

The
Dover
Society

Newsletter

No. 31

April 1998



Delivery cart at Kearsney Mill, 1895 - from "Reflections of River" by D. Welby, 1997



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

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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, Pineham, Priory, River, St. Radigund's, Town & Pier and Tower Hamlets.

All members receive three Newsletters 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

THIS ISSUE OF THE NEWSLETTER incorporates a new feature, a centre four page pull-out section. On the first of these pages is the Agenda for the Annual General Meeting on 27 April. The other three pages contain information about the summer outings and three booking slips for the trips in May, June and July. As usual, there will be no further reminders of these trips, so please read these pages carefully and book early to help your Social Secretary, Joan Liggett.

The summer trips are likely to be as popular as ever. The first one, in May, will be guided by Dick and Dorothy Bolton and, as it provides a follow-up to their talk last November, promises to be an interesting tour of the churches of Romney Marsh. In June there is a guided tour of Ramsgate, led by Brian May and his wife, Brenda, of the Ramsgate Society, who gave a talk to the Society on January 1998. The July trip explores the town of Calais and, after lunch at Escalles, the Marble and Geological Centre at nearby Rinxent.

There is no booking slip for the trip on the sailing barge "Mirosa", as numbers are restricted to 12, so if you are interested in this trip, please telephone Joan Liggett.

The Agenda is for the Tenth Annual General Meeting, so this is something of an anniversary too. The speaker this year is Arthur Percival. His talk is entitled, "Conservation: From New Zealand to Japan via Sydney and Penang".

When you read the Agenda you will notice two major changes in the list for Election of Officers. Mr. Jack Woolford is retiring as Chairman to be succeeded by Mr. Jeremy Cope, and Mrs. Jennifer Gerrard is retiring as Treasurer, her place to be taken by Captain M. H. Weston. The contribution Jack has made to the Society during his ten years in office is incalculable; he has fulfilled his role as Chairman with admirable tenacity, strength and aplomb and at future meetings his

controlling presence will be sorely missed. Jennifer has held the post of Treasurer for three years, has performed her task admirably and she will also be greatly missed by the committee. However, we are sure they have worthy successors.

From the Agenda list, you will also notice that there are vacancies for the post of Chairman of the Planning Committee (created by Jeremy's move to the Chairmanship), for an Archivist and for two more committee members.

The tenth year of the Society seems to be an occasion for "Retiritus", with A.F. "Budge" Adams giving up his job as page-setter at the same time. Budge has already given us his "farewell" in Newsletter 30 and the impact this will have on the Society is reinforced by the letter from Philomena Kennedy in this issue. However, he stays in the background as adviser and friend and has written an article for the current issue, called "In the Beginning", a reflection, I surmise, of the way in which he may feel after his release from the thralldom of the thrice-yearly Newsletter!

In the meantime I have been grappling with my computer and, with the aid of James Adams, of Adams the Printers, hope to keep up the standards of previous Newsletters, although, as Philomena has been quick to point out in her letter, our printing costs will have increased substantially. We have been fortunate in obtaining the support of a few more advertisers and always welcome support in this way. If any new member would like to place an advertisement in the Newsletter, please contact Bruce Lilley on Dover 205 254 for more information.

Since our last publication we have to report successful meetings each month, the Christmas Feast at Dover College Refectory, the two talks at the January meeting and the Wine and Wisdom in February. The last of these, the Wine

and Wisdom evening, hosted by Clive Taylor, did not attract quite as many people as in previous years, having only nine tables. However, those who did attend found the questions as challenging as ever, the Dingbats as intriguing and the Ploughman's and Wine in the interval even more appetising. The winning team, as usual, walked off with their engraved tumblers, a prize coveted by all regular participants. We are grateful to Clive Taylor and his team for their annual undertaking of this event. They do the job so well. Thanks also to Joan Liggett and her team for the organisation.

Our centre section this time focuses on River, with a review of Douglas Welby's excellent new book, "Reflections of River", and a letter and two articles connected with the area. I have chosen an illustration from the book for our front cover.

We thank Lisa Webb, of Dover District Council Tourism Department, for her detailed advance information on this year's Dover Festival, 23-30 May, entitled "Coastal Landscapes". A full programme of events will be available from the usual outlets from 1 April. Please consider writing to the Newsletter with your reports and opinions of any Festival events which you attend. Maybe you will visit H.M.S. Brave, back in Dover after its Atlantic voyage; go on a seashore Safari; fly a kite on the Heights; or walk to Deal and return by fishing boat.

With the plans to build a second Cruise Terminal and the festival theme of "Coastal Landscapes", the next Newsletter will, inevitably, contain much about Dover's association with the sea. If any member can contribute related articles the Editor will be pleased to receive them.

Sincere thanks to all our contributors and advertisers and best wishes to all our readers.

THE EDITOR

The work of the

PLANNING

Sub-Committee

Reported by JEREMY COPE, Chairman

CARS, CYCLES, PEDESTRIANS ET AL

An Integrated Transport Policy (ITP) is now a fashionable subject in many quarters. Do we face being overwhelmed by the number of cars on our roads particularly with a projected increase in Kent of 139% over the next 20 years? In general terms the Planning sub committee thinks so and that the growth has a nightmare element to it. However at the same time we recognise that we all both want the convenience of motor cars and recognise their necessity in maintaining our standard of living. It is against this background that we have been pitching in with our "greenish" but I hope, sensible views on transport matters.

Following on from last issue's report our views on an ITP have been submitted to the Government and copied to our MP and DDC. We believe in greater car sharing and more alternatives including better public transport and cycle lanes. We want more effective use made of motor transport so that we may hand on a safer, less polluted world to our children and grandchildren.

DDC is now considering taking over the control of on-street parking from the police. Changes in legislation mean that they may do so and keep any revenue from parking fees and penalties. At present the Police lack the resources to properly enforce regulations which results in misery for both car users and the public in general. John Clayton and Bob Kersey came to explain DDC's thinking and to get our views. It was a very interesting exchange with our overall conclusion in favour of DDC taking over enforcement of parking regulations but as part of making local transport work better. Oh dear! there we go again, an ITP.

LISTED BUILDINGS AND PRESERVING THE BEST OF OUR LOCAL ENVIRONMENT

In the last issue I reported on our support for the demolition of the ugly link corridor at the Admiralty Pier. The application for permission to demolish the corridor has been withdrawn which perhaps shows that it is as difficult to get rid of what is old but ugly as to protect what is good.

A battle now looms with a demand for several telecommunication towers to be erected to service mobile phones. Should you want to see what the problem is about, look at the telecommunication tower next to DDC's offices at Whitfield. The problem is made much worse because telephone companies want to place masts in the highest and most visibly intrusive situations to achieve the maximum coverage for their customers. Dover's topography probably requires more masts than flatter areas. We have objected to the current proposal to erect a 25 metre mast above River in a designated area of outstanding natural beauty and close to a SSSI. A resubmission of an application for a mast on the Western Heights has been made. Both masts are seen in the same setting as ancient monuments or listed buildings. Government policy is to encourage phone companies to cover the countryside with these masts but for Dover the impact is greater than for most areas. We may well have to accept some masts but can we please have the maximum amount of mast sharing to give us the minimum numbers of towers which incidentally coincides with DDC policy. What about better designs that mean we do not have to put up with the down right ugly!

PLANNING APPLICATIONS

I was more than happy to hear a report that the Society had been described as a nuisance for being concerned about the design of a building. I can only feel that this is a sign of success. As a committee we are happy to accept change but please no more Burlington Houses.

An application was recently made to demolish Marine Court and replace it with

a 95 bedroom Hotel. This is one of our foremost first impressions sites for visitors. Whilst the front facing the sea had been given careful thought, the rear facing onto Townwall Street had been ignored. This is the side seen by most people and arguably as important. The application has been withdrawn and I can only hope we shall get a new proposal that does justice to the site.

The old Castlemount School site is currently being redeveloped with high quality houses but I had previously reported our opposition to the addition of flats to this development on the grounds that they did not harmonise with the surrounding buildings including the listed Victoria Park. The application has now been resubmitted with an improved design and whilst not entirely happy we have withdrawn our objections subject to a permanent tree screen and better traffic management in Taswell Street.

English Heritage's proposed Castle car park is a thoughtful design with plenty of tree cover which should reduce the visual impact on the surrounding countryside to a

minimum. However the road safety aspect must be addressed. Without changes the increased traffic poses dangers for the Sea Cadets HQ and to the neighbouring sheltered housing on Upper Road. The location will not help to bring castle visitors into Dover and this also needs to be addressed.

We welcome the acquisition of Old Park Barracks by Dover Harbour Board but had reservations about the recent outline planning application. The road access needs further thought to safeguard domestic property from 24 hour traffic noise. A direct link to the A256 junction may provide a solution. Any developments near the edge of the escarpment overlooking Dover must be screened by trees. We have more than enough buildings that spoil the skyline. Oh by the way Dover Harbour Board, how about a super gesture for the Millennium. Why not dedicate the tree-lined slopes of Old Park for the use of the townspeople?

A final reminder. If any reader has views or comments on planning matters please do let me know.

THE LOCAL PLAN KEN WRAIGHT & JACK WOOLFORD

The Dover Society continues to watch and to comment on successive versions of the Dover District Local Plan. As always we try to balance our environmental priorities with Dover's economic needs.

In our current submission, with what was the Farthingloe Camp for Channel Tunnel workers in mind, we urge that Areas of Outstanding Natural Beauty should have overriding precedence over development proposals, and similarly that the White Cliffs Business Park should have development priority over other possible sites. In case there should be another Bronze Age Boat awaiting discovery we say that development sites "must", not "may", have archaeological investigation, just as we assert that the destruction of hedgerows "must", not "may", cause ecological damage.

We maintain that Kent is not self-sufficient in water supply, query the assertion that the infrastructure for the import of water exists, and advocate both metering and stricter licensing of abstraction by water authorities. We query the omission of the old Dover Harbour Station and the Slipway from the list of buildings meriting preservation, and we query Dover's need for more high quality office development at the Western Docks. We also correct proof reading slips and point out that "tourist accommodation" and "residential development" are not synonymous.

Basically, however, our comments merely underline and attempt to strengthen Dover District Council's increasing commitment to environmental concern, which we endorse and applaud. We do not envisage appearing as Counsel for the Prosecution at the ensuing Public Inquiry.

SPRING 1998

SUBSCRIPTIONS ARE NOW DUE

If you do not already pay by standing order, and please ask me for a form if you would like to do so, I shall be grateful for your payment as soon as convenient. The amount remains at £10 joint for 2 members living at the same address or £6 single. It is particularly important for us to maintain our existing membership because there have been no new members since our last Newsletter. It is the first time that this has happened and does not bode well as we enter our 10th year. With a sound membership base the Society has credibility and, with a period of change ahead, the committee needs that strength to act with confidence. Please try to introduce "new blood" and, above all, continue your own membership.

At present the membership stands at 431.



During the year we have sadly recorded the deaths of Mrs J Naylor, Mrs J Ullmann, Mrs V Goodburn, Mr F Martin and Mr M Sartin.

Letter to the Editor

I read with great interest the page by Budge Adams entitled "Farewell but not Goodbye" in Newsletter 30.

The Dover Society owes an enormous debt of gratitude to Budge for his enthusiasm and dedication to the concerns of the Society, his great experience in printing, his subtle feeling for design and typography, his unrivalled knowledge of Dover, his wide interests and his high standards. In addition, it should be said, Budge has saved the Society a sizeable slice of its funds, although, especially in the early days, it could not possibly have afforded such an impressive Newsletter.

The job of first Editor was thrust upon me at one of the earliest committee meetings. I undertook it with great trepidation as I had absolutely no experience of editing anything, little idea of how to go about it and only a hazy conception of deadlines. Budge has been much too kind about my amateur efforts.

The Newsletters at that time were run off on a copier and stapled by the printing department of Dover Harbour Board as a temporary measure.

Budge introduced himself to me at one of the Society's Christmas feasts and we had a fascinating chat about Dover. Some time later he offered to take over the printing and production of the Newsletter. This seemed an excellent idea to the Committee, as well as to me, and in September 1990 the Society had an enviable, professional-looking magazine with a new format.

Knowing how much time and energy is absorbed by publication, in 1991, after three issues with the new format, I realised that I had to give up the editorship, although I would miss the interest and pleasure of working with Budge.

Since September 1991, with an experienced editor, a journal has been produced of which any Society would be proud. Fortunately, the Newsletter remains in your capable hands, Merril, with Budge in the background as Printer (and much more) Emeritus.

Philomena Kennedy



Hands Across the Channel 7

LEO WRIGHT

CROSS-CHANNEL CONTACTS have gone on during the winter season. As reported elsewhere we were very pleased to welcome six officers of Calais Accueil and L'Association France-Grande-Bretagne to our Christmas Feast.

On 24 January seven of us and twenty-eight members of the Dover Choral Society (Conductor: Michael Foad, Dover Society member) attended the New Year Dinner of the Association France-Grande-Bretagne at the Casino de Calais.

This entailed taking the 3.00p.m. crossing and returning by the 1.00a.m. from Calais, so that we could get to bed, tired but happy, at 3.15a.m. Not quite the longest day, but well worth it.

Michael had prepared a programme to precede the dinner, illustrating the history of English music from early Church music to the Beatles - in one hour! The chorus and soloists were of a very high standard and the audience (and the press notices the next day) were very appreciative.

The concert was followed by the aperitif and (French-need one say more?) dinner and dancing, though les Anglais had to leave in time to catch the ferry, to which we were expertly piloted.

Invitations are, of course, to the Dover Society but it is not possible to distribute a special circular at short notice to all members. Therefore, if members who would like to attend future functions of this kind in France will drop me a note or give me their names at one of our meetings I will keep them informed. There's plenty of English spoken or you can exercise your French.



Not quite all twenty-eight members of the Dover Choral Society at the Casino de Calais. At the far right Michael Foad, Conductor, and to his right, Mesdames Coffey and Tailliez-Bouriez, Vice-President and President of L'Association France-Grande-Bretagne.

PRESS CUTTING

Association France-Grande-Bretagne Bravo aux amis de Douvres

Pour leur traditionnel banquet annuel de l'an nouveau les responsables et membres de L'Association France-Grande-Bretagne avaient eu l'excellente idée d'inviter dans la cité des Six-bourgeois leurs amis de la chorale de Douvres. C'est dans les salons du casino qu'une centaine de convives ont pu ainsi, aux côtés de Mme Denise Tailliez présidente de France-Grande-Bretagne, de M. Fayeulle vice-président et de Mme Anne Coffey secrétaire, apprécier les chants interprétés par les quelque 26 choristes qui étaient venus à Calais et qui représentaient le huitième de l'effectif total de la chorale de Douvres.

Une formation placée sous la direction de M. Michaël Foad qui, l'autre soir, était présentée aux membres de l'association France-Grande-Bretagne par M. Leon Wright, le sympathique secrétaire de la "Dover Society". La Chorale de Douvres, qui rassemble 200 chanteurs et chanteuses, s'est produite en 1997 4 fois à Londres à l'occasion de grands concerts.

Une bien agréable soirée pour tous les convives puisque après les chansons tous ont pu déguster un savoureux repas de fête. Des liens amicaux nouveaux se sont ainsi tissés entre les membres des deux associations. Les Calaisiens, membres de France-Grande-Bretagne ont pu apprécier une fois encore tout le dynamisme qui animait leurs responsables. B.B.

PROJECTS : Update

JOHN OWEN, Chairman, Projects Sub-Committee



Esso National Tree Week

26 November – 7 December 1997

LANDMARK TREES 1997

As Autumn approached our thoughts turned once again to the tree-planting projects the Society has organised over the years, using member volunteers and local youth organisations, as recorded in past Newsletters. Our most recent tree-planting project was at St. Martin's Emmaus at Archcliffe Fort during March 1997, with the help of Dover Cadets and was named Operation Conservation 1997.

During National Tree Week, (26 November - 7 December 1997), Society volunteers followed up the March planting and found only a few failures in spite of the very dry summer. We renewed saplings as necessary and added extra in places, a total of twenty in all. As a feature adjacent to the hedge, we planted a forsythia bush which will hopefully give some colour this spring.

National Tree Week, which annually focuses our attention on our heritage of trees, this year had as its theme "Landmark Trees", loosely defined by the Tree Council as "any trees which are special or important to us".

We have special Society trees in and around Dover and, as we indeed rate them as important, they were duly visited by a group of members on Sunday 7 December. First, fortified by hot coffee, we inspected the two hundred trees planted in Lousyberry Wood in 1990 and noted that all were growing successfully.

Then, this being the last day of National Tree Week 1997, we went on to Lydden Pond where we viewed the weeping willow (*salix alba tristis*) planted by Chairman Jack Woolford in 1991, assisted by the children of Lydden County Primary School. The willow, thriving and still in leaf, presented a wonderful sight in the bright winter sunshine. We noted, with satisfaction, that the pond was full and the guardrail renewed.

When this Autumn comes, why not collect seed from your favourite tree, grow it into a seedling and plant it out, in garden or countryside, as a personal contribution for the millennium.

Some tips:- plant a variety of seeds (some germinate more easily than others); plant deep; or put in pots under cover as protection from hungry wildlife!



Dover Society Tree People at Ease.

WINDOW DISPLAY IN TOWN COUNCIL OFFICES, DOVER

The Society acknowledges the valuable publicity opportunity provided by the new Dover Town Council by making space available in the window of its office Castle Street.

As the local amenity society the Dover Society has been able to publicise its activities and membership details, together with a selection of photographs depicting successful projects involving member volunteers, local cadets and schools. The display ran for some weeks before Christmas and again for a month in the new year.

We have been able to achieve shop-window publicity outlets on two previous occasions by using an empty shop, as members may recall, but at no time is this an easy project to put together, relying, as it does, on the tact and goodwill of the many parties involved. In both cases, (Dicken's Corner, Market Square, and Walter's, King Street) all the concerned landlords, estate agents and the Dover District Council showed excellent understanding of what the Society was trying to achieve.

We are therefore especially grateful for the present arrangement with the Town Council and hope to repeat the project at regular intervals in the future.

PROJECT SUPPORT GROUP

Members are invited to join our small but select group. Many of you have done so by filling in the appropriate section on the new application forms. Our aim is to ensure that our projects are successful. It gets us together for a few hours now and again to share experiences in the local environment which other members do not enjoy. Please contact John Owen 01304 202 207

Emmaus - Steady Progress

TERRY SUTTON

Steady progress continues to be made on the conversion of derelict buildings at Archcliffe Fort for St. Martin's Emmaus. Already up to nine Companions, at any one time, are living and working there. The final major task is being undertaken and when that is completed, probably later this year, there will be accommodation for more than 20 Companions. This latest task is the conversion into flats of the first floor of the old Victorian barrack block. Much of the work is being carried out by the Companions themselves.

They have already played a major part in the conversion of the ground floor of the Victorian block into residential accommodation, kitchens, a communal dining room, a lounge and a quiet room. We are really proud of what has been achieved here.

By mid-January more than £376,000 (towards the original target of £400,000) had been collected or promised, but the management committee now accepts that the final completion figure could be in the region of £450,000. An application to the European Social Fund has been made.

Income from the shop at Archcliffe Fort continues to help towards the running expenses of the community. This income averages just under £600 a week. More shoppers- and Items sold in the shop recently range from a ship's wheel to paintings, furniture and china.

Dover Society members, mainly John Owen and Joe Harman, have planted more trees to create a screen inside the ancient fort walls.

Offers please to 01304-204550. Emmaus will collect.

THE CHRISTMAS FEAST 1997.....LEO WRIGHT

The Christmas Feast on the 13th December was the warm-hearted occasion it has always been - and not only because the heating was on! The attendance was up to the usual number, approaching a hundred.

We could not hear anything of the Chairman's opening words - they never thought of acoustics in 1130 A.D. when the Refectory was built - but we knew we were welcoming the Mayor of Dover and the French visitors from the Calais Accueil and the Association France-Grande Bretagne and we did.

The Refectory has been immaculately decorated and cleaned, with appropriate chandeliers and the one hundred years of portraits re-hung. The new caterer has made his mark and the accueil of the waitresses was exemplary.

The only disappointment was the absence of Roderick Spencer and his singers, unavoidably engaged elsewhere. However, Ken Palmer and Vice-President, Lillian Kay, at the shortest notice, led the singing of carols admirably. If the singing of The Twelve Days of Christmas was indeed a competition, then I think our table won - but then, we had Colonel Bolton, Captain Lefebvre of Seafrance Renoir and Captain Levy on our table.

A splendid evening - thanks once again to Joan and Dick for all their efforts.

Of Creeks and Islands: THE JANUARY MEETING

PETER BENNETT

KENT'S LONG DISTANCE FOOTPATH - The Saxon Way - closely follows the shoreline of Roman Times for a distance of 140 miles.

In our first talk Christopher Wade, with the help of his own excellent slides, took us in imagination from Princess Pocahontas's tomb, in St. George's Churchyard at Gravesend, to a pretty Regency terrace at Herne Bay.

Soon we were alongside Kent's first canal locks and the ill-fated Gravesend to Chatham Canal. By the time it was completed, its military purpose, as a by-pass for the Thames Estuary, was no longer relevant. It failed as a canal and now carries a railway track.

We changed direction for a better view and took the high path, the Norrad, over Northward Hill, across the Hoo peninsula, looking down on Pip's marshes and the bird sanctuary. At Cooling we saw the castle and in the churchyard the multiple graves

mentioned in Great Expectations.

The Medway repair yard, the yachting marina and the Whittington Stones soon appeared, the latter marking a City of London boundary since 1204.

We paused at the West Door of Rochester Cathedral to consider the origin of the Catapala tree which has stood (well, leaned!) there for 190 years, probably planted by a pious pilgrim.

The twists and turns of the path by the River Swale mean that a seven mile journey becomes twenty miles following the creeks. Did you know that King James II was seized by fifty fishermen at Elmley?and what about the Chetney Lazaretto, an uncompleted quarantine station?

Christopher Wade's enthusiasm enlivened every minute of his talk. He is team leader of KCC Rights of Way group and his work coincides with his interests.



There was a change in the programme for the evening, owing to the ill-health of the scheduled speaker. We were fortunate that Professor Brian May of the Ramsgate Society, and his wife Brenda, were able to step in to give the second talk. Their subject was "Ramsgate:

some problems and possibilities".

The Ramsgate Society is taking the lead, among several voluntary groups, in a programme to revive the town. To focus their activities they have produced a paper to help define these "problems and possibilities."

Ramsgate in the past was a watering place, attracting the famous, fashionable and royal visitors who stayed in elegant Regency houses. Secondly, it has been important as a port, and garrison town in wartime since Napoleonic times and, thirdly, a popular fishing, yachting and seaside resort in peacetime.

What are its key features today? asked Professor May.

While there is unemployment and social and economic deprivation, there are signs of regeneration of the port and ferry services and of the infrastructure of communications and business. Finance is available, as it is a European Development area.

He defined the problems as follows: a poor image, low morale and confidence, local authority dominance and weak

project delivery. Among the possibilities he mentioned enlightened partnerships, revised values, destination attractions and heritage priority.

The Ramsgate Society has been running a campaign programme yearly from 1996, building awareness of the town's heritage, founding a town magazine, holding an Image Survey and Image Award Scheme and, this year, a Revival Campaign.

Brenda showed slides of volunteers, suitably dressed, representing famous visitors or residents of the town, such as Jane Austen, Vincent van Gogh and Elizabeth Fry, who have all appeared in the on-going summertime Costumed Walks about Ramsgate.

Our Chairman thanked the speakers for their excellent lectures and Brenda for showing the slides.

DEADLINE

FOR CONTRIBUTIONS

The last date for the receipt of copy for issue No. 32 will be Monday 15th June.

The Editor welcomes contributions and interesting drawings or photographs.

"Paper copy" should be typed at double spacing - if it must be hand written please write clearly and at wide line spacing.

Accurate fully proof-read "copy" on computer discs is most welcome - almost all types can be handled - but a prior phone call to 01304 205254 to confirm would be helpful.

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

Society Badges

The wearing of a Society Badge reminds the general public (who really do have eyes to see) that the Society is a viable and energetic non-political voice for Dover. The beautiful little enamelled Lapel or Brooch Badges are to Philomena Kennedy's original design, in black on a white ground, surrounded by a gold line defining the shape of the badge and are available from the Treasurer, in either type, for £2 post free.

Just contact the Treasurer, Jennifer Gerrard, at 77 Castle Avenue, or phone her on 206579 (with a cheque or P.O. if possible) and she will very quickly ensure that a badge is in your hands.

Feature on

RIVER

BOOK REVIEW

JACK WOOLFORD

*Reflections of River,
the Kentish Village*
by DOUGLAS WELBY

With a strikingly apt hard cover, reflecting the title in Crabble Mill pond, beautifully printed and lavishly illustrated in both colour and black and white, Doug Welby's book is, as Fred Thomas says in his foreword, "a labour of love". Published by Mr. Welby himself, a percentage of the profits on the book will go to River Conservation Society.

The book begins with a restrained account of the creation of River Parish Council in 1894, its demise in 1904 and rebirth in 1987 and goes on to describe the rescue of River Recreation Ground from housing development. Reading between the lines is a delicate delight.

Then follows a rapid survey of the centuries, from the Domesday Book and earlier beginnings of River, Kearsney and Crabble, with explanatory references to courts, customs, places and people: Archer's Court, Old Park, Kearsney Manor, Kearsney Abbey; Claringboulds and Fectors, Knockers, Pains and Pilchers; beating the bounds.

The author goes on to select key events in the history of River and to describe them in vivid local detail. An account of the agrarian rebellion of the 1830s is followed by one of the formation of the River Conservation Society in 1985 as a community initiative to prevent further destruction of surrounding woodland and to defend a right of way.

The water shortage problem (still with us), the 1987 Great Storm and the development of the Kearsney swannery from 1282 to 1996, complete this section.

The "battle" of Coxhill Bridge in 1856, arising from disputes about turnpikes, was succeeded by rows about the havoc to footpaths caused by the coming of the railway in the 1860s. The spread of housing brought the tramway in 1905 and its replacement by buses in 1936. Lewisham Road, Minnis Lane and Coxhill Gardens were born and grew before the Second World War and The Ridgeway, the River Estate and the acquisition of Bushy Ruff afterwards. The Channel Tunnel also figures: in 1882 Kearsney Station was chosen as a starting point for tunnelling.

St. Radigund merits and receives very detailed treatment, archaeological as well as historical, including the siege of Dover in 1216 and a long list of distinguished associates from Richard 1 to Henry VIII and Elizabeth I. The history of the Parish Church, centring on restorations and extensions, has a wealth of fascinating detail, stopping short of current controversy. The Methodist and Baptist Churches are more briefly celebrated.

The development of milling technology and the history of Crabble corn mills is described, including the accidental deaths of the two young Pilchers, the bankruptcy of their father, the miller, and the take-over by the Mannerings. The change from water to steam power shifted milling to the Buckland site. An account of the decline of Crabble and its rescue and restoration



as a working mill by the Cleary Foundation is also linked with the creation of River Conservation Society in 1985, and the subsequent creations of the Crabble Corn Mill Trust and the Friends of Crabble Mill. The long controversies with Dover District Council, the successful pursuit of awards and funds, the achievements of working parties - in all of which the author was deeply engaged - make an exciting story.

Fascinating details of paper-making technologies, precede the account of the six mills on the Dour, their interlocking

problems and their owners. Crabble, River, Bushy Ruff and Buckland Mills are included.

The laborious scholarship involved in amassing fragments of evidence from so many sources is praiseworthy indeed. The River Workhouse merits similar treatment because the original mansion (sic) survives in Valley Road (its successor is now Buckland Hospital), as do River Cop, which dates from 1879, and River School from 1821. P.G. Wodehouse was briefly a pupil at a private school called Malvern House. Where is the plaque?

The accounts of the two World Wars, necessarily brief, highlight otherwise unsung local heroes and heroisms. The section on local leisure (eg. hunting, cricket, tennis, bowling, rugby, soccer, carnivals and tugs-of-war) stresses the breakdown of local isolation by the advent of railways, cycles and cars and the communal self-help which created River

Village Hall.

The author obviously expresses personal opinions, not all of which will command total assent, but this is both inevitable and stimulating. Mr. Welby has provided a miscellany of history and cooperative endeavour celebrating the growth of a community. We need to be reminded of this in order to ensure that it continues. It is the essence of civilisation.

Reflections of River, the Kentish Village. 1997. 209pp. £15.00 D. Welby, 2 The Ridgeway, River, Dover CT17 0NX

Having read Owen Johnson's interesting article on *Dendrology*, published in your last issue, I am at a loss to find any trees of great age or with any exceptional character in the Dover area. However, what we do have, in our three parks in Kearsney, is, in my opinion, one of the finest collections of deciduous trees in Kent. This is because each of the parks originally formed the grounds of a private house and, in the last century, people who built large country houses used to lay out the grounds in a splendid fashion and incorporate a large number of native trees.

Kearsney Abbey was never an abbey but a large private house. The name "Abbey" sounded more pretentious than "House" and there was already a Kearsney Manor in the area. The grounds were laid out in 1822. After the second World War the house and grounds were bought by the then Dover Corporation and the house was demolished because it was riddled with wood worm and dry rot. The grounds then became a public park.

Russell Gardens were originally the ornamental gardens of Kearsney Court, a large house built at the turn of the century. Its spacious grounds were laid out by Thomas Mawson of Liverpool University, who was one of the foremost landscape gardeners of the time. The house was built on the hillside overlooking the Alkham Valley, but formal gardens were laid out at the foot of the hill. They contain an artificial lake with water running under pergolas at each end. After World War Two the house was empty and the whole estate was bought by a private developer. He then sold these formal gardens to the Dover Rural District Council and they were named after a prominent local councillor, Alderman H.E. Russell.

Bushy Ruff was built about 1825. The grounds of about 24 acres contain a lake and woods reaching to the top of the hill. The Dover District Council bought the house and land in 1974. The house is now a private nursing home and the grounds a public park.

Howard Cleaves





THE GATE LODGES OF KEARSNEY COURT c. 1905. The road to the left is now called Alkham Road and passes the entrance to Bushy Ruff. Behind the high wall to the left are the grounds of Kearsney Abbey.



KEARSNEY COURT AND GROUNDS from the air, including what is now Russell Gardens. The ornamental lake and its pergola bridges, loved by countless children, can be seen in the bottom right-hand corner segment of the photograph.

From "River in the County of Kent" by John Roy. Published by River Village Hall Trust.

A Third Pair of Millstones is Put to Work at Crabble Mill

17

PAUL JARVIS

CRABBLE CORN MILL went out of commercial business around 1890 and stood idle but preserved as a storage facility until the Mannering's milling business stopped in the early 1950s. The mill was initially taken over by the Cleary Foundation, and later by the Crabble Corn Mill Trust. The stones which are the subject of this report are the central pair of five.

With two pairs of stones already working, the Trust decided that it would be a good thing to get the third pair into working order after standing idle for over 100 years. The refurbishment is described here. To start with, the furniture was dismantled and examined. The hopper, horse and casing were mostly complete but had suffered a small amount of damage and beetle attack, which had been treated. The shoe was in poor condition and considered to be "time expired".

The hopper was cleaned and minor woodwork repairs carried out to its lower parts. A spattle was made to regulate the flow of grain to the shoe, and all worm holes filled with plaster. After being sanded, sealed and painted with a couple of coats of varnish stain the hopper looked almost as good as new.

The shoe was exchanged with a very well made one which belonged to the next door pair of stones, having a cut-away casing for demonstration purposes. It was found to fit nicely, only needing the "rap", the block of wood against which the damsel acts, to be moved to a working position. The shoes were therefore exchanged.

The horse was lightly beetle attacked and was treated as for the hopper. A pulley wheel to guide the crook string

over the edge of the casing was missing and a new one made and fitted.

The alarm bell was missing and the wooden spindle on which it had been mounted had split badly and was unserviceable. A new spindle was made and a sheet steel "bell" fitted. It does not ring very well and should be replaced when a suitable brass bell becomes available.

The casing was found to be sound but, again, with minor beetle attack. It was treated as for the hopper and minor repairs carried out to both casing and floor-mounted guides. With a new crook string, a tag and string to operate the bell, and a string to secure the grain control spattle, repairs to the furniture were complete.

Below the stones, the original meal chute guided the meal into a screw conveyer, the first stage for taking the meal to the sieves upstairs. A new chute was made to divert the wholemeal flour directly into a bag, keeping the original chute as part of the historic equipment of the mill.

Some repair was needed to seal the upper (and original) fixed part of the chute where the meal leaves the casing. Decay of the woodwork and indifferent carpentry had created holes which had been sealed, apparently in the mill's working days, with pieces of sacking

18 pressed into position. Repairs here were carried out by using cloth, impregnated with plaster, pressed round inside the chute. When set, this has produced a nice clean dust-tight path for the meal to travel through while at the same time retaining as much as possible of the original millwork.

The runner stone was lifted and turned over for inspection. The state of dressing on both runner and bedstone (French burrs) was found to be unsatisfactory, basically because the furrows were very shallow.

We had experience with the adjacent pair of stones which "pasted" or filled the furrows on the outer several inches of diameter with compacted flour, causing overheating of the meal, which emerged as compressed flakes. Examination showed the furrows to be too shallow to allow sufficient air to pass through with the grain to carry away moisture released from the wheat during grinding. If this dampness is not blown away, the moisture can condense on to the cool stone which becomes sticky, causing the problem described. The moisture content of the wheat was about 15% which should have been satisfactory had the stones been in good order. Dressing the stones, taking particular care to deepen the furrows brought grinding back to normal.

It was therefore decided that dressing was needed to make sure the problem of "pasting" would not occur. Traditional methods of testing the stone with proof staff, paint staff and raddle were used, the only modern variation being to use tungsten carbide tipped mill bills which hold their sharp edge many times longer than the traditional tempered steel bills. Curiously, a close inspection of the grinding faces showed that these stones must have last been dressed using a millstone dressing machine with a

diamond cutter. The lands were covered by a pattern of mechanically straight lines spaced very evenly at some 16 to the inch. What, we wondered, happened to the dressing machine? Probably went for scrap. Dressing completed, attention was paid to the spindle bearings. The spindle was lifted from the brass pot bearing at its lower end, which was found to be in excellent condition with a deep oil groove present to lubricate the lower hemispherical end of the spindle.

The all-iron stone nut and its jacking gear together with the bridge tree and tentering equipment were all found to be in good condition, needing no attention other than clearing and lubricating. The bearing in the neck of the bedstone was cleaned and examined and found to be in a virtually as-new condition. It consists of two brass segments and a brass tipped "grease wedge" set in a cast-iron bearing block wedged into the eye of the bedstone. The wedges were all secure. Some shimming of the brass segments was needed to get the spindle running nicely.

The iron "hackle plate" over the bearing which keeps out grain and dirt, was missing, so a new one was made. The four original screws having become "time-expired" were replaced by new ones specially turned up and threaded. Instead of the traditional leather sealing washer over the bearing, a seal made from from a vinyl flooring cut-off was made. The behaviour of a similar seal on the second pair of stones has been encouraging, but its effective life as a seal material is yet to be determined. Before securing the hackle plate a wick was made from some unravelled rope, saturated with oil and secured between two brass segments to assist with neck bearing lubrication.

While working on the top bearing,

the level of the bedstone was checked using the original "gable" belonging to the mill and found satisfactory. A newly made "jackstaff" with its feather was used to check that the spindle was accurately "square" with the bedstone face. the runner stone was then replaced and its static balance checked as OK. Finally attention was given to the damsel. the iron bridge bar set across the eye of the runner stone was found to have a circular rather than the more usual square extension on to which the lower end of the damsel is fitted. the was not a damsel in the mill which fitted this, but a broken one was found. This was repaired with a fabricated bottom end which fitted the bridge bar satisfactorily.

All was now ready for testing. Was everything really in good working order? We would soon find out. A modest amount of wheat was put in the hopper, the shoe filled and a quantity

put into the eye of the runner stone to give things a start, and the stone nut engaged.

Time to hold one's breath as water was put on to the wheel. No need to get excited, the stones started to grind as though they had never had a day's, let alone a hundred years, rest. the only things needing adjustment were the pivot points on the tentering governor's steelyard to ensure that grinding quality remained constant when the mill changed speed. The first grindings were of course discarded, as they contained a noticeable amount of grit from the freshly-dressed stones, and, when they had been cleaned out, the stones went into production making organic wholemeal flour.

(This article previously appeared in the Wind and Watermill Newsletter, No.69, October 1996. We thak Paul Jarvis for his permission to reproduce it here.)

HEAVY RAINFALL HELPS OUR RIVER DOUR

JOE HARMAN

THE RIVER CAME FROM SPRINGS that rose at Waters-end just north of Temple Ewell. The name Ewell meant a spring or a river source in Old English. The stream formed the Watersend Lake and ran through the village, where it powered a mill and on through a lake in the grounds of Kearsney Manor to drive another mill. From there it passed under the road to join water coming from the Alkham valley.

The spring above Chilton Farm which fed the Alkham stream was fairly constant and it is shown on an estate map of 1774. There was sufficient flow in it to build a paper mill at Bushy Ruff in about 1792. When this paper mill was put up for sale in 1847 the description mentioned a plentiful supply of water from springs. It appears that an extra storage lake was excavated on the north side of the Alkham Valley road to supplement the supply to the south of the Alkham Road. This new lake was fed from the spring below Chilton Farm which might still flow even if the higher spring dried up. The flow of water in the valley always increased if there had been plenty of rain in the winter part of the year.

The owners of the Temple Ewell Mill, when they found that their supply was not constant, put a stationary engine in the building now used by the D.O.D.S. to pump up sufficient water for their needs.

We have seen the lakes dry up each year now since 1990 and the local water company has been blamed for abstracting too much water, but this happened first at the turn of the century, when bore-holes were sunk at Lye Oak off the Swanton Lane. The local company was blamed when Watersend Lake dried up. In fact, the bore-holes did not produce much water and they were more or less abandoned. Could this have been due to lack of rain?

When the Alkham Valley Lakes dried up in this decade the wildlife moved on and Bushy Ruff and the Russell Gardens lost some of their attraction. Then in 1996 Folkestone and Dover Water Company decided to pump from the new bore-hole on the south side of the road and a generator was hired to run the pump. A pipe was pushed under the road and an outlet provided near the top spring north of the road in Bushy Ruff. This created a reasonable flow at the top end but the lake did not fill up and no water came through to Russell Gardens.

In November 1997 it was decided to do some clay puddling to seal the bottom of the lake. On November 26th a portion of the lake was excavated and and clay was delivered but the hole had water in it, suggesting that the water table was rising after some rainfall. The next day an unsuccessful attempt was made to pump the pit dry but the machine sunk in and had to be towed out.

All was not lost however for six lost sheep arrived and were put in a pen with straw on top of some clay. They were supposed to tread it in but all I saw them doing was eating the straw.

Then it rained but by the time the invited guests came, late morning, it was fine again. A few days later the water rose and everything disappeared beneath the ripples. The two main springs in the valley began to flow and Bushy Ruff pumping stopped. Then the lake on the south side began to fill up and eventually came over the small waterfall and fed into Bushy Ruff quite strongly.

By then the Chilton Farm and the spring was slowly feeding in and water flowing downstream, but this did not account for the amount coming over the waterfall and into the Bushy Ruff Lake. It seemed that the water from the bore-hole was feeding in as it did before pumping stopped.

It is obvious that the chalk aquifer has been considerably replenished by this winter's rainfall and the water table has risen allowing the springs to flow freely again. However, we still need more winter rain to make up for the deficit over the last few years. Then we could see the Drellingore running again from Alkham.



Brenda Pittaway - Swan Warden; Graham Crick - Assistant Swan Warden; Paul from Environmental Agency; Brian Hall - Naturalist

THE DOVER SOCIETY

21

TENTH ANNUAL GENERAL MEETING

St Mary's Parish Centre, Dover

Monday April 27th 1998 at 7.30 p.m.

Resolutions and nominations for the election of officers and committee members shall be made in writing to the Honorary Secretary, Mr Leo Wright, Beechwood, Green Lane, Temple Ewell, Dover CT16 3AR, by April 13th. Such nominations shall be supported by a seconder and the consent of the proposed nominee must first have been obtained.

AGENDA

1. Apologies:
2. Minutes of the 9th Annual General Meeting held April 28th 1996: to be distributed
3. Matters Arising
4. Chairman's Report
5. Treasurer's Report
6. Election of Officers: the following are duly proposed by the Committee:-

Chairman:	Mr Jeremy Cope
Vice-Chairman:	Mr John Gerrard
Secretary:	Mr Leo Wright
Treasurer:	Capt. M.H. Weston
7. Election of Committee: the following are duly proposed

Membership Secretary:	Mrs Sheila Cope
Editor:	Mrs Merril Lilley
Social Secretary:	Mrs Joan Liggett
Chairman, Planning Committee:	
Chairman, Projects Committee:	Mr John Owen
Press Secretary:	Mr Terry Sutton
Archivist:	
Mr Budge Adams	
Mr Mike McFarnell	
Mrs Margaret Robson	
Mr Jack Woolford	
8. Any Other Business:

During the service of refreshments members are invited to renew subscriptions and purchase raffle tickets.

After refreshments the meeting will be addressed by

Arthur Percival, MBE, MA, DLITT, FSA, MSIBH

Title: Conservation: From New Zealand to Japan via Sydney and Penang.

Mission
Sybil
Lenny
Peers
Alan

SUMMER OUTINGS



SATURDAY 2nd MAY 1998 ROMNEY MARSH - A GIFT OF THE SEA

After the entertaining talk by Dick Bolton on the Churches of Romney Marsh on 17th November 1997, you now have an opportunity to join with him and his wife Dorothy and actually visit some of their favourite sites. Hopefully the quotation from William Camden will be relevant on that date! (December's newsletter). It is proposed to leave Dover at 9am for Rye via New Romney, stopping off at various locations selected by the Boltons en route. Lunch will be in Rye (not included in the price) before rejoining our coach for the afternoon tour. The return to Dover will be via Hamstreet, again stopping at selected locations en route.

Coach pick-up points will be: The Pickwick PH 8.45am, Frith Road 8.50am, Pencester Road 9am. Please indicate your choice of pick-up point on the booking slip. Price will be £12 to include all coaching and remuneration for our Guides.



SATURDAY 13th JUNE 1998 1/2 DAY EXCURSION TO RAMSGATE

After the interesting and amusing talk and slideshow by Brian May and his wife from the Ramsgate Society in January, you now have an opportunity to view the 'hidden' Ramsgate for yourselves. Join us in June and with the Ramsgate Society, notably Brian and his wife, enjoy a guided tour. Our coach will be with us all afternoon enabling us to visit several selected sites of interest, where a member of the Ramsgate Society, dressed in an appropriate costume, will recount its history. Come along and be informed and entertained. Walking will be limited making the trip suitable for all members.

Price £10 to include all coaching and guided tour. Coach pick-up points will be Pickwick PH 12.45pm, Frith Road 12.50pm, Pencester Road 1pm. Please indicate your choice on the booking slip.

Saturday 18th July 1998
'MARBLE' TOUR – HISTORIC CALAIS

Calais has many remarkable monuments: the Watch Tower built in the 13th century, Notre Dame the only Tudor style church on the European mainland, and three military constructions devised by Vauban.

Join us on our trip to France in July and discover two or three of these historic sites led by our French guide. Lunch will be in the delightful village of Escalles with your choice of restaurant (menu 100 - 150FF) or picnic. After lunch a visit to the Marble and Geological Centre at Rinxent, near Calais. A fascinating 30km tour of the extraction of marble and the geological wealth of the area showing the development of marble and carbon over a time span of 400 million years and even the remains of a plesiosaur. Observation points have been created to reveal activity actually in progress in the quarries. Then its back to Calais to catch the ferry.

The price of £22 includes all coaching, remuneration to Guides and entrance fees but does not include lunch.

Times: the 7.30am ferry outward arriving in Calais at 10 am (French time), the return ferry will arrive in Dover by approximately 8.30 - 9pm. Pick-up points: Pickwick PH 6.30 am, Frith Road 6.35 am, Pencester Road 6.40 am

Looking Ahead:-

Saturday 19th September 1998

River Swale trip on sailing barge Mirosa

£35 to include lunch, tea and snacks.

Maximum numbers allowed: 12

Wednesday 23rd September 1998

Bank of England Museum - £12

Saturday 19th December

Xmas Feast with Roderick and Friends - £17

BOOKING SLIPS

SATURDAY 2ND MAY 1998 - ROMNEY MARSH - A GIFT OF THE SEA

Name (please print)

Address

..... Phone

No of places required at £12.00 p/p Cheque/cash enclosed

Pick-up point desired:

The Pickwick PH Frith Road Pencester Road *(Please indicate choice)*

Please forward this booking slip to Mrs Joan Liggett, 19 Castle Avenue, Dover, CT161HA by 17th April 1998. Please make cheques payable to 'The Dover Society'

SATURDAY 13th JUNE 1998 - 1/2 DAY EXCURSION TO RAMSGATE

Name (please print)

Address

..... Phone

No of places required at £10.00 p/p Cheque/cash enclosed

Pick-up point desired:

The Pickwick PH Frith Road Pencester Road *(Please indicate choice)*

Please forward this booking slip to Mrs Joan Liggett, 19 Castle Avenue, Dover, CT161HA by 6th June 1998. Please make cheques payable to 'The Dover Society'

SATURDAY 18th JULY 1998- HISTORIC CALAIS AND THE 'MARBLE' TOUR

Name (please print)

Address

..... Phone

No of places required at £22.00 p/p Cheque/cash enclosed

Pick-up point desired:

The Pickwick PH Frith Road Pencester Road *(Please indicate choice)*

Please forward this booking slip to Mrs Joan Liggett, 19 Castle Avenue, Dover, CT161HA by 1st July 1998. Please make cheques payable to 'The Dover Society'

DOVER

DISTRICT COUNCIL

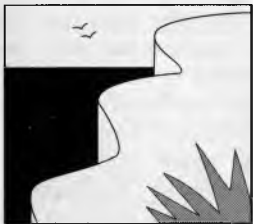


Festival

COASTAL

PREVIEW OF THE

ARTS & SPECIAL EVENTS PROGRAMME 1998



landscapes

LISA WEBB

Arts Development Officer, Dover District Council

February 1998

Each year the Arts and Special Events Department adopts a theme for the programme for the year ahead. For 1998 the activities are centred around the theme 'Coastal Landscapes' providing an opportunity to celebrate the unique landscape of White Cliffs Country, as well as encouraging the public to be more sensitive to environmental issues.

'Coastal Landscapes' will provide a challenging and innovative approach to experiencing arts and special events. It aims to encourage people to become more responsible for their surroundings, using practical projects which simultaneously enhance the wildlife and landscape of the area, as well as making it more accessible to everyone.

To ensure that the Arts and Events Department is providing a broad range of relevant projects and activities, it has been crucial to work closely with the District Council's Recycling Officer and the White Cliffs Countryside Project, in addition to consultation and advice from other environmental agencies.

The programme was launched on Friday 13 February with a ghost walk through the South Foreland Valley, organised by the White Cliffs Countryside Project. The event marked the reported sighting of the ghost ship,

the Lady Lovibund, which ran aground on the Goodwin Sands in 1748. This legend attracted much media attention, with national television companies and newspapers covering the event - along with an intrepid team of walkers and ghost hunters participating in the event.

Following this launch event, the White Cliffs Countryside Project organised the "Green Gang" as a major half term project, along with the new Dance into Dover initiative, which was a great success. Loop Dance Company worked with a team of over 30 young people on a series of master classes, leading up to a finale performance at the end of the half term week, performed at the White Cliffs Theatre in Dover.

Other projects within the Coastal Landscapes year will include: National Spring Clean Month in April, during which the White Cliffs Countryside Project will invite the local community to take part in the Great Beach Clean and a variety of activities along the

26 shorelines. Local school children will be involved in a mural painting project, the climax of an environmental improvement programme coordinated by Dover District Council.

This will be followed by the Festival of Dover (23 - 30 May); the annual community arts celebration will present an environmentally friendly programme of events including Seashore Safaris, Rockpool Adventures, Low Tide Event, Kites on the Heights, plus proposed arts projects from Strange Cargo, Footlights Young People's Theatre, CJ's Dance and Fitness, Dover Museum, KCC Beach Bus and much more. A full programme of events will be available from all the usual outlets from 1 April.

In July, the Royal Navy frigate HMS Brave returns to the port of Dover after its Atlantic voyage. The programme will feature special trips on board the ship and a range of celebratory events to welcome the crew back to Dover.

During August, the National Trust is coordinating a series of Coast and Countryside Projects. On 29 July and 17 August they are organising a seven mile walk along the coast from Langdon Cliffs to Deal, with a return trip by fishing boat along the Straits of Dover past the spectacular White Cliffs. The annual Sea Shanty Festival takes place in September; the three day celebration of Deal's maritime heritage will feature a full programme of free family entertainment. This festival of fishy frolics includes many special events for children and a full programme of folk entertainment.

Finally from 24 - 31 October the Coastal Landscapes Festival takes place at venues throughout the Dover District. This is an environmental extravaganza of events including art and craft exhibitions, walks and talks, workshops

and displays, plus traditional Green Gang activities such as Pumpkin Parades, Coastal Collages and Fossil Forays. Further details will be available later in the year.

It is estimated that the total cost of the nine month programme will be approximately £35,000; to date a total of £32,000 has been secured towards delivery of the 'Coastal Landscapes' programme. This figure includes £15,000 from commercial businesses, £6,500 from grant funding, and £10,500 from the Arts and Special Events budget.

Supporters of the programme include De Bradelei Wharf, Association for Business Sponsorship of the Arts (ABSA), South East Arts, Pfizer and many other local businesses. New sponsors for 1998 include Dover Town Council (for the Festival of Dover) and a major commitment from J Sainsbury's (for sponsorship of the Deal Sea Shanty Festival).

The work of raising grant funding and sponsorship from local, regional and national businesses will continue throughout the year in order to meet specified funding targets and further develop the Coastal Landscapes programme. However, funding of the arts is becoming increasingly difficult to secure, and new and innovative projects are required which satisfy the aims of both the fund raisers and the Council.

We hope that the 1998 Coastal Landscapes package will provide an innovative programme of arts and special events, within an environmental theme, offering unique opportunities for our local community to become involved in arts celebrations throughout the District. For further information on these, or any other of the events organised by Dover District Council, please call Lisa Webb on (01304) 872058.

DOVER UNITARIAN CHURCH

- *a description*

S.S.G.HALE

Since 1940 at least eleven Dover churches have disappeared. Only three were destroyed by enemy action — the rest fell victim to town planners. Of the remainder, the Dover Unitarian Church, Adrian Street is one of the oldest — and yet it was only built in 1820 and is a good example of a Georgian church. Architect Thomas Read designed an irregular octagon shape which required relatively short roof beams two storeys high with four brick pilasters constructed of yellow brick. The front elevation has a round window in the tympanium topped by a classical pediment with a large Venetian window with characteristic Georgian panes as the centre piece. The other windows are round headed sashes. A stone stair case with a cast iron railing leads up to round headed main door. The vestry is a two storey rectangular building adjoining the north side. In the vestry is a door half way up the interior wall — apparently leading nowhere. Surrounding the building is the burial ground closed in 1854. There is a crypt!

Accompanying music was provided by an harmonium located at the back of the balcony but in 1888 this was replaced by a full sized organ purchased for £60 from the Croydon Unitarian Church. (The harmonium was donated to the Ditchling church). Pre-reformation churches were places of worship with the mysteries of the altar and sacristy being the focal point. Post-reformation churches became more places of instruction and the focal point was now the pulpit. Dover Unitarian Church pulpit was centrally located on the north wall entered from the vestry by a

doorway half way up the wall. The organ tower of pipes displaced the pulpit to the north east wall and the services are conducted from this position. The organ also conceals the immersion font. The congregation use box pews.

There has been a baptist presence in Dover since 1643. Originally such congregations were unlawful but the members were of such good standing and so well respected that they were rarely prosecuted. There have been as many as 7 baptist churches with congregations of around 100 members, centred on Trevanion Street, Snargate Street and the Pier district area. Self governing churches tend to develop along different lines. The Particular Baptist followed the severe Calvinist doctrine of predestination. The General Baptists followed the Armenian philosophy of salvation through individual effort and toleration for individual differences and from this branch was founded the English Unitarian tradition and thus the Dover Unitarian Church.

Reverend Benjamin Marten was the baptist minister in 1820 and it was his son John Marten who was the minister in 1828 when the church became unitarian. Entry the church was by Gubbins Lane, renamed Chapel Lane after the erection of the Unitarian baptist chapel. In the September 1944 bombardment of Snargate Street it was feared the church had sustained structural damage. There was no direct hit but the blast shattered all the roof tiles. Services continued in the church hall located in the present York Street until 1952 when the roof had been

28 repaired and the church reopened. Both the interior and the exterior of the church have been essentially unchanged for almost 200 years and the building was listed on 1st March 1974. The destruction of Snargate Street and the demolition and clearance of the tenement slums has had two effects. It is only now that one can appreciate the dignity and attractiveness of the simple classical building. But the other effect is that most of the congregation have moved away. There are still members

who come from Ashford, Canterbury and Folkestone – since there is no other unitarian church in the area. The fundamental belief in one god would find no fault with Moslems or Hindus. In some countries Jews and Unitarians use the same building for their ceremonies.

The current congregation, much diminished, still acts as host to foreign visitors and historians and still carries the torch of the search for knowledge and toleration to hand on to the next generation.

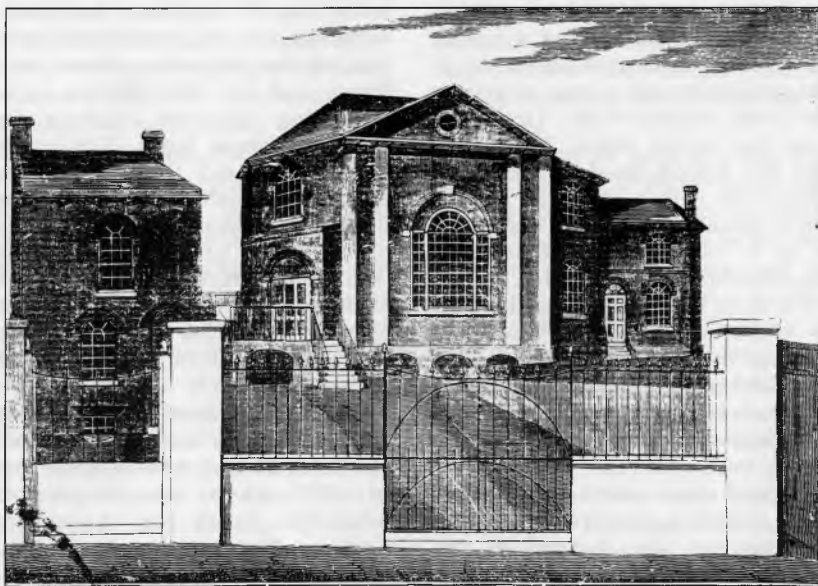
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Note: the subscription list was for 1828. The building to the left has been replaced by a new church hall to compensate for the loss of land when the York Street By-Pass was built.

Dover *in 1500 AD*

IVAN GREEN

The people who lived in Dover five hundred years ago did not look upon that particular period as being one of special interest, except perhaps in that the beginning of a new century always stirs the minds of people, as indeed it does ours, as we look forward to 2,000 AD.

Life did not change suddenly or dramatically in the year 1500 but there were, none the less, important changes in the period. They were happening gradually but they were fundamental and were important in the town's long history. Many of the old ways of life were changing and some of them were disappearing and the signs of a strange new life were everywhere to be seen.

The old town, imprisoned for years within its fourteenth century walls, was now spilling out over them and new houses, new business premises, and even the first beginnings of whole new residential areas, were developing on the empty ground surrounding the old walls, especially to the north and east.

The green fields between the Biggin Gate near St. Mary's church and the Maison Dieu were rapidly disappearing under new buildings and, to the east, between the old fishermen's quarters in Dolphin Lane and Warden Down, the once empty land was becoming covered

with houses, a new brewery, stables and a leather tannery, to compete with those in and around Last Lane, where a number of leather workers produced footwear, harness for horses, souvenirs and other leather goods.

The old town walls, already in serious disrepair, had houses and shacks built up against them, many of them offering primitive, but at least some, shelter for many of the poorest citizens. Many of the old town gates no longer worked at all and were inconvenient relics of a past age.

The once empty land north of the Maison Dieu, as far as the ancient crossroads beside the present Eagle Inn, were being occupied by 'out dwellers', people who were not Dover citizens and were not allowed to sleep in Dover but did come into the town to perform various menial tasks. They were forbidden to live inside the town lest they should try, by that means, to achieve citizen rights.

Many 'out dwellers' cultivated small plots of land round their primitive shacks, growing principally vegetables, much of their produce being sold in the town.

Between Charlton and Buckland the river separated into several small streams, forming a large boggy area

30 where large numbers of osiers grew and these provided the material for a prosperous basket-making industry for the inhabitants of the Leper Hospital which then occupied the higher ground above Chapel Hill. They were few in number and they very probably did not suffer from leprosy at all, but from a variety of skin diseases and complaints. Large numbers of these baskets were used, many of them by people of surrounding villages, to bring their market gardening produce into the town for sale on market day.

The great old canonry of St. Martin Le Grande, which then stood on the west side of the Market Place, on the site occupied today by the museum and the White Cliffs Experience, had been there for more than four centuries and was falling into decay, its stonework crumbling, its roof no longer watertight, or even safe in places, and its main walls breached. The town churches of St. James and St. Peter were in the same condition.

The monastery of St. Martin of the New Work, heavily in debt and with its numbers greatly reduced, and also the Hospital of the Maison Dieu carried on with difficulty, appearing as shabby survivors of a more grand and splendid past.

The great days of the mediaeval church were over and the calling of the religious in holy orders no longer held its old attraction. Monks were few and even the famous 'Passage Mass' was not regularly celebrated at St. Martin of the New Work. The remaining monks there, as is evidenced by their most ample and varied stocks of local and continental food and wine, lived very well as gentlemen and still kept their employees to serve them in the monastery and to till their farms.

The church everywhere no longer

had a monopoly of learning or of influence and rich people were no longer as generous in the matter of bequeathing in favour of ecclesiastical institutions. Hell no longer had quite its earlier fear.

The increasing genteel shabbiness and decay of the old church institutions contrasted strangely with the new domestic buildings which were springing up like mushrooms all about them. It was the end of an era and the beginning of a new one.

Throughout the country great developments in business were being brought about and these were fostered by King Henry the Seventh, in outlook and in policies our first modern ruler. One of his policies which particularly affected Dover was his edict that in future British goods should be carried in British ships. In consequence the moribund Dover fleet became prosperous again. The wines and oils from France and the Mediterranean, furs from Northern Europe and exotic spices and luxuries from the east, bought by travelling English merchants and imported into the country for the old aristocracy, the new rich and the shrinking numbers of the occupants of the monasteries, many of whom had long since abandoned their original austerity and were living as members of comfortable closed social clubs, were to arrive in English ships.

Dover's seafaring people had been in increasing difficulty because of two factors. First, the decline of the monastic populations all over the country caused a sharp decline in the demand for barrels of salted herrings and other fish, which had long been a staple trade for Dover and the other Cinque Ports, and, second, the dramatic decline in pilgrimages, especially to Canterbury, caused much hardship to

Dover's sailors working the passage between Dover and the continent.

In the early years of the fifteenth century as many as 100,000 pilgrims, a large number of them crossing from the continent to Dover, brought much prosperity to the town. Yet, in 1470 Canterbury's Great Festival, held every year since Becket's death, was so badly supported that special permission had to be given to repeat it the following year and even that was largely a failure, causing the once-great festival to be abandoned.

Henry's edict that English goods should henceforth be carried in English ships was therefore a life-saving event and new ships were constructed at Dover. In those days there were no shipyards, the ships being constructed on the beaches within rings of scaffolding piles set into the beach, in plan the shape of, and slightly larger than, the hull of the ships to be built. Local blacksmiths, sail and rope makers and ancillary trades all profited, everything being made and provided locally.

The victualling trade also began to flourish and much money was brought into the town by travellers, businessmen and those connected with the carriage of goods to and from the ships. These began to replace the missing pilgrims and they could afford greater sums for their sustenance in the town and for their passage across the channel.

Socially there were also the beginnings of considerable change. Previously there were the very few rich, the very large numbers of poor and the members of religious orders who were educated and able to read and write and were therefore essential for the conduct of business and administration. The religious group was declining both in numbers and in social and business

importance and was, increasingly, being replaced by a new, growing and vibrant middle class. Members of the new prosperous families began to learn to read and write and carry out their own business affairs. The consequence was that the religious orders began to be replaced in business affairs and in administration everywhere by educated laymen. This new educated middle class indicated the increasingly civilised nature of the community, since the size of its middle class indicates, not only a nation's prosperity but also the state of its civilisation.

Newsletter Binders

With the co-operation of Members we will be able to supply "Cordex" Binders for the *Newsletter*. The burgundy coloured binders have a capacity for 13 copies and are lettered on the spine "The Dover Society Newsletter" in gilt foil.

The minimum order we can place is 100 and a list is being compiled of those who would like to have one. (At the moment we have fifteen names). When the list has, say, eighty names the binders will be placed on order. The cost, (likely to be a few pence more than last time's figure of £3.00) does not include postage for out-of-town members.

To add your name to the list write a note to the Secretary, Leo Wright, at "Beechwood", Green Lane, Dover CT16 3AR.

In the Beginning

AN IDIOSYNCRATIC VIEW

© A. F. (Budge) ADAMS

EVERYTHING HAS A BEGINNING and it can be said that the seed that grew into the town and cross-Channel port of Dover was sown eight or nine thousand years ago with the realisation that communication across the narrow sea that not long before had made Britain an island, now needed, using modern terms, the services of ships and mariners.

Though the island of Britain, separated from the continental mass as we know it today, is relatively young, not older than eight and a half thousand years - an almost immeasurably small fraction of the earth's time span - the familiar present day surface features of our land were, to a great extent, formed during the last Ice Ages.

Twenty or more millions of years earlier huge forests were growing on the land on which we now live and were sub-sequently deeply submerged beneath the sea. At the same time the chalk, now everywhere so evident, formed by the deposition of the shells of myriads of dead sea animals compressed by the sheer weight of the water into a form of rock.

150,000 years ago sub-human species, i.e. Swanscombe Man, were living here and they were followed about 40,000 BC - the time-gap is enormous - by true men. By 25,000 BC Paleolithic hunters were existing precariously in a snow and ice-bound environment that was, albeit uncomfortable, slowly improving.

When hunting and gathering man became an agriculturalist in the land of the fertile crescent (the modern Middle East), this land of ours, a promontory on the north-west of the Eurasian continent, was very sparsely inhabited (the population was probably less than $\cdot 5$ per km²) by early man, possibly cannibals, who by then had

fire and understood the working and use of flint. All this time there was a gradual movement of man into "Britain" from the continental land mass to the east and southeast. There was no population pressure behind the movement, probably little more than a simple curiosity to see what lay in the lands of the gradually warming north-west and these nomads, still hunters and gatherers, liked what they found and stayed there.

The slow retreat of the northern ice mantle after the last glacial period, say after 10,000BC, brought about a great improvement in climatic conditions and slowly the south-east of Britain became covered with forests of birch and pine and supported a varied and considerable animal population. Britain was still part of the European land mass and the retreat of the ice led to a corresponding advance northward and westward on the part of the central and eastern European tribes of hunters and fishermen in their constant search for food and good living conditions. Some of these peoples crossed the half-submerged land bridge before its final collapse and, later, tribes from northern France and Flanders, and perhaps others from northern Africa who were escaping from the dessication of the area later to become the Sahara, crossed the very new English Channel and settled in central and southern England.¹

It is certain that the greater part of what is now the English Channel, a proprietorial name if ever there was one, but by the French called La Manche, was, in the millenia preceding and during the last Ice Age, a deep indentation in the western coastline of the European land mass; an indentation which, over vast periods of

time, was gradually enlarged by erosion, by wind, by waves, by rain, by the action of rivers and by enormous variations in the sea level. The present-day 30 fathom - 55m - line on the Channel chart, lying quite close to the shore both at Land's End and on the French side, narrows in a distorted funnel shape in an easterly direction until the two lines meet, more or less in mid-Channel, just south of Beachy Head. This line, it is believed, marks the deepest penetration of the ocean, sometimes referred to as the Atlantic Gulf, and was probably stable for hundreds of thousand years.

East and north-east of the head of the gulf was a vast stretch of undulating country forming a wide land bridge between England and the Continent and extending from Newhaven and Dieppe to The Wash and Denmark. The Baltic was then the Ancylus Lake and was separated from the North Sea by a land bridge between Denmark and Sweden.

Archæologists, pre-historians, geologists and geographers are not entirely agreed on the course of the River Thames in those far-off days. All appear to agree that the Thames entered the area of the modern North Sea through the site of present-day Clacton, and there is evidence to substantiate this theory in the "benches" on that earlier course, but at that point their disagreement shows. An accepted view is that the river first ran on easterly and then slightly northerly and finally joined a much lengthened Rhine which ran into the Northern Ocean near the present-day Dogger Bank. There is a contrary assertion, less well supported, that from Clacton the course of the Thames curved south-east, then south-west to enter the sea at the head of the Atlantic Gulf. There is support for both points of view but at the time of writing, 1986, (*sic*) the first appears to be more generally accepted. It has also been suggested that the then un-named rivers flowing through Sandwich, Dover and Folkestone probably ran on separately for many winding miles, at first south-easterly then south-westerly and possibly

converging before reaching the sea at a point near the head of the gulf. However the minority assumption, that the Thames did run into the Atlantic Gulf, offers the interesting possibility that it was joined on its course by these three small rivers.²

About 6,500BC the melting of the ice caps, with the global 100 metre rise in sea level, major subsidences, upheavals and the folding of the earth's surface partly caused by the sheer weight of the extra water, all slowly combined to produce a "subsidence of the land" and "the sea flooded into the lowlands between eastern Britain, Scandinavia and the Low Countries" and brought about the separation of Britain from Europe. A small tilt in the angle of the earth's axis, with the resultant rise of a degree or two celsius in the mean temperature of the northern hemisphere, had brought all this about and "sudden as the thawing of a frozen pond" Britain had become an off-shore island.³

The sea had made the Channel and the seed of Dover's later importance had been sown. With the speed-up in the improvement of the climate, making Britain an attractive goal and spurred on by man's native inquisitiveness, Mesolithic canoes, the ships of the time, began making the Channel crossing. Though the "ships" could, perhaps, have been dug-out canoes it is more probable they were similar to the very much later Celtic currach, constructed with a light wicker framework covered with skins and still to be seen in modified form in Ireland today. It is known that the currach could be, and was, built large enough to be capable of making the western Channel passage in fine weather and it is likely that similar craft were in use all along the British shores of the Atlantic Gulf and by the Veneti on the continental littoral. As by this time there was in Britain the knowledge and ability to navigate the prehistoric sea routes to and from Brittany and Ireland it needs little stretch of the imagination to visualise the British "mariners", swarthy bearded men, paddling their way across the new channel. Probably

34 the passage could only be made in conditions of relative calm, but the need was there and the seed had been sown and now, almost eight thousand years later, Dover has become the busiest passenger port in the world.

It is not possible to define the shoreline resulting from the destruction of the land bridge with pin-point accuracy but there is evidence of a sea level much higher than that of today in an eroded cliff face near Brighton, ten metres or so above the present high-water mark. Little imagination is needed to conjure up the scene when in its final stages the great mass of water surged across the already attenuated land-bridge in a two-pronged unbalanced attack from the Northern Ocean and the Atlantic. The Northern Ocean, with a greater depth of water fed by the melting ice at the fringes of the Arctic Sea, was the dominant partner with a high water mark several metres above that in the Atlantic Gulf. This greater depth, combined with a difference in the time of high-water on each side of the great land bridge, contributed greatly to the ferocity of the final attack. Carbon dating, pollen analysis and other more sophisticated scientific methods have been used to ascertain the date of the inundation and trawlers in the North Sea and the Channel have picked up in their nets stumps and fragments of trees that have been identified as oaks that were growing on land now submerged to 100 metres. These theories are discussed, summarised and brought together by Dr. J. A. Williamson in his book, *The English Channel*, in which, *inter alia*, he says "We may take it as an average of findings reached by different lines of approach that the pronounced main subsidence occurred chiefly in a period at least eight thousand years ago, possibly much more" - but 8,000 years is hardly measureable in the context of geological time.

Although the separation of "Britain" from the Continent was now a physical fact, assigned to a date definite within a tolerance of + or - 500 years. archaeological

investigations have confirmed the presence of Palaeolithic man at a much earlier date (and also of his Neolithic successors) who moved unhindered throughout the whole of the Euro-Asian land mass, and who, in "Britain", lived in small widely spaced nomadic groups strewn over the greater part of the land. One can only assume that the equable climate and the extremely low population density, produced an adequate food supply, that drew those prehistoric nomads to an area that, some thousands of years later, was to be immortalized as "England's green and pleasant land". Contact was maintained with Europe across the relatively new channel and gradually the questionable benefits of a civilisation, born 5000 or more years ago in the Middle East, filtered across to this country, of the European migrations.

In the early Stone Age the realisation dawned that the flint abounding so profusely throughout the chalky soil would make a much better weapon than the fist or the wooden club and with a little more refined chipping could be made into tools for many varied purposes. The abundance of flint in the chalk of the downs of some parts of southern England was one of the attractions that brought about more permanent Neolithic settlement on what is now the Channel coast of east and south-east Kent. Later it was discovered that flints could be developed into vastly more effective and efficient tools and weapons by polishing or honing to form cutting edges, and, amongst other things, Neolithic man's latent ingenuity led to the fixing of small triangular honed flakes into curved bones or sticks to form rudimentary sickles.

Chalk in southern England is in three layers, the LOWER CHALK being the mixture of clay and granular chalk through which the Channel Tunnel is bored, the MIDDLE CHALK with flint sparsely distributed and the UPPER CHALK with flint in abundance. The North Downs are the UPPER CHALK, 120 to 150 metres thick. The South Downs, surfacing in East Sussex and continuing for many miles westward, are

MIDDLE CHALK. Underlying the mass of the Upper Chalk Western Heights in Dover, the Middle Chalk is evident in the cliff face for a metre or so above the modern sea level in an arc from Snargate Street to Lydden Spout.

A further probable reason for the attraction the North and South Downs - more particularly the latter - held for later Neo-lithic man was that the soil was tractable and friable and, compared with the soil in the valleys, could be much more easily worked. The land they settled on was, in fact, a light chalky soil and though being very primitive agriculturalists using very basic and unsophisticated tools, they were competent to work a soil that could be managed with their limited equipment. In fact they did very little more than scratch the surface, but they sowed and harvested the seeds of edible grasses, the ancestors of our wheat, rye and barley, and they were content. On the North Downs, and in the Weald settlement was along, or parallel with, the river gaps, the Darent, the Medway, the Stour and, at Dover, the Dour, as has been very recently proven. In what is now East Kent the regions of greatest population were on the slopes of the sheltered valley of the Dour, a strip of land close under the Downs at Folkestone, and on the Isle of Thanet. In all these places flint could readily be found - in some it was mined, using antlers as picks - and it formed the basis of a country-wide trade along the trackways. Though mainly with the West Country, the interchange was with any area where flint was not naturally abundant. Thus a friable soil, high on the hills, where a settlement could easily be defended, water in the valleys and flint in the base chalk, anchored the Neolithic nomads and brought about a fundamental change in their pattern of life.

The discovery of tin and copper was made whilst Britain was still joined to the Continent; separately, one was too soft and the other too brittle for really useful purposes, but when a way was found to fuse them together the Bronze Age dawned,

with its considerably improved tools and equipment, and, as a corollary, a greatly enhanced standard of living.

Over the millenia the wind and waves widened the Channel and the coastline of East and South-East Kent took on a form not substantially different from that of the present day. The estuarine harbours at Rye, New Romney and Hythe, on a coastline much further inland than that of the present day are, however, exceptions to this generalisation. Until about 1000 years ago the estuaries were far larger than now; Rye has been reduced to its present comparative insignificance and New Romney and Hythe to redundancy by the eastward drift of sand and shingle along the shore, a drift that with a little help from the Romans, who constructed the Rhee Wall, and the detritus deposited by the River Rother in its original course, succeeded in creating a new extended coastline for South-East Kent and East Sussex and possibly assisted in the seaward growth of Romney Marsh. At Dover the bastion of the chalk cliffs protected the coastline and the original harbour in the valley. Much later that harbour, as a result of man's intervention, did silt up and all areas seaward of the cliff face and southwestward of Boundary Groyne have been formed as a result of man's intervention and not by the natural forces that were concerned with the changes at most other places.

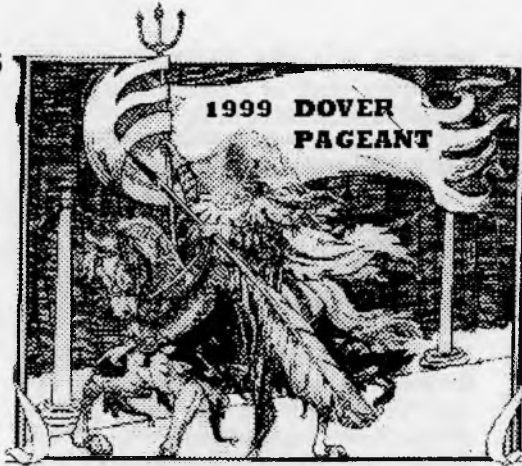
¹ It is convenient to use the names "England", "France", "Flanders" etc. to define areas that otherwise would be difficult to describe.

² The Pent Stream at Folkestone is piped under Tontine Street to the sea.

³ Quotations in this paragraph are from Graham Clarke and Stuart Piggot, *Prehistoric Societies*, London, 1965

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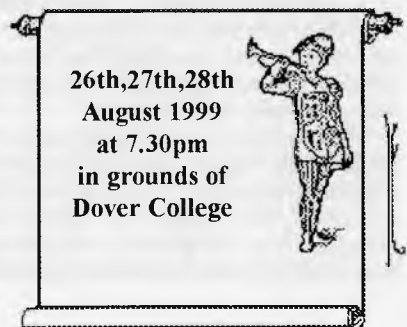
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This and That

DOVER CHAT

THIS YEAR'S DOVER FESTIVAL has the theme "Coastal Landscapes" and was launched rather earlier than usual, on Friday, 13 February. This was the date when the Lady Lovibund, a three-masted trading schooner, was wrecked on the Goodwin Sands in 1748. According to legend the ship can be seen again every 50 years and this year, the 250th anniversary, attracted people from far and wide to do a bit of ghost-spotting. In Deal there were ghost walks and boat trips. The White Cliffs Countryside project officers advertised a walk to start at St. Margaret's Bay, for people armed with torches or candles in bottles. The story was reported in the national press, the Daily Telegraph giving it a half-page spread and recounting the lurid tales of spottings in other years, notably in 1798.

Unable to attend the walk myself, the following day I telephoned the W.C.C.P. office and discovered that over two hundred people had turned up for the ghost walk, but, alas, were disappointed. Perhaps the crew of the ghost ship were scared off by so much publicity!

The Festival promises, as usual, a great variety of entertainment of all kinds, with something for everyone. Please write an account of your visits to festival events.

What has happened, I wonder, about all the chat concerning a cliff lift or cable car to Dover Castle from the town? Why is it that so many of the good ideas for improving Dover's tourist facilities come to nothing?

I was reading the other day that London is to get a spectacular cable car service across the Thames between the East India Docklands Light Railway Station and the Millennium exhibition site at

Greenwich. The skyride will be 85 metres above the river and the system could carry up to 2500 passengers an hour using 23 cabins. Would that Dover were planning even a two-car cable system for the Millennium?

By the way has anyone heard any chat at all about what Dover IS planning?

The Dover Society is hoping to contribute in some small way to the celebrations and various suggestions have been received. Of these the one that I think is most favoured is a plan to install plaques on notable, historic sites in Dover. A lunch time party for members was also suggested. Please write in with your ideas.

Another plan for the Thames at Greenwich is to construct London's first cruise terminal. At least in this respect Dover is not lagging behind. Thanks to the Harbour Board, we have a thriving cruise terminal and a second one planned.

The Newsletter has not contained a lot of cruise news in the last few issues. To complement all the writing I am hoping to collect about the festival theme of "Coastal Landscapes", I hope the next issue will contain up-to-date news on the second cruise terminal. It would also be interesting to include a section on the views of members who have taken cruises out of Dover in the first year of the terminal. If you sailed from Dover in 1997, could I persuade you to write a short account of your holiday for the next issue.

To end I would like to thank all our regular advertisers for supporting us and also to welcome three new advertisers, De Bradelei Wharf, Star Taxis and Kent Photos. Your help is invaluable in contributing to our printing costs.

The Editor

PROGRAMME

APRIL 27

Monday 7.30
Members Only

ANNUAL GENERAL MEETING

Speaker: Dr. A.Percival MBE FSA
St. Mary's Parish Centre
Parking at Stembrook

MAY 2

Saturday 9 a.m.
Members and guests
Pencester Road
- usual pick-up points

With Dick & Dorothy Bolton TOUR OF THE MARSH

Visiting selected churches - £12
Lunch in Rye (not included in price)
Return approx. 5.30 p.m.

SATURDAY in MAY or JUNE

Visit to Coastguard Station

JUNE 13

Saturday 1 p.m.
Pencester Road
- usual pick-up points

Half-day excursion to RAMSGATE

Guided tour by Brian May - £10 per person

JULY 18

Saturday 6.40
Pencester Road
- usual pick-up points

VISIT TO CALAIS AND MARBLE TOUR

£22 per person, lunch not included
7.30 Ferry from Eastern Docks
Return approx. 8.30 - 9 p.m.

SEPTEMBER 19

Barge trip on MIROSA

SEPTEMBER 23

Details later

Visit to BANK OF ENGLAND MUSEUM

Booked visit 2.p.m. £12

OCTOBER 19

Monday 7.30

MEMBERS MEETING

Speakers: Lesley Cumberland, Terry Sutton
St. Mary's Parish Centre

NOVEMBER 16

Monday 7.30

MEMBERS MEETING

Speakers: Richard Weald, Christine Down
St. Mary's Parish Centre

DECEMBER 19

Saturday 7.30

CHRISTMAS FEAST

Dover College Refectory



**The Pines Garden
& The Bay Museum**
Beach Road, St. Margaret's Bay
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