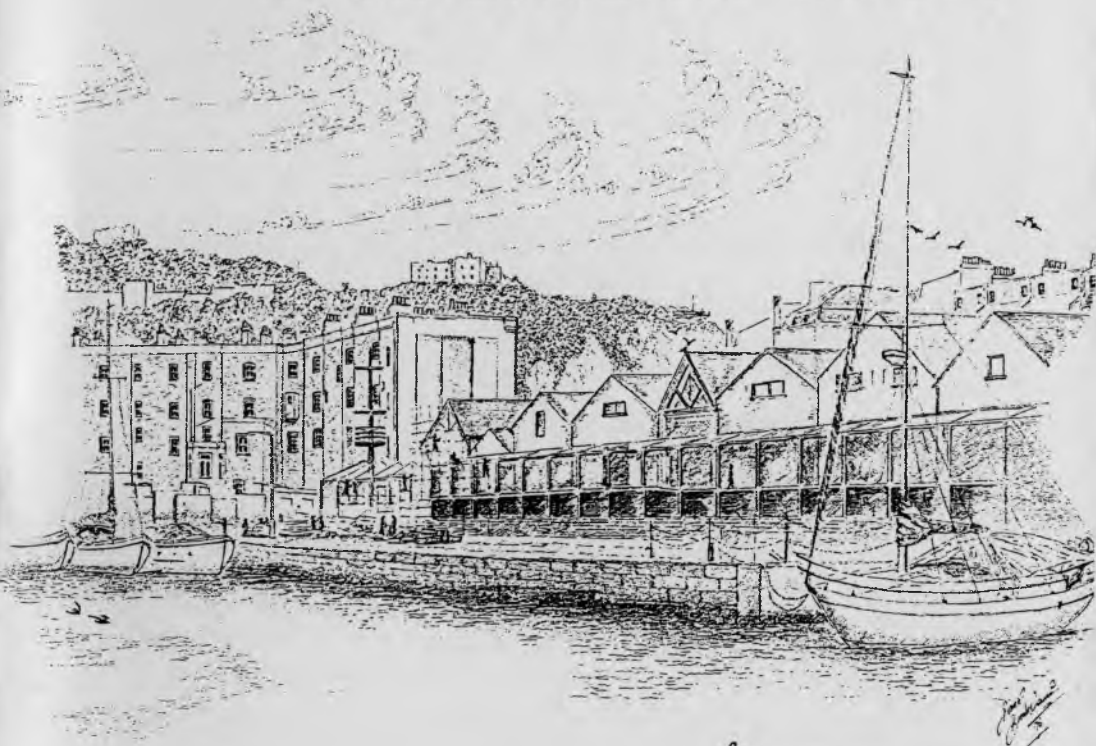


The  
Dover  
Society

# Newsletter

No. 27

December 1996



WELLINGTON DOCK - DOVER

The Factory Shop premises at Wellington Dock  
in course of reconstruction and rehabilitation

SEP 11  
IF  
£1  
SOLD

# 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,  
Lady Mary Jarrett, Miss Lillian Kay, Miss Philomena Kennedy, Peter Marsh,  
The Rt. Hon. The Lord Rees, Jonathan Sloggett, Terry Sutton,  
Miss Christine Waterman and Martin Wright

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## *The Objectives of the Dover Society*

*founded in 1988.*

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

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

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

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

## Editorial

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SEASONAL GREETINGS TO ALL OUR READERS.

As in previous years, we hope to see about a quarter of our membership at the Christmas Feast at Dover College Refectory on 14th December.

1996 has been another good year for the Society, with even more events and outings than any previous year, as far as I know. This has been due mainly to the addition to the programme of various small party trips, ranging from a visit to the Coast guard Station to a trip by barge on the River Swale. These trips have been for twelve members only. Many thanks to Joan Liggett for all the work and meticulous organisation involved. The venture has been so successful that it is hoped to continue the idea in future years. The Swale Barge Trip, the July trip to France and the September trip to Kew Gardens are all reported in this issue.

After five months of summer outings and trips, the Autumn season started with a flourish for the Society with two events on one day. The 21st October saw the launch of the Dover Society publication "The Hidden Fortress" by John Peverley at 3 p.m. at Dover Museum, followed by the first meeting at St. Mary's Parish Centre at 7.30 p.m. The evening was planned in two halves with two talks, the first speaker to be Kevin Gubbins on Town Centre Management. the second Christine Waterman of Dover Museum on lottery funding, with special reference to the museum's bid for lottery money to house and maintain the Bronze Age Boat in its home town.

Unfortunately plans were changed. Kevin Gubbins was ill. John Peverley (here for the book launch) and Terry Sutton were recruited to do a "double act" of a question and answer session on the chosen subject of Town centre Management, with which they coped admirably. There was time before the interval to give members a brief resume of the findings of the recent Dover Society survey of shops in Dover, which is reported in detail in this *Newsletter*. After the interval Christine Waterman gave her talk on the history of lotteries in general, narrowing to the U.K. and finally to Dover, finishing with a detailed account of the harrowing experience of submitting a lottery application. It is hoped that the Bronze Age Boat will be back at home in Dover in 1997.

The November meeting was a Museum Quiz, with the first half of the evening following the pattern of previous years and the second half consisting of a Trivia Quiz of 100 questions. Prizes to the two winning teams were vouchers for the museum shop.

The survey of shops in the town centre, carried out by six members of the Society, took place in October. The questionnaire was designed by the Editor, who also collated the findings. Since the results have been made public the report has attracted some media attention, being reported in the local press and on Radio Kent. As with any survey, and perhaps with any press report, one must be wary of generalisations or misinterpretation of results. Although the findings were encouraging, those who read closely the details of the report will observe that only 45% of those interviewed were reporting significant benefits to trade or business when the cruise ships are in port. Nevertheless, it was felt that the undertaking was worth while and, it is hoped, will be useful to the Cruise Welcome Committee in future planning.

The main feature of this issue is, once again, concerned with the Cruise Terminal. There are no editorial apologies for returning to the subject, as this must be one of the most important developments for Dover in recent years. This time we have an article by James Overton, Tourism Marketing Manager for Dover District Council, then the findings of the Society survey, an article by one of our members, Dorothy Bolton, who is a Blue Badge Guide, the latest report from the Cruise Welcome Committee and, finally some thoughts of Keith Southey, of Dover Harbour Board. These five items comprise our central feature. I hope that members will find it interesting reading and that it may spark off even more suggestions for enhancing the future of Dover as a cruise stop.

Our advance programme is detailed, as usual, on the back cover of the *Newsletter*. Note the dates of the January talks, the February Wine and Wisdom, hosted by Clive Taylor, and the March Member's Meeting, all held at St. Mary's Parish Centre.

Thanks to all who have contributed to this issue, whether regular reports, occasional articles or first-time offerings. Particular thanks to Ivan Green for his article on "Dover Bells". It was a welcome addition as we have not had an article from Ivan for some time. Special mention must be made of Budge Adams, our indefatigable page-setter and printer, who agreed to the "Interview with Budge" feature. Budge keeps telling me he is giving up this job, but when the next *Newsletter* comes along he is still doing the same fantastic work. I know he is writing his autobiography and it was this that prompted me to ask for the interview to be included in this issue. I hope that this is Part One and that there will be more to follow.

Wishing all our readers a prosperous New Year.

EDITOR

## TERRY SUTTON

A VENTURE THAT COULD CHANGE THE COMMERCIAL LIFE OF DOVER town centre is expected to attract thousands of visitors each year.

De Bradelei Mill Shop and the Dover Harbour Board have been working together to open a range of factory shops in former workshops that back onto the Wellington Dock. It is expected that they will be open by the time this *Newsletter* is published.

Robert Wallwork, general manager in charge of the Dover project, says his company has recruited around fifty full- and part-time staff, mostly multi-lingual, to staff the shops which he expects to attract more than 400,000 visitors a year.

Already, he says, his company and Dover Harbour Board are preparing plans for the second phase of the project for which he expects planning permission to be sought in the new year. One of the ideas being considered at the new shopping centre is a sub-Post Office where, for instance, cruise liner passengers arriving at the port can send their purchased back home.

Mr Wallwork says the company and the port authority have been approached with an offer to establish a floating restaurant in the Wellington Dock as part of the project.

### DOCKSIDE BUILDINGS UNDER RECONSTRUCTION

# Factory Shops at Wellington Dock

A restaurant and a pub were among the outline proposals, he says.

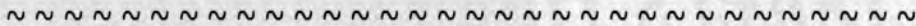
He also said talks are already in progress with SeaFrance about arrangements to bring French and Belgian shoppers across the sea to the complex which will be open seven days a week.

The company, already operating a successful shopping complex in an old mill at Belper, says the clothing to be sold at Dover will include end-of-line and end-of-season stock manufactured by top market names — Jaeger, Windsmoor, Christian Dior and Pierre Cardin — at up to seventy per cent discount.

The enterprise has been welcomed by the newly-established town centre management company — on which the Dover Society is represented — the members of which believe dockside shoppers will also stroll into the town centre to make other purchases.



# The October Members' Meeting — TERRY SUTTON



A PACKED ST. MARY'S PARISH CENTRE heard at our last meeting how to win the Lottery!

Miss Christine Waterman, curator of Dover Museum, explained to around one hundred members the difficult path it is necessary to take to persuade the National Heritage Lottery Fund to part with some of its millions.

Miss Waterman, in a most amusing way, recalled the history of lotteries (going back to Roman times) and the creation of the British National Lottery. She told of the way the money was shared out between the various funds, including the Heritage Fund.

Miss Waterman has carried out a massive amount of work, on behalf of the Dover Bronze Age Boat Trust, to try to persuade the trustees of the Heritage Fund to contribute more than £1 million towards the cost of restoring and displaying the 3,000 year old boat excavated from under Townwall Street. The result of her plea is expected within a few weeks, she reported.

It was an excellent talk and Miss Waterman left is thinking about what

other local causes could benefit from the Heritage Fund.

Guest speaker in the first half of the programme should have been Dover's new Town Centre Co-ordinator Kevin Gubbins but, at the last moment, he had to cry off through illness. Fortunately John Peverley, the author of *Dover's Hidden Fortress*, was among the audience – and he fell prey to the charms of chairman Jack Woolford.

John was a town planner before his retirement and, as such, was able to explain the rationale and the national overview of town centre management in the face of competition by out-of-town trading centres. He did this admirably.

Putting the local angle on Dover's town centre management was Vice-President Terry Sutton who is a director (representing the Dover Society) of the newly established Dover Town Centre Management Company and chairman of its promotion committee.

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## Membership News — Autumn 1996

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We have 426 members at present – twenty more than a year ago. Since we lose about twenty-five members a year we work hard just to stand still and our current number represents an encouraging increase. Thanks to those who have introduced recruits.

I try to ensure that people who join part-way through our membership year are not disadvantaged and provide past *Newsletters* or 'extend' their first year to compensate. We are conscious that young people may be too preoccupied with career and family to pursue an active rôle. Nevertheless, with an eye to the future we greatly value their membership.

We happily welcome: Dr & Mrs Woolhouse, Mr & Mrs E. Court, Mr & Mrs D. Gealer and Mr & Mrs C. Roberts.

SHEILA R. COPE



# 6 The Official Launch of "Dover's Hidden Fortress"

----- TERRY SUTTON -----

CIVIC LEADERS WERE OUT IN FORCE for the official launch, at Dover Museum in October, of John Peverley's book, *Dover's Hidden Fortress*, a Dover Society publication now on sale at bookshops for £3.95. By the end of the month more than one hundred copies had been sold.

The Launch, hosted by the Dover Society, was the occasion for the presentation of author-signed copies to representatives of various organisations and to sponsors whose financial help made publication possible.

Making the presentations was Brigadier David Godsall, Deputy Constable of Dover Castle, who revealed he was also sending a copy to the Queen Mother, Lord Warden of the Cinque Ports and Constable of Dover Castle. The Brigadier explained that the Queen Mother was very interested in the rich historical heritage of the Dover area.

The Deputy Constable, the 206th to hold that post, recalled the "constitutional vandalism" to which the Western Heights had been subjected but he hoped the book would help to educate all about Dover's history in a new era of appreciation of the environment.

Presiding at the launch ceremony was our chairman, Jack Woolford, who welcomed guests and made special mention of Dover and Deal MP David Shaw. Jack revealed that it was Mr Shaw who first suggested that a talk given by John Peverley, to the Dover Society, about the Western Heights should be the subject of a book. And it was Mr Shaw who had been the first to offer sponsorship, said our chairman.

Councillor Percy Wilson, Chairman of Dover District Council, on receiving his copy said it was a superb history of one of Dover's many assets.

Dover's Mayor, Councillor Lyn Young, said the book would be of considerable help in answering the many questions she

was asked, as mayor, about the history of Dover. Visitors to the Town Hall from all over the world were interested in the fortifications on the Heights.

The author John Peverley, thanking the Society for its members' interest, suggested the establishment of a trust, backed by volunteers, to restore the Western Heights to the original standards so that the area became a great tourist attraction. Hew hoped the book would go some way to secure funds to help in the restoration.

Mr David Shaw put forward the idea that the book should be publicized through information technology and reported that he is already sending out highlights of Dover's history through the Internet, adding he would be including some of the information contained in *Dover's Hidden Fortress*.

Signed copies of the book were presented to: the Chairman of Dover District Council, Dover's Mayor, representatives of the Tourism Department of the District Council, Julian Owen (IMPACT and Kent County Council), Brian Sutton and Keith Stewkesbury from the Young Offenders Institution on the Heights, and to sponsors David Shaw MP, Dover Harbour Board (John Gerrard), Eurotunnel Services (Michele Fox), George Hammond Shipping (David Ryeland), National Westminster Bank (Barry Holden), Pfizer Ltd (Ann Denby), to authors John Peverley and Kirk Alexander (who added details of the nature reserve at the Heights), to society Vice-Presidents including Lady Mary Jarrett and to Brigadier Godsall himself.



The work of the

# PLANNING

Sub-Committee

Reported by JEREMY COPE, Chairman

THE COMMITTEE'S POLICY is to do its utmost, usually by praise or criticism, to persuade the Council and citizens of Dover to recognise the very considerable assets and natural beauties of the location. This is not simply a matter of aesthetics. At a time when over 1,000 job losses have been projected by the ferry operators there is an even greater need to attract new employment to this area. Like all district councils, Dover's is strapped for cash and this places even greater demands on the skills and inventiveness of its officers and councillors.

With this in mind the committee was dismayed when it recently heard that the District Council had granted permission for the development of the Farthingloe Channel Tunnel workers' site. With such large unemployment problems facing the town members may ask why we seek to oppose such a proposal. For the following reasons we believe that this site does not provide an answer and in the long run is likely to work against the enhancement of employment prospects.

1. It is not needed. We already have two sites: one in the White Cliffs Business Park and one in the Old Park Barracks, neither of which has been successful in attracting major developers. One half-finished scheme is understandable, two perhaps demonstrate optimism but three must provoke serious doubts in the minds of potential developers as to what is wrong with this town
2. The site is within a designated area of outstanding natural beauty (AONB). Even if you discount people's feel-

ings, there is significant economic value in having a picturesque landscape as a means of encouraging new people to the area.

3. The draft local plan recognises that the scheme is neither desirable nor necessary and the legal constraints associated with any development in an AONB are likely to be significant.
4. Why have a business park which enjoys relatively poor road access. Would its development necessitate widening the Folkestone Road (B2011) and who would pay for it all?
5. Our understanding is that when the original permission to develop this site for quarters was granted to Euro-tunnel they would have to reinstate the area to its original condition at the completion of the works. Like so many other matters associated with Euro-tunnel it now seems that they are being allowed to get off the hook and escape their responsibilities.

Of course the committee wishes to do its utmost to secure jobs in Dover, but could our planners and councillors please ensure that they do so in an imaginative and structured way and in accordance with previously agreed plans?

## GENERAL PLANNING MATTERS

The committee has opposed a number of smaller planning applications, often not because the development itself is questioned but because the quality and aesthetics of what is proposed is unacceptable. Why should the people of Dover have to accept anything that is second rate? A little more care and thought could add

8 significantly to the economic value of the developments whilst at the same time pleasing the eye. We do, of course, look out for things to praise and for example have recently written in support of the elegant replacement of railings proposed at No. 3 Castle Street, Dover.

#### **BURLINGTON HOUSE**

This dreadful eyesore has been the subject of yet another recent planning application to convert it from offices into flats. It is difficult to imagine that anyone would want to pay good money to live in such a dreadful place, however changed. We continue to oppose any development of this block and look forward to its eventual conversion into hard-core!

#### **SECURITY SHUTTERS**

If used extensively at night these can have the effect of making a town centre seem characterless and unfriendly.

Visitors are likely to draw the conclusion that it is a lawless place and as such to be avoided. Sadly, however, the inescapable fact is that windows are regularly broken at night and shopkeepers feel threatened. Whilst the installation of CCTV has had a major and beneficial effect on shop security this problem seems set to continue and if any members have ideas of resolving this problem satisfactorily we would be pleased to hear from them.

#### **PROFESSIONAL SUPPORT**

The sub-committee members are only too painfully aware that in the main they are a bunch of amateurs who wish to deal positively and constructively with planning applications. For this reason the sub-committee needs all the professional help it can get. If there are any suitable qualified members out there who would like to offer their services we should be delighted to hear from them.

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## *St. Martin's Emmaus at Archcliffe Fort*

THE ST. MARTIN'S EMMAUS CENTRE at Archcliffe Fort, Dover continues to grow – with the support of the Dover Society. The trustees of St. Martin's Emmaus report fund-raising is more than half-way towards the revised target of £400,000. Revised – downwards – as a result of Bernard Edwards of Reeves and Neylan persuading the tax collector that £50,000 in VAT should not have been paid.

Trustees' chairman, chartered accountant Francis Watts, says they have received or been promised a total of £213,000, leaving £187,000 still to be raised.

In September four new rooms in the small accommodation block were handed over by the builders, so the centre is now able to accommodate six resident "Companions" and there's also a small room kept for those who just turn up but are not able to be provided with a permanent home.

Contracts are being placed for the repair of the roof and outside walls of the main block – the biggest single commitment of about £67,000 – where it is planned to bring on stream three or four rooms at a time. Eventually the trustees expect to accommodate twenty-five Companions.

The shop at Archcliffe Fort is now selling items that the Companions have collected and repaired. Items are still required for the shop and many members of the Dover Society have supported the centre with gifts of unwanted items that can be sold to make the centre self-supporting.

The community at Archcliffe can be contacted with offers of help or unwanted items, on Dover 204550 where the co-ordinator Kendall Beasley will arrange collection.

TERRY SUTTON  
*Media Relations Officer*

**PROJECTS**    *Update*  
 JOHN OWEN, Chairman, Projects sub-Committee

**SPIRIT OF THE SEA SHOP WINDOW DISPLAY**

The photograph adds a little detail to our previously published photographs of the Society's successful shop window display in an empty shop, in support of BT/Civic Trust Environment Week 1996 and the Dover Festival.

Sadly we were unable to sustain the Society's effort much beyond the Festival Week. Vandalism intervened and the shattered window meant that it had to be boarded up.

Our exhibits were dismantled and notices of Society and local events were withdrawn

The fact that we had 'been in business' for eight weeks, starting at the Easter weekend and continuing through to after the Festival, was some consolation.

Given the opportunity the Society would do the same again as a positive contribution to the good appearance of the town in which we live and work. Better still, we would welcome a reduction in the number of empty shops and anything to that end is to be applauded.



SPIRIT OF THE SEA SHOP WINDOW DISPLAY – DETAIL

**ST. MARTIN'S BOLLARDS IN GLORIOUS TECHNICOLOUR**

'The narrow footpath to the east leads to Langdon Cliff but it is a hard walk and we will not attempt it now" writes Ivan Green in his excellent *'Colour Guide to Dover'* but what a marvellously colourful shot he has recorded of two of the St. Martin's bollards, stripped down and re-painted by the Society during 1993/95.

**SALIX ALBA TRISTIS  
 LOOKING FIT AND WELL**

Presented to Lydden village in Environment Week May 1991 by the Dover Society to mark the commencement of the pond restoration project and in position near to the Society bench marking the completion of that project in December 1993, it has produced a good show this summer. Putting on substantial growth the willow now seems to be well (and happily) established.





FEDERATION of  
Amenity Societies

SNEZANA LAWRENCE

## *The 24th Autumn Conference*

AT WITHERSDANE HALL – WYE COLLEGE – KENT  
14th–15th SEPT. 1996

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I WENT TO THE CONFERENCE IN WYE during September, as a representative of the Dover Society. The theme of the Conference was 'A Sustainable Kent' with talks which covered many issues of the main theme.

When I now look back the first thoughts that come to me are about dogs and manure. Oh, you will say, how awful. But not at all. I will put dogs and manure in context soon enough

We were welcomed by **Mrs Joan Clark-Hall**, who prepared labels with names. This, I must admit, helped, especially in cases like mine. It was the first time I have ever been to Wye, let alone to a KFAS conference.

The schedule for the conference was very tight and very well planned, thanks to our Chairman, **Jack Woolford**, who is also a Chairman of the KFAS. After his welcoming speech we were then addressed by the Chairman of Kent County Council, **Mr Peter Morgan**, who said he welcomed any suggestion for the improvement of life and amenities in Kent.

He reminded us about the functions of Amenity Societies, and here we met with the one of the promised 'dogs'. These

societies, Mr Morgan said, may be characterised as being

the watchdog,  
the warning-dog  
and the wish-dog

of the local communities.

Above all, he has described our federation as:

**K** – caring  
**F** – friendly  
**A** – active  
**S** – social

Next **Keith Nicholson** from Tonbridge Borough Council gave a talk on Material Planning Considerations.

His role within the Council is to translate the wishes of local communities to Planning authorities. He looked at a range of questions to which planning authorities need to seek an answer. First and most important is the question of deciding which considerations are material within a planning process.

Coordination of global, national and international and local governments and societies was discussed.

**Elizabeth Melling**, who was for a long time a Membership Secretary of the KFAS (a role that I have proudly acquired at the last KFAS AGM), was then given a presentation on her retirement from the committee. We were then addressed by Mr **Bernard Gambрил**, who is a representative of the Union Railways Ltd. which has recently become a part of the London & Continental, a company which sets out a plan to local groups but can give information on and other rail links which lead from it.

Mr Gambрил is apparently also an old friend of the KFAS and has on several occasions addressed the Federation as a representative of his company, in charge of community relations.

London & Continental has already set up a plan by which in early 1997 they should acquire the Royal Assent, and by 2003 the Channel Tunnel Rail Link should open. The company cannot consult with local groups but can give information on the developments. Local groups should consult with local planning authorities which will be granting (or not) planning permission to London & Continental. However, Mr Gambрил made it clear that he would listen to any suggestions from such groups as Amenity Societies.

We learnt that the British Government has made a contract with the company that they will not subsidise any other rail link until 2031; a line which London & Continental are building would be also capable of carrying freight. Both factors mean that any other proposal on the construction or improvement of the rail network in Kent would not get the support from the Government until that year and makes it unlikely that any company can meet that challenge. This development considerably decreases the danger of yet another rail freight link being built in Kent during the period.

I asked Mr Gambрил whether there would be cheaper tickets for travellers joining the train at Ashford. Mr Gambрил was not informed on the subject.

In the afternoon we visited **Ashford International Station**. We saw an enormously big and well built car park with, from 1st October, a charge of £4 per day per car.

The station tour was led by stewardesses who explained few important points to us: for example, if you happen to miss the train in Waterloo, you can tell their staff and they will keep your seat for you until Ashford. How to get to Ashford from London, before the train, I did not grasp, but presumably this works for people who know that they are going to be late!!

The first class lounge with the bar and bathrooms costs £300 return. If you pay this much, you can be late whenever you like. They will even pay your entry to the museums, etc. Standard class is now around £80.

We went to see the signalling centre - which had a lot of space for expansion. We were, somewhat unwillingly, given an explanation of the basics of the computer system, which, if it fails will fail in the safe mode (that was met with all-round approval!!).

I was very impressed with the station. However, when I asked one of the ladies what she thought of it she pointed to too shiny floors and automatic round doors and unmarked beginning of the moving stairs, which are all, indeed, possible hazards for some people. Definitely, automatic doors proved straight away to be a hazard - people kept pushing them and every time this happened the door would beep and then stop for a moment.

When we went back, a member from the Otford Society - **Mr T. M. Corson**, brought up the question of preservation of local communities and societies as an important issue - at least as important as preservation and planning of physical structures. He pointed out that this has to be looked at by societies like ours, especially in this age of multimedia and world wide computer networks.

**Jacqueline Elton** of the Central Rail Link gave a courageous talk about the failure of her company to persuade the

12 planning authorities of Kent to build a new freight link. She was sad that they did not succeed, and not only because this meant the abandonment of the whole project on which she had worked for some time, but because she firmly believed that their freight link would take around 35% of the freight from the M20, and this would, in a long run be very beneficial for Kent. Some lively and emotional discussion followed.

We learned from **Lord Berkeley** that this problem of taking freight from the roads, may be solved by the company he is leading - Piggyback Consortium. Their approach was much less drastic for the Kent countryside. The improvements and changes on the existing lines would be made gradually over the years. This was a prime example of the 'do what you can, start with what you have' approach.

**Harley Sherlock**, an architect from London and the author of *Cities are good for us* gave us an enthusiastic talk with the theme '*Cities to the Rescue*'. He spoke on redevelopment and revitalisation of cities which would stop development of housing in the countryside. The whole idea is based on preposition that cities need more people to work properly - to support local enterprise like corner shops, pubs etc. He has been supporting one in Islington, London.

After this speech, our Chairman, Jack, introduced our President **Lord Astor of Hever**. We heard how he once was designated as being Lord Astor of Heaven (thankfully not yet, so he said). We were all very glad to have him among us and to hear an inspiring and thoughtful talk about progress being made in Kent in regard to the sensitivity of environmental issues. His talk, in many points, made a well informed conclusion on the issues that were discussed during the conference.

And so, after few drinks at the bar, we were all ready to go and in the darkness and solitude of our rooms, reflect on the questions raised during the day and prepare for the next morning.

Early on Sunday, we were greeted by **Prof. Brian May** of The Ramsgate Society, who gave a report on the developments in Ramsgate and on his society's doings. We learned that The Ramsgate Society is just over thirty years old. It is primarily concerned with conservation matters and issues a quarterly newsletter.

Then, we encountered the 'Robin and manure' story:

Once upon a time there was, apparently, a robin dying of cold somewhere in Kent. A farmer, passing by with his horses, saw the robin, half-dead on the frozen land. He took the robin and put him on top of the freshly produced horse manure. Heat from it gradually warmed the robin and he got better. He stood up and started cheerfully to sing. Hearing his song, a fox came from behind, grabbed the robin, and ate it.

The moral of this story, if you haven't guessed yet, is that it is not always the enemies who put you in the manure, and not always your friends who get you out of it.

We then met **Mrs Davis Hughes** from The Oaten Hill Society, Canterbury, who talked on the 'Theme Pubs' that are asking for licences in Canterbury. These pubs are a real menace, so we heard, and Mrs Hughes did not spare time or energy to investigate more of them at the height of their activities (usually about midnight) to be able to tell us all about it. She lived to tell a tale and warned societies to be alert. A bit of heated discussion followed.

The City of Rochester Society was represented by **Peter Downton** a member of the KFAS committee. This society is, like that of Ramsgate, about thirty years old. It has 420 members and was heavily involved in getting the funding for the building of a tunnel which was to take heavy load city traffic from the city centre. Unfortunately, we also learned from this example what bad planning is, as they did not build up linking roads leading to and from the tunnel. On the good side, was the number of their postcards being sold at the conference.

Having had reports from the societies, we came to the conclusion that people want to maintain the towns in which they live as 'living places' not to let them become museums, or 'theme' places. This is perhaps one of the 'sustainable' issues – not only that the countryside needs this approach, but cities need it as well.

**Clive Potter** of Wye College told us a lot about Britain countryside after the Common Agricultural Policy. We were shown how the Common Agricultural Policy did not cause degradation of countryside, decline in management and loss of features, but it certainly hastened these changes.

To try to prevent this overall downgrading of the English countryside, a programme of Agri-Environmental Schemes was put forward by the Government in 1992-95. Most of the money from these schemes goes to Environmentally Sensitive Areas. AEP (Agri-Environmental Schemes) Policy is:

- to 'inject' new money to protect farmland and landscape
- to investigate potential of pan-European Union to tackling problems of this nature.

At the end of the talk we came to the inevitable questions which showed us how many of these changes actually depend on us personally. We were reminded of two crucial points:

What sort of countryside do we want?

Would we be prepared to pay for it?

**Elizabeth Street** from KCC held an interesting talk for which she insisted she did not represent KCC but gave her own opinion. We were, through a sort of a workshop, introduced to the issues of human or social and economic factors which overlap with environmental ones within the planning process.

This was interesting also in connection with the project of another KCC member who was present at the conference –

**Miss Debbie Bartlett**, a Landscape Manager of Kent County Property Services. She could not address the conference but she brought some interesting information about the project that is currently under way - named *Jigsaw*. This project consists of local population investigating the natural beauties of the locality in which they live and promoting it to the KCC. It would then incorporate this knowledge in its planning strategy. - Miss Bartlett still needs many coordinators in the area – Dover and all (or almost all) the surrounding villages included. If you wish to participate, or if you'd like to hear more about the project, you could contact her at the KCC in Maidstone

**John Gibbs**, who until two years ago worked for Pfizer as their Environmental Co-ordinator, gave us a talk about Environmental Issues and Initiatives in large companies.

Although by this time we were all a little tired, this lively and inspiring talk brought us all back to Earth. We learned that only 3% of UK companies have a policy on environmental issues and only 250 CBI members out of 10 000 signed their Environmental Commitment.

This is, however, all to be changed, hopefully, by the opinion shapers (media, pressure groups, etc.) now influencing lenders who have started to determine which businesses are environmentally unsafe, and stopped lending to them.

Finally, to summarise my recollections of this colorful and dynamic conference. I found it extremely educational; excellently planned and the group interaction was beneficial to us all. I would recommend to any member of The Dover Society (and not only because of the quality of the catering) who wishes to learn more about the work of the Kent Federation of Amenity Societies and meet people who are involved with the various local and government planning authorities, attend the conference next year.



## The Côte d'Opale – July 1996

JOYCE MOLYNEUX

ON AN OVERCAST MORNING on Saturday, 27th July thirty-eight members of the Society embarked on the *Pride of Dover* en route for the Opal Coast and an anticipated afternoon in Le Touquet. Leaving harbour we sailed past the Norway Crown cruise liner *Star Odyssey* and after the calmest of crossings arrived in Calais just before ten o'clock. Here we were joined by members of the Association France-Grande Bretagne who stayed with us for the rest of the day.

Our guide for the day, Sue Hyatt, talked us through a Calais en fête for the summer holidays, past the thirteenth century Guet(?) Tower and the Town Hall, past Rodin's famous statue of the Burghers of Calais and out on to the familiar N43. Those of us who have hurried along this road to more exotic destinations have probably viewed the area as one of the least interesting in France. Imagine our surprise and pleasure, therefore, to turn off

at Pont d'Ardres and find ourselves in pretty, wooded countryside where three delightful lakes have been created to provide leisure pursuits – fishing, boating and lovely picnic spots – much enjoyed by local people.

From here our route took us through the unspoilt medieval village of Ardres with its fourteenth century church and lovely old houses, each trying to outdo the others in the splendour and magnificence of its windowboxes. The beautiful summer flowers and the attractively designed floral round-a-bouts remain, indeed one of my chief memories of the day. Passing close to the Field of Cloth of Gold where, in 1520, Francis I and Henry VIII vied to outclass each other in the sumptuousness of their retinues, we drove on through flat agricultural land, to a brief stop in St. Omer, where most of us spent our time browsing among the market stalls.

RESTAURANT "LE THOME DE GAMOND" overlooking the Channel at Cap Gris Nez.





WHEN THE SUN CAME OUT! Members relaxing on a viewing platform near the restaurant

Despite still leaden skies and gathering mist we continued through pleasantly undulating countryside, in places thickly wooded, in others giving way to vast open arable fields. Beyond the huge quarries from which the renowned marquise marble is hewn – the altar of St. Paul's Cathedral is made from it – we reached Escalles, famous – or infamous – as the site from which V2 rockets were launched in World War II. A steep ascent through moorland terrain, deeply pitted with wartime bomb craters, brought a by now hungry party to Cap Blanc Nez – and lunch!

The gourmet restaurant of "Le Thomé de Gramond", our excursion leaflet told us, commands "marvellous panoramic views". According to the restaurant's own information "from your table you can view the sea and Cap Blanc Nez and, in clear weather, the English coast". We stared disconsolately through the cliff-top windows at the swirling mist and decided to concentrate on our excellent lunch! We need not have been downcast, by the time our main course arrived the wind had freshened, the mist lifted and the sun appeared – a quite miraculous transformation. A fourth member of the Anglo-French Association had joined us for lunch; in the brief speeches from and from

others we learnt that he had perfected his English in Dover and had been employed for most of his working life by Townsend-Thoresen. He also told us about Thomé de Gramond, the man who proved that the clay bed under the Channel did indeed stretch from Dover to France and that the building of a tunnel was thus a feasible proposition.

After lunch – in a stiffening wind and brilliant sunshine – we really were able to see the English cliffs as well as spectacular views across bleached sand bays to Cap Gris Nez and beyond. Some of us went to examine the Dover Patrol Memorial, sister to that at St. Margaret's, presented by the people of Calais after the first World War. Returning to our coach we completed our journey along the "forgotten" Opal Coast along the pretty cliff-top road meandering among trees and farmland. The coast is full of war-time memories – the huge Todt Batteries, gun emplacements of the Second World War, used, we heard, in the making of "The Guns of Navarone"; Vauban's fort dating from the time of Louis XIV, but also used by Napoleon I to scan the Channel for English ships; the great column to Napoleon's Grand Army as one nears Boulogne. Between these sombre reminders nestle little fishing

16 villages like Wissant and Ambleteuse with their fortified churches and magnificent sand dunes and the developing resort of Wimereux. And so to Boulogne, France's major fishing port as well as a ferry terminal, where we spent our last hour or

so before returning to Calais and setting sail again for home.

Perhaps Le Touquet next year?

Many thanks are due to our tour guide, Sue, our driver, Brian and to Joan, as always, for the day's excellent organisation

LOOKING ACROSS THE CHANNEL FROM CAP GRIS NEZ TO ENGLAND. (Can you see it?)



## **DEADLINE** FOR CONTRIBUTIONS

Issue No. 27 - for publication on 1st April 1997 - Monday, 24th February

The Editor welcomes contributions and interesting drawings or photographs.

"Paper copy" should be typed at double spacing - if it must be handwritten please write clearly and at wide line spacing. Copy on computer discs is most welcome - almost all types can be handled - but a prior phone call to 01304 208008 would be helpful..

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# A Visit to Kew Gardens <sup>17</sup>

----- E. MERRILL JOHNS -----

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WE SET OFF FROM DOVER on Saturday, 21st September. Skies were leaden, but it was dry and the mood at least was sunny. The coach took us to the main gate in the northern area of Kew Gardens by 11 a.m. and we were told to reassemble at the Victoria Gate in the eastern area at 5 p.m. if the weather was dry - at 4 p.m. if wet! Mercifully, we all had maps, so we went our several ways with enough information to make an informed choice. This account, therefore, is of the day spent by one couple.

We began in the Filmy Fern House and went from there to Kew Palace and the Queen's Garden. We didn't choose to go into the palace, but found the herbal garden quite fascinating. The palace was a retreat for Queen Charlotte and George III and the many herbs were grown to deal with smells and ailments as well as to disguise such unpleasantness as bad meat. Pot-pourri is the modern equivalent.

We then took a walk down an avenue brought to life by the bright orange zinnias.

The Princess of Wales Conservatory provided us with welcome warmth and many things to interest us. Looking at the cacti, I was reminded of the Biblical promise from Isaiah ".....and the desert shall rejoice and blossom as the rose."

We spent some time at the lily pond, marveling at the leaves of the giant water lily. We were interested and a little amused, to note that the captions for the aquaria referred mostly to the plants. The fish merely added a little local colour - geranium red, mauve and bright orange - enhanced the scene. The tropical orchids, as always, provided an exotic contribution, but I was more surprised at the sight of the immature pineapple that was red on the outside.

We continued to the lake and entered the Palm House. This is a Victorian building and as we entered my glasses misted over forcing me to remove them. I did not object to the warmth. I saw fascinating things such as *acalypha*

*hispida*, which looked to me like pink lambs' tails or catkins. I learned that the Madagascar Periwinkle has been used so successfully in the treatment of infantile cancer that the incidence of leukemia and Hodgkin's has been reduced by 80%. We saw many contributions to our culinary enjoyment such as pepper, coffee, coconuts, bananas, allspice, papaya and breadfruit. Breadfruit is known to us from our literary knowledge, but I remember eating it in Jamaica. Even the pollution problem in our car-dominated world was represented. We saw the information near the sugar cane which told us that in Brazil 50% of cars use the alcohol from sugar cane as fuel, which is renewable, cheap and causes less pollution than petrol and oil.

The panama hats gave us a mirthful reminder of our schooldays and uniform panama hats - usually stuffed into satchels as soon as we were out of the sight of authority!

By the time we were out of the Palm House, we were able to enjoy the seats outside, overlooking the lake. It was sunny, peaceful and colourful, thanks to the massed flower beds. We decided we had insufficient time for the Temperate House, but did visit the Evolution House. We went back in time 3,500 million years, but the development based on the spreading of seeds was vividly explained in modern terminology as delivered by airmail or courier.

We were given the appalling information that in all those years of evolution humans had done more to bring about the rapid extinction of plants in 300,000 years than had ever taken place before. More positively, we are now beginning to conserve the plant diversity.

We had time to walk back to Victoria Gate, have a cup of tea and visit the gift shop. Because the sun was shining, the leaves delighted us with their huge variety of shade, as the early signs of autumn revealed themselves. It was a fitting end.

# The Swale

## Sailing Barge Excursion

DOROTHY SMITH

On a glorious September morning our party of twelve crunched its way down the hard at Harty Ferry, through mud pools and thousands of whelk shells, waiting for us were the Skipper and Mate from the Thames barge *Milrosa*, with the dinghy in which we were to be ferried out to her in the Swale. My run included the barge's dog, Meg, wonferfully muddy and wet after her run ashore in the mud left by the low tide. Fortunately she didn't shake herself.

Climbing aboard the *Milrosa* from the dinghy we were helped by advice on where to place our feet and aided and welcomed aboard by Sally, the Skipper's wife. We were soon down below (quickly learning to duck at deck beams), tucking into hot coffee and croissants, and admiring the trophies and pennants won by *Milrosa* in many years of Thames Barge races. Of interest to older Dovorians was the oar used by Guy Mannerling when he rowed to Sangatte in record time in 1911. The Mannerings owned Crabble Mill and Guy was a noted yachtsman with his *Bird of Dawning*. Peter Dodds, *Milrosa's* Skipper, is Guy's nephew.

*Milrosa* was built in 1892 at Maldon in Essex and until well into this century was trading between London and Essex with hay and straw for the stables of London, returning to Essex with bricks from the London brickfields, and latterly carrying timber. In those days the Skipper and his Mate would have had minimum accommodation, but now the hold is adapted to comfortable living quarters and must be very cosy on winter nights with the iron stove's glowing warmth.

The clanking of the anchor chain had us all on deck to see us get under way - it was thrilling to see the sails being hoisted in turn: the jib, the small aft spritsail, then the large expanse of spritsail which had been neatly looped to the mast; above that the topsail foremast completed the spread of canvas and we were sailing. If my 'naming of the



JOHN OWEN and BRIAN COPE on the *MIROSA*

parts' is 'up the creek' then I hope I'm forgiven, but I did try to show an intelligent interest.

For reasons of wind and tide we set off down river, a gentle NW breeze giving us a stately ride. Opposite Faversham Creek we turned and tacked up-river. If you look at an Ordnance Survey map of the North Kent coast, and note the sandbanks in the Swale,



THE MILROSA ON THE SWALE

you will appreciate the skill required for this manoeuvre. Members of the party took a turn at the helm, but I was relieved that Skipper Dodds didn't wander too far away. It was fascinating to see the way in which the

enormous expanse of sail was manipulated to drive the eighty-two feet of wood and iron. To me there was such a tangle of ropes and pulleys I felt a cat's cradle must be inevitable, but we went smoothly on our way until we dropped anchor off Milton Creek.

There we went below to a super lunch of home-made soup, a lavish ploughman's with copious beer and wine, and as we relaxed we agreed that sailing a Thames Barge wasn't half bad; although as

this enjoyable meal had been prepared by Sally in a very small galley - with much juggling of ingredients and utensils - we decided we wouldn't ship as cook.

The clank of the anchor had us on deck

VICE-PRESIDENT PHILOMENA KENNEDY SIGHTS LAND!





20 again to brilliant sunshine and the river like a millpond. Now this was serious! *Milrosa* hasn't an engine, which meant that no wind, even on a falling tide, was going to call for real seamanship. The light north-westerly which had blown as we set off up-river had now gone an even lighter north-easterly which didn't help, for that was our direction. To see the Skipper making the most of every ounce of wind and the advantage of the falling tide was to watch a work of art – and hard work at that. The sails went from port to starboard with great regularity and although our ambition had been to stretch out on the hatch cover to bask in the sunshine, we prudently stayed aft as the mainsail swept from side to side.

The return, which should have taken a couple of hours, took four, Peter and the Mate, Jimbo, not stopping in the working of ropes, pulleys, leeboards and helming. I don't suppose that they had time to appreciate the beauty of gliding down the path of the setting sun as it turned the ripples of our wake to gold, or the heron,

comorants, oyster catchers and other birds arriving on the sandbanks for their evening feeding.

I have no real what you might call *adventure* to record in my log; nothing to set the lamp swinging round a suburban dining table (although that isn't because of the want of encouraging someone to do even a 'Man Overboard!'). However, it was a day of much laughter as our knowledge, or lack of it, about sailing was aired. There was the joy of being on such a wonderful old craft with its memories of the hard graft of the men who sailed her in all conditions and the enjoyment of the hospitality of Peter and Sally, of Jimbo, and, of course, Meg. As we chugged back to the Hard in the dinghy and looked at *Milrosa* looking so dignified in the setting sun, I felt very proud to have been, if only for a day, part of such a great tradition

AFTERNOTE: As we were leaving, two men came aboard who are making an adaption of George Eliot's *Mill on the Floss* for TV. *Milrosa* is to be used in one of the scenes of the film, to be shown on Christmas Day.

## THE END OF A PERFECT DAY





# DOVER'S BELLS

IVAN GREEN

IN MEDIEVAL TIMES the ears of Doverians were constantly assailed by an astonishing and tuneless clamour from many competing tower bells. They had many functions to serve in the Middle Ages and in consequence they were regarded as an essential part of every religious and civil institution.

Their first use was to record the passing of the hours, an important matter for a community without individual time-pieces and therefore dependent upon the position of the sun or the clanging of a communal clock.

It does not seem known that early clocks possessed no hands to give a visual indication of the hour, but functioned entirely by striking the hours, and later the half and quarter hours as well, upon a bell. Anyone passing through Salisbury, Wiltshire, can see such a clock, still in working order (probably indeed the oldest surviving working clock on public display) in the nave of the cathedral there.

Besides the many bells in Dover there was the 'great Bell' of the town, at first hung in the old religious institution of St. Martin-le-Grande, and later in the town church of St. Peter which then stood on the site now occupied by Lloyds Bank in the Market Square. This bell is mentioned in many old documents since it not only served the people of the town as their only clock but was also used to regulate the various public and private activities of the people.

In A.D.1481 for instance, the market regulations read as follows:

ITEM. THAT ALL MANNERS OF VICTUAL-  
LERS THAT COME TO MARKET, THAT IS  
TO SAY SUCH AS SELL BUTTER, EGGS,  
GEESE, CAPONS, HENS AND CHICKENS  
SHALL SELL AT ALL TIMES LAWFUL OF  
THE DAY.

ITEM. THAT ALL VICTUALLERS THAT  
BRING IN CORN SHALL BEGIN TO SELL AT  
8 O'BELL, AND TO SELL UNTO 12 O'BELL,  
UNTO THE COMMONS OF THE TOWN.

ITEM. THAT NO STRANGER BUY, NOR

INDWELLER FOR ANY STRANGER BUY,  
ANY MANNER OF CORN BEFORE 4 O'BELL  
UPON PAIN OF FORFEITURE.

ITEM. THAT ALL VICTUALLERS, THAT IS  
BUTCHERS, MERCERS, DRAPERS AND  
OTHERS THAT COME IN TO MARKET,  
THAT THEY KEEP OPEN NOR SELL NO  
LONGER THAN 12 O'BELL AND THAT  
THEY BE READY PACKED AND TRUSSED  
BY 1 O'BELL UPON PAIN OF FORFEITURE  
OF 12D AT EVERY TIME THAT HE OR  
THEY DO SO BE FOUND.

It seems that the town's 'great bell' was always rung at the four hours, at 4 am, 8 am, noon and 4 pm, besides at the market hours. It was also used to summon the population to the Market place for important public announcements and also to give warning of sudden danger or emergency. The ringer of this bell was a town official on the payroll, since in 1516 it is recorded that the town paid him the princely sum of £1. 6s. 8d. a year for his services.

The other important town bell was the curfew bell, and after this was rung no alien or stranger was allowed to be out in the town under threat of fine or imprisonment. It seems that this curfew bell always hung in St. Peter's church tower and it was probably part of the town's bell ringer's contract to ring it.

Bells served to call the faithful (and this of course meant the whole population in early days) to worship and there were many such occasions in Dover, which possessed seven parish altars and two monastic institutions, besides St. Mary-in-Castro at the Castle.

Bells by the score celebrated saint's days and times of public rejoicing or mourning,

22 besides welcoming distinguished visitors to the town.

These early bells must have produced a remarkably discordant clamour since they were hung 'as cast' unlike modern bells which are tuned on great bell lathes after casting to produce the correct pitch and tone. It is indeed now an exact science.

Before these lathes were invented the sound of bells depended entirely upon the skill and good fortune of the bell founder, who was one of the great craftsmen of medieval times.

Because of transport difficulties most bells were cast beside the tower in which they were to be hung, no mean feat when one considers that many of them weighed a ton or more.

The first local bells of which we have any direct record in Dover were those in the Pharos. This building was converted into a bell tower in very early times and two small bells were cast for it in the middle of the 13th century. In the Statutes of Dover Castle bells there are several references to the castle bells. Statute 14, for instance, reads:

AT CHRISTMAS, EASTER, ASCENSION,  
AND THE FEASTS OF OUR LADY, AS WELL  
AS AT ALL THE CHIEF FESTIVALS, SHALL  
ALL THE PEALS, GREAT AND SMALL, BE  
RUNG: AND ONCE ALL TOGETHER FOR  
THE GREATER SOLEMNITY.

From this it seems that there were two separate sets of bells which were in regular use throughout the year besides the curfew bell which was rung every evening.

Some repairs were made to them in AD1286 and since the castle was royal property the king's exchequer paid the cost. The exchequer's entry reads:

ITEM: 2 LBS OF SEA COAL BOUGHT  
TO MAKE BANDS FOR THE BELLS IN  
THE SMALLER BELL TOWER, AND FOR  
MAKING BANDS FOR THE TOWER OF  
JULIUS CAESAR, 8 PENCE.

The tower of Julius Caesar was the Pharos, and the smaller tower was Peverell's, which was in early times known as the bell tower.

These repairs were followed in the early years of the 14th century by a disaster in which several of the bells in the Pharos crashed to the ground and were cracked badly and of no further use, so several bells were re-cast and hung in new wooden frames sometime between 1345 and 1348. Once again the exchequer paid the cost and every tiny detail was accounted for in the Pipe Rolls. These entries give us a fascinating insight into the workings of such early undertakings, and priceless material relating to the old bell founders, an elite of the medieval world.

Two new bells were cast, one weighing nearly one and a half tons and the other over half a ton and as was usual in those days the whole operation was carried out in a bell pit dug close to the Pharos in which they were to hang.

A bell founder and his workmen, together with their tools and equipment, were fetched from Canterbury in an ox-drawn wagon at a cost of eighteen pence, the unskilled men and a few woodworkers being obtained locally. These included several sawyers to make the wooden beams for the bell frame, a carpenter to shape and fit them and a blacksmith to make the clappers, fixings, iron fittings and metal tools.

Sea coal was brought into the harbour by ship from the north-east and a search was carried out to find additional quantities of copper and tin, the two constituents of bell metal. These locally obtained supplies were found in Canterbury, Sandwich and Dover, and were added to the metal obtained by melting down the old bells.

Teams of oxen were engaged in hauling the wood on huge sledges for the bell frames and scaffolding, and also the wood to feed the huge fire needed to melt well over two tons of metal, a process which would have taken several days and nights, and consumed many trees in the process.

A bell pit was dug beside the Pharos and in it the founder and his men made and shaped the moulds, made of sand and cow dung, and then built a furnace nearby, with a channel in the ground connecting the

furnace with the mould, blocked until the metal was molten and ready for pouring. The fire was started with charcoal and then fed with logs of wood until the whole was a veritable inferno which was kept going until the metal was molten. Finally, when all was ready, the channel between the furnace and the mould was unblocked, permitting the golden coloured molten metal to flow into the mould until it was full to overflowing. The mould was then completely buried to guard against the new bell from cracking through being cooled too rapidly.

The day of pouring was always a great occasion and at Dover it was celebrated by an ample supply of food, bread, meat and ale to the workmen engaged in the project at a cost of 10s 4d, a sum which would have paid a good craftsman for weeks.

The individual costings are most interesting. Carpenters were paid half-a-crown a week, the smith and his boy together cost 3s 6d and the sawyers 4d a day. The master bell founder was paid a halfpenny per pound of the weight of the cast bells and in this case it amounted to £9 2s 2d, a considerable sum in those times. This payment by weight of the finished castings is interesting since many modern foundries still use this method of computing charges, a custom which is centuries old, yet still commercially acceptable.

The founders used 11 quarters of charcoal, the old bells, 164 lbs of extra copper, and 60 lbs of tin. The whole operation cost £15 18s 5d, a price which included even such small items as grease for the bell yokes. These bells seem to have survived for upwards of three centuries since no further reference to work involving the castle bells seems to have occurred until the 17th century,

In Dover town there were, as has been mentioned, a large number of bells. Old St. Martin-le-Grande, part of whose ruins survive just to the north of the stairs leading up to the "White Cliffs Experience", had bells which were used by the three parishes which had their parish altars under its hospitable roof, old St. James's church

had several bells in its tower and St. Peter's, the church of the Corporation, which stood on the site now occupied by Lloyds Bank, had a peal besides the 'great Bell' of the town, and also the curfew bell.

Further peals of bells, in the great Priory of St. Martin of the Newark (where Dover College now stands), in the tower of the Maison Dieu (now of course the town hall), and in St. Mary-the-Virgin's tower, added their not inconsiderable cacophony which assailed the ears of medieval Dovorians. Yet even this formidable collection is not complete since various other smaller foundations of one kind or another had a bell or two which could, and did, add to the chorus.

The bell ringer was a recognised official of many of these institutions and Lenham's accounts of the priory for 1530, for instance, lists a bell ringer who was paid 20 shillings a year for his services.

It is recorded that two bells were hanging in St. Mary-the-Virgin's tower in 1497 and within a few years more were added, since in 1538 five were hanging there.

When one considers that all these many bells were hung 'as cast' and that many, if not all, were at least in some degree out of strict tune and tone, it must have been bedlam indeed and it is perhaps fortunate for the institution concerned that the Noise Abatement Society was not then in existence!

After the Dissolution, St. Martin of the Newark, the Maison Dieu and St. Peter's were all cannibalised and the materials dispersed. Since bell metal was valuable the bells were soon destroyed and by 1550 the only bells surviving in the town were those of St. Mary-the-Virgin which had become the town's church following the gift of it to the townsfolk by King Henry VIII, and those of old St. James and of St. Mary-in-Castro in the castle grounds. However a sixth bell was added to the five in St. Mary's tower in 1663.

In 1630 new bells were proposed for St. Mary-in-Castro at the Castle and the Master of the Ordnance was instructed to deliver 'two bronze sakers to Dover Castle

24 to be converted into bells'. Sakers were small muzzle-loading cannon. These sakers were made of bronze, an alloy of copper and tin called gun metal and this name survives today for a particular alloy of copper and tin. Bell metal was of course a bronze, with copper and tin roughly in the proportions of 13 parts of copper to 4 parts of tin.

Several bells were cast for the castle in the next few years and one of them survives. It hangs in St. Mary-in-Castro on a wooden frame, bearing the date 1639 and the initials I. G.

With the coming to an end of the Stuart line of kings the castle ceased to be a royal residence and became instead a military barracks. No rector was appointed to serve the church there after 1690, and the church fell into ruin and its bells were silent.

And now the story of the bells in the Pharos takes a new twist with the emergence of a character called George Rooke. He came of an old county family whose country seat was near Canterbury. He entered the Royal Navy, achieved rapid promotion, became a vice-admiral and was knighted. Turning his attention to politics he was not however as successful. To bribe the electors of Portsmouth, whose votes he solicited, he got official permission to transfer the bells from the Pharos to a church in his desired constituency in Portsmouth.

This gave rise to the old local saying that 'the bells of Dover Castle can be heard in Portsmouth'.

There are two tail pieces to this story. Vice-Admiral Sir George Rooke was indeed elected to parliament from Portsmouth but there his success ended. After a period he lost his seat there and retired to the family estate. The second concerns the small bell still in St. Mary-in-Castro. Why was it not also sent to Portsmouth? Perhaps it got lost at Dover when the others were sent away? Or did some unwilling old Dovorian hide it under a pile of rubbish in silent protest at the stealing of the other bells? We shall never know, but a few years ago this old bell was discovered under a pile of rubbish and was restored to its place at the church to which it rightfully belongs and where we can still see it today.

In 1724 Samuel Knight, a famous early 18th century bell founder re-cast the six bells of St. Mary-the-Virgin into eight tuneable bells and these are the ones we still hear today. Samuel was perhaps the leading bell founder of his time and many of his bells still sound out across the rolling acres of the county. In the eastern part of the county we have perhaps the three finest sets of his bells which survive. They are at Whitstable, Wingham and, of course, in Dover.

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## STOP PRESS – 2

# *A busy year for Dover's BLACK WATCH*

*THE BLACK WATCH* is the newest acquisition of FRED OLSEN LINES and joins the *BLACK PRINCE* in making Dover its Home Port. Unfortunately she has encountered several problems before setting off on her maiden voyage – due to start on 15th November for a 21-day cruise in the Mediterranean.

Thereafter she has an exciting programme of itineraries. The brochure shows that after two shorter cruises in December to Spain and the Canaries, she embarks, on 4th January 1997, on her longest cruise of the year, a 64-night trip around Africa, returning to Dover on 9th March at 08.00. On the same day at 18.00 she leaves again for the Caribbean.

In the summer she alternates between the Mediterranean and the Norwegian fjords, then has a 24-night cruise to Canada and New England in the fall.

## Reviews

# DOVER'S HIDDEN FORTRESS

— — — REVIEWED BY DR. PHILIP ROBINSON — — —

DOVER'S HIDDEN FORTRESS: the history and preservation of the Western Heights fortifications. By JOHN PEVERLEY. With: "The White Cliffs Countryside Project on the Western Heights", by KIRK ALEXANDER. Dover. The DOVER SOCIETY, 1996. 38 pp. £3.95 + 35p post & packing.

Every historic English town must have its heritage-horror story from the 1950s and 60s. At that time, while the cities of Brunswick (Braunschweig) and Warsaw were being lovingly restored to what they had been before the depredations of war, Canterbury could demolish its unique Georgian Guildhall, and Dover, as we read in John Peverley's fascinating account, was seeing its irreplaceable Western Heights fortifications complex mutilated and destroyed by its very custodians. That was a time for putting the past (and not only the war) behind us, for embracing the new (that is, for americanising). The fruit of these impulses was acquiescence in the gutting of our northern city centres to give way to high-rise, in the razing, for good measure, of Victorian and Edwardian dwellings, excellent in their fabric but "condemned", ostensibly for their lack of an indoor toilet and bathroom. John Peverley's little book is a story of folly from beginning to end and consequently it should not surprise us.

His core chapters are an edited version of an article in the *Architectural Review* (1959) on "The Brick Cliffs of Dover" and a report of his talk to the DOVER SOCIETY (8 April 1991) on "The Fortifications 1959-95: their Destruction, Restoration and Preservation 1959-1990". Although only modestly reminiscent, John Peverley emerges single-handed as responsible for the listing of the fortifications as an Ancient Monument in 1962. This he achieved whilst

working on the other side of the Atlantic. His sense of place, his love of the locality, has to do with the fact that he was born and went to school in Dover and began his work as an architect in Canterbury. The Western Heights are his baby.

The saga of their original development is hilarious and outrageous by turns. While it was doubtless sensible enough to develop gun emplacements there during the American War of Independence, for fear of what our colonies' allies (France, Spain and the Netherlands) might get up to, it was surely extravagant, in all senses of that word, to undertake elaborate fortification during the French Revolutionary and Napoleonic periods with the idea that significant elements of the British army might reside there safely in order to outflank a French invasion somewhere between Hythe and Rye. Thus the fortifications, inspired by Vauban (the French themselves were fortification-mad from Vauban to Maginot) face the land and not the sea... Cobbett writes in 1823, early in a spell of neglect for the project, of its madness and profligacy: enough bricks to have housed all the agricultural workers of Kent and Sussex. Further scares, to do with Napoleon III and the prospect of German unification, brought about the completion of the entire complex in the late nineteenth century, only for the army to abandon it in 1920 on the grounds that the living accommodation was "condemned" (a word subsequently to enjoy a protracted and shameful career in the history of planning).

Forget the idea that Hitler's cross-Channel shells accounted for much of the eventual destruction:

- 1959 - Western outworks filled in by the Prison Commissioners (Home Office);
- 1959 - demolition of the South Front Barracks by War Department;
- 1961 - Dover Borough Council proposes to use the Lines (huge ditches) as a rubbish dump;
- 1962 - Dover Town Clerk describes as "nonsense" the listing as an Ancient Monument;
- 1963-67 - Archcliffe Gate demolished to make road and viewing point;
- 1965 - Grand Shaft Barracks demolished;
- 1966 - Grand Shaft staircase sealed;
- 1978 - Citadel: Napoleonic period powder magazine bulldozed by Home Office;
- 1990 - Home Office constructs Borstal Accommodation Block without consultation despite the Ombudsman's ringing denunciation of the earlier destruction which was then repeated.

In the light of this well-told, but sorry tale one can only hope that the Young Offenders' Institution in the Citadel may in the course of penal fashion someday go elsewhere, that its site may also someday cease to be in the "custodianship" of the Home Office, allowing the entire complex

to become a nature reserve far from the Ministries' eyes and vandalistic thoughts. Kirk Alexander (Project Manager of the White Cliffs Countryside Project) provides a short postface to the book which allows an upbeat ending: Dexter cattle on the slopes to manage the grass; orchids galore; and thanks to volunteers and current local authority for time and money invested in protection and management.

The illustrations are indeed "profuse" as the cover claims, but this reader at least would have liked to see the photographs dated, even approximately. That would have allowed the present-day to be instantly distinguished from the historic, making the narrative still more striking. The volume, furnished with maps both historical and current, is an excellent companion for any would-be-stroller over the Heights, as a foreword about access by May Jones (Dover Society) and a prefatory glossary seek to ensure. However, the Dover Society, whose chairman Jack Woolford gives a brief introduction explaining the background to the publication, disclaims, in a printed "warning", any status for it as a guide. This, though it might appear inconsistent, is certainly prudent as a protection against possible litigation. Anyone who visited the site with the 1995 KFAS Conference will agree that it requires some athleticism! Congratulations all round to the Dover Society for assisting the birth of John Peverley's baby into print.

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## *Tilmanstone in Old Photographs*

----- TERRY SUTTON -----

The rapid changes that have overtaken the village of Tilmanstone, resulting in the loss of many picturesque thatched buildings, are described in a booklet just published by two residents, Bob and Kathleen Hollingsbee.

When Bob – a sub-editor on the *Dover Express* – and Kathleen moved to the village from Dover they admit they were considered to be outsiders. But soon villagers discovered here were two "townies" willing to put something back into the community.

They allowed Bob to copy old family photographs and told Kathleen old stories about the village when it had two bakeries, two forges, carpenters and wheelwrights, a village police constable, village nurse, two or three shops, a post office, two butchers and other amenities. They were the days when horse-drawn carriages, travelling between Dover and Thanet, used to stop off there.

Their booklet, *Tilmanstone in Old Photographs*, (£2 from 5 St. Andrew's Way, Tilmanstone CT14 0JH) contains more than 60 old photographs, each with a detailed caption. The authors say all is not lost, despite the inroads of modernity. Tilmanstone is still a unique place to live in, they say. One piece of history I learnt from the booklet is that St. Mary's

Church in Dover once owned land at Tilmanstone which was tenanted in the seventeenth century by the Boys family. The income was used by St. Mary's for charitable purposes. That ownership is remembered today by the name of St. Mary's Grove. There's a lot more of interest in this booklet. I recommend you to buy a copy. <>

*Spoken in jest?*

## *"The Grass is always Greener over Here"* MILES KINGTON

----- By kind permission of the editor of "The Independent" -----

... I have just made my first Eurostar trip to Paris and I think it is worth recording my first impressions while they lie hot and sticky on my mind, a bit like the *pain au chocolat* stains on my tie. Now the one thing I knew about the Eurostar route is that while going through Kent the Eurostar express trundles along at a snail's pace and while going through Northern France to Paris it races along at supersonic speeds. The reason for this, we have always been told, is that the Tory government, in true British style, has never been able to get its act together, to build the special Channel Tunnel rail link while the French, with all the determination that has already given them a nuclear power programme, the TGV and bombs in the Pacific, built their high speed rail link many years ago.

Now it is certainly true that the Conservative Party's main remaining talent is for selling things off - the Tory government is a car boot sale on a gigantic scale - and this doesn't help to get new railways built, but I have discovered at the week end that there is another reason for the difference in Eurostar speeds in Kent and in Northern France.

It is such a dull, flat, uniform landscape between the Channel and Paris that the only natural reaction is to get through it as fast as possible. Between you and the horizon, the land barely rises or falls at all, and if it does so, it is with no more enthusiasm than a brackish pond on a dull day. And on the landscape itself there is little more to be seen than vast fields merging into each other, occasionally separated by long straight roads leading to grey little towns. There are many parts of France with delightful

scenery, as we all know, but Eurostarland (Eurostarlingrad?) is not one of them.

It is very different when you pop up in Kent from the tunnel. The first thing you see (apart from a forest of little fences) is the side of a chalk cliff. It is the tallest thing you have seen since you left Paris and looks immense. And then you start crawling through the Kentish countryside to give you a close-up slow-motion view of an extremely intimate landscape, full of gardens, and trees in blossom, and oast houses, and pub gardens and village corners.

Now I know that this is deceptive, and that Euro-regulations have forced us to convert our oast houses into stockbrokers' homes, and grub up our apple orchards, and make Kent not the garden of England so much as the ornamental border of England ... but it still looks a lot better than what you get on the other side of the Channel. Even when you get into the suburbs of London, you realise ... that there is nothing in France to rival these suburban gardens jostling next to each other, these little Kew Gardens leading up to their own Dunroamin, each exactly the same in shape and size, and each completely different in shrubs and ambience.

... Look, I am as Francophile as the next man, and I would rather spend a weekend in Paris than in London, and I know that Ashford International Station looks like a temporary arrangement of scaffolding (and so does Waterloo International) but I still think that the best advice for a Eurostar traveller from Waterloo is this: if you intend to do any sleeping on the train, do it on the French side. <>



# The Cruise Terminal

## End of Season Survey



### THE OPENING of the CRUISE TERMINAL

The Cruise Terminal opened this year, with the first cruise ship docking in April and the official opening on 20th June. 104 cruise calls were booked for 1996.

Now the season is over and until next spring, Doverians will see only *The Black Prince* and *The Black Watch* of FRED OLSEN LINES using the terminal throughout the winter, as Dover is the home port for these two ships. Sometimes they may be away for

three or four weeks, sailing to the Canaries, the Mediterranean or the Caribbean. What a temptation to join one of their cruises and sail into the sunshine. I notice that local travel agents are quick to advertise these!

This seems an appropriate time to review the season and ask – Has Dover benefited from the opening of the cruise terminal?

Our centre spread is devoted to this question, with four articles. The first gives the view of James Overton, Tourism Marketing Manager for Dover District Council, the second reports the result of the Dover Society Survey of 100 shops and 10 guest houses in Dover. This is followed by an article by one of our members, Dorothy

Bolton, who is a Blue Badge Guide and has worked all summer in various ways, guiding cruise passengers. The section concludes with an article by Keith Southey, of Dover Harbour Board, looking to the future of cruise ships visiting Dover. Already 108 calls are booked for 1997.

All four pieces reinforce the first impressions of the impact of the terminal on Dover, reported in *Newsletter 26*. Particularly the articles by Dorothy Bolton and James Overton give a vivid picture of the intense activity generated at the port when a cruise ship is visiting – and on some days there are two or three ships! Passengers like Dover, the White Cliffs Countryside, and they like the new terminal. [CONT

30 The increased FOOTFALL (recent Jargonese!) in Dover, both of passengers and crews is apparent with each visit. Enthusiasm for welcoming the visitors is increasing among traders and businesses benefiting from the new source of income,

The Cruise Welcome Committee, to be chaired in 1997 by Kevin Gubbins, our new Town Centre Management Co-ordinator, will have plenty of ideas and suggestions to help their forward planning. EDITOR

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# Welcoming Dover's Cruise Ships

*JAMES OVERTON, Tourism Manager, Dover District Council*

TOWARDS THE END OF 1995 I was asked by the Council to assist Dover Chamber of Commerce in setting up some kind of reception facility for the visitors on cruise ships expected at the new Cruise Terminal.

We were given an extensive briefing on what would be required by John Turgoose, General Manager Shipping, Dover Harbour Board. A Cruise Welcome Group was set up, supported by the Council, the Chamber, IMPACT, D.H.B., as well as numerous interested parties including guides, publishers, taxi operators, attractions, retailers, etc.

A considerable amount of time went into discussion and planning, but now the cruise season is over, I can reveal that not everything panned out as planned. One of the main conclusions to be drawn from last summer's experience was that commercial benefit to shops and services in Dover resulted not so much from the supposed wealthy American passengers, but from sailors and crew. My own informal survey in the town revealed that opticians, dentists, hairdressers, record shops, clothing stores, photo retailers and Asian restaurants have all benefited from this trade.

In parallel with this, we are continuing with our efforts to communicate the virtues of the Dover District as a place which the passengers should visit. The main problem is the time factor. Most of the cruise ships are using Dover as a dropping-off and picking-up

point, leaving virtually no time for passengers to explore the town. Having been to the Terminal myself on days when these operations are in progress I can confirm the lack of opportunity for commercial spin-off. These disembarkation/embarkation procedures are amazingly well organised and commercial operations. One is confronted by a scene of forty or fifty coaches, swarms of couriers armed with clip boards, and frantic activity as luggage is sorted and loaded by the passengers and baggage handlers. In no time at all, the passengers are packed onto their coaches and off they go.

It is frustrating that we cannot benefit more on these days. There is a significant number of cruise ships, however, which feature Dover as a port of call (about a dozen in the season), and these do offer good potential. Depending on the shipping company and its handling agency, there have been some excellent opportunities which we have exploited by providing "official welcomers" and information to passengers.

Our survey of the types of information on the port of call days produced the following statistics which are based on a sample of 965 responses on nine different ships.

Attractions	39%	Churches	29%
Train	25%	Shops	16%
Taxi	9.6%	Bus	5.1%
Car Hire	0.5%	Maps	0.6%
Change	0.2%	Phone	0.4%

Armed with the conclusions from the 1996 campaign, the Cruise Welcome Group is now planning for next year. We shall be continuing to the best of our ability to distribute the "Dover first port of call" leaflet on to the ships (via handling agents or shipping companies), and there are plans to issue leaflets about Dover and its attractions in other languages such as

Russian and Italian (a requirement identified during the season). We shall be looking at ways of benefiting Deal and Sandwich.

In addition various new initiatives have arisen, for example a new bus tour operation in Dover for the summer season, and an offer by Dover College to arrange tours and tea. The Cruise Welcome Group is always open to new ideas and suggestions, and anyone with a constructive point of view to offer is always welcome to join the meetings. If you are interested, please contact the Dover Town Centre Manager's office (Tel. 225231) for details of the next meeting.

# The Coming of the Cruise Terminal:

## A SURVEY of LOCAL BUSINESSES

MERRIL LILLEY

A SURVEY WAS CARRIED OUT in a fortnight in October by six members of the Dover Society. The members of the team were Merrill Lilley, Jack Woolford, Terry Sutton, John Owen, Leo Wright and Marjorie Wright.

For this survey the team visited shops and other businesses from Bench Street to the Town Hall. In most cases it was possible to interview respondents on the spot. Where this was not possible the questionnaires were left to be collected at a later date or to be posted on.

The questionnaire stated that  
*"The Dover Society is conducting this survey to find out if the town has benefited from the opening of the Cruise Terminal in 1996"*

and went on to ask eight other questions. We wanted to find out how many businesses felt that they had benefited from the opening of the terminal, how much they

had benefited, whether they had advance notice of the dates of cruise ship visits, and whether they had gained custom from passengers, or crew, or both. Lastly we asked respondents if they had any suggestions or ideas which might help businesses in Dover derive more benefit from cruise ship visits in the future.

**These are the results of the SURVEY.**

100 businesses answered the questionnaire. 2 failed to return the survey sheet. 3 others were never available when we called. (We have not included betting shops, estate agents, furniture stores, pubs or butchers, as initial questioning indicated that none of these had benefited from the opening of the terminal).

32 To the first question - Has your business benefited? 15 answered No and 85 Yes

To the second question -How much has your business benefited ?

Of the 85 who said Yes -

40 said "very little" or "marginally".

25 said about 10%

20 said 20% or more

Most shops had had advance notice of the dates of the cruise ship visits.

Only a few knew whether or not the ship was making a port of call.

Some shops gained more custom from passengers, some gained more custom from crew, some benefited from both passengers and crew.

Looking at the the two groups of respondents who said they had 10% or 20% or more gain in custom (45 shops) it was seen that they included shops selling flowers, shoes, clothes, cards, jewellery, electrical goods, CDs and cassettes and cameras and films. They also included chemists, dry cleaners, taxi firms, charity shops ( crew), hairdressers, gift shops, eating places and foreign exchange agencies.

As the survey moved away from the Market Square towards the Town Hall there were more replies of "No" or "very little". Some traders thought that few passengers walked that far.

One of the main findings of the survey was that many shops thought that they gained more custom from the crew than from the passengers.

42 replies out of 85 indicated that the ships' crews had contributed more than the passengers to an increase in custom. Crew members are more likely to eat ashore, patronising restaurants which serve foreign food ( Indian, Italian) and fast food outlets. They also buy clothes, shoes, toiletries, small electrical goods and darts! They may get dry cleaning done and have a haircut.

It was not expected that passengers would eat a lot ashore (as cruise ships are notorious for providing day-long refresh-

ment). Nevertheless it was shown that those who spend a day ashore do frequent tea shops and cafes!

Passengers are looking for souvenir shops and gift shops but may have other requirements too.

On some port-of-call days Australians and Canadians were buying dress and embroidery materials.

## HOTELS AND GUEST HOUSES

One of our members, Adeline Reidy, of No.1 Castle Street Guest House, helped by conducting a quick survey of 10 guest houses where booking had increased due to the opening of the cruise terminal.

Of the 10 respondents eight said they had benefited by 10%, one said 20% and one said 30%.Of the 10, five had bookings from passengers only and five had bookings from both passengers and crew, but mainly with most from passengers. The increased bookings occurred in the following ways:

- (a) passengers staying in Dover before their cruise
- (b) passengers staying in Dover after their cruise
- (c) visitors meeting passengers from the ships
- (d) visitors delivering passengers to the ships
- (e) visitors meeting friends on a port-of-call stop and
- (f) crew staying in Dover before joining a ship.

## IDEAS and SUGGESTIONS for the FUTURE

Lastly, 32 of the respondents gave their own suggestions and ideas for the future. Some of these were fairly short replies, but several completely filled the back sheet of the questionnaire with their comments. I have tried to summarise all their suggestions under the following headings.

## WELCOMING THE PASSENGERS

It was suggested that "welcomers" need to be organised to promote a coordinated message about the sights, attractions and retail outlets in Dover. Much more can be made of the historic interest of the town

and the many different attractions on offer. All these should be advertised, with up-to-date information on opening times, as these vary through the season. These include the Castle, the Roman Painted House, the White Cliffs Experience, Dover Museum, Dover Town Gaol, the Grand Shaft, the Western Heights, the Langdon Cliffs Picnic area and Crabble Corn Mill. Some people suggested town tours should be offered.

It was thought that a quality "welcome pack" would be a good idea, if this could not be placed on ships, it could be handed to passengers as they boarded the shuttle buses at the Cruise Terminal, or when they alighted from the shuttle buses in the Market Square. Shops could have their own supply of these packs to hand to passengers who had not obtained one earlier.

#### **ADVERTISING AND PUBLICITY**

To attract passengers to the town people thought there should be information available at the Cruise Terminal. Free advertising space should be available there.

It has been suggested that the next leaflet or booklet produced by the Cruise Welcome Committee might include advertisements from shops in the town who wished to contribute to the publication. Again, if this could not be placed on the cruise ships, it could be handed to passengers as they disembarked, or, perhaps, included with the "welcome pack".

Some shops might be willing to offer discount vouchers to passengers. Another suggestion was for a service guarantee scheme, which has already been proposed by retailers, to be organised via the various shipping companies who use the port of Dover.

There should be good maps of the town included with any pack.

The possibility of producing advertisements and information in different languages should be explored.

There was a suggestion that the tourist office information centre be relocated in the town centre.

#### **TRANSPORT**

Various suggestions were put forward. There was a general feeling that some kind of circular tour of attractions would be a good idea. Some people suggested free transport, to be subsidised by local traders. However this year most tour companies provided free shuttle buses into the town for passengers and crew.

#### **FOREIGN CURRENCY**

This was one of the main topics of discussion..

It was thought that shops should be encouraged to accept foreign currencies, especially American dollars.

There is a real problem of passengers being unable to change money on Sundays and on Saturday afternoons, when the banks are closed.

#### **SUNDAY OPENING**

There are only a few Sundays when ships are in port, making ports of call. It was suggested that, as these occasions are so few, there should be a concerted effort to persuade local shops to open on these days. The ships should be informed and there should be maximum publicity for the shops which do open.

#### **PLANNING**

Several respondents thought that there should be opportunity for local businesses to discuss problems and exchange ideas on all the issues mentioned above. One thought that this was crucial on the matter of Sunday opening. One suggested that the Chamber of Commerce should be involved.

#### **THE FUTURE**

Building on the experiences of 1996, the Cruise Welcome Committee will have several months to plan for next season. We hope the results of this survey will be of some help. Obviously there is plenty to discuss in terms of advertising, publicity, transport and foreign currency exchange.

Meanwhile, in the words of one of the survey respondents -

**PUSH DOVER - DON'T RUN IT DOWN!**

# Blue Badge Guides and the Cruise Ships



DOROTHY BOLTON

As South East Blue Badge Guides we are trained and registered by South East England Tourist Board (SEETB) to cover all aspects of tourism throughout Kent, East and West Sussex and Surrey. The training entails lectures on the history, geography, architecture, the arts, flora and fauna and local customs of the area as well as route planning, itineraries and microphone use on coaches, etc.

All these lectures and practical training sessions are followed by written examinations and several practical exams, on coaches, on foot in towns, museums and cathedrals.

Each region, including the City of London, has its own registered guides, while London guides cover the whole of the UK. There are various endorsements that can be taken should a guide require to guide in more detail in another area, be it region or individual cathedral. Several regional cities and large towns have their own registered guides, one of which is Canterbury.

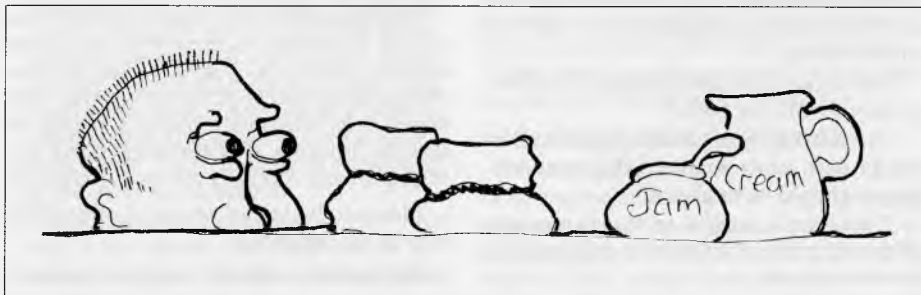
As Tourist Board guides we are all Freelance and look for work with coach companies, tour operators and national or local societies. Those with languages are

much in demand from tour operators who specialise in the overseas market.

With the advent of the Dover Cruise Terminal, we, as guides from both the S.E. and London have been employed by the various ground handling agents to take groups of cruise passengers to places of interest in Kent and London – the "Mecca" of all overseas visitors!

We have also taken groups to and from Gatwick and Heathrow Airports or London hotels at the start or end of a cruise holiday.

In particular, Cunard and Holland America Line made Dover one of their "ports of call", so passengers were able to book pre-arranged tours on board ship and then, once in port, were taken off for the day by coach to their chosen destinations.





London was the most popular place to visit. A London guide would accompany each coach and take the groups on a panoramic tour and have lunch at a pre-arranged hotel. Others would be accompanied to London and dropped off in the West End to spend the day as they chose. There would usually be between fifteen and eighteen coaches involved.

Those who preferred to see more local sights had the option of a morning at Leeds Castle, lunch in Ashford followed by a drive through the East Kent countryside usually via Chilham and then out towards Sandwich before returning to Dover.

There were two half-day tours on offer. The morning tour was to Dover Castle, Canterbury Cathedral, then back to the ship in time for lunch. The afternoon trip was to Tenterden with a ride on the Kent & East Sussex Railway. This was a return journey from Tenterden to Northiam and back so there was time for a cream tea of gargantuan proportions to be served! A short walk in Tenterden was followed by the return journey to Dover via Rye and Romney Marsh. The tour was entitled "Steam and Scones".

The third option was to spend time in Dover itself and to this end two or three shuttle buses were arranged to ferry passengers to and from the Market Square. I had been asked, as an ex-resident of Dover, to ask some local people to be co-ordinators who would be at both the Dock and the Market Square giving information to the passengers on what to see or do and how to get there, etc. This is where the Dover Society was well represented by the Lilleys, Peters, Copes and Gerrards, who shared the days between them.

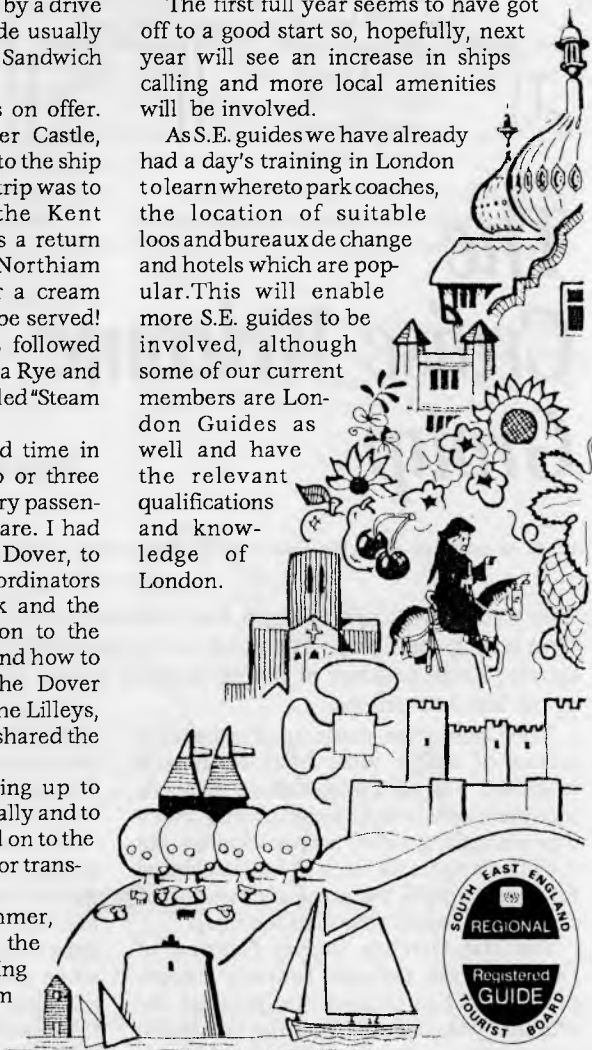
It is a mammoth task arranging up to twenty coaches to arrive numerically and to get the passengers off the ship and on to the right coach for the particular visit or transfer to hotels and airports.

I spent several days this summer, usually with another guide and the ground handling agent co-ordinating passenger transfers to and from ships and coaches at the beginning or end of cruises. A colour-

coded system of baggage labels was used for those at the end of a holiday. Passengers were given "Bus"(USA) or "Coach"(UK) numbers depending on their destination and had to check their own luggage individually onto the correct baggage vans for security purposes. It was not unknown for people to have the wrong luggage as so much of it is very similar. Even those who had coloured bobbles, ribbons or straps for easy recognition found others with the same idea!

The first full year seems to have got off to a good start so, hopefully, next year will see an increase in ships calling and more local amenities will be involved.

As S.E. guides we have already had a day's training in London to learn whereto park coaches, the location of suitable loos and bureaux de change and hotels which are popular. This will enable more S.E. guides to be involved, although some of our current members are London Guides as well and have the relevant qualifications and knowledge of London.







the issues involved and thus more able to deal with them...

One of the main areas for discussion deals with the different approaches needed by the two different types of cruise ship calls. Some ships are embarking and disembarking passengers whilst others are using Dover, with its cruise terminal, as a port of call. The former are in the majority. From these, it seems likely, hotels, guest houses and taxi firms benefit most. It is the latter, the 'port of call' days, which most benefit the town and are thus of crucial concern to the shops and businesses in Dover which cater for the needs and interests of the passengers.

At the last meeting discussion included welcome strategies at the port, foreign currency exchange, Sunday opening and arrangements for taxi rank provision.

Several people put forward promotional ideas. One was to offer tours and cream teas at Dover College, the representative from Holts Battlefield Tours has put together a package tour of White Cliffs Countryside which he would like to offer to cruise ship excursion organisers. Ideas for

a future brochure to promote Dover were also discussed.

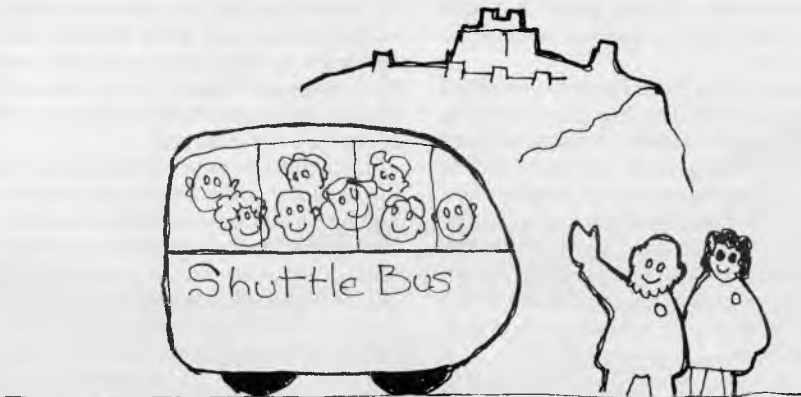
Next summer there will be a open top bus tour running from 27th May until September, run by Guide Friday Tours, which operates in many European cities. The bus route will include the Cruise Terminal on 'port of call days'.\*

The route will be:

- Market Square
- Western Heights
- Cruise Terminal \*
- Sea Front, Wellington Dock
- Eastern Docks
- Langdon Cliffs
- Dover Castle
- Market Square

Tickets, at £5.50, will; be valid all day and passengers can get on/off at any point. There will be a taped commentary en route.

The Cruise Welcome Committee will now have a lot of planning to do. In 1997 there are (so far) 120 cruise ships booked, with fifteen of these on 'port of call days'.



The cartoons on this page and an 34 and 36 are by Col. Dick Bolton who, as many will remember, recently gave us a most interesting talk on BRICKS!

# Cruising . . . TO WHERE?

KEITH SOUTHEY, *Public Relations Manager*  
*Dover Harbour Board*

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WHAT IS THE PORT OF DOVER'S CAPACITY for cruise ship calls? It's a question we're often asked when we receive visitors to the new cruise terminal, particularly from local organisations involved in tourism and commerce who are enjoying the influx of visitors to the town – and hoping to see many more of them in the years to come!

There is no easy answer. Cruise ships come and go like London buses. Some days they come in twos, three or even, as on one September Sunday, four were dotted around the port. But then the cruise terminal can be idle for days waiting for its next call.

This year Dover will receive about 100 cruise calls, the majority crammed into the months of May, June, July and August. Next year the number is set to rise to about 120.

Cruising in Northern Europe is mainly a summer activity. The big liners such as *Royal Princess*, *Maasdam*, *Norwegian Crown* and *Royal Viking* have re-positioned to warmer climes for our winter, mostly cruising from the American east coast to the Caribbean. But the good news is that the cruise operators were so impressed with the warm welcome and quality of service in Dover that they've booked to come back next summer.

Getting the cruise companies to come to Dover in the first place was no easy task. I well remember the cynical reaction when the Harbour Board announced in 1991 it was actively going to try to attract the business. Keeping it, and expanding it, is now the challenge facing us all.

Recently we received a visit to the terminal from the Dover Cruise Welcome Group, a gathering of local organisations – including the Dover Society – business folk and individuals commissioned to making a success of this new-found boom to the local economy. They had nothing particular to gain from the visit, but what impressed me was their belief that this could be the start of something big for the area and they wanted to be part of it. It's that kind of commitment and enthusiasm we want to encourage and foster, for it is this attitude which can complement the Board's efforts to develop the business.

All of this brings us conveniently back to the capacity issue. In an ideal world (ha!) one call every day would be perfect. The cruise terminal can accommodate the largest cruise liners currently sailing in European waters. But we must not lose sight of the fact that when there are two or more calls on the same day we, as a port, cannot offer the same prestigious level of facilities at our back-up berths at the Eastern Docks.

The Harbour Board therefore finds itself in something of a predicament. At the current level of cruise business, our £10 million investment in the terminal will not be paid off for at least ten years. There is no

doubt cruising in Northern Europe is growing – but is it growing sufficiently to repay investment in a second cruise terminal? Our Board will have to be convinced it is if we decide to progress further.

When it comes to expanding any kind of facility at the port there is always the problem of where we can put it. It's a pity our forefathers did not make provision for

a further 100 metres on the straight section of the Admiralty Pier. That would have given us the ability to berth two large liners on the cruise terminal.

So now our planners are looking elsewhere in the port to research and cost locations for a second dedicated terminal – the financial justification will then have to be demonstrated.

## STOP PRESS

# SAGA BUYS OWN CRUISE SHIP

SAGA HOLIDAYS LTD. has bought a cruise ship from Cunard. Formerly *The Sagafford*, the ship has been re-named *The Saga Rose*.

*Saga's brochure introducing The Saga Rose* gives details of its eleven cruises from May to December 1997. Those in the off-season (May, September, December) go to the Mediterranean, while the summer season itineraries, from June to August, include Norway, Denmark, Sweden, Finland,

Russia and Estonia. There are two cruises in July which go to Iceland.

*The Saga Rose* carries 580 passengers and 350 crew. Over 90% of the cabins are outside.

And the good news is: ALL CRUISES START FROM DOVER.



# POTTERS in KENT

DOVER'S EXHIBITION  
23 NOV '96 - 26 JAN '97

--- JOHN GOODING ---

AN EXHIBITION OF SELECTED WORK by Members of the Kent Potters Association in Dover Museum will run between the above dates and there will also be demonstrations of pottery making by members of KPA in the museum gallery on Saturday 11 January at 11am and 2pm.

The Kent Potters Association was originally formed in 1974 as an association of full-time potters, but two years later the membership was broadened to include anyone who was practising as a potter in Kent - including professional potters, amateurs, teachers, students and members of the pottery trades.

It has expanded geographically since then to include potters from outside Kent, particularly S.E. London but even including overseas potters from time to time. A grade of Associate membership was introduced to cater for people interested in ceramics and in attending some of the events and lectures. In addition several ceramics material suppliers became members and supported some events.

The Association holds monthly meetings and arranges lectures, workshops and practical demonstrations of all aspects of ceramics. The subjects covered have included kiln construction, glazing, mould making, marketing, making large pots, ceramic sculpture and Japanese calligraphy. Also frequent lectures are given to members by KPA members and internationally known potters and many of these are day-long 'Master classes' which go into the technical aspects of their work in depth.

Visiting lecturers have included Ian Byers, Tessa Fuchs, Siddig El Nigoumi, Jane Hamlyn, Emmanuel Cooper, Henry Pym, David Roberts, Nigel Wood, Peter Stoodley, Colin Pearson, John Pollex,

Angus Suttie, Takeshi Yasuda, Sandy Brown and Elizabeth Fritsch - representing a very wide range of contemporary ceramics.

Group visits of members have been arranged to some of the priceless ceramics collections in museums such as The British Museum, The V & A, The Percival David Foundation of Oriental Ceramics and many others, usually under the guidance of a specialist to investigate and learn from the lessons of history.

These visits have given us respect for some of the ancient potters' methods. In this connection, on one Saturday at the Bore Place Arts & Crafts Centre near Sevenoaks, we built a wood-fired Roman Kiln as a project from the local Weald clay and on the following day in nine hours fired sixty earthenware pots in it at temperatures up to 1000°C.

I have kept the pots I made and fired in this kiln and they will be on view at the Dover Museum exhibition together with photographs showing the kiln being constructed.

The KPA also visits potters' workshops - in fact they came to my workshop in Walmer a few weeks ago.

Most of the monthly meetings are at venues in Mid-Kent, in the Maidstone/Sevenoaks area and two or three exhibitions a year are supplemented by a KPA-run gallery in Bank Street, Maidstone which has members' work for sale.

A bi-monthly Newsletter is circulated to members giving details of future events,

other exhibitions, potters' tips and items wanted and for sale. Trade discounts are often available from some of the ceramic equipment and material suppliers.

Visitors to the Dover Museum Exhibition will find out more about the Association and also details of how to join should they wish to do so.

JOHN GOODING, a member who lives in Walmer, wrote a most interesting article on his craft for the January 1992 *Newsletter*. EDITOR

There will also be a chance to see the different types of typical thrown and hand-built ceramics made these days by craft potters, i.e., stoneware, earthenware, porcelain and raku, with an explanation of the methods used, and much of the work on display will be for sale in what should be an interesting exhibition for everyone.

---

## *The Dover Bronze Age Boat*

URSULA CORK

AT THE INVITATION of the Canterbury Archaeological Trust (CAT), a number of members visited Old Park Barracks to hear of the progress being made in the restoration of this internationally important vessel, and the reconstruction experiment.

In what was the old gymnasium, and now used by CAT as a workshop and for the storage of timbers and artifacts from the excavated site, the assembled guests including the Lord and Mayoress of Canterbury, were addressed by Dr Frank Pantoe, Chairman of Dover Bronze Age Boat Trust, followed by Paul Bennett, Director of CAT, and Peter Clark of CAT who is directing the six-year programme of analysis, and the construction of a replica of the central section of the Bronze Age Boat. This £300,000 project is being funded by English Heritage in order to conserve and study this remarkable vessel.

Christine Waterman, Curator of Dover Museum, outlined her proposals explaining how the boat, associated artifacts, visual displays etc, would be accommodated in the Museum. Because of the dimensions of the boat it will be necessary to make alterations and to re-site various museum exhibits. This will be expensive and at this point Miss Waterman introduced Mr David Ryeland, a Director of George Hammond Ltd. Mr Ryeland said that to assist the Museum and the Trust, his firm would be donating £10,000 over the next four years. He was followed by Mr Shapley of Arjo Wiggins, Buckland Mill, who also made a

substantial donation on behalf of his company and reminded us that Arjo Wiggins had been part of the fabric of Dover for well over one hundred years. He expressed the view that this exhibit would be a great attraction which could not fail to benefit Dover. The audience expressed its appreciation for these generous donations, but Miss Waterman emphasised that further funds would be needed to do justice to the project.

We then made our way to the area where members of CAT and helpers were working on a replica of the central section of the boat. From a recently felled oak tree, using wooden wedges and Middle Age tools – all of which had been made by the members – they explained the problems associated with interpreting the original design. Details of how the vessel was kept watertight with moss and stitch holes sealed with beeswax and how the transverse timbers were secured, were patiently explained.

And so at the end of the morning we felt that our knowledge of the boat had increased but we were still left with a few of the mysteries of construction to be unravelled. With the dedication of CAT and helpers we are sure that by the time the boat is ready for display at least some of these questions will be answered.

# DOVER MARINE STATION

and

JOHN GERRARD

# *The Great War's Unknown Warrior*

The Society has recently been most fortunate in receiving a number of rare and interesting books from our newest Vice-President, Lady Mary Jarrett.. widow of Sir Clifford.

One particular book that has taken my attention is a history of Dover during the Great War, written by J. B. Firth for Leney's Brewery.

In the last chapter there is an interesting analysis of troop and other movements through the Marine Station during this critical period in our history, the main elements of which are as follows:

Number of special trains run	101,872
Number of overseas men (incl leave) carried	12,141,933
Number of wounded men carried	1,215,886
Number of vehicles carried	4,827
Tons of mail carried	198,820

Probably the most moving event took place on the 20th November 1920, when with great ceremony and solemnity the body of the Unknown Warrior was transferred from HMS Verdun to a special train on its way for re-burial at Westminster Abbey on the following day.

The Society has received a number of requests that this important event should be recorded for posterity and following discussions with the War Graves Commission, the Western Front Veterans Association and encourage-

ment from Mr David Atwood, one of our members, the committee recently agreed to arrange for the erection of a suitable commemorative plaque within the station.

The plaque will be sited adjacent to the famous War Memorial and the inscription will read:

NEAR THIS SPOT ON 20TH NOVEMBER 1920  
THE BODY OF THE UNKNOWN WARRIOR  
WAS BROUGHT ASHORE FROM  
HMS VERDUN  
ON THE WAY TO ITS FINAL RESTING PLACE  
IN WESTMINSTER ABBEY.  
DOVER SOCIETY 1997.

In Portland stone, it will measure 20 ins x 10 ins and will be fixed to the wall of the new cruise terminal reception office where thousands of future cruise customers will see it. It is being prepared by the local monumental masons Cleverley & Spencer and the cost of supplying and erecting it will be £329. If any members wish to make a specific donation towards this cost it would be greatly appreciated.

It is hoped that the plaque will be unveiled with suitable ceremony by a high ranking army officer sometime next spring and further details will be provided to members at a later date.



# Interview with 'Budge'

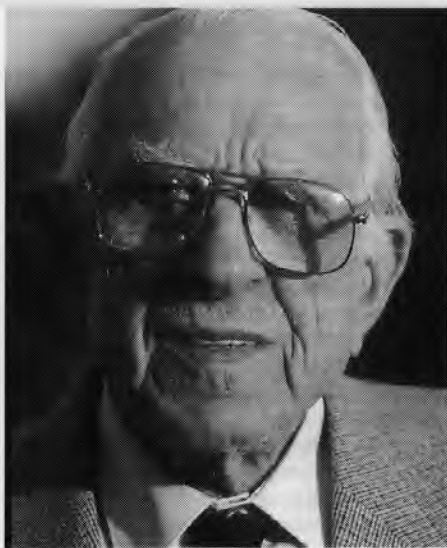
MERRIL LILLEY

*MERRIL: Budge, the Newsletter has had many contributions from readers about their memories of Old Dover. You must have more memories to relate than anyone else in the Society and I would like to ask you to share some of these with our readers.*

**BUDGE:** My only claim to distinction is that, with a birthday in 1909, I may well be the oldest of the Society's Vice-Presidents, but I do think I have had a very interesting life — and by that I mean 'interesting to me'. So, go ahead.

*MERRIL: You have told me that you started school at the age of two years and eleven months. What are your earliest recollections of school-days?*

**BUDGE:** The memory of my induction into Mr Relf's school in Beaconsfield Road is still very clear. I can remember climbing the seven or eight steps to the front door (fearful indeed of what was ahead of me) and being ushered into the room on the right of the entrance where I was set down out of the way of the, to me, enormous children who seemed to fill the room and who sat at desks that were equally enormous. My desk was *gigantic!* The working surface was at the level of my chin and the very flat angle of my sight line was, I do remember, most uncomfortable. The other children worked with pencils and paper but a clear vignette shows my only equipment was a wooden framed slate, a short length of slate pencil and a piece of damp rag. To the great annoyance of Mr Relf (and, I believe, to my great delight) I could make a screeching, irritating sound by holding the pencil flat and rubbing it backwards and forwards across the slate. I can still recall the picture of Mr Relf



1996

[photo: SASHA LAWRENCE

towering above me, looking at my slate and telling me to "Get on, boy!" Get on with what? I most certainly had then, and still have, no idea. I have the feeling that this command from Mr Relf was fairly frequent.

I remained in the same room, sitting at the same place for a little less than two years, and though it is certain that I did progress from slate and crayon to paper and pencil I cannot remember, with any clarity, anything more. I must, however have learnt something useful, because when after Christmas 1914 I was sent to Barton Road Infants' School I was not put at the bottom of the class but near the top, being accepted as fairly bright, and easily able to read the simple books, with many pictures and little text, that were in plentiful supply. I feel fairly certain that I learned to read at home under my mother's guidance. I can still picture my mother and me in the breakfast room at Millais Road with piles of wooden blocks, with different letters on their six sides, all around us. She would help me to form words and made a game of it. I suspect that about this time there began, — in the smallest possible way — and spurred on by my parents, an unplanned but absorbing interest in philology which,

44 though never profound, has been with me ever since.

It was during my time at Relf's school that I explored numbers with my father as my guide and he showed me that five or six or seven horses, or dogs, or cats, could be denoted by a wiggly sign as well as by a word and that, therefore, wiggly lines (or figures) were just a code for words, or, in some cases, complete phrases. Perhaps then began my parallel interest in practical maths: I am uncertain, but I would like to think it was so. Many years later my parents said they paid 6d a week (quite a large sum then) to have me at Relf's school and off their hands for a substantial part of the day – apparently they considered the outlay well worthwhile!

*MERRIL: Your interest in words and printing started at a very early age. I suppose this started in 1915 when the shortage of staff in the printing shop left your father with very little help?*

*BUDGE:* That is true. 1915 was a year of the greatest significance for me and it is certain that our return to Castle Street in that year set the pattern of my adult life. The shortage of staff resulting from my half-brother and Charles Southey going off to war (they were in the Territorial Army) and "Nimble" Burton, the sole compositor, being called up for war service early in 1916, was more than critical – it was, eventually, catastrophic. It left my father almost on his own (a frail Miss Wells was still with him) and in a business such as ours, with its dual base, one man working almost alone cannot earn enough to support a family. And so I began working in the shop – if what I did can be so described: whether I was pressed into it, persuaded or enticed I cannot remember – I like to think I went into it of my own volition.

By the end of 1915, at six years old, I was capable of doing Miss Wells' job, feeding the hand-striker pen ruling machine, and to do so I stood on a box nine or ten inches high. In no sense was this the exploitation of child labour; it was an activity requiring only a moderate degree of manual dexterity and it was something that I wanted to

do. I 'worked' in very short snatches, ten or fifteen minutes at a time, and this also suited my then ailing father who was, amongst his numerous jobs, the pen ruler. As he became more and more unwell the work he was able to do became less and less and the business thus declined until it was forced to close down. The workshops below the living quarters then became my playground and so continued until we opened again after Charlie Southey's return from the war. (My half-brother had higher horizons and did not return to us.)

During my father's illness I would play with quads and spaces on a 'stone' in the comp shop, mostly building castles and getting my fingers black with the lead of which the quads were made and the ink – black, of course – that adhered to them. Very soon I was aware of the inter-relationships within the 'American' points system (I questioned why it was called 'American' when it was used in England – later I knew why) and also that diamond, pearl, ruby, nonparril and minion, brevier, bourgeois, long- and great-primer, small pica, pica, double pica and English, type sizes that had been used since the time of Caxton, were very difficult to handle.

These obsolescent names and sizes were empirical with no inter-relationship through out the size range and though still in use when I was young, (because replacement was costly) they were anachronisms, though I am sure I didn't then know either the meaning or the use of that word. (Curious that I still remember all those size names – we did, however use all except the first three which were almost microscopic.) Early in 1914 my father began the replacement of the old type sizes and though by the time he became ill not great deal had been accomplished, sufficient had been done for me to learn what I needed to know. My father, I am sure, realised the value of all this and could see that I was easily, though subconsciously, absorbing much of the knowledge that would be so necessary to me in the life that was, apparently, already mapped out for me. When my father could again get about, he taught

me to set type and to find the 'nick' in the letter without looking for it so that, again without looking, I could put the letter in the composing stick both right way up and right way round.

The box I used to stand on to feed the ruling machine, nearly two feet square and about ten inches high, had a hinged lid and was known as the 'Stationery Box' and it contained the shop's entire stock of visiting and memorial cards in all their sizes and varieties. Later my father bought a lovely mahogany cupboard with five shelves and panelled doors and the name was upgraded to 'Stationery Cupboard'.

*MERRIL: Did this continue throughout the war years?*

*BUDGE:* Not exactly because early in 1917 my father became very seriously ill as a result of overwork and as my mother was more and more occupied with looking after him I was left very much to my own devices. Though I still played in the shop I was not allowed to move or operate any piece of machinery and my mother kept an eagle eye on me to prevent me from 'pie-ing' a case of type. I wondered if my father worried himself about what I was doing in the shop below. I can't remember doing anything particularly catastrophic but I was really learning the whys and wherefores of paper and ink, of type and ruling pens and leather and glues and all the things covered by the wide diversity of activities in the workshop of a jobbing printer and book-binder.

With no staff remaining and with my father confined to bed for so long there was, obviously, no income being generated by the business and the family finances reached a critical stage. In those financially dark days my mother, to whom all credit is due, with a sick husband at home and with two young children, took on an Industrial Insurance book from the Royal Liver Friendly Society and traipsed around the town collecting the weekly premiums. And we survived!

*MERRIL: Obviously this was a very hard time for your family. What kind of jobs did you do at home to help your mother.*

*BUDGE:* I don't recall doing anything specific to help my mother – my sister did that. There were, however, two jobs I had to do on a Saturday. First I had to scrub the front steps and the basement area at 37 Castle Street and the brick paving outside the back door. I then had to do my grandmother's weekly shopping – she had by this time reached well into her seventies and was almost housebound. The shop she had always used was Faith's, the grocers, at the top of Snargate Street (now an amusement(?) arcade at the seaward end of Bench Street) and in my imagination I can still smell the spices and all the other wonderful things that were stacked around the shop – mostly in sacks with the tops rolled down like a collar – ready to be scooped up and weighed on a tall brass beam scale. At home I received a penny for the work I did and my grandmother gave me another. The combined sum was less than one of today's pence but was enough to buy a small bar of 'Sharp's Kreemy Toffee' – made at Maidstone. But before I received my grandmother's penny I had to pay a penance – or so it seemed to me. The old lady (who was, incidentally, an undeviating member of the Plymouth Brethren sect, with all that that means) made a sort of hard, almost rock-like, bun or cake, using, so I was convinced, 95% bicarbonate of soda and 5% flour. Those cakes were vile but I had to eat one before I was given the penny. It was my grandmother's thoughtful though unsophisticated way of enhancing my reward, but I could well have done without it.

*MERRIL: Which of your memories of the war years are most vivid?*

*BUDGE:* It is difficult to say – there really are so many. Some tragic, some poignant, some amusing, but I do well moving from St. James's to St Mary's School in 1917.

There were no 'catchment area' problems in those days and the high regard in which St. Mary's was held attracted boys from all parts of the town, to a school that for many years had been unofficially known as "The Queen Street Academy".

My first memory of the school was of standing in front of Mr. Wicks, in his headmaster's office and being asked a wide range of searching questions. After this grilling, for that is what it really was, I heard Mr Wicks say "Right, Arthur, I will have you in my school" – a Christian name was only used at the conclusion of the headmaster's acceptance interview and the form masters always referred to the boys by their surnames. Mr Wicks went on to say that St. Mary's boys always wore their school caps in public and on no account were ever to be seen eating in the street, not even an apple. I was duly installed in Form 3B, with Mr Godfrey (an old boy of the school) as form master.

Within a few days of my joining the whole school took part in an 'Air Raid Drill'. Air raid shelters were provided all over the town, mostly in caves in the cliffs and hillsides but also in street shelters where the population was dense and ad hoc shelters wherever convenient for schools and larger businesses.

The shelter for St. Mary's was in the basement of Sir Richard Dickeson & Co's provision warehouse opposite the school. In this particular basement, hung in rows on hooks fixed to long rails slung from the ceiling, were hundreds, perhaps thousands, of sides of bacon. The space between the rows was rather less than a metre and we children sat on the concrete floor in that space. If a bomb had fallen on the building whilst we were sheltering there it would have been difficult, to say the least, to differentiate between the bacon and the boys. Fortunately that problem did not arise.

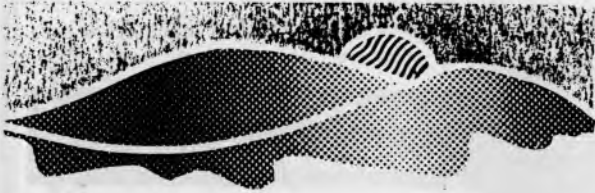
We had these 'Take Shelter' practices frequently and the speed we developed in leaving the school building, via a steep staircase, crossing the road, dropping down another flight of stairs into the basement and filing into our places, was little short of miraculous. We knew exactly where we should be in the shelter. We filed out of the classrooms a row at a time, always in the same order, the lower forms going first, and we took up our form's appointed row

amongst the sides of bacon. The only time our positions changed was at the beginning of a new school year when most of us moved up into the next form. This rigid positioning must surely have been designed to assist identification should it ever have been necessary.

I don't think we children saw anything incongruous in all this but talking in later years to some of the wartime masters I found them to have been fully aware of the macabre humour of the whole enterprise. Many of us, as I did, whiled away the time by doing 'French knitting', using a cotton reel with five little nails driven in around the hole and operating with a crochet hook. We produced yards and yards of a sort of multicoloured tubular rope that had no significant use.

My sister and me, aged 5 and 7  
December 1916





## WHITE CLIFFS COUNTRYSIDE PROJECT



MATTHEW SHEPHERD  
*Project Officer, WCCP*

I know that with the clocks just changed and the evenings closing in many people will be looking forward to spring rather than winter. But there are many reasons to look forward to winter, not least of which is the latest edition of *Countryside News*. With dozens of volunteer tasks that you could join and the many walks that are listed, there are lots of ways to keep warm and make a positive contribution to the wonderful countryside and wild life around Dover.

If you enjoy walking then the guided walks programme offers over one hundred opportunities to get out of your house in the company of friendly people. The Western Heights in particular is a great place to walk. The new leaflet describing the paths and heritage of the site was published during the summer and has proved to be very popular. All of our publications are available from the White Cliffs Countryside Project at 6 Cambridge Terrace, Dover.

Recently we have been understaffed so have not been able to do as much work on the Western Heights as we wanted, or as much as the area needs, to be kept in the tip-top condition it deserves. Paul Holt joined our team recently and will be spending much of his time up there, so in the coming months you should see changes as you walk around.

Extending westwards from the Western Heights, Great Farthingloe Farm covers most of the land between the old Folkestone Road (B2011) and the new A20. Currently in the control of Eurotunnel, it is being managed as a working farm but with access, wildlife and landscape conservation as its principal aims. The most important habitat on the farm is the chalk grassland. Grazing of this started last year after several years of

neglect, helping to open up the season. This year we are beginning to clear invasive scrub to create improved conditions for the superb downland flowers with which Dover is blessed. The farm should be accepted into the Countryside Stewardship Schemes, which will provide grant aid for this habitat management work, and also enable us to recreate downland on a new field, acid grassland on another and improve public access. In addition some new hedgerows will be planted there. All in all, a busy winter lies ahead.

Below the White Cliffs at Samphire Hoe the summer has seen a colourful display of flowers as the vegetation settles in. Described as a "visual feast" by one visitor, the show has been enjoyed by hundreds of people on the regular guided walks. Now that the reinstatement works at Aycliffe and around the entrance to Samphire Hoe have begun there is a greater chance that preparation works for the opening of the site will be done for next year. We will have to see what the spring brings before we can know how the plants fared in the winter storms. If the last couple of days are anything to go by, we could be in for some big storms this winter!

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the Newsletter.

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# THIS AND THAT

## — DOVER CHAT

What are people chatting about in Dover these days, I wonder? Which shops are shutting, or opening? Will the opening of the factory shops at the Wellington Dock detract from or add to business in the town centre? Will there be queues at the Post Office counters in its new location in Pencester Road, at Alldays? And what might the former Post Office site be used for now? Any suggestions?

The six members of the team which conducted a survey from Bench Street to the Town Hall really enjoyed chatting to the shopkeepers about their reactions to the opening of the Cruise Terminal in 1996. We hope that a lot of their ideas and suggestions can be put into practice in the future. We hope to give a copy of Newsletter 27 to all the participating shops so that they can read the results of the survey.

Townpeople have reported that they enjoyed some chats with cruise passengers. Joan Coates, of Dover College, met a group of U.S. visitors in the town by chance and took them for a tour of the college, which fascinated them. This led to the idea of offering a tour, with cream tea provided, next season.

We can all be prepared for more and more cruise visitors. Do chat to them next summer if you meet some by chance. The most port of call days will be in July and August.

Did you notice a film crew down at the Churchill Hotel in late October? They were making a film called *Deja Vu*, starring Vanessa Redgrave (but she wasn't there!) Another unusual Dover connection was brought to my attention recently, by a reader of *Sea Breezes*, (Guess who?) The Kawasaki Kishan Kaisha (K Line) of Japan have renamed the ex Ming Ocean (28,872 GT) the DOVER BRIDGE. She is a 1,984 TEU capacity container ship. Will she ever "bridge" the channel?

In October I joined a Ship Society outing to Ghent and Antwerp. The highlight of the weekend was a four hour trip around Antwerp harbour, which had numerous channels and inlets, over 1300 moorings and, I think, 92 tugs excluding the ones on the River Scheldt. It made Dover look very small on our return.

I would like to take this opportunity to thank two members for their contributions to this Newsletter:-

Firstly, Daniel Brooks Laurent, of *Preface and Prints*, for his excellent cover picture of the factory shops at the Wellington Dock. I would also urge all members, who have not already done so, to visit his fascinating book store at 80 London road. It is crammed with a wealth of book bargains. Secondly, Dick Bolton, for his humorous illustrations to accompany Dorothy Bolton's article on Blue Badge Guides.

- and to all members, old and new, please write or telephone me to offer articles or illustrations. They will be welcome.



APPLICATION for MEMBERSHIP

Date ..... / ..... / .....

If Renewal, MEMBERSHIP No. please

Please tick as appropriate

NEW  RENEWAL  FULL  JOINT

NAME (Mr/Mrs/MissMs) .....

ADDRESS .....

2nd NAME if Joint Membership .....

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

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

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

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

MEMBERSHIP: Individually - £4 annually. Joint Membership - £6 annually. Please note: Subscriptions will be increased to £6 and £10 respectively on 1.4.96.

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

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

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

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

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

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



# PROGRAMME

**1996**

**DECEMBER 14**

Saturday

7 for 7.30 pm

**Members and Guests**

**THE CHRISTMAS FEAST**

The Refectory, Dover College

£16.50 to include Sherry Reception,  
Buffet, Wine, Raffle and Entertainment  
by the BARBER'S SHOP CHORUS

Parking in the College Grounds and  
in Effingham Crescent.

**1997**

**JANUARY 27**

Monday 7.30

**Members and Guests**

**TWO TALKS:**

*Speakers:* MR JOHN MOIR, D.D.C.

and MR PETER CLARK, DEPUTY DIRECTOR

OF C.A.T. on "The Era of the Bronze Age Boat"  
St. Mary's Parish Centre

Parking at Stembrook

**FEBRUARY 24**

Monday 7.30

**Members and Guests**

**WINE AND WISDOM**

£4 (including refreshments and prizes)

Quiz Master: CLIVE TAYLOR

St. Mary's Parish Centre

Parking at Stembrook

**MARCH 24**

Monday 7.30

**Members and Guests**

**MEMBERS' MEETING**

*Speaker:* MR KEN SCOTT on

"The Future of Dover Castle"

St. Mary's Parish Centre

Parking at Stembrook

**APRIL 28**

Monday 7.30

**Members only**

**ANNUAL GENERAL MEETING**

*Speaker:* MR P. BENNETT, DIRECTOR OF C.A.T.  
on "The Townwall Street Dig"

St. Mary's Parish Centre

Parking at Stembrook

**Further dates for 1997. Details in the April Newsletter**

May 17. Saturday

A Castle, a Railway and a Garden

June 21. Saturday

David Evans Craft Centre of Silk and Hall Place

July.

LE TOUQUET OR BUST! (Date to be arranged)



**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  
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