

The
Dover
Society

Newsletter

No 16

April 1993



The Marina in the Wellington Dock 1993

Photo by courtesy of Dover Harbour Board.



THE DOVER SOCIETY

FOUNDED IN 1988

Registered with the Civic Trust, Affiliated to the Kent Federation of Amenity Societies
Registered Charity No. 299954

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Brigadier Maurice Atherton

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EDITORIAL

The change in our publication date gives the opportunity to make a particular effort to publish this issue of the *Newsletter* earlier than the official date of 1st April in order that members may receive their copy, which will include a loose copy of the Agenda for the A.G.M., before the last date for the notice of meeting and/or the receipt of propositions to be put to the meeting.

At the meeting Brigadier Atherton, the President-Elect, will, if elected, be officially welcomed as the new President of the Dover Society. In addition we are delighted to announce three valuable additions to the Executive Committee; Laurence Gage assumes the chairmanship of the Planning Sub-Committee and Jenny Olpin takes on the rôle of Press and Publicity Secretary, with Paul Youden as an Advisory Member. Sadly, at this time, we have to report two resignations, from committee members who have been key figures for the last five years; Ken Berry, our Treasurer and Philomena Kennedy, founder of the Society, Editor of the *Newsletter* until Spring of 1991 and member of the Social Committee. Both will be sorely missed.

Our three summer events – in May, June and July – are all detailed in loose papers inserted in the *Newsletter*. Please send the completed application sections to Joan Liggett as soon as possible.

Since the publication of Issue No. 15 there are three events to report. The Christmas feast, held as usual in Dover College Refectory, received some criticism from members. Not for the food, which was of the usual scrumptious high standard, but for the poor quality of the service and the choice of music, which some members found somewhat sedate for the festive season. The Social Committee will be aware of these comments when planning the 1993 Feast and hope to ensure an enjoyable evening for all.

The last time we met, in February, was a very successful Wine and Wisdom evening with eighty-two members participating in the Quiz. The three top teams received prizes and many members have asked for a repeat of this popular event.

In January members heard a fascinating talk by Keith Parfitt on the Archæology of the A20. In this edition of the *Newsletter* Mr Parfitt writes a continuation of his article of

the same title in issue No. 15, taking up the story from the day the Bronze Age Boat was discovered, with some photographs, more detailed than those published in December. Mark Frost, of Dover Museum, has also contributed an article which adds useful additional material on the old crypt and the tower mentioned in Keith Parfitt's talk.

Members are urged to read the excellent article on the future of local government by our chairman, Jack Woolford, who has succinctly presented the crucial issues for our close consideration. An open letter from Ivan Green gives further food for thought. It is a subject which will, no doubt, merit further discussion if future issues and one with which we should all be concerned.

We have devoted our centre pages to presenting some of the artist's impressions submitted to Dover Harbour Board by their new joint-venture partners, Pearce Developments. Many members will have seen these on a larger scale at the exhibition at Dover Town Hall on 15th and 16th March and more details are given in an article here. These plans have been critically discussed in detail by the committee and the Planning Committee Chairman has collated our views in a letter to Dover Harbour Board.

The next few years will be exciting, crucial years for Dover. Firstly, there will be the opening of the new A20, changing the face of the town's road system. Secondly, work will start on the first stages of the Harbour Board's ten-year plan for the redevelopment of the Western Docks, including the building of a superstore, an hotel and shops. Thirdly, in the next three years, IMPACT money, as reported in our last issue, will be used to help town centre re-generation to make the town more attractive for residents and visitors.

Although it is difficult to focus on the new image of Dover, in the midst of what seems like total chaos on our roads with more queues, lights and changed priorities than ever before, what seems to be important at this point in time is that if we want to comment on any of these changes – if we want to have any say at all in what happens to our town, now is the time to say it! NOW! – before IMPACT spends one penny – before the Harbour Board ratifies the first project. He/She who hesitates will be too late!! The money will be spent – the plans agreed.

Earlier we invited members to send us their comments. All suggestions received, either by the Editor or by the Planning Committee, were used in preparing sheets for the Members' Meeting on 22nd March, to serve as useful starting points for discussion. Members were given an opportunity to talk, discuss, put forward suggestions as to how IMPACT money should be spent. These will all be reported in *Newsletter 17*. Members who wish to make additional points are invited to do so in letters to the Editor.

Welcome to all our new members, who are joining us in increasing numbers. Members will, no doubt, remember that subscriptions are due on 1st April but please note that from this April you can pay by standing order if you wish to do so. Our Membership Secretary has forms readily available.

A happy Easter to you all.

LOCAL GOVERNMENT REORGANISATION

JACK WOOLFORD

(The powers of Local Government, which used to include such matters as tram or bus transport, gas and electricity supplies, health, fire and police etc, have been and continue to be curtailed for a variety of reasons, some more reasonable than others. The present division between County and District Councils dates only from 1974 but is again to be reorganised. Although the subject is not sensational, we should be as well-informed as possible on the options and their implications.)

THE DOVER SOCIETY COMMITTEE was addressed, with characteristic calm lucidity, by JOHN MOIR, Chief Executive of Dover District Council, on the impending reorganisation of local government, on Thursday, 14th January. The views he expressed were his own and not those of the District Council.

Mr Moir said that the Government, having decided that there should be a review of local government, had published a number of consultation papers, with considerable differences between those dealing with Wales and Scotland (whose Secretaries of State have said that there *will be* unitary authorities) and those dealing with England. The present two-tier system of County and District Councils was regarded as wasteful, confusing as to the location of responsibility, with a lack of accountability, and remoteness from the people served. There would be no changes in the single-tier metropolitan authorities in London and elsewhere, but all the counties had been put into five *phases* of review and although the government expected a majority of *unitary, single-tier, all-purpose* authorities to emerge from the process, no solution was ruled out. There could be no change, or there could be unitary authorities based on present counties or district councils, or on altogether different areas. There was very much room for argument.

Kent was in the third phase of review which meant that the Local Government Commission, (chaired by Sir John Banham, with Chief Executive Martin Easteal and twelve members including Robert Scruton, Chairman of the Kent Association of Parish Councils from Womenswold) would be examined in 1994 and the changes, if any, would be operative from 1st April 1996. Dover District Council and Kent County Council, therefore, might become extinct on 31st March 1996 and be replaced by a new authority with completely new members and completely new senior officers. The senior ten per cent of new senior officers would be chosen by the new authority. The remaining 90% of existing staff would be transferred *en bloc*.

At the same time, a review of the internal management of local authorities, by a Working Party from the Department of the Environment, was in progress because working practices were considered to be hidebound survivors of the Municipal Corporations Act of 1835. Mr Moir thought that this should have been determined in

advance of a review of structure, and he hoped that the new authorities would presumably work under the new guidelines.

In the first phase were all the obvious candidates for change. The report on the Isle of Wight had already, as promised, been published and both the two District Councils and the County Council wanted a unitary authority, so that there was no argument. This may have explained why the report appeared to be superficial, not to say sloppy. Also in the first phase were other areas where the 1947 reorganisation had never been accepted, like Bristol and the Counties of Avon and Gloucester, Lincolnshire and Humberside, Cleveland and Durham, and Derbyshire. In the second phase were major cities like Plymouth, Derby and Nottingham, all considered suitable for return to the old, County Borough system. In phase three were the shires, including Kent.

The Commission required clear expression of the feelings of local groups, including Parish and Town Councils, amenity groups, trade unions, nature conservancy councils, and the public. On the Isle of Wight the Commission had received only twenty-seven letters, which suggested that people's attention and concern had not been grabbed. The man in the street did not understand Local Government and was not much interested in it. He simply wanted his dustbin emptied and other services provided without much argument.

Mr Moir was surprised by two conclusions. The first was that it had been known all along that the real problem was ward boundaries, which was a political problem. No government would create a new tier or type of authority nationwide which would be electorally disadvantageous. The second was concerned with Town and Parish Councils. Late in the process the Government realised that they had forgotten the Parish Councils. A Consultation Paper was rushed out which raised a number of issues and then knocked them flat and implied that nothing would be done about it: a token gesture. On the Isle of Wight new ward boundaries were proposed but Parish Councils and Town Councils were side-stepped as a matter for the new authority to consider.

What might happen in Kent and what might happen in Dover? Mr Moir doubted the wisdom of employing consultants further before more was known about Phase One, from which he hoped that a clear pattern of unitary authorities in areas much smaller than present counties would emerge. Otherwise the argument would continue until the end of the century. Kent County Council was saying it ought to be a unitary authority based on the county, with various responsibilities and activities sub-contracted to between sixty and eighty bodies, yet to be determined. This sounded like the old Rural and Urban District Councils before 1974. The District Councils were saying there ought to be fourteen unitary authorities based on existing District Council boundaries, including Dover District Council.

This attitude might have to alter because of the findings of the first phase, and already the Medway Towns, for example, were considering merger and Tonbridge, Malling and Sevenoaks were a bit nervous. The problem in East Kent was *community identity*, that is to say of communities which people relate to, the names of which they use in reply to the question: "Where do you come from?" It was this which the Government wished to promote. People in the north of Dover District were very reluctant to say that they had any identity with Thanet. Thanet appeared to stand alone on community identity.

6 Mr Moir wondered what solution here would be politically acceptable. It would be disastrous if a new authority was to emerge which was based on a depressed coastal strip. If the new authority had to be bigger it was essential to include other parts of East Kent such as parts of Canterbury District. Otherwise there would be an under-powered, under-financed authority with very serious structural problems as far as employment was concerned. The resources would go to the area with the worst problem, which was in Thanet. It was difficult to see how Dover would go in with Folkestone because the only remaining link, seamen (i.e. maritime employment), was disappearing. Both Dover and Folkestone people stayed in their own places although this tendency might be changed by the opening of the new A20, also linked with Ashford. It had also been suggested that the new authorities might be based on Health Authority districts, although Health Service boundaries were also changing.

Dover District Council believed it had been relatively successful, efficient and open towards the people and the community. Decisions should be taken locally, here, rather than at Canterbury or, worse still at Maidstone with some sort of pretence of regional committees or sub-committees. He thought a mistake was made in Kent in 1974. The original recommendation that Kent should be split into two counties should have been implemented because there was nothing at all in common between East and West Kent. They had completely different aspirations, types of community and employment bases. Consequently the needs of East Kent had never been properly addressed. With new unemployment problems arising it had been necessary to set up a completely new organisation to cope with the situation, the East Kent Initiative.

The basic building block for new areas would be existing District Council areas (with circa 100,00 population) and not Parish or Town Councils. New Dover or Deal Councils would not emerge. The new authorities would be responsible for what was left of education, social services, libraries and highways with joint boards for police and fire, probation and court work. Police and Fire Services were also under review by the Home Office and it was unlikely that local government would continue to be relevant to them.

In answer to questions Mr Moir thought it unlikely that Kent County Council would long survive its 100th birthday. Councils were already doing less themselves and contracting work and services out, becoming enabling authorities. It was not surprising that Derbyshire was in the First Phase and he expected it to be dismembered. Smaller than counties seemed to be the trend. Councils were being more and more tightly controlled financially on specific services, with less and less authority to move money around. It was difficult to square this with government talk of strengthening local democracy and it might be that the new authorities would see themselves more as champions in all fields, such as health services, gas, electricity, the railways etc. Employment in Local Government was likely to diminish. Dover District Council had a hundred less staff than a year ago. Reducing the number of tiers of government would obviously save money.

Mr Moir concluded by saying we should obviously talk again later.

We should also (I think) hear what Maidstone has to say.

AN OPEN LETTER: *from* IVAN GREEN

Dear Reader,

On hearing the repeated rumblings of a nationwide revision of local government which will include the removal of one of the present administrative tiers, and noting the hectic propaganda the County is putting out, at no little cost, it must be noted, it is surely time to consider, with some sense of urgency, our own position as a District Council.

Our three ancient boroughs with their mayors, and the rural district with its chairman, were arbitrarily forced together by dictate of Parliament and though we have made progress towards becoming a cohesive entity, we need to gain a closer sense of community, of belonging together and, of vital importance, we need to be in full control of our own affairs.

But what is to be done? The first essential is that we must realise that this amorphous district whose titular head is a chair person, is a viable administrative unit, but it is not, and probably never will become, an inspiring, unifying force.

There is really only one answer. The Dover District must take the plunge, follow the enormously successful example of others, of which Tonbridge is a notable very recent example, and be constituted as a borough with a mayor at its head.

This mayor would join the other three mayors of the old towns as the senior partner, the first among equals, and so bring them, and the new regime together, and harness, for the public good, the many centuries of tradition and goodwill which each, the old and the new, possesses individually

To spread the responsibility, the awareness of communal entity, and the honour, among as many of our citizens as possible, the mayor should be strictly limited to one year of office only, and it would be an added bonus if the holder of the office could sometimes be a much respected non-political local citizen or, if that was unacceptable to the political parties, perhaps the mayor could refrain from overt political activity during the year of office, so as to be seen to be really the leader of us all, and not merely the nominee of a faction.

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The appointment of a chairman of committees would solve many administrative difficulties in this respect. The mayoralty could, upon occasion, and with goodwill, be offered to a member of one of the opposition political groups.

To bring democracy still nearer to the people, all the viable local communities should be constituted as parish councils, following the very successful example of River.

The next step, and it is vital, must be that our new borough must become a unitary authority, and thus assume control of our own affairs instead of, as at present, having to submit to the dictates of the county colossus at Maidstone.

We are actually very well placed to become a unitary authority straight away, since we have a homogenous area, a common tradition, and an efficient local government organisation, now centred in modern accommodation at Whitfield, and functioning efficiently.

But, it may be asked, what will all this cost at a time of severe depression and financial stringency? The answer is, surprising little, providing that the expensive junketing indulged in by some authorities is avoided.

After all, there is absolutely no justification, and certainly no excuse, to indulge in costly celebratory dinners, or to entertain, or offer freedoms to, a few distinguished or socially desirable individuals whom we shall possibly never see again, to mark our change in status. After all, if the appointment of honorary free-men is considered to be essential, we have plenty of local citizens eminently suitable for, and worthy of, public recognition.

What could be better than an assembly for the general public in one of our public open spaces to which every citizen, and not merely a chosen few, would be welcomed and where the new mayor could be presented to the people for whom, for the year, the mayor will be their leader and chief citizen?

Is this mere pie in the sky? Politically undesirable? Socially doubtful? Financially impossible? Not so. It is there for the taking, providing we have enough statesmanship and goodwill to seize it. Have we?

I write as a private citizen and not the nominee of any political or administrative group, hoping soon to be a citizen of our new borough.

Sincerely,

IVAN GREEN

The Christmas Feast

THE STANDARDS and traditions of the Society's "Christmas Feast" were this year well-maintained. The usual excellent meal of marvellous choices was again served in the appropriate setting of the Dover College Refectory. The introduction of a system of lettered tables helped to reduce the length of the queues at the groaning serving tables.

Our Chairman controlled the events of the evening in his customary professional manner despite the unfortunate injury to his right hand and arm which has meant long, and often painful treatment. At the start of the evening he welcomed members and guests, including the Town Mayor and Mayoress (Councillor and Mrs W. V. Newman), Mr David Elms, the former Chairman of the now-defunct River Dour Association, Miss Christine Waterman, Curator of the Dover Museum, Mr and Mrs David Shaw and Councillor and Mrs Brian Cope. Unfortunately the President-Elect, Brigadier M. A. Atherton, was unable to attend.

Among the members present was Lin Clackett, the former Social Secretary, who originally set the pattern for the "Christmas Feast". Whilst enjoying just being-at-table Lin was delighted, as were we all, that Joan Liggett, her successor, had organised the evening so efficiently.

The entertainment provided by "The Canterbury Waits" was preceded by the "Jeremy and Sheila Raffle", which is really part of the entertainment. This year Lady Luck proved to be very capricious and sent a stream of prizes to the embarrassed diners on the top table. Still, there were plenty of prizes and I think nearly every table had at least one before Sheila had no more to hand out to those lucky enough to have bought winning tickets.

"The Canterbury Waits" played during the meal in true mediæval style and afterwards gave a performance which included a description of the various instruments which they have now mastered. It was both entertaining and instructive.

The "Feast" concluded with the anticipated carol singing led by Delysia Berry. The response, as usual, was very hearty, the men singing, we thought, particularly well!

Thus ended another "Feast" leaving us with the thought, "Tis now the Season to be Jolly!"

THE LETTER FROM IVAN GREEN on the previous page

Ivan Green makes a number of interesting points and the Editor welcomes comments and suggestions from the Society's membership

Wine & Wisdom

22nd February 1993

JENNIFER GERRARD

ST. MARY'S PARISH CENTRE was the venue for a lively clash of minds as eighty-two members and friends formed into ten separate teams for another popular evening of "Wine & Wisdom".

As usual, the master of ceremonies was our ever-smiling society member, Clive Taylor, ably assisted by his charming wife and a friend.

There were nine rounds of varied questions, including the now infamous interval break "dingbats", which are sufficient to give any self-respecting member a severe bout of indigestion.

At the end of it all the "Dubliners" team emerged triumphant, closely followed by "Trefoil" and the "Incognitos".

Our social secretary Joan Liggett and her daughter worked hard to ensure that all present were well fed and watered and are to be thanked for their efforts



SHIPPING NEWS

IT IS always interesting to see new or different ships entering Dover Harbour. The first week in March saw H.M.S. *Ambuscade* tie up alongside the Prince of Wales Pier and April will herald the arrival of the P & O super-ferry, the *Pride of Burgundy*. At 28,500 grt it is the largest-ever cross-Channel ferry.

In May the Costa Line's *Daphne* puts into port to pick up passengers for an Icelandic summer cruise, visiting Amsterdam, The Orkneys, Iceland, The Hebrides, Oban and Dublin before returning to Dover in June. In September the cruise liner *Daphne* makes another voyage from Dover to Spain and Portugal.

B.J.L.

The January

Meeting HUGH BAX

THE SUBJECT of the January meeting was the work of the archæologists along the route of the new A20, from the Western Heights to the Eastern Docks. The exploration is being carried out by the Canterbury Archæological Trust, under the leadership of Mr Keith Parfitt, the project director, who, with the aid of slides, gave us a close and detailed account of the progress of the work. The distance involved in this section is about three miles and the time spent, so far, a year and a half. A consequence of the construction of the new motorway is the replacement of the worn Victorian sewerage system by a new one with pipes five feet in diameter in a trench fifteen feet deep. The archæological heart of the study is the area of Bench Street and its junction with Townwall Street, the very centre of the historic town, where a pedestrian underpass is to be built beneath the new dual carriageway.

Mr Parfitt dealt first with the fortifications; first, the South Lines Battery, which was originally equipped with seven guns, not three, as previously thought. This has now been demolished, then Archcliffe Fort, which was thought to be a kind of Victorian bastion, but was found to contain 17th and 18th century elements. This has been preserved, the new road running hard by. We then looked at the site of Great Paradise and a reproduction of the famous painting of Henry VIII's ships entering the harbour. The workers have sought in vain for evidence of the two forts which guarded its entrance but found signs of the beach shingle which eventually silted up the basin.

But then we come to Bench Street, and what riches here! How can one adequately describe all that close and rigorous examination, within a strictly limited time scale, revealed! Beneath the site of the Shakespeare Hotel and Crypt Restaurant, devastated by fire in 1977 and demolished a few years later, were found a Victorian well, a 17th century gutter and 13th century chalk soil deposits. Exploration of documents and letters proved that Bench Street was much narrower in medieval times. Filled-in cesspits revealed two Norman rubbish pits, c1175, with remnants of fish bones and scales.

By the Middle Ages, Bench Street contained fine houses and a tower house, once thought to be the tower of St. Nicholas church, blown up in 1836. More probably this was a town house, very like an existing one in Bridport, shewn on a slide. Excavations have revealed two large cellars or crypts, one on the site of the Crypt Restaurant on the west side of the street and the other adjacent to, but not beneath, the stone tower, on the east side. Also revealed were various details of walls, doors, steps, engravings, vaulted arches and a recessed cupboard. Here the archæologists had a glimpse, for the first time, of the layout of medieval Dover, with later structures superimposed on the earlier ones.

Whilst these things were being identified and recorded, Dr Martin Peters, a geo-archaeologist, was finding fascinating solid evidence of the silting up of both the Roman and medieval harbours. Searches at the Dover Stage car park area produced a flint Stone-Age adze, from c5000 BC.

The site of the gates in this medieval walled town was most interesting too. The Snar Gate was pulled down in 1628. We were shown a Victorian water colour of what purported to be the gate, with flint walls, Kent pegged tiled roof and an odd and incongruous Dutch gable at one end. It looked most attractive and, said Mr Parfitt, highly improbable. The Baldware Gate was breached by the sea, cut in half, the eastern section swept away and the western section moved sideways. The town wall stood right against the sea and was constantly pounded and beaten by it, its massive foundation stones were smooth and rounded with beach shingle wedged between the cracks. In 1470 an appeal to the King for help in repairing the wall described it as "battered and prostrate". By this time high tides were passing through breaches in the wall.

Near here was found the base of a statue, possibly that of an archbishop. On the site of the Baldware Gate was erected a three gun battery. Further researches in the Bench Street area revealed part of the Roman timber quay.

Stakes had been driven into the sand and behind them huge timbers were laid flat and massive stones set upon them. Thus a link with the Roman Quay in Stembrook was established.

And here, for the time being, the project would have ended but for Mr Parfitt's amazing discovery of THE BOAT!! The authorities had decided that there was a likelihood that the underpass might on occasion be flooded, so that it was necessary to provide a pumping system to keep it dry. In the area selected for this project, just before work was to commence, a section of a large boat was found, much of it still buried. Mr Parfitt described in absorbing detail the events attendant on this discovery – staying the hands of the contractors, uncovering the boat and lifting the remains and storing them in water tanks provided by Dover Harbour Board. There were four very large pieces of wood, joined by yew withies, twisted to form ties. There were sheets, which might imply the use of sail. Only one other boat of this kind has been found in Britain, at Ferriby in 1937. This discovery took Dover's archaeological enterprise into the international class. The boat has been dated carbon dated to c1300 BC.

It was not, we might conjecture, abandoned on the foreshore, but at the edge of the River Dour. Over subsequent years it became a repository for rubbish; waste bits, bones, food, a cow's skull, flint chippings. It was resting in peat, dating back to 10,000 BC, Snail shells found in the boat were of fresh-water snails. And that brings us to a most surprising conclusion. We have grown used to the idea of Dover as a seaport of which the harbour has been silting up since medieval times. But now we have to accept that the area of Bench Street was indeed well inland. The shoreline when this old boat was cast aside might well have been where the Breakwater is now.

Mr Parfitt's expert knowledge, enthusiasm, technical skill and easy and pleasant manner gave the rapt audience a fascinating evening.



PLATE I: *Excavating the second section of the boat, showing the original forked end.*

A continuation of the story in *Newsletter 15*

The Discovery of the Bronze Age Boat

KEITH PARFITT

A BROAD SEQUENCE of archæological evidence relating to the Mediæval and post-Mediæval town had been studied by the end of the summer of 1992 and the fieldwork phase of the operation appeared to be coming to a close, when a highly exciting find was revealed by the contractors working on the new underpass.

At lunch-time on Monday 28th September, (the 345th day of continuous fieldwork by the C.A.T.) a team member spotted a group of substantial timbers in the bottom of a deep contractor's pit at the junction of Bench Street and Townwall Street, some six metres below ground level and just below Ordnance Datum. A rapid inspection indicated that these timbers formed part of a boat; moreover, the use of twisted withies within its construction, and the associated tufa and peats, suggested that the vessel could be prehistoric. Following a meeting with the consulting engineers, Mott Macdonald, and their main contractor, Norwest Holst, the remainder of the day was allowed for a fuller assessment of the extent and preservation of the vessel. It was soon obvious that the lower portion of the boat was intact, apart from the damage to one area already sustained during the machine excavations.

The initial investigations revealed that the timbers extended for some 6 metres across the full width of the pit and it became clear that we were dealing with the substantially complete mid-section of a very well preserved prehistoric plank-sewn boat, broadly similar to that found at North Ferriby before the last war, and obviously a crucial new find for nautical archæology.

Numerous telephone calls and meetings the following day culminated in the grant of six days to excavate and record the remains fully. The ever-helpful engineers had already checked and indicated that unfortunately the levels could not be raised in order to preserve the boat *in situ*.

Since the boat would have to be removed to allow the contractors to excavate even deeper to complete their work, it was decided that the boat had to be lifted. A team of experts was hastily assembled to decide how this could be achieved. The main problem to resolve was whether to attempt the lift in one, or whether to cut the boat into sections and lift these individually. Opinions were divided, and remain so. However, it was generally agreed, due to the fairly fragile nature of its construction, the time factor and the damage already sustained, that it would be safer to cut the boat into manageable segments, thereby safeguarding key structural features.



PLATE II: Detail of the boat's construction, showing a carved side cleat (uncertain purpose) and a twisted yew wood withy which held the individual planks in place.

Work on the boat continued for thirteen hours each day and by the Friday night all the recording had been completed ready for the lift on Saturday. Working in conjunction with English Heritage conservators, the boat was then cut into ten lettered sections, each being manoeuvred on to a pallet and then removed from the excavation using a crane and lorry kindly supplied by Dover Harbour Board. At 5.50 pm on Saturday 3rd October the almost exhausted excavation team gave the signal to raise the final section of the boat which was then taken, by lorry, to join the other sections now resting in a large water tank previously prepared by the Harbour Board in one of its store buildings on the quay-side only a short distance away.

The lifting operations were watched by a large crowd of Dovorians, eager to see the remains of the ancient vessel, so appropriately discovered at one of Europe's most famous ports. The atmosphere was somewhat akin to the homecoming of the *Mary Rose* to Portsmouth!

From the details of its construction, the craft must have been the product of a master boat-builder working within a long established tradition – the workmanship was superb, with cleats and central rails being carved from the two large oak base planks and held together by transverse timbers. The side planks were held in place by individual stitches of twisted yew wood with moss caulking between the joints. Three species of moss have been identified – *Thamnoryumalopecorum*, *Plagiothecium denticulatum* and *Sphagnum sp.* The presence of *Sphagnum sp.* may be significant as it is not widespread in South East England today. Clearly a detailed study of the vessel will greatly advance our knowledge of prehistoric boat-building.

During the following week the contractors resumed their construction work whilst the archæological field-team correlated their somewhat hastily prepared notes and

drawings. It was clear that further substantial sections of the vessel must lie to the north and south of the mid-section already lifted. Although these sections were beyond the limits of the contractor's excavations, fears increased regarding the effects of the new deep subway and its associated water pumping station on the surrounding water table. There seemed to be no certainty that if the remaining parts of the vessel were left *in situ* for future generations to excavate and study with improved techniques, the sediments would remain sufficiently waterlogged to allow the preservation of the boat timbers. Instructions were therefore issued by the Department of Transport and English Heritage to attempt to lift the remaining portions of the boat.

The close proximity of tall Victorian buildings immediately to the north precluded excavation here but a second coffer dam immediately to the south of the first was inserted and a further eight days allowed for the excavation of the southern section of the vessel.

The reward for the considerable amount of extra effort and cost put into the new excavation was the exposure of a further 3.5 metres of the craft including the remains of an original end – it is not clear whether this represents the bow or the stern. Interestingly, this had been partially dismantled soon after the boat was abandoned. A large section of the structure had been cut away, leaving intact the feathered ends of the side planks and the rather strange-looking forked terminal of the central base rails.

The same procedure was agreed for the lifting of the second section of the boat and this was undertaken on Monday, 19th October in heavy rain, the final segment being retrieved at 8.45 pm. A total of 9.5 metres of the boat in all has now been raised, which perhaps amounts to about one half to two-thirds of the total length. There seems to be

PLATE III: *Preparing to lift a cut section of the boat*





PLATE IV: *Preparing to raise a section of the boat by Harbour Board crane.*

little doubt that the craft represents a sea-going vessel which presumably made regular trips across the Dover Straits to and from the Continent. Once conserved, it is hoped that the boat will be placed on permanent display in the new Dover Museum.

Initial Carbon 14 dating indicates that the boat is of the Middle Bronze Age. Preliminary examination suggests that the boat was old and fairly certainly it was deliberately abandoned. It appears to have been left in, or adjacent to, a freshwater channel eroded into a compact peat deposit. Sediments immediately beneath the boat contain molluscs that indicate the presence of a brook or stream with muddy banks covered with extensive vegetation. Evidence suggests that following abandonment, the boat in-filled rapidly with tufa and was subsequently sealed and protected by a thick layer of silt. Molluscs indicate this occurred within an environment dominated by damp open ground amongst small muddy pools or slowly moving streams. There is no evidence of brackish or saline water organisms present either in the mollusc or pollen assemblages despite the proximity to the present coastline. This suggests considerable palæogeographic change since the boat was buried. Bore-hole evidence, obtained as part of the project, suggests that the sediments and prehistoric surface associated with this event are widespread beneath central Dover and that a rich buried land-surface, with associated archæology, may exist throughout much of the Dour valley.

In addition to a considerable number of struck flints and pot-boilers a rich assortment of palæoenvironmental data has been recovered from the boat and immediately adjacent contexts. Molluscs, animal and fish bones, insects and plant macro-fossils were seen during excavation and preliminary assessment of the samples taken has indicated that pollen and ostracods are also present. All contexts have been

sampled and all the sediment from the filling of the boat (second stage excavation) has been recovered for study. Significant quantities of animal bone were recovered both in and adjacent to the boat. From the material studied to date it is noted that the bones appear to be largely from domestic cattle (*Bos taurus*). A scapula found lying on the boat surface showed evidence for human modification, possibly indicating filleting and disarticulation. Elsewhere, many of the bones revealed extensive marks associated with gnawing by scavenging animals.

The raising of the Dover boat proved to be a splendid example of co-operation and assistance by many different companies, official bodies and individuals. Substantial financial assistance was provided by English Heritage and the Department of Transport, whilst the engineers of Mott Macdonald and Norwest Holt gave invaluable practical help and encouragement on site. Dover Harbour Board played a vital part in the actual lifting and storage of the vessel, whilst Dover Museum and Dover District Council provided essential back-up to the excavation team. The writers extend their sincere thanks to all concerned.

SITS VAC. URGENT

Salaries Negotiable, but in the region of £0 k

The Society has a pressing need to fill the following vacancies in its Administration.

TREASURER

This is a key post. The successful aspirant will keep the Society's books and report monthly to the Executive Committee of which he/she will automatically be a member.

ADVERTISING MANAGER

This involves liaising with approximately one third of the advertisers and potential advertisers in the *Newsletter*, a month or six weeks prior to the publication dates, when contracts become due for renewal. Also at all times to have an eye open for new advertisers or supporters. This is not an onerous job but it is a very important one: the advertisement revenue makes a very valuable contribution to the costs of producing the *Newsletter*.

Volunteers (victims?) should contact the Secretary, Leo Wright on Dover 823048 as soon as possible. It is vital that these posts should be filled.

Recently the Committee has been fortunate in gaining three new enthusiastic and very competent members and it looks forward to recruiting two more. It is most desirable that any committee should be flexible and dynamic rather than static and new talent, energy and enthusiasm is always most welcome.

Another Remarkable Discovery

It is befitting that, on our revised publication date, we are allowed to reveal a hitherto closely-guarded secret. Another amazing discovery has been made during the construction of the A20, at the junction of Woolcomber and Townwall Streets, of what a number of knowledgeable people consider to be a Stone Age boat.

Unlike the now world-famous Dover Bronze Age Boat which is obviously the result of a long tradition of boat-building, this interesting object was almost certainly the first, and last, of its kind. It somewhat resembles a dug-out canoe and is carved from a strange blueish stone. The use of this stone gives rise to the suspicion that it was a left-over sarsen from that extraordinary construction at Stonehenge and that its guardians saw an opportunity of making a quick profit. How it was conveyed to Dover remains, at present, a mystery.

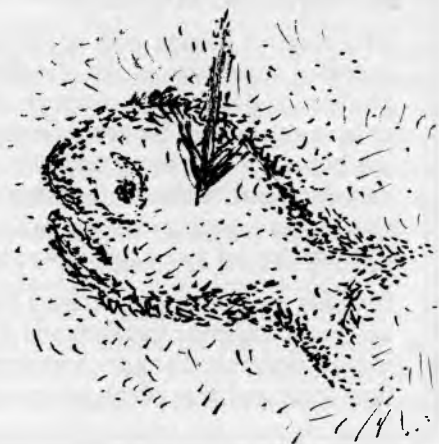
The archæologist on site, who prefers to remain anonymous, said, echoing Oscar Wilde, "To find one boat, Ms Kennedy, may be regarded as remarkable; to find two looks suspicious".

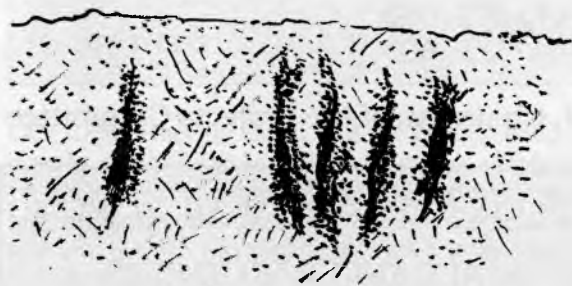
Some sceptics have questioned its purported function. Perhaps it was not a boat but a bath? Apart from the well-known fact that our woad and grease-incrusted forbears would have considered bathing most effete pastime, whoever heard of a bath without a plug-hole?

Another curious idea is that it might have been a horse-trough, but we know that those men and women of so long ago would not have thought of doing anything with a horse except eating it.

Maybe it was a sarcophagus? This hypothesis, too, is untenable – unless there were giants around in those days – and such elaborate burials are unknown at that date anyway.

Two facts seem to prove its intended use as a boat. Inside was found half of a paddle chipped from an unusually large piece of flint. One can imagine one of those Stone Age men, furious at the disappearance of the result of his long labours, snapping the paddle in two and flinging it into the waves where one half, fortunately for us, landed in his misbegotten vessel. The other fact is the crude image of a fish, with a spear through it, daubed in iron oxide on the stone, representing the hoped-for harvest from the sea.





Engraving on boat

A representative of Dover Museum said "It was certainly intended to be a boat and obvious that, when launched, it immediately sank — like a stone.

A further interesting detail is that, roughly engraved near one end, are five marks (see sketch) which gives rise to the theory that, like us, our ancestors also celebrated this day

PHILOMENA KENNEDY

CRABBLE CORN MILL

In 1988 when the responsibility for the mill was taken on by the Crabble Corn Mill Trust the Friends Group was born and has continued to play an important and active part in the mill's preservation. The Friends are a locally organised group of people who are interested in the mill's past and future : they have done much work on the building and the millpond as well as raising substantial sums towards the cost of restoring, maintaining and running the mill.

The restoration project was carried out by a professional team who worked to standards laid down by English Heritage. The quality of the work was recognised by awards from The Times/RIBA, Kent Archæological Society and the Dover Society. In 1992 an award was given under a Civic Trust Commended Scheme which aims to highlight good environmental design.

The Crabble Corn Mill Trust is a small independent non-profit making body that receives no regular financial subsidy from any organisation. The cost of restoring the mill to a very high standard, the statutory requirements and the maintenance of the millpond have left the Trust with no financial reserves.

Since re-opening in 1990, 26,000 people have passed through its portals, including 6,000 children from 100 Kent Schools who have used the mill as a source for study. Though thousands more have used the café and have enjoyed the pleasure of the sights of the pond, the cost of future maintenance must come from admissions to the mill, from retail sales and from donations and sponsorships.

The 1993 Appeal is aimed at ensuring that this uniquely preserved watermill continues to be preserved and is always readily available for everyone's enjoyment and education.

If you want to help or perhaps just find out more about this Trust you could write to the Membership Secretary, c/o Crabble Corn Mill, Lower Road, River, Dover.

20 PROJECTS

UPDATE by JOHN OWEN, Chairman of the Projects Committee

NATIONAL TREE WEEK 1992 NOV. 26 – DEC 6

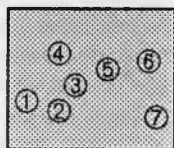
The Society's 'BRAMBLE WEEK' SUCCESS

DECEMBER was the second anniversary of the Society's tree planting of beech, maple and cherry in Lousyberry Wood and what better than to celebrate with some essential after-care work on the young trees. Weeding and cleaning out of some tree shelters was necessary, as was the replacement in position of some of the shelters which had been removed selectively during the growing season where it seemed apparent that growth was being inhibited. The trees are in very good heart and are becoming well established.

There was another good turnout of volunteers, especially on the Sunday. They spent no time in tackling the primary task of clearing back the rampant bramble. This will help considerably in ensuring the continued well-being of the young trees in the future.

The original 45-60cm bare root transplants have put on considerable growth and are recommended viewing from the adjacent public footpath in the summer months.

We owe a debt of gratitude to all the volunteers who give of their time in the interests of conservation and restoration of the environment in this beautiful part of Dover.



- 1 Glyn Hale
- 2 Suzanne Glover
- 3 Mrs Glover
- 4 Jeremy Cope
- 5 Leo Wright
- 6 Mike Bayley
- 7 Ann Owen

Revitalised Pond Welcomes the Coming of Spring

GOOD Weather for ducks and for Lydden Pond has been the experience of recent months and it is good to report a number of frog sightings in the last few weeks.

Stalwart volunteers Peter Hargrave, Ernie Dixon and Glyn Hales have again been busy on Sunday mornings putting in hours of pond care, mainly attending to the gulleys and inlets which have recently taken a pounding. Some further bluebells and grape hyacinths have been introduced to the banks and should add a touch of colour in due course.

Water levels have varied during the period, exceeding the height of the clay lining at times but in the main maintaining a fairly constant optimum level below the clay rim.

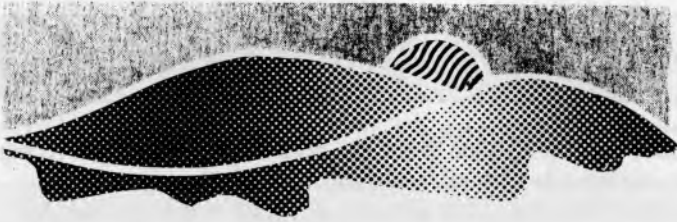
The accompanying recent photograph of the pond is perhaps worth comparing with those of say twelve months ago and indeed with the early 1900s photographs published in *Newsletter* No. 12. The same photograph in colour, framed and hanging close to the bar in 'The Bell Inn', has been presented to Lyn and Pete who have been very supportive of the Society's project since the very first day they took over the 'Bell'. Their hospitality and splendid log fire provide us with the perfect retreat after a busy work-session.

Now over six months of continuous water in the pond and with spring upon us, the ducks and other wildlife seem very happy with the situation.



IN MEMORIAM: *We are sad to have to record the deaths of three of our members:*

Mr. H. Wells of 38 The Gateway
 Miss J. Skinbner of Lewisham Road and
 Mrs B. Bartlett of 200 The Gatway
 and we send our condolences to their families and friends



WHITE CLIFFS COUNTRYSIDE PROJECT



Melanie Wrigley
Projects Officer

A Step Back in Time

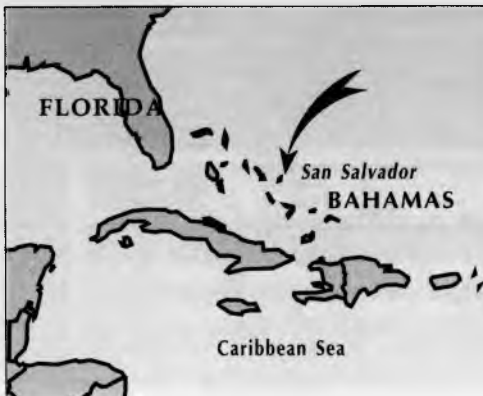
How an 'Earthwatch' expedition to study underwater meadows and coral reefs in the Bahamas gave Project Officer, Melanie Wrigley, a chance to glimpse the Dover of 100 million years ago.

The reader of the *Dover Society Newsletter* may wonder what connection there can be between the WCCP and a study of coral reefs in the Bahamas and also wonder why one of our project officers should be visiting San Salvador to learn more about the chalk grasslands of Dover and Folkestone.

However, there is a connection, and it was the work with the chalk grassland habitats that led to my Bahamas adventure. I was attending an environmental education conference in 1991 and the county adviser announced that there were special education awards available from the charity 'Earthwatch' to enable applicants to join one of their scientific expeditions. After obtaining more information from 'Earthwatch' and writing a report on how the experiences of an expedition "would further my

personal and professional development", I waited in anticipation!

In January 1992 I received a letter from 'Earthwatch' offering me a place on an expedition and an award towards the cost. Excited to have been given this wonderful opportunity, I set to work to raise the necessary sponsorship. I was to join an on-going American project called "Underwater Meadows" which started in 1988. Twice a year teams collect samples from around San Salvador.



The research team met at the airport Holiday Inn in Fort Lauderdale, Florida on 16th July 1992. Professor Garriet Smith, the expedition leader, introduced himself and discussed travel arrangements to the Bahamian Field Station (BFS) on San Salvador Island. San Salvador, or Watling Island, is the most easterly of the Bahamian Islands and is thought to be the landing place of Columbus in 1492, this theory being supported by evidence in Columbus's journal. For instance, it is the only island with a N - S axis and green and amber seed beads have been discovered there by archaeologists. Columbus reported giving such beads as gifts to the natives. I embarked on my adventure to San Salvador in 1992, the 500th anniversary of Columbus's voyage.

When I arrived I found that the BFS was a converted U.S. Navy base with laboratories and a library, sited on the berm of the beach a few metres from the sea at Graham's Harbour. Currently this is an almost pollution-free area and the sea grass beds are being surveyed and monitored to enable researchers to understand the natural fluctuations in the sea grass populations. Seagrass species grow throughout the world and are thought to be good indicators of oceanic pollution. The aim of our project was to discover whether seagrasses are accurate indicators of environmental change in coastal areas. Seagrass species are important particularly in tropical seas, where coral reefs thrive. As the sea water passes over the flowing, underwater meadows the water velocity decreases and sediment held in suspension falls onto the meadows. If the seagrass meadows die off the sediment falls on to the coral reefs instead. If this happens the slow-growing corals begin to die because the symbiotic algae cannot photosynthesize. If the corals die, the fish and shell-fish rapidly decline; the local people lose their food supply and their tourist attraction, which is so important to the economy of the Bahamian islands. Therefore an understanding of the seagrass meadows is a vital part of the jigsaw puzzle of safeguarding the delicate marine ecosystem.

We soon established a routine. Each morning we met in the lab. at 8.30, received the day's briefing and then loaded the equipment on to the trucks. We would travel to a sampling site where the team would split, forming one on-shore group and one snorkelling/swimming group. I was in the latter. It was our job to swim out with the sampling equipment and then dive to the sampling site below. We found the fixed, underwater transect line using simple triangulation, lining up landmarks at 90°. 20 metre transect lines were marked out with nylon line. At 2 metre intervals along that transect three core samples were taken from the sea-bed to collect samples of the underwater meadows – the sea grasses. Once the samples were raised to the surface the snorkellers swam with the samples back to the on-shore team for them to clean the seagrasses ready for the evening work in the laboratory. Some of the sample sites were 150 metres off-shore. We swam backwards and forwards for six hours a day collecting and ferrying seagrass samples.

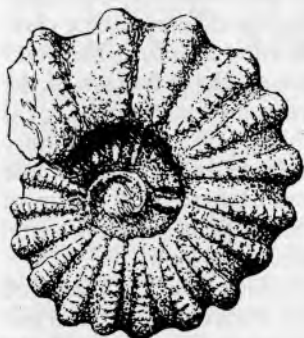
We would stop for lunch, either returning to the Field Station if close enough or eat peanut butter and jelly sandwiches *al fresco*! After lunch we would return to our duties collecting seagrass samples. In the evening work would start in the laboratory at about 6.30. We were taught how to identify the three species of seagrass that we were monitoring. We sorted and measured the samples collected during the day and put the samples into a drying oven – to be able to measure the dry weight three days later. We usually finished about 10 o'clock and then had some time to socialise!

This was the pattern of work each day on the Underwater Meadows project.

It was very pleasant driving to the many sample sites around San Salvador. Small mocking-birds flew around us and, from our high vantage point in huge trucks, we had an excellent view of the landscape and the wild life.

The variety of fish found among the coral reefs was astonishing. The fish keep close to the reef, which provides them with sanctuary, food and territory and many of them graze on the algae and seagrasses of the underwater meadows. Here can be seen the Blue Tang, a cobalt-blue, oval-shaped fish with a small yellow spot near the tail, concealing a scalpel-like blade, the Queen Trigger fish with blue 'smile' lines, its eyes set well back from its mouth to enable it to eat sea urchins without damage and the Parrot fish, with a beak-like mouth for munching its way through coral. The many species of the Parrot fish eat coral, digest the algae and excrete chalk particles. It is these chalk particles that largely comprise the white sand beaches of the tropical holiday brochures!

One day we were taking samples at a dazzling-bright, white beach at a place called Pigeon Creek, where a fine-grained sediment with the consistency of semolina stretched out under the sea. This was what I had really hoped to find. This environment was as close as could be found to the conditions that provided the sediment for the formation of the White Cliffs of Dover. This Bahamanian underwater seascape could be likened to being transported back in time to see Dover and Folkestone 100 million years ago. As I snorkelled with the samples away from the research team and seagrasses, I could imagine myself in the Cretaceous seas 100 million years ago, and swimming around me the creatures, long extinct, which became the ammonite and belemnite fossils found in our chalk today.



AMMONITE



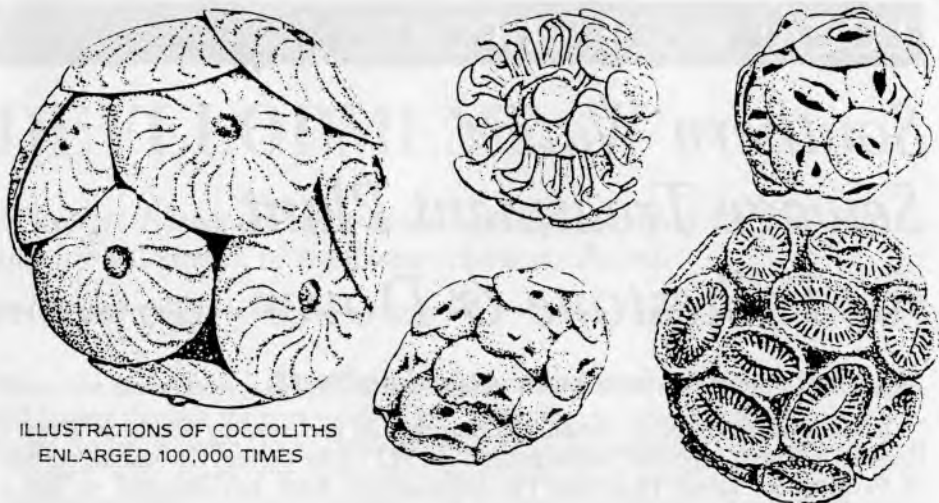
BELEMNITE

Chalk was formed (and continues to form) in warm, clear tropical seas. It is composed of the remains of tiny algae and some animals that lived by floating in the sea.

As the plants died their remains sank to the seabed and over millions of years built up hundreds of metres of chalk. Our chalk was forced up hundreds of metres from the sea-bed when Africa collided with Europe and the Alps were being formed. The chalk was eroded to give the gentle hills of the North Downs. The towering white cliffs at Dover and Folkestone were formed when the land bridge between Britain and France was breached only 8000 years ago.

The Bahamanian chalk sediments in process of formation and the solid carbonate that forms the islands are relatively new, only about one million years old, compared with the 100 million years of the chalk of our White Cliffs.

After my two-week expedition, monitoring the sea-grass meadows and coral reefs, collecting land plant specimens, photographing chalk formations, I felt as if I had had two weeks of natural history 'sensory overload'. I also felt privileged to have been able



ILLUSTRATIONS OF COCCOLITHS
ENLARGED 100,000 TIMES

to contribute to a scientific project monitoring ocean pollution, returning home with wonderful memories and colour slides to share with the local community.

I am extremely grateful to all my sponsors, who are, in alphabetical order:-

Arjo Wiggins Fine Papers Ltd.

Dover District Council (Sports Council grant)

Dover Harbour Board

'Earthwatch' Education Awards

Eurotunnel

George Hammond plc.

Pfizer Ltd. Sandwich

The White Cliffs Experience

and individual sponsors,

M. Chandler, S. MacMasters and Anonymous.

Also my thanks go to

Kim Wood, Director of Dover Water Sports for the loan of the underwater camera, Dover Sub-Aqua Club for practise and advice and to

Krysia Baczala, Kent County Co-ordinator for Environmental Education.

For more information about the charity, 'Earthwatch', telephone (0865 311 600 or contact Melanie Wrigley at 6 Cambridge Terrace, Dover.

Southern Water Sewage Treatment Plant for Folkestone & Dover

LEO WRIGHT

This is only a short P.S. to the article in *Newsletter* No. 15.

It has now been publicly announced that the site preferred by Southern Water (a decision had been expected 'before the end of 1992') is the present Eurotunnel car park at Farthingloe. Great Hougham Farm/Broomfield Bank has dropped to second preference. The proposed site would have the advantage that the relatively tall building would be partly lost into the hill and so less obtrusive.

The desirability of a modern plant with longer sea outfall is unquestionable and the future environmental benefits considerable. The preparatory infrastructure work will be unsightly and the building implies a certain urbanisation. The Society had preferred the portion of the Shakespeare platform but this has been ruled out for very valid reasons. It is uncertain whether Southern Water with their now private status are subject to standard planning procedures. If the plans are subject to consultation we shall be commenting.

Deadline for CONTRIBUTORS

The Editor welcomes contributions and illustrations, particularly line drawings, or other appropriate visual materials.

The deadline for issue No. 17 for publication on 1st August, is 30th June. The producer would prefer "copy" to be typed but, in any case, asks that it be double-spaced. Single spacing, especially in manuscript is a frequent source of typesetting error, the more so when one is stressed by a heavy work load.

Publication in the *Newsletter* does not necessarily imply the Society's agreement with the views expressed and the Society accepts no responsibility for any statements made. All published material remains the property of its authors, artists and/or photographers.

THE WESTERN DOCKS DEVELOPMENT

A Report based on information kindly provided by Bill Fawcus and John Gerrard, of the Dover Harbour Board.

Whilst the main activity of the Dover Harbour Board is the movement of passengers and freight through the port – indeed its Charter decrees that it must be so – it does intend that its Western Docks Development Plan should reunite “The Town and Port of Dover” with its waterfront, should renew the focus of Dover on the source of its existence and should provide residents and visitors alike with the chance to enjoy the town’s tremendous and unique heritage. The Board also believes that the way to achieve this is to open the gates and establish business and leisure opportunities which will draw in the townspeople and attract visitors from near and far.

THE MARINA SITE

Within the last year the first signs of regeneration have been seen with the establishment of the Dover Marina in the Wellington Dock. The quality of service provided by the Marina, i.e. by Dover, is appreciated by international yachtsmen and women and the fact that it is the closest landfall to the European coastline is a plus in itself. The Board’s figures show that in 1992 a record number of visiting boats from all over Europe – and farther afield – called into Dover and stayed here for 6000+ ‘boat/nights’. There are proposals for very extensive development of the Marina, taking in the Granville Dock and the Tidal Harbour and it is quite likely that a new entrance lock will be built between what was once the North Pier and the present South Pier head.

JOINT VENTURE

The Board, not in a position to finance all this development on its own, called for a partner with particular expertise to make the most of an exceptional location. The first step was to build on the investment of Dover District Council in the White Cliffs Experience by engaging specialist consultants to examine the prospects, and following this, a firm of Baltimore-based designers was engaged to produce original concept plans. A short-list of three joint venture candidates was selected in the autumn of 1992 and one of these, Pearce Developments, a company specialising in high-quality waterside developments, was selected on the very interesting strength of a remarkable proposal that demonstrated, amongst other things, the flair of their waterside experience .



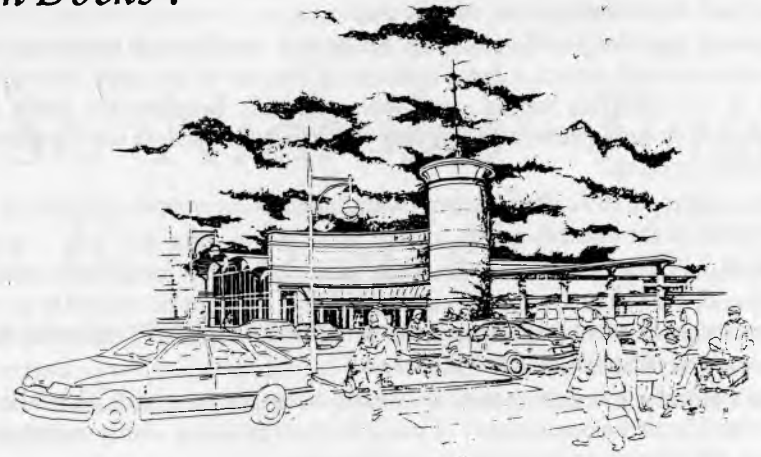
A series of drawings produced by Pearce Developments, showing the design possibilities within the scheme

Changes may be necessary as development proceeds and all the work will require planning approval

An Imaginative Approach to the Development of the Western Docks ?



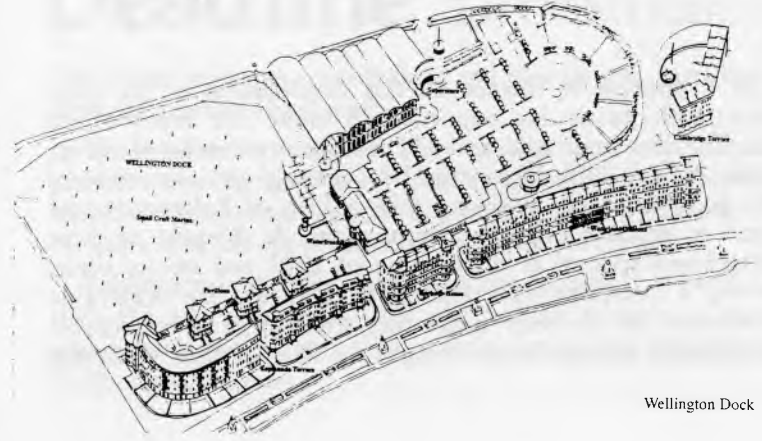
Marina Village



Superstore



Esplanade Terrace



Wellington Dock

FIRST STAGES

The speculative plan produced by Pearce when they entered the selection process will be refined by discussion with the Board as equal partners and with Dover District Council as the Planning Authority. The consultative process is widely based and will include Kent County Council and elements of central government and EC departments. A planning brief is being prepared and an application for planning permission – thus enabling work to start – will be made as soon as possible.

The plan commences with a superstore on the Snargate Street side of the Wellington Dock, linked to a parade of 'speciality shops' on the same side and overlooking the water. It is understood that access to the site is being sought via a turning off the new York Street/Snargate Street roundabout but one wonders how the Ministry of the Environment would react to such a proposal. Undoubtedly there is a need for enhanced shopping facilities to serve both all those who live on the seaward side of the new A20 and the yachtsmen and women who will need to re-victual their ships during their stay in port.

Much interest has already been shown by British and French operators in a superstore which would attract a large number of visitors to the area throughout the year. It is felt that this would strengthen the links between the town and the waterfront and would provide the driving force that will ensure the completion of this ambitious project.

During the course of 1992 the first steps were taken in the process of opening the Wellington Dock to the general public.

Dover Transport Museum Society has been provided with a temporary home in Cambridge Road, though at the time it was foreseen that it might be necessary to seek new premises within two or three years. If this is necessary the Board will provide all the assistance it can in securing another location.

The world's oldest active sailing ship, the *Maria Asumpta*, has made a home in the marina and it will have the opportunity of using the port as a base whilst undertaking contract work for filming and corporate entertaining.

In 1993 plans are in hand to hold a series of events and activities to strengthen the town's focus on the waterfront and in the autumn a programme of major improvements to the seafront promenade will commence as part of an overall plan for environmental enhancement.

All this work is the beginning of a really exciting and ongoing venture which should lead to development costing very many millions of pounds and to the creation of many new jobs and should give a much-needed boost to our town.

Members should remember that all the drawings we reproduce are speculative and were produced only as a possible design conception.

This is a very exciting project and probably, in this part of the country, it is only the Harbour Board that has the resources and expertise that could set the plan in motion. May the whole enterprise prosper – its principle, if not the detail, merits our whole-hearted and enthusiastic support.

A MYSTERY SOLVED!

31

A TALE OF TWO TOWERS

THERE has been doubt, even confusion, in various writings on Dover, about the location, the name and the purpose of the substantial tower which stood in Bench Street and was demolished in 1836, when the road was widened. Now, it seems, the truth can be revealed. In 1992 the investigations of the Canterbury Archæological Society, under Keith Parfitt's direction, uncovered the base of the tower in Bench Street, confirming the exact location. The notion that the Bench Street Tower was called St. Nicholas Tower and was associated with St. Nicholas Church is totally refuted in an article by Mark Frost of Dover Museum, who has painstakingly researched the background of this rumour, apparently originated by two historians, given to unsubstantiated speculations. Mark's article deals with the location and function of the Bench Street tower and the tower of St. Nicholas Church. (EDITOR)]

“St. Nicholas’ Tower” in Bench Street — MARK FROST

THE BENCH STREET TOWER and Crypt stood until 1836 when they were destroyed to widen Bench Street. Mistakenly identified as a remnant of the ‘lost church’ of St. Nicholas, the tower has long been an object of debate amongst local historians.

THE FUNCTION OF THE TOWER

The name, St. Nicholas’ Tower is an epithet that seems to be entirely due to Hasted’s erroneous identification of it as the remains of St. Nicholas’ Church. Previously, it had various names, including Prison Tower, Marshes Tower and Garrett’s Tower. Only Hasted and Lyon identify the tower as part of the long ‘lost church’ of St. Nicholas. They had no proof of this, but, like many historians, made wild assumptions. They were writing before the discovery of the three apsidal chapels of St. Martin, in 1896, and without access to ecclesiastical documents in Lambeth Palace and Canterbury Cathedral which prove St. Nicholas’ church was under the roof of St. Martin from at least 1190. At the time they were writing it was only known that there had been two parish churches, St. Nicholas and St. John, the sites of which were completely unknown, apart from being in or about the Market Square.

The existence of a quasi-religious mediæval tower and a large crypt within the old parish of St. Nicholas presented an obvious interpretation to Hasted and to Lyon. There is no evidence at all which suggests St. Nicholas was ever independent from St. Martin-Le-Grand, yet there is irrefutable proof that the Altar of St. Nicholas was contained within St. Martin's from as early as the twelfth century.

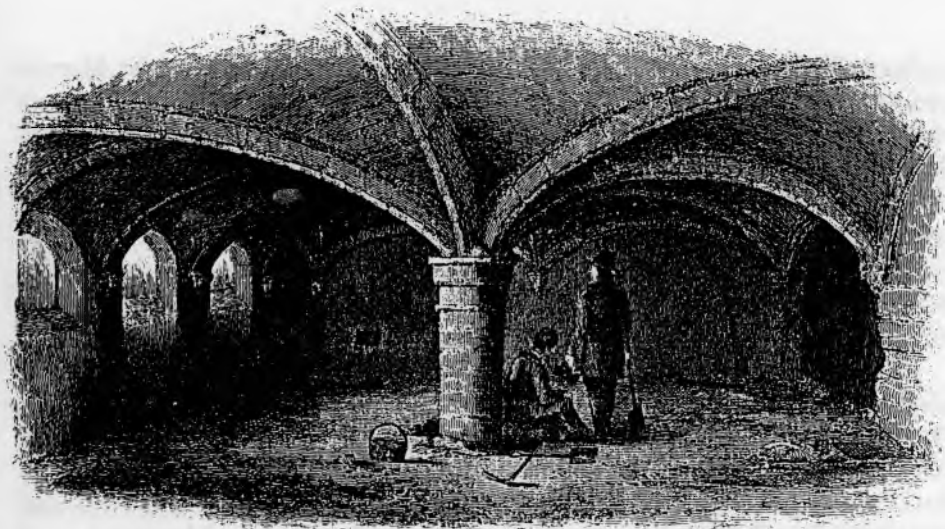
Contemporary historians and reporters pinpoint quite clearly the *site* of the Bench Street tower. Thomas Pattenden in 1802 describes it as on the north-east side of Bench Street. Rigden, in his historical sketch of Dover 1844, describes it as a very solid tower which eventually had to be demolished with gunpowder. It was 22ft square and stood 86ft from the corner of Townwall Street, in advance of the line of houses built after street widening. This puts it roughly where the old Geering's shop now is. The crypt or undercroft discovered beneath had a central pillar 5ft high, the groins of the arches being 6.5ft high in their centres and 13ft long from spring to spring. All of it, including the crypt, was removed for the foundation of the new shops. William Batcheller also observed the demolition work and describes the tower as 22ft each side, with 4ft thick walls and foundations 8ft below the pavement. It stood about 46ft high and a portcullis had guarded the single entrance on the western side. The arched undercroft extended 102ft from the tower northwards and about 50ft southwards, and was laid on a bed of light coloured sand.

M. Horsley, in his 'More Memories of Old Dover' recalls that the tower had two rooms in it, one above the other, and a grooved gate to the west, for a portcullis. It stood opposite the Shakespeare Hotel on Bench Street, then only 18ft wide. In 1608 it was part of the residence of the Mayor, Robert Garret. The vault, he claims, dated from Edward II (1307-27).

On the numerous maps and plans of the 16th and 17th centuries held by Dover Museum, the County Archive, the British Museum and Canterbury Cathedral, the only one in which a tower ever appears in the Bench Street area is the Cottonian Manuscript Map BL MS COTT Ang I(i) f26 of c.1500-1540. This map does show a free-standing tower in exactly the location described by Jones, Rigden *et al.* It is a short, squat tower with a pitched roof and a large entrance way facing west.

After Hasted's and Lyon's time there is much evidence to distinguish St. Nicholas Tower and the Bench Street tower as two quite separate buildings. The Revnd. Canon Scott Robertson proved conclusively that St. Nicholas's Church and St. John's Church were rectories and altars under the roof of St. Martin-Le-Grand. This was shortly after the discovery of the three apsidal chapels in the Market Square. The inclusion of parish churches within a single building is fairly common. The third church in Le-Grand was for St. Martin himself.

Statham, in 'History of Dover' (1899), is adamant that there was no independent church of St. Nicholas and says that the Bench Street tower was one of the old town towers. He states categorically that St. Martin, St. Nicholas and John the Baptist were all altars within St. Martin-Le-Grand, and quotes a reference of 1180 to the three parishes of St. Martin-Le-Grand and in the early 1500's Leland mentions the "three parishes *under the one roof of St. Martin-Le-Grand*".



In the White Book of St. Augustine the eight churches subordinate to St. Martin-Le-Grand are listed. They include 'St. Nicholas in St. Martins'. A list of 'Curators of the Altar of St. Nicholas *in the old church of St. Martin*' is given in the Priory Regular, commencing with Stephen de Polton in 1302 and continuing up to John Gynor in 1516. Other ecclesiastical documents include confirmation of appointments to 'the rectory of the Altar of St. Nicholas *in the church of St. Martins*' for 1350, 1400, 1445 and 1447, and reports of 1511 and 1535 on how the services in St. Nicholas' church are suffering because of the poor condition of the fabric of St. Martin-Le-Grand.

There is mention of St. Nicholas Tower being purchased by the Corporation in 1729. This is correct but the Corporation records quite clearly state that this was the *Round Tower* situated in the Market Square on the north side of the remains of St. Martin-Le-Grand. Lease 180 of the Corporation records, dated 1642, show that the town previously leased land partly in St. Martin's churchyard and containing "the Round Tower, and the northern chapel of St. Martins chancel containing the Altar of St. Nicholas".

In conclusion, therefore, it is evident that the church of St. Nicholas never existed as a separate entity from St. Martin-Le-Grand and if it did it was gone by 1200. There is no proof that the Bench Street Tower was an ecclesiastical building of any kind. To Canon Robertson it seemed likely it was a mediæval house with tower, connected with "one of those vaulted basements so common in mediæval houses". Bavington-Jones suggests the tower might have been the ancient "Gilhalla" of the burgesses or, more likely, the remains of a merchant's fortified house.

References:

Batcheller, William	1828	<i>History of Dover</i>
	1836	<i>The New Dover Guide</i>
Haines, Charles	1930	<i>Dover Priory</i>
Hasted, Edward	1797 - 1801	<i>History of Kent</i>
Horsley, M.	1892	<i>More Memories of Old Dover</i>
Lyon, John	1813	<i>History of Dover</i>
Pattenden, Thomas	1802	<i>History of Daver</i>
Rigden, Thomas	1844	<i>Historical Sketch of Dover</i>
Scott-Robinson, Canon	1843	<i>Article in Canterbury Archives vol XX</i>

A Later Note

THE ARCHÆOLOGICAL DIG, 1992

Work associated with the A20 improvements gave Keith Parfitt and his team from the Canterbury Archæological Trust a chance to find the Tower again. Using Rigden's descriptions they first looked outside Geering's and immediately discovered some large foundations. Unfortunately Victorian cellars had cut away much of these but there remained three walls of a structure about 22ft square and with walls about 4ft thick. This was obviously the Tower but it was also equally obvious that there had never been a crypt or cellar beneath the tower.

Some months later the CAT team had a second opportunity to dig and this time the crypt was discovered on the south side of the tower. Still visible were the steps to the street, light wells, and the beginnings of arch strings, as well as a small cupboard set in one wall. All these features could be seen in an 1836 sketch of the crypt.

Initial indications seem to show that the crypt was nothing more than the cellar or vault of a Norman merchant's house, similar to the Shakespeare Crypt opposite. It has no connection to the Tower next door which in all probability was a merchant's fortified house. Bench Street was, after all, the commercial centre of Mediæval Dover.

It will be interesting to see CAT's final report. Tentative dating puts the Tower in the early 14th century. As it is only yards from the Town Wall, begun in 1307, it would seem logical to say it pre-dates the wall – it seems excessive to build a fortified house inside the fortified town. It is perhaps also logical to assume that the tower, like the walls, was built as a result of the devastating French raid of 1295. If this is so then the Tower, despite standing for half a millennium, only had a practical life of 12 years or less.

Membership News

Individual Membership: £4.00 p.a. (1st April – 31st March)

Joint Membership - Two members, same address, one copy *Newsletter* : £6.00 p.a.

Current Membership: 370

All the news is good concerning subscriptions for the next financial year.

Firstly, there will be no increase and as payment is due on 1st April the A.G.M., on 26th April this will be an excellent opportunity to pay.

Secondly, two people living at the same address and sharing a Newsletter may pay a joint subscription of only £6.00. (Nevertheless we will be very grateful to those who feel able to continue paying separate individual subscriptions).

Thirdly, the Society has set up a scheme for payment by Standing Order and a form to use is included with this copy of our journal. Please return the form to me if you decide to use this method and, after I have recorded your intentions in my records, I will forward the instructions to your bank. BVy using a standing order you are able to alter the amount to be paid to the Society whenever it is necessary.

This scheme has been requested by members but, of course, if you prefer to pay by cheque or cash either method will be equally welcome.

I look forward to hearing from you all.

SHEILA COPE, *Membership Secretary*

36 Memories of Old Dover

May Bradley

On 9th January 1901 my parents, Charles Wilde and Mabel Elvey were married in St. Mary's Church, Dover and opened a shop at Barrington House in Townwall Street, selling tobacco, cigarettes, sweets and confectionery: neither had any experience of business but the shop survived until blown up by German bombs on 11th September 1940.

C. A. Wilde's shop in Barrington House
almost exactly on site of present Light of India



Townwall Street was a busy place of shops and *five* public houses! In those days, on Friday mornings, the "German Band" played in the street near the iron gate leading down to the river, opposite Smith's ice store which stood between Mill and St. James's Lanes and straddled the river. Barrington House, No. 35, was a lovely old two-storeyed building with a dozen rooms and a well in the back-yard. The house was directly opposite Wellesley Road and there was a clear view to the sea. The extensive cellars – where we sheltered from bombs in the 1914 war – were lined with coloured Dutch tiles, some of which may be seen in the Tile section of the Ironbridge Museum. On the corner opposite was the Round House, built, we were told, so that no devils could hide

in corners! Across Camden Crescent – a few houses are left there – were the well-loved Granville Gardens, where in the summer military bands played, twice and sometimes three times, each day. During the interval the hot and thirsty bandsmen invaded our shop to drink bottles of lemonade, zolakane, ginger beer – from a large stone container – cherry cider, cream soda, etc..

Opposite the Gardens stood the well-known Grand Hotel, sadly destroyed on 11th September 1940, at the same time that our house was wrecked. In the early part of the 1939-45 war a number of foreign correspondents stayed at the hotel and visited our shop for cigarettes and papers.

On the other corner stood a block of red brick buildings and shops, one selling antiques, really bric-a-brac!, and occupied by Mrs Pritchard and her son, Horace, plus a large bad tempered green and red parrot in his cage outside the shop. The Sailors's Hostel was on the corner of Liverpool Street.

My sister Winifred and I had a very happy childhood in a loving home, making most of our own amusements, going for long walks, up the Zig-Zag, over the hills and back down the East Cliff path, paddling and playing games on the seashore or walking to the end of the Admiralty Pier, watching the new station and the landing stages being built.

I well remember the day King Edward was crowned, We both had measles and were in the 'drawing room' when a regiment of soldiers with a band came down Wellesley Road, and I was bitterly disappointed not to be able to see the King! One of our favourite winter amusements was to cut out the figure of a child from a pattern book – not much ready-made clothing in those days – stick it on cardboard and then cut out different

dresses and coats to hang on the model, and we much enjoyed sticking coloured scraps on a large screen which was put around us at bath-time – in a metal ‘hip bath’ – in front of the dining room fire to keep the draughts off.

In 1935 I married into the well-known Prescott family – seven sisters-in-law, all of whom attended the Grammar School.

We enjoyed many happy years of camping with the East Kent District Association of the Camping Club, and abroad with the Bradley family from Canterbury, so when we both lost our partners Eric and I decided to join forces and had twenty-two very happy years together, until last spring when, almost ninety-six and full of energy, Eric died.

E. A. J. BRADLEY

Eric Alfred James Bradley, who recently died in Dover, was always proud of the fact that in 1914 he “defended the shores of England against invasion” at Sandwich Bay as a member of the Kent Cyclist Battalion. He was later transferred to the Signal Corps and served in India from 1915 to 1919, during which time he wrote regularly to his parents in Canterbury. His mother kept these letters which gave a good idea of the life of a young soldier of that time and will be preserved at the National Army Museum at Chelsea in London.

Eric was born in Grimsby in 1896, his family coming from a small village, Scamblesby, where they had farmed

for over 400 years. Eric’s father left school at the age of ten and has left a beautifully written story of his life, the various jobs he worked at, riding a “boneshaker” and being coachman to a well-to-do dentist, Mr Husbands, who took him on a trip to Maderia where he met a Mr Allen Pollock Morris, a Scot, who asked him to accompany him on a world trip to Japan, India, Australia and New Zealand as his “gentleman’s gentleman”. Mr Husbands later started a dental practice in Canterbury with Eric’s father as assistant.

The family moved to Canterbury in 1899 and there Eric attended the Simon Langton School. After the war he trained as a dentist and was later joined by two of his three sons in practice in the lovely old St. Peter’s House. In his retirement he took up amateur radio work and joined the local Radio Society, passing the examinations required at the age of eighty-seven, granting him his licence as G4 VNP. His interest in communications probably started while he was a keen member of the



38 2nd Canterbury Scout Troop. He was the oldest member of the E.K. Royal Signals Association and attended his last Kent Cyclist Re-union in October 1991, being the only member able to be present and proudly sitting next to the President, Sir Peter Imbert. He was a member of a number of clubs and societies, a good hockey player and he played a game of tennis on his ninetieth birthday. His ashes are scattered at his favourite

camping site at Graffham, near Petworth in Sussex. He was a Veteran Member of the Camping and Caravanning Club of G. B. & I. and past Chairman of the East Kent District Association. When he married Dorothy, his first wife, who died in 1969, they spent their honeymoon in one of the early caravans in 1925. His great-grandson, Timothy Christopher, will carry on the name of Bradley to further generations.

LOOKING TO THE FUTURE

Comment from the new Chairman of the Planning Sub-Committee

————— LAWRENCE GAGE

I AM flattered and honoured to be asked to chair the Planning Committee of the Society, particularly as I a relative newcomer to Dover. As an architect I hope I will be able to use my expertise to benefit the aims of the Society. I have noted with delight how active and lively the Dover Society is and I am particularly impressed with the quality of the Newsletter. It is not only highly informative, but it also most attractively produced and a pleasure to read – a model for other Societies.

For me, Dover is a great town. Its setting is stunning and there are many good quality buildings, particularly those of the nineteenth century. One would have to go a long way to find a street like Castle Street, where my office is, that has such wonderful prospects at both ends. Dover's castle and harbour must be amongst the finest examples anywhere in Europe.

I know that Dover has its problems, which are not helped by the current economic recession, but I consider the town has enormous potential for the future. There is good reason for optimism – the new roads, the plans of the Harbour Board for the Western docks area and the sea front, the coming of IMPACT with the possible injection of E.C. funds, the lifting of trade barriers, the success of the White Cliffs Experience, the positive attitudes of the Council, – these are all reasons to suggest that Dover is about to 'take off' into the twenty-first century. Even the tunnel now looks to be less of a threat to the town than it once did. It is important, however, that whatever happens, it is done

with imagination and with quality., This is where the Dover Society can make a valuable contribution and I hope I can help in some small way.

I believe that we should strive to conserve the best of the past but that conservation policies are mistaken if they try to preserve buildings just because they are old, regardless of quality. The prime purpose of Planning, as implied by the word, is to look to the future – to provide for tomorrow's history by encouraging the best new ideas today. I very much hope that anynew development in Dover will be imaginative, innovative, modern and visionary.

Talking of visions, may I take this opportunity to sow the seeds of an idea for Dover. I understand the Government is planning to spend a large proportion of the proceeds of the proposed national lottery (many millions of pounds possibly) on something to mark the end of the millennium. As the end of the millennium will surely be linked with the end of Britain as an island race, it seems appropriate that whatever is done reflects our connection with Europe. As Dover is at the nearest point to the Continent, does it not seem to be the obvious place? It may be just what Dover needs and perhaps the Society would like to develop the idea further.

A BRONZE AGE TALISMAN ?

TWO of our members, June and Harry Dyer, spotted an interesting passage in a book they had been reading, *The Jason Voyage* by Tim Severin, which relates a journey in a boat which was a replica of Jasons *Argo* in the thirteenth century BC. Severin had a twenty-oar galley built in the Aegean to the exact specifications of a Bronze Age boat and, with a crew of Argonauts, made the same 1500-mile journey.

Apart from Homer's *Odyssey*, many Greek poets wrote of Jason's journey. Severin records that the most complete surviving version of the tale was written in the third century BC by Apollonius Rhodius, head of the great library of Alexandria. Severin draws the attention of his readers to an interesting feature of the *Argo* described by Appollonius Rhodius. Apparently the *Argo* carried a very special piece of timber in the prow, a bough cut from a sacred oak, which was some kind of lucky talisman.

Could this be the answer to the missing piece of timber hacked from Dover's Bronze Age boat? Perhaps the prow, or a figurehead was removed because the timber had a sacred significance for its sailors.

Just one more idea for the historians to ponder upon!

EDITOR.

Working for Dover

A DAY IN THE LIFE OF A MUSEUM CUSTODIAN : Gill Bowers

For the last thirteen years I have worked, at various times, at the Roman Painted House, The Timeball Tower at Deal and, at present, at The Dover Museum. I did not enjoy History at school, I thought it was rather boring, but I have learned it can be exciting. There is always something *new* to learn!

The beginning of a working day *usually* starts with a cup of coffee, giving a few precious minutes to read the office diary to see which members of staff are in or out for the day and if any visitors or school parties are expected. There are occasions, however, when visitors or schools *do* rattle the front doors in the hope that the staff will open up before the appointed time!

The next duties are to sign on at the till and check the cash. All the glass on displays has to be cleaned, the shop has to be tidied and the stock replenished if necessary. At ten o'clock the front doors are unlocked ready to welcome the first visitors.

The custodian tries to be happy and bright at ten in the morning — and still the same when six o'clock brings the end of the day! One also has to be quite informative — showing, for instance, how to see the cliffs by walking along the Prince of Wales Pier, how to get to the Castle, how to actually stand on the White Cliffs, how to find the White Cliffs Experience, the Town Gaol, the Painted House and, more importantly, the loos! One must be able to explain the layout of the Museum and at the end of the day not to sound like a tape recording!

It is very fulfilling to be able to help young visitors bursting with questions and to show them where to find the information they need. A well-behaved school party is a joy to help but an ill controlled one is a near nightmare!

One learns from visitors when there is time to have a chat, particularly when talking with Dovorians who know so much more of the town's history than I do.

Visitors are always interesting to observe: for instance, the eight-year old boy with a school party who comes up to the counter clutching his purchases and then realizes that he can't afford to buy all of them, looks disappointed, and has to decide what to put back on the shelf!; the expression of relief on the face of a visitor who sinks into a seat at about four in the afternoon and had probably been sight-seeing all day!; the lower half of a visitor who is standing behind a display panel and kicks off her shoes and walks around the remainder of the exhibition in blissful comfort!

It is a great pleasure to tell visitors what to see in the district and how to get there. One also meets so many people from Western Europe, Scandinavia, the U.S.A. and Canada, Japan, Australia and, now, from what was East Germany.

I am sure many people think that a custodian's job is very gentle, not too demanding, sitting at a till for seven hours, but, believe me, by 6 pm, after a very busy day, perhaps seeing 200 visitors and three or four school parties, the custodian is very thankful to hang up the keys, put on comfortable shoes and walk out into the evening air and home!

Reviews

II See this Exhibition before it closes on 18th April. It is up to the Museum's usual high standard and shows many fascinating items. EDITOR

CROCODILES, CORSETS & CAMERAS

Treasures and Curiosities from the Museum Stores

A Special Exhibition at Dover Museum

25th January – 18th April

As with most Museums, Dover has only a fraction of its collection on show at any one time. This exhibition displays some of the many important and unusual items donated to the Museum in its 157 year history – from stuffed animals, Zulu spears and mummified ravens to early cameras, Victorian underwear and cowboys's pistols, and even an automatic book-page turning machine.

Like an iceberg, over two thirds of Dover Museum's collection is hidden from view, kept in special stores. Displayed in this exhibition are the strange and non-local artefacts (ranging from a spiny ant-eater donated by Lord Rothschild, to a full set of Samurai armour) many of which have never, or rarely, been seen before.

For further information contact Mark Frost at the Dover Museum in the Market Square. The telephone number is (0304) 201066 and, should you need it, the post code is CT16 1BP.

The exhibition is open every day from 10.00 – 17.00. Admission for adults costs £1 and for children and OAPs it is 60p. Until 31st March local residents have free admission.

A SECRETARY/TREASURER PARTNERSHIP

Thank you, Leo and thank you Ken for so quickly coming to the rescue and dealing with the advertising for this issue. *See page 17.*

Arts & Crafts Exhibition at DOVER MUSEUM

Deborah Colam

ON a cold and dismal afternoon between Christmas and the New Year my daughter Thea and I visited the Art and Craft Exhibition at Dover Museum. It was the second year running that this format had been used, showing the work of local artists both professional and amateur. As might be expected at this time of year, the Museum was quiet and we were able to wander around the mezzanine gallery enjoying the work in a relaxed and uninhibited way.

The first work that caught our attention as we came through the door was the case of wood sculptures by Terry Warren. Terry's work once again showed his great interest in animal forms. His use of the natural grain of the wood to suggest various textures is quite exquisite. A little further along we came to a second case of Terry's work, containing his beautiful wooden jewellery, which I understand was very popular with the ladies, myself included.

We then looked at the work of the Dover Art Group. Members of the town's amateur art society had as usual produced a splendid variety of pictures, employing an interesting mixture of media and subject matter. I do feel that the one factor which unites the work of the group is the joy and enthusiasm of its members. I would have liked to have been able to comment on all the paintings done by the group for the exhibition but I will choose just three for special mention.

In her three pastel portraits Eve Dewhurst is able to use this medium to achieve a very realistic end result. The blend of colours is rich and sensitively worked.

Jean Sutcliffe's oil painting, "Beech Trees" interested me very much. I have seen a number of this artist's paintings before and this is by far the best one I have seen. Her use of colour to capture the fleeting effects of light around the leaves of the trees, shows a marvellous freedom and confidence.

Miss Woodland's watercolour entitled "St. Martin's Priory" shows a very controlled use of the medium – the end result being a scene full of light and freshness reminiscent of the work of John Sell Cotman. The impression of sunlight in the painting is gained by the use of very light tones in the foreground, heightened by darker shadowed patches at the side of the gatehouse.

Moving on from the work of the Art Group we were very amused by the paintings of Roger Starr. His very jolly, satirical and almost cartoon-like quality of working was both colourful and refreshing. I particularly enjoyed the painting of all the different types of shipping which use Dover's harbour, superimposed onto an impossibly blue sea at ridiculous angles, as if a small boy were floating a hotch-potch collection of model boats in the bath.

The work of Alice Woods has always fascinated me. She works in watercolour in a style that is almost verging on that of the "Pointalists". Small areas of pigment are applied layer upon layer building up a textural image of trees and fields and buildings in a way that is both meticulous and confident. Many of the rural scenes which Miss Woods has chosen to portray, seem to me to be steeped in an aura of magic and timelessness. The shape and patterns of the trees, their leaves, roots, trunks and branches hide a myriad hidden images for those with the imagination to see.

Reviews

Philip Nichols is an artist whose work seems to go from strength to strength. His stark, almost monochrome images have a haunting and nightmarish quality to them. The very clever aspect of his work is in what he chooses to leave out, leading the mind to ponder on what lurks behind or within the darkness. If you are fond of storms or moonlight, gothic novels and have romantic inclinations, I am certain that Philip's paintings will hold you spell-bound.

I really enjoyed this exhibition and I hope it will continue to be a regular feature of the Museum's programme. We have a lot of talent in this area within the Arts. Let us all make sure that we attend these exhibitions and show our support to the artists and the staff of the Museum, who all employ a good deal of time and energy for our benefit.

'From GARDEN to GATEWAY'

THE CHANGING FACE of KENT – E. W. Cookson
 Photographed by the People of Kent. ISBN 1 874344 00 0

———— MERRIL LILLEY ————

This is a picture book with a difference. All the photographs have been chosen from those sent in by photographers in Kent and there is an appeal for more photographs for a future book of the same kind. The call is for photographs of any scene in the county that, for good or bad, is facing change. "Let this book be less a coffee-table curiosity, more a call to action" says the compiler of the collection.

The book will be of interest to anyone interested in the county of Kent, and particularly to photographers. The emphasis is on change. The range and variety of photographs is fascinating. The entries are grouped into six categories; Agriculture; Once Quiet Spots close to Town; In Town; On the Waterfront; Transport Infrastructure; and Miscellany of Masts and Minerals.

Four prizes were awarded to the judges's choice of photographs, the first prize going to a view of the Channel Tunnel Railway Terminal at Cheriton, taken by D.W. Clark of Herne Bay. Mr Clark also submitted a series of photographs forming a panorama of the Channel Tunnel Site, a remarkable achievement.

There are fascinating photographs of all shapes, sizes, views, angles, sizes and perspectives. In our locality there are splendid views of the sweep of the new A20 into Dover via Shakespeare Cliff, submitted by Martin Trelawney and Frank Jepson.

Any of our readers who have been 'snapping' locally, catching some of the more unusual details of the changes in the face of Dover, may be tempted to submit some of their best efforts for the next issue of this publication. Remember the photograph must depict some aspect of change, perhaps it might represent the last opportunity to take a view of a particular scene. There is also a challenge to nominate a 'Quiet Spot' close to a town where one can still enjoy peace and quiet away from the traffic noise.

But buy or borrow the book for yourself. It is very well worth a close perusal.



The Festival of Dover 1993

Building on the successful 1992 programme – the first ever held in the area – the Festival Committee* is staging the 1993 Festival of Dover from 24th May until 5th June and will offer a multitude of art forms with entertaining and interesting events for all ages and interests.

The programme places classical music, craft work and walks alongside dance, jazz and workshops of all kinds, complementing the programme of exhibitions, talks and the Festival Ceilidh.

On Monday, 24th May, to celebrate, the beginning of the Festival the Committee is staging a gala concert by the Brandenburg Chamber Orchestra in the Town Hall – an event they may well feel proud to present.

During the two weeks of the event many cosmopolitan artists will contribute to the theme of “traditions”, events which are woven into the fabric of the full programme.

Throughout the Festival there will be an excellent choice of children’s events, both in and out of schools, offering to young people the opportunity to meet a variety of artistes, including authors, poets and musicians.

Some other highlights of the Festival will include the “Traditions” exhibition at the Dover Museum, a talk by the popular Kent author Pamela Oldfield, a workshop led by the famous Jiving Lindy Hoppers and an authentic jazz dance company. 1993 will see a welcome return to the Bank Holiday Spectacle of the Teddy Bears’ Picnic, a day of fun for all the family, activities and entertainment which will include puppet shows, storytelling and some surprise guests.

The Festival Committee hopes that all and sundry – everybody – will join in the celebration of this their second Festival and will give them the enthusiastic support that will help to ensure a long life for the Festival of Dover.

** The Festival Committee consists of members of the staff of the Tourism & Economic Development Department of the Dover District Council and of the Arts & Libraries Department of the Kent County Council.*

The Festival Diary

The
Festival
Programme
will give
more detailed
information

TIME	EVENT	PLACE
MONDAY 24 MAY		
8.00 pm	MUSIC: Brandenburg Chamber Orchestra	Town Hall
TUESDAY 25 MAY		
6.30 pm	WALK: Coombe Down	Crabble Ave, Dover
8.00 pm	MUSIC: Hand/Dupre Guitar Duo	Town Hall
WEDNESDAY 26 MAY		
1.05 pm	MUSIC: Basically Baroque	St Marys Church
7.00 pm	WORKSHOP: Linda Birch, Illustrator	Dover Library
7.00 pm	WALK: Wondering Heights	Malvern Road, Dover
7.30 pm	MUSIC: Snowdown Colliery Welfare Band & Male Voice Choir	Town Hall
THURSDAY 27 MAY		
6.30 pm	WALK: In Search of the Templars	Temple Ewell, Dover
7.00 pm	TALK: Pamela Oldfield	Dover Junior Library
8.00 pm	MUSIC: Sax Appeal	Town Hall
FRIDAY 28 MAY		
SATURDAY 29 MAY		
9.00 am	EXCURSION: 1066 and All That!	Pencester Road (assemble)
11.00 am	DANCE: Morris Dancing	Town Centre
2.00 pm	WALK: Focus on Flowers	White Cliffs Experience
7.30 pm	MUSIC: Fastes Royaux a Boulogne	Town Hall
SUNDAY 30 MAY		
10.00 am & 2.00 pm	WORKSHOP: Art in the Environment	Elms Vale Recreation Ground
11.00 am	DISPLAY: Order of the Black Prince	Dover Castle

MONDAY 31 MAY		
10.00 am	Teddy Bears Picnic	Kearsney Abbey
11.00 am	DISPLAY: Order of the Black Prince	Dover Castle
Evening	SHOW: Joe Bloggs Fashion Show	Images Nightclub
TUESDAY 1 JUNE		
10.00 am	WORKSHOP: Sid Seagull's Fun Day	White Cliffs Experience
11.00 am & 2.00 pm	WORKSHOPS: The Magic of Origami	Dover Junior Library
1.05 pm	MUSIC: Clare Graydon - James & Danielle Perrett	St Marys Church
1.30 pm	STORYTELLING: Yack the Viking	White Cliffs Experience
7.30 pm	CEILDH: East Kent Hoppers	Biggin Hall
WEDNESDAY 2 JUNE		
10.30 am & 2.30 pm	WORKSHOPS: Zuriya, African group	Dover Junior Library
11.45 am & 3.45 pm	PERFORMANCES: Zuriya, African group	Dover Junior Library
7.00 pm	WALK: Shakespeare Cliff	Old Folkestone Road
7.30 pm	DANCE: Jedinstvo, Croatian Folk Dance	Town Hall
THURSDAY 3 JUNE		
10.00 am	WORKSHOP: Sid Seagull's Fun Day	White Cliffs Experience
1.30 pm	STORYTELLING: Yack the Viking	White Cliffs Experience
6.45 pm	TALK: The Life of Ian Fleming	Silver Screen Cinema, Gaol Lane
FRIDAY 4 JUNE		
2.00 pm	WORKSHOP: Jiving Lindy Hoppers dance	Images Nightclub
Evening	TALK: England's Heritage	Town Hall
SATURDAY 5 JUNE		
11.00 am	ART: Pavement Picasso	White Cliffs Experience
2.00 pm	WALK: Dandelions & Dyes	White Cliffs Experience
8.00 pm	MUSIC: Open Air Brass Band Spectacular	Dover Castle

The Dover Festival — EXHIBITIONS

1st May – 10th June

DOVER MUSEUM
Market Square

Open Daily, including
weekends and Bank
Holidays.

10 am to 5.30 pm

Admission (includes
whole Museum)

Adults £1.15

Children and Senior
citizens 75p.

Special rates for
local residents.

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An intriguing mix of old and new crafts featuring historic items from the museum collection with modern material by artists and craftsmen from South East England. An opportunity to compare new and old craft techniques and to buy modern arts and crafts for your home.

Special schools days and weekend demonstrations will form part of the exhibition.

Details from Dover Museum, (0304) 201066

24th May – 19th June

DOVER JUNIOR
LIBRARY
(rear of Main Library)
Biggin Street
Open during normal
Library Hours

Admission Free

CHARLES FUGE

Born in 1961, Charles Fuge studied illustration at Camberwell School of Arts. His first book won the MacMillan Prize in 1987 and in 1989 he won the Mother Goose Award for the most exciting newcomer to children's book illustration.

His passionate interest in animals is evident in the work on display.

5th & 6th June

CASTLE FINE ARTS
STUDIO
26 Castle Street
Open Daily
10 am – 5 pm
Admission Free

ENGLAND'S HERITAGE. An Exhibition of vintage 19th Century photographs of the Dover Area by the famous Victorian photographer, FRANCIS FRITH. The Kent edition of William the Conqueror's Domesday Book. Also two spectacular engravings of "The Embarkation of Henry VIII at Dover in 1520" and "The Field of Cloth of Gold"

BOOKING INFORMATION

THE CENTRAL BOX OFFICE at Dover Town Hall will be open from 3rd May onwards from 10 am to 4 pm daily.

BOOKING BY POST: The Festival of Dover Booking Service, P O Box 150 (FD), DOVER CT16 3UR



An OPPORTUNITY for THIRD AGERS

The University of the Third Age is a nation-wide network of non-profit-making, self-help learning activities organised by and for retired people, who will probably be over fifty years of age.

What *is* the Third Age? The First Age is that of childhood and dependence, the Second Age of work and parental responsibility and the Third Age is the age of maturity, retirement – and new opportunities.

In 1972 Pierre Vellas, a professor at the University of Toulouse, proposed that the university buildings and facilities, normally empty and unutilized during the long summer vacation, should be used by older people for a programme of lectures, guided tours, concerts and other cultural events. Known before long as *l'Université du troisième âge* the idea was such a success that it rapidly spread throughout France, and to several other countries, with year-round programmes being developed.

The first British U3As were founded in Cambridge and London in 1982 and both benefited initially from links with Higher Education. Again, the idea spread rapidly and there are now at least 150 groups and over 18,000 members.

There is a U3A National Office, but each group is largely autonomous and organises its own activities. These include daytime courses with small informal groups, probably a monthly meeting with a specially invited speaker (from within the membership or outside it) which is also an opportunity for members to meet and, possibly, social events.

Each group provides not only the students but also the leaders/tutors. A leader of one course may well be a student in another. The only qualification required to join a course, apart from being retired (or semi-retired) is interest and a willingness to take part; it is a cooperative enterprise. It is a university in the original sense of the word – a collective of people devoted to learning. Many older people have skills, experience and knowledge to share and an enthusiasm for trying something new or developing a long-term interest.

There has been a U3A in Canterbury for several years and some of its members are drawn from this area. However, following an article in the *East Kent Mercury* in October 1992 which attracted a number of people to a meeting in Walmer, it became obvious that there was sufficient interest to form a group in the area covered by Dover District Council. A small steering committee was created and its members decided to call the new group WHITE CLIFFS COUNTRY U3A. By February 1993 there were over forty members.

It is proposed that there should be two ten-week terms in Autumn and Spring. This Spring we have begun modestly with four courses: French conversation – we were very pleased to be able to satisfy some of our partially-sighted members in this – Intermediate German, Needlecrafts and Appreciation of Art, studying some paintings in the National Gallery. Monthly Wednesday afternoon talks have been on ‘Some East Kent Writers’, a talk, illustrated with transparencies, by Raymond Venables, ‘Privacy and the Press’ by John Grant, and ‘Travel through Time in Turkey’ by Peggy Alexander.

In the next academic year, commencing in September 1993, we hope to offer courses to include Local History, French, Needlecrafts, Music, German, Flower Arranging, English Literature and Appreciation of Art. The programme of monthly talks is expected to contain subjects as diverse as Beethoven: the Deaf Composer, Pottery, Costume, Religion, and the Third World.

For the first few months we were linked to Canterbury U3A and were given the benefit of their advice and help. From the official launch meeting on 17th March, and the election of a committee for its first full year, White Cliffs Country U3A will be independent.

The White Cliffs Country U3A steering committee hopes that some more members of the Dover Society (several already belong) will find that the U3A complements the activities and interests of the Society.

For a fee you will be placed on the mailing list to receive regular newsletters with details of courses, monthly meetings and any social events we may arrange. For further information please contact the Membership Secretary, Helen Ormiston, Garden Flat, ‘Oakmead’, Marine Road, Walmer, Deal CT14 7DN.

Details of courses on offer will be available in late summer. A small fee will be payable with applications. Most courses will be for informal small groups and all will be in daytime.

The ‘White Cliffs Country · Kent · U3A’ logo © Philomena Kennedy 1993

DEAL TOWN HALL

TUESDAY 11th MAY at 2.30

A PUBLIC MEETING

to introduce the newly-formed
WHITE CLIFFS U3A

There will be a speaker from the National Office of the U3A

All are Welcome – You'll find it more than interesting



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49

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Sense, 40 High Street
Spastics Shop, 17 Market Square

BUTTONS

Hospice Shop, 75 London Road
RSPCA, 46 London Road
Spastic's Shop, 17 Market Square

CARPETS

Sense, 40 High Street

DRINKS CANS

KARE (St. Margaret's)

FOREIGN COINS

Hospice Shop, 75 London Road
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GLASS

Camden Crescent Car Park
Leo's Supermarket, Charlton

Green

Maison Dieu Car Park
Stembrook Car Park
Tesco's Car Park, Whitfield

JEWELLERY: RSPCA, 46 London Rd.

MAGAZINES: RSPCA, 46 London Rd.

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821199 Ext. 5002

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St. Margaret's Scouts. Please leave weather-proof packages outside Scout Hut in Parish Hall Car Park, Reach Road.

Mr Ivor Disbrey, 852532 (home)
Collected from houses in village, every third Saturday in month.

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Leo's Supermarket, Charlton Green
Maison Dieu Car Park
Priory Station Car Park
Tesco's Car Park, Whitfield
Whitfield Parish Hall Car Park

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RSPCA: Mrs Flowers:

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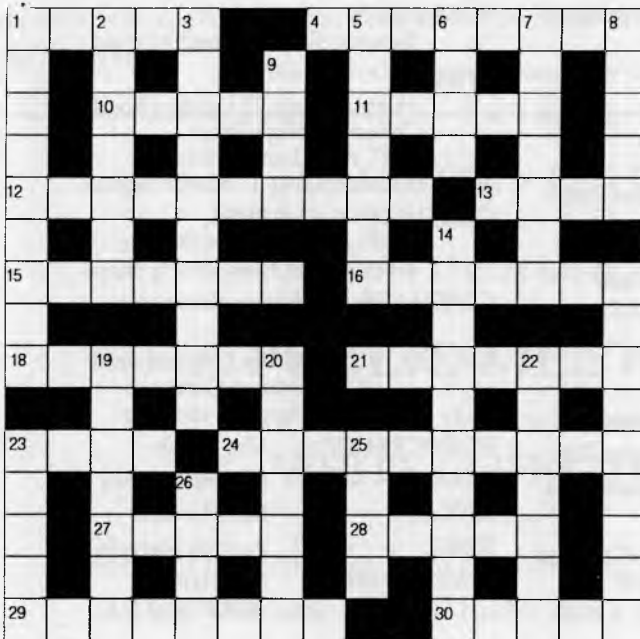
51 CASTLE STREET, DOVER,

TEL: (0304) 207282

CROSSWORD — No. 8

Clues—Across

- | | | | | | |
|----|-------------------------------------|----|---|----|-------------------------------------|
| 1 | What is the value of this place?, 5 | 13 | This and . . . , 4 | 24 | Ashford suburb, 10 |
| 4 | Entry of the sheep here, 7 | 15 | What resting actors would like to be, 2, 1, 4 | 27 | Smith's block, 5 |
| 10 | Did you have one in your tank?, 5 | 16 | Empty bottles, 4, 3 | 28 | Noted Sussex village causes pain, 5 |
| 11 | Indian language, 5 | 18 | Local country inn, 7 | 29 | Anne Boleyn at the end, 8 |
| 12 | They fly over Kent, 1,1,1,7 | 21 | West Country bap, 4, 3 | 30 | Northern Ireland product, 5 |
| | | 23 | I find doing this, this, 4 | | |



Clues—Down

- 1 Is it one of these at 14 down, 9
- 2 A trifling biscuit, 7
- 3 In North Kent this has recently been designated special, 6, 4
- 5 Kent market town, 7
- 6 Found around parts of Kent coast, 4
- 7 In this Kent village Sid reverses in a piece o pork, 7
- 8 Occurrence, 5
- 9 A Latin tomorrow, 4
- 14 A boy with part of 1. 6, 4
- 17 A village, or a college, 9
- 19 Perfect beatitude, 7
- 20 Sharp end of I.O.W., 7
- 23 Part of a bird tha t makes another, 7
- 23 Village near Sturry, 5
- 25 You can back these at Westenhanger, 4
- 26 A shape at 24 across, 4

Solution

to Crossword Puzzle No. 7



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The Objectives of the Dover Society founded in 1988.

- ◆ to promote high standards of planning and architecture
- ◆ to interest and inform the public in the geography, history, archæology, natural history and architecture of the area
- ◆ to secure the preservation, protection, development and improvement of features of historic or public interest
- ◆ and commitment to the belief that a good environment is a good investment.

The area we cover comprises the parishes or wards of Barton Buckand, Castle, Lydden, Temple Ewell, Maxton, Pineham, Priory, River, St. Margaret's-at-Cliffe, St. Radigund's, Town & Pier and Tower Hamlets.

Members receive three *Newsletters* a year and in each year the Committee organises about ten interesting events – talks, tours, visits, Members' Meetings, a Christmas Feast, etc.

The Society gives Awards for improvements to the area, monitors planning proposals and supports, joins in or initiates civic projects and arts events.

THE DOVER SOCIETY

RENEWAL NEW APPLICATION JOINT APPLICATION
Please tick as appropriate

If Renewal, MEMBERSHIP No. please

NAME (Mr/Mrs/Miss/Ms)

ADDRESS

.....

2nd NAME if Joint Member

POSTCODE TELEPHONE

I/We agree to abide by the Constitution of the Dover Society.

Signed Date

(A copy of the Constitution may be read in the Reference Department of the Dover Public Library.
It is based on the model constitution published by the Civic Trust)

MEMBERSHIP: Individually – £4 annually. Joint Membership – £6 annually.
Note: Annual Subscriptions become due on 1st April.

Please make cheques payable to the Dover Society and forward to the Membership Secretary;
Mrs Sheila Cope, 53 Park Avenue, Dover CT16 1HD.

It would help us in our planning if you would fill in some or all of this section.

Special Interests

.....

If you belong to other organisations would you note them, please?

.....

.....

Can you offer any expert knowledge or experience? Please state.

.....

.....

If you have changed your address since your last subscription payment please
tick this box and please tick the next box if you are willing to assist,
occasionally, with the distribution of the *Newsletter*, etc.

Very occasionally we may allow our mailing list to be used by other reputable societies and/or
groups. Under the Data Protection Act you are entitled to withhold your permission for this. Please
indicate with an X in the box if you DO NOT wish your name and address to be divulged.

PROGRAMME

APRIL 26

Monday 7.30
Members only

ANNUAL GENERAL MEETING

Speaker: W. Fawcus, Esq.
St. Mary's Parish Centre
Parking at Stembrook

MAY 29

Saturday 9 am
Members and Guests

1066 AND ALL THAT

Visit to Hastings and Battle
Coach from Pencester Road and usual
pick-up points

JUNE 19

Saturday 2.30

**STRAWBERRIES and CREAM and
"MEET THE DOVER SOCIETY"**

Guided Tour of Dover College
*Members are asked to bring guests
interested in joining The Dover Society*

JULY 18

Sunday 12.30
Members and Guests

GROVE FERRY

Half-day Trip
Coach from Pencester Road and usual
pick-up points

SEPTEMBER 18

Saturday 12.30
Members and Guests

TRIP TO FRANCE

Details later

OCTOBER 25

Monday 7.30
All Welcome

OPEN MEETING

St. Mary's Parish Centre
Parking at Stembrook

NOVEMBER 24

Wednesday
All Welcome

CONUNDRUMS and CONVIVIALITY

Dover Museum
Details later
Parking at Stembrook

DECEMBER 11

Saturday 7.30
Members and Guests

CHRISTMAS FEAST

Dover College Refectory



The Pines Garden & The Bay Museum

Beach Road, St. Margaret's Bay
Tel: 0304 852764

MUSEUM - Commencing
Saturday, 29th May
2.00 pm - 5.30 pm
(last entrants 5.00 pm)
Closed Mon. & Fri. but
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Closes 5th September 1993
until Easter 1994

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