

The  
Dover  
Society

# Newsletter

No. 26

August 1996



BUCKLAND MILL, DOVER.

From a copy of the original drawing, by courtesy of Messrs Arjo-Wiggins

# THE DOVER SOCIETY

FOUNDED IN 1988

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

**PRESIDENT:**  
Brigadier Maurice Atherton

**VICE-PRESIDENTS:**  
A. F. Adams, Mrs Silvia Corral, Ivan Green, Jack Ind  
Peter Johnson, Miss Lillian Kay, Miss Philomena Kennedy, Peter Marsh  
The Rt. Hon. The Lord Rees, Jonathan Sloggett, Terry Sutton,  
Miss Christine Waterman and Martin Wright

**THE COMMITTEE**  
**CHAIRMAN:** Jack Woolford  
1066 Green Lane, Temple Ewell, Dover CT16 3AR Tel: 01304 822871

**VICE-CHAIRMAN (1):** John Gerrard  
77 Castle Avenue, Dover CT16 1EZ Tel: 01304 206579

**VICE-CHAIRMAN (2):** Jeremy Cope  
53 Park Avenue, Dover CT16 1HD Tel: 211348

**HON. SECRETARY:** Leo Wright  
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**HON. TREASURER:** Jennifer Gerrard  
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**MEMBERSHIP SECRETARY:** Sheila Cope  
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**SOCIAL SECRETARY:** Joan Liggett  
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**EDITOR:** Merril Lilley  
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**CHAIRMAN OF PLANNING SUB-COMMITTEE:** Jeremy Cope  
53 Park Avenue, Dover CT16 1HD Tel: 01304 211348

**CHAIRMAN OF PROJECTS SUB-COMMITTEE:** JOHN OWEN  
83 CASTLE AVENUE, DOVER CT16 1EZ TEL: 01304 202207

**PRESS SECRETARY:** Terry Sutton  
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**ARCHIVIST:** Mike Sartin  
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A. F. Adams, Adrian Galley, Margaret Robson and Sybil Standing  
with Mike McFarnell as an Advisory Member.

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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, archaeology, natural history and architecture of the area
- to secure the preservation, protection, development and improvement of features of historic or public interest
- And commitment to the belief that a good environment is a good investment.

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

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

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

## Editorial

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In every August issue of the Newsletter the report of the Annual General Meeting takes precedence. The ninth AGM of the Dover Society took place on April 22nd this year and is reported by Leo Wright, our Secretary, and this report is followed by a financial statement from our Treasurer, Jennifer Gerrard. We propose, in future, to include a financial statement in all August issues.

The work of the Planning Sub-Committee is, for the first time, reported by Jeremy Cope, who has taken over the chairmanship after the resignation of Lawrence Gage. Society members will be aware of the work Lawrence did for the Society, having read his detailed reports in every issue of the *Newsletter* since April 1993. As the current planning report makes plain, it is rare to find a person with Lawrence's enthusiasm, energy and breadth of vision. That his plans for a Millennium project for Dover failed to materialise has been a source of great disappointment to all of us. He will be greatly missed by the committee.

Ken Wright has also resigned from the committee, deciding to take a rest after serving on it since 1988 (we hope to see you back, Ken!). His place has been taken by Mike Sartin, who has agreed to take over the job of archivist from Sybil Standing, who had problems in storing all the materials after she moved house. Sybil has become secretary for the Planning Sub-Committee.

At the AGM our chairman, Jack Woolford, thanked all the members of the committee for their work throughout the year and also all other members of the Society who help committee members in various ways. This may be an opportune moment to invite further help from members. The most recent version of the application form for membership of the Society provides a section for new members to volunteer their services under the headings of Social Events, Projects, Clearance Work, Photography, Writing

reports, reviews and articles and Survey Work. However members of several years standing may not be aware of this. Help is welcome in a variety of ways. For instance, Joan Liggett, our Social Secretary, has a small team of helpers on occasions for food and table preparation at some of our indoor meetings. John Owen, our Projects organiser, needs volunteers for several events each year. The *Newsletter* uses regular writers, proof-readers and distributors. If you would like to offer help in any Society activities, please let me know or contact the appropriate committee member.

Another regular feature of the August *Newsletter* is a report and reviews of the Dover Festival. Thanks to Donna Sowerby for her contribution and our regrets that we did not receive as many reviews as in previous years for what has become a fortnight of delight in Dover's calendar. Thanks to Sheila Cope for her, as ever, masterly reviews of Mark Frost's talk and the museum exhibition.

We have included in full Julian Owen's message to the Dover Society, and indeed to Dover, on the eve of the departure of the IMPACT team to pastures new - in Folkestone. The rewarding, visible records of their work in Dover, in Snargate Street and York Street, at the Grand Shaft, New Bridge, the Promenade, car parks and elsewhere, will be a lasting reminder of their stay here.

We have never before had so many summer outings and events. In May the Society hosted the annual day conference of the Kent Federation of Amenity Societies, attended by about ninety people, who heard speeches in St. Mary's Parish Centre in the morning and then proceeded, after a memorable lunch, to tours of Eastern and Western Docks in the afternoon. Also in May, the Society sponsored and organised the Vardon Organ Recital, reported here by our chairman.

In June there were trips to Chatham Dock Yard, the Coastguard Station, Port Control and Buckland Paper Mill. Reports on all these trips and meetings constitute

the main section of this Newsletter. These are, after all, our main summer events and I know several members who are never able to attend indoor evening meetings but look forward to joining our summer outings. There are more to come, the tour of the Côte D'Opale, 17th July, and the trip to Kew Gardens, 14th September.

Listing these trips prompts me to end the editorial with another message to members. Planning and organising the social calendar takes a great deal of time. Please help Joan Liggett and the Social Committee by filling in application forms for trips carefully and legibly and booking places in plenty of time in advance.

One more explanation is needed regarding the organisation of small party visits. In *Newsletter* 25 both the Editorial and the Dover Chat page gave details of these visits and explained how places would be filled in 1996. The visits were for parties of ten or twelve people and the Society has 230 members. As this was a new venture and there were so few places - although at this stage there were no dates available - it was decided, for this year, to consult members and collect names at the March Meeting. This was done and all three visits ( Port Control, Coastguard Station, and Swale Barge Trip) were booked, if not over-booked, at this meeting. We realise this may not be an ideal way to collect names for small party visits and in 1997 we will explore other methods. As the trips are for small numbers of people and the dates often fixed at fairly short notice, it would not be practical to list them on the back cover in the main programme of events.

For members who missed the trips, or did not read the references to them in *Newsletter* 25, I hope this will suffice. If there are to be repeats of these visits in 1997, details will be given in April 1997. PLEASE READ YOUR NEWSLETTER.

Best Wishes to all our readers. The next meeting, in the Autumn, will be on 21st October, at St. Mary's Parish Centre.

EDITOR

# 4 *The Eighth Annual General Meeting of the Dover Society*

on 22 April 1996 at St Mary's Parish Centre

LEO WRIGHT, *Hon. Secretary*

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THE EVENING of the Society's Annual General Meeting was, this year, divided into three parts : the formalities and reporting, which must be legally completed : the presentation of three awards and an illustrated talk on the achievements of IMPACT, by Julian Owen.

With such a full programme the Chairman made every effort to expedite the formalities, including, as he himself expressed it, "avoiding being carried away by his own exuberant verbosity".

We shall have to wait until Monday, 21 April 1997 before we see the Minutes with the full record of the formal proceedings. This is just a summary impression.

The voting (which was unanimous in favour) concerned a change in the constitution, designed to make room for one more member of the Executive Committee and Mr. Michael Sartin was elected. However, with regret, the Chairman had to announce two resignations: Ken Wraight – a foundation member of the Committee – and Lawrence Gage. A resignation letter from Ken was read out in which he begged us to think of the future. Every member was urged to recruit new members, at least ten years younger than themselves.

Lawrence Gage's resignation arose from a difference of opinion on the Society's best strategy for improving Dover's prospects. The Chairman paid tribute to Lawrence's invaluable contribution to the Society, his professional expertise and tireless and fearless pursuit of both the smallest and largest issues. The Committee will address his replacement as Chairman of the Planning sub-Committee at its next meeting.

The Chairman paid tribute to the Committee members and indeed the many members who had done so much to contribute to a successful year. He outlined

our relationship with Dover District Council and Dover Harbour Board, where the agreements strongly exceeded the disagreements. In particular, there has been a recent very successful meeting with Officers of the Council. Merrill's *Newsletter* has continued to project our image with distinction and the Peverley Paper, with lavish illustrations, will shortly be on sale. The production of these and a whole evening's slide show with commentary, in January, are only part of the far from small contribution of Budge Adams. Projects continue to make news; membership at 426 is at a record height; the social programme flourishes, with the addition of some 'minitrips'. The Treasurer presented a very satisfactory financial position with her usual firm clarity.

If there is to be a last quote in this very brief summary it must be the Chairman's proclamation that : "Dover must have a major millennium project : what world-famed place has a better claim?"

The formalities completed, the members proceeded to make three more Awards for 1996 – the first to Arjo Wiggins, having been made at the Christmas Feast. In the words of Lawrence Gage: "So many awards in one year must surely mean that some very good things are happening in Dover, despite the gloom and doom that some would have us believe".

The presentations were made by our President, Brigadier Maurice Atherton. The first was to the Sanctuary Housing Association for the renovation of listed buildings formerly the Royal Victoria Hospital, Dover. This combined socially valuable provision of housing for the homeless, inventive internal planning to provide good accommodation and quality restoration work to the exterior of the building. This project is a model of how best to take full advantage of a redundant yet well-loved building, which will continue to provide a valuable service.

Michael Evans, the Architect of this project, on receiving the certificate, explained the constraints – environmental, architectural and financial which govern such projects. This one had entailed four and a half year's work. He added that Dover has a number of other buildings which would benefit from similar treatment but that, unless there is a change of heart and finance from above, there will be no more such projects.

The second award was to IMPACT for the rejuvenation and general upgrading of Snargate Street, Dover. We had considered giving a general award to cover all their many different projects but decided it would be most appropriate to make an award for a specific project that best represented their work. The project had required close co-operation with the owners and users of buildings in the street and the end result shows imaginative and bold use of colours and high quality materials and detailing. The scheme has made an enormous difference to the important initial impression one has when entering the town from the A20. Julian Owen, responding on behalf of the IMPACT team expressed pleasure and appreciation at the excellent co-operative relationship which had existed between IMPACT and the Dover Society, such as had not always existed in their other locations.

The third award was to the Dover Harbour Board, in this particular case in association with IMPACT, and it was received by Jonathan Sloggett, Managing Director of the Harbour Board.

The award was for the up-grading of a portion of Dover Seafront with particular approval for the high quality materials and detailing, the imaginative and elegant design of shelters and for jointly sponsoring the Public Art Competition resulting in Ray Smith's 'On the Crest of a Wave.' The new scheme will provide a fine environment for cruise-liner passengers as they set foot on Dover soil and we look forward to the possible upgrading of the remainder of the Seafront.

With the Awards completed, we heard after the interval, from Julian Owen about the achievements of IMPACT in Dover.

The basic facts which faced them are: that Dover is a long valley town, that the A20 cuts a swathe through the town and that there remains the need for more development, notably in the St. James's area. IMPACT focused on the approaches to the town, on improving the links between various parts of the town and encouraging and supporting building improvements.

The talk was fully illustrated by a superb collection of slides – one and a half carousels of them. Many showed the "before and after" appearance of individual projects. Others showed some of the all-important employment generated by IMPACT.

Most important now for the Dover Society is what remains to be done and we were shown some of the eye-sores and areas that could be improved.

IMPACT will be departing for Folkestone before the end of the year but we shall not be left bereft because the Town Centre Management Committee has been formed with Terry Sutton, a Vice-President of the Dover Society, as Chairman. So, with the T.C.M. Committee and the Dover Society, Dover virtually has a Syndicat d'Initiative for the future.

A.G.M.s as such, whether at Lloyds of London, The Channel Tunnel or the Dover Society, are not the most popular occasions but this evening was a warm-hearted occasion and very well attended. The conversation during the interval seemed even more animated than usual.

## THE DOVER SOCIETY

(Registered Charity No, 299954)

### FINANCIAL STATEMENTS FOR THE YEAR ENDED 31st MARCH 1996

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#### NOTES TO THE ACCOUNTS

##### NOTE 1-THE CONCERT FUND

The fund is the surpluses arising from the Primavera Concerts promoted by the Society. This amount was held to assist any future cultural events that may be held in the Town whether promoted by the Society or any other of the Town's organisations. During the year the balance of £50.06 was donated to concerts organised by St Mary's Church, Dover.

##### NOTE 2-PROJECT FUND

The Fund arises from grants and awards made in respect of the Society's projects less costs incurred thereon. The principal projects involving these funds have been the planting of Lousyberry Wood and restoring Lydden Pond.

Fund movements for the year	
Balance at the 1st April 1995	445.55
Income - Dover Hoteliers and Guest House Group	50.00
 Sundry expenses	 79.12
 Balance at 31st March 1996	 <u><u>£416.43</u></u>

##### NOTE 3-PEVERLEY PUBLICATION

The Society will be publishing John Peverley's account of the Western Heights fortifications. Grants have been received from Eurotunnel, Pfizer, National Westminster Bank, Hammonds and David Shaw MP. The order has been placed for printing the publication.

Grants in hand at 1st April 1995	1,354.00
Grants received during the year	<u>0.00</u>
Grants in hand 31st March 1996	<u><u>£1,354.00</u></u>



# ACCOUNTS of the DOVER SOCIETY for the YEAR ENDED 31st MARCH 1996

## BALANCE SHEET AS AT 31ST MARCH 1996

	1996	1995
<u>CURRENT ASSETS</u>		
Society badges	112.76	
Building Society Account	6198.04	6075.98
Bank Current Account	737.34	529.40
Cash in hand	65.02	135.11
	7,113.16	6,740.49
<u>CURRENT LIABILITIES</u>		
Dover Archive Rescue	0.00	500.00
Monies received for Society badges	0.00	109.00
Subscriptions in advance	114.00	94.00
	£6,999.16	£6,037.49

Represented by:-

General Fund	5,228.73	4,187.88
Concert Fund	Note 1 0.00	50.06
Projects Fund (Tree Account)	Note 2 416.43	445.55
Perverly Publication	Note 3 1,354.00	1,354.00
	£6,999.16	£6,037.49

Jennifer Gerrard, Treasurer

## ACCOUNTANTS' REPORT

We have examined the above Balance Sheet and attached Income and Expenditure Account and certify that they are in accordance with the books and records supplied to us.

  
**SPART BROTHERS & CO**  
 Chartered Accountants

5 St James's Street,  
Dover, Kent.

18<sup>th</sup> JUNE 1996

## INCOME AND EXPENDITURE ACCOUNT FOR THE YEAR ENDED 31ST MARCH 1996

	1996	1995	
<u>SUBSCRIPTIONS &amp; DONATIONS</u>			
Subscriptions	1,412.00	1,308.00	
Donations Received	72.50	1,484.50	32.50
			1,340.50
<u>SOCIAL EVENTS</u>			
Christmas Gathering	0.05		(112.97)
Wine & Wisdom	77.88		28.50
Goodwin Sands	15.86		19.08
Rochester	65.00		
Greenwich	117.30		
Aras	40.86		
Museum Evening	71.42		105.35
Faversham			(5.00)
Tunbridge Wells			74.00
Montreuil			516.50
Guided Walks in Dover	10.00	398.37	10.65
			636.11
<u>MEMBERS AND MEETINGS</u>			
AGM and Members meetings	(170.38)		(110.25)
External Meetings	(55.00)	(225.38)	(28.00)
			(138.25)
<u>NEWSLETTER</u>			
Net Surplus (deficit)	44.39	44.39	(72.74)
			(72.74)
<u>ADMINISTRATIVE COSTS</u>			
Photocopying	(298.47)		(271.53)
Millennium Project	(62.35)		(296.95)
Postage and Telephone	(132.52)		(154.07)
Affiliation fees and Insurance	(215.00)		(185.00)
Committee Room Hire	(110.00)	(818.34)	(110.00)
			(1,017.55)
<u>OTHER ITEMS</u>			
Dover Archive Rescue			(500.00)
Special Presentation	(30.00)		
Building Society and other interest received	257.31		292.24
Donations Made	(70.00)	157.31	(80.00)
			(287.76)
SURPLUS for the year		1,040.85	460.31
SURPLUS brought forward		4,187.88	3,727.57
			£5,228.73
SURPLUS carried forward			£4,187.88

NOTE: On the Income and Expenditure account only, bracketed ( ) items are debits or net costs, unbracketed items are credits or net income

The work of the

# PLANNING

Sub-Committee

Reported by JEREMY COPE, Chairman

SOCIETY MEMBERS will no doubt be aware that Lawrence Gage has resigned as Chairman of this sub-Committee. I must first pay tribute to the work Lawrence did both for the Society and for Dover.

Not only does he possess considerable technical ability as a professional architect but he has imagination. As Planning Chairman he was the visionary force behind the Dover Millennium bids realising how the special nature of our Town could be capitalised in celebrating the year 2000. We may well come to regret that the bids came to nothing and that somehow Dover was unable to bring a scheme to a successful conclusion. It is unfortunate that at the present time local government's power to promote any such bid is so circumscribed by a lack of cash and must have been a significant part of Dover's failure.

Lawrence also brought his skill to bear on a whole range of planning matters other than the millennium bids and it will be difficult for us to make up for this loss.

The matters noted by Lawrence in his last report still remain on the committee's "matters to be monitored" list. Other items subsequently dealt with are as follows:-

## FACTORY SHOPS

Although no one was able to attend the public enquiry a written submission was made. Our attitude is not of opposition to factory shops but to the proposed location. We support the District Council and

are concerned that more out-of-town shopping can only harm the town centre. We cited the Harbour Board's proposal for factory shops at the Western Docks as the sort of development that would help the town rather than cause further damage likely with a White Cliffs Business Park location. One has only to think of the effect of the out-of-town Tescos.

## AMUSEMENT ARCADES

We objected to the proposals to set up another arcade in Bench Street. We have enough already and it will do little for Dover's image in such a prominent position. If permission is given then we have asked that the external appearance is such that there will be little offence to the public's sensibilities.

## St. JAMES'S STREET AREA

We welcome the fact that the plan for the development of this area is now to go ahead. It is a fifteen to twenty year project and the only pity is that the Council is obliged to take such a long term approach. We will remind DDC that as soon as cash becomes available then would they please demolish the derelict garage building and plant trees, flowers and shrubs to make the best of Dover's frontage.

*The committee hears very little from members of the Society of their concerns and ideas. If there is anything on the town's amenities that you think we should take up, please write to me at 53 Park Avenue, Dover.*

# PROJECTS : Update

JOHN OWEN, Chairman, Projects sub-Committee

## MELBOURNE SCHOOL PROJECT FEBRUARY 1996

Asked by District Council officer Penny Graham to help with the re-design of the children's play area and some tree planting, the Dover Society was happy to respond.

A site meeting of Mr Nick Cox (District Council), Miss Tappenden (Melbourne School) and me (knowledgably aided by my wife Ann), was held on 12 February. The site has a westerly aspect and is on exposed ground falling to scrub at the school boundary. The soil is poor.

To produce as soon as possible some shade and shelter with educational interest in close proximity to the hard standing play area Mr Cox suggested suitable species planted in containers flanking the existing short wall. He was happy to supply an appropriate list. Containers require compost, the cost of which needs to be taken into account. Ongoing management would need to be thought through.

An alternative would be to plant directly into the ground to form a hedge-like feature concentrating resources on trees and shrubs.

A happy tree planting group at Melbourne School, Dover



Melbourne School children helped with their tree planting by the Dover Society and DDC officer Mr Nick Cox.

On 16 February there followed a tree planting session (trees by DDC) in which the children turned out in force to participate. Mr N. Coulson, Acting Headteacher, thanked all involved and said how good it was that the children should take an active rôle in looking after their environment. Miss Tappenden (class teacher) said "It's good to see the children doing something practical and useful".



Centre :  
Mr Nick Cox, (DDC)  
Above :  
Miss Tappenden  
(teacher)  
Right :  
Mr Coulson  
(Acting Head)  
Project Officer  
(Dover Society)  
Mr Barr  
(Buckland Paper  
Mill)

## 10 OPERATION GREENSTIX 96 — MARCH 1996

This year Dover Cadets carried out a photographic survey of the town centre trees which made a pleasant change from the usual litter collection and graffiti removal projects which were organised by the Dover Society in partnership with Dover District Council.



WINNERS: THE SEA CADET TEAM RECEIVING THE TROPHY FROM THE DUTY MANAGER, McDONALD'S, DOVER, MALCOLM McALLUM

We had a bright sunny Sunday morning in which to operate and a fine selection of tree photographs were shot, the Sea Cadet team led by Petty Officer Sarah Butler winning the trophy which was presented by McDonald's manager who sponsored the cadets by providing refreshments on completion.

The project carried out on behalf of the District Council required the cadet teams to photograph designated species according to an annotated map provided.

Disposable cameras were used producing some excellent tree profile shots.

Happily 'shooting' cadets with my standard camera for the record imagine my alarm when at the end of it all I discovered there was

no film in the camera! 'It can happen to anyone, kind people tell me!

The selection of photos taken well depicted the rich variety of trees to be found in our town centre from Townwall Street to Charlton Green and well merits our closer attention as we rush by on our daily round. Certainly the young participants got a great deal out of the experience with Instructor Rhian Roberts giving them a helping hand.

Armed with reference books the sea cadets adopted a very professional approach and it was right and proper that one of their two teams, comprising Daren Frank, Chris Quint, Jay Hare and Nicholas Corlett should carry off the inscribed glass trophy. CCF Dover

Grammar School, the runners-up, received a Dover Society shield.

We thank Zoom Photos of Cannon Street and White Cliff Dover Hotel & Guesthouse Group who also sponsored this environmental project.

RUNNERS-UP: DOVER GRAMMAR SCHOOL RECEIVES THE DOVER SOCIETY CUP





## BT/CIVIC TRUST ENVIRONMENTAL WEEK

11

# *The Blighted Shop Project*

MEMBERS WILL RECALL that some five years ago the Society dressed the windows of 'Dickens Corner' in the Market Square as its contribution towards the reduction of empty shop 'eyesores' throughout the town: we like to think that the success of that project assisted in the return of the property to active business.



The official opening: JOE HARMAN, JACK WOOLFORD, *Chairman*, JOHN OWEN of the Dover Society with Sea Cadets ANN HERRING and JASON WAKEFIELD

The problem of empty shops is still with us and we all have our pet 'eyesores'. In co-operation with the District Council the Society has tried to address what is a far from simple problem. For success the acquisition of just one property to 'do up' requires a number of factors to come together at one and the same time.

Walters' former shoe shop in King Street (off the Market Square) became available through the excellent co-operation of Dover District Council, Tersons, Walters & Sons of Folkestone and Deal and the Dover Society. Together we were able to make this one happen.

The intention was to do something for the appearance of Dover Town Centre, to give support to the BT/Civic Trust Environment Week, to the DOVER FESTIVAL (27 May-7 June) and to interest our seasonal visitors.

The premises became available in March and rather than wait for the planned start we formed a small group of members and set about cleaning up the shop. Happily we had a modest window display

up and running by Good Friday and the Easter weekend.

At an early stage in our efforts an old lady, arriving breathless at the shop, expressed great disappointment. Following the habit of many a year she had come to buy herself some new shoes.

The 'Spirit of the Sea' features a flag hoist of 'The Dover Festival' backgrounded with the White Cliffs simulation (+ masts!) set in a sea of information pamphlets, Admiralty charts, seaweed, starfish, crabs and shells, nets and floats and ropes and a bollard. Sea orientated posters cover the background walls.

The display was officially opened on the first day of Environment Week by Dover Society Chairman, Mr Jack Woolford, standing in for the new Town Mayor, Cllr. Lyn Young. The local press published our photo but cut out the all-important Sea Cadets (column restraints, no doubt!) essential to the 'Spirit of the Sea' theme.

Additionally we have to thank Lieutenant D. Kemp, RNVR(SCC) commanding officer, Dover Sea Cadets, for the smart appearance of the cadets at the official opening, HMS *Victory*, the *Mary Rose*, RN Museum, HMS *Warrior*, all of Portsmouth; Dover Museum, Tourism Dept., DDC and to Messrs Sharp & Enright, ships' chandlers, for their considerable help.

Overheard whilst window dressing: 'Are they real, Mummie?' (starfish), 'They built proper ships in those days', 'Cor, look at that bottle of rum - that's the spirit', and 'Work out the signal and you're inboard!'

Many complimentary messages have been received and the Society is pleased that in some small way it has contributed to the improvement of the local environment and provided a focus of interest.

Thank you to those stalwart volunteers who regularly turn out to keep the shop entrance reasonably clean.

In achieving our objective it is pleasing to have been able to provide an additional publicity outlet for local events. ◊

Senior Cadets JASON WAKEFIELD and ANN HERRING of TS Lynx, Dover SCC



## Membership News — SHEILA R. COPE

Many thanks to the majority of members who paid their subscriptions on time, thus saving the Society the cost of a letter or a phone call. I do realise that a more prominent reminder in the *Newsletter* at renewal time would be useful. Unless specially requested cheques are not acknowledged. The Committee also appreciates the completion of the lower part of the membership form. We do take note of the skills of our members and if, for example, you have offered to write articles, then you will probably be asked to do so! Active participation by many people is what

we need. Is anyone willing to take on the responsibility for the raffle?

Thanks are also due to those who have introduced new members - twenty-six since the last *Newsletter*. They are:-

Mr & Mrs P. Wyborn-Brown, Major & Mrs Cheesman, Mr R. Livingstone, Mrs M. W. Jones, Mr & Mrs J. Gilbey, Mrs I. Wright, Mrs P. Gay, Mr P. Jackson, Miss D. Green, Miss G. Parkin, Mr P. Chambers, Mr R. Frisby, Capt. & Mrs Bodiam, Mr & Mrs J. Sykes, Mr M. Webster, Mr. P. Bennett, Mrs W. Coffey, Mrs A Whittle, Mr & Mrs B. Shephard, Mr D. Brooks-Laurent.

# LOCAL GOVERNMENT FINISHED (?)

13

----- JACK WOOLFORD -----

DESPITE OUR GOOD ADVICE to Mr Gummer, to maintain the whole of the County of Kent as an integrated peninsula according to the wishes of its people, he has decided to accept the recommendation of the "new" Local Government Commission that Gillingham-Rochester (but not Dartford-Gravesend)) should be separated out from the County and become a unitary authority.

This what the "STOP PRESS" in our April Newsletter 25 forecast, although I was mistaken in guessing that the removal of pressure for decision on a government in difficulties would necessarily mean delay.

Consequently Rochester-Upon-Medway City Council and Gillingham Borough Council will be abolished and their functions and those of the County Council in those areas transferred to the new (as yet unnamed) authority in 1998 after elections in 1997. Meanwhile transitional arrangements for services and staff will consume more time and money, and, as the President of our fraternal CITY OF ROCHESTER SOCIETY observes in its May Newsletter:

*"... Henceforth our elected members will no longer be able to blame Maidstone for any shortcomings, real or imagined, and will have to stand by their own decisions. Their decision*

*to support unitary status is perhaps already having an effect on current "County" projects, for I cannot imagine that the County Council will initiate new projects in an area for which it soon will not be responsible ... Thus it would seem unlikely that Chatham will gain a new library or Strood a new northern bypass ..."*

The future of Local Government will continue to be interesting and important, if not actually exciting. Political activity in North West Kent has still not ceased: but even assuming that this is the end of a sordid story, a new government may alter the rules. Contrariwise the new non-Kentish Unitary Authority (as yet unnamed: Dickensia, "Medwavia"?) may show us how much better to do it. The implications for Dover are endless. Watch this column! In the meanwhile, we should pay close attention to the new Dover Town (Parish) Council - and attend its meetings.

## TILMANSTONE Photographs and History EXHIBITION

Saturday and Sunday  
3 - 4 August 1996

in

Tilmanstone Village  
Hall

Saturday: Open 11 am - 6 pm

Sunday: Open 10 am - 4 pm

ADMISSION: Adults 25P  
Children 10P

REFRESHMENTS

# A GRAND DAY OUT

----- JEAN PEARCE

On Saturday 1st June members of the Dover Society set off on a pleasant warm day for Chatham Dockyard.

The coach, its passengers chatting in anticipation of an interesting time, deposited us just in time for morning coffee at the Wheelwrights Restaurant. We browsed over maps and brochures – eighty acres to walk over and so many things to see. Where do we begin! Having newly arrived we decided to follow in the footsteps of William Crockwell.

On the 4th of November in 1758 William, then fifteen years of age, presented himself at the gates of Chatham Dockyard to begin his apprenticeship. We followed him around the Wooden Walls Gallery and learned of his many skills, from the choice of timber to the rigging of the sails that were needed to produce a ship of the line. William's diary, realistically brought to life by the exhibits, talking heads, smells and lighting, told us of the long hours, great skill and hard work he experienced.

Where to now? The story of the RNLI was housed nearby. Real lifeboats that had been used throughout the years were on display. All were there, from the self-righting craft of today back to the open rowing boats of many years ago. The horse pulling a boat onto the shingle was so realistic that we almost offered it our lunch-time apple!

Lunch outdoors and a time to refresh ourselves, after which we strolled beside the Medway which brought us to the large

Georgian church. It now has a rather sad air, like a well brought-up lady left waiting at a Regency ball and not knowing quite what she should do.

The Commissioner's house has a much more inviting air when viewed from the front. The walled garden at the rear is being restored and interested the many visitors walking around. It is a peaceful place, full of plants, birds and insects and an ice-house.

Next came something more serious – the Ordnance Gallery which contained guns of various types and ages used on ships; some captured from other countries and many with splendid decorations on their barrels. Several cases held models of guns and mortars.

The exhibition, with its stories of artifacts recovered from the warship *Invincible*, which was wrecked in 1758, made the people who had sailed on her very real to us. The life histories of various other craft built at the yard made interesting stories, too.

Time for a cuppa and a short break. But, woe! We have run out of time! We left by way of the shop (which is usual) noticing a good selection of books for young and not so young naval enthusiasts.

On our journey home we thought of Drake, Henry VIII, Pepys, Nelson and especially our friend William Crockwell.

## BINDERS for the Newsletter

More than eight months ago members were offered the opportunity of ordering a further Binder to preserve their *Newsletters*. Since then only four members have made a reservation. We cannot order less than 100 items and by now the binders held, especially those who have been members for a long time must have binders that are full or overflowing. If and when we receive sufficient requests we will order from the suppliers. Cost will be only marginally above the original one, round about £3.00 - £3.20. Drop a note in to Budge Adams at 24 Castle Avenue or phine 208008.





ARJO-WIGGINS' HIGH-TECH ENTERPRISE AT DOVER

## *An EYE-OPENING*

CECILY W. WALKER

# *Tour of Buckland Mill*

IT WAS A FINE and comfortably warm evening when twenty two members signed in at the mill office, collected their visitors' passes and were directed through a well-kept garden to the elegant Buckland House, built in 1823 by the mill owner, Thomas Horne.

On arrival we were offered coffee and biscuits and given a warm welcome by the Technological Services Manager, Mr. Keith Barr, who briefly described the history of the mill, as outlined in a company leaflet which was available for visitors.

In the eighteenth century Buckland was one of several small mills in the Dover

valley. Paper was made by hand until 1814, when Buckland Mill burnt down. By the time it was rebuilt there were advances in paper-making. A new machine had been invented which produced a continuous sheet of paper of indefinite length and the first machine of this kind was installed in Buckland in 1830. The mill changed hands several times until in 1888 it was sold to Wiggins Teape Co. Ltd., from which time there was steady expansion until the present day. The mill was enlarged, modernised and completely electrified by 1936. War damage forced the mill to close until 1945. Since then the demand for more

16 exacting and sophisticated specifications led to necessary new buildings and expansion to keep pace with the changing modern market.

In 1992 Wiggins Teape amalgamated with Arjo Marie, based in Southern France, to become Arjo-Wiggins. The British side of the joint enterprise consists of three mills, at Buckland in Dover, Ivybridge in Devon and Aberdeen in Scotland.

Buckland Mill has a specialised production, making four colours of Conqueror notepaper and fine art papers. It also has storage facilities for all export orders to Europe, which are loaded here and driven to their destinations via Eastern Docks or the Channel Tunnel.

We set off to view the mill buildings in four groups, led by Mr. Barr, Mr. Len Southwood, Mr. John Smith and Mr. Andrew Dibley. The tour began by climbing a long metal staircase into the mill to see the first process of paper-making, the "pulpers", large vats containing a warm, bubbly, whitish mixture of chalk, eucalyptus pulp and cotton linter. We were surprised to learn that the paper today is made of mainly eucalyptus pulp from Brazil, Portugal or Spain and not, as formerly, from Swedish softwood. The small proportion of cotton linters required are brought in. Once 200 women were employed just to sort rags on the premises.

We proceeded through each stage of the paper-making process, beside impressive machines with their huge rollers spewing out yards of wet-looking, off-white sheets, others cutting, measuring, trimming and much else - all in a relentless, efficient manner.

We were fascinated by all we saw and heard and appreciated the patience of our guides when we bombarded them with questions. We learned that the mill employs about 230 workers and operates twenty four hours a day, with the men working in five teams on twelve hour shifts. The machines stop only for one week at Christmas time. All operations are controlled by computers, which are based strategically throughout the mill at key points, each one under the watchful eye of

a man on duty, while the central computer unit is manned constantly by three operators. Everywhere we went we were aware of flashing lights and numbers recording every detail of the work in the different areas through which we passed.

Operations at the mill are governed by the criteria of efficiency, safety, non-pollution of the environment and the highest technological standards. All the water used in the pulpers is treated and recycled; electricity generated in the CHP plant does not cause air pollution; up-to-date machinery is used throughout. There was so much to see and learn. We were impressed by the high safety standards. There were handrails on all staircases and instructions to use them. Earstops were provided in noisy areas. The drying machines were fenced and within glass walls, the process visible but safe.

One of the most satisfying sights at the end of the whole process was to watch pristine, even-sized stacks of paper being automatically wrapped in coloured paper, glued and stuck down as though by some giant hand, then stacked on pallets for storage.

Finally, most of the party accepted the invitation to see the latest acquisition of the company, the Combined Heat and Power Plant, commissioned in 1994, financed jointly by Scottish Hydro and Arjo Wiggins Fine Papers. This involved a change from coal to natural gas, a more "environmentally-friendly" fuel, to power steam turbines to generate electricity, making the mill self-sufficient in energy once again. Almost half the electricity made is surplus to requirements and is supplied to Dover Harbour Board via underground cable.

We must take this opportunity to express our thanks to our guides and our appreciation of the friendly attitude of all the staff we met on this most informative tour. ◊

#### EDITOR'S NOTE

*London Road and Crabble Hill can be seen in the heading picture of this article, running bottom left to top right. At bottom right can be seen part of the site of the recent Saxon grave finds.*

# Report of the March Meeting

The meeting on March 25th followed the same pattern as that of the last two years, with an address by a visiting speaker in the first half of the evening and a group session for members in the second half. The speaker this year was John Turgoose of Dover Harbour Board, describing the development of the new cruise terminal. In the discussion groups which followed the main subject discussed was a "shopping list" for Dover, after the departure of the IMPACT team this summer. Members also, as usual, suggested ideas for future trips and meetings. This exercise is always an invaluable help to the social planning committee.

There follows a list of the ideas submitted by members for the IMPACT "shopping list" and an account of the talk by John Turgoose, contributed by May Jones.

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## Dover's Cruise Terminal – MAY JONES

As soon as I saw a superb colour slide appear on the screen I knew we were going to enjoy John Turgoose's talk. The slide showed a wonderful aerial shot of the Port of Dover from the south-west, taken under perfect conditions, with the water a deep blue-green and the cliffs at their whitest. It suggested an attractive location of a non-industrial port, which, together with Vera Lynn's wartime success with a popular song, endears the port to its main cruise customers, the Americans. There are few other ports in the world to match this setting and these factors have given it a marketing advantage since 1993, when cruise liners again began to use Dover as a Port of Call.

The speaker described the development of the Cruise Terminal and the Harbour Board's latest services, illustrating his points throughout with excellent views of the port. With the demise of the jetfoil and the train ferry, the cruise liner activity had proved a sound replacement. Cruise companies were first approached in 1990 and by the summer of 1994 both the Statendam and the Vistafjord had made Dover a port of call.

Berthing place at Eastern Docks was at a premium however and shipping movement had to be very speedy. On one day last year the Black Prince sailed at 6pm, a banana boat docked at 8pm, was cleared during the night and the berth was ready for the next arrival the following morning.

Obviously a special cruise liner terminal was essential. The Harbour Board had two options; the expensive creation of land in the relatively deep water of the harbour or the use of an existing area. They were fortunate in owning the freehold of the Dover Marine Station land, but the building was listed and much work was necessary, as it was in poor condition when it was handed back in 1995. The first report was unfavourable, but a local architect, Trevor Gibbens, appreciated the potential of the site and he proceeded with plans for the development. The Harbour Board obtained the blessing of English Heritage and the Secretary of State for the Environment. The plan could go ahead.

The Marine Station was built on one of the first pieces of harbour reclamation, begun on October 30th 1909, with granite setts laid to form a wall around the area, to be infilled with chalk. By September 21st, 1913, the railway lines were laid, the steel frames of the great station building were in place, ready for the coming of the South Eastern and Chatham Railway (later the Southern Railway). One photograph showed the Golden Arrow in 1936, with its William Shakespeare engine.

The station originally occupied three and a half acres but only a quarter of that was needed for the cruise terminal. The buildings at the southern end, additions to the original, were demolished and some brick-

work was removed to expose the steel frame which needed repair. The visible painted sections were shot blasted to clean and repair them and the red, white and blue paint removed and replaced by the former fawns and browns. A mezzanine floor was created for the passenger lounge, with a tinted glass roof. Display panels were erected in front of the boundary division. Baggage handling is now at ground level and the rest of the building provides covered car parking, with the railway lines buried (as required by English Heritage). Outside a paved area provides parking for coaches and a canopy protects passengers entering the building. The elegant War Memorial to employees of the Southern Railway, retained as a feature of the terminal, can be viewed to advantage from the departure lounge.

Dredging has made it possible to extend the quay space for the largest cruise liners. Mr. Turgoose listed some of the ships which are expected in Dover this year. The Black Prince, of Fred Olsen Lines, will be joined later in the year by the Black Watch. For these Dover will be the home port and they have the greatest number of calls, 30 in this year. Costa Line of Genoa will also use Dover as a home port for some of its ships, the Costa Allegra and the Costa Marina, running regular cruises to the Norwegian fjords, the Baltic and St. Petersburg. The Norwegian Crown, with 1200 passengers, was due to call on 4th May, and eight more times this year. The largest vessel expected in 1996, the Royal Princess, with 1300 passengers, would call nine times and the Island Princess twice. Norwegian Lines would make 21 calls altogether and Princess Lines 11s. Cunard's Royal Viking Sun, with the best rating in the world, was due to call three times.

Mr. Turgoose spoke of some of the advantages which may have disposed cruise companies in favour of Dover. In an expanding industry, Dover was as yet little known, but, in its favour, the terminal was ready for use, whereas some other ports, such as Genoa, Amsterdam, Copenhagen and Greenwich, were still building and their facilities were not complete. Although

Southampton is nearer to Heathrow, Dover has easy access to Gatwick Airport via the M20 and to routes on the eastern side of the country via the M25 Thames crossing. Every cruise line had been visited by the cruise team and these advantages made clear.

A local Cruise Welcome Group has been set up to explore ways of coping with the increased number of visitors to the town on a day when a cruise liner is calling, with sometimes up to 1200 passengers. The "ground-handlers" needed to know what coach tours have been arranged and to have details of local attractions. Many tours are pre-booked ahead from the ship, with London being a popular choice, especially for Americans. Canterbury attracts many more.

Dover Castle is one of the most popular places to visit but can accommodate only 700 people at a time, Canterbury Cathedral perhaps 1000. What happens when there are two large liners in port at the same time? Everything has to be fitted in to a 12 hour stay, normally from 7am to 7pm. Only Russian ships stay longer, for about 36 hours. Many passengers, perhaps a quarter or a third of them, like to make their own arrangements, using local taxis or buses or walking to local attractions. This is expected to grow.

While passengers are ashore, food and water supplies have to be taken aboard. Local companies (though not individual shops) provide a great deal of the fresh produce, but milk comes from the Netherlands. Water is delivered, via the new main laid through the town, at the rate of 200 tonnes per hour.

Local traders, said Mr. Turgoose, must market themselves and encourage visitors into the town itself. Often the ship's crews are the best customers. Living, as many of them do, on board for six to nine months, they want to buy basic needs like stationery, toiletries and electrical goods. The largest known purchase to date has been a washing machine!

"Tourism alone", said our speaker, "cannot solve all Dover's unemployment problems. New firms and factories are needed, then with greater employment improved shopping facilities will follow".

For local people there will be no access to the terminal when a vessel is in dock. There is a "meet and greet" area where people can contact friends among the passengers. At any time the Prince of Wales

Pier provides an ideal vantagepoint to watch the liners arrive and depart.

*Note: A list of cruise ships with the dates of their visits is posted at the entrance to the Prince of Wales Pier.* ◊

# Shopping List for IMPACT

Suggestions made by Dover Society members at the Meeting on 25 March

## Areas still in need of attention

- 1 London Rd./High St. and environs. Cherry Tree Ave. area. Beaconsfield Road.  
One suggestion was that empty shops could be converted to residential use.
- 2 Remainder of the Sea Front.
- 3 Riverside Walk still needs further work. Steps/bowling green area.
- 4 Many pavements in need of attention. e.g. East Cliff and London Road.

## Restoration/Conservation/Upkeep

- 1 Poster boards at York Street roundabout to go.
- 2 The Painted House needs a facelift.
- 3 Restore the fountains in the Sea Front area.
- 4 Flower beds near Law Courts.
- 5 Rosebed at the rear of St. Mary's Church.
- 6 B. & Q.'s river frontage.
- 7 Bollards to prevent parking outside Proteus House.
- 8 Remove advertisements on Kwiksave building.
- 9 Friday Market site needs attention (now abandoned??)
- 10 Woolcomber Street/Townwall Street junction.
- 11 Generally more attention to cleanliness and litter clearance everywhere.  
Could the Council keep the fronts of empty shops swept clean?  
Could shop owners be asked to keep their pavements clean and shop fronts smart? (Council/Chamber of Commerce?)

## Ideas for new projects.

- 1 Red/Yellow/Green footprints to places of interest.
- 2 Better access to Castle - bus or lift
- 3 Car park for Connaught Park.
- 4 Big signpost and big map in the Market Square.
- 5 Dog litter bins.
- 6 Regular bus service to Castle and Connaught Park, starting at Market Square.

## Pipe Dreams

- 1 Persuade Woolworths to return.
  - 2 Persuade market traders to return to the Market Square.
  - 3 Demolish Burlington House.
  - 4 Demolish 1950s properties in the Market Square and create a Millennium Square enhancing the White Cliffs Experience
- ◊

# IMPACT

ACTION IN LOCAL IMPROVEMENT

## A Sad Farewell

### A FINAL REPORT from JULIAN OWEN

*THE IMPACT TEAM has not fled the town boundaries and may not vacate the Castle Street premises until September. They are looking ahead to an exciting new programme in Folkestone, but there is still a lot happening in Dover and some finishing touches to apply.*

*Meanwhile, after Julian Owen had addressed the AGM of the Dover Society in April, I asked him to suggest his "shopping list" for Dover. Here he elaborates on some of the points he made in his April talk and contributes some of his own views on the future of the town.*

*Sadly, this is the last IMPACT report for the Newsletter and thus an opportunity to thank Julian and his team for their work in Dover. We shall miss them.* EDITOR.

#### MAKING THE TOWN WORK

YOUR SOCIETY has been very kind to the IMPACT team, making our short stay in Dover a pleasant one, not least with the unexpected presentation at the AGM of an Award for our work in Snargate St. and the Grand Shaft. We were very pleased to be associated with the Sea Front and Royal Victoria Hospital projects, which also received Awards. Those of you who patiently endured the talk and slide show at the AGM will remember that I talked about some of the areas that still need attention, as part of a continuous commitment to conserve and develop Dover's precious assets - but with a "health warning" that these were my own personal comments.

In talking about some of the things that IMPACT set out to do in Dover and Deal, and the reasons why we chose them, I emphasised the priority for projects which affected the way the town works as well as the way it looks. Towns are alive, they need constantly to change and adapt, responding both to opportunities and a need for continuity.

Bearing in mind that there are no immediate plans or budgets for continued environmental improvement, and even the Conservation Area Partnership scheme has had to be put on hold, perhaps now is an appropriate time to draw breath and take a

longer view, but be ready to lobby for continued improvements of the town.

I think we need to look beyond a simple "shopping list" of one-off schemes, and identify areas where change might be encouraged, or needs to be responded to, as well as areas where special conservation measures are urgently required. For example, one of the key challenges we faced, coming to Dover when we did, was to try to respond to the major change in the whole structure of the town brought about by the construction of the A20.

Essential though it was to the town's future, the new road presented a whole fresh set of challenges, not just in appearance, as Dover's new "front door", but also in how to achieve the regeneration of the Western Docks and Seafront not as a separate area but very much as part of the town.

Integrating the redevelopment of the Russell Street area with the town centre is also very clearly an important issue, as are the longer term challenges faced in the Charlton Centre area. I would like to think that the continued activity in Town Centre Management will go no further than the day-to-day issues and help bring about the right response to these opportunities, as well as a means to bringing about a number of minor improvements.



DOVER SEAFRONT OPENING 23.1.96

## FLYING A KITE FOR YORK STREET

I think I may have horrified some of the audience and some of the readers of the *Dover Express* with sweeping references to the re-planning of the York Street area, and I was certainly "flying a kite", but why not? It is clear that a lot remains to be done in this area, where historic streets were swept away after the war and sensitive archaeology remains to be displayed to better advantage. To me, this is an unnecessarily unattractive edge to the town centre, and now that the A20 takes another route is a rare opportunity to restore human scale to this part of the town.

I therefore questioned whether the right course would be merely to tidy up some of the surrounding sites – Queen Street, New Street, Saxon Street and Priory Street for example – or to take a more comprehensive look at what is arguably now unnecessarily a dual carriageway, and could provide much better surroundings to the White Cliffs Experience, with better coach

parking, and attractive links through to the Market Square and Cannon Street. I don't count myself amongst those who want to see the demolition of one side of the Market Square to "open the view". The buildings there are not of exceptional value but they do have a scale that helps to provide the Market Square with its urban quality and focus as a space. Similarly, although I quite understand why people were keen to get rid of advertising hoardings, I think this is only part of the solution for the York Street corner, which cries out for sensitive redevelopment, again to regain some of the urban form.

## WESTERN DOCKS - A MORE PROMISING FUTURE

In the last few weeks, interesting proposals have started to come forward for the regeneration of the Wellington Dock area, with the first phase of amended proposals for factory shops. Personally, I welcome the re-use and renovation of the dockside

22 buildings, especially if they are linked more firmly to the town centre. We don't have to see a massive new road junction to serve the development, and much of the water area can be retained. Later phases may prove more problematic, but what we can see so far could link very well with the pedestrianised New Bridge area, and is an added impetus for continued attention to Bench Street.

## **TOWN CENTRE MANAGEMENT**

In my talk, the main issue I raised on the town centre was the subject of what we have come to call the "missing link" – the area at the heart of the centre around Boots, which still suffers more than its fair share of traffic problems and in my view weakens the enjoyment of a fine pedestrian environment. We still hope to include some minor improvements to Worthington Street in our programme, to give at least some impression of greater continuity to the shopping area, but in the longer term it would be good to see at least some traffic removed and the street re-designed to give it a more pedestrian feel.

Town Centre Management has proved to be a popular challenge for candidates for the newly created job of Town Centre Co-ordinator, and applications have been flooding in. Candidates are being asked to demonstrate strong organisational skills and the drive to achieve results along with determination and a high degree of self-motivation and initiative.

Dover Town Management Company will appoint its first Co-ordinator towards the end of July and the new organisation will be run from 7 Castle Street, in an office generously donated to the Company for its first year, by John Ullman, one of a list of local sponsors which includes Dover Harbour Board, Boots the Chemists, Marks and Spencer, Arjo Wiggins, Travel Market, Hammonds and the Charlton Centre (Park Rutland Ltd) as well as the County and District Councils.

The Co-ordinator will assist the Company's Board of Directors to deliver a demanding business plan which will continue the excellent work already undertaken by local people and businesses under the guidance of the IMPACT team. We are delighted that all the hard work in setting up a local partnership of this kind to manage town centre issues has come to fruition and we look forward to launching the new company on the next stage of its journey to bring greater prosperity and enjoyment to all who live in and use its centre.

## **WORK GOES ON**

In the meantime, you will have realised, however, that IMPACT projects are still receiving finishing touches in both Dover and Deal and work has been progressing in areas such as New Bridge, York Street Corner, Victoria Crescent and in Deal at the entrance to the Pier. In addition, a fresh project should soon start at Flying Horse Lane, adding to the group of projects along the riverside. At the AGM, I advocated a cautious approach to the ideas for a ramp on the riverside walk near the Bowling Green – not because I didn't think it was a good idea, but because it would be all too easy to spoil what at present is a charming scene with an over-engineered solution. Here are some of the things happening at the moment.

## **YORK STREET CORNER**

The interesting blue wavy railings will certainly have caught your attention at the York Street Corner. Fronting the path around the entrance area of the Nu-Age Night Club, they are part of a package of visual improvements at one of the most prominent corners in the town, achieved in partnership with the Nu-Age Club and the Unitarian Church. Shrubs and hedging are yet to be put in place, to round off the transformation of a corner of Dover which gives vital first impressions of the town to visitors and passers-by. >



## VICTORIA CRESCENT and LONDON ROAD

Another scheme, now finished apart from the planting, is the repair of the walls and stone capping at Victoria Crescent, and restoration of the railings. We have rebuilt the sections of the piers which were in disrepair and have added decorative ball tops to each section. A new railing crafted by a local blacksmith sits atop the wall and the entrances to the Crescent have been fitted with new granite channels and granite setts and paved with blue engineering bricks to match the other side of the road. Together this project and the work on the Royal Victoria Hospital gives a much needed boost to this part of High Street and opens up an opportunity for façade improvements to the buildings themselves in the future. Soft landscaping works will follow at the same time and as part of the same contract as those for the York Street corner.

London Road as a whole remains an area in need of continued and sustained action, in terms both of conservation and land use; we shouldn't ignore the fact that it continues to support a myriad of small businesses, as well as being an area of significant quality. I would have liked to have seen a repeat of the kind of improvements we were able to bring about in Snargate Street

## NEW BRIDGE

A great deal of delay has built up here, not through any misjudgement on our part but through the inadequacies of the underground service mapping supplied initially by the public utilities. It was essential to move water and gas supplies before work could get fully under way and this put the contract back by quite a number of weeks. These frustrations are now behind us and, at last, emerging from the subway into New Bridge one is presented with an entirely new vista. The improvements here have created a spacious, safe environment for pedestrians heading towards the seafront. The finish-

ing touches will shortly include some striking new lighting columns made by craftsman Ray Hudson. Again simple robust planting will be added, along with the work in Victoria Crescent and at the York Street corner.

## SEAFRONT PROMENADE

We were delighted to receive news that Ray Smith's sculpture 'On the Crest of a Wave' was nominated for the County's Rouse Kent Public Art Award. The works of art nominated can be anything from statues to sculptures, ornate street lamps to overhead shelters, or murals, but they must be on permanent public display. The award, now in its third year, is sponsored by West Malling's Kings Hill developers Rouse Kent and is supported by Kent County Council and South East Arts.

Members of the IMPACT team were invited to the award dinner on 3 June and were delighted to be associated with Dover Harbour Board in the receipt of the "Rouse Chair". We have received many complimentary comments concerning the newly designed promenade and it is a joy to see people sitting around Ray Smith's sculpture obviously enjoying the setting, the summer sun and soaking up the atmosphere of the spirit of Dover. The whole subject of Channel Swimming is to be commemorated in a specially designed set of plaques on a plinth near the sculpture.

We look forward to the continued improvement of the promenade in due course, and have passed on to the DHB the latest suggestion for **another** statue, celebrating the first crossing of the Channel by a lady pilot – the American, Helen Quimby, whose picture graces the US 50 cent stamp. Get your teeth into this one, Budge!

## ARCHCLIFFE FORT

Here, the Emmaus group are working hard not only to achieve a worthwhile project in its own right but also to put the historic site back into effective use. Our rôle has been to work with their architects

to upgrade the frontage, and once again we have shared the frustration of underground services not being where they are supposed to be.

### **CASTLE HILL ROAD**

Many of you will have had fun on the traffic obstacle race running up and down Castle Hill Road recently. We are confidently assured by our K.C.C. Highways colleagues that the packet of safety measures, which IMPACT has been able to add to by way of upgraded materials and better quality design (such as the lighting columns) will be finished by the end of this week (28 June).

### **WHAT'S HAPPENING IN DEAL**

The Deal Chamber of Commerce has realised that although Deal Town Centre works very well now, complacency should not be allowed to set in and it has recognised the value of working together with all sections of the town to continue to keep Deal firmly in business. Four members of the IMPACT team and some members of the Joint Committee, helped run a local event on 7 March, as a result of which working groups are now looking at key promotional and development issues affecting the town centre. One of these activities involves the production of a Town Centre Shopping Guide which will assist in attracting visitors/customers to the town as a destination. The Working Group involved with the production of the guide will also involve itself in the promotion of planned events.

*Recent improvement works in Deal have coincidentally involved two town centre churches.*

### **Church of**

#### **St. GEORGE the MARTYR, DEAL**

The first, St. George the Martyr in High Street, has followed IMPACT carrying out reconstruction and improvement works to pavements outside the main gate, including a secluded garden for the blind. Now the church, with IMPACT help, plans other work within the churchyard, including re-paving, landscaping, bicycle stands and a lighting scheme which will illuminate the paths around the Church – and possibly a flood-lighting scheme for the east elevation fronting High Street.

### **DISABLED ACCESS**

#### **VICTORIA BAPTIST CHURCH**

A grant has been awarded to the Victoria Baptist Church in Victoria Road. Two disabled access ramps are proposed to the front and side entrances. Materials to be used have been specified to be in keeping with the appearance of this Victorian building.

### **DEAL PIER**

Last but not least, work is due to be completed this month on a major scheme around the forecourt to Deal Pier. Taking its cue from the 1950s design, and following a number of design meetings with local groups, attractive new paving and extended planters, with specially designed new curved seats, enhance the seafront. The District Council next have the pleasant duty to use to best advantage a substantial bequest specifically for a new feature for the site, which could well be a new piece of art to rival Dover's. ◊

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## ***East Kent Hospice Benefits from the work of Society Members***

Recently several members of the Society assisted at a Dover Museum Quiz for Dover Harbour Board, who, in appreciation of our help donated £100 to the Society. It was decided to give this unexpected bonus to support the East Kent Hospice, which had already received £150 from the Society on the occasion of the Vardon Organ Recital.

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## The Future of East Kent

----- MERRIL LILLEY -----

The Kent Federation of Amenity Societies holds an annual Spring Conference at a different venue each year. This year the 31st conference of the KFAS was held in Dover at St. Mary's Parish Centre on Saturday, 11th May and hosted by the Dover Society.

The Chairman of the Dover Society, Mr. Jack Woolford, is also the Chairman of the KFAS so, with his dual involvement, he was the key figure of the day and particularly anxious that the event should be a successful one. It is pleasing to report that the Chairman was not disappointed. The day was an unqualified success. Eighty-seven people attended; the weather was fine; the speeches were good; the discussion animated; the lunch excellent and the afternoon trip exceeded all expectations.

The subject of the conference was THE FUTURE OF EAST KENT, focusing on the way in which the economic stability of East Kent is closely linked to the ferry ports.

The proceedings started with coffee at ten o'clock, followed at ten-thirty by the Annual General Meeting of the KFAS. Anticipating the full programme to follow and the keen interest in the subject matter of the conference, the chairman adroitly concluded the business of the AGM in thirty minutes. He welcomed the Rt. Hon. Lord Astor as the new president, Arthur Goodburn, of the Dover Society, as Treasurer and Bob Radcliffe as a new committee member. He was pleased to report that the KFAS had 78 affiliated member societies. There were members present from Canterbury (2), Rochester (5), Chilham (2), Oaken Hill (2), Shoreham (1), Ramblers (1), Chartham (2), Hawkhurst (2), Broadstairs (2), Ramsgate (5) and the Weald of Kent (1) together with 61 members of the Dover Society.

The Kent Federation of Amenity Societies is itself also affiliated to the Kent History Federation and many other

bodies. It has its own twice-yearly publication, *Kent Matters*, and, in addition to its Spring conference, holds an Annual Conference at Wye College each September. Members were cordially invited to join this year's conference at Wye on September 14th and 15th, 1996. The Chairman's speech was followed by the Treasurer's report and the election of officers, bringing the AGM to a close by eleven o'clock.

The remainder of the morning session consisted of two addresses, the first by John Gerrard, Services General Manager of the Dover Harbour Board, entitled "The Channel Tunnel and the Ferry Ports: Can they all survive?", and the second by Ian Gill, of the East Kent Initiative, exploring the rôle of the East Kent Initiative in regenerating the local economy.

John Gerrard illustrated his talk with a number of appropriate slides, starting with a striking aerial view showing "storm clouds over the White Cliffs of Dover". In answer to his own question on the channel tunnel and the ferry ports - can they all survive? - the speaker said that the short answer is No! or, at least, not in their



TWO VIEWS OF THE DEPARTURE LOUNGE AT THE CRUISE TERMINAL





THE SPACIOUS PARKING AREA AT THE CRUISE TERMINAL

present form. There would have to be some rationalisation. He went on to trace the history and construction of the Tunnel, then to assess its present performance, quoting statistics on the gradual increase of traffic through the Tunnel through 1995 to the first quarter of 1996, showing a rise in the percentage of cars, coaches and freight traffic. Already by April 1996 there was an increase of 22% for cars and 13% for coaches compared with the figures for 1995. A reduction in tariffs was attracting more customers to the tunnel.

Next the speaker summarised the vast changes and modernisation which had taken place in the ferry industry since the late eighties, resulting in a marked improvement in customer services and increased traffic on the ferries. Many ferries made five trips per ship per day.

He then went on to talk of the the response of the Dover Harbour Board to the competition from the Tunnel, describing in detail, once again with the aid of slides, all the changes which have taken place at the Eastern Docks; the building of new berths; new signs to help drivers (including one of the longest signs in existence,

over the freight lorry check-in); and the construction of an elevated road to facilitate the flow of inward bound traffic. Since the installation of this roadway the largest ferry can be emptied in nine minutes. All operations have been speeded up. A lorry can check in in three minutes.

Other areas of the dock have been developed as the Harbour Board has diversified its operations into the importing of fresh produce. With the building of a new berth for cargo ships and extensive cargo sheds and cold storage Dover is now the fourth largest importer of fresh produce into the U.K.

Another development was to use the cargo berth, when it was free, for the occasional cruise liner and this use gradually increased. Twenty-four cruise ships used it in 1995. With greatly increased demand for cruise ship visits the Harbour Board invested £10 million in converting the Western Docks Marine Station into a fine new Cruise Terminal. This was opened on 19 April 1996 and 104 cruise calls are booked for this year. It is hoped that the economy of the town will be helped by the visiting passengers and crews.

In addition the number of summer visitors to the port has been substantially increased by another of the Harbour Board's projects, the new yacht moorings provided in the Tidal Basin at the Western Docks.

These three important developments, the cargo trade, the cruise terminal and the extra yacht moorings, will all play a crucial part in the future of the port, said the speaker. Returning to the subject of the ferry services, he said the future was uncertain. It was clear there would have to be rationalisation and it was expected that the present number of sailings of eighty-seven ferries a day should in the future reduce to a more realistic figure of about fifty-five.

The second speaker was Ian Gill of the East Kent Initiative, who spoke on the drastic effect the Channel tunnel was expected to have on jobs in East Kent. The Kent Impact Study in 1991 concluded that the economy was in a fragile state, that the projected job loss was likely to be 10,500 by 1996 and more by the year 2000. The losses were in the areas of the Kent coalfield, agriculture and the ferry industry and the present unemployment figure stood at 27,484.

The EKI was formed as a direct result of the KIS, with the objectives of encouraging investment, reducing unemployment, improving transport and infrastructure, raising the profile of the tourist industry, ensuring provision of suitable development sites and improving business opportunities in East Kent.

It was intended that the EKI, which embraces Ashford, Canterbury, Dover, Sheppey, Swale and Thanet, should provide a single voice for the area, gain support from a range of organisations and help promote local and regional strategies.

Already the EKI had achieved much for the area, securing Assisted Area Status; obtaining European funding and funding from The Single Regeneration Budget Fund; embarking on various programmes such as SME, KONVER and PESCA; contributing valuable work in rais-

ing skill levels, helping school leavers, introducing training packages and providing redundancy counselling, investigating site development and investing in tourism.

As the first speaker had started with a question, the second speaker ended with one. How can we kick-start East Kent?

Following the two addresses the morning ended with a lively question and answer session, in which the two speakers fielded, to the best of their ability, a dozen or more pertinent and thought-provoking questions from the floor. The Chairman thanked speakers and audience and reminded all that there was only an hour in which to enjoy the excellent lunch before proceeding to the afternoon tour of the Port of Dover.

At two o'clock two large coaches left from Pencester Gardens for a two-hour tour, the time to be divided equally between the Eastern and the Western Docks, one coach proceeding east and the other west.

At the Eastern Docks the tour included the Port Control building on the Eastern Arm, dealing with all sea traffic, then the Control building within the port area, controlling all movements on land. This part of the trip need not be described in detail here as it is already covered elsewhere in the *Newsletter*. (See the article by John Bartlett on a separate visit to Port control).

At the Western Docks the coach party visited the Cruise Terminal- a treat indeed to be some of the first local visitors to be allowed a glimpse inside. As there was a cruise ship in port each visitor was issued with a special red sticker to enable the party to pass through port security. We passed beneath the entrance canopy, through the check-in hall, up the gleaming escalator to the departure lounges, exclaiming as we went on the fantastic transformation of the old Marine Station into this attractive and spacious international cruise location. Passengers embarking at Dover pass this way and pause in

the comfortable lounge to view the magnificent arching spines of the old station and the re-furbished splendour of the Southern Railway's Memorial from the Second World War.

By chance we met a couple of cruise passengers from Michigan, USA, returning to the ship after walking into Dover. We were anxious to know their impressions of the town. Yes, they thought it was a nice little town to visit. They had walked past the Grand Shaft and wanted to go in but it was closed. Yes, they realised they should have seen the castle, but there was

so little time. They had been given some leaflets about Dover about an hour before disembarking but hadn't read them carefully. They'd enjoyed their visit, had lunch at Dickens Corner, bought some very good greetings cards from The Gift Box in Bench Street, one in particular for a Golden Wedding. They thought that all the people were very friendly. So we left them to resume their cruise and returned to our coach.

Back to St. Mary's Hall for tea and thank you speeches to all who had contributed to this superlatively successful day.

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## *The Official Opening of the Cruise Terminal*

More than 200 guests attended the official opening of the Cruise Terminal on 20th June 1996. Dover Harbour Board Chairman, John Maltby announced that already 108 cruise liners had booked for 1997, making Dover the busiest cruise line port in the UK.

The Cunard *Royal Viking Sun* was in port for the opening and guests had a tour of the vessel and lunch on board, before it

departed for a fourteen-day Norwegian cruise.

Guests were greeted by Jonathan Sloggett, Managing Director of Dover Harbour Board and the opening was performed by Peter Ward Chairman and Chief Executive of Cunard. He unveiled a wall plaque set between two photographs, one of the Golden Arrow and the other of *The Royal Viking Sun*.

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## *The Grand Shaft* — — — — — TERRY SUTTON

One of Dover's best known tourist attractions, the Grand Shaft, is open again following restoration. The perpendicular shaft through the cliffs, linking Snargate Street with the Western Heights, is open every afternoon (except Mondays) between two and five.

The re-opening ceremony was performed by Brigadier David Gotsal, Deputy Constable of Dover Castle, when a kilted nineteenth cent. re-enactment group, the 42nd Highlanders, mounted guard and gave a demonstration of musketry. firing.

The shaft was built during the threat of a Napoleonic invasion and the triple stair-

way down through the cliff was designed to provide a surprise route by which British troops could emerge from their Western Heights barracks to swoop on any French bridgehead, cutting off hopes of reinforcements. It was all a complete waste of money because no invasion came.

But the three spiral staircases, each of 140 steps, leading to another fifty-nine steps in the open air, for many years provided a route for garrison troops as they headed for the fleshpots of Snargate Street and the rest of Dover. How they managed to climb back afterwards leaves a lot to the imagination! It's quite a climb!



THE CONTROL BUILDING AT THE END (ALMOST) OF THE EASTERN ARM

JOHN BARTLETT

# *Port Control*

## A VISIT TO THE EASTERN DOCKS

THE GROUP assembled rather anxiously. It was a dull day, threatening rain and a bitterly cold wind. Hardly the best of conditions for a tour of the docks..

Once underway the weather was largely forgotten, since the tour was made in the comfort of a minibus and was largely indoors at Port and Terminal Control.

The first part on the bus covered territory known to most of us - the booking hall and the drive through the check points towards the ferries. However, our guide from the Dover Harbour Board, Valerie Crimmin, enlivened it with interesting information and statistics - for instance that DHB only employed six

hundred people to run this vast twenty-four hour operation. This included eighteen policemen with two cells at their disposal, both of which enjoyed a high occupancy rate! Last year Dover port handled 18,000,000 passengers and we were given the illustration that the one million freight lorries, if placed end to end, would stretch from Dover to Perth in Western Australia - a very credible description to those of us who live near Townwall Street!



Much of the recent expenditure has been to facilitate quick and efficient handling, since this is one of the main advantages featured in the advertising of the Channel Tunnel, the port's menacing neighbour. Foot and car passengers have seen reporting times fall from an hour to twenty minutes. My own experience of the tunnel – taken out of curiosity, of course – suggests the port does as well as or better in this respect. Even more impressive was the saving for freight drivers, who could now be processed almost as quickly, whereas a few years ago most would have spent six to eight hours in the port area before boarding a ferry. This improved check-in operation has been achieved by the installation of automatic and computerised weighbridges, allowing rapid clearance and allocation to ferries. This route is followed by all units weighing over seven tons.

Another facility that must prove very attractive to the freight fraternity is the Truck Stop Area. This is a large safe parking area, within the docks, where lorries can stay for up to forty-eight hours. For the drivers, food, showers and overnight facilities are available. For car passengers there are two Welcome Break restaurants with well-stocked shops and children's play areas.

Our first stop was at the Port Control, situated in the tower at the end of the Eastern Arm. Obviously we were intruding on a very busy work area, where all the port's floating movements were being controlled by two officers. However we were made very welcome and they gave us a fascinating and comprehensive description of their duties and equipment.

The facility was upgraded in 1991 and the equipment is now the very latest available in the field. There are three radars, which between them observe all movements from those in the port itself, right across to Calais, plus those of traffic passing through the Channel. There are

numerous radio channels available for communications with ships, hovercraft and small pleasure craft, in addition to Terminal Control, Coastguard, police, emergency services and the harbour operators, such as mooring parties and tugs.

Although in a superb position to observe the port and its approaches, all the modern technology allows the staff to operate when visibility is so poor that they cannot see the sea below them. Their duties are to control anything that floats. Entry to the port is controlled by the banks of red and green lights at each entrance and they allocate the order of entering and leaving the port and which berth is to be used. They have details of all sailings from the operating companies and do their utmost to facilitate the maintenance of the timetabling. However, it was stressed that the ultimate authority for any ship in the port is the captain.

All the radar displays and radio communications are recorded and kept for several weeks. The room below the Control Room is a mass of recording machines and filing cabinets, where these records are kept.

Returning to the minibus we saw the new facilities built to replace the old submarine pens. These are two warehouses to handle cargoes, one cold storage and the other at normal temperature. Dover's contracts with the freight transporters means that one third of the fruit imported into the country passes through the port.

Our final stop was at Terminal Control. This serves the same purpose as Port Control, but deals with everything on dry land. It has a commanding view over the whole terminal area, but was under extensive renovation, so we were not able to see it in operation on this visit.

Our thanks to Joan Liggett for her part in the organisation of the tour from the Society side and again to our excellent host from DHB, Valerie Crimmins. A very enjoyable and informative tour. <



THE  
COASTGUARD STATION  
STRATEGICALLY  
SITED ON THE CLIFF  
ABOVE THE  
EASTERN ARM.

MEMBERS OF THE SOCIETY VISIT

# *The Coastguard Station at Langdon Battery*

----- STEVE PETERS

DOVER COASTGUARD STATION at Langdon Battery is the base for the Regional Maritime Rescue Coordination Centre (MRCC), its responsibility extending from Norfolk to the Isle of Wight. It is on the cliffs above the Eastern Arm and has uninterrupted views of Dover Harbour, the Channel and the French Coast beyond.

Langdon Battery gets its name from the battery of defence guns that were installed here in 1910 and it was actually on the circular bases of the larger 9.2 guns that the control rooms were constructed in 1979.

On Saturday 25 May 1996 eight members of the Dover Society met in the Battery car park. Arriving early we took

advantage of our waiting time to look at Dover from this hitherto inaccessible vantage point. The Castle looked very impressive from this more lofty perch, the Pharos, at this particular angle, being hidden behind the church. Visibility was good but the French coast was just obscured by mist.

Once an aggressive gun site, this is now a tranquil base surrounded by lush grass, shrubs, brambles and attendant wildlife. We saw rabbits, magpies, jackdaws, starlings and a variety of gulls. This must be one of the finest working environments in Kent.

Our host for the visit was Andy Roberts whose seventeen years Merchant Navy



THE "RADAR INSTALLATION — THE COASTGUARDS' "SEEING EYE"

experience was typical of most coastguards. A maritime background is essential (includes ex-Helicopter Rescue personnel) when making appraisals of Channel situations and subsequent communication with the seamen concerned.

Andy explained that the Service made radio broadcasts every hour (every half-hour in conditions of bad visibility) known as the Channel Navigation Information Service (CNIS) giving details of weather, tides and any navigation difficulties. This service was commenced in 1972 at the same time as they introduced a separation traffic scheme in the Channel which became compulsory for all UK ships. In 1979 this was extended to all Channel

traffic when the new Operations Centre was opened and full radar was commenced. The system was further updated with Automatic Data Processing in 1983 and extended to full radar monitoring in 1993.

After a video display Andy took us to the Control Room. We half expected to see bluff seafarers with eyes glued to binoculars peering into the far distance — far from it. We found crisp, alert computer operators monitoring their screens controlling the most modern computer/radar linked maritime coordination system in the world, with just an occasional relaxing glance from their windows at the panoramic view. The location of the Coastguard Station is irrelevant, we were told. It could just as easily operate from Birmingham.

We were able to see on screen the radar image of maritime traffic actually

in the Channel at that time. It was possible to focus on any section of the Channel for closer scrutiny. This was applied to the Margate area, where we were able to see a flotilla of yachts racing from Harwich to the French coast. The screen was then diverted to the Dover area where we were able to watch ferries crossing between the two coasts and weaving through the other traffic using the separation scheme.

Each vessel, entering the control area is given its own number on the computer and it is possible to home on to a vessel within a computer square when the identifying number is instantly revealed. Thus if two 'blips' appeared to be converging they can quickly be

34 identified and contacted by radio should that be necessary.

Automatic Data Processing ensures that a continuous record is made of all movements, thus if there is a maritime incident the data can be recalled at any time revealing a vessel's movements before, during and after the incident. This was demonstrated by bringing on to the screen a day in the previous week when a member of the group made a ferry trip. On fixing the time of departure and speeding up the data we were able to monitor the progress of the ferry from departure to arrival. We were spellbound.

This Control Centre, as with other regional centres, has access to many other services and facilities which it must coordinate, including aircraft, Helicopter Rescue Service, Fire Service and Auxiliary Coastguard Rescue Service. This last named service was brought to our notice when we found that one of the computer operators was none other than our own Dover Society member Maurice Palmer. In common with other volunteers he puts a few hours duty each week and was working on this day from 8am to 2pm to make up the full-time personnel shift to six. Well done, Maurice ◇

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## A DAY ASHORE

*A day as a Shuttle Bus Co-ordinator* – MERRIL LILLEY

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It is 8.30. am on Monday, 10th June. At the Cruise Terminal the SS MAASDAM of the Holland- America Line is disgorging its passengers. A fleet of coaches awaits to transport more than 800 of them on pre-booked tours to London, Canterbury and other places in Kent. The ship carries 1200 passengers so that means that more than 300 of them will remain in Dover or make their own plans for the day ashore.

There are to be three shuttle buses operating all day between the quayside and the Market Square. The shipping line has appointed Aragon Tours as its agent and they, in turn, have found some local people ( four of us ) to act as shuttle bus coordinators. From 8.30 am until 5.30 pm there will always be one person at the dock and one in the Market Square. (We are operating our own rota system for this.)

8.40 am and the first shuttle bus is ready to leave. The first passengers to board are a couple who have booked a Hertz hire car in advance and want to know where to pick it up. The first bus fills

up with early risers and sets off for the town. We drop off the couple at the Hertz office and wish them a good day, then proceed to the Market Square to begin our task of aiding, directing, advising and answering questions. Every bus is busy and this continues non-stop until midday.

Where is the train station? Boots? Marks and Spencer? The local bus stop? A camera shop? An optician? The Post Office?

Which is the best way to get to the castle? How long will it take to walk there ? Is the way steep? What is the entry fee? How long should one allow for the visit? How much to go by taxi? Is there a local bus?

Is there time to go to London and back by train? Should one go to Canterbury by train, bus or taxi? How much will it cost? How long will it take?

We can cope with most of this and after an hour or so the local taxi firms have realised what is happening and there are always one or two taxis stationed across the road outside Courts. It becomes easier as the morning progresses. >

Where is the museum, the White Cliffs Experience? Gift shops? Antique shops? A quaint pub? A good tea room? A cool beer? and many more.

We distribute leaflets for the Museum, WCE and Castle. The Town Gaol is closed on Mondays and so is the Roman Painted House, but we learn that the latter opens later in the day in response to demand.

By 10.30 am a few elderly passengers who have difficulty in walking are returning to the ship with souvenirs, postcards and drinks. One lady staggers under the weight of a case of Pepsi-Cola from KwikSave. They are in the minority.

At lunchtime the shuttles are busy again with passengers returning to the ship for lunch. Some have booked afternoon trips from the quayside at 1 pm. One trip is on the railway to Tenterden. \*

The afternoon brings more inward passengers who have been on a morning trip and are now setting out to explore Dover. More leaflets, directions and suggestions and more questions to answer. A few ask about the town and its history. Most are content to wander through the shopping precinct.

From 3.30 to 5.30 the traffic is mainly from town to port and we take the opportunity to chat to some of the returning passengers.

"Dover is a great little town; the people are friendly". There is universal approval. All have enjoyed themselves. One lady expresses the opinion that America is all shopping malls. She could see those at home. The Americans liked quaint streets with small shops!!!

It is impossible to find out everyone's reactions. The diversity of experiences is so vast. One couple took a taxi to London, saw the changing of the guard and Buckingham Palace. Another couple took a taxi to Canterbury, saw the cathedral and then took a trip round the Kent coast, through Margate and Sandwich, then back to Dover Castle for the afternoon.

The majority of people visited the Castle, getting there by bus, by taxi and some by walking. They were all enthusiastic, loved the Keep, the view, the tunnels, the history!! They thanked us for our directions and advice.

The lady who wanted the optician got her spectacles mended. The couple who rented a Hertz car got a parking ticket in Canterbury!

People who stayed in the town enjoyed walking around or sitting in the sunshine at various pubs or eating places which provided outside tables.

Almost everyone seemed to have bought something to take back with them. Apart from the inevitable postcards, films and souvenirs, I noticed pictures, shoes, make-up, shirts, drinks and embroidery materials.

All were unanimous in acclaiming the free shuttle buses which were great! They didn't get that provided at many of their stops. Many praised the organisation and some said it was the best they had experienced on the cruise.



## DEADLINE FOR CONTRIBUTIONS

*for Issue No. 27 - for publication on or about 1st December - is Monday 28th October*

The Editor welcomes contributions and interesting drawings or photographs.

*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 the authors, artists or photographers*



A REPORT by  
DONNA SOWERBY,  
*Arts and Events Manager*  
DOVER DISTRICT COUNCIL

To mark the 5th anniversary of the Festival of Dover the theme chosen was "Spirit of the Sea", based on the town's maritime history and heritage. This attracted keen interest from local and regional businesses and some new items were included in the programme at the last minute.

Lessons have been learned over the past five years and the programme adjusted accordingly. Old favourites such as the Teddy Bears' Picnic and the fireworks display were scheduled to capture a large proportion of the market. New additions were not always successful, for instance the Comedy Club evening at the Swingate pub, where the allocated budget did not provide for quality acts. However, in the town centre the Festival Showcase and The Jolly Roger Fun Day proved most popular and, no doubt, will become a regular feature.

Everyone has their own favourite events, acts and performers and taste in the arts is, of course, individual. So I will choose my top five events of this year. These are in no particular order.

Firstly, I was most fortunate to attend the schools' workshop with the children's author, Jeremy Strong, held at Sandwich Library. Jeremy, based in Kent, had me in stitches with his wonderful story telling of a book called "The Indoor Pirates". His interpretation of the frightened pirates attempting to kidnap the postman for ransom was superb and would have been appreciated as much by adults as children.

Another choice is the Dover Youth Theatre's performance of the maritime drama "My Love is Drowned in the Far Off Seas", written by Michael Thomas of Dover Boys' Grammar School especially for the sea based festivities. The talent of our local young people is quite astounding. Despite the fact that I regularly see such performances I found this one outstanding. There was a full house and the atmosphere in the basement of the Keep of Dover Castle added to the effects.

A sunny evening in St. Mary's Church was the setting for my third choice, where the Snowdown Male Voice Choir performed a programme of old and new melodies, including some pieces recently learned for their performance at the Albert Hall in London. The light through the stained glass windows with the sound of their voices singing "You'll Never Walk Alone" filled my eyes with tears.

Our experiment in using venues in Deal and Sandwich proved how little residents move from one town to another to enjoy the events. One such evening was the performance by the Gower Wind Quartet at the Astor Theatre in Deal. The group

comprised tutors from the Kent Music School who, with their Director, Steve Migden, had spent a rather hot and humid day working with 22 young people from all over Kent who all had a keen interest in and played a wind instrument. This performance had a very select audience, a high proportion being the students involved in the workshop and their parents. The small gathering did not perturb the group who provided a lively programme including a series of Lettish dances, to which the audience requested an encore.

Finally, I choose the major artistic production of the Festival, the performances and workshops of Shakespeare's "The Tempest", produced by Deal's Kent Shakespeare Project in association with the London-based SOHO group. Three schools were offered the opportunity of being involved with the project. Sandwich and Walmer Secondary and Archers Court, Dover, took up the challenge. The exceptionally warm, still evenings on Thursday and Friday were an Events Organiser's dream and the performance at the end of the Prince of Wales Pier was an absolute delight. For once!

However our fate was to change. On Saturday, with the prospect of a full house and a number of special guests, the wet weather option was Shed 4 on Esplanade Quay. However, some things work out for the best. The backdrop of static yachts in for renovation and other natural props on site made the performance even more magical than it had been on the end of the pier! It looks as though this could become a regular venue for theatre productions in Dover. The Kent Shakespeare Project are

keen to utilise the site next year!

Much time and effort goes into the planning of each Festival. This year we were fortunate to secure over £26,000 in sponsorship from the commercial sector. Without this assistance the programme, marketing and publicity would be drastically reduced or even withdrawn. This year sponsorship provided for the distribution of 80,000 brochures and diaries through Royal Mail door-to-door service and full page advertisements in local newspapers. There was coverage on Meridian Television on the opening weekend and daily reports on Radio Kent.

Over the past years, through market research or from talking to regular festival attenders, we have learned a lot about programme planning and increasing awareness. Shortly, with colleagues from Dover Museum and Kent County Council Arts and Libraries, I will be compiling the outline package for 1997. The international theme will be "CONNECTIONS". This theme was chosen as the District will be hosting the World Shore Angling Championships and also participating in the Francosonic '97 festivities in celebration of French speaking countries all over the world.

I hope that many of you enjoyed the celebrations of the two weeks of Festival 1996.

*Please note the Sea Shanty Festival in Deal in September to mark the end of the "Spirit of the Sea" in White Cliffs Country. Just because it's in Deal is no good reason not to participate. I'm sure we will provide something you will enjoy. <>*

## Great Expectations

*Professor George Curry from North Carolina, who gave us a Dickens Evening in 1992 in St Mary's Parish Centre, is in England again this year.*

*As part of the Canterbury Festival he will perform in his interpretation of GREAT EXPECTATIONS at the Gulbenkian Theatre on Sunday, 20 October, 1996.*

# Dover Harbour: BRITAIN'S OLDEST PORT

A TALK BY MARK FROST

----- SHEILA R COPE -----

*As part of the Dover Festival, Mark Frost, of Dover Museum, gave a broad "overview" of the development of Dover Harbour in a talk at the Silver Screen Cinema on the evening of 4 June. This was followed by an opportunity to view the current exhibition in the Museum. Although the Society has been fortunate in the past to have received several illustrated accounts by experts about the harbour development, a number of our members were present, proving that we welcome opportunities to widen our knowledge about the industry which is the lifeblood of the town. Mark showed us copies of maps which we could later study upstairs, glass of wine in hand, and in his talk gave his view of the development of the harbour from the Bronze Age until the present day.*

THE DISCOVERY of the BRONZE AGE BOAT, reinforcing that of the Langdon Bay wreck with its cargo of scrap metal from France, demonstrated that Dover has been a cross-Channel port for at least 3,000 years. It is likely that ships were once able to sail far up the Dour to find shelter but that tree felling on surrounding hills caused the river to silt up. So traces of Roman quays have been found at Stembrook, Bench Street and near the site of the present bus garage, but by Saxon and Norman times, from 400 AD, useful jetties were restricted to the river mouth.

In 1295 a French raid levelled the town and by 1306 a protective wall had been built around it and across the river which thereby became blocked to ships. Vessels could tie up only to the outside of the wall - precarious in bad weather - and to the Wyke, a shingle beach which formed to the west of the town in front of a pool fed by underground streams. In time this (Archcliffe Pool) was used as a harbour and Snar Gate was rebuilt to give access through the town wall to the Western beach rather than the seashore. Be-

cause such an area of refuge was some distance from the town a guard tower was built in 1495 and then in 1518 a second tower was attempted by John Clark, Master of the Maison Dieu, together with a short pier to protect the pool, now known as Paradise Pent, from the sea. The structure initiated the process of silting up which became such an irksome and expensive problem for over three centuries. Henceforth shingle which had formerly been swept by currents past Dover would be deposited in whatever harbour was created.

Efforts to solve the problem began with a pier overseen by John Thompson, Clark's successor, which was abandoned in 1551 after four attempts. There was another ambitious project planned and carried out by Thomas Digges from 1583-86 to build a massive wall with sluices through which the shingle would be forced out. Henry VIII had proposed enclosing the whole harbour - too advanced for Tudor technology - and Elizabeth I had recognised the need for an effective port on the south coast. Tolls of



3d per ton on every ship entering English ports for seven years helped to pay for 500 carts of earth and chalk a day to be brought to Dover and 1000 men to work on the wall. This construction, held together with faggots and withies, created the new Pent and became the basis of the existing Western Dock. The old Paradise Pent was dug out too.

In 1616, following complaints about maintenance, the Harbour Board was set up and as a result of land being leased to provide revenue the Pier district with its warehouses, banks and breweries soon rivalled the town in size. Although there was always a shortage of money an appeal to the Government in 1660 to improve harbour access led to some renovations. The Crosswall was constructed across Great Paradise creating an inner basin and an outer harbour. Archcliffe Pool dried up and was built upon. In 1699 £30,000 was allocated to scour the harbour and in 1719 the Pier Heads were rebuilt. A gate was added to the wall of the Great Pent in 1733 and the Castle Jetty was constructed in 1752 so that ships could use the Eastern side of the bay.

The outbreak of war with France in 1793 focused attention on the strategic importance of Dover and James Moon and Sir Henry Oxenham began eighteen years of improvements which produced wet and dry docks in a tidal harbour, new clock and compass towers on the Crosswall and stone quays. In 1834, Telford's plan, completed in 1838 by James Walker, created a tidal harbour doubled in size. Nevertheless, packet ships were obliged to anchor offshore and goods and passengers were unloaded by means of rowing boats.

The advent of railways (South Eastern via Folkestone in 1844 and London, Chatham and Dover in 1861) heralded real changes. In 1847 James Walker had started the Western Arm, later the Admiralty Pier, by lowering massive

stone blocks into a wooden framework. Though incomplete, within four years it was long enough to take packet ships alongside so that at least the shingle problem was being overcome. Rail lines were laid along the Arm and eventually ships berthed on either side and trains could stop at any berth. By the 1890s, however, paddle steamers could go straight to London and the Harbour Board decided to develop commercially. Another pier to the east – eventually the Prince of Wales – was begun in 1893. The Admiralty obtained parliamentary assent to develop Dover as a harbour of refuge for the Navy. So the Admiralty Pier was extended, and the Eastern Arm of nearly 3,000ft and the Breakwater of 4,000ft were built. At this stage the cliffs at the eastern end were cut back creating a platform. In the meantime by 1904 transatlantic liners were berthing at the Prince of Wales Pier, but unfortunately also hitting the harbour entrance and when the Hamburg-Amerika line moved to Southampton others followed suit. The new harbour was too small to contain the whole fleet but on outbreak of war in 1914 it was handed over to the Navy and became base to the Dover Patrol.

When the Harbour Board resumed control in 1923, small businesses became established at the eastern end and the Camber was leased to Captain Townsend whose "Artificer" could carry fifteen cars and twelve drivers from the Eastern Arm from 1928. This was mainly the heyday of rail with the Golden Arrow luxury service operating from 1929 and in 1936 the steam powered train ferry dock was established at Western Docks.

After the war sailings resumed in 1948. Those who were in Dover then may remember the Golden Arrow steaming behind Shakespeare beach and cars being loaded by crane in Granville Dock, but rapid change was imminent. Much of the Pier district had already disappeared pre-war and was finally cleared for freight.

In 1950 the first drive-on ferries, Halladale and Lord Warden were introduced and in 1953 two ramps at the Camber in the Eastern Docks were opened. As Parker Pens and other businesses including coal bunkering were cleared in the 1960s, a third double berth was erected which could load and unload simultaneously. Already the first drive-through ferry was in use and Eastern docks gained supremacy. Sand and shingle were brought

in to reclaim land for the arrival of the hovercraft in 1968 and for the construction of a new hoverport at the Western end by 1978. Dover became the world's busiest passenger port. Innovations continued. Now we have the new cruise liner terminal and Admiralty Pier comes into prominence again ... yet from time to time the dredger's services are still essential to the harbour.

## The Exhibition

comprises many maps, pictures, models and other memorabilia arranged chronologically from the Bronze Age boat to the projected Western Docks development. There are copies of maps showing proposed and actual improvements including John Thompson's of 1538 and (probably) Digges' of 1595 and impressive plans of Dover and the Harbour drawn around 1641 by William Eldred, Master Gunner at the Castle. Pictures by William Burgess are well represented - "Improving the Pent" for example. Another picture attracting attention was "Dover Harbour, 1856" painted by Henry Pether and showing Wellington Dock by moonlight with the Compass House and the Clock House designed by James Moon.

Moon's large, detailed, take-apart model of proposed new work in 1815 is quite fascinating, so different in technique from that showing the Eastern Docks re-development in 1966/67.

Many examples of channel craft are shown in model form ranging in size from the 'Fly', a small naval cutter with light draft famous from 1763-71 as a passenger, mail packet and customs boat, to the 'Pride of Dover' representing recent ferries. I noticed the 'Lady Brassey', DHB's tug, which in 1940 played an essential part in the Dunkirk evacuation. A reminder of the first War was the memorial to the men of the trawler and minesweeping patrol 1914-19 who, in sinking submarines, were subject to fierce attack themselves.

The display would be incomplete without the original copy of the Royal Charter granted to Dover Harbour by James I in 1606. Its bulk contrasts with the video and many photographs of the old Pier district and demonstrates the modernisation of boats and installations throughout this century. Please see this excellent Museum exhibition soon. There will be time for another visit before it closes on 15 September.

## Helpers Wanted at Crabble Mill

Helpers are needed in these areas - to share the work on a rota or "when needed" basis.

- 1) **Café**, serving teas and snacks in daytime or cooked suppers in evening.
- 2) **Shop**, serving visitors with souvenirs and tour tickets.
- 3) **Tour Guides**, for tourists, school groups or evening groups (training given).
- 4) **Milling and Maintenance**, for the

technically minded (Training given).

- (5) **Administration**, office work, marketing and fund-raising (all year round)

**Interested in finding out more?** Ring the Trust Secretary, Ian Killberry, 01304 362569 or call at the Mill in Lower Road, River when it is open.

# The Tempest

SATURDAY 8th JUNE  
in the BOATSHED on the  
ESPLANADE QUAY

JOAN LIGGETT

A MAGICAL PERFORMANCE enhanced by the inclement weather!

From the tour de force of the opening scene *The Tempest* as performed by the Kent Shakespeare Project was a unique and magical experience centred around five main characters with the supporting talents of local young people. We were spellbound from start to finish. The boatshed, with two large craft under repair, echoing with the rain and the wind, proved to be a wonderful backcloth for our introduction to the play.

Prospero with his billowing cloak becoming the sails of his ship held up by the staves of Caliban and Ferdinand with the white painted face and haunting expres-



41

sion of Ariel becoming an all too real figurehead.

Realism was added by Miranda standing behind Prospero as if on board, with the children adding depth by the movement of their hands and bodies forming the sides of the boat and the waves. A large group of them moving slowly forward as if they were truly the storm that overwhelmed Prospero's ship.

The use of wooden blocks and staging employed in the repair of boats added further to a truly exciting evening.

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FESTIVAL OF DOVER

## The Leivers Consort

at St. Mary's Church on 6th June

SHEILA R. COPE

IT WAS BALM to the soul to withdraw at lunchtime from summer's first heat wave to the interior of St. Mary's Church. There, on 6th June, the Leivers Consort - twin brothers from Deal plus two friends - gave a forty-five minute selection of sacred songs and madrigals from the sixteenth and seventeenth centuries. Unaccompanied their voices blended without fault and the rapport between them pro-

duced such confident timing that it was possible to relax without apprehension of any disharmony. Most of the composers represented were English. "If ye love me" by our own Thomas Tallis was especially moving and I enjoyed the complex rhythms in John Farmer's "Fair Phyllis I saw". This was a delightful short concert. We experienced a spell of calm beauty before tackling the remainder of the day.



After initial greetings, Councillor Tant and the Town Sergeant guided the Dover Society representatives (Chairman, Vice-President Lillian Kay, Sybil Standing and Terry Sutton) and their guests to the Mayor's Parlour where the municipal regalia were displayed and expounded in what can best be described as a trialogue. Councillor and Town Sergeant, with interruptions from Terry Sutton, (and interpolations in schoolboy French from the Chairman) explained some of the mysteries of District and Town/Parish Councils and, even more entertainingly, those of the Cinque Ports. These, of course, owed their existence to Anglo-French hostilities, both before and after

the Norman Conquest, and Terry's jesting reminders of French raids on Sandwich and English rule in Calais were deftly translated (by Mme Lefebvre) and greeted with friendly laughter.

The occasion concluded with a brief address by the Mayor of Dover and the service of refreshments, after which Cllr. Tant discussed with Mme Lefebvre earlier frustrated attempts from this side to promote Dover-Calais friendship, with twin promises to do better. The next episode will be the meeting and lunch with some of today's guests on our trip later this month (July) to the Côte d'Opale. This, too, has been organised by Leo Wright. <>

# *Excavations at the corner of Townwall Street and Woolcomber Street*

----- KEITH PARFITT

~~~~~  
FOLLOWING THE DEMOLITION of the petrol filling station off Townwall Street, members of the Canterbury Archæological Trust have spent some eighteen weeks on the site prior to the building of a new filling station. The work is being funded by BP Oil UK Ltd.

The site lies within the bounds of the former Burlington Hotel, destroyed during the last war. Centuries earlier the area formed an important region of the mediæval town. Lying within the ancient parish of St. James this site seems to have been situated in the fishermen's quarter of the old town.

this area. On the hill above the site, the great Keep of Dover Castle would have been under construction at exactly this time.

A complex series of mainly timber buildings with trodden chalk floors has been excavated; their remains are hard to find. The pottery that is being found with them is mostly Norman in date, c. A.D. 1150 - 1200 and it would seem that there was then a thriving community in

The excavations are due to be completed in early July but many more months of work on the very large number of artefacts recovered will be required. When that study and all the background research is completed it will be possible to produce a major new volume on the history of Mediæval Dover. It is already clear that there is a very interesting story to be told concerning a little-known part of this ancient town.

# Saxon or Norman?

JOE HARMAN

IT IS NOT UNUSUAL to find that the residents of a town or parish aver that their local church was built in the Saxon period. Sometimes there is documentary evidence to support this and some parts of the structure may help to support this theory. The rounded arch is common to both the Norman and Saxon periods. There are some churches which have some very distinctive Saxon features such as the long and short work at the corners of the building. The windows are high up and usually have splays on the outer and inner sides. The doorways are narrower and taller and more solid in construction. Those which have historical evidence can be compared with those that are doubtful. The Domesday Survey is helpful in indicating whether or not there was a church on a site before the Conquest. However, it may have been of wooden construction and may have been destroyed by fire due to strife or natural disasters.

Claims have been made that St. Mary the Virgin in Dover originated in the Saxon period. This claim was to some extent based on the entries in the Domesday Monachorum which names three churches. They were St. Martin's, St. Peter's and St. Mary's, with the latter two being subordinate to the first. The Victoria County History in Volume III states that St. Mary's is the one in the Castle and not the one in Dover. The origins of the church in the Castle are shrouded in mystery and legend, but there seem to be grounds for believing that King Eadbald set up a college of six canons with connections with Colton's Tower near the church. King Withred moved these secular canons down into the present Market Square where he set up for them the church of St. Martin. Most of the town of Dover was razed to the ground by William's soldiers after the Battle of Hastings. It was re-built soon after, as William realised the strategic importance of the link with the Continent.

The secular canons re-built their church and it was known as St. Martin-le-Grand. It has been suggested that the Canons built the building we know as St. Mary-the-Virgin and it may have been a hospice for travellers and by the Norman style it could have been built some time in the twelfth century. It had links with the Maison Dieu until it became the parish church after the Dissolution of the monasteries. Prior to this St. Peter's, which stood in the Market Square on the site of the present Lloyd's Bank, hosted civic functions such as the election of the Mayor and were transferred to St. Mary's. If we consult a history of St. Martin's Priory we find a mention of St. Mary's Hospital and the Maison Dieu, which may indicate that St. Mary's was there first and later attached in 1203. In the "Perambulation of Kent" by William Lambarde is mentioned the Hospital of St. Mary and the Domus Dei (or Maison Dieu).

To come back to St. Mary's in the town, it seems that the original building included the first two stages of the tower, which may have been a narthex or porch, and the first three arcades up to the double pillars with, possibly, an apse.

The lists of incumbents are not always reliable as often we do not know the sources. According to some records, in the case of St. Mary-the-Virgin in Dover, the ones listed are the Masters of the Maison Dieu who were expected to provide a priest for St. Mary's when required.

If this stipulation goes back to the building of the Maison Dieu it might indicate that the Hospital of St. Mary was already in existence before 1200.

All this does not prove that there was not a Saxon building on the site, but there is no evidence in the present fabric. It may be that a wooden structure was built on top of the Roman debris, but this could have been when the Norman soldiery exacted retribution in 1066.

## Letters to the Editor

Sandgate  
June 1996

37 Tower Hamlets Road  
Dover  
17th June 1996

Dear Editor,

Mr Breeze's letter in the April issue of the *Newsletter* took me back to a Saturday afternoon soon after I came to Dover in 1950, when I was invited to join a group visiting the Train Ferry Dock.

We non-Dovorians were fascinated to see the skilful way in which the captain manœuvred his vessel between the dock walls with apparently only inches to spare, how the dock gates were lifted up behind it and the water gradually rose to the level at which unloading could begin.

Long before that stage was reached, however, the ship's crew had jumped ashore with their bicycles and pedalled off into the town to buy coffee and anything else un-rationed and cheaper than on their own side of the Channel, returned triumphantly with their carrier bags and resumed their duties.

The British Rail engine puffed on board to haul off the two halves of the train, neatly arranged on either side of the vessel from where the freight was taken to its initial destination (refrigerated fruit wagons, for instance, to the Hither Green sidings in South-East London).

As a student I had been intrigued by the railway carriage advertisements for the Night Ferry - the business man's train to the Continent - Dinner in London - Breakfast in Paris, but had to content myself with the daytime passenger service - a standard and at times uncomfortable alternative in the pre-stabilizer days and one which landed me at Koln about 5 am.

My last view of the Train Ferry was from the Langdon Cliffs one warm summer evening last year when a sleek red vessel crossed the harbour to No. 1 berth after the cruise liner *Costa Marina* had sailed. I was surprised that it was still operating and would not have known of its demise in December if I had not been a member of the Dover Society.

Thank you, Bill, for bringing me up-to-date.

MAY F. JONES

Dear Editor,

Reading about, and seeing, the controversial sheep in Maidstone High Street, reminds me of an idea I sent to Dover District Council about a year ago which I thought might be something useful for the tourist "think tank".

In view of Dover's connections with the famous bluebirds from the popular song, I suggested that a good boost for tourism might be some concrete silhouettes of bluebirds in flight implanted on a few green sites on the cliff tops visible in the town and out at sea. Once in place maintenance would not be costly with possible volunteers sweeping the "birds" and touching-up the paint occasionally.

My second part to supplement the above was for similar "pictures" to be embedded in, or made up from, tiles in the Biggin Street and Cannon Street precincts and the Market Square. Bluebirds in flight with captions: "There'll be bluebirds over . . ."

There could be a number of spin-offs from this, souvenir ceramics, ashtrays, key rings, T-shirts, etc. Dover seems to lack good souvenirs - why not promote the bluebirds?

Howabout a small bluebird festival yearly with competitions for the kids? I believe there is already a Bluebird dance troupe in the town! Ideas are endless.

Unfortunately, my idea was turned down. Reasons given were: town and country planning, statutes protecting the White Cliffs and impracticability.

This bizarre floral sheep, not to mention the cut-out cows now well established on the roundabout at Ashford, seem to make my idea sound all the more sane and probable.

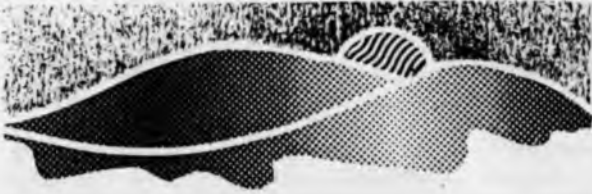
Through this letter I hope to revive some interest and possibly to make the Council think again, especially about part two if the cliff-top "birds" are not feasible.

I only have the good of Dover at heart - we really do need more tourism. What do members think?

Yours sincerely,

A. W. WHITAMORE KNOWN AS DICK WHITAMORE





## WHITE CLIFFS COUNTRYSIDE PROJECT



MELANIE WRIGLEY

*Project Officer*

### SAMPHIRE HOE

After a long, cold winter it did rain for a couple of weeks. This rain had an immediate effect on the vegetation at Samphire Hoe. The grasses grew more strongly and many flowering plants burst forth. In areas Bird's-foot Trefoil carpets the ground with yellow blooms. Mixed in with this are the yellow, downy heads of Kidney-vetch, and standing above them are the pink Sainfoin flower spikes.

A large number of species has colonised the grassland area. These are all welcome at the moment, but we are watching for any problem plants. The recent hotter weather has brought the butterflies out - Small Copper, Small Heath and Common Blue have been recorded so far.

The monthly organised guided walks have continued to be very popular. On 1 June about 190 people enjoyed the sun and the flowers.

### SHAKESPEARE CLIFF

This site is important as it is one of the gateway areas to Dover, crossed by the A20, North Downs Way and Saxon Shore Way. The grassland should be grazed again by cattle by early July. This is great news and will be a major step in maintaining the downland plants and insects.

### GREAT FARTHINGLOE FARM

Extending westwards from the Western Heights, this area of mixed farmland had its grasslands brought back into grazing management this year, with encouraging results. This spring there was a beautiful showing of Cowslips in several areas, there should be some colonies of Common Spotted Orchid in flower at any time, and most excitingly, a significant number of Adder's-Tongue plants have been found.

### WHINLESS DOWN, ELMS VALE

Finally, dedicated volunteers have completed the long set of steps that link the bottom of Whinless Down to the top of the 'downs' steepest end. The steps start on the hillside at the Harbour School end of the recreation ground, within the grazing area, and lead up the steep hillside to the Long Wood end of Whinless Down.

About 114 steps have been cut and built into the hillside to complete a circular route around Whinless Down. The steps provide easier access for local residents, school and college groups, and for people participating in Green Gang events.

Kings Road footpath that leads up onto Whinless Down past Astor School was the



focus of attention for Tidy Britain Week. A day was spent clearing age-old litter from this neglected footpath. About 130 pupils and teachers from Vale View Primary School helped by White Cliffs Countryside Volunteers and some Astor sixth formers cleared the footpath of litter and larger rubbish, collecting about sixty bags of litter and larger rubbish. All the participants were very thorough and not a scrap of rubbish was left. **Please help to keep areas litter free.**

In 1995 we had three cattle die in the Dover area as a result of eating rubbish. Please help us to stop more painful deaths and pick up rubbish especially in any of the grazing areas that you may be visiting. As you know litter is a constant problem, and although we try to collect litter on a regular basis it appears more quickly than we can get rid of it.

The fencing has been regularly vandalised at Whinless Down. This has been done by young lads, some of whom are under age and uninsured to drive motorbikes around the town. Motorbikes are not allowed on Whinless Down. If you see problems up there please contact Dover Police and the White Cliffs Countryside Project. Better still, if you know who these boys are, please let us know.

## WESTERN HEIGHTS

The Volunteers and Wardens continue to work hard on maintaining the footpaths, steps, fences and waymarking.

After the winter improvements around St. Martin's Battery and the Grand Shaft to improve views out to sea, it appears that more visitors, both locals and tourists, are enjoying these areas as view points. The gun battery car park is often full of cars with families using the picnic tables provided by the WCCP.

The grazed areas had a wonderful display of cowslips this spring. On the spring bank holiday I led a walk 'In Search of Cowslips'. These flowers are returning to the slopes of the Western Heights once again as the grazing provides better condi-

tions for their growth. We toasted the return of the cowslips with a sip of cowslip wine. (in these days made from commercially grown cowslips) as we sat on the cliff top admiring the chalk downland and the views across the Channel.

Unfortunately, we have had vandalism to fences on the Western Heights too. Some foolish person(s) cut a section of stock fencing above Clarendon. This led to four or five Dexters escaping into the Clarendon area in the middle of the night, causing the local residents much concern and disturbance and the police, graziers and WCCP staff had to be called. If anyone knows who cut the section of fencing and removed it to the moat of the Drop Redoubt we would very much like to hear from you. This is a very serious issue and the culprits need to have a serious warning as to the potential danger caused by their stupid actions. Thankfully, this is a very rare event. Please help us to keep it that way by letting us know if you see any suspicious behaviour.

Its not all bad news though! The Volunteers, Volunteer Wardens and staff continue to care for the countryside around Dover and Folkestone. If you are able to spend any time helping us please contact us at the office.

## NEW LEAFLET COMING SOON

Look out for the new, full colour Western Heights leaflet that will be printed very soon (available from mid-July). It gives information about the history and wildlife of the area.

## GUIDED WALKS, BIKE RIDES AND GREEN ADVENTURES

Please look out for our summer programmes that are available from Tourist Information Centres, libraries and directly from us. Do encourage your friends and relatives to take part if they come to visit you over the summer.

*We look forward to seeing you sometime soon.*



# The Factory Shops Inquiry

TERRY SUTTON

The oral battle over the future of the planned £50 million complex of factory shops on the White Cliffs Business Park at Whitfield is set to resume in September when Planning Inspector Nicholas Hammans will continue to take evidence and hear submissions about the venture.

The planning inquiry at the Council's offices at Whitfield opened in June when Keith Lindblom Q.C., for Fairclough Homes and other companies, argued that forty-five factory shops at Whitfield would be advantageous for Kent, for the district and for Dover. He is asking the Inspector to recommend the Secretary of State to overturn the planning refusal by Dover District Council to allow the factory shop complex.

The Dover Society, Dover Chamber of Commerce, Kent County Council and others are backing the Council's opposition to the project. Keith Lindblom submitted: "This is the right scheme in the right place at the right time."

But this was countered by a witness, Dover solicitor Peter Sherred who, in his evidence, responded: "This is the right scheme for Dover, at the right time, but in the wrong place, and the wrong scale for Dover."

Dover District Council was represented at the inquiry by Mr Richard Rundell who called four expert witnesses. Their evidence was being backed up by Mr Sherred and by Mr Ron Dryden, both former Presidents of Dover Chamber of Commerce,

who told of the parlous state of the town centre economy in Dover.

Evidence was given on behalf of the backers of the scheme that it was likely the forty-five shops on fifteen acres would attract something like 1.75 million visitors a year to the area, would provide 350 extra jobs and the infrastructure to unlock phase two of the business park for other job-creating developments.

On the eve of the opening of the planning inquiry it was revealed that Dover Harbour Board had submitted a planning application for a smaller range of factory shops in the existing nest of buildings in Cambridge Road, backing onto the Wellington Dock. Dover Council's chief planning officer Mike Dawson suggested that, although that scheme had not yet gone before the planning committee, he thought it a far better location, as it would be an edge-of-town development.

When the planning inquiry eventually ends, and the Inspector has made his recommendations, the Secretary of State will have to decide how much impact – for good or ill – the Whitfield project would have on Dover town centre. >

But as Mr Sherred told the Inspector: "Despite all the fine arguments being put forward at this inquiry, the majority of those here today will not have to bear the consequences of the eventual decision. It is we who are left behind who will have to live with the consequences."

\*A Factory Outlet Shopping Centre (FOSC), such as that proposed for

Whitfield, would sell surplus stock from manufacturers with a limited range of mainly fashion and out-of-season/over-production and/or discontinued lines of household table top goods. It is claimed that the same products would not be available at town centre shops and that they would be sold at 25% to 75% of normal retail prices.



# Defence of Dover Castle

----- AUTUMN 1940 — SPRING 1941 -----

*Mrs Wendy Atherton, wife of our President, Brigadier Maurice Atherton is engaged in writing a scholarly book on "The Defence of Dover Castle". Because this may prove to be indigestible without some lighter anecdotes, Mrs Atherton would welcome any material in the way of factual accounts by any members of the Dover Society who may be able to help with contributions. She has already accepted the following piece.*

**F**RANCE FELL. "We will never surrender" Churchill told Hitler, "We will fight on the beaches..."

The grapevine had it that when (not if) the Germans landed, the first line of defence would be at the River Stour at Canterbury with the second major line at the River Medway. The civilian population of Kent would be overrun by the Blitzkrieg and would perish in the invasion or would surrender but, although the Castle might be besieged by the Germans (as it had been by the French long ago) it would never surrender: the heroic garrison would rather die.

I, a young airman from RAF Hawkinge, arrived at Dover Castle in the autumn of 1940, as did a whole motley collection of volunteers from the tattered remnants of the B.E.F. and other units. We mounted a twenty-four hour watch along the battlements. We had no weapons. Between times we attended lectures on military tactics and stripping and cleaning arms (working from diagrams) and on the use

of grenades (working with one dummy grenade) remembering always to remove the pin with our teeth whilst keeping the grip most firmly depressed. We were promised real grenades and real rifles at any moment — they never arrived.

The twenty-four hour watches continued and when the winter snows fell we were instructed to make snowballs and practise lobbing them over the ramparts as if they were grenades. For arms we could go to the Keep and remove from the walls the weapons of olden times, battleaxes, lances, swords and shields.

So Dover Castle was defended by intrepid volunteers with snowballs and ancient arms against Stuka bombers and the threatened Blitzkrieg until Spring 1941 when it became clear that the German invasion was but a myth and we could return to our units.

F/Lt. A. R. Goodburn  
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The Society extends its  
Best Wishes and Thanks  
to all the advertisers in  
the *Newsletter*.

Their support for the  
journal is invaluable and members  
are urged to buy their goods or use  
their services as often as possible.

Much may still be bought in Dover —  
seek and ye shall find!

# PROGRAMME

## SEPTEMBER 14

**FAVERSHAM/SWALE BARGE TRIP**  
**Fully booked**

## SEPTEMBER 24

Saturday 8.30  
Pencester Road  
usual pick-up points  
**Members and Guests**

**KEW GARDENS AND KEW PALACE**  
Cardinal Coaches  
£14 to include coach, entrance to  
gardens and palace.  
Application forms with this *Newsletter*

## OCTOBER 21

Monday 7.30  
**Members and Guests**

## MEMBERS' MEETING

*Speakers:*

KEVIN GUBBINS  
*Dover Town Centre Co-ordinator*  
CHRISTINE WATERMAN,  
*Curator, Dover Museum*  
St. Mary's Parish Centre  
Parking at Stembrook

## NOVEMBER 8

Friday 7.30  
**Members and Guests**

**CONUNDRUMS AND CONVIVIALITY**  
at DOVER MUSEUM  
£4, including refreshments. Wine.  
Prizes for winners.  
*Museum Main Entrance*

## NOVEMBER 17

Sunday 2 pm  
**Members and Guests**

**TOUR OF TOWN HALL AND MAISON DIEU**  
*with CHRISTINE WATERMAN*  
**SLIDE SHOW AND GUIDED TOUR**  
£3.50 per person  
Apply by first week in October.  
Please ring Joan Liggett

## DECEMBER 14

Saturday 7.30

## CHRISTMAS FEAST

£16.50, includes Buffet, Sherry Reception,  
Wine and Entertainment

## DATES FOR 1997

January 27  
February 24  
March 24  
April 28  
May 17  
June 21

## DETAILS IN DECEMBER NEWSLETTER

Meeting at St. Mary's Parish Centre  
Wine and Wisdom  
Members' Meeting  
**ANNUAL GENERAL MEETING**  
A Castle, a Railway and a Garden  
Craft Centre of Silk



**The Pines Garden  
& The Bay Museum**  
Beach Road, St. Margaret's Bay  
Tel: 01304 852764

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

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