publish so please send in anything you can that may be of interest, if you have any pictures to that you think may be suitable to accompany your articles don't hesitate to submit them, they will be looked after, Goodbye for now.

Any articles, pictures etc for publication in the Josselin Journal should be sent to the Editor:
Bill Joscelyne, 74 Celandine Close, South Ockendon. RM15 6JA

The views expressed in the articles published in this newsletter are those of the individuals concerned and in no way reflect those of the editorial policy of the Josselin Society in general

