

The
Dover
Society

Newsletter

No. 23

August 1995



The Rolls Statue on the promenade at the root of Boundary Groyne, photographed earlier this year by and for the *Daily Telegraph*.

£1

THE DOVER SOCIETY

FOUNDED IN 1988

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

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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, Pincham, 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 and arts events.

Editorial

Summer is here again, with a large section of the Newsletter devoted to pleasurable outings and reviews of concerts and other Festival activities, which have become regular features of the August issue.

The Dover Festival, now in its fourth year, has become an established annual event and this year there were additional, and sometimes simultaneous, VE Day celebrations, which continued until 1 July and culminated in a spectacular fireworks display from the Castle grounds. Many of our members attended the Festival events and some have written reviews of various items from the vast programme on offer.

Society members have enjoyed three summer trips, to Rochester, to the Goodwin Sands and to Greenwich and some are looking forward to the September trip to Arras,

You will remember that last year's trip to Montreuil attracted over forty members and was a great success. If you wish to go to Arras and have not yet booked places please contact Joan Liggett immediately as she needs to know the numbers for the trip to confirm the coach booking. Forms and details were sent out with the April Newsletter and with the June Newsflash. If you do not have a form and wish to join this trip telephone Joan as soon as possible.

Joan spends a great deal of time in arranging all our trips and meetings and I am sure all members will join me in giving her our grateful thanks.

In April the Society held its seventh Annual General Meeting, attended, as usual, by about a quarter of the membership. Our Chairman, Jack Woolford, started his Annual Report by saying, "We have had another and even better year" and, from the chronicle of events which followed, we must agree with him. In his thanks to members for their various contributions to the Society, the Newsletter and all those connected with its production and distribution, received lavish praise. It is hoped we may live up to his esteem and expectations.

Membership stands steady at about 400 and the Chairman thanked all members for their support.

Since the AGM there are various developments in the town to report:

The Rolls memorial statue has been installed, with all due pomp and ceremony, in its new position on the Gateway lawns and the event is reported in detail in our centre pages. Congratulations to Budge Adams and the Dover Society! So ends a long battle to achieve this satisfying result.

Congratulations also to Budge for his successful conclusion of the Norwegian connection. Members will be fascinated to read about his trip to Norway to present the certificates and of the subsequent visit of some of his Scandinavian friends to Dover. See pages 91-96.

IMPACT have finished the work at Stembrook/Church Street and at Ladywell and are currently engaged in the projects at the Grand Shaft entrance and at Mill Lane. We are indebted to Linda Wade of IMPACT for her full report on pages 69-72 and also for the item "Working with Schools", pages 97-99 in which we have taken up her suggestion to invite members to try the same competition as the schools. A key project of the IMPACT programme is the major face-lift of the sea front promenade fronting Waterloo Crescent. This is being developed and funded in partnership with Dover Harbour Board, with supporting grant aid from the European Regional Development Fund. Work began on the sea front improvements in July and continues apace as the job has to be finished by the end of the year, because part of the money came from European funding.

The appearance of the site changes daily as the plan takes shape. The main change to the promenade is the creation of new lawns backed by a low evergreen hedge. Between the hedge and the road will be a new footpath, making it easier for visitors to get from their cars to the sea front. There will be two new shelters of a modern design with curved zinc roofs. The new sculpture, Ray Smith's "On the Crest of a Wave" will be installed in the new space on the axis of New Bridge, flanked with six evergreen oaks. The seaward end of New Bridge will be pedestrianised. Next year visitors will be able to enjoy the new promenade. In the

meantime the contractors are trying to keep disruption to a minimum.

We are grateful to John Owen for his dedicated work on our Projects committee, as ever, and we read with interest the end of the saga of the Leopard Bollards.

To Lawrence Gage we extend our deep sympathy as well as our thanks. After all the countless hours of work Lawrence has put in towards the Millennium project for Dover, our application was turned down. One of the committee members, on hearing the news said, "I could have cried". I felt the same and I am sure most of us had the same reaction. As Lawrence says in his Planning Report, "all is not lost", we can try again. It will depend on the Steering Committee to decide the next move. Let us hope something can be salvaged and a new application prepared, even if it is less ambitious and for a smaller project or part of the original. Thank you, Lawrence. You have all our support.

On a brighter note, the Harbour Board reports that it is already expecting seventy-eight cruise ships to call at the new terminal at the Western Docks in 1996 and in the future even more than that. So this is one Dover project that is heading for success. Will there be a viewing point, possibly lounge and/or restaurant where local people and visitors will be able to sit and watch the ships embark? Surely such an addition would be another way to attract day trippers to the town.

Another new project about to be implemented is the Emmaus Community for the homeless at Archcliffe Fort. Terry Sutton gives the details in his article on page 72. Perhaps the Dover Society will be able to help the project. More about this in our next issue.

I have written more than usual in this Editorial. Probably because our page-setter and printer Budge, tells me we can get more in with his changed format. We hope you like it. Thank you to all contributors, particular welcome to new writers. Please keep writing.

A happy summer holiday to all our members.

EDITOR

Visit to Rochester-upon-Medway and the Charles Dickens Country

G.C.G. FRANCIS

On Saturday, 13 May, twenty-seven members of the Dover Society set off by coach from Dover, to explore the City of Rochester, which has been receiving "visitors" for the past two thousand years. The morning tour of the city was to be followed by an afternoon guided coach tour of the surrounding countryside.

The one-hour coach drive to Rochester was a delight, past the blooming orchards, young green hopfields, verdant pastures and pretty Kentish villages. Arriving promptly at 10 o'clock we parked near the city centre. Our guide showed us that the whole area is rich in many fine, ancient, well-preserved buildings with interesting histories, many of which belong to Rochester School. Our tour led us past Rochester Cathedral, originally founded in 604, the second oldest in England. We passed the Bishop's Palace which led us to the substantial ruins of Rochester Castle with its great square Norman keep, built on the original site to guard the bridge which connected the imperial route between London and Dover. It was a perfect place to pause and admire, for it virtually dominated every view of the city.

We soon came to appreciate that we stood close to the site of the famous 16th to 18th century Royal Naval Dockyards with their naval and military past. Nearby, on one bank of the Medway, is the site where once prospered the Short aircraft factory, which produced the flying boat. As we were guided along the narrow streets and passed the lawned courtyards we came to the famous, original

High Street. It was difficult to believe that this had been the main A2 until the 1960s. During this period the A.A. drew up a report of the most congested towns in the country, and the City of Rochester had the doubtful privilege of coming top of the list. In fact no locals drove out of town over the weekend, in case they were unable to return in time for work on the Monday morning. Of course, we believed everything that we were told!

Strolling along the High Street, we passed the Guildhall, said to be the finest 17th century civic building in Kent. When told that the building contained a recently opened museum (1994), the centre-piece being a themed, two-tier gallery recreating a Medway prison hulk (ship) of the Napoleonic period (entry free), some of us decided there and then that after our lunch-time break that was where we would go. It was well worth the visit.

Next we saw the haunts of Rochester's most famous inhabitant, Charles Dickens: Watts Charity, immortalised in "The Seven Poor Travellers", Jaspers Gate featured in "The Mystery of Edwin Drood", and the Bull Hotel mentioned in "Pickwick Papers" and "Great Expectations". Standing in the garden of East Gate House is the Swiss Chalet from Gad's Hill Place, Dickens' last home.

At two o'clock we set off on a second guided tour, this time by coach, in the direction of Cooling. Travelling along the Hoo peninsula, surrounded by orchards and meadows, we could see the River Thames and, on the north shore of the river, the oil

jetties and refineries of Shell, B.P. and Texaco. We all knew which side of the river we preferred.

The first stop was at St. James's Church, built of ragstone in the 13th century, but sadly, now cared for by The Churches Conservation Trust. Inside we saw richly-carved woodwork and the vestry wall covered with cockle shells. We gathered in the churchyard near the porch, around a group of gravestones of thirteen children who had died from the lethal marsh fever. It is this scenario that is brought gruesomely to life in the opening scenes of "Great Expectations", when the escaped convict frightens Pip in the grave yard.

A few minutes walk away is the ruined 14th century Cooling Castle, still with part of its moat filled with water, where we were told of its little known history, before continuing along the narrow lanes to the ancient village of Cobham.

In the famous Cobham Church is the largest and finest collection of brass rubbings in the country. Behind the church we came upon a square of flint stone cottages, fully occupied sheltered accommodation, around a grassy quadrangle. It was now time to return our guide to Rochester and thence homeward to Dover.

Although we had gone with "Great Expectations". the complete day far exceeded these. I am sure some of us will return in June to savour more of the Dickensian delights during the Dickens Festival. This will include processions, music, street entertainers and the Finale, based on Dickens' Dream. There are to be four other festivals; in May, July, August and December.

Once again, we have to thank Joan Liggett for her hard work in arranging such a successful and interesting day in and around the city of Rochester.

Curious Happenings on the Goodwins

The Society's visit to the Goodwin Sands on 14 June

PAT PENNINGTON

Extending about 10 miles north to south with an average breadth of two miles, the Goodwin Sands are both a danger and a safeguard to vessels. They protect the deep water channel known as the Downs from the prevailing winds but also act as a notorious "swallower of ships" since they turn to quicksand as the tide advances, sucking down any ship in a few days.

Legends abound as to their origin. The most romantic maintains they were part of the fertile island of Lomea owned by the Saxon Earl Godwin (father of the more famous Harold), and drowned in a cataclysmic storm like the lost continent of Atlantis, after he had neglected the sea defences in order to build Tenterden church tower. However, borings show they are nothing more than 80 feet of sand on a bedrock of chalk. This lack of a firm

foundation has doomed several attempts to build lighthouses, notably by the eighteenth century engineer John Smeaton, who constructed canals, roads and the Eddystone Lighthouse with rather more success.

A psychologist would have found much material to ponder during the chartered trip to the Goodwins on the evening of 14 June. Thirty members of the Dover Society were among the 300 visitors who launched into an extraordinary variety of activities on disembarking from the bowels of the hovercraft *Princess Margaret*. The weather was far from clement, being sunless and chilly, but undeterred the trippers sprang into action. Some built sand castles, picnicked shivering behind windbreaks, played with balls and frisbees, posed for photographs, made comfortable nests on portable chairs and generally tried to

58 make homely the one place that defies all such attempts. Members of the National Autocycle Club put-putted around on a weird collection of motorised tandems and ancient mopeds, polluting the sea air with a strong smell of two-stroke fuel. Most people remained clustered around the looming hovercraft like chicks around a mother hen, a little nervous to stray too far from the safe haven. It was little wonder the seals remained close at hand; they were obviously mesmerized by such peculiar visitors.

There were virtually no views that evening. Richborough Power Station could just be discerned through the mist and this gave a disorientating quality to the whole occasion. One felt suspended in time and space, cocooned in the dull roar of the slaty sea. We wandered away from the firm banks where the hovercraft was safely planted to the Downs side of the sands. Here water and sand merge gradually as countless streams drain from one pool to another in convolutions back to the Channel. From this distance the people looked

like tiny Lowry stick figures bent forward against the wind. When we stood for a few seconds in some places the sand turned liquid and our feet were quickly sucked down, a chilling reminder of what is under this treacherous ocean graveyard whose power can never be underestimated. Our own Miss Kay, who had never before visited the sands, recounted that in 1857 her grandfather, a ship's carpenter, was too much under the weather to go to work one morning and stayed in bed. That day his ship, the "Lady Violet", went down on the Goodwins. Had he been fit for work that day she, and over 100 of her family, would never have been born!

The atmosphere and fascination of this frightening physical feature will always remain. As I see the sands almost every day as a distant thin brown streak fringed with white water, I was delighted to have been given the chance to actually set foot on them. Our thanks must be given to Joan Liggett for her customary efficient organisation of this memorable trip.

Greenwich – Where Time Begins

AUDREY KIRK

*'On Thames bank in silent thought we stood
Where Greenwich smiles upon the silver ffood'*

So said Samuel Johnson who lived in Greenwich in 1737.

258 years later I stood at Greenwich on a sunny day in July to soak up those same sensations. Our thirty strong band of Dover Society members and friends, on an outing well-planned by Joan Liggett, were there to explore and discover the wonderment of Greenwich and to remember our great Naval history and the fine men who trained there before setting out to circumnavigate the globe.

The 1700s was the era for discovery since John Flamsteed – the first Astronomer Royal had established Longitude 0°. This is the imaginary line joining the north and south

poles through the dead centre of a specialised telescope installed at the Observatory in 1851. The 28 inch refracting telescope in the spectacular onion dome is the largest in Britain and the Meridian runs through the courtyard. Although John Flamsteed spent his whole life working on this there is still controversy surrounding the exact line. Many wonderful timepieces were developed once the Meridian was established and exhibited here.

From the hilltop observatory, downhill, thank goodness, to the riverside wharf and that splendid ship the *Cutty Sark*. Readers might know that one Captain Willis had a nephew living in The Grange at

Kingsdown who in recent years returned memorabilia to his ship.

Nearby is the Victorian foot tunnel under the Thames, connecting Greenwich to the Isle of Dogs. Built in 1902 it has a domed entrance at each end housing a wide stone spiral stairway and a hexagonal shaped lift in the centre of each dome. Well worth exploring if one's energy permits! Some walked through the tunnel and took a trip on the Docklands Light Railway to Canary Wharf.

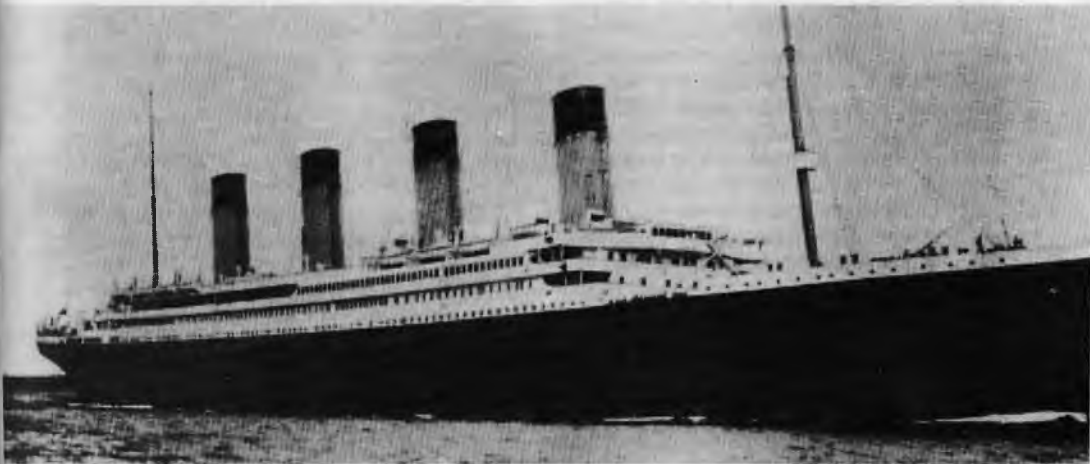
With the river behind me I headed for the Maritime Museum which tells the story of important figures in history, such as Lord Nelson and Captain Cook. The museum, housed in the old Greenwich hospital since 1934, at present mounts the *Titanic* Exhibition, bringing home the (greatest?) marine tragedy of modern times. The President of the White Star Line was on board but escaped in a lifeboat. He was pilloried for the rest of his life. Plans were set in motion to find the wreck weeks after the sinking in 1912. It lies two and a half miles deep. Now technology has turned the obsession into reality and the recovery of many objects, such as the first silver plated tray in perfect condition, goes to making this a worthwhile exhibition. My personal feelings are to let the wreck and its occupants rest in peace where it still lies.

Set between the Naval College and the Hospital is the Queens' House. A Royal

Palace by the Thames, built for the pleasure-loving wife of King James I in 1616, but she died in 1619 when only the ground floor was complete. By 1625 King Charles I had married a French princess Henrietta Maria and it was completed for her by Inigo Jones when Charles succeeded to the throne. The 'Tulip Stairs' off the Great Hall have a finely crafted wrought iron balustrade. These are the first cantilevered stairs built in Britain, designed by Inigo Jones in the early 1630s. The original wall and ceiling panels in the many chambers and anterooms have all been lost but the wall hangings and the coverings are all woven to original 17th century patterns and colours giving a very pleasing and authentic effect.

Danish pastries in 'The Tea Rooms' before a quick dash though the old village to The Fan Museum at 12 Croams Hill. Folding fans were a novelty in Europe in the 16th and 17th centuries, made of Mother-o'-Pearl, Ivory, Tortoiseshell and Ebony and often studded with diamonds, emeralds and pearls in the handles. The earliest fan was on painted cad but by Queen Mary's era in the 1920s beautiful handwork such as fine lace and pulled thread-work was used. Some have miniature boxes or watches at the base of the handle.

Back to Mr Roberts' coach at one minute to five – tired, happy and proud to be British, we were brought safely home.



THE GREAT 'TITANIC'

The Future of Dover in the New Millennium

MERRIL LILLEY

AN ADDRESS by M.E.P. MARK WATTS at Biggin Hall on 27 March 1995

This reconvened meeting, postponed from 20 February, was well attended by members of the society and by members of the public.

Our Chairman, Jack Woolford, introducing the speaker, seemed slightly worried about the subject of the meeting, seeing the topic of Europe as "a hot potato". However, as Mark Watts got into the main flow of his speech it was evident that we had no need to worry. Our speaker sees himself not only as a member of the European Parliament but as a representative of Dover and East Kent. He works on the committee for Transport and Tourism and this takes up a large percentage of his time. However, as he pointed out, he sees his job in terms of a mission for East Kent and, in his concern about the place of East Kent in Europe, he aims to liaise with the people he represents.

First, he wants to establish close links with the community and to tackle issues of local concern. Some areas, he said, have been ignored too long. Some areas have great prospects for future development.

Secondly, his mission embraces the whole of Kent, as the most European County. Kent, and Dover in particular, he said, can establish the closest links with the continent and become a critical part of the European Union. This burden falls on the shoulders of the MEP and indeed on Dover and other parts of Kent.

Can we establish links with Europe without forgetting our roots? Here we are in a unique location and must do all we can to further links with Europe. Agencies which are trying to do this should be supported and encouraged. There is a vast potential to be tapped. Nord-Pas-de-Calais is nearer to us than many places in the UK. We must put more into Europe in order to get more back. £14 million will come to Kent this year from Europe but there is far more we can do to exploit the potential here. Kent's roots lie in its maritime tradition and we have a

duty to maintain this maritime connection. Our ports are undervalued and are assets to be appreciated and developed, said Mark Watts. He talked of the Kent Ports Strategy, which had just been published, and stressed that he would push for improved road links to Kent ports. He feels strongly that Kent's future lies in being part of Europe.

Thirdly, Mr Watts went on to talk of Europe itself, saying he thought that the European Parliament should be more democratic. It is the "only international parliament in the world" yet it cannot legislate on behalf of its citizens, he said. But it must be fair, it must tackle differences of injustice and poverty. We must, he stressed again, work as partners with Europe, so that we can achieve more control over our trade, our economy and our own future.

Where does Dover fit in to this overall picture? Mark Watts pointed out that 90% of world trade is still by ship and that we are still the largest maritime nation in terms of goods carried. In Dover the port is the principal employer in the busiest ferry terminal in the world. We can, he said, capture more trade in the maritime sector and businesses can prosper by becoming more European in outlook. Here we have a prime business location and we must sell it as such.

He went on to talk about tourism, saying that Dover's tourist facilities are not good enough to exploit the tourist potential here. There are social and economic problems to solve and more job opportunities must be created. Our destiny is in our own hands, he told us. All authorities, national, county, local and European, can work together to achieve these ends.

The audience warmed to the speaker and an invitation for questions from the floor was taken up with enthusiasm. Mr Watts very competently fielded a battery of

questions on liaison with the local MP and with local and county authorities, farming, fishing, road and rail links, the port, environmental issues and, finally, on the European Parliament.

Asked how he could best help the district, he referred the audience to his local office in Ashford, saying he was always ready to talk to his constituents.

After a short interval, when tea and coffee were served, Lawrence Gage, Chairman of the society's Planning Committee and Chairman of the Millennium Steering Committee, addressed the meeting on the progress of plans for an application for Millennium funds for Dover.

The first submissions had been approved and the committee was now preparing a full application to be forwarded to the Millennium Commission by the end of April.

The plans for the project, to be called Britain's Maritime Odyssey, included a Maritime Museum, which would include a National Boat Collection from Greenwich Maritime Museum, a centre of Maritime Excellence, a maritime Observatory and a European Trade and Exhibition Centre.

All these would link with other developments either already existing or in planning stages. These include the development of the Cruise Liner Terminal, already being built by Dover Harbour Board at the Western Docks, the development of a new programme of investment by English Heritage at Dover Castle, the existing White Cliffs Experience, which will house the recently discovered Bronze Age Boat, the new Marina currently under construction and the Sea Training and Activity Centre planned for the sea front.

There would be transport links between all the centres and exhibitions, possibly including trams, cable cars and shuttle buses – even a paddle steamer! This all fitted so perfectly well with the idea of a Maritime Heritage advocated by Mark Watts that the two halves of the evening blended into such a grand vision of Dover in the year 2000, that the audience found it difficult to grasp the scale of the undertaking.

EDITOR'S NOTE: Unfortunately Dover's first application for Millennium money was turned down by the Commission. See *Planning Report*

The Dover Society's Annual General Meeting

JEREMY COPE

When I was asked to report on the 1995 meeting I felt uncertain because of all the meetings the Society holds, the AGM is the one I least enjoy. I do not look forward to the necessary formalities, a view shared I guess, by most members. I prefer meetings which foster an interest in Dover and its amenities, with illustrative slides, and the interaction of questions and answers. It is in this slightly critical and questioning vein that I prepared my personal view of the meeting.

It started well with our Chairman announced as "*Secretary*" by the gentleman who bade us rise for our guests, the Lord Mayor and Lady Mayoress of Birmingham. We can certainly boast an impressive list of speakers! Notwithstanding his new rôle, Jack Woolford stood in as Chairman and gave us his summary of the

past year's events in his own inimitable style. The Society has had a good 1994/95, with the Millennium Project, Rolls Statue, *Newsletter* as good as ever, publications in the pipeline and many other achievements that made Jack's job easier and to his liking.

He paid tribute to the various committee members who had done so much in the past year. Although a committee member, I am sure that the whole of the Society recognises the part an active and energetic committee plays in our success and the AGM is the time for the acknowledgements to be made. Among those sometimes overlooked I was pleased to hear mention of the *Newsletter's* proofreaders, May Jones and Pam Taylor. As an accountant I appreciated the tribute to our treasurer's careful management of our funds. As a result

62 we made a substantial donation, when it was really needed, towards the preservation of the town's archives. Did members realise that Muriel Goulding makes the tea at our meetings? We are also indebted to Joan Liggett's husband Dick, who frequently helps with practical support. The members quite rightly received appreciation for their support of both general and fund-raising meetings as well as of the Society generally.

Much to my delight Budge Adams was given not one but two presents, one a painting, the other a photograph of the Rolls statue. This made him nearly speechless, but not totally. He could still respond, including a thank you to John Gerrard for harnessing the Harbour Board's resources to move Mr Rolls.

Our treasurer received high marks on my score card with her speech. Clear, concise and to the point. We must all have been impressed. Proof was the increased subscription, agreed unanimously and without comment.

Cheers for Budge again! He told us of the Dover Society certificates he is taking to Norway – to the survivors among the Norwegian sailors who were stationed in Dover during the war. This is a satisfying gesture from Dorovians to some of our true friends in this anniversary year of war's end. How many of us are aware that these Norwegian sailors are the actual donors and providers of the Christmas Tree that appears in our Market Square each year?

After the interval we heard from our guest Dick Knowles (now Sir Richard). He was the Labour Party agent in Dover for nine years in the fifties. He rose high in local government political circles and came across as the shrewd politician. He had benefited from Jack Woolford's teaching whilst in Dover and had apparently been the indirect cause of Jack's interest in amenity matters. Bill Breeze and Budge Adams, both present, were mentioned from those times past.

Dick Knowles was born a country lad, a fact which appeared to have influenced his opinion that the best form of democracy was the parish council and, more particularly, the parish meeting, with maximum participation by ordinary people. This drew comparison with the Society's stand over the parishing of Dover.

Dick had that afternoon walked around the town and spoke of his involvement in the

building of the Gateway Flats. The intention had been that the flats would be a modern match in quality with Waterloo Crescent but he felt the result was an opportunity missed.

He believed that much modern town development is based upon the supremacy of the motor car and of business, at the expense of town centres and the pedestrian. When he moved to Leeds he had been involved with the pedestrianisation of much of the centre, with associated rebuilding standards comparable to the existing quality, albeit in modern terms.

On moving to Birmingham he found the City Centre dominated by the car. Based on his previous experience in Leeds, policy was reversed. Streets and pavements belong to the people and it is the car that should be driven underground or kept to the periphery. He even tried to increase democracy in Greater Birmingham in 1984 by having a parish for each ward but was defeated by the political establishment. He believed in mixed housing estates of council tenants and private house-owners. He described in outline the European money that had been obtained for Birmingham, and its importance for the city.

Dick Knowles' speech had a party political content. It will be interesting to hear of members' reaction since we are used to comment without a political bias. Since the meeting I have pondered whether my reservations noted at the beginning were reinforced or did our members feel excited/interested/amused by the proceedings. I suspect that a proportion of the audience, judging by their body language and the odd remark, were not too happy by the end of it. If so, this is a great pity and something to which the Society's committee should give attention. Would we have liked to have heard more of Dick Knowles' observations on Dover and how his obviously wide knowledge of amenity matters in other cities could be applied to us? A good illustrative slide can, in the right circumstances, say more than a half-hour's talk. Slides could have substantially added to the description of the changes to Leeds and Birmingham. However skilful our Chairman is in dealing with the business of the meeting, we needed a more lively second half as a counterweight, with some audience participation.

EDITOR'S NOTE on the previous article: *The Committee would like to know members' views on the issues raised in the above report. What would you like to include in the format of an AGM? Please reply in the form of Letters to the Editor of the Newsletter, so that others may share your views*

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K.F.A.S. Annual Conference: Rochester, 13 May 1995

"The Thames Gateway" JACK WOOLFORD

The Thames Gateway, former East Thames Corridor, is a long way from Dover, but if its proponents have their way, Dover will be as much affected as North Kent from Dartford to Faversham. The main speaker, Mike Ash, Leader of the DoE Task Force, speaking on "the Future of the Gateway", advocated a partnership of public, private and voluntary sectors to attract sustainable development from West of London into Kent and Essex, especially into areas of industrial decline, without disturbing the balance of economic and social growth with the conservation of wildlife habitats and the built heritage. At Barking Reach, he said, North Kent Success had already produced 500 houses, planned to expand to 5,500. There would be 5,000 new jobs, riverside walkways, tree-planting, underground power lines and improved transport links.

Spokesmen for Blue Circle, described and illustrated their proposals for the Blue Water Park Shopping Centre and the Ebbsfleet International Passenger Station on the Channel Tunnel Rail Link, which included tree planting, lakes and an RSPB reserve for birds, Green Tours, geological footpaths and the clearing of old gunpowder mills and clay workings. Voices from the floor were already protesting at the exclusion of amenity societies from any consultation process.

Robin Thompson, the County Planning Officer, said that Kent was in the centre of the European Union's Central Capital Region, the "Hot Banana", and with the Tunnel, the Rail Link, the Thames Gateway and the new M2/M20, was a key area which might grow more than any other in the country. Though unemployment was now high, the issue in the future might well be "How do we cope with all this growth?". A balancing act was needed between development and the constraints of

considering Areas of Outstanding Natural Beauty, Green Belt and the Revised County Structure Plan

The answer was "sustainability", both economic and social. Growth must be focused on existing towns, and the amount of energy consumed in transport must be reduced. People and jobs, housing and industry must be matched to reduce commuting. Protection of the North Kent Marshes must be enhanced. Power stations and Refuse Transfer Stations were needed but should be placed on derelict land. Public transport, including new, rapid, light versions, must be improved. Voices from the floor again protested at the exclusion of amenity societies from consultation alongside businesses, local authorities and central government. Mr Thompson promised help!

Spokesmen for CPRE (Kent) reminded us of its history and achievements and went on to define "sustainable" development as the use of finite resources in such a way as not to deny their use to those who came after. The following points were raised. Development should be environmentally led, not an afterthought to economic priorities. It seemed that developers preferred green field sites and / mindset of road building to spur development persisted. Bearing recent drought in mind, severe restraint on water resources should be stressed. Derelict land in East London should be redeveloped before Kent. The Outer Orbital Motorway would produce pollution and devastation twenty miles out from the M25. Ebbsfleet should have been located at Stratford.

The Kent Federation and CPRE (Kent) are collaborating in pressing for adequate environmental representation on North Kent Success. The Dover Society will obviously ponder the local implications.

Summary of the work of the Planning Sub-Committee

LAWRENCE GAGE, *Chairman*

RECENT PLANNING ISSUES

- Old Dover to Deal Turnpike Road As a result of pressure from the Dover Society the historic gutter in Laureston Place has been repaired by the District Council.
- Hoardings – York St. Roundabout Our campaign to see an end to these unsightly hoardings at the crucial entry point to Dover may have been successful. Recently the Secretary of State for the Environment dismissed an appeal against planning refusal. We are pressing for the site to be developed with a high quality ‘landmark’ building.
- Kwiksave planter At last, we have been successful in replacing the weeds with a pleasing collection of plants – let us hope they will thrive.
- Old Park We are currently putting together a report for the redevelopment of this important site suggesting a Regional Sports Centre with training facilities. We hope the powers-that-be will support our initiative.
- Factory outlet shopping centre,
Whitfield We have strongly opposed any such out of town retail facilities as we consider they would have an adverse effect on the town centre. As a result of our representations and those of many others, the Secretary of State has called in the application. The Council has now reversed its original decision to grant planning permission and the developers have appealed. It is almost certain that there will be a public enquiry and the Dover Society will participate fully.
- Burlington House The building owners are proposing to give this much disliked ‘eyesore’ a face-lift and to convert it into flats. The Dover Society opposes the proposal as the new design with light coloured horizontal bands will draw even more attention to the unfortunate scale of the building. We consider that the present building is past its useful life (if it ever had one) and to try to adapt it is a fool’s errand which will result in an unsatisfactory compromise. We believe that in terms of both long term sustainable planning and economic criteria it should be demolished to make way for appropriate new development as part of a much needed integrated plan for the surrounding area.

Replacement Filling Station
Townwall Street

We have strongly objected to this planning application because the site is crucial in achieving a satisfactory connection between the port and the town and any new development on it should be seen as part of an overall master plan for the whole area to attract people to the town centre. If planning permission is given to this proposal, the whole area will continue to be blighted for several more decades, preventing a satisfactory resolution of Dover's 'front door' problem.

St. James Hotel, Harold Street

After a fire five years ago this interesting building is still derelict and an eyesore in an otherwise attractive area. We are pressing to ensure that the building is rebuilt as originally intended.

Archcliffe Fort

The Dover Society is pleased to support the proposed conversion of the fort for use by the Emmaus Community

Dover District Consultative Plan: Consultative Daft

Some members will no doubt have seen the exhibition mounted by the Dover District Council planning department explaining its plans for the future. Once agreed, the Local Plan will form the basis of local planning policy for the next decade and as such this consultative draft document provided the Society with an important opportunity to influence future developments in the town and surrounding area.

The main thrust of the plan is for 'sustainable development' whilst encouraging new employment opportunities throughout the District but with special emphasis on new developments in Dover itself. The word 'sustainable' covers a wide range of criteria aimed to ensure that any proposals are ecologically, environmentally and socially friendly. For example, measures to reduce the reliance on the car in favour of public transport, cycling and walking feature heavily throughout the plan. Mixed development in villages and the surrounding countryside will be severely restricted.

On a first reading the plan appears to concur very closely with the aims of the Dover Society and in fact a number of the policies being proposed are those that we have been pressing for some time. For example, we called for a master plan to be

drawn up for the Russell Street–St. James's area, and the abandonment of the proposed business park in Farthingloe valley, designated as an area of outstanding natural beauty – we are pleased to note that both these suggestions are included in the draft plan and we are now in touch with the consultants developing the St. James master plan. Sadly our view that a radical review of traffic circulation and parking in the town is long overdue has not been responded to in the plan.

The Committee plans to submit a carefully considered response by the August deadline. The plan itself is a very thick and impressive document and currently is providing plenty of bedtime reading for members of the Planning Sub-Committee

Dover Millennium Project — Not Selected.

The Millennium Commission received a total of 550 second stage applications and were only able to select a small proportion for funding from lottery money this year – unfortunately the Dover Project was not among the lucky few announced in June.

The multi-million pound project, based on Dover's maritime rôle, would transform the fortunes of the town. The idea was

66 initiated by the Dover Society with the involvement of the District Council, Dover Harbour Board, East Kent Initiative, the National Maritime Museum and Greenwich University and several other partners. A great deal of work was done and much was achieved, so this decision is a great disappointment to all those involved.

However, all is not lost. The Commission has invited the Dover Millennium Steering Committee to apply again with a revised proposal in the next round of applications. It is hoped that this will be possible as it would be a great shame not to carry on while we have the momentum and the partnership support.

The Future of Connaught Park

There is discussion of the possibility of obtaining funding from the Sports and Leisure slice of National Lottery money to improve and develop Connaught Park. Mike McFarnell would like to collect the views and opinions of Dover Society members.

You may remember that, in answer to the *Newsletter* Questionnaire on The Future of Dover, one of our members, June Dyer, put forward her views in *Newsletter* 19 (page 28)

"At present the park is scenic and under-used. There is no reason why the park should not be nearly as well-known as the Castle.

The top entrance needs to be emphasised and enhanced - in fact it should be rather grand and conspicuous. Thousands of Castle visitors - among others - would find it easy to use the top gate. From there the Park would be enjoyed, going down, leading visitors to the town."

The suggestion included ideas for a tea terrace with wonderful views and the development of botanical gardens, like those at Ventnor, I.O.W. The advent of National Lottery funding for such projects could make these dreams reality.

Items for consideration are as follows:

- (a) improved public access.
- (b) use of present facilities (e.g. tennis courts) and
- (c) development of additional features.

If you have any opinions you would like to put forward please write to me and I will collate the views of Society members. We intend to distribute a questionnaire on this subject at the October meeting, but if you have detailed and interesting ideas to contribute you may wish to let us know earlier than October. This is yet another opportunity to improve Dover's image and the Dover Society will support it with enthusiasm.

EDITOR

DEADLINE FOR CONTRIBUTORS

The Editor welcomes contributions and illustrations. Interesting drawings are particularly welcome. *The deadline for issue No. 24 - for publication on 1 December is Monday, 30th October.*

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 of its authors, artists or photographers

PROJECTS *Update*

JOHN OWEN, Chairman, Projects sub-Committee

Cinque Ports Maritime Heritage



DOVER TOWN SIGNS PROJECT

The Cinque Ports Maritime Heritage Dover town signs looked well after their spring-clean.

This was carried out by the Society's project support group and local cadets in partnership with Dover District Council.

A good wash down and clearance of dominant growth and overhanging branches improved their appearance on the key approaches, at Whitfield Hill, Jubilee Way, Broadleas Castle Hill and Folkestone Road.

At a time when maritime history is receiving special attention the Society felt it appropriate that these special town signs should receive some tender loving care.

Originally they were erected, *circa* 1982, to mark the town's prominence in England's maritime heritage.

To add a splash of colour during the tourist season plants were put in after the frosts, with the Dover Sea Cadets completing the operation on 27 May during ENVIRONMENT WEEK. A framed BT/Civic Trust testimonial was presented by Dover Society's Vice-Chairman, Jeremy Cope.



The three photographs above were taken on the Deal road on the lower slope of Edinburgh Hill.

Could you point to Edinburgh Hill on an O.S. Map?



THE PRESENTATION

THE ST. MARTIN LEOPARD BOLLARDS

Reproductions of Dover's Victorian Bollards have been installed – with dazzling effect– by the IMPACT TEAM in the restyled Stembrook area, perpetuating a link with the past and the many other leopard bollards in the town that were restored by the Society in 1993.

At the time of the 1993 restoration there were two pairs of bollards we were unable to include as, in each case, a replacement was required. The two sites in question were at opposite ends of the town, one at East Cliff, at the end of Athol Terrace at the beginning of the Cliff Path, and the second was at Oswald 'passage' off London Road at the side of the now closed Buckland School.*

With the help of IMPACT, who supplied the two reproduction bollards, and the District Council who installed them, the Society's support group has now been able to complete the restoration of both

sets of bollards in the familiar black with gold relief. The two reproduction bollards were installed at the Buckland site and the two originals (one moved from Buckland) can be seen at the beginning of the Cliff path.

* "Passage" is shown in quotes because the opening to Oswald Road is unnamed and unadopted. It is referred to in several odd ways by those living nearby.

photo by courtesy of Dover District Council



THE PROJECT SUPPORT GROUP — "Doing what comes naturally"

BEFORE



AFTER





IMPACT

ACTION IN LOCAL IMPROVEMENT

UPDATE by LINDA WADE

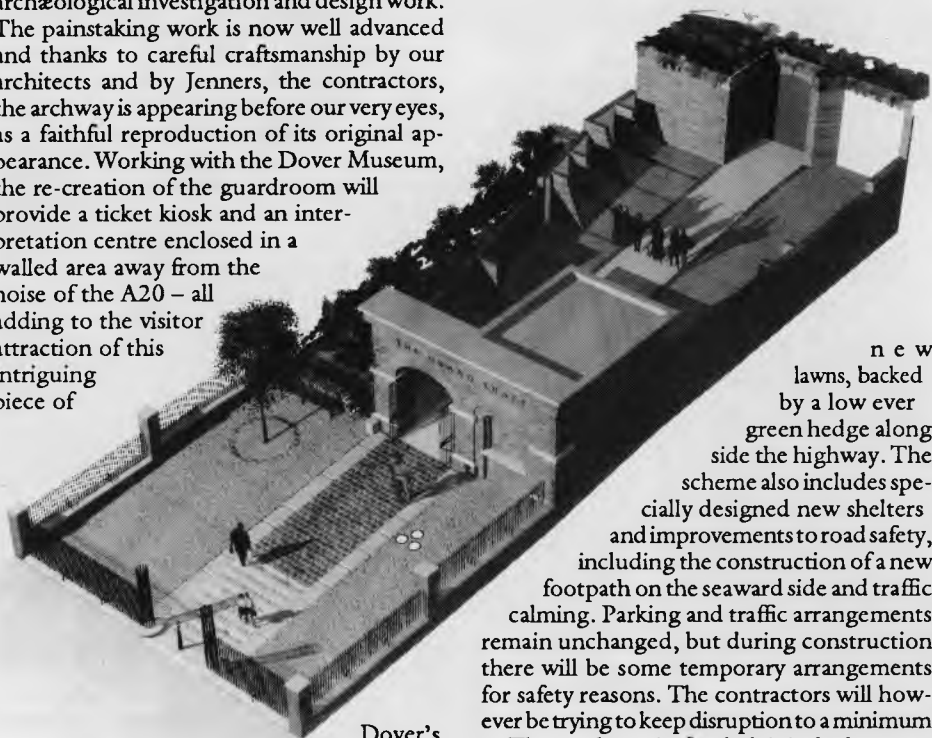
As the IMPACT programme enters its third year in Dover, we are seeing the fruition of a lot of hard work. We are seeing a new commitment to the future of the town centre. Not only through major projects now under way, but also through the major investment by our partners – Kent County Council, Dover District Council, EU funding, Dover Harbour Board and Railtrack in particular. Proposals such as the factory shopping outlets at Whitfield have generated much debate,

especially about the need to sustain a comprehensive programme of town centre management.

Grand Shaft

One of the major programmes now on site is the entrance to the Grand Shaft. The recreation of the archway and guardroom which once formed the entrance to the unique triple stairway within the cliff, began in early June. This followed an extensive period of careful

70 archaeological investigation and design work. The painstaking work is now well advanced and thanks to careful craftsmanship by our architects and by Jenners, the contractors, the archway is appearing before our very eyes, as a faithful reproduction of its original appearance. Working with the Dover Museum, the re-creation of the guardroom will provide a ticket kiosk and an interpretation centre enclosed in a walled area away from the noise of the A20 – all adding to the visitor attraction of this intriguing piece of



Dover's heritage. The next challenge

will be to secure an appropriate redevelopment of the old filling station next door, to complement both the archway and the rest of Snargate Street.

Seafront Promenade

The major face-lift for the seafront promenade planned since the beginning of our time here in Dover, is at last under way. The promenade is, of course, in the ownership of Dover Harbour Board and IMPACT has worked alongside the Board's consultant architects to produce a scheme which provides a simple, graceful landscape using the highest quality, appropriate and affordable materials.

In addition, it identifies and retains the best of existing materials and furniture. For instance, the distinctive lights and bollards, as well as memorials, seating and litter bins will be refurbished. The promenade will include

new lawns, backed by a low evergreen hedge along side the highway. The scheme also includes specially designed new shelters and improvements to road safety, including the construction of a new footpath on the seaward side and traffic calming. Parking and traffic arrangements remain unchanged, but during construction there will be some temporary arrangements for safety reasons. The contractors will however be trying to keep disruption to a minimum

The package is funded jointly between IMPACT and Dover Harbour Board with support from the European Regional Development Fund, which requires that it be completed before the end of 1995.

New Bridge

Linked to the promenade scheme and to Dover Harbour Board's proposals for the former Western Docks is the re-vamping of the two sections of New Bridge, in two phases. The first is the seaward end and the second is the part nearest the underpass. These two new ends of New Bridge will be repaved in natural stone, with simple landscaping topped off by specially designed lighting columns. The aim is to provide a clearly defined pedestrian priority area, creating a safe route from the town centre to the seafront and Western Docks, so at a later date it is hoped to extend the scheme to include the area around the Indian War Memorial, although this is not within our programme.

Rolls Statue

At last the Rolls statue is back in its original position, in more dignified surroundings. Thanks are due to the single-minded efforts of Budge Adams, and IMPACT, Dover Harbour Board and the Rolls-Royce enthusiasts dipping their hands into their pockets – once for the work and again to make the unveiling day in May an occasion. In the last Dover Society *Newsletter*, we commented on our concerns for the future maintenance of the statue. Our detailed examinations (with the help of specialist conservators) showed up a number of potential problems needing early attention, a result of lack of maintenance. Specialist and quite costly repairs will be needed before too long, to put the bronze back into good heart.

Mill Lane

One of our other projects now back on site is the riverside walk and footbridge at Mill Lane. This is part of a project that also involves re-surfacing and lighting Fishmongers' Lane and Flying Horse Lane, as well as more attractive safety railings and landscaping.

Ladywell

The improvement of the car park behind the Maison Dieu, with new seats, trees and paving is now nearly complete. Another of the entrances to the riverside walk, the project also involved the construction of a new ragstone wall along the street frontage, its ends protected by the old shell casings, which were replaced.

Priory Place

One of the original items on the Dover Society's 'shopping list', compiled at your workshop in March 1993, was the suggestion that the approach to Priory Station be made more user and environmentally friendly.

Discussions with Railtrack have inevitably taken a long time but a significant enhancement scheme is now due to proceed later this summer. This will involve a substantial upgrading of the area around the station and the bus interchange, in partnership with Railtrack, Ferry Operators and IMPACT, with EU Interreg and South Eastern Railways as well.

And More

York Street corner and Victoriaa Crescent are amongst the next batch of projects we are working on. The York Street/Unitarian Church corner has proved to be the kind of scheme that can only come about through intensive local effort and goodwill as the land itself has a multitude of owners and to bring about any meaningful landscaping will require changes to District Council leases, diversions of a footpath and the strengthening of retaining walls.

Victoria Crescent offers yet more complicated land ownership issues but in order to complement the recent conversion of the listed Royal Victoria Hospital to flats by the Housing Association, IMPACT is involved in upgrading the boundary walls and forecourt to both the hospital site and the listed Crescent opposite

Town Centre Management

The national debate about the future of town centres, thrown into sharp focus in Dover by factory shopping proposals, has emphasised the need for positive management, promotion and partnership. Kent County Council has been one of the leading proponents of the approach, and the IMPACT team has been heavily involved with the production of a review of Kent's town centres which is published this month. The "Dover – Open for Business" partnership, which involves your society, is now an important part of the establishment of an ongoing town centre management programme for Dover.

The development of town centre management for Dover is seen as one of the engines for driving prosperity in the District. Town centres are the hearts of our communities, and local people depend upon them for the many services they provide together with shopping. A thriving town centre is of obvious importance to the businesses established there, but, as a focal point, it is also crucial to generating investor confidence in the economic future of the District.

Town centre management builds the image of the town centre by building partnership between all those concerned with the

72 centre's future. This partnership gives added value which cannot be achieved by either the public or the private sector alone.

The need for partnership is becoming more widely recognised nationally as town centres face competition from new forms of retailing. Experience in other countries shows that, if we do not properly value our town centres and continue our investment in them, we can look forward to them becoming the focus of serious social and economic problems.

Building a strong town centre partnership in Dover is the key to sustaining the investments of Dover District Council

and Kent County Council made separately over recent years and developed jointly through the IMPACT programme. In face of similar town centre partnerships elsewhere in Kent, the South-east and nationally, it is important that a continuing commitment is given by all the partners towards making Dover town centre management effective and strong.

We are always happy to receive comments from Dover Society members on any of our projects and hope you will visit our shop in Castle Street where an exhibition of current activities is always on view. You'll always get a friendly welcome.

Archcliffe Fort to become a Community Centre for the Homeless

TERRY SUTTON

A sixteenth century fort on the cliffs of Dover – built on the orders of Henry VIII – is set to become home for a community of unemployed homeless.

English Heritage, owners of Archcliffe Fort, has completed negotiations with St. Martin's Emmaus group which has exciting plans to lease the fort and to turn it into the country's fourth Emmaus community.

The Emmaus movement was established in post-war France by resistance hero and MP, Abbé Pierre. There are now more than 330 self-supporting communities in forty countries, housing and employing more than 11,000 people. One at Cambridge was the first in the UK.

The name Emmaus comes from the town in the New Testament story (Luke 24) where two disciples met the resurrected Christ and received fresh hope and purpose.

Emmaus communities support themselves by means of recycling items, such as old furniture, and selling them. The aim at Dover is to establish a community at Archcliffe Fort,

providing accommodation for the twenty-five "Companions". There are three strict rules for an Emmaus community – no alcoholic drinks, no drugs on the premises and all Companions must make a commitment to work up to forty hours a week. In return Companions receive food, accommodation and a small stipend for personal needs.

Lord Runcie, President of Emmaus UK, attended the launch meeting of St. Martin's Emmaus and said Dover was in the forefront of the movement in Britain.

About 140 attended the meeting and they were told something in the region of £180,000 was expected to have to be raised by local effort to supplement other financial help, including grants, towards the overall project costs of around £450,000. After two or three years it was expected the community would be self-financing.

Francis Watts, chairman of St. Martin's Emmaus, said the response from the meeting had been encouraging in financial terms as well as with offers of support.



DOVER'S LISTED BUILDINGS

— A SERIES by CLIVE ALEXANDER

1: Castle Hill House

This classical building must rank as one of the most important 18th century houses in Dover. Built in 1760 it comprises three storeys in brown brick with red relieving arches. The central portion projects slightly with pediment above and the whole with a modillion eaves cornice. Its central doorcase has fluted ionic columns, pediment and an eight-panelled moulded

door. The interior has a good staircase having scrolled tread ends and alternate spiral and plain banisters. There is a panelled hall together with a panelled room, to the right of the entrance.

The building, which is Grade II listed, retains much of its original character and occupies a prominent position in the Dover Castle Conservation Area.

OBITUARY

Sir CLIFFORD JARRETT

K.B.E.

John Gerrard

Sir Clifford was born in Dover in 1909 and his father owned a photographer's shop which had the distinction of being the only house in Dover to have been bombed out during the first world war. As a result the family moved to Canterbury where Clifford received his early education.

They moved back to Dover just after the war and he won a scholarship to Dover County School, from where, having demonstrated outstanding academic ability he won a scholarship to Sidney Sussex College at Cambridge.

After leaving Cambridge he joined the Civil Service and had a distinguished career, rising to the rank of Permanent Secretary. One of his more interesting achievements was in dealing with the negotiations for the

handover of Simonstown Naval Base to South Africa.

He was Chairman of Dover Harbour Board between 1971 and 1980 during which time he formed a splendid alliance with the then Managing Director and Register Kenneth Davis and between them they played a major rôle in the modern development of the port.

He married Hilda Alice Goodchild in 1933 and they had two daughters Pamela and Susan and one son Paul. His wife died in 1975 and in 1978 he married Mary Beacock and enjoyed many happy years with her at Menston in Yorkshire.

He loved Dover and always said that his rôle as Chairman of Dover Harbour Board was the most enjoyable job that he ever had. He was always keen to visit the port and each year we would see his smiling face and know that we were in for some very detailed cross examination of just how things were going at the port. Thankfully, notwithstanding his illness, he was able to maintain this lively interest in the port until the very end of a full and fruitful life.

DAVID ENNALS

Jack Woolford

David Ennals, former Liberal and Secretary of the United Nations Association, and who had a distinguished war record, became Labour MP for Dover in 1964, narrowly defeating Sir John Arbutnot by 418 votes. In order to be better informed about the minutest details of his constituency, imitating Tony Benn in Bristol, he founded "The New Dover Group" and recruited by invitation well-informed members of the public onto committees on e.g Transport and Education to inform and advise him on constituency matters.

As I explained at this year's AGM, I was organising a Local History Exhibition in 1964/5 for the then Dover Borough Council, and seeking a Plan and Model for "Dover 2000". I applied to the New Dover Group which immediately coopted me as Chairman of a new Planning Group with John Peverley

and Jim Williams, both Dover-born and recently qualified architects and planners, as members. It was David Ennals who chaired and briefed the first meeting and who dashed into and out of our Sunday morning meetings, encouraging but not interfering. Indeed he must have been too preoccupied with other constituency matters and with his meteoric rise towards the Cabinet to do more. Our model, built by the boys of the Borstal, was displayed for many years in the Museum. The concept of the Plan and parts of it, including the Riverside Walk, were influential.

David Ennals was narrowly defeated in the 1970 general election by Peter Rees. By this time the Group had adopted the Civic Trust model constitution for an amenity society, which meant that membership was open, and Peter Rees was soon persuaded to succeed David Ennals as President. It was therefore pleasantly appropriate to have them, both ennobled to life peerages, as Vice-Presidents of the Dover Society in 1988/89.

MAY ELVEY BRADLEY

Lillian Kay

The death occurred recently of Mrs May Elvey Bradley, a few weeks before her ninetieth birthday. Mrs Bradley had contributed a number of articles to our *Newsletter*, and left many written memories of her early life, from which we hope to publish extracts in future editions.

May Wilde was born on 2 May, 1905 and was brought up in her parents' confectionery and tobacco shop in Townwall Street.

Two of the dominant interests in May's life were the Girl Guide movement and Camping. Through their mutual interest in Scouts and Guides she met and married Frank Prescott, of the well-known Dover Shipping Agents, in 1935, and together they explored England in their caravan. During the war she lived in a cottage in the woods at Betteshanger; she ran the Eastry

Brownie Pack, worked on farms, served in Vye's, drove their van around the district, and was appointed Commissioner for Dover Rural Guides. Later she was awarded the honour of the Guide's coveted Thanks Badge. She joined the Ashley and Studdal W.I., of which she was Treasurer, Secretary and eventually President.

May's husband Frank died suddenly in 1957. She continued her many interests, and became Secretary of the Dover and District Music Club and became Secretary for the Trinity College of Music in Dover; she also organised the town's 'Meal on Wheels' service. In 1969 she married Eric Bradley, a retired dentist from Canterbury, with whom she and Frank had spent many camping holidays. They toured the Continent many times in their caravan. After a few years living in Kingston, near Canterbury they returned to The Gateway in Dover. Eric died in 1992 and May in March 1995, when Dover lost a well-known and public-spirited citizen.

Membership News

Many thanks to all members who paid their subscriptions promptly. Our numbers hover around 400 which seems to be a sticking-point as new recruits have balanced the retired. We produce an informative leaflet about the Society, its aims and the advantages of belonging. This is freely available to all, alternatively, the *Newsletter* can serve as a good means of introduction to potential members.

We have recently welcomed Mr K. Smith, Mr & Mrs T. Glyn Thomas, Lt. Cdr. J. & Mrs Waterman, Mrs A. Kirk, Mrs M. Cox, Mr & Mrs F. Martin, Mrs B. Johnson, Dr & Mrs R. J. Davis, Mr D. Man-Cheung, Captain and Mrs R. Levy, Mr S. Bannister, Mr & Mrs M. Jukes and Mrs J. Pain.

You may have noticed the new form of our application form on the last page of the *Newsletter*, which invites members to help the Society in various ways. If you can help in any of the areas mentioned please contact me or the Editor.

As the Society has now decided not to release our mailing list to any other society or enterprise, it will not be necessary to ask members to indicate their wishes on this matter and the last paragraph on the application form, dealing solely with Data Protection is therefore redundant and will henceforward be omitted.

SHEILA R. COPE,
Membership Secretary

Literary Reviews

FAIR SHARES FOR ALL *A Short History of the Dover Co-operative Society*

DOUGLAS WELBY AND JOE HARMAN

Dovorians doing their shopping in the Pioneer store in Charlton Green may never give any thought to the origins of the Co-operative Society in Dover.

Now this can be remedied by reading a new booklet on the subject by Douglas Welby and Joe Harman and I recommend you to do so. It is succinctly written and attractively presented and has some delightful illustrations of old Dover.

The booklet traces the development of the Society from its early years to the present day, with some fascinating snippets of information for the reader.

The local society was formed in River by Radford Evans who was a worker in River Paper Mill.* The first quarterly balance sheet, in 1880, showed a membership of 65 and gave the Share Capital as £83 with a sales turnover of £360. The first bulk purchases consisted of flour, sugar and a pig!

Within a few years the Society expanded rapidly with several branches and a central store in Biggin Street. The period after the 1914-18 war is described as its "Golden Age". A local newspaper in 1919 reported a staff outing from Dover in six Co-operabancs! The 170 participants enjoyed lunch in Tunbridge Wells and tea in the Co-op in Maidstone. In 1939 an advertisement in the *Dover Express* for the Co-op Drapery Department in Biggin St. offered "Black ARP cloth 50 inches wide at two shillings per yard for window black-out".

This booklet, at the attractive price of £2, is definitely one to buy for your collection of Dover books.

MERRIL LILLEY

* (The remains of the mill can be seen in the lower part of Minnis Lane, near the bridge.)

TRAMWAY ROUTES OF DOVER PAST and PRESENT

A Pictorial History

by GEORGE BLACKBURN

Profits to the Dover Transport Museum Society
Price: £9.95

We are coming up to the centenary of the Dover Corporation Tramways, and this book reminds us of how they served the town. I started as a conductor, straight from school, in 1929 and transferred to the buses at the end of 1936.

It was good to see that the book contained some new photographs, including two which I had loaned to Ray Warner; No 2 at River decked out for the Jubilee of 1935, and No. 3 at the Crosswall near the end of 1936.

The picture on page 47 is of particular interest to me as my father left the trams in 1908 to join the Police Force when they needed extra man-power to cover the introduction of the point duty cover at the Worthington Street junction. It is now established that the trailer cars were Nos. 8 and 10, but they were motorised in 1898. A poor photograph of the first day confuses No. 3 with No. 8.

I wish the publication well, and by the time you read this an old Dovorian will be showing it to friends in Queensland. I am sure Jack Horn would have been pleased to see the publication. I still have a dream of a modern tramway system leaving the Marine Station on railway track along the sea front to East Cliff to board a funicular to ascend to the Castle. We might even have a branch along the Prince of Wales Pier.

J. G. HARMAN

“O & M”: – in 1582?

The genesis of Cambridge Road and the Pent

The “ancestry” of Cambridge Road in Dover can well be said to stretch back to 1582. In that year what is now known as the Pent or Wellington Dock was a not very useful stretch of water, with mud banks restricting its use, bounded on its seaward side by a bank of shingle.

In 1582 Queen Elizabeth I appointed a commission to improve the harbour, paying particular attention to the area now the Pent or Wellington Dock, and prominent in the eleven-man commission were Sir Thomas Scott, Sir James Hales, Richard Barry (Lieutenant of Dover Castle) and Sir(?) Thomas Digges.

The last named, an engineer of experience and with a flair for originality, devised a number of plans and eventually it was decided to enclose this stretch of water, which had a minimum depth of twelve feet at H.W. Springs, with walls and a sluice gate to impound the water and receive the flow from the Dour. This head of water was to be used to flush out the harbour entrance and keep it navigable at all times. Up to this time there had often been less than four feet of water over the bar at the harbour entrance.

The plan adopted was for the building of a wall from (using modern place names) a point midway between the Rifles’ Monument and the SW end of the Gateway to a point approximately where now is the small roundabout at the SW end of the Esplanade. The enterprise was to be completed by the building of another wall, from the end of the Long Wall (as it came to be known) at a right-angle across the water to the shore line under the cliff. This shorter wall is now known as Union Quay but it has had various names, including the interesting ‘Snargate-Street-over-the-Water’ and, for obvious reasons, the ‘Crosswall’, a name now in use for the wall enclosing the Granville Dock.

The building of the two walls was a triumph of what is today referred to as Organisation and Method – the “O & M” in the title of this piece – or alternatively as ‘critical path analysis’, a process well-known to modern civil engineers. The work started on 15th May 1583 and the two walls met and had been “brought above high water mark” by 27th June of the same year, when Sir Thomas Scott, no doubt much fatigued by



CAMBRIDGE ROAD FROM TOP OF BURLINGTON HOUSE, 1974



MAP OF THOMAS DIGGES' PLAN FOR THE NEW WALLS

78 his dedication to the work, "fell sick upon the walls and was conveyed thence in a wagon to his house". In the six week following Sir Thomas's collapse the walls were raised a further two feet and by the middle of August, just three months from the start, "the great work was completed at the small cost of £2,700". Three years after the Pent wall was finished it was written that the walls and sluice were so perfect that "a full pent shrinketh not any whit betwixt tide and tide".

And so was laid the foundation for the area on which the Harbour Board's workshops

in Cambridge Road were built and for Cambridge Road itself and the graceful Waterloo Crescent.

The modern picture is of Cambridge Road from the top of Burlington House in Townwall Street in 19XX and the accompanying map, one of a series drawn by the author depicting the growth of the harbour, shows the Long and Cross Walls in their relationship with the mud- and sand-banks formed since the building of the earlier 'Henry VII's pier'.

© A. F. ADAMS, 1978
(dug up from the archive)

Letter to the Editor

229 Folkestone Road
Dover
28 April 1995

Dear Editor,

Yes, I did enjoy the Dover Chat Page. Please go on with it! I find the *Newsletter*, which is the only part of the Dover Society I have contact with now, very interesting, and well-worth the subscription.

I joined during the first year, when I came to the meetings regularly, but cannot do so now, for health reasons.

I am not a real Dovorian, but I have regarded the town as home for thirty-eight

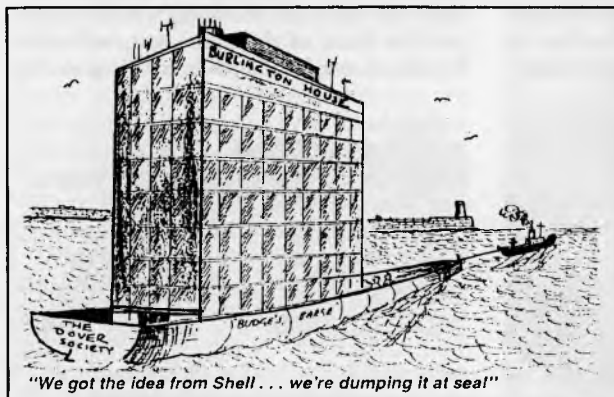
years – and my family grew up here. Sadly for me, they have settled in other areas, too far off for frequent visits.

May I suggest that you collect interesting facts or memories about the Amateur Dramatic Activities in the town? When we came here in 1957, we were thrilled by the amount and quality of the entertainment – in spite of the lack of a theatre. It certainly has dwindled since then but some of the "stars" of those days are still with us – and Ray Warner must have left some interesting records.

Thanks again for the *Newsletter*.

Yours sincerely,

EDNA M. LITTLEHALES



Did you spot this cartoon in the *Dover Express*?

To be given this recognition we must have achieved
FAME AT LAST!

EDITOR

The cartoon is printed by courtesy of the artist, George Pitts and the *Dover Express*

The **R**olls Statue **R**e-sited: MISSION ACCOMPLISHED

THE RE-DEDICATION

TERRY SUTTON & JACK WOOLFORD

(We are indebted to Vanessa Jupp of Dover Harbour Board for the use of the video she so skilfully produced.)

On Friday 2 June 1995, the re-dedication of the Memorial to Charles Stewart Rolls, attended by very many of our members, took place on the sea front. Jonathan Sloggett, Registrar and General Manager of Dover Harbour Board, began the proceedings by thanking Impact and the Rolls Royce Enthusiasts Club for their help.

L - R: Councillor P. T. Wilson, Chairman D. D.C., Gordon Bruce, -the world expert on the aviation exploits of the Hon. Charles Rolls, A. F. (Budge) Adams, Dover Society, Michael Evans, Chairman of the Rolls-Royce Heritage Trust, Air Commodore J. C. Atkinson, c.B.E., Director of the Air League and Jonathan Sloggett, Managing Director and Register of the Dover Harbour Board..



80 They had become aware a year or more ago through Budge Adams and the Dover Society of the need for removal of the statue to its original 1912 site on the Guilford Lawn. During War the statue had suffered bomb damage and was later moved further along the promenade but it was thought that the original site would be more appropriate. The Harbour Board was pleased to have taken part in the move.

The Reverend Graham Batten, Vicar of St. Mary's & Chaplain to the Port, dedicated the Memorial.

Mike Evans, Chairman of the Rolls Royce Heritage Trust, said that as a life-long employee of Rolls-Royce he was honoured by the invitation to unveil the statue. He paid tribute to the work of the Dover Society, the initiative and persistence of Budge Adams' campaign and the help of John Gerrard, Dover Harbour Board's Services General Manager, unfortunately unable to attend, and to Impact and the Dover District Council which made the site available. He also thanked the Rolls-Royce owners who had graced the occasion with their cars.

Charlie Rolls was a co-founder of the Rolls Royce Company which set up in business in 1902 with the aim of selling motor cars to fellow-members of the military and gentry. Cars at that time were foreign made, mostly from France and Belgium. Being patriotic, Rolls always wanted to sell cars which were best, yet British. That came about through the medium of Henry Edmond who introduced him to Henry Royce an engineer in Manchester.

On 4 May, 1904 a meeting took place there at the Midland Hotel, and on his way from London he told Mr Edmond he had a vision of a car with which he hoped his name would be associated in the same way that "Chubb's" were famous for safes and "Broadwoods" for pianos. Rolls and Royce met over lunch and a friendship rapidly developed despite the difference of age.

Royce had produced a prototype two-cylinder, two horse-power car. The meeting led to the production of a range of motor cars, with two, three, four and six cylinders, which were made in Manchester and sold exclusively by Rolls in Mayfair. They were called Rolls-Royce. Their success was immense and after some two years it was decided to consolidate the parentage of the cars by creating a Rolls-Royce Company which was formed on 15 March, 1906. The Memorandum of Association declared the intent to manufacture motor vehicles "on land sea and in the air". This was less than two years after Wilbur and Orville Wright in 1903 had proved that an aeroplane could fly. This was vision, if you like, and largely due to Charlie Rolls.

Already by the time Rolls-Royce Ltd was formed, the motoring press was claiming that the six-cylinder RR was the best motor vehicle in the world. The Silver Ghost completed a 16,000 mile run without problems and cost only £2 2s 7d (£2. 12p) to restore to its original condition. This car consolidated the reputation of RR as making the best car in the world, which it remained to this day (he said).

Charlie Rolls was born at 35 Hill St., Mayfair on 27 August, 1877, the youngest son of John Alan and Georgina Rolls, who later became Lord and Lady Llangattock. He was educated at Eton and Trinity College, Cambridge where, unlike many in

his era, he read "Mechanical Sciences", as engineering was then known. He was later employed by the London and North Western Railway at Crewe where RR engines are still produced. For a man of his breeding he was certainly something of a scientist as well as an engineer. He devoted all his life to new forms of transport. At Cambridge it was the push-bike, and he obtained a half-blue for cycling against Oxford University. He turned to motor cars from there and was the first car Cambridge undergraduate to own a car, in 1895. He was active in promoting the cause of the car, notably in the 1,000 mile trials of 1900, which sought to prove to chief constables and magistrates that the car was a suitable alternative to the horse. In continental road racing he also held the land speed record - though this was never confirmed as the land on which he drove was not flat enough to meet the rules. In 1906 he was the winner of the second Tourist Trophy race on the Isle of Man.

From motor cars it was only a step to ballooning. In 1898 he took his first flight and in 1901, with Frank Hedges Butler and his daughter Vera, became co-founder of the Aero Club, now the Royal Aero Club. Charlie Rolls quite deliberately set out to meet the Wright brothers in 1906. He went to New York at the very time that RR floated its shares on the market.

On 7 December, 1906 he met the Wright brothers but some time was to elapse before he made his first flight, in France on 8 October 1908, with Wilbur demonstrating their capabilities. The experience changed the rest of his life. From then on he was dedicated to aviation.

He learned to fly with gliders before owning his own powered machine, and was the second Briton to gain a pilot's licence, following Lord Brabazon of Tara. He made several significant flights in a Wright machine and his greatest achievement was on 2 June, 1910 when he made the first two-way non-stop English Channel flight, a flight of great significance, only a year after the Frenchman Louis Bleriot's pioneer Channel flight. These flights opened a number of eyes in Britain, including Lord Northcliffe's, whose "Daily Mail" declared "Britain is no longer an Island." Newspapers pointed out that the Royal Navy could no longer protect Britain's insularity.

The Statue in 1940: on its original site in Gullford Lawn.
Staff of the East Kent bus garage checking for bomb damage



The concept of the statue in Dover, and another at the family seat in Monmouth, was to commemorate the cross-Channel flight but sadly, five weeks later, he was killed on 12 July, 1910 in a flying accident at Bournemouth. As result this statue became a Memorial rather than a tribute. It was sculpted by Kathleen Scott, named on the plinth, whose husband Captain Peter Scott, R.N, had perished in the Antarctic, although unknown to her, just four weeks previously.

The loss of Charlie Rolls was a tragedy to his family, to Rolls-Royce, to his friends and to this nation of ours. He was a great schoolboy hero of a past era, yet his heroism and achievement remain today. The nation owed him a very great debt. He gave his time, money, study and, eventually, his life because he saw the danger of indifference and the folly of delay in the matter of the loss of our insularity and the danger to our Empire. He forced Britain to wake up to the danger of air power from a potential enemy, as was proved in two world wars.

Miss May Jones gives a lively spectator's view:-

At 10.40 am on Friday, June 2nd, the first arrivals of the Rolls Royce Enthusiasts' Club were gliding effortlessly eastwards along Marine Parade. Fifteen minutes later a convoy of more than twenty vintage Rolls-Royces appeared, in close formation behind their official police escort, from the opposite end of the sea front. From here they were marshalled, with due solemnity, on to the promenade facing the sea with their backs to the railings, which allowed the gathering crowd of Dovorians and visitors to admire their well kept exteriors and chat to their owners.

One of the Rolls-Royce vintage cars that helped to grace the occasion



Alan Clark, suitably attired in sheepskin jacket to withstand the rigours of the English summer, was driving his pre-WW1 open-top model, still capable of coping with mountainous terrain, as its Alpine Rally Geneva 1993 plate triumphantly announced. Towards the other end of the line was a beautiful 1960 Silver Cloud 2, gleaming from its fortnightly polish and allowed out in the rain only if its journey was unavoidable. All the assembled vehicles were beautifully kept and made a fitting "guard of honour" for the re-dedication of the Rolls statue on its granite plinth, surrounded by freshly-laid turf. In its new position, on the lawns in front of the Gateway flats at the western end, it is on almost exactly the same site as its original installation, on the Guildford lawn, in 1912.

Once the vehicles were in place the crowd awaited the arrival of the official party, composed of members from all the organisations which had contributed to the relocation of the statue: the Dover Harbour Board, the Dover District Council, Impact, Rolls Royce plc and, above all, the Dover Society, represented on this occasion by Jack Woolford, Leo Wright and Budge Adams, the instigator of the event.

When these had all taken their places, Jonathan Sloggett of Dover Harbour Board, introduced the Rev. Graham Batten, Vicar of St. Mary's who performed the re-dedication by reading from Ecclesiastes the passage, "Let us now praise famous men ... their bodies are buried in peace, but their name lives for evermore", and then offering a short prayer. Then Mr. Michael Evans, Chairman of the Rolls Royce Heritage Trust, officially unveiled the statue in its new position, before delivering a very interesting speech outlining the life of "Charlie" Rolls and the history of the foundation and the work of the Rolls Royce Company. At one point his speech was almost drowned by the roar of hovercraft engines (Rolls Royce, of course!) as the vessel crossed the harbour on its way into its berth behind the Prince of Wales Pier.

The figure of Rolls and its simple inscription, sculpted by Kathleen Scott, wife of

Another Rolls — of great interest to all who saw it.



the Antarctic explorer, now stands suitably located, facing the Channel, where all can see and appreciate it. The two hundred or so spectators present at the June 2nd ceremony were not only honouring the memory of its subject and indulging an interest in the vintage vehicles, but also rejoicing with Budge Adams. Without his drive and perseverance the re-siting of the statue would not have taken place.



Festival of Dover 1995

MEMORIES _____ SARAH PASCOE

*Arts Development Coordinator
Dover District Council*

The fourth Festival of Dover took place between 7th and 21st May, expressing the spirit of the 1940s under the theme 'Memories'. With the 50th Anniversary of VE Day acting as the focal point of the programme, a series of both celebratory and commemorative events was successfully staged throughout White Cliffs Country.

This year's annual celebration included heritage, music, dance, drama, crafts, exhibitions, walks and talks. From a 1940s Big Band Concert performed by the locally renowned 'Railway Swing Band' to jitterbug and jive dancing with 'Maddy's Jive School' and from a tour of the 'V' weapon sites to celebratory street parties, the festival offered something for everyone.

The festival was patriotically opened over the VE Anniversary weekend with a rousing performance of great swing sound classics by the 'Railway Swing Band', a local group from Deal under the baton of Dave White.

The weekend continued by remembering and honouring those who achieved peace and gave their lives during the war years. In recognition of this memorable occasion remembrance services, including wreath-laying ceremonies, were held in Dover, Deal and Sandwich.

This was followed by a Grand Reunion, aptly titled 'We'll Meet Again', held at Dover Town Hall and enjoyed by an audience of over 200. Peter Booth of the Dover Operatic and Dramatic Society, performed with his band and provided the entertainment for the evening which involved an enthusiastic sing-along with rather energetic 'flag-waving'. In conjunction with this special event, the beacon was lit at Dover Castle by the Dover branch of the Royal British Legion as part of their programme of local activities.

The themes recognised at national level to celebrate VE Day included 'international reconciliation and the

coming together of Europe', and 'youth, and the advantages gained by succeeding generations from victory'.

Dover welcomed and played host to young international visitors from the U.S.A: the Montebello High School Band who presented a tribute concert at this year's 'Teddy Bears' Reunion', and the Washington High School Steel Band who provided a crescendo of music in celebration of the 50th anniversary of VE Day.

Artistic talents were also displayed by local young people. Daytime musical concerts were presented by the students of Dover College. Their Jazz Band accompanied locally renowned jazz entertainer, Ian Shawcross, in a Festival of Jazz at the White Cliffs Experience, and Dai Fujikura, a budding concert pianist and composer, played a melody of musical pieces at a special lunch-time event held at the College. The exciting and creative world of dance brought the streets of Dover alive in a series of outdoor entertainment, provided by dance champions "Instep Youth Dance Company" and in addition, the young people of Folkestone Youth Centre.

The Festival programme this year was extensive, with more than 100 events being staged during the two weeks. This was only made possible through the generous support offered by local businesses and organisations, and the enthusiastic involvement of local events organisers and promoters. Overall the Festival attracted in excess of 10,000 people with a marked increase in attendances at events during the festival fortnight.

The continued support and encouragement given by the members of the Dover Society since the first Festival of Dover is fully recognised and appreciated by the Festival Committee, who look forward to the Society's continuous commitment.

The Festival of Dover continues to be a joint initiative between Kent County Council and Dover District Council. The members of

the Festival Committee were Gavin Wright 85 and Peter Ryan (K.C.C.), and Kim Norton, Donna Sowerby and Sarah Pascoe (D.D.C.).

Reviews

Commemorating VE Day eight of our members have contributed reviews of some of the events within the programme

The Railway Swing Band in Concert at Nye Hall on 7th May

The first concert of this year's Dover Festival was held at Nye Hall at the Duke of York's School on 7th May. It was a perfect summer evening for a concert in such a setting and in the interval the audience spilled out onto the lawns of the campus and enjoyed the cool air and the refreshments provided.

The choice of the Railway Swing Band was a popular one and most appropriate for the occasion, evoking memories of the war years and the swing era generally. Most of the band members are service trained musicians, coming from the RAF, Army and the Royal Marines School of Music, now all playing for local amateur bands. Some play for the The Broadstairs and St. Peter's band and some for the Betteshanger Brass Band. They perform regularly at the Deal Memorial Bandstand. The band is so named because the musicians rehearse in the back room of The Railway Public House, Walmer.

On this occasion the concert started with "In The Mood", followed by "Moonlight Serenade" and "Pennsylvania 65000". In each half of the concert was a section of four songs featuring the vocalist, Tony Martin, with popular renderings of songs such as "Fly Me To The Moon", "That Old Black Magic" and his last choice of "New York, New York," which brought down the house.

The concert proceeded through a wealth of old favourites to the Victory in Europe Finale, when the audience joined in singing with gusto "The White Cliffs of Dover" and "We'll Meet Again", accompanied by waving of Union Jacks. After each member of the band had taken his or her individual bow to enthusiastic applause, the audience demanded several encores before they finally allowed the band to bring the concert to an end.

MERRIL LILLEY

DODS "Mikado"

If I was asked to choose one adjective to describe the sixth DODS Mikado I would say that it was exuberant.

There is a lot to be said in general for amateur productions of Gilbert and Sullivan. Above all is preservation from the clever cleverness of some of today's despotic and self-indulgent

producers. There was a recent production in Canterbury (by the revived D'Oyley Carte company, of all people) where the new-look originality of the producer added nothing, in fact detracted, from the fun inherent in the work.

The DODS productions begin as a group of people who are enjoying themselves and this production radiated enjoyment. The acting of all the principals was contemporary in that it made the comedy of 1885 relevant to us.

There was high comedy acting in the scene with Yum-Yum and Nanki-Poo and again in the trio, Ko-Ko, Pooh-Bah and Pish-Tush. Nor did they miss the opportunities presented by the end of copyright to make sure that the topical political satire hit home, in Ko-Ko's little list, the Mikado's and Pooh-Ba's lines and elsewhere. There was high spectacle in the entries of Ko-Ko, the ladies chorus and the Mikado and, of course, both finales.

DODS have ingenious ways of making the maximum use of what is in fact a small concert stage and a few hoists: a back-cloth drop, numerous amusing and sometimes beautiful

screens, ingenious, interesting or decorative props, lighting, fans, parasols, and benches to vary the heights in grouping. DODS are a Dover success. Over a hundred people were actively engaged in this production and they deserve a modern theatre stage with an orchestra pit. If a theatre is too ambitious a dream for Dover, then a multi-purpose hall with a good stage is needed. The Nye Hall at the Dukies is excellent, but we need a hall not further from the Town centre than, say, the now derelict Russell Street area. A subject for Lottery funding?

E.L.W.

Heritage Open Day

As a small contribution to the Festival the Society offered a repeat of our guided tour of Dover's mediaeval heritage, including the historic areas of Dover College not normally open to the public, the Maison Dieu and St. Edmund's Chapel. Our members have already had two opportunities in the past to join this walk. It was therefore gratifying to welcome a dozen members and their guests, a pleasant number to address.

The Kent Archaeological Society was meeting at Dover College that morning and they were invited to join the guided walk in the

afternoon and some sixty of them did so. Happily our local-historian member, Joe Harman, and Vice-President, Philomena Kennedy, were able and willing to act as extra guides and the archaeologists were well pleased with their tour.

Only absent was the Dover public. For next year's Festival, when we propose to offer an organ recital by Terence Vardon, we must look to the publicity and booking arrangements, as a sample of his recital on a recent visit indicates that this will be an occasion not to be missed.

E.L.W.

Dover College Summer Concert

FRIDAY 26TH MAY 1995

I missed the Festival Concert at Dover College but attended the Summer Concert and there was some overlap between the two programmes. A good concert is more than good music well played. The programme must be well shaped and well presented and organised in an appropriate building. With its banked stage, the Menzies Hall, formerly the Wesleyan Chapel, with its clear acoustic quality and

uncluttered sight lines is appropriate indeed. The only thing wrong was the absence, in the programme notes, of the name of the organiser and conductor, Rod Spencer.

Part I was orchestral, with almost enough brass and wind for two symphony orchestras but insufficient strings for one, making the achievement of balance difficult. Intonation was not quite perfect but the gusto for The

Dam Busters' March (Eric Coates) was suitably explosive and Purcell's "March and Canzons" from the Funeral Music of Queen Mary, movingly proclaimed by the brass section. Gordon Jacob's arrangement of three Vaughan Williams folk songs was characteristically both vigorous and witty as well as folksy. (Jacob used to orchestrate for ITMA during the war). Rod Spencer conducted with persuasive body language and a vigorous baton.

In between the orchestral pieces were two instrumental solos. The second one was conventional, Faure's "Morceau de Concours" for flute, beautifully played by Charlotte Harvey. The first was challengingly unconventional, a "Sonata for Trombone and Piano", with the talented student composer, Dai Fujikura on the piano and fellow student Stefan Rothschenk on trombone. To say, as

the programme did, that "each instrument plays an equal part and the virtuosity of each is exploited to the full", is almost an understatement. Piano virtuosity does not take us by surprise, but what can be done by a virtuoso trombonist is positively amazing. The work is, I think, more a rondo than a sonata in classical terms, with long cadenzas for both instruments as well as brief bouts of collaboration and longer bouts of combat. To say that it was breath-taking is also an understatement.

The second part of the concert was choral. The male voice choir, the "Clippers", directed from the piano by Rod Spencer, had no apparent difficulty in making Beethoven's "Prisoner's Chorus" from Fidelio as moving as it ought to be. Elgar's "From the Bavarian Alps" was sung by the full choir. The six songs were exquisitely phrased and moulded, witness the repeated storms of applause for choir and conductor.

JACK WOOLFORD

Bustles to Shell Suits

DOVER JUNIOR LIBRARY, 16 MAY

How many ladies of a certain age realise that the opaque tights and leggings that they wear now are a reflection of their youthful mini-skirted days? Fashion cycles tend to return to happier times, but older legs cannot withstand scrutiny and must needs be covered. This was one of the insights passed on to those who attended a fascinating illustrated lecture given by Judith Doze, internationally-recognised fabric conservator and member of the Kent Costume Trust.

Fashion was once the preserve of the very rich. Sleeves and skirts were deliberately designed to restrict movement, proving that the wearer had no need to work. The advent of cotton contributed not only to a manufacturing industry which altered social structures but also to the availability of a cheap, practical fabric.

Wars were the other great catalyst. We were shown the post-1918 navy suit, ubiquitous at the time, but so "worn to death" that actual examples are now rare. This had a military-style jacket decorated by frogging surrounding the buttons and a flared above-ankle-length skirt. In the '30s fashion was influenced by art-deco, one of the few styles unique to its time, and the Chanel suit, the straight skirt and jacket still virtually unchanged over 60 years.

The Second World War, with its emphasis on utility and economy of fabric, was followed by inevitable reaction—the "New Look", considered outrageous at the time.

Then Judith's audience responded to "Memories", the Festival theme. Nylon was available and used for stockings and stiff petticoats to support fuller skirts. Among other horrors I remembered my own plain

88 pink nylon swimming costume which became transparent when wet.

In the '60s youth had money to spend and as a result fashion changed so rapidly that clothes became disposable. Original model mini-dresses, hippy wear, flower power garments and collarless Beatle jackets are already hard to find.

Discernible trends recently have been the ethnic look and, contrasting with it, power

dressing, epitomised by wide padded shoulders. Now development of Lycra, fabric rather than yarn, and other easy-care materials had led to the adoption of sportswear for every day use, together with a relaxed attitude to fashion. Even skirt lengths are optional at present. We owe a debt to the designer of the first fashion anorak who stuffed it with his own eiderdown.

SHEILA R. COPE

Cyrano de Bergerac

THURSDAY 11th MAY

THE EUROPEAN THEATRE presented "Cyrano de Bergerac" in French at the Nye Hall as part of their 1995 National Tour before an audience which was totally captivated by a most dramatic and highly polished performance. It was an inspired choice, brilliantly produced, with some very fine acting. Fantastic value!! Whether or not your French was up to it, (and everyone had a copy of the script in French) the plot was easy to follow and most moving - an unforgettable evening!

JOHN POTTER

THE LAST ALL CLEAR

FRIDAY 12th MAY

TEMPLEWELL PLAYERS were invited by Dover District Council to stage a show for the Dover Festival. A large audience filled the new impressive Nye Hall, at the Duke of York's Royal Military School, which is a tribute to the talent and enthusiasm of the players. The show was devised and produced by Catherine Napier, assisted by Paul Booth. Keith Tuthill gave an accomplished performance on piano supporting the nostalgic wartime songs and sketches. A brilliant trumpet solo by Veronica Tuthill crowned an enjoyable and entertaining evening.

MIKE McFARNELL

VISIT of H.M.S. *BRAVE*

13 - 14 MAY 1995

HMS *Brave*, a Type 22 Frigate, affiliated to Dover, made a three day visit here during Festival fortnight and was open to the public for two days on the Saturday and Sunday, 13th and 14th May.

HMS *Brave* is one of the newest ships to join the fleet and exhibited the latest "state of the art" technology. She carries a crew of 250, of which 25 are women. Every member of the ship's company has a vital job, for the ship has

to be self-supporting and carries specialists in each field to operate, repair and maintain the complex equipment and to feed and pay the ship's company over extended periods. As the visitors observed, living conditions on board are good. The crew on duty were happy to talk about their work, their careers and their life on board and the ship attracted large crowds during the two day event.

BRUCE. LILLEY

Mayfest - 1

The second series of concerts, entitled Mayfest, was presented at St. Mary's Church, Dover. Consisting of seven concerts, Mayfest was sponsored by various local groups and including the Dover Society, Arjo Wiggins, George Hammond and Mr. and Mrs. Jonathan Sloggett.

The idea came from the church organist, Graham Cory. Many musicians were featured and they donated their time and talents.

Collections were made to raise funds for the training and encouragement of young musicians. For its donation, the Dover Society used the reserves in our Music and Arts fund. It was well worth it. Once again it was a pity the

feast was not better publicised so that more could have enjoyed the concerts.

I attended the final concert, an organ and trumpet recital which filled the ancient church with music from the sixteenth century to the twentieth, the latter represented by Oliver Messiaen's composition, *Banquette Céleste* - described as an experience in sound!

The masterpiece, however, was Handel's *Suite in D Major for trumpet and organ*, featuring Graham Cory on organ and Royal Marine senior NCO, Jon Yates on trumpet. Together they made the rafters shake.

TERRY SUTTON

Mayfest - 2

ONE EVENING IN MAY TO REMEMBER

CONCERT IN St. MARY'S CHURCH, 9 MAY

The concert on 9 May was delayed for half an hour and, at 7pm, in that lull between end of day business and dusk, we filled time by strolling, like tourists on a fine evening, around the adjoining streets. Empty shops, interspersed with others showing imaginative window displays; a few homeless people leaning against walls, a few visitors scanning menus; Impact's improvements almost complete and scarcely any litter or graffiti.

When we returned to St. Mary's Church, the front of the nave quietly filled with a number of young people bearing instruments. They were The Canterbury Camerata, a group formed last year, from students and staff at Christ Church College, by their director Grenville Hancox.

The excellent acoustics in the church were revealed by the bitter-sweet dissonance of Kurt Weil's Little Threepenny opera. Had Mack the

Knife been heard there before? Above all their contrasts in pace and exact precision displayed the skill and high quality of the musicians. Mozart's "Gran Partita" Serenade in B Flat was composed for twelve wind instruments and an optional double bass. What a novelty compared to a customary string quartet.

Yet the best came last. George Gershwin's *Rhapsody in Blue* is familiar to most people as the first piece to integrate jazz idiom into classical style - a piano concerto in one movement. The Camarata played the work with its original scoring, with wow-wow reeds in the saxophones together with strings and percussion of a traditional orchestra. The tight syncopated rhythms, the discords resolving into melody and especially the fluency of the pianist, David Pickup, held me spellbound. "Wonderful, really wonderful," said a member of the audience; and she was right.

90 How many people heard this inspiring concert? There were about 30, including several Dover Society members. The Society had sponsored a concert. We balanced the number in the orchestra who had filled a coach and freely given their time. Graham Cory, Director of Music at St. Mary's, together with the Vicar and Church wardens have shown vision and courage, combined with sheer hard work, in preparing this Mayfest Perhaps next year, if they so desire, the events could be advertised alongside the Festival of Dover.

The evening characterised Dover; a stroll around the part-rejuvenated area looking

mainly good in spite of recession, and then the stimulating concert (which we nearly missed through lack of publicity), attended by a delighted yet sparse audience.

Please may we hasten the provision of well-sited poster boards to advertise all the good and varied social events, including fêtes and dances, which take place in this town? Then let us support the organisers. Above all, may we recognise the restorations that are being made to our town and talk about them with optimism.

SHEILA R. COPE

V.E.-Day Celebrations

More than sixty events were held in the Dover district to celebrate the fiftieth anniversary of Victory in Europe. They ranged from services of thanksgiving to street parties, from reunions to "trips down memory lane" nights out. Terry Sutton describes a few of them.

The Sir John Falstaff V.E. Night

Scores of veterans who served in Dover during the 1939-1945 war packed into the Sir John Falstaff for a reunion where the landlord had offered the first drink free!

Bar staff were dressed as munition workers in 1940s style and the pub was decorated with flags. They sang old wartime favourites and, when things really got going, began dancing in the street. Those were the days.

Evacuees take the train to Dover

More than 40 wartime evacuees caught a special train from Deal to Dover to remember the years when they were sent off to the valleys of Wales as enemy troops occupied Calais, just 21 miles away.

The group, now all pensioners, sang wartime songs on the train and on Dover Priory station platform, led by the Temple Ewell Players in wartime dress. More than 3000 children from Dover and Deal went away by train in June 1940. Some reached call-up age and went off to fight. Others returned home and there were

far fewer when the evacuation scheme ended in December 1944.

District Council vice chairman, Bob Tant, welcomed the "evacuees", some of whom had travelled hundreds of miles. Thanks were expressed to the council for organising the event and also thanks to the foster parents in Wales who took the evacuees into their homes more than 50 years ago.

Walks

Several walks in the town and on the cliffs around Dover were organised to link with the V.E. Day celebrations. One walk on the Western Heights, led by Melanie Wrigley from the White Cliffs Countryside Project, stood in silence for two minutes overlooking the town during the official silence on V.E. Day. Another walk around the port area, entitled "How we celebrated peace", was led by vice president Terry Sutton, and was based on his earlier lecture tours, detailing incidents of the bombing and shelling experienced by Dovorians during the war years.

The Norwegian Connection — Part II ⁹¹

16 – 14 June 1995

BUDGE ADAMS

The gods were kind, all arrangements slotted neatly into place and at 16.30 Norwegian time on Tuesday 6 June we landed – my daughter Linda was with me – at Oslo (Fornebu). My dream had come true and we were in Norway to present the certificates of Life Membership of the Dover Society to the survivors of the 52nd (Norwegian) M.L. Flotilla who were here in Dover during the 1939-45 war.

A meticulous action plan had to be aborted because a little earlier the gods had been *un*-kind and had flooded the area north-east and south-east of Oslo, including Skarnes where we originally intended to stay for the first three days, to a depth of almost a metre. The floods were caused by high temperature, heavy rain and an unusually fast snow-melt. Many cited global warming as the culprit. Dried mud on walls, hedges and trees confirmed the height of the flooding.

The re-vamped plan meant we stayed one night in Oslo instead of three in Skarnes and we took the train next morning for Bergen, the furthest reach of our journey, where it had always been intended the certificates would be presented. What an experience! – 305 miles over the “roof” of southern Norway in eight and a half hours. The track is infinitely tortuous, following the shorelines of lakes and the floors of deep valleys and sometimes it runs on ledges carved out of the usually steeply-sloping sides of these rocky valleys whose six- to seven-hundred metre walls rise to well above the tree-line. Of course I couldn’t count them but there are said to be 300 bridges, 200 tunnels and 17 miles of ‘snow sheds’ and when I spoke of the ‘difficult’ conditions under which the railway had to operate the reply, given with a dismissive shrug of the shoulders and a disarming smile, was “Well, we don’t have the wrong kind of snow, as you do in England, we just have snow!” Such is the fame of British railways!

If you multiply all space measurements of a good British Rail coach by 1.5 you will have a fair representation of the dimensions of a good Norwegian rail coach – so spacious, in fact, that I would think, though I did not check, there are no more seats than in the British kind. (There are, of course, some poor out-of-date coaches, just as there are in England.) Once the downhill ride from Voss to Bergen is begun the movement is so unbelievably smooth and quiet that all thought of being on a train disappears. But what wonderful platelayers! Almost at the first sign of Bergen the train dives into a tunnel and some miles later debouches from utter darkness straight into the stasjon.

A happy deputation of three, Karsten Moldjord and Henrietta, his lady and Arthur Johnsen (quite a wag!) met us – they both live in the western outskirts of Bergen – and we were very efficiently transferred (almost as if rehearsed – but I know it was not), with all our luggage, into two waiting cars. Here was proof of my conviction that we would be among friends. No introduction was necessary, we knew each other – hand shaking, hugging, embracing, cheek pressing and moist eyes said it all. It was the same in Oslo when “Scottie” met us on landing but here the welcome was multiplied by three. We drove off to Lille Briggen, an hotel/hostel/club for serving and time-expired naval personnel and their families. Supported and run by the Norwegian Navy in a manner that only a navy so similar in outlook to our own could accomplish, it was unalloyed joy to be in its care. Amongst his other duties in the naval establishment nearby, Briggen is under the control of contradmiral* Reino Taus and to my amazement I later discovered that he was monitoring all our coming and goings and through his staff ensured that, without stint, all doors were open and all facilities available to us. I felt I was on cloud nine!

* Equivalent to Rear Admiral. R.N.

92 Lille Briggen is less than two years old and is superbly equipped. There are 217 single rooms each of about 16m² with a further 12m² of bathroom and storage space. All superbly furnished with equipment obviously designed to fit and of no little artistic merit. There is a desk in each room and a superb television unit for those who hanker after such things. (I do not). There are twelve sumptuously furnished – and much larger – double rooms, eight ditto VIP single rooms and four even more sumptuous VIP Suites. What luxury! The type and scale of the accommodation reflects the high regard in which the Norwegian navy holds its serving and time-expired personnel. (I do not imply that the same is not the case in the R.N.).

Food: impossible to describe, but it can be said that little of it (in Bergen, at least, where the sea provides much) would have its counterpart on an English table. Even the soft drinks were different: I did see advertisements for Coco-Cola but I saw none bought or sold or consumed. Beers are rather thin and relatively expensive and spirits are generally unobtainable. Wines with a low alcohol content are sold at reasonable prices in state operated shops, but for good wines and spirits one must, and many do, go to Sweden. Fortunately Sweden is only twenty minutes away by car from Skarnes, our base for the last few days. (Interpret that as you may – you will probably not be far wrong!)

Back to Bergen: day three, Thursday. Collected by Karsten and Henrietta we walked around the centre of the city and were truly fascinated. I think there must be more water than dry land. Almost wherever one turns there are ships; huge ferries and nifty smaller ones, sailing craft and pleasure boats, very efficient looking cargo ships and the inevitable smallish motor boats with just one man aboard, that one sees in ports world wide busily scuttling to and fro. And magnificent old houses and waterside warehouses, reminding one that Bergen was one of the more important of the Hanseatic ports. Though Oslo, a not particularly attractive place, is the capital city, my friends tell me that the heart of Norway, if not in the mountains and the snow and the Alpine meadows, lies in Bergen. And I can quite believe it. Oslo is cosmopoli-

tan but Bergen is demonstrably Norwegian.

There was little sun that day, the very day it was decreed we should, by means of a funicular, go to the top of one of the many hills that Bergen is built around, on, in, under or beside. So the promised photography, of the lakes, the fiords, the North Sea in the distance, the wharves and warehouses, the intricate but very efficient road system laid out as on a map below, eluded us.

But we bought some very nice postcards. Odd that there appeared to be more little orientals on the hilltop than Europeans.



BERGEN

Antique (for want of a better word) shops were numerous in the streets close to the funicular. No pieces of "tarted-up" old furniture, but artefacts in daily use in houses, on farms, on boats and ships, in warehouses and stores a hundred or more years ago. Trugs and measures, balances, joiner's tools, braces entirely wooden with a wedge to hold the bit in place, wooden shovels and hay forks, early navigating instruments and very ancient and primitive sewing machines, German probably. Shuttles, spinning wheels and tiny ancient looms. Think of almost anything and early examples would be there. Fascinating is not a strong enough word, I was mesmerized.

As we moved on and I came back to earth we realised that it was now 1540 and that at the Briggen mealtimes are radically different from ours. For five days of the week breakfast is from 0645 - 0800, lunch is from 1100 - 1230 and dinner from 1615 - 1715. On Saturdays and Sundays there is no breakfast

but brunch from 0900 - 1200 and dinner as on other days. So, swiftly into the car and back to Briggen just in time.

At about 1800 there was a television showing, possibly a repeat, on a screen at least 2m² and projected by their own "hook-up", of the football match which Norway won against Germany. There is evidence that the Norwegians do not forget the war and there were cries of encouragement and enthusiasm throughout the game and exaltation at the result. There was much playing and singing of the song that won the Eurovision song contest and the sailors and the guests were beside themselves with happiness. All this was good to see and listen to and I was entranced. Half a litre of beer was all I could manage (though some easily coped with much more) and I went happily off to bed, worn out by the day's exertions.

The next day Henrietta stayed at home and our two companions for the day were Karsten Moldjord and the risible Arthur Johnsen. We laughed our way through everything - whether wandering around in the big general market, gazing in wonder at the weird (and normal) varieties of fish on sale, sipping a coffee whilst sitting in shirt-sleeve order in the warm sun outside a coffee shop conveniently on the Zacharias Bryggen. Here, later, we embarked for a long cruise around the enormous harbour in an ex-German "sightseers' boat" called, inexplicably, "The White Lady". There was hardly a moment when a quip did not fall from Arthur Johnsen's lips, whilst we were, in fact, happily engaged in "doing damn all in a long time." (one of my family's more pointed expressions).

I was most interested to see the modern, and somewhat controversial monument (both in design and content), erected only a few weeks earlier and commemorating the skippers and crews of the little boats that maintained the "Shetland Bus" run between those islands and Bergen throughout the last war. There were forty-three skippers so engaged and it is a bone of contention that only one is portrayed or mentioned. The plinth itself is a slim column four or five metres high and it is surmounted by a figure in oilskins at the wheel of his boat, cast in bronze. The plinth is of local stone with all the appearance

of very highly polished dark granite. (Maybe it is granite; I am not sure - it was of a very deep "chocolate" colour.)

This day was Friday and nearing the middle of the afternoon and we had to be back at Lille Briggen to welcome the remainder of the "presentation party" who would be arriving at intervals from 1600 onwards. On the way we diverted to Arthur Johnsen's home at Ytre Laksevåg and spent a happy hour in the sunshine on his verandah, drinking cups of excellent tea that had none of the weird, but usual, continental lack of flavour. But then to Briggen. Our friends came by train, by air, by boat, by bus, by car and all had arrived by 1700 except Finn-Christian who would come up from Oslo on



IN THE LOUNGE, the evening before the Presentation

the night train and would be with us at 0700 next day. A late meal was provided for us all and the evening was spent in happy recollection and in making ourselves known to the wives, sons and daughters (and an especially lovely granddaughter - I regretted my age!) who were there for the occasion. There was music and the sailors were still happy in the aura of the win over Germany. But none so happy as we all were in the newly found friendship that seemed to wrap itself so cosily around us. And so, eventually, to bed, with thoughts of the big day the morrow would bring.

Finn-Christian arrived punctually at 0730 but with the sad news that Odd Fossum was unwell and unable to make the journey from Trondheim. We were sorry to be without him but we proceeded with the pre-arranged plan.

94 An hour and a half soon passed by and by 0900 we were ready for a leisurely brunch which occupied us for almost two hours.

By then it was time to check on the final arrangements for the presentation and my daughter cast her beady eye over the disposition of the chairs and table in the large room at our disposal. She decided it was too formal and with the help of two of the staff who she dragooned into giving a hand, immediately set about a complete re-arrangement. We took our seats/places and within seconds of the appointed time contradmiral Reino Taus came smilingly through the door. I had seen him before but was then formally introduced



ALL TOGETHER FOR BREAKFAST/BRUNCH ON THE DAY OF THE THE PRESENTATION

and had a longish conversation with him, principally on the conception and fulfilment of the idea behind the "ceremony" – a term by this time used by all concerned.

The Admiral then suggested we should begin – and we did. I first described the thought processes that led up to the idea and as I went on I realised that to all the recipients of the certificates and their relatives this was a highly sentimental occasion. There were tears in some eyes and I have to admit that mine were rather more than moist. To the Norwegian sailors amongst the party, and to a very great extent to their relatives as well there was a close bond with this Englishman who had come to Norway as a representative of the town where many Norwegians spent three years of the war, and where they were not treated as "foreigners". (It is only fair to

say that the Norwegians have an equal love and affection for the Shetlands, and for the same reasons.) That bond was brought about by the fact that both of their nations stood together, with one common purpose, throughout the war. They believed that as both nations suffered adversity in common measure and lost friends and comrades in the same way, and for the same reasons *knew* that the two counties were tied together by bonds of friendship that would never be broken. Their demonstration of love and affection for this country embarrassed me not a little, but I felt – I knew – it was genuine.

So that the order of presentation (barring one particular case) should not be pre-ordained I asked for them to be laid on the table face down and I then made a pile at random, turned them over and presented them in the order in which they came to hand. There was a Dover Society badge for each and every one and I had the happy privilege of fixing the badge to each individual's lapel. One badge I took with me was of the brooch type and this was for Mrs Edith Sjøstrand who was widowed a few weeks before and who received her late husband's certificate. Edith is a Scot and retains much of her Scottish accent and hers is the only one of the marriages with English girls, within this particular naval group, that has stood the test of time. She was a delight to sit beside and talk to.

I am happy to record the names of those who are now my friends and to whom the presentations were made:

Odd Fossum of Trondheim (in his absence collected by Finn-Christian), Per Louis Rønnes of Vestnes, Karl O. Bergsvik of Austrheim, Ragnvald Haugen of Byrknesøy (who, sadly, died on 10th July), Mrs Olav Sjøstrand (Edith) of Manger, Arthur Johnsen of Ytre Laksevåg, Karsten O. Moldjord of Varåsgrenda and purposely last of all, Finn-Christian Mosgaard Stumoen of Skarnes who, aided and abetted by his wife "Scottie", was my co-conspirator in making all the arrangements.

Leaving Finn-Christian to last gave me the opportunity I needed to say "Thank you" for the splendid hospitality shown to my daughter and to me and for the sense of

'occasion' that permeated all that had happened since we arrived in Norway: and to say that without Finn-Christian's enthusiastic help I doubt if the whole project would ever have come to such a delightful conclusion. I also included contradmiral Reino Taus in my grateful thanks - his interest did much to set the tone of the whole proceedings. The remainder of the day was taken up by a final 'get-together' in the lounge. Some drinking, much photography, even more reminiscing, sitting close together and feeling the warmth of the war-time comradeship that had overflowed into 1995. All, except two, would have a longish journey on the morrow and all needed some rest. So we retired to our beds, knowing that we would have the opportunity to say our farewells during a final early breakfast.

By 1000 on the Sunday morning all were gone, except Per Louis Rønes and his wife Sigrid who decided to spend another day in Bergen, and Finn-Christian, my daughter and me, who would have to scramble to catch the 1040 train to Oslo!

The return journey was more interesting than the outward trip. This time we had a guide with us who knew all the interesting places and things to point out to us, and there were many. The day was warm and sunny and we drank a dozen or more of quite delightful fruit drinks (a cold beer, however, would

have gone down very well!). As we neared Oslo, where the ever solicitous "Scottie" was waiting for us, the skies darkened and as we left the station rain like thin steel rods came bucketing down. I was quickly bundled into the car, but in loading the luggage and attending to the return of the wheel chair that I needed to cover the distance, the others were soon soaking wet. I seemed to be the only one concerned, the others just brushed it off. We all had a shower and a change of clothes on arrival at Stumoen gård and the very house seemed to welcome us. We spent three happy days there before coming home and in that time Anders Petterøe came up from Frederikstad to see us and to discuss his forthcoming book and we had dinner one evening with the British Naval Attache, George Pearson and his wife Kay, who, I feel sure, were curious to see this 'ancient Briton' who had come to Norway on an unusual errand. They were both soon satisfied and we became good friends and I think that, mutually, we enjoyed each others company - Fay and I had a common interest in sophisticated computers and between us there was much 'nattering' about their operation and their peccadilloes. The time spent at Skarnes had all the flavour of a holiday in a delightful and very interesting country. I learnt a very few words of Norwegian, but at least I could say 'tak, tak' for all that had been done for us.

Two commercial photographs: Posed in the FISHMARKET and SKARNES from the air

The white dots roughly mark out Stumoen gård at Skarnes





L-R: Budge Adams, Anders Petterøe, Jennifer Gerrard, Robert Adams, Finn-Christian Stumoen, Leo Wright, Sheila Cope, Margery Wright, "Scottie" Stumoen, John Gerrard, Jack Woolford.

Norwegian Friends here again — E.L.W.

On Midsummer's Day, 21 June (St. John's Day – "Hans" in Norway, where they make big celebrations, because summer is so short) there was an exceptionally warm-hearted and celebratory small gathering at the Royal Cinque Ports Yacht Club.

It was the second sequel to Budge Adams' suggestios (Dec. 1994 Newsletter) that in 1995, as part of remembering 50 years ago, the Dover Society should in some way mark the friendliness and generosity of the Norwegians who served with the M.L.s here from 1942 to 1945.

The first sequel was when Budge took eight certificates of Honorary Life Membership of the Society (beautifully printed and framed) and presented them, with Society badges, in Bergen, to Odd Fossum, Per Louis Rønes, Karl O. Bergsvik, Ragnvald Haugen, Mrs Edith Sjøstrand¹, Arthur Johnsen, Karsten O. Moldjord and Finn-Christian Stumoen² on Saturday, 10 June (as near as possible to the 8th, the day of cessation of hostilities of World War II).

It was with the greatest pleasure that we learnt that Finn-Chr. Stumoen and his wife "Scottie" and Anders Petterøe (an historian writing the story of the 52nd [Norwegian] Flotilla) would be coming to Dover for "Hans". Budge and our Chairman and five Committee members entertained them to lunch at the R.C.P.Y. Club. It was a real summer's day, the harbour was looking its

best and our guests were fascinated by the sight of the Coastguard Station, the Harbour Board control station on the Eastern Arm, and the shipping lanes in the Channel. Modern progress.

Finn-Christian made a short speech of greeting, thanks and happy memories in English, such as extremely few Englishmen could make in any language other than their own.

By great good luck it was the day of the Dover District Council Garden Party in Kearsney Abbey and through the good offices of Councillor "Bill" Newman – a member of the Society – an invitation quickly materialised, so that was the next port of call. It was most fitting that our Mayor and Councillors, while remembering the wartime service of our guests should also again express our gratitude for the Christmas Trees which have brightened our last six Christmases, brought to Dover and presented by Finn-Christian Stumoen. This visit was a real European occasion: hands across the sea.

¹ Olav Sjøstrand died a little while ago and his certificate was presented to his Scottish born widow, Edith.

Ragnvald Haugen died on 10 July 1995.

² All, except the last named, live and have always lived, on the heavily indented coastline between Bergen and Trondheim. Until quite recently all journeys along the coastline were, of necessity, made by boat.

Working with Schools:

Reported by LINDA WADE

an IMPACT project

It always seems a good idea to encourage Dover's future citizens to be more observant, and in the process to think about how their town works, and the value of a flourishing town centre.

As one of several projects involving schools, IMPACT organised a schools project in the Spring, initially to encourage the children to take part in a competition where they had to identify architectural detail above shops in the main shopping street. This got them looking upwards. They then had to switch their attention to the shop fronts themselves, and with the aid of local architects visiting schools, organised by SE Region RIBA, the students' interest was stimulated into producing designs, scale drawings and 3D models of their "ideal shopfront".

Eight schools took part enthusiastically in the competition and their pupils themselves, some only six years old, presented their work to three judges: Julian Owen, Project

Manager, IMPACT; Watty Howard, Kent County Councillor and Vice-Chairman of the IMPACT Joint Committee and Steve Skinner, the Chairman of the Royal Institute of British Architects' Canterbury branch.

Certificates and cheques totalling £400 were presented to the three winning schools: the money to be used by the schools on similar future projects.

We were delighted that this competition gave the children the opportunity to really look at and think about the buildings they see every day. By encouraging creative and positive thinking about the built environment now we are laying the foundations of good building design in the future.

If you would like to try your skills and local knowledge by spotting the architectural details, the competition poster put together for the schools and reproduced overleaf is here for your use. See if you can identify the shops over which the detail appears.

The Newsletter is happy to take up the suggestion made by Linda Wade in the last paragraph of her report above and accordingly has set up

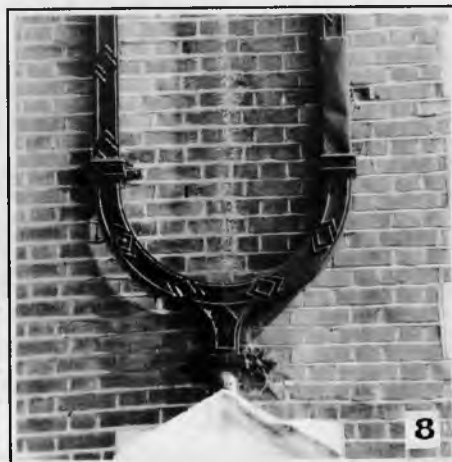
A MONSTER (!)

FUN COMPETITION FOR MEMBERS

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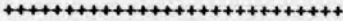
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THIS AND THAT

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— DOVER CHAT

Many people told me that they liked the idea of this chat page and some sent contributions, both oral and written.

Edna Littlehales wrote shortly after receiving her Newsletter and her letter, printed in full on page 78, highlights several interesting questions for discussion. For instance, how many of our members, I wonder, like Mrs. Littlehales, are not "real" Dovorians but regard the town as home? And how many members, like Mrs. Littlehales, are unable to attend meetings due to health reasons and depend on the Newsletter to keep in touch with events? And how many members have views on the amount and quality of entertainment in Dover, past and present? Why not give us your views?

Talking of members who are unable to attend meetings reminds me of another letter, sent to our Secretary, from Dover Care and Repair in Maison Dieu Road. This is an organisation which helps elderly or disabled home-owners to get repairs or improvements carried out to their properties. They have been in existence for five years and have been able to help a great many people, yet some of our members may not have heard of them. Full details can be found in our advertisement pages.

Also in the advertisements this time are details of Dover's Citizen's Advice Bureau, another organisation we thought may be of help to members. There are also two new advertisers, Blake's Wine Bar, already a favourite of many of our members, and Shirley Dowle's Dress Agency.

A member from New Zealand, Marion Griffiths, wrote to say that she liked "This and That- Dover Chat" and that she enjoyed reading all the Newsletters. She is very interested in the history of Dover and particularly in old churches in and around Dover.

Jim Francis (author of the interesting article "Farewell to Pilotage" in Newsletter 22) wrote to draw our attention to the two plaques placed in the sunken garden in front of the Gateway flats after the ceremony on Sunday, 14th May, dedicated to World Peace. Dover was declared a Sri Chinmoy Peace Town and the Channel a Peace Channel.

Have you strolled down to Granville Dock lately and noticed how busy it is, with every berth taken in the new Marina in the Tidal Basin and yachts coming and going at all hours. The new dredger, the David Church, can often be seen there alongside. It had its official inauguration on July 12th.

Amongst all the activity, a pair of herring gulls have nested in an old capstan at the end of Granville Dock and raised three babies, who are now almost ready to fly. This is the season, at the end of July into August, when the young birds are about to leave the nest and they can often be seen in unusual places and predicaments, especially along East Cliff. When they do take off, they collect on the beach, in clusters of up to thirty youngsters, in charge, it appears, of some sentinel adult gulls. They are quite fascinating to watch, even if they are regarded as a nuisance to householders and car-owners.

Please send in your contributions to "Dover Chat" for inclusion in Newsletter 24 - to reach us by the end of October.

EDITOR



APPLICATION for MEMBERSHIP Date / /

If Renewal, MEMBERSHIP No. please

Please tick as appropriate

NEW APPLICATION RENEWAL FULL JOINT

NAME (Mr/Mrs/Miss/Ms)

ADDRESS.....

2nd NAME if Joint Membership.....

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

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

Signed (1)..... (2).....

(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. Please note: Subscriptions will be increased to £6 and £10 respectively on 1.4.96.

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
- PROJECTS
- CLEARANCE WORK
- PHOTOGRAPHY
- *SPECIAL INTERESTS
- *PROFESSIONAL OR TECHNICAL EXPERTISE
- WRITING REPORTS
- REVIEWS
- ARTICLES
- SURVEY WORK

** Please give details on a separate sheet of paper*

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.

PROGRAMME

SEPTEMBER 16
Saturday
Members and Guests

TRIP TO ARRAS (£23)
Coach leaves Pencester Road at 7.30 for the
8 o'clock ferry.
If you have not already booked please apply
to Joan Liggett immediately.

OCTOBER 13
Monday 7.30

MEMBERS' MEETING
Speaker: Ian Gill, East Kent Initiative
St. Mary's Parish Centre
Parking at Stembrook

NOVEMBER 17
Friday 7.30
Members and Guests

MUSEUM QUIZ (£4).
Dover Museum
Details and application form in Autumn
Newsflash.
Parking at Stembrook

DECEMBER 16
Saturday 7.30
Members and Guests

CHRISTMAS FEAST (£16.50)
Dover College Refectory
Details and application form in Autumn
Newsflash

1996

JANUARY 15
Monday 7.30
Members and Guests

BUDGE'S DOVER MISCELLANY
Full evening's Slide Show and commentary
St. Mary's Parish Centre
Parking at Stembrook

FEBRUARY 19
Monday 7.30
Members and Guests

WINE AND WISDOM
St. Mary's Parish Centre
Parking at Stembrook

MARCH 25
Monday 7.30

MEMBERS'S MEETING
Details in December *Newsletter*
St. Mary's Parish Centre
Parking at Stembrook

APRIL 22
Monday 7.30

ANNUAL GENERAL MEETING
Speaker: Julian Owen of IMPACT
St. Mary's Parish Centre
Parking at Stembrook



**The Pines Garden
& The Bay Museum**
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