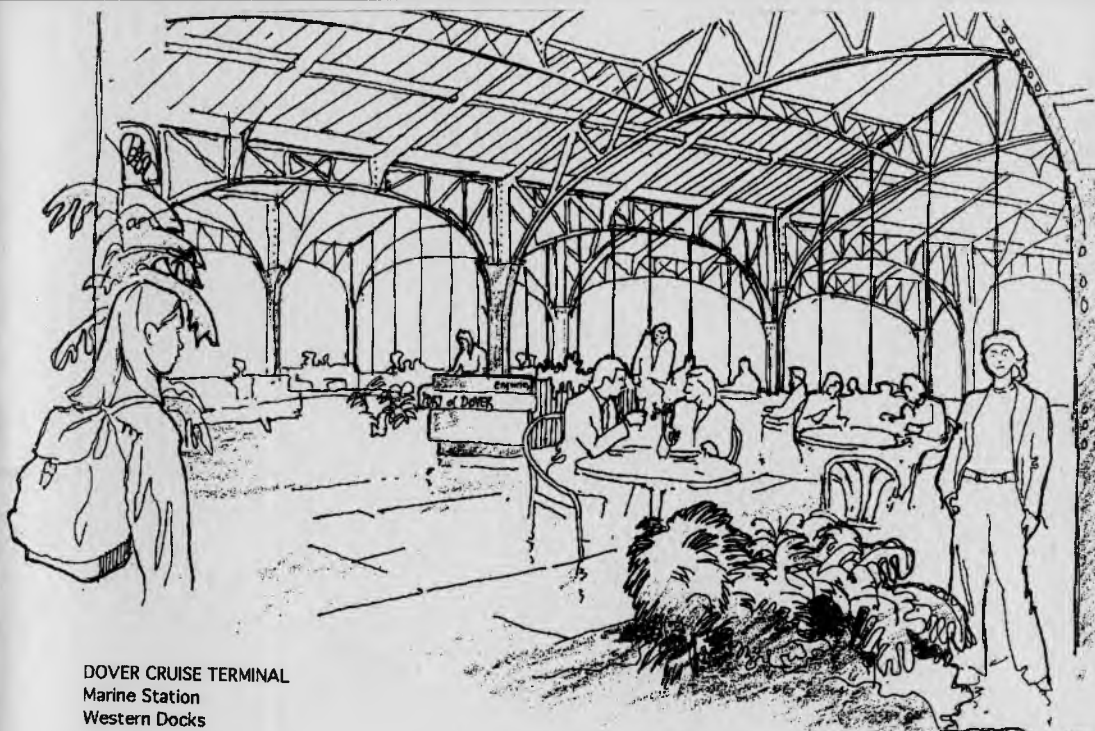


The
Dover
Society

Newsletter

No. 22

April 1995



DOVER CRUISE TERMINAL
Marine Station
Western Docks

Gibbons Design [0304]823761

View of Proposed Outward Passenger Lounge

Dec 1994



THE DOVER SOCIETY

FOUNDED IN 1988

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

PRESIDENT:

Brigadier Maurice Atherton

VICE-PRESIDENTS:

A. F. Adams, Mrs Silvia Corral, The Rt. Hon. The Lord Ennals,
Ivan Green, Jack Ind, Sir Clifford Jarrett, Peter Johnson, Miss Lillian Kay,
Miss Philomena Kennedy, Peter Marsh, The Rt. Hon. The Lord Rees,
Jonathan Sloggett, Terry Sutton, Miss Christine Waterman and Martin Wright

THE COMMITTEE

CHAIRMAN: Jack Woolford

1066 Green Lane, Temple Ewell, Dover CT16 3AR Tel: 01304 822871

VICE-CHAIRMAN (1): John Gerrard

77 Castle Avenue, Dover CT16 1EZ Tel: 01304 206579

Vice-Chairman (2): Jeremy Cope

53 Park Avenue, Dover CT16 1HD Tel: 01304 211348

HON. SECRETARY: Leo Wright

"Beechwood", Green Lane, Temple Ewell, Dover CT16 3AR Tel: 01304 823048

HON. TREASURER: Jennifer Gerrard

77 Castle Avenue, Dover CT16 1EZ Tel: 01304 206579

MEMBERSHIP SECRETARY: Sheila Cope

53 Park Avenue, Dover CT16 1HD Tel: 01304 211348

SOCIAL SECRETARY: Joan Liggett

Tel: 01304 214886

EDITOR: Merrill Lilley

5 East Cliff, Dover CT16 1LX Tel: 01304 205254

CHAIRMAN OF PLANNING SUB-COMMITTEE: Lawrence Gage

9 Castle Street, Dover CT16 1PT Tel: 01304 242749

CHAIRMAN OF PROJECTS SUB-COMMITTEE: John Owen

83 Castle Avenue, Dover CT16 1EZ Tel: 01304 202207

PRESS SECRETARY: Terry Sutton

17 Bewsbury Cross Lane, Whitfield, Dover CT16 3HB Tel: 01304 820122 TEL.:

ARCHIVIST: Sybil Standing

16 Harold Street, Dover CT16 1SA Tel: 01304 210715

A. F. Adams, Adrian Galley, Margaret Robson and Ken Wraight,
with Mike McFarlane as an Advisory Member

Contents

- | | | |
|----|--|-------------------|
| 1 | EDITORIAL | |
| 4 | MUSEUM MIND STRETCHER | Jean Easley |
| 6 | CONSERVATION & EXPLORATION
The January Meeting | Arthur Goodburn |
| 7 | WINE & WISDOM | Elizabeth Senyard |
| 8 | THE NORWEGIAN CONNECTION | 'Budge' Adams |
| 9 | MEMBERS' MEETING 13 March <i>and</i>
DOVER & EUROPE IN THE NEW MILLENNIUM | The Editor |
| 10 | PLANNING SUB-COMMITTEE REPORT
Recent Planning Issues | Lawrence Gage |
| 11 | DOVER'S BID FOR MILLENNIUM MONEY | Lawrence Gage |
| 15 | DOVER HARBOUR BOARD'S EXCITING PROJECTS | John Gerrard |
| 18 | IMPACT UP-DATE | Linda Wade |
| 20 | DOVER TRANSPORT MUSEUM | |
| 21 | WHITE CLIFFS COUNTRYSIDE PROJECT
Things are Happening at Bushy Ruff | David Hodd |
| 22 | PROJECTS UP-DATE
National Tree Week
Operation Dour Litter Drive '95 | John Owen |
| 24 | WATER, WATER EVERYWHERE | Leo Wright |
| 25 | SAVING DOVER ARCHIVES | James M. Gibson |
| 27 | FESTIVAL OF DOVER 1995 | Contributed |
| 28 | FAREWELL TO PILOTAGE | G. J. G. Francis |
| 31 | THE USE OF COLOUR ON HISTORICAL BUILDINGS | Clive Alexander |
| 35 | MEMBERSHIP SECRETARY'S REPORT | Sheila Cope |
| 36 | BACK TO THE FUTURE! | Ken Wraight |
| 38 | REVIEWS
The Vicarage Children <i>and</i> Music in the Park | S. S. G. Hale |
| 39 | BACK TO THE MELTING POT | The Chairman |
| 40 | DOVER'S MARTYR | Contributed |
| 41 | A BEE IN MY BONNET
The Re-Siting of the Rolls Memorial | 'Budge' Adams |
| 51 | THIS AND THAT - DOVER CHAT | The Editor |

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, Buckland, Castle, Lydden, Temple Ewell, Maxton, Pineham, Priory, River, St. Radigund's, Town & Pier and Tower Hamlets.

All Members receive three News-letters a year and in each year the Committee organises about ten interesting events – talks, tours, visits, Members' Meetings and usually a Christmas Feast.

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

As the Dover Society enters its eighth year, there are indications that the future of the town may be viewed with optimism. Many of the plans, hopes and projects which have been discussed and reported in these pages over the last few years are now closer to realisation, some of them already in the process of implementation. Of these the enterprise which is likely to have most impact on the town is the building of the new cruise terminal at Dover Western Docks.

After the final permission for the project had been obtained, it was reported in the national press on 2nd March that work on the project was to start immediately and that the new terminal would be ready for use by the spring of 1996. Presumably, by taking a walk along the Admiralty Pier, now open to the public for its total length, members will be able to watch the gradual growth of this exciting project over the next twelve months. Accordingly, an artist's impression of the departure lounge of the terminal was thought to be a fitting choice for the front cover of Newsletter 22, evoking the image of thousands of cruise passengers sitting there in future years enjoying a view of the White Cliffs of Dover.

Another new project recently given planning permission is the transport and traveller's centre at Whitfield, reported as creating up to 200 jobs in a £14 million complex for freight, coach crews and passengers. Part of Phase 1 of the White Cliffs Business Park development, work is expected to start this June and to finish by May 1996.

Another undertaking, which members will have followed with interest since the public meeting last May, is the setting up of a Steering Committee to plan an application to the Millennium Commission for a grant for Dover's Millennium project. As members will remember, this all began with an idea from Lawrence Gage, the Chairman of our Planning Sub-Committee. Lawrence has, subsequently, become the Chairman of the Steering Committee.

Yet another project with its inception in the Dover Society, due to the suggestion of Budge Adams, is the plan to move the Rolls Memorial statue to a new location outside the Gateway flats. This too is about to be implemented, in time for the Dover Festival in May.

In the meantime, smaller projects in the town are already under way and many are in the process of completion, as part of Impact's work in Dover. Welcome face-lifts for the town are evident in Stembrook, Ladywell and Mill Lane and will be finished this summer. Details of these are included in the Impact report.

Successful Society meetings from November to March are reported in this issue. The Christmas Feast, back in its old venue of Dover College Refectory, was also back to its previous high standard, with plenty of Christmas spirit, a highly successful raffle, entertainment by the Barber Shop Group and excellent food, as usual.

The summer programme is as varied as ever, including trips to Rochester, London, France and the Goodwin Sands. The trip to Rochester will include a two-hour coach tour of Dickens' country and, later in the day, a 90-minute walk "Discovering Rochester", with a courier/guide provided by the City of Rochester Society. The London trip will be to Greenwich and will include entrance to the Maritime Museum and ample time to explore other places in the area. The outing to the Goodwin Sands is, as last year, on a Wednesday in June when one of the lowest tides occurs. Once again, places are limited so it is advisable to book as soon as possible for this trip. For all these trips look for the application forms in this issue of the *Newsletter* and apply early for the outings of your choice.

The September trip to France will be to Arras and forms will appear with the August *Newsletter*. In the meantime places can be reserved by contacting Joan Liggett, our Social Secretary

Also in this issue is included the Agenda for the Annual General Meeting on April 24th. Please try to attend. This is your meeting! The talk this year is by Sir Richard Knowles.

Thanks are due, as ever, to all our contributors of regular reports and of additional reviews and articles. Please remember that reviews of Dover Festival events (May 6th to 21st) will be very welcome for inclusion in Newsletter 23, as Festival news has become a regular feature of our August number.

Best Wishes to all our members.

MUSEUM MIND STRETCHER

JEAN EASLEY

On Friday, 25th November '94 Dover Society members and friends met at Dover Museum for an evening devised by Philomena Kennedy, entitled "Museum Mind Stretcher".

Now Fridays for me are often a time just to 'flop'. The week at work has finished, the weekend just begun and I can usually just about manage to lift a glass of wine as I sink into an armchair with my book or the TV controls.

On the 25th I arrived home, ate a light tea and changed into casual clothes (including a large sloppy jumper which I was later to wholeheartedly regret) and our party of four set off with some trepidation to the Museum.

Our first surprise on arrival was that after selecting a card with a letter on it we realised that the four of us were to go in different directions for the rest of the evening. We said our farewells and each looked for the table with a corresponding letter attached to it which was to be our 'base'. Here we met up with our team members and new friends. This initial period was a time to dawdle amongst the exhibits on the middle floor and to chatter. However, idle chatter was not to figure largely once we had collected our question books and were able to start.

My first reaction on seeing the questions was one of *horror*. How on earth would we be able to find answers to the dozens of questions in the allotted time? My team, fighting back the panic, decided we needed a strategy . . . the problem was — what strategy? Others were already moving off with pens and books, looking very organised and muttering in conspiratorial whispers. (Goodness, I was beginning to feel hot! Was it panic making my temperature soar?)

Decisions — Yes, we would tackle the exhibition floor first. One of us would hold the booklet and write down the answers (whilst searching) and the other two would read, memorise the questions and go off in search of answers. (All questions were based on museum exhibits and displays). I tried to remember two or three questions and set off. The trouble was that by the time I had stood and read the information on the first few exhibits concerning where and when and how shells had fallen on Dover, I had forgotten the precise nature of the questions! Back to base. Well, that was reassuring — at least neither of the other two had had much luck yet. Right — one question at a time from now on (oh for a sparkling intellect and a sharp eye).

Eventually the three of us moved to the top floor and a change of scene. Each of us was feeling a little more confident now, but by the time we had struggled with the

costs of building the castle and the harbour and various other fascinating facts and figures, we felt it was time to give the ground floor a whirl. Actually it was refreshing to go back to the beginning as it were, and read about the Saxons, Jutes and Roman dormice. I became aware that through the heat and despair I was actually enjoying myself, but too late – time was up and we dutifully reported to the middle floor, handed in our booklet for marking and (praise to Joan Liggett and friends) made straight for the wine and scrumptious hot and tasty delicacies that awaited us. Thus refreshed we waited for news of the results.

A sense of dismay followed the announcement that Part 2 booklets were ready for collection. Still, there weren't so many questions and we did have a better idea of how to cope this time. We marked each question with a code to identify which floor we felt the answer was to be found on and away we went. Despite the electric fans that were now blowing cool air on to passers-by (what bliss to study the information next to a fan) I was steadily melting. More stairs, another floor — had we misread the question about the man who had died in the last riot in Dover — or was it that he'd started it? I could well imagine that he might be the cause of yet another quite soon! Time had beaten us yet again, but tired and pleased with ourselves we settled back to another glass of wine and just a little more food.

I found the other three I had started out with. (We hadn't missed each other) and we were almost ready to say our goodbyes when the raffle was announced. I had won a bottle of wine (well, that would come in useful for the following Friday evening) and what was this? . . . My husband had been part of the winning team! Complete disbelief on my part. Whenever I had *raced* past him he always seemed to be ambling in a very leisurely manner or poised deep in thought. I must try to find out what their strategy had been — might be useful next year!

Oh yes — and thanks to everyone who planned and executed the evening. Just one word in case there is another one next year — the invitation should carry a Dover Society Health Warning:

This evening could seriously stretch not only your minds, but your legs, your stamina, and possibly your patience!

DOVER SOCIETY PROJECT SUPPORT GROUP

Members are invited to join our small and select group on the ground – our aim is to ensure that our projects are successful. It gets us out for a couple of hours now and again and we experience things others never do!

Contact John Owen on 01304 202 207

The January Meeting : A Double Affair

ARTHUR
GOODBURN

CONSERVATION & EXPLORATION

The January Meeting of the Dover Society on the 30th was very well attended and we all greatly appreciated the two excellent talks.

Firstly Clive Alexander, Conservation Officer for the Dover District Council drew our attention to what is being done in our area to preserve the best of the past and to build the best for the future. As Conservation Officer he explained he has two tasks: (i) to identify conservation areas and (ii) to see that care is taken of Listed Buildings.

Once conservation areas have been identified it is important to accommodate change (for change is always with us) within these areas. St. Margaret's Bay is a good example of a conservation area, as also is the Dour Street area in Dover. Such areas contain buildings of architectural or historic interest and within them Conservation Officers have some control of unlisted as well as listed buildings. Another example of good development fitting in with the townscape, is the Charlton Green group of terraced accommodation. Some developments in Dover have been rather less successful. Which would you place in this category?

Clive Alexander then drew our attention to the preservation of Listed Buildings, which also include structures other than accommodation such as parks or grounds. Here he showed us what a wonderful building we have in Waldershare Park, the strange Belvedere and the beautiful grounds there. All are listed. Listing is done by English Heritage and permission must be obtained by the owners of listed buildings for any work to be carried out on the property. Grants are available to owners who need to carry out essential repairs. An example of a highly successful repair job was shown to be the corner shop almost opposite the Town Hall. Other cases where the owners operated without permission, sometimes allowing objectionable bill-boards to be fixed to façades, were always condemned and steps taken to force the owners to return the property to its original condition. Sometimes it was only a matter of colour. If one looks at the vast improvement in Snargate Street one can see how important colour is. Clive brought his talk to an end with a very apt quotation from William Morris,

"A place without buildings is like a person without a memory."

Our second speaker that evening was English Heritage Custodian Phil Wyborn-Brown who took us behind the scenes at Dover Castle. The wonderful sight of Dover Castle sitting high above the town on the white chalk cliffs has thrilled generations for about 800 years; but Phil had come to tell us about the part which we cannot see;

over seven miles of underground workings which very few people have ever seen. First he dispelled the legend that these workings went down under the town, perhaps as far as St. Radigund's Abbey. All the workings are contained within the Castle grounds. Some of the workings are 200 feet below ground – only some seventy feet above sea level. These are at the “Dumpy” level and he left us waiting until the end of the talk before telling us that “Dumpy” was an acronym for Deep Underground Military Position Yellow. 7

Tunnelling has been going on for centuries and there are even the remains of one tunnel where the French besieging the Castle dug from the Guston turning to beneath the main gate and there set off explosives to attempt an entry.

In this century the tunnels were used as a military headquarters during the Second World War, with a hospital and living quarters. Here the evacuation from Dunkirk was planned and executed. Later, in the years following the war, new levels were cut for use as a base for a Regional Seat of Government in the event of a nuclear war. (Dumpy).

Some three-quarters of a mile of the tunnels at Casement level, now named Hellfire Corner, have been open to the public for several years. Here many areas, such as the telephone exchange and the Aircraft Operations room, have been restored to their original wartime state. Gradually other areas are being restored and it is hoped to open Annexe level in 1996 and Dumpy level some years later.

Our speaker described all these plans in detail and gave the audience insights into many aspects of the tunnels which we had not previously considered.

When the Chairman finally gave the audience the opportunity to question both speakers the response was fast and furious and the time allocated was (as ever) insufficient to answer all our queries after two such fascinating talks.

Report 3

Wine & Wisdom Monday 13th February

ELIZABETH SENYARD

There were ample supplies of both wine and wisdom at St. Mary's Parish Centre when the Dover Society members met to test their knowledge, though I suspect that the supply of wisdom tended to diminish as the consumption of wine increased – at least, that was the situation on my table.

The occasion was well attended, there being thirteen tables each seating six people. All were totally absorbed in the art of brain-stretching and memory-jogging – as well as some inspired guesswork. The eight rounds of quite difficult questions

g were admirably set and presented by Clive Taylor and his enthusiastic support team. In the interval the teams struggled to decipher ten “Dingbats” which constituted the ninth round.

The winners were ‘Sagittarius’ and there was a tie for second place between ‘The Kays’ and ‘The Belmonts’. The winners each received a handsome engraved tumbler for their prize, but there was a little confusion for a few minutes over the award of the second prize, as a tie had not been anticipated, and unfortunately only one prize had been provided. However this was eventually very happily resolved by offering each second place team three bottles of wine and three bars of chocolate to share amongst themselves.

Members have Joan Liggett, the Social Secretary and other members of the Committee to thank for a most enjoyable evening. The Ploughman’s Platter had an excellent variety of cheeses and lovely fresh French bread.

The Vice-Chairman, John Gerrard, made a closing speech, and we all went happily home.

Here’s to the next time!

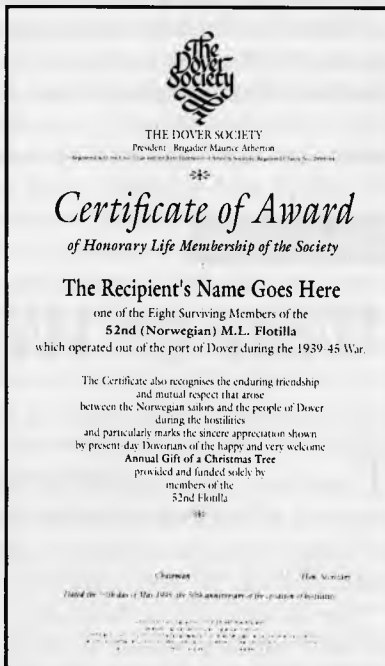
The Norwegian Connection BUDGE ADAMS

The hint in the last paragraph of my piece in the December *Newsletter*, “Frontline Britain ‘94”, that some mark of friendliness and recognition of their part in the war effort from their base in Dover should be accorded to the surviving Norwegian sailors was readily accepted and acted upon by the Executive Committee at its December meeting. A proposition that Honorary Life Membership should be granted to the eight survivors was passed unanimously.

All the necessary individual Certificates have now been prepared and, if all goes well, I will be able to accept the Norwegians’ kind invitation and on behalf of the Society present them in Norway on a date as near as possible to 8th May, the day of the cessation of European hostilities in World War II.

I do thank the Society for making one of my dreams come true.

The illustration is a tiny reproduction of one of the certificates which are approximately 300mm x 500mm.

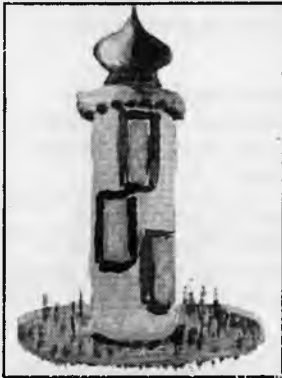


Report 4

Members' Meeting, 13 March

The Members' Meeting on 13 March began with a talk by **Keith Parfitt** on the excavations at Buckland Anglo-Saxon cemetery during the **summer of 1994**. Keith had already written an article for us, which was published in *Newsletter* No. 21, but it was so much more interesting to hear him talk about the **enterprise and fill-in the details**. It is fascinating to reflect on the thriving and well-established Anglo-Saxon community living peacefully in Dover round about 500-600 A.D. and to learn more of them by a study of the artifacts found in Dover in 1994.

After refreshments and a raffle, organised as usual by **Sheila and Jeremy Cope**, members divided into small groups to discuss various topics of **local interest** and to express opinions and suggest ideas for future Society outings and **events**. This method of group discussion, used at previous members' meetings, is always a most valuable exercise and **very useful** to the Social Planning Committee.



One of the topics discussed was the provision of poster columns in Dover. Pictures were shown of columns in other towns. It is understood that DDC will be installing columns later this year. Members favoured tall cylindrical columns, without surrounding seats that might prevent people reading the notices. It is **not known** how many columns will be erected but members suggested more than a dozen locations. Members also asked for more information on choice of materials, responsibility for the columns once they were installed and the control of fly-posting.

The picture shows a column in a French town.

Report 5

Dover and Europe in the New Millennium

This meeting was scheduled to be held on 20 February but, **unfortunately**, had to be postponed, due to unforeseeable circumstances. However, **members were notified** in plenty of time and the gathering, on the revised date was **fairly well-attended**. Members were pleased to have an opportunity to meet our **MEP, Mark Watts**, and to hear him speak on Dover's place in the European Union, **giving us a wealth of interesting information** and food for thought on a number of **important issues**.

After refreshments and a raffle, **Lawrence Gage**, Chairman of the Society's Planning Sub-Committee and also Chairman of Dover's **Millennium Project Steering Committee**, provided us with an update on the proposals to the **Millennium Commission** (see page XX) for a grant towards the plans for **Dover's Millennium Project**, an exciting prospect for Dover's future in the year **2000**.

A full account of this Meeting will appear in Newsletter No. 23

Report on the work of the Planning Sub-Committee

LAWRENCE GAGE, *Chairman*

RECENT PLANNING ISSUES

summary of the views of our Planning Sub-Committee

Proposed Business Park Farthingloe	Strongly opposed to any such development in this area of 'outstanding natural beauty' - especially as there appears to be little demand for the existing business park at Whitfield.
Old Dover-Deal Turnpike Road	The historic gutter in Laureston Place is being seriously damaged. For some time we have been trying to find a way of preserving this important relic. It cannot be listed as it is not a building. We believe it should be restored at a higher level but as this looks unlikely, we are pressing for it to be, at least, repaired.
Hoardings York Street Roundabout	There have been a number of applications to retain the existing hoardings and to install new ones. We have objected to all hoardings on this site which is effectively Dover's front door.
Kwiksave	We have asked the company to improve the appearance of the Castle Street frontage and to plant the 'planter'. They say they will think about it! - we will keep pressing until something is done
Old Park	The MoD want to develop this important large site. We have suggested a Regional Sports Centre with training facilities and there is support for the idea. If there is the will - the way is there.
Dover Sea Angling headquarters Snargate Street	Supported (with reservations on design). Permission given.
Cruise Liner Terminal part of Western Docks Station	Strongly supported application. Listed Building Consent now given. DHB to press ahead. Very good news for Dover.
Seafront improvements Impact/DHB	Written to express our considerable reservations - i.e. traffic flows, road closure, design of shelters, entry to Churchill Hotel, concentration in only one area.
	Original application refused. Revised application without the shelters now submitted.
	Winner of seafront 'Public Art' competition - Ray Smith with his Swimmers 'on the crest of a wave'.

- 65 & 67 Folkestone Road Dover's new 'gap'. Having investigated they had 11
demolition consent! Council favour new flats.
Access and parking implications. Owner says he
has no intention of doing anything at present.
No action can be taken by DDC except to insist
demolition is properly completed on safety
grounds.
- Dualling of A2 Consider proposed route is wrong and suggest
a better solution. Written to Highways Agency,
KCC, DDC and David Shaw asking for a fresh
appraisal of whole issue. However a change of
route looks unlikely at this late stage.
- White Cliffs Business Park,
Phase II In favour of use for business, general industrial
and warehousing but strongly opposed to any
further retail outlets. The so-called 'factory outlet
shopping centre' is, we believe, a ruse to circumvent
recently published planning guide lines to stop the
further erosion of our town centres by further 'out of
town' shopping centres.
- Girls' Grammar School Rather dull but harmless. No comment sent.
New Music and Drama Dept.
- New Pub at Guston Ye olde English style – pure Disneyland! this is the
first English building that millions of visitors will see,
what a shame it is not a good example of good
modern design.

DOVER'S BID FOR MILLENNIUM MONEY

Readers of the Newsletter will have followed, in these pages, the progress of our Millennium plans since the Dover Society called a public meeting on 12 May 1994.

Following that meeting a Steering Committee was set up to discuss and plan Dover's application to the Millennium Commission. One member of the Dover Society, Lawrence Gage, who had instigated the public meeting, became a member of this Steering Committee, and subsequently its chairman: the other members of the Steering Committee are Ian Gill, General Manager, East Kent Initiative; John Moir, Chief Executive, Dover District Council; David Shaw, MP for Dover and Jonathan Sloggett, Managing Director, Dover Harbour Board.

Now, almost a year later, after numerous meetings and discussions, the proposal for a grant towards a project in Dover has been submitted to the Millennium Commission.

In view of the importance of this issue, the full letter of application is included here.

Dover Millennium Project

preparation for a
momentous occasion

STEERING COMMITTEE

9 Castle Street
Dover, Kent CT161PT

The Rt.Hon. Stephen Dorrell MP.
Chairman, The Millennium Commission,
2 Little Street,
London SW1P 3DH

February 20, 1995

Dear Sir,

A Celebration of the Sea!

On behalf of the Dover Millennium Project Steering Committee, I have pleasure in submitting a proposal for a grant towards a project of national importance in Dover to mark the millennium.

As a seafaring nation, maritime excellence will continue to be fundamental to Britain's well being and prosperity in the next millennium. Despite the advances that have taken place in other areas of human activity over the last thousand years, the sea possesses untold possibilities for the future. Our project looks forward to this untapped potential as well as celebrating past maritime achievements.

The project consists of a number of interrelated elements – the major components being:

- **The National Maritime Museum at Dover:** a new home for the National Boat Collection. Supported by the Greenwich Maritime Museum, the museum will be a major landmark for Dover and include outstanding exhibits from the Bronze Age to modern times.
- **Institute for Maritime Development:** a facility for education, research and development that will put Britain at the leading edge of developments in Marine Transport, Science and Technology. Supported by Greenwich University.
- **New Millennium Pharos:** a welcoming symbol of the new millennium to partner Dover's Roman Pharos across the town – to regenerate the Western Heights.
- **Cruise Terminal:** to convert part of the listed but recently closed Marine Station into a modern international passenger facility encouraging new trade in the area.
- **Trade and Cultural Centre:** with exhibition and conference facilities and a showcase for EU partners.
- **Visitor facilities:** including a new 'Welcome to Britain' national tourist information centre and new attractions for the existing 'White Cliffs Experience' and Dover Museum.
- **Sea Training and Activity Centre:** a regional/national facility, to host international events.

- **Transport Links:** imaginative use of traditional and futuristic transport to move visitors between the different elements of the project and involve them in the maritime theme.
- **As well as:** A major 'happening' on the night of 31 December 1999 and events throughout 2000.

Public Support, Partnership and Funding

The Dover Millennium Project was initiated two years ago by an enterprising local amenity group, the Dover Society, and the proposal evolved from extensive consultation in the community. Subsequently, a deliberately small Steering Committee has been established, with representatives from Dover District Council, Dover Harbour Board, East Kent Initiative, the Dover Society and Dover's MP to ensure both commerce and the towns-people are well represented as the plans are developed. If successful, a non profit making company will be established to administer the proposals

The Project has substantial support from numerous national and local companies and organisations, both public and private sector (see 4d of proposal form). Potential partners include Dover District Council, Dover Harbour Board, English Heritage, the National Maritime Museum, the University of Greenwich, the shipping and ferry industry, national and local businesses as well as Kent County Council. It is anticipated that 50% of the total funding will be raised through such partnerships and the project overall is expected to be largely self-financing once established.

Outline planning approval already exists for many of the elements and with appropriate funding the project should be substantially completed by the end of the decade.

Significance for Future Generations

The town already preserves unrivalled national monuments that encapsulate Britain's maritime history in each of the three previous millennia. The Bronze Age Boat (3000 years), thought to have made the first trade links with mainland Europe and recently discovered in Dover; the Pharos (2000 years), the tallest surviving Roman building in the country; and Dover Castle (1000 years) which has successfully maintained Britain's authority over the Channel throughout the current millennium. Whilst the preservation of Dover's heritage will be fundamental to the project, the proposed facilities for education and research will espouse environmentally friendly proposals to conserve resources for the future. Not only will the project focus on the achievements of past millennia but it will provide the impetus for sustainable developments in the next.

Why Dover?

Dover has held a pivotal position in Britain's history over the past three thousand years. It saw the landing of the Roman Legions, the re-establishment of the Monarchy with the return of Charles II and more recently the first flight across the Channel by Bleriot, to mention just three milestones. Dover, overlooking the busiest shipping lane in the world, is the sole remaining Cinque Port which is still active. The White Cliffs of Dover are a timeless natural monument and remain a potent and enduring symbol of Britain – and a first impression to the millions of visitors travelling through Britain's busiest port each year.

14 Benefits

In recent years the area has been through a period of social and economic upheaval – a situation reflected in the designation of Assisted Area Status by the EU. In particular, Dover's employment base has been eroded by the Channel Tunnel and the relaxation of Customs controls within Europe. The town has risen to the challenge with a number of projects such as the award winning 'White Cliffs Experience' visitor centre. Drawing on its heritage, its unique geographical position and its sophisticated maritime operations, the potential for Dover to become a destination in itself rather than a conduit has been clearly identified. As a result, valuable new initiatives have emerged from different interests within the community, but at present plans are frustrated only by an inability to raise all the necessary capital to fully achieve the desired transformation.

Today Dover stands at a cross-roads of opportunity and we believe the proposed Millennium Project will bring together the various initiatives into a coherent force for change that is greater than the sum of its parts. In short, if our application is successful, the Dover Millennium Project will not only have a lasting impact on the social and economic development of the town and district, but Britain will once again be able to boast a "European Gateway" of which it can justly be proud.

We look forward to having the opportunity to explain our project more fully in due course.

Yours faithfully,

LAWRENCE A. GAGE, D.Arch(Kin) RIBA

Chairman.

Dover Millennium Project Steering Committee.

Deadline FOR CONTRIBUTORS

The Editor welcomes contributions and illustrations. Interesting line drawings are particularly welcome as are text discs formatted on D.C.A. *The deadline for issue No. 23 – for publication on 1 August is Thursday, 1 July 1995. Please remember to type your "copy" with double spacing and if your "copy" can only be in manuscript form, please leave plenty of space between lines.*

Publication in the Newsletter does not imply the Society's agreement with the views expressed nor does the Society accept responsibility for any statements made. All published material remains the copyright property of its authors, artists or photographers.

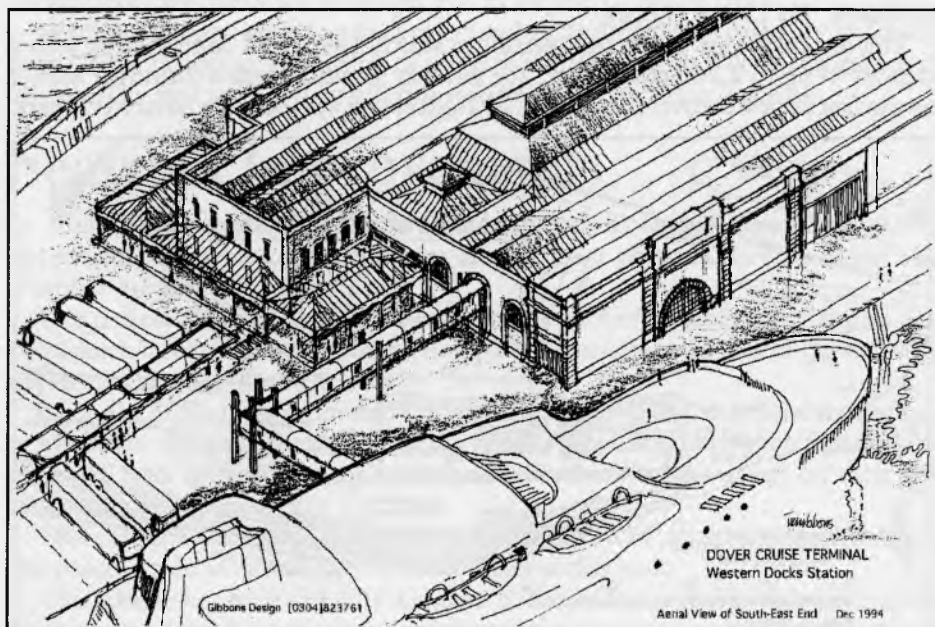


Dover Harbour Board's exciting projects

Western Docks Cruise Terminal

Members will recall that in 1990 the Board demolished the old pens in the Camber, Eastern Docks, in order to provide a new general cargo terminal. In addition to developing its general cargo activities there the Board has actively marketed the berth for use by cruise ships and during 1994 the port enjoyed twenty-three liner calls.

The facilities at this berth are however somewhat restricted both in terms of the navigational approaches and the quality of the terminal. In addition, the slow berthing movements of the cruise ships tended to conflict with the navigation of the faster moving ferries.



16 In order to overcome these problems and at the same time extend the port's share of the growing cruise market the Board has decided to construct a new £9 million Cruise Terminal by converting part of the disused Western Docks (Marine) Station.

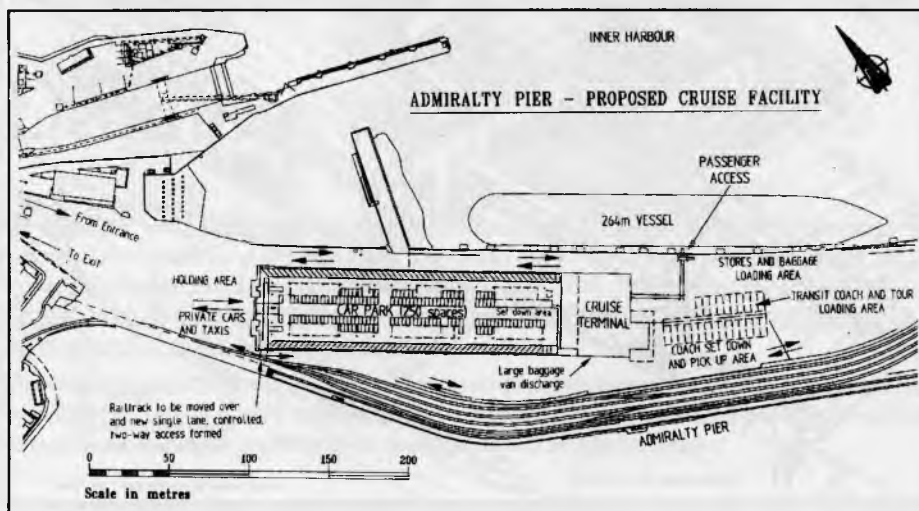
The terminal will be able to accommodate some of the world's largest cruise ships and the special berthing simulation tests recently carried out by the Danish Maritime Institute have proved highly satisfactory.

The new two-storey terminal will be constructed within the station platform area, adjacent to the war memorial, and the rail track sections will be infilled to provide a level area to be used, initially, for car parking. The project will necessitate the restoration of considerable areas of the elegant station structure. In addition, the old non-operational southern end of the station will be demolished to provide a large area for transit coaches delivering the cruise passengers and for delivery vehicles to provision the ships.

The Board has now received all of the necessary approvals to commence the project and work will start on 20 March. The terminal is scheduled for completion in the early part of 1996. It is hoped that sixty cruise ships will call at the port in 1996 and over a hundred in 1997.

The first two companies to sign long-term contracts were Fred Olsen and Costa Cruises. Fred Olsen will use Dover as the home port for its vessel *The Black Prince* which, from the start of next season, will make twenty-three calls at the port. Costa Line expects to make six calls in Dover in 1995, twelve in 1996 and up to twenty-four calls by 1997. A third company was signed up at the Cruise Shipping Convention in Miami: Royal Cruise Line arranged to use Dover as a port for one of its vessels, *The Crown Odyssey*.

The terminal, due to be completed by March 1996, will handle ships with a capacity of up to 2,200 passengers. The two-tier terminal, with a passenger lounge on the first floor will cover an area of 5,200 sq feet and will include a covered car park.



Dover Harbour Board has awarded the contract for the work on the terminal to Kent-based Willshier Construction Company. 17

The construction of the Cruise Terminal will bring a much-needed boost to Dover's tourist trade and by 1997 one hundred ships will bring around 400,000 passengers and crew to our town.

The real challenge for Dover will be to provide sufficient facilities to persuade passengers to stay here rather than visit Canterbury and other places.

Tidal Harbour — New Marina

The 135 non-tidal yacht berths provided in the Wellington Dock marina area have proved commercially successful and in addition, there has been a dramatic increase in the number of yachts visiting the port. As a result, the Board has agreed to invest £855,000 to extend the port's new marina facilities by providing new berths in the Tidal Harbour.

The first phase of the project will involve the provision of one hundred new berths and if successful the scheme will be extended to provide further berths in the area of the Clarence Quay. This will mean that for the first time Dover will have good quality yacht berths that are accessible at all states of the tide and this will be a great marketing asset for the marina.

The berth layout has been carefully designed to ensure that, for the time being, commercial cargo vessels will still be able to use the Granville Dock.

Work has already started on the project and chalk dredging is currently underway in the Tidal Harbour. The fitting of the new pontoon berths will be carried out in a few weeks time so that they will be available for the yachting season.

Seafront Improvements

In conjunction with IMPACT the Board is about to embark upon a £600,000 improvement scheme to the Seafront area in front of the Churchill Hotel and Harbour House.

The project includes the provision of modified street parking, new lighting, the provision of lawn areas and hedging, new paving, shelters and a new public art work depicting channel swimmers.

When the project was submitted for planning approval to Dover District Council in March the design of the new shelters was not agreed. It is likely therefore that the plans will be re-submitted without the seafront shelters and the design for these will be considered separately at a later date.

Half of the project cost is being provided under 1995 EC grants and for this reason the construction work will have to be completed this year.

The scheme has been carefully designed to harmonise with the remainder of the seafront and should set the tone for future improvements covering other sections.

IMPACT

ACTION IN LOCAL IMPROVEMENT

LINDA WADE

As is usual with IMPACT 3-year environmental improvement programmes, the team finds itself in the mid term phase facing a whole host of projects about to drop off the drawing board and out onto the streets. Also customary is the frenzy which tends to absorb the team at this stage as it attempts to deliver in all sorts of directions at once.

Improving the appearance of Ladywell Car Park

In the light of Dover District Council's planned re-surfacing works in Ladywell Car Park, IMPACT has designed a scheme that gives greater value to the project by way of modification to the car park layout to release redundant areas, thereby creating a safer and more attractive pedestrian route. Trees will provide an enhanced riverside walk and by careful planning will also act as an interface between the car park and adjacent buildings. The front boundary wall is to be reconstructed in Kentish Ragstone and Portland stone which will match the wall of South Kent College and give continuity in the streetscape.

The IMPACT team is also hoping that Kent County Council Arts and Libraries will grasp this opportunity to consider ways in which it can cheer up the bland rear wall of the Junior Library which flanks the car park and discussions are already taking place between IMPACT, the Junior Librarian and Kent County Council's Arts Consultant. The design of images for this artwork could be initiated by the library users themselves.

Mill Lane

There are many component parts to the work taking place at Mill Lane which lies behind the multi-storey car park at a crucial first impression entrance to the town centre for any new visitors to Dover.

IMPACT has been working with Kent County Council Highways Department (Bridge Management Unit) on some specially designed railings for the river wall and footbridge. Pavement re-surfacing works and planting will follow on from the riverworks stage. The trees will be Swedish Whitebeam; trees which will remain relatively small and have grey/green foliage. A backdrop of dwarf evergreen bamboo will provide an all year round setting and new street lights with upgraded light levels will add to the feeling of greater safety in the evenings when this route into town is used.

Stembrook

Work is well under way in the Stembrook area. The broad granite curbs so characteristic of Dover have been retained: small granite sett drainage channels inset into the buff-coloured paving slabs adds to its distinctive design. Windsor style lanterns and leopard head bollards (reproductions of Dover's Victorian bollards) will enrich the area's new appeal. During this time the car park has remained open and the Saturday market has successfully and popularly been re-located to Market Square, where it adds a welcome touch of colour.

Seafront/Public Art

Following the competition which drew a great deal of interest from local people, and Dover Society members in particular (there were 106 returns), the public art selection panel chose Ray Smith's strong images of channel swimmers. The selection panel included representatives of arts bodies as well as representatives of the Harbour Board, the local Councils and the Dover Society.

The next step, once the decision is confirmed, will be to bring the artwork into the seafront improvement scheme. The artist will also be involving local schools and the community in a support programme of talks and exhibitions.

The Rolls Statue

It has recently been agreed that the Rolls Memorial Statue will be moved from its present site to a more dignified setting. The precise location and some of the details of the reconstruction have yet to be clarified, but if all goes well Rolls could be in his new position ready for the opening ceremony at the beginning of the Dover Festival. IMPACT has been asked to contribute £1000 towards the removal costs estimated to be in the region of £2,400 and its Joint Committee has agreed that the contribution of £1,000 may be made providing certain details are discussed with them prior to the move. The things it is concerned about are the detail in the constructional drawings, precise siting, future maintenance and surrounding paving.

Go Shopping

Impact will again be collaborating with SE Region RIBA to create a new architectural event in Dover as a fringe activity for the Dover Festival. "Go Shopping" will involve architects, schools, the local community and possibly town centre traders.

A competition will be arranged through shop window posters, the local press, the libraries and a display in IMPACT's shop window. An exhibition will be mounted at IMPACT during the last week of the Festival.

Dover — Open for Business

An invitation to attend a Business Club meeting on the evening of Thursday, 2 March at Webb's Hotel has been mailed to Dover's town centre retailers and professional services by the Dover - Open for Business Town Centre Management partnership

20 which was set up by IMPACT to support existing businesses in the town and to strengthen Dover's economy. It includes the Dover Chamber of Commerce, major stores, other town centre retailers, businesses and professional organisations, Dover District Council and IMPACT.. This is the second in the series. Other evenings are planned for 4 May and 6 July.

The Promotion Working Group of Dover – Open for Business has also been busy thinking about how to make the town a livelier place at Easter. Several large stores are keen to open on Good Friday and events such as an Easter egg and spoon race and a traditional, well-loved Easter Bonnet Parade are planned for the Saturday. It is hoped to involve not only local children but also those who are more advanced in years in these fun occasions. If you would like to take part there will be more information from IMPACT as the event planning progresses.

On Target

All in all IMPACT expects a very busy summer. The seafront promenade schemes is due to start in May/June and the Grand Shaft new entrance improvements are also on target for a July completion.

And in the future

The next batch of projects will include the York Street corner and Worthington Street and your views are always welcomed as the programme progresses.

The Society, supporting the Dover Transport Museum Society, is happy to publish the following.



DOVER TRANSPORT MUSEUM

will re-open at

OLD PARK

Honeywood Road, Whitfield, Dover

on

EASTER SUNDAY 16th April

16 April – 28 May: Sundays only 11.00 – 5.00

1 June – 29 September: Thursdays & Fridays 2.00 – 5.00

 Sundays 11.00 – 5.00

1 – 29 October: Sundays only 11.00 – 5.00

Groups are welcome at other times by arrangement:

Phone 01304 204612

Admission:

Adults, £2

Children &

Senior Citizens, £1

Family Ticket, £5

WALDERSHARE VINTAGE WEEKEND Saturday/Sunday, 24/25 June



Things are Happening at Bushy Ruff

DAVID HODD, *Assistant Project Officer*

No doubt members will be familiar with the string of parks and open spaces in the Kearsney area: Cretaceous Park (née Coxhill Mount), Kearsney Abbey, Russell Gardens, and perhaps the quietest of these, Bushy Ruff. For many, these are places to take the children, feed the ducks or maybe have a picnic. Bushy Ruff is more than a lake. There is a whole hillside of woodland to explore with many points of interest. Come and discover an overgrown Victorian walled garden, a woodland of yew trees and the special plants that live under them or feel the peace and quiet of this attractive wood.

The White Cliffs Countryside Project have been working closely with Dover District Council to help manage the woodland area of the park in the way such woods were always managed, by coppicing.

Until very recently, most woods throughout lowland Britain were coppiced periodically. This involved cutting down most of the trees in a portion of the wood. The trees grew back the next spring. It was a means of harvesting wood from the trees and shrubs without damaging their health and vigour. Coppicing provided wood for firewood, charcoal, brooms, fencing hurdles, tool handles, furniture, shoes, bowls, spoons, hedgerow stakes - the list was almost endless.

One of the benefits of coppicing woodlands, is that it encourages wildflowers, such as bluebells, and butterflies, who flourish in glades and not deep shade.

Parts of Bushy Ruff are now being coppiced. One thing the visitor will notice is a series of glades, each one with little shoots of hazel growing back from old stumps. As time goes on, these will return to the large, dense bushes they were before. But that will be eight years away. Meanwhile there is a treat of wildflowers such as Dog's Mercury, Primroses and Stinking Iris.

The coppicing is an important part of future work at Bushy Ruff. A woodland trail will be in use later this year, especially for use with schools, and there will be green wood working days, bringing back old crafts such as bodging, hurdle making and the like. For those who like the place as it is, fear not, the work at the Ruff will not bring any changes to the wild feel of the place.

Summer Walks 1995

Just a reminder that our free summer programme of over 400 guided walks will be published in early April and will be available from Tourist Information Centres or local libraries. Make sure of a copy by joining our Country Club. Not only do you get our summer walks programme, but you get our new Green Adventures leaflet, Green Gang, Countryside News in fact all our publications for a whole year. All that for just £3. Send a cheque payable to the White Cliffs Countryside Project, 6 Cambridge Terrace, Dover, CT16 1JT, or phone (01304) 241806.

PROJECTS : Update

JOHN OWEN, Chairman, Projects sub-Committee



NATIONAL TREE WEEK

23 NOVEMBER – 4 DECEMBER 1994



National Tree Week Working Party—Leo Wright, Peter Hargreaves and Glyn Hayes

NATIONAL TREE WEEK 94 was the fifth anniversary of our receiving the landlord's permission to re-plant, after the 1987 hurricane, that part of Lousyberry Wood in the area of public footpath ER182 (Temple Ewell-Whitfield), mainly with beech but with a sprinkling of maple and wild cherry.

As in previous years we met on Saturday and Sunday of Tree Week to give tender loving

care to the now well established young trees. The few maple we put in are now in excess of 2.4m (8ft) tall closely followed by the wild cherry at about 1.8m (6ft).

The large number of all species situated in dense bramble continue to put on vigorous growth in sharp contrast to those in the more exposed areas on the skyline adjacent to the public footpath. Shelters have now largely been removed leaving the mats and stakes for future identification purposes. Some shelters have been replaced for the winter on the few weaker specimens in exposed ground to provide protection and encouragement. Gale force winds at the time seemed to endorse the action taken. As we inspected each tree we found that a maple shelter full of soil had generated root clusters as far as 30cm (12 ins) up the main stem and lower side shoots. Perhaps the ants had something to do with it for there was no evidence of mole activity about.

Five Dover Society members, including the Chairman and Secretary turned up on the Sunday and Dr. Jim Davis, the area Tree Warden, contributed

Dr Jim Davis and Field Maple — both doing well.

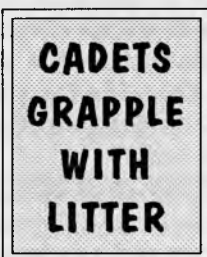


hard work, helpful advice, the odd limerick and moral support on the Saturday, which was cold and wet and windy. The call of 'The Fox' proved yet again to be very tempting and the warmth of the burning logs with appropriate refreshment was quite irresistible. The Tree Council National Tree Week each year provides a focus for tree planting nationally. Equally it focuses year by year on sustaining existing tree projects in partnership with local authorities.

OPERATION DOUR LITTER DRIVE '95

Sunday, 12 March saw Dover cadets engaged in their annual spring clean-up project; this year in the area of the river Dour from Cherry Tree Avenue to Stembrook.

The three teams from TS ATC and CCF Dover Boys' hilarious start with the Sea the grappling iron to recover a river only to 'let the end go' to onlookers. It was left to the Sunkiss, ATC to recover the improved matters and many the river without mishap, in-



LYNX SCC, 354 Squadron Grammar School got off to a Cadets making the first cast of supermarket trolley from the the great amusement of the initiative of Cadet 1st Class Alex situation. Experience, however, more items were recovered from cluding a further four trolleys.

In all, the 30 cadets collected 47 bags of litter in addition to the large unbaggageable rubbish, all of which was promptly removed by council contractors SERCO from our deposit points along the route.

Chairman Jack Woolford helped ensure fairplay and with the teams working in friendly rivalry the result was a draw between the Sea and Air Cadets – the two strongest teams on the day. Sportingly the Air Cadets allowed the Sea Cadets the call when the inevitable coin was tossed. The Sea Cadets won and received from Miss Lillian Kay, former Headmistress of Dover Girls' Grammar School and a Vice-President of The Dover Society, the District Council prize of a dartboard. Dover Society framed certificates acknowledging their achievement were also presented the participating units. As a point of interest an army cadet representation was provided by the Grammar School CCF which is tri-service.

Miss Kay, in thanking the cadets for giving up their Sunday morning to tidy up their town centre, congratulated them on their turn-out and cheerfulness in carrying out a task well done. She also welcomed the opportunity of having a special word with three present-day Grammar School girls of the 354 Squadron ATC team.

Refreshments for all participants were generously provided by McDonalds Restaurant, Dover and CRS/Co-op also sponsored the project.

Organised by the Dover Society in partnership with Dover District Council the sixth successive Dover Cadets Spring Clean-up Project was again a tremendous success, thanks to the drive and enthusiasm of the young people who did it!

Water, Water everywhere...

LEO WRIGHT

At the time of writing there is certainly no lack of water in Western Europe. Water often seems to be in the news – either because there is too little or too much.

Some of the earliest campaigning of the Dover Society was concerned with water: the purity or otherwise of our sea-water, the state of our beaches and, later, the lack of fresh water when the Dour and our lakes dried up. One of our best attended meetings was on the latter issue.

The present is a good moment to take stock because it can be said that almost all our requests and demands are in process of being examined or dealt with.

A turning-point was the creation by the N.R.A. in November 1994 of a Stour and Dour Catchment Management Plan. The Dour has now been included, slightly belatedly, with the Darent and the Stour as “rivers in need of urgent remedial action” and action has resulted from this decision.

The N.R.A. has accepted and confirmed the claims so strongly and repeatedly made by the amateur but devoted experts in River, by Sister Ambrose and Maurice Sayers and the Alkham Valley Society and ourselves, claims which the water company always disregarded or denied: that the flow of the Dour is affected by ground water extraction, particularly from certain bore-holes; that there is a deficit in the Dover Chalk Block and that in the whole catchment area demand is forecast to exceed the current reliable yield.

Decisions will be made to close or move some bore-holes. Drilling is in progress to seek a new Dour bore-hole. At the time of writing the N.R.A. is installing gauges in Bushy Ruff, so that the erratic flow of the Dour can be more fully monitored and understood.

No new licenses have been issued since January 1993 and the DoE has ruled that water companies are not obliged to honour existing licenses in full. The N.R.A. now examines all planning/development notices and can indicate that water supply is not available. The developer would then have to seek and finance a supply. Consideration is also being given to bringing in water from a neighbouring authority.

So much for the fresh water. On the sea-fronts: the £120 m. scheme of Southern Water to renew the sewage systems in Folkestone, Dover and Deal will improve our beaches – already this summer in Deal, and work has already started on the new Dover outfall.

Meanwhile, the Society’s voluntary practical environment work continues. John Owen, our gallant Projects Chairman leads the Society’s ongoing programme of cleaning the Dour and the beaches. Negotiations also continue to improve access and accessibility along the Dour riverside path by South Kent College. >

Over this generally favourable and hopeful picture there also falls a shadow which must be watched. The Government plans to merge the N.R.A. with H.M. Inspectorate of Pollution as an "Environmental Agency". Environmentalists fear that this could lead, as already in other spheres, to one more reduction of an inspectorate or that other functions of the N.R.A. might suffer. The N.R.A. has been praised as "the strongest environmental agency in Europe" and we see it as a good and efficient quango. Lord Crickhowell, the Chairman of the N.R.A. has warned that vital functions of his organisation might collapse as a result of the proposed merger. "Regulation of the nation's water" he said, was about "a lot more than pollution control." The strength of the N.R.A. has lain in its *integrated* management of river catchments.

We must remain watchful.

SAVING DOVER ARCHIVES

Dover Society members may be interested to know that after receiving the following appeal, the Committee voted to donate £500 to this project. We hope you will agree that this is a worth-while cause.

DOVER HISTORY PROJECT

James N. Gibson

What would you do if someone delivered two lorry loads of paper to your doorstep? That's what happened in 1979, when the newly formed Dover District Council deposited in the county archives office all the Dover Borough records dating back to the 13th century. The collection includes the earliest surviving town charters, common assembly minutes, chamberlains' accounts, and registers of freemen and apprentices, as well as 19th and 20th century borough minutes and correspondence. Everything about Dover is there from mediæval Cinque Ports records and the formation of the Dover Harbour Board to civil defence arrangements during the Napoleonic wars, log books of bomb damage during World War II and celebrations of V-E Day.

Unfortunately, this large and valuable collection (about 200 linear feet of volumes and 500 linear feet of files and papers) remains largely unusable for historians, students, and the general public. For fifteen years the archives office, now known as the Centre for Kentish Studies, has housed the Dover collection in its air-conditioned strongrooms at County Hall. During that time the Kent County Council has invested heavily in the core services of storage, conservation and public access, improving the

26 air-conditioning in the strongrooms and expanding the public searchrooms. However, due to the ever-increasing number of postal and telephone queries and the public demand for its searchroom services, only a small amount of archival staff time is spent on cataloguing the large number of documents from all sources that are deposited in the Centre for Kentish Studies each year. A rough list of the Dover documents was made in 1980, shortly after the district council deposited the Dover records, but until the collection has been properly catalogued, it cannot be made available to the public. The rich heritage of Dover lies untapped and untouched.

Finally, in June 1994 Penny Brook, Manager of the Centre for Kentish Studies, and Dr. James M. Gibson of the Centre's staff organised the Dover History Project — a two-year project that will involve cataloguing the Dover archives, mounting a travelling exhibition, and hosting a public lecture and reception to launch the new Dover catalogue. Then they set out to raise the money. Seven months later a combination of grants from charities and sponsorships from Dover businesses has put the Centre for Kentish Studies well on course to reach its target of £40,000. Thus far the Centre has received £16,000 in grants from the Sir James Colyer-Fergusson Charitable Trust, The British Library, The Astor of Hever Trust and The Dover Society. Another £6,000 in business sponsorships has come from Dover businesses interested in preserving the town's heritage — George Hammond plc, the Dover Branch of the National Westminster Bank, The London Fancy Box Company, and Pfizer. The success of this project to re-create the history and heritage of Dover, depends in part on the financial support of local amenity societies in East Kent. Without your help, the Dover records will remain physically secure in the Centre's strongroom but practically unavailable in its searchrooms. With your help, the rich historical heritage of the town and port of Dover will be opened up to the people of Kent for generations to come. Any individual or member society of the Kent Federation of Amenity Societies interested in supporting the Dover History Project should get in touch with Mrs Penny Brook, Manager, Centre for Kentish Studies, County Hall, Maidstone, Kent ME16 1XQ.

DINNER GUESTS _____ JACK WOLFORD

It has been our practice to offer visiting speakers, before introducing them to you at our meetings, an aperitif and a light meal. There they meet with our President, one or more Vice-Presidents and several members of the Committee. They are pleasant occasions which promote our image and get our meetings off to a good start. I hasten to say that we pay our own whack: only speakers are the guests of the Society.

Members who would like to take part and be informed in advance should let me know. We meet at Blake's Wine Bar in Castle Street at 17.45 for 18.00 and the current charge is £13.50. Menus are circulated in advance so that time may be saved. The next occasion will be the AGM on 24 April when our guests will be Sir Richard and Lady Knowles.



Festival of Dover

7th - 21st May 1995

Between the 7th and 21st of May 1995, the annual Festival of Dover launches a programme of special activities to celebrate and commemorate the 50th Anniversary of VE Day through a wide variety of art forms. For 1995 the chosen theme is "Memories" and it includes events in Deal and Sandwich as well, forming a celebration right across White Cliffs Country.

This year's celebration of the arts takes in heritage, music, dance, drama, exhibitions, walks and talks – from a major big band concert "An Evening with Swing" performed by the talented Railway Swing Band, to an evening with novelist and actress Michelle Magorian in her one-woman show "The Pact", – from an illustrated talk on the history of twentieth century fashion to Maddy's Jive School where you can learn to jitterbug to the swinging sounds of the 1940s. The Festival offers an extensive programme of enjoyment for all ages!

"Memories" captures a selection of anniversary events including commemorative services throughout the district, grand re-unions and street parties, with the Festival Finale offering a wartime vehicle rally, "A Trip down Memory Lane" and a light-hearted Gala Supper Evening.

The Festival begins with the opening of a number of impressive exhibitions, ranging from the experiences of local people in 'Dover at War 1939–1945' to images of 'Dover Past and Present' and 'Local Scenes' of the district. For those who enjoy music, the Festival offers a wide range, including the Glenn Miller sounds of the '40s, modern jazz, woodwind recitals over light refreshments, and a wide variety of events at the Wingham Music Festival.

To entertain the children during the Bank Holiday weekend, a fun-packed outing, the Pfizer's Teddy Bears' Re-union, is being staged at Kearsney Abbey featuring Teddy Bears' Victory Party, 1940s games, Postman Pat and his train and the ever-popular Judy and Punch Puppet Company shows. Other activities for children during the Festival include youth centre and dance workshops, as well as an exciting and entertaining educational package incorporating a performance of *Cyrano de Bergerac* by the European Theatre Company.

The main programme will be available from 20th March and tickets for all events will be on sale from 27th March from Dover and Deal Tourist Information Offices and from Thomas Cook, travel agent, in Dover.

The Festival Hot-line number is 01304 375192.

CONTRIBUTED

FAREWELL TO PILOTAGE

G. J. G. FRANCIS

The month of June 1994 was momentous for me, as I became a Senior Citizen and retired from full-time employment.

On 1st July, the first day of my retirement, I received a card from Lou Mann, on behalf of my Gravesend colleagues, congratulating me on my departure from the pilotage service. On Lou's card was a picture of a Union Castle liner which evoked happy memories for Mary and me, as we had both sailed with Union Castle Line, I for eleven years and Mary for two. Fortunately, we did two memorable trips together to the South African Cape before I came ashore to take my Master's Certificate.

In January 1963, only weeks after entering the pilotage service of Trinity House at Cinque Ports, I was extremely lucky to survive being pulled out of the sea off Ramsgate during the "Sea of Ice" wintery. My fall from the ship, whilst disembarking at night, was due to defective ladder equipment. To be specific, the handrail stanchions had been attached to the unsecured bulwark steps instead of the ship's structure. To this day I can remember the boatman, Bob Caring, unable to haul me on board, lashing me to the boat's side and towing me into Ramsgate Harbour, thence to the hospital and bed via a hot bath in order to thaw my clothing.

There followed a relentless seven-year campaign by Gordon Greenham and myself, supported by our committee, M.P.'s and pilotage authorities and associations, to change the Board of Trade's reluctant attitude that "it did not wish rules that were too restrictive and not sufficiently flexible" to be introduced when dealing with the safety of pilot ladders. On 12th May 1970, Mr A. P. Costain (M.P. for Folkestone and Hythe) in a Ten-minute Rule Bill in Parliament, finally persuaded the Minister to accept rules that would be introduced in line with I.S.O. Regulations on pilot ladders, i.e. "... each stanchion should be rigidly secured to the ship's structure..."

In the sixties, when I was Honorary Social Secretary for the Cinque Ports Committee, for quite a few years I had the privilege of visiting retiring pilots to obtain a background for the Senior Pilot's speech to be given at their retirement parties. They would refer to their year in sail in a square-rigged vessel, which, before 1939, was a Trinity House requirement for pilotage acceptance.

Some of the potential pilots would seek a berth under a foreign flag. One served a year from January 1931 to March 1932 in the "Germaine", Le Havre to Haiti, 40 days out and back. However, a popular schooner was the "Waterwitch" commanded by Charles Deacon, who started life as a farm labourer. To qualify as a square-rigger it was necessary for the vessel to have a fore-top and a fidded fore topgallant mast. By special arrangement they used to sign on in normal officer capacities for £2.10

a month as against the going rate of £6 a month for a schooner A.B. I was always told by these retiring pilots that sometimes the going was good, but the worst part was the lice that came from the coal cargoes and infested the mattresses!

In 1939, the "Waterwitch", after lying for more than three years on the mud in Par Harbour, was sold to a group of four Estonian captains, who sailed her across the North Sea to Tallin, the capital of Estonia. She was the last British-owned square-rigged barquentine in the coastal trade that had been familiar to so many pilots and she remains part of our history.

These pilots sometimes related their wartime experiences when a "wrong stand-off" could mean their last duty as a result of a bomb or mine. I will mention just one war-time experience. A Cinque Ports pilot outward bound from Gravesend on the "Opeguon", September 1944,

"... tailed onto a coasting convoy. Missed the landing cutter at Newhaven. The destroyer escort said I would be taken off near the Solent. No luck, again off to Plymouth – no luck, so ended up in America. After being cleared the agent advanced me some dollars. Returning to the Mersey after being away a month, there was a letter waiting from Trinity House containing a bill for £14.5s.0d being a repayment of a loan made to me at New York under the "Lease Lend Act". Some Act ..."

One pilot was related to one of the eight pilots and six crew members of the crew of the Trinity House Pilot Cutter "Vigilant", who were killed when that vessel was mined whilst on duty at the Sunk Pilot Station in the 1914-18 War. I was also told that two pilots, captured by the enemy while in charge of an Admiralty vessel, were interned in Germany.

Another pilot showed me papers from the 21st Conference of the U.K.P.A. held in Deal in June 1904 under the President, Commander G. Cawley R.N.R. The paper showed that on one day following the Conference, three horse-drawn char-a-bancs took a party to Dover. At the Hotel Burlington, amongst the Dover pilots waiting were names that included W. Bussey, H. Carlton, I. Martin, H. Roberts, J. S. Martin and W. Howgego.

The report said that after the high tea, which included salmon, beef, tongue, chicken, ham and veal for starters, the President spoke in warm terms of the festivity, confirming my belief that the Cinque Ports pilots have always been extremely charitable and generous hosts. I noted that the final hours before returning to Deal were spent examining the new harbour works that were then in progress. Without fail those about to retire said how much they had enjoyed being pilots and how lucky they had been in taking part.

My first six months' training with Trinity House in 1961, was unremunerative, so the advent of becoming 'underdraft' in 1963 was welcomed by my family, as the empty coffers were swelled by the sum of twenty-three pounds per week for the next two years.

30 When our roster number became imminent for duty we would anxiously listen on the radio to 198 metres medium waveband to the E.T.A.s given by the cutter skipper and try to assess whether we would be involved in a "pyjama call-out". In the early hours, many wives acted as a taxi-service, often accompanied by sleeping children on the back seat. We would assemble at the Granville Dock Dumphead in Dover Harbour to be taken by cutter to the cruising cutter off Dungeness, replenishing the number of pilots awaiting ships from the West, to fourteen. Gravesend pilots would disembark their ships onto the Dungeness cruising cutter, until, weather permitting, they landed via Bates' motor boat onto Dungeness beach, attempting to avoid complete immersion! Whilst waiting to ship, the poker and solo schools took precedence, laced with many nautical stories about 'anchors that did not quite hold'.

In 1971, the move from cruising off Dungeness to the luxury of Folkestone Pilot Station changed our lives considerably. The introduction of traffic routing in the Dover Straits initially caused anxieties, but eventually made little change to our work. Whilst working on the Folkestone Pilots' Committee, I became involved in Deep Sea Pilotage and the setting-up of a helicopter service at the Western approaches to the Dover Straits.

Finally, in 1988, when pilotage with Trinity House ceased, we became employed by the Port of London Authority, which again introduced new challenges and conditions of service.

It has been a privilege to have worked with colleagues of a like mind and background and it has been wonderful to have completed an interesting career, spanning nearly fifty years at sea, one that has given me so much job satisfaction. I feel that I have been fortunate to experience the great changes in the working life of a pilot, some causing heartache and worry, others great joy and satisfaction. I have been very lucky.



A TRINITY HOUSE BOARDING CUTTER AT WORK

THE USE of COLOUR on the EXTERIOR of HISTORICAL BUILDINGS

The use of colour can have a dramatic effect on the character of a building. I used insensitively it can enhance and harmonise a building with its surroundings, but used indiscriminately, it can so easily have the opposite effect. It is therefore surprising that there is so little guidance on the subject

CLIVE ALEXANDER

HISTORICAL CONTEXT

Colour has been used on buildings throughout the ages both as a means of protection and ornament. However its use was limited by a number of factors, with cost and availability being perhaps the most important.

Distemper or whitewash was the paint most commonly used from the 12th century and remained popular well into the current one. Being made from chalk and lime, it was freely available and very cheap. It could be coloured easily, and it provided a suitable light reflecting surface for inside walls, as well as protection against the elements for exteriors. Colour-wash was made simply by adding pigments such as red or yellow ochre, verdigris (green) or lime-blue.

Contemporary writers in the 16th century such as E. W. Harrison, in 1587, inform us of the practice to "strike over our clay works and stone walls, in cities, good towns, rich farmers and gentleman's houses with asbestos or white lime". It is highly probable though that much of the limewash was far from white, as we understand the term today, as it contained traces of pigment from its source or acquired from the clay walls to which it was applied. This can be confirmed from oil paintings of the period.

In the early part of the 17th century, there is evidence to show that colour was used to highlight particular features on buildings. Records show that, in 1607-09 the exterior of ten wainscot casements in the Lord Chamberlain's Lodgings in Whitehall

32 were painted 'russet colour' at a cost of 3d each. Similarly, according to a drawing of John Smythson of 1618-19, the same colour, (a reddish brown) was used on the door leading to the balcony at Sir Edward Cecil's house in the Strand, which was designed by Inigo Jones.

It would appear that Jones's view on the use of colour was that the 'outward ornaments' of buildings should be 'masculine and unaffected' only allowing for extravagant display on the interior. By and large this is borne out by his architecture, where the emphasis falls essentially on the colour of the structural materials. However, he was not averse to positive colouring if the situation demanded it, such as the use of light green iron railings, as indicated by the Smythson drawings mentioned above.

By the late 17th century, it would appear that painting tried to imitate natural materials, judging from the popularity of colour mixes imitating wood, stone, lead and so on. Stone colour, which probably resembled Portland stone, became almost ubiquitous for external work during then 1670s. It is recorded, however, that sash windows, still a novelty in 1687, were generally painted white.

The Palladians were conservative in their use of applied colour to the outside of buildings. Their tendency was to rely on the natural colours of stone and brick façades. Whatever decoration a building received had to be carefully blended in with the colour of the basic structure. With the high cost of stone and facing bricks, plaster rendering (usually a simple sand/lime mixture) continued to be popular throughout the period. A popular method of treating plasterwork at the time was to 'strike it while it was wet with a ruler so that it resembled the joints of stonework'. This would then be painted a stone colour to enhance the illusion even further.

The rise of neo-classicism and the picturesque movement began to affect peoples' attitudes towards the use of colour on buildings. The tendency was to move away from the use of white towards a greater variety of colours, which were derived from studies of 'antiquity and nature'. In polite urban architecture, where stone-colours had been the usual choice for stucco work, pale pinks and yellows began to appear on the scene with increasing frequency during the 1790s. Architectural ironwork of the period was generally painted black although occasionally brighter colours were used. According to building accounts at the RIBA, the railings at Somerset House were painted royal blue and Sir John Soane specified 'olive green' for railings and gates at a house in Park Street, London in 1798. Sash windows continued to be painted mainly white, although other colours, such as black and grained mahogany were occasionally used from the 1770s onwards.

Humphrey Repton's views on the subject of colour in architecture were particularly relevant in the Picturesque period. Two concepts seem to have dominated his approach, colour harmony and what he calls 'association from habit'. For instance, when applied to the colour of sash windows, the criteria called for the use of green in small cottages and houses, because such a degree of ornament was 'not incompatible' with the circumstances of the inhabitants. However a large mansion 'should not

derive its decoration from so insignificant an expedient as colour'. The sashes had to be painted white no matter what wood they were made of. In palaces and houses of the 'highest description' he argued that the sashes should be gilt. Repton's colour theories were shaped by his interests in the development of landscape gardening and his main influence was in this sphere, but some of the principles he espoused, for example, the concept of matching the colour to the purpose, gained wider acceptance.

The first few decades of the 19th century were characterised by a more *laissez-faire* approach to colour with the only discernable constraints being the cost and availability of materials, consequently many buildings received a high degree of ornamentation through the use of colour.. Exceptions to this were the upmarket housing estates in London and Brighton where the lessees' contracts determined the colour schemes which were aimed at uniformity. By the late 1820s there was a reaction against elaborate forms of ornamentation. T. H. Vanherman, in 1829, observed a new desire for the 'plain and simple' and attributed this to the excessive cost of decorative schemes together with their 'short lived beauty'. This reaction did not herald the return to the use of white. Vanherman noted that this had been 'universally disused' because of its glaring nature and its 'fugitive quality'. In comparison with the Baroque and Palladian periods, the external colour schemes remained bold. This is demonstrated by builders' specifications, such as that of Alfred Bartholomew in 1840, which allowed for dark purple brown' sashes, green doors and shutters, and vermilion shop fronts. However, it was only shortly after this period that architects and decorators simultaneously began to renounce the use of paint as an expressive medium of importance on the exteriors of buildings.

The Modern Movement in architecture saw a return to popularity in the use of stuccoed or rendered façades and with it the use of white for elevations. This was only short-lived, however.

If nothing more, this brief review on the use of colour on buildings, serves to show how quickly fashions have changed with this being influenced by money, availability of materials and technology. There have been distinct regional variations and influences, from the grey limestone towns of the Cotswolds, and the natural stone of Bath to the painted façades of the stuccoed cottages of East Anglia.

CONTROL

The Government recognises the damage that can be caused to the character of an historic building by the indiscriminate painting of its façade. Consequently, listed building consent from the local planning authority is required for any painting or repainting of the exterior of a listed building that would affect its character. Advice given in Planning Policy Guidance Note 15 states that "Previously unpainted surfaces should not normally be painted over Cement based or other waterproof and hard-gloss paints should not be used on surfaces covered with traditional render. The correct finish for traditional renders and plasters is limewash (although much 19th century stucco has traditionally been coated in oil paint)".

Conservation area legislation is aimed at protecting the character of historic areas, rather than individual buildings. It does not, however, bring any additional controls over the painting of historic buildings. Consequently there are generally no controls over the exterior painting of unlisted buildings in conservation areas. This is an obvious weakness in the legislation which needs to be addressed by the Government.

BEST PRACTICE AND THE WAY AHEAD

The sympathetic use of colour on buildings can enliven and enrich our towns and cities, making them vibrant and exciting places in which to live and work. A local example of how effective this can be is the work carried out by the IMPACT team in Snargate Street, in Dover. Consultants formulated a co-ordinated and comprehensive painting scheme, following consultations with owners, and this has resulted in an instant and dramatic improvement to the street.

Many buildings in the Middle Street Conservation Area in Deal are already painted. If these were all to be painted white or stone colour then the area would be the worse for it. Many of the colours used enhance the character and quality of the area, giving it a sense of place. However, there are occasions when a mixture of unco-ordinated colours can destroy the character and harmony of an area, for example on a 'set piece' of architecture, such as a crescent. Perhaps the most celebrated example of this is the Royal Crescent in Bath, where if any one of the buildings were painted a different colour it would destroy the rhythm and balance of the architecture. Examples of areas that could benefit from a co-ordinated colour scheme are Victoria Crescent in Dover and the Prince of Wales Terrace in Deal.

In my experience, the painting of buildings is a very subjective and controversial issue. However, I consider the following guidelines can be seen as a way forward:

1. If the building is faced in good quality brick or stone which is currently unpainted, then keep it that way. Painting it will only have a short term gain and will create an expensive maintenance problem for the future!
2. Many buildings that were originally stuccoed, particularly those that were 'lined out' to resemble ashlar stonework, were invariably originally painted a stone colour. (It was a cheap way of making a building look expensive!).
3. When colour is to be used choose a colour which is in harmony with the surrounding street scene and adjoining properties.
4. Pale colours, rather than vivid colours tend to be more successful. The aim should not be to make a building 'stand out' from its neighbours, but to make it harmonise with the street generally.
5. Architectural details, such as pilasters or string courses should generally not be painted a different colour from the rest of the façade, otherwise it can result in the composition being far too complex and gaudy. There are examples of where two-tone treatment has been successful but this requires a great deal of expertise.

6. If the building has a plinth which is part of the overall design, then it may be worth considering painting this a darker colour from the rest of the façade. This not only gives the feeling of 'solidity' to a building but has the practical advantage of not marking so easily from splashes off the road or footpath.

Do not forget, if the building is listed then listed building consent will be required from the local planning authority if the colour is being changed, or is being painted for the first time. In the case of my own authority, advice will always be freely given. (It should be noted that the views expressed in this article are those of the author and not those of the Dover District Council).

References:

1. Colour Combinations, Architectural Journal, 4 July 1930.
2. Context No. 40, December 1993.
3. Planning Policy Guidance Note 15, September 1994.

Membership Secretary's Report – Spring 1995

It is subscription time again. (£4 single, £6 joint, at present). Subs become due on 1st April – please renew promptly as reminders always increase running costs. As usual I shall not acknowledge cheques or regular standing orders unless specially requested. Some members who live outside the area and whose *Newsletters* have to be posted to them regularly add this cost to their basic subscription. Such thought is much appreciated. The Society also sincerely thanks all those who undertake local *Newsletter* distribution. It can be quite a demanding commitment, especially in winter.

With recent additions our Membership now stands at 394. We have recently welcomed or re-instated:- Mr R. Shepherd, Mrs B. Moore, Mrs L. O'Connor, Mr G. Prosser, Mr & Mrs D. Barnes, Mr C. Alexander, Mr M. Sartin, Mr & Mrs Staveley, Mr & Mrs J. Potter and Mr & Mrs N. Collor.

ANNUAL OBITUARY: We are sad to have to record the deaths of Mrs A. Woolford, Mrs E. M. Horsfield, Mr R. Leppard, Mr N. Tuckwell, Mrs D. Youden and Miss K. Chidwick.



Could this be FUTURE BRITISH URBAN TRANSPORT?

BACK KEN WRAIGHT *to* *THE FUTURE!*

I SUPPOSE that when most people hear the word “tram” they think of a noisy, uncomfortable, clanking vehicle making its unsteady way around many a town or city street of the past. So when I was invited to join Joe Harman and some of his colleagues from the local branch of the Institute of Transport on a trip to look at the new generation of trams I jumped at the chance.

So it was that daybreak one morning in October found us on a coach bound for Sheffield to sample the delights of the South Yorkshire Supertram. We were dropped at the Meadowhall Shopping Mall, a very large complex of shops and stores with a connecting BR station, bus depôt and a terminus for phase one of the Supertram system.

After some refreshment we went a board for our first ride – past the Don Valley Stadium and into the city centre. The trams – all single deckers – comprise three sections, double articulated to form one walk-through compartment. Despite the fact that they are thirty-five metres long and run on BR standard width rails, they can

negotiate some amazingly tight bends. The ride is smooth and quiet with seating for eighty-eight, although each vehicle is capable of carrying 250 people. The two end sections have a low floor, which combined with low platforms at tramstops makes for a one-level walk-on system to ease the access for wheelchairs and pushchairs.

We also visited the *depôt* which is fully equipped to deal with all the routine maintenance and some of the more serious problems. For major overhauls and repairs the German-built trams have access to BR track on whose lines they travel to the contractor's works.

The entire system, which will stretch from Hillsborough in the north to Mosborough in the south, is budgeted to cost £240m. It will consist of some twenty-seven kilometres of track and will serve forty-two stops and should be complete later this year. Much of the track is off-road but a lot of work has been put into designing and installing special road signs and traffic lights. These can be overridden and operated by the tram driver from inside his cab to gain access to busy junctions. The driver also has radio contact with a central control as well as the ability to talk to his/her passengers.

Tickets can be bought at machines at the tramstops or at a discount in packs of five or ten from retail outlets near the stops. Eventually it is planned that they will be interchangeable with bus and even rail tickets.

And so Sheffield – the last city in England to stop using trams over thirty-four years ago – now has the most modern system in Europe. Who knows, perhaps one day such systems will once again be commonplace in towns and cities around the country! In the meantime, if any of our members visit Sheffield in the months to come I should be pleased to hear their reactions on this exciting project.



SUPERTRAMS BUSY IN SHEFFIELD

THE VICARAGE CHILDREN

A Story of Childhood in River, near Dover, Kent 1907 – 1923

S. S. G. HALE

Ninety-year-old Violet Townend has just completed her memoirs, of her childhood in River from 1907 to 1923, a simple account which will give the reader an hour's enjoyment and a glimpse of life in the early years of this century.

Violet's father, the Rev. Douglas Alner Townend, had "a fairly adequate income in those days". The family kept a few servants and the children attended a private day school in Temple Ewell. The Rev. Townend was also vicar of Guston, which went with River in those days, and had to walk up Whitfield Hill and then bicycle to Guston to run the services there.

Although this document is only thirty-two pages long, it is much more important than it seems. Children will relate to many of the anecdotes. Some things never change. Teenagers will respond to the vicarage children's aspirations and frustrations, but will find incomprehensible their acceptance of parental authority and the limitations of class and circumstance. The war (1914-18) brought some temporary excitement but there was really little change in River from 1907 to 1923.

The print run of *The Vicarage Children* was only 175 copies, obtainable at £6.50 only from the publisher or from Miss Townend's niece, Catherine Budgett-Meakin, 31 Cholmeley Lodge, Highgate, London N6 5EN. My feeling is that every local library and school should have a copy but even now you may be too late – so if you are fortunate enough to have bought a copy, hang on to it.

Violet Townend, MBE, *THE VICARAGE CHILDREN*, London, Budgett-Meakin, ©1994

Music in the Park

During the summer months the Dover District Council hires four local 'brass' bands to play concerts in Kearsney Abbey gardens. The programme is traditional: footlight favourites, soldiers of the Queen, sea shanties (a touch of Sousa), ending with 'Star Wars' — good solid stuff for background music. And so last year I was surprised to hear the strains of classical music at the last concert of the season. The Betteshanger Welfare Band conducted by maestro Fred Thompson were offering something different — no footlight favourites or Star Wars but a presentation of pieces not usually

found in bandstand repertoires. When I teased the musicians during the interval they explained that as it was the last concert of the season they were playing what *they* liked. The rest of the programme included 'Aces High', 'Girl in Satin' by Leroy Anderson, and The Thunderbirds Theme played with enthusiasm, sensitivity and panache.

As they played normal ball games continued, people strolled about and a faithful few near the band applauded dutifully. The weather was uncertain so few people were there — but they were listening — virtually all of them.

Earlier in the season, during the Dover Festival, as I entered Kearsney Abbey I heard Japanese koto music and expected to see Nipponese musclemen stripped to the waist, wearing white headbands smashing hell out of vertically-mounted huge drums. Therefore I was surprised to see half a dozen kids determinedly thumping empty paint barrels suspended from a huge wooden rod. The leader of this band said it was koto music, in which he had been trained. He had also been a cathedral chorister and the leader of a rock band called The Urban Strawberry Lunch. The Lunch had made a record which sold well in Sweden but when the popularity bubble burst they had been reduced to living in a squat from which all their instruments had been stolen. After that they improvised with paint barrels and plastic sewage pipes. Since appearing on TV they had been in constant demand — eating regularly — and had been hired by Dover DC for a festival workshop. The program concluded with Bach's Toccata played on sewage pipes with flexible table tennis bats.

Neither of the above performances was well attended because of poor publicity (and rainy weather).

© 1995 S.S.G.HALE

BACK TO THE MELTING POT

The Future of Local Government

SIR JOHN BANHAM, THE CHAIRMAN OF THE LOCAL GOVERNMENT COMMISSION, has resigned/been sacked and Kent is one of the areas up for reconsideration. The status quo for Dover will remain but the formerly proposed and formerly rejected unitary authorities for North Kent are to be reconsidered.

The Dover Society Committee is telling John Gummer that its democratic decision stands, that it deplores the further delay and costs (the new inquiry will not start until July), that the shrunken County Council would have less resources, implying cuts in services, and that the voice of Kent in relation to the Pas de Calais would be weakened.

40 “Dover’s Martyr”

THOMAS DE LA HALE

CONTRIBUTED

The 2nd of August 1995 marks the 700th anniversary of the brutal Martyrdom of this Benedictine Monk in St. Martin’s Priory, Dover. Part of the site is now occupied by Dover College. In the 13th century the Priory would also have included what we know today as Effingham Street and Saxon Street.

On the 2nd of August 1295 a fleet of French ships landed at Dover and raided the town. A party of French seized and sacked St. Martin’s Priory. All the monks, except Thomas, hid. However Thomas was not to be distracted from the daily routine of a siesta at midday. When his fellow monks came out of hiding they found that Thomas had been brutally murdered.

The funeral of Thomas took place the next day and his fellow monks set up a shrine to him. The shrine became a place of pilgrimage and apparently a number of miracles were attributed to Thomas. It is thought that these related to events at sea.

Thomas has never officially been canonised, despite an attempt sponsored by Richard II and Joan of Kent, widow of the Black Prince. Pope Urban VI issued a Bull in 1382 and this was given to the Bishops of London and Rochester. They in turn passed it to the Priors of Christchurch and St. Gregory’s of Canterbury. At this point matters progressed no further. It is thought that the Church in Canterbury did not want to recognise a rival saint to their own St. Thomas a Becket.

As Thomas has not been canonised his official title is “Blessed” hence the inverted commas when his name is prefixed with “St.”

In St. Andrew’s Church, Buckland there is an altar dedicated to “St.” Thomas. There is mention of a Church at Buckland in the Domesday Book and part of the existing church building is believed to date from about 1180. At the time of the events described the Church was under the patronage of St. Martin’s Priory. It is therefore reasonable to assume that “St.” Thomas would have known about St. Andrew’s and it is quite conceivable that he may have worshipped in the Church at some time. Some 200 years after his martyrdom Sir Thomas Riche, an incumbent of St. Andrew’s, left eight pence to the altar of the Blessed Thomas de la Hale, in the Priory Church.

It is hoped that the 2nd of August will be kept as his feast day in the years to come, just as the monks of the Priory used to do, with a trout supper. Perhaps there will also be a more tangible acknowledgement locally of “DOVER’S MARTYR”.

EDITOR: There is to be a commemorative service at 7.30 pm at St. Andrew’s Church on 2nd August 1995, to mark the occasion of the 700th anniversary of this event. A welcome will be extended to all members of the Dover Society who wish to attend.

THE RE-SITING of the ROLLS MEMORIAL

From 1916, when I was seven, to the middle of the 20s the Sea Front and all that lies thereabouts was my playground and I knew every crook and cranny and every inch of it. My childlike reaction to the Webb and Rolls memorials, dominating respectively the Clarence and Guilford lawns, was simply to acknowledge their remarkable achievements – Webb was the first to swim the Channel and Rolls the first to fly to France and back without landing.

After the war I was inevitably preoccupied and it was some time before I realised that the two memorials had been moved (about 1952 I think) from their severely damaged sites and were suitably installed on the promenade. The Rolls statue had been erected on the wide area of the promenade at the root of Boundary Groyne, a most appropriate site, at it had been used as a base for flying boat and seaplane squadrons in W.W.I. However it was not long to be sacred to the memory of The Hon. Charles Rolls for a large public convenience was most insensitively built behind and almost within touching distance of the statue. I was appalled – and so were many others – at the almost insulting juxtaposition of these so dissimilar structures. But, regrettably, neither I nor any others did anything but “mutter in our beards”.

Then, in the summer of 1992, on one of his frequent visits to the town I had a chance conversation with David Atwood, a member of the Society and an old Dovorian. We discovered a shared concern that the Rolls statue should be moved to a more dignified setting, preferably to the Gateway lawn and almost on its original site. It was as a result of this conversation that I began a fairly deep exploration of the pros and cons of moving the statue. So began this saga which, I hope is now to end happily in the relocation of the Rolls statue in May of this year.

First I attempted to discover the ownership of the statue with, initially, entirely negative results. A report in *The Aeroplane*, of 2 May 1912 is the only ‘evidence’ that can be discovered; it reads, “after the unveiling ceremony performed by His Grace (the Duke of Argyll) the Deputy Mayor, on behalf of the town, and Sir William Crundall representing the Harbour Board, accepted the statue, with promises to maintain it”. No corroboration of this, or any related matter,



The angle from which this photograph was taken divorces the statue from the toilets behind it.

42 can be found in the Minutes of the Dover Corporation or in the Minutes of the Dover Harbour Board, the Air League or of Rolls Royce plc. The conclusion must be drawn that the report in *The Aeroplane* is a figment of journalistic imagination. In spite of this negative 'evidence' I still felt that the old Dover Corporation were the owners and directed my efforts accordingly. In April 1993 David wrote to John Clayton, the Director of Planning and Technical Services at Dover District Council putting forward his views on both the Webb and the Rolls Memorials. He copied the letter, and the reply, to me.

The reply from John Clayton gave the position as he knew it at the time, honest and straightforward, but it caused alarm bells to ring within me. I have taken the liberty of quoting from John Clayton's letter because it would be impossible to paraphrase it and give the facts in anything more stark than his own words. After mentioning the final re-siting of the Webb bust he wrote the following: "However, the Landscape Architects for the A20 works had wished to make a feature of one of the memorials, ... and are therefore very keen to incorporate Rolls on the enhanced esplanade. Their logic in doing this is to give the esplanade a sense of history rather than just being the widening of a new road. ...". Then, following a few comments about other proposals involving sites on the Gateway lawns, the letter ended with "Bearing in mind the above, you will appreciate that certainly in the short term, it is unlikely the Rolls Memorial will be located on the lawn, but I hope you feel the additional features and enhanced site for the Rolls Memorial will lead to significant enhancement of the sea front. ...".

I was dumbfounded to read this, especially as I was aware, as any other interested person would have been, that the Ministry had used its compulsory powers to purchase both the land on which to build the road *and the land and beach* on which the new promenade was to be built. I also believed that there was a legal process that could be invoked to assert ownership of anything that was erected on that land if a previous owner of the thing erected had not disputed the assertion of ownership within a fixed period (I am uncertain of the period). I felt that the Ministry of the Environment, Department of Transport, in the absence of any claim to the contrary within the specified time, could by due legal process, "hi-jack" the Rolls memorial.

The following indented passage is extracted from my letter to David Atwood, dated 2.8.93. (All quoted text is verbatim but where quotes are not used text is paraphrased for the sake of brevity.)

"I copied my complete file to Leo Wright, the Society's secretary and to John Gerrard, Vice-Chairman and I suggested that as the Society had been advised by" D.D.C. "at least a year ago that it was in favour of putting the Rolls Memorial on the lawn in front of the Gateway but that as funds were not available 'it would have to wait', much that was in John Clayton's letter (of 26th May) was ominous and should be investigated.

"As far as I know there is no written record of what transpired but I may be wrong on that point.

"Speaking on the phone to John Clayton, ... on the morning after receipt of the file, our Secretary was surprised to be told that a decision to move the Rolls Memorial to a new site on the promenade at East Cliff, referred to in the Engineer's letter (to David Atwood) of 26th May, was a decision made jointly by the Department of Transport and the contractors at a very early stage in the road planning. This, by easy deduction, must have been before the Society's Secretary was told that the Council was in agreement with the idea of re-siting the memorial on the Gateway lawn. To me the discrepancy was alarming. John Clayton also reported that the decision to move the memorial to East

Cliff was a *fait accompli*, that nothing could be done about it and that stone-masons were already working on a new plinth." (*Why, what is wrong with the original?*) "He also advised Leo that the new promenade, on which it was proposed to re-erect the memorial ... was now in the sole ownership of the Department of Transport.

"This raised three disquieting points:

"i. What right had the contractors, or the Department, to move something that did not belong to them and was not within the bounds of the road works, ... ?

"ii. If in fact the memorial was moved on to the Department's property" with no recorded objection, "might not the situation arise that Dover, i.e. the Dover District, would lose the right of ownership in favour of the Department of Transport?

"iii. Assuming that "the memorial was moved to East Cliff by the Department should" there not therefore "be prepared a legal document to reserve its ownership to the town or district and to give to the town or district the right to define the conditions under which the memorial might be 'loaned' to the Department?

" In short why was a decision made to move the memorial without consultation and discussion with the community to which it had belonged" (or so I thought) "for the eighty years since it was erected."¹

Not satisfied with the Council's answers, our secretary, Leo Wright pursued the matter. It was then that it was discovered that the Department of Transport had decided not to proceed with the project but that it would be up to the Dover Harbour Board and IMPACT to find an acceptable solution I wrote to David Atwood in October "Much of the information I have been given is contradictory, which makes it difficult to pursue and particular point". There was no doubt in my mind that the department of Transport had originally intended to move the statue, as earlier documents had shown. Now they were implying that there were never any proposals to move it.

To try to get some more definite information I wrote to the *Dover Express*, on 12.10.93 mentioning a number of disquieting rumours – to protect my sources I purposely referred to "rumours" – about the moving of the Rolls memorial. A letter from the Director of Planning and Technical Services was published the following week, indirectly chiding me for listening to rumours and saying "The Department of Transport does not have any plans to move the Rolls statue ...". That could be correct at that instant, but the Department *did, earlier, have plans* which without exaggeration, caused me some concern. The letter also said "As with all IMPACT schemes" (*was it an IMPACT scheme?*) "the public would be encouraged to give their views upon the proposals". As far as I can discover the only invitation to give views appeared in the *Newsletter* of December 1993 and what knowledge Dovorians have of any proposals results from short notes in that journal and my own puny efforts to arouse local awareness.

Four or five months passed without any further action or information. At this stage I felt I had been banging my head against a brick wall. By June 1994, the Dover Society Committee,

¹ Later the Dover Harbour Board disputed the claim that the memorial belonged to the town and averred that as it had been erected on its property and had remained there for eighty plus years (except for a few months during or just after the war), they had a legitimate and irrevocable claim to ownership. I saw no point in "kicking against the pricks" – doing just that had not got me very far – and as by then the Board was being very co-operative I decided to let the matter drop.

44 anxious to know what was happening, instructed our Secretary, Leo Wright to write to IMPACT. Most of the letter was a general statement of the position as seen by the Society but the final, and very apposite paragraph read: "We would be grateful if the position could be formally clarified. At present it looks like a log-jam and perhaps the simplest way would be to meet. I, or a member of the Committee, would willingly call in at IMPACT if that would be profitable."

IMPACT replied in their letter DO/P/306 of 15.6.94 "Thank you for your letter of 13 June enquiring if we have any knowledge concerning the re-siting of the Rolls statue. We have not been informed of any outcome of discussions between Dover Harbour Board and their architects and I have therefore passed your letter to John Clayton at Dover District Council to ask him whether he is better able to help in clarification." The letter was signed by Ms Linda Wade.

D.D.C. replied direct to our Secretary in a letter which, uncannily, almost exactly reflected my own appreciation of the position.

"POSSIBLE RE-LOCATION OF ROLLS MEMORIAL

"Julian Owen has referred to me ... your letter ... dated 13 June and I will try to rehearse what I understand to be the present situation. The D of T are not trying to move the statue ... towards the Eastern Docks as I originally envisaged, which I think everybody believes would have been a retrograde step.

"Further investigation ... has identified that ... the statue is on D.H.B. land and presumably is now vested in the Harbour Board. ... "

"... the scheme put forward by D.H.B. for works on the seafront only included the section in front of Waterloo Mansions ... and therefore I do not believe this would offer the opportunity for re-location.

"To move the matter forward ... talk direct to John Gerrard with his D.H.B. hat on and if there is then unanimity between the Society and D.H.B. and you need District Council involvement, please come back to me.

"I am sorry I cannot be more helpful at this time".

Without knowledge of Leo's letter to IMPACT of 13.6.94, or of the two subsequent letters, I had, almost in despair, written on the 14th to the Chairman of Rolls-Royce plc and asked for his interest in and support for the project of moving the Rolls statue to a more seemly site. The Chairman's response was all that I could have expected and it gave me great encouragement. My letter was passed to Mr Michael Evans, Head of Community Relations, who, throughout a still-continuing correspondence has been most helpful. Mr Evans also put me in touch with Mr Gordon Bruce, an historian intimately concerned with Rolls-Royce and all its ramifications who has been equally helpful and encouraging. From June until the middle of December 1994 much correspondence passed between Mr Evans, Mr Bruce and me. Photo-copies of reports and newspaper articles, historical facts, the mechanics of repairing and moving a statue (Rolls have fairly recently moved and restored the statue of Henry Royce and finally re-erected it in front of its headquarters in Derby), verbatim transcriptions from the Dover Express of 1910, interesting photographs (I was able to give them one they had not seen before) and much more, shuttled to and fro.

Meanwhile John Gerrard was very active in discussions with the Board and with IMPACT. Writing to IMPACT as D.H.B.'s Services General Manager on 17th January in the matter of the re-location of the Rolls memorial, John said "... *We own the statue and the Dover Society has written to us asking if we can transfer it to its original site on the Gateway lawn area.*

" We are entirely happy with this proposition and we understand that the Dover District Council is willing to accommodate the statue subject to their not incurring any costs in relation to the transfer. Before giving their formal approval, Dover District Council require confirmation that the necessary funding will be available. 45

" The Board's maintenance engineering staff, who would carry out the work, have estimated the cost of re-locating the statue would be £2,400. Jonathan Sloggett has agreed that he would be prepared to pay £500 towards this.

" ...you indicated that IMPACT could provide funding of up to £1,000 ... and I have written confirmation from the Rolls-Royce Enthusiasts Club that Rolls-Royce would be prepared to cover the £900 shortfall. ... I would be grateful to receive confirmation that your original offer still stands.

" Subject to all going well the statue will be in its new position early next Spring, ready for a grand opening ceremony at the start of the Dover Festival. Rolls-Royce have indicated that they will provide " a fly-past and " a cavalcade of vintage cars"

" ... The precise location has yet to be finalised."

This is an important key letter and it presents the culmination of the activities of all concerned.

Planning permission is currently being sought and, subject to approval the statue will be transferred to its new location by the Harbour Board's Engineering Services staff in time for a special ceremony on the anniversary of the flight, 2nd June.

Jim & Jean Davies

COASTAL AWARDS

Glass/Crystal Engraved on the Premises

TROPHIES & ENGRAVING

13 London Road, Dover

Phone: 01304 210586

A CORRECTION

On page 162 in the previous issue I made a serious mistake. The C. in C., Coastal Command, RAF who held an Extra Master's Certificate in Sail and joined the RNAS from the Merchant Navy in 1914 was Air Marshal Sir Frederick Bowhill, not Sir Philip Joubert de la Ferte, who was, in fact, Sir Frederick's predecessor. My apologies to Sir Frederick's memory.

BUDGE ADAMS


Ladies
Something Special
for you

DOVER'S

BODY TONING
and
BEAUTY SALON



17 BIGGIN STREET
DOVER

Tel: 211728

A. Simmonds



THE JEWELLERS OF
DOVER, DEAL,
FOLKESTONE & HYTHE



INDEPENDENT FAMILY OWNED BUSINESS PROVIDING
A COMPREHENSIVE RANGE OF QUALITY MERCHANDISE
COMPETITIVE PRICES WITH UNRIVALLED CUSTOMER CARE.

MODERN & SECONDHAND JEWELLERY PURCHASED FOR CASH
VALUATIONS FOR INSURANCE & PROBATE
ENGRAVING, PEARL RETHEADING
WATCH & CLOCK REPAIRS, REPLATING
STOCKISTS OF:
ROTARY, LONGINES, SEIKO, ELLESSE, CYMA & SWATCH

MOST REPAIRS CARRIED OUT ON THE PREMISES

DOVER (0304) 203326 51 BIGGIN STREET, DOVER
DEAL (0304) 361108 69 HIGH STREET DEAL
FOLKESTONE (0303) 257950 94 SANDGATE ROAD, FOLKESTONE
HYTHE (0303) 266429 88 HIGH STREET, HYTHE



Fordham's

**ANTIQUE DEALERS
& VALUERS**

WISH TO PURCHASE ANTIQUE
FURNITURE, PAINTINGS,
SILVER, JEWELLERY, BRASS
AND COPPER, BRONZES & STATUES

VALUATIONS FOR PROBATE
& INSURANCE

HOUSE CLEARANCES UNDERTAKEN

Telephone: 01304 373599
or write
7A Victoria Road, Deal,
Kent CT14 7AS.

DISCRETION ASSURED

**REGULAR OR TALL - OUTSIZE OR SMALL
WE FIT THEM ALL**

SELECTION OF SUITS, JACKETS, TROUSERS, SHIRTS,
LEATHERS, CASUALS, etc. SUITS (on the first floor) INCLUDE



WEDDING SUITS
LOUNGE SUITS
CLASSIC SUITS
MODERN SUITS
BUSINESS SUITS
LIGHTWEIGHT SUITS

ALTERATIONS TO GARMENTS PURCHASED FROM US ARE FREE OF CHARGE

WEDDING and
EVENING HIRE from STOCK

KING SIZE - SMALL SIZE - TALL SIZE
ANY SIZE

ALLAN HUGHES - QUALITY MENSWEAR
1 CANNON STREET, DOVER Tel: 0304 205715
NEVER LESS THAN 250 SUITS IN STOCK

DOVER HARBOUR BOARD

*Working for and with the
community*



DOVER
HARBOUR BOARD

*Harbour House
Dover, Kent CT17 9BU
Telephone (0304) 240400
Fax (0304) 241274*

1994 Kent Company of the Year

The Cabin

English Restaurant

(Fully Licensed)

Proprietors: Roger & Pauline Marples



Traditional & Game Dishes
Evening Meals, Tuesdays - Saturdays

Vegetarian Dishes

Over 100 different wines

Single vineyard brandies & vintage port

Open at 18.30 with last orders at 22.00

91 High Street, Dover, Kent CT16 1EB

Telephone: (0304) 206118

THE WAREHOUSE

PINE AND ARCHITECTURAL
ANTIQUES



Beds chairs
 chests dressers
 mirrors tables

Baths brackets
 doors sinks
 fireplaces etc.

OLD METAL
 TOYS & MODELS

Painted furniture

29-30 Queens Gardens, Worthington Street,
Dover, Kent. CT17 9AH Tel.0304 242006

Fairways

GOLF & SPORTS CENTRE

SPECIALIST SUPPLIERS OF ALL GOLF EQUIPMENT

51 CASTLE STREET, DOVER,

TEL: (0304) 207282

Castle Fine Arts Studio

26 Castle Street, Dover, Kent CT16 1PW - (0304) 206360

SPECIALISTS in the
CONSERVATION AND RESTORATION
of FINE ART, PRINTS, DRAWINGS and
WATERCOLOURS for MUSEUMS, GALLERIES,
TRADE and PRIVATE CLIENTS

PICTURE FRAMING SERVICE
TRADITIONAL ENGLISH HAND MADE FRAMES
TO ORDER
HAND DECORATED MOUNTS

Proprietor: Deborah Colam

C.C. Taylor A.R.I.C.S.

Chartered Surveyor

- Planning & Design Service
- Extensions & Conversions
- New Buildings
- Refurbishment
- Structural Surveys

Please Call:

(0304) 822217

91 Lewisham Road,
River, Dover,
Kent CT17 0PA



George Lock

Tailors - Uniforms - School Outfitters

60 & 61 Biggin St, Dover, Kent CT16 1DD
Telephone: (0304) 206337

ROBIN QUARRELL FBCO FAAO
OPTOMETRIST

**PERSONAL-EYE-CARE
THURSDAY-EVENINGS**

BY APPOINTMENT: 0304 82 11 82

"caring for your eyes"

AT THE ABBEY PRACTICE - TEMPLE EWELL

THE RECHABITE Friendly Society

BRANCHES THROUGHOUT THE BRITISH ISLES

- HOLIDAYS, YOUTH ACTIVITIES, OUTINGS
- TEMPERANCE EDUCATION, NON-ALCOHOLIC BARS
- ENDOWMENT ASSURANCE, WHOLE LIFE ASSURANCE
- MORTGAGE PROTECTION, MEDICAL GRANTS

for **A Healthy Alcohol Free Life**

Contact: The Rechabite Friendly Society
F. G. Tucker, 25E Copperfield Street, London, SE1 0EN
A Member of LAUTRO Telephone: 071-620-2566

PRIORY FRAMING

A. J. Mole

TEL: (0304) 204107

TROSLEY EQUIPMENT

PLASTIC VACUUM
FORMING

0304 211411

SUPPORTING THE DOVER SOCIETY

RIGDEN NEWS

12 Worthington Street
Dover CT17 9AD

TOBACCO & GROCERY

TELEPHONE (0304) 206095



Specialists in
High-Class
Laundering,
Dry Cleaning
& Linen Hire

THE ELMS VALE CLEANERS

20 Pencester Road, Dover
Telephone: Dover (0304) 201054



Britannia Cars & Coaches

53 Castle Street, Dover

Taxi:

01304 204420

Minibus:

01304 228111

24 Hour Service - Contracts
Airports - Tours - Express
Courier - Meal Pick-Ups
4 - 16 Seater Vehicles
available

Samples of our competitive
rates for Taxis

Dover to:

Folkestone	£6.50
Elvington	£6.00
Ramsgate	£18.00
Canterbury	£13.00
St Margarets Bay	£4.00
Capel	£4.50
Bridge	£10.00
Gatwick	£55.00
Heathrow	£65.00
Luton	£75.00

Fares from £1.20

Freephone in Icelands

Uniformed and Lady Drivers

After midnight £1 surcharge in town,
£1.50 out of town

No surcharge to and from work

MATTER OF TASTE

3 WORTHINGTON STREET
DOVER, KENT CT17 9AF
TEL: 0304 201618

Quality Confectionery
Pipes • lighters
Smokers Sundries

Mowll & Mowll SOLICITORS

DOVER AND CANTERBURY



BUYING AND SELLING
HOUSES FOR CLIENTS FOR
MORE THAN 100 YEARS

Free estimates given
All legal services available

34 CASTLE STREET, DOVER
Tel: DOVER 240250

68 CASTLE STREET, CANTERBURY
Tel: CANTERBURY 767063

THE SANDWICH SHOP

14 WORTHINGTON STREET, DOVER

Freshly made sandwiches
& Home-made food

TELEPHONE 215914

FREE LOCAL DELIVERY
on all orders of £5.00 & above

THIS AND THAT

— DOVER CHAT

WE HAVE three new advertisers in this issue – we do ask you to support them – and they do help us by taking space in the *Newsletter*. I always try to book my taxi through Britannia Cars, for instance, and I use the shops that advertise with us. I am also pleased to say that I have supported three of our new advertisers, having bought the engraved glasses for our Wine and Wisdom from Coastal Awards at a very reasonable price, bought antiques from Fordham's of Deal and sampled the toning beds at Dover Beauty Salon (Next to Boots, above the old Gas Showroom) where I've met, on different occasions, five other members of the Dover Society.

I also met several of our members viewing *The Golden Hinde* when it was moored for two weeks in the Granville Dock in March. I hope you did not miss this experience. At a guess, as the dock was crowded every day, most people did see this sixteenth century galleon, a replica of the one which sailed around the world with Sir Francis Drake.. The voyage took three years (1577 to 1580 with a crew of sixty in very cramped conditions.

A puzzling question arises. If the average Elizabethan was only 5ft 4ins tall (as described in *The Golden Hinde*) and the height of many of the people discovered in the Anglo-Saxon cemetery at Buckland was between 5ft 8ins and 6ft, what happened in between to reduce the height of our population?

Seeing the crowds visiting *The Golden Hinde* gave us a glimpse of what the future may hold. If Dover is successful in its Millennium bid we may have a Maritime Museum attracting visitors from far and wide. Members will know more about this after attending the meeting on 27th March.

I hope you remembered to attend this re-scheduled meeting!

I read in Lloyd's List that Dover may become one of the UK's leading banana ports if Dover Harbour Board decide to go ahead with an investment in the banana trade. Already, sine the Dover Cargo Terminal opened at the Eastern Docks in 1990, there has been a huge increase in the amount of fresh produce imported through Dover.

A new tug has been working off Dover, the *Brodopas Moon*, a Croatian vessel, one of two chartered for Coastguard duties around the British Isles.

Do you like this idea of a Dover Chat Page? It is one I have nurtured for some time and probably it could be a lot more interesting than this. If you like the idea please send in any snippets you would like included. They can be about members, events in the town, or future plans for the Society – the range is wide.

EDITOR



APPLICATION for MEMBERSHIP Date / /

If Renewal, MEMBERSHIP No. please

RENEWAL NEW APPLICATION JOINT APPLICATION Please tick as appropriate

NAME (Mr./Mrs./Miss/Ms.....)

ADDRESS.....

2nd NAME if Joint Member

POSTCODE..... PHONE No.....

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

Signed.....

(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 the cheque or cash to the Membership Secretary; Mrs Sheila Cope, 53 Park Avenue, Dover CT16 1HD.

It would help us in our planning if you would please complete this section.

I/We could sometimes give practical help with the following. (please tick boxes)

- SOCIAL EVENTS WRITING REPORTS
PROJECTS REVIEWS
CLEARANCE WORK ARTICLES
PHOTOGRAPHY SURVEY WORK

SPECIAL INTERESTS..... Please clearly specify

PROFESSIONAL OR TECHNICAL EXPERTISE..... Please clearly specify

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.

Very occasionally we may allow our mailing list to be used by other societies and/or other reputable 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 24

Monday 7.30

Members only

ANNUAL GENERAL MEETING

Address by Sir Richard Knowles

St. Mary's Parish Centre

Parking at Stembrook

*** 13 May**

Saturday 8.45am – 6.30pm

Members and Guests

EXCURSION TO ROCHESTER £10

Coach Tour of Dickens' Country and guided walk

'Discovering Rochester'

Coach leaves Pencester Road at 8.45am.

• 20 MAY

Saturday

Tours at

2.30, 3.00, 3.30 and 4.00

Members and Guests

HERITAGE OPEN DAY £1

Guided Tour including Dover College and

St. Edmund's Chapel

*** 14 JUNE**

Wednesday

Hoverport at

6.30 pm latest

TRIP TO THE GOODWIN SANDS £20

Individual tickets will not be issued.

Group ticket will be held by the Social Secretary

who will hand out Boarding Cards

*** 15 JULY**

Saturday 8.30 am

Members and Guests

TRIP TO GREENWICH £15

including entrance to the Maritime Museum.

Leave Pencester Road 8.30 am

Leave Greenwich 5.00 pm

* Application Forms loose-leaf with this *Newsletter*

FUTURE DATES

16/17 SEPTEMBER

HERITAGE WEEKEND (Organised by the Civic Trust). More details in August *Newsletter*

16 SEPTEMBER

FRENCH TRIP TO ARRAS £23

Application Forms in August *Newsletter* but tickets may be reserved before that date with Joan Liggett

23 OCTOBER

MEMBERS' MEETING

17 NOVEMBER

MUSEUM QUIZ

16 DECEMBER

CHRISTMAS FEAST



**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
open on Bank Holidays.
Closes 5th September 1993
until Easter 1994

GARDENS
Open Daily and Weekends
throughout the year.
Closed on Christmas day

*One
Off*

**chartered architect
and art services**

9, Castle Street, Dover, Kent CT16 1PT
tel: (0304) 242749 fax: (0304) 213072

**Piano
Tuning**
ROBIN BASFORD
207886
(evenings)



DOVER COUNSELLING CENTRE

offers

General Counselling
RELATE Marriage Guidance
CRUSE Bereavement Care
KENT COUNCIL ON ADDICTION
SUPPORT-LINE Employee Counselling
9 St James Street - 0304 204123

Charity No. 800988

FIELD'S SECRETARIAL SERVICES (DOVER)

18 Castle Street, Dover
Telephone: 0304-215761 Fax: 0304 213072

STRICTEST CONFIDENCE GUARANTEED

THE COPY SHOP THAT CARES

* **SUPERB CANON LASER COLOUR COPYING** *

AO SIZE PLANS & DRAWINGS UP TO (3.6mm Long)

ALL BUSINESS & PERSONAL PRINTING & STATIONERY

ARTWORK/DESIGN - POSTERS/LEAFLETS

FAX/TELEPHONE ANSWERING/BUSINESS ADDRESS

RUBBER STAMPS - WEDDING STATIONERY

HOT FOIL PRINTING OF PROMOTIONAL ITEMS & STATIONERY

EXCELLENT QUALITY AT BUDGET PRICES

Typing/Word Processing Specialists for:
CV s - Theses - Manuscripts
Company Reports & Overspill Work