

The  
Dover  
Society

# Newsletter

No. 33

December 1998



The Zeebrugge Bell

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# THE DOVER SOCIETY

FOUNDED IN 1988

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

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## *The Objectives of the Dover Society*

*founded in 1988.*

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

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

All members receive three 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



### *SEASONAL GREETINGS TO ALL OUR MEMBERS.*

As usual at the this time of the year, my first task is to remind members that our next meeting is at Dover College Refectory for the Christmas Feast on Saturday, 19th December. We hope for the usual attendance of between eighty and one hundred members, about a quarter of our membership. Some people thought that the first of August was a little early to be sending out application forms for the Feast, so, to make sure you have a form, we are including another with this issue. Also included is the application form for the February Wine and Wisdom evening, hosted by Clive Taylor.

Successful summer outings in 1998 included a visit to Ramsgate, a trip to Calais, a tour of the Bank of England museum and, for its third year, a barge trip on the Swale. As the Swale Barge trip has been reported at length in its first two years we have omitted a report this year. The Bank of England trip was over subscribed and many members were disappointed when they were unable to obtain places. I wonder if there would be enough demand to run it again another year. The Calais trip was popular, as ever, and, as you will read in Jeremy Cope's report, benefited from having a eloquent Frenchman as a guide. Congratulations, once again, to our Social Secretary, Joan Liggett, for all her hard work and meticulous organisation of outings.

Details of next year's programme are given on the back cover of this Newsletter, with dates for all the indoor meetings at St. Mary's Parish Centre. Dates for the summer excursions have yet to be finalised and will be given in *Newsletter 34* which is due out on 1st April, 1999.

Members will be pleased to note that this issue has another article by local historian, Ivan Green, on 11th Century Building in Dover. There is also an article on the Drop Redoubt, the second in our new series on Dover's fortifications by Jon Iveson, the historian at Dover Museum.

In *Newsletter 32* we reported the opening ceremony of the memorial to Sir Clifford Jarrett on the Prince of Wales Pier. It was hoped to print an account, by Sir Clifford, of his career, but there was insufficient space in the last issue so we are pleased to include it here.

An extract from our accounts for the year ended 31st March is reproduced in this issue. They show a healthy balance of funds but, as reported at the Annual General Meeting, things are not quite as they seem. A significant part of the funds is already committed to Projects and to the Publication Fund. Last year's figures included the start of the Society paying the full cost of producing our magazine and the current year is likely to use a much greater proportion of our funds towards the production of the *Newsletter*. Any large erosion of our funds means that our ability to conduct the work of the Society will be very much impaired.

As mentioned in previous issues of the *Newsletter*, we have been exploring the possibility of obtaining sponsorship for the *Newsletter* and have approached

various local businesses for their support. We are pleased to report that we have made an excellent start with sponsorship from Pfizer, Ltd. of Sandwich, for half the cost of this issue. Pfizer provide generous sponsorship for many local charities and environmental organisations, including our neighbouring Sandwich Society.

Meanwhile, we are continuing to seek sponsorship for 1999 and beyond. Perhaps some members may be able to help, either with sponsorship, or with suggestions of possible sponsors. This may not necessarily be in the form of large companies. I notice from the *Ramsgate Newsletter* that smaller firms may sponsor minor items like supplying envelopes or paying for postage.

Our advertisers help a lot with production costs and we would like to thank them for their continuing support. We have not increased our advertising rates since the first *Newsletters* appeared and we have decided to maintain them at the present level.

Finally, thanks to all our contributors and a Happy New Year to all our readers.

### DEADLINE for contributions

The last date for the receipt of copy for issue 34 will be Monday 15th February 1999.

The Editor welcomes contributions and interesting drawings or photographs. "Paper copy" should be typed at double spacing. Handwritten copy should be clear with wide line spacing. Accurate fully proofread copy on computer discs is acceptable; please ring 01304 205254 to discuss details.

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### EDITORIAL AND PRODUCTION TEAM

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**THE EDITORIAL AND PRODUCTION TEAM WOULD LIKE TO THANK PFIZER LTD. FOR THEIR SPONSORSHIP OF HALF THE COST OF THIS ISSUE.**

The work of the

# PLANNING

Sub-Committee

Reported by JACK WOOLFORD, Chairman

CONTRARY TO MY REPORT in the August issue, I am happy to say that we did, after all, save the Citadel/Drop Redoubt from razor-fencing and that a Trust may be formed to finance conservation of the fortifications. I am also happy to report that the proposed Telecommunications Mast at River, to which we objected, will not be built. On the other hand we failed to reduce from four the number of houses to be built on the site of the Apostolic Church (still undemolished).

We are drawing the attention of Dover District and Town Councils, and of Town Centre Management to the run-down appearance of London Road beyond Ladywell and have suggested that the recent improvements to the Town Centre be extended.

The Executive Committee endorsed our responses to the Transport White Paper (which we praised for traffic-limiting

proposals but queried for lack of legislation and resources) and to the proposed further regional reorganisation of Local Government (SERPLAN). However, after Lesley Cumberland's brilliant and penetrating address on the subject (reported elsewhere in this issue) we need to think again.

In August, when we normally take a month off, two matters arose demanding urgent action, and from a flurry of phone calls, dashes to DDC Planning Offices and scratch meetings, we improvised (we trust) adequate responses. One was the proposed roof-top restaurant and gymnasium, decorated with abstract statues, opposite the Chapel on Military Road, and the other a redesign of the proposed Hotel, with its Rotunda Pub, on the site of the present Marine Court.

In both cases we have queries on the adequacy of car parking provision, and we want the public to see a plan and model of the statues, etc, in the Castle Street Council windows before consent is given. We approve the hotel but have suggested improvements to make it more neighbourly.

We are charged to suggest possible awards for town improvements. Any suggestions?

## Membership News

S. R. COPE

*Membership Secretary*

Membership numbers have declined to 408 after steady growth to over 440 throughout 1996 and 1997. When this was discussed in committee it was suggested that a reward to members introducing new ones might be instigated. Some opposed the idea on the grounds that it was "commercial" and unfair to those who had already worked hard in this respect. We would appreciate your ideas about incentive schemes and how we maintain and attract members.

There is good news however. We have recently welcomed Miss C Jardine, Mr and Mrs S Shearman, Mrs J McBrien and Mr and Mrs J Featherstone.

Prizes for raffles, proceeds of which contribute substantially towards hall-hire, are always gratefully received; especial thanks to those who give regularly.

We donated £51.50 to the League of Friends of Dover Hospitals, money raised on two summer outings.

# The OCTOBER MEETING

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THE FIRST MEETING OF THE AUTUMN took place on 19th October at St. Mary's Parish Centre. There were two speakers, Lesley Cumberland and Terry Sutton. Derek Leach has written a report of the first part of the evening and Terry Sutton has provided us with a summary of his talk. Our new Chairman, Jeremy Cope, in the chair for the first time since taking office, was delighted to welcome both speakers and, later, to thank them for their contributions. In the interval there were refreshments and a raffle.

## THE NEXT LOCAL GOVERNMENT SHAKE UP *A talk by Lesley Cumberland*

REPORTED BY DEREK LEACH

Our speaker was Lesley Gordon better known to Doverians as Lesley Cumberland who gave 32 years service to the Town and District before retiring 15 months ago. Lesley was Deputy Town Clerk when as part of the 1974 reorganisation she was appointed Director of Law and Administration (and later Property) of Dover District Council.

She told how, as a newly arrived solicitor for the Town Council, she had forgotten to go to her first committee meeting but had turned up for the second and was congratulated but was asked to take her coat off next time!

Her initial reaction to Jack's invitation to speak on this subject was how boring it would be for the audience and this had set her thinking about why local government had this boring image. She remembered a Daily Telegraph article entitled "Local government used to be important". In the 1970's and 80's this newspaper had been the scourge of local government and on one occasion had asked why rate demands had gone up 25% in 3 years. A Town Clerk had responded by asking why the price of the Telegraph had gone up 25% over the same period!

Why is local government boring? Until the 70's central government matched income from the rates and local councils largely had control over their finances. Now government dictates what can be spent (with local councils limited to deciding how to live within a fixed budget).

Secondly, unlike central government, local

government is not a single entity. Not only are there 3 tiers of local government - County, District and Town or Parish - but there is a diversity of provision which the public finds very confusing. As a mother of teenage children Lesley wanted local services that educated her children (County Council was the provider), streets that were safe (County Council), sensitive town planning and development (District Council), decent town roads (District Council acting as agent for County Council) and for her elderly relative adequate hospital services (not local government at all but Health Authorities or Trusts). Lesley confessed that even she had had to ask sometimes who was responsible for what.

Thirdly, party politics matter at national level but at local level there were not many party issues - just issues - although that did not stop the politicians adopting a party line on them!

Finally, there was the lack of media coverage. The national press carries lots of information and comment about national government but there is very little in the local press about local government. Both the press and the public find it boring. This manifests itself at the ballot box where a poll of only 40 to 50% is achieved for local elections compared with 60 to 70% in Scandinavia. This could be a sign of electorate contentment but was more likely to be a reflection of indifference and irrelevance for many. The present

6 government is taking it as one of the signs that the democratic process is failing locally and hence the need for change.

Lesley thought it strange that a single MP representing 60,000 people is responsible through Parliament for taking thousands of pounds from each of these people in tax; on the other hand 6 or 7 County Councillors covering the same 60,000 people in the Dover District are responsible through KCC for taking only hundreds of pounds from each household; whilst 56 District Councillors between them are responsible for taking a mere 160 pounds (in Council Tax) from the same 60,000 people. Apparently nobody bothers County Councillors but District Councillors who spend far less of our money are contacted much more by the public. Lesley's conclusion was that we were too democratised at local level with too many councillors.

Whilst she accepted that some people had to take decisions on behalf of the community she felt - from personal experience - that the present committee system - with up to 18 councillors per committee - was a misuse of resources. Councillors spend hours sitting through committee meetings waiting for the one item that interests them. Some rarely speak during their four year spells and are little more than voting fodder. It may well be time to move on from amateurs, no matter how enthusiastic. In her view councillors had three tasks:

- to set the policy of the Council;
- to act as watchdogs to ensure services were provided at the right price; and
- to act as a link between the Council and the voters.

If these were done well then there was no need for councillors to be involved in other matters.

A series of consultation papers had been issued by the government and the Dover Society had submitted its views. Now a White Paper has been issued. Amongst other things it proposes directly elected mayors with a cabinet selected from councillors or alternatively a cabinet of councillors with a leader elected by the cabinet. Another possibility is the mayor installing his own

chief executive (who could easily disappear when the mayor changed) Whilst councillors would still be elected for 4 years, half would retire every 2 years which would have the potential for a mayor to have a hostile council similar to the US President with a hostile Senate. A radical proposal is that local consultation would be mandatory - not just with local organisations like the Dover Society, but directly with the electorate.

Lesley then gave her own controversial radical vision of a possible way forward drawing upon her long experience. She would do away with both County and District Councils. In their place there would be a number of regional governments; one for the South East of England - and local councils covering a much bigger area; one for East Kent based upon Canterbury. Town and Parish Councils would be retained.

As an example of how this would affect the present Dover District Council Lesley's East Kent Council would have only about 15 councillors representing the present Dover District instead of the current 56 District councillors. They would need to be more professional, better trained and paid for their efforts. Some would be executive councillors (the thinkers and planners) with the remainder backbenchers acting as watchdogs. All of them would be available to the electors who wished to pursue queries and complaints. With so few covering a large area consultation would be essential although it is a thorny problem to decide how to consult effectively with the electorate.

Any local government officers or councillors, dismayed at this prospect, need not worry since the next Boundary Commission will not be due for another ten years or so!

There were questions from the floor, from Jack Woolford, Terry Sutton, Harry Dyer and Lillian Kay. In proposing the vote of thanks, John Gerrard said that he could identify with some of the sentiments expressed about the present system and the need for a smaller, more effective group of local decision makers and that he had been fascinated by Lesley's different view forward, which had been far from boring.



# DOVER AT THE TURN OF THE CENTURY - 1900 7

## *Terry Sutton's summary of his talk*

As we approach the turn of another century and enter a new Millennium, it is interesting to look back to see what life in Dover was like at the beginning of this century, in and around 1900.

The closing years of the last century and the early ones of this were probably among the most prosperous that Dover has known. Dover was still a recognised holiday resort and an important garrison town. Great harbour works were in progress, cross-Channel traffic was beginning to flourish and big things were being predicted as the outcome of recent discoveries of iron ore and coal deposits in the district.

Although the promise was never fully realised the town prospered and expanded rapidly under the influence of these events and discoveries. In the nine years between 1891 and the turn of the century the population of Dover increased by almost ten thousand to a total of 43,000, of whom three thousand were soldiers based in the town. (As a matter of interest the population of Dover today is around 32,000.)

A century earlier (in 1800) the population of Dover was only around 9,000 and the town itself clustered around the waterfront and a little way up the valley of the Dour.

To meet the growing population at the end of the 19th century, the building industry was

working at full pressure providing new homes at a rate never exceeded before or since. In 1891 there were 5,809 inhabited houses in Dover. By the turn of the century the number had risen to 7,442 of which almost one thousand had been brought into occupation during the last year. But the 40,000 civilians in Dover in 1900 were living in much more confined space than its residents occupy today. The town was only just beginning to spread out from the



Dover Sea Front, circa 1900

waterfront and the immediate area around the central valley. Most of the new houses were being constructed to the north and to the east, on the Castle Estate and Barton areas with some development in Folkestone Road.

The growth of the population and the prosperity of Dover fully justified the decision to extend the borough boundaries in 1897 when five hundred acres were added to the town, although the acreage was only half of what it is today.

Elms Vale Road, then known as Elms Road, had been developed on one side only, as far as Eaton Road, and there was no Church Road to connect it with Folkestone Road. Stanhope Road, off Barton Road, was only a footpath. Cherry Tree Lane had just been widened and "promoted" to an Avenue. Worthington Street had been, until



Entrance to Worthington Lane from Biggin Street, 1897



**Bottle and Gandy's Grocers shop, Snargate Street, 1897**

a few years earlier, a mere lane.

These developments were all part of a general trend which was changing Dover's centre of gravity.

In 1900 Snargate Street was still a main shopping centre and there was eager demand for commercial premises there. But Cannon Street and Biggin Street were growing in importance and, after a great deal of controversy on the part of the town council, had been widened a few years earlier. Until then, in parts, this section of the main street had been only fourteen feet wide.

Those occupying homes on the new estates were finding it a long trek to get to work, for the majority of employment, as now, was towards the sea front, the Pier District and in the docks.

The horse omnibus had been in use on the untarred and dusty roads between Buckland



**Lewisham Road, River, circa 1903**

and the Pier since 1881, when the Dover-Deal coach ceased. Toll gates had only recently been removed from Folkestone Road, Castle Hill and at Crabble.

But the widening of the main street in the 1890s and the establishment of the local electric light company, whose works were in Park Place near what is now the police station, permitted the introduction of a new form of locomotion - the electric tram - in 1897. The first motor car had been seen on the streets of Dover a year earlier, in 1896, and a report in the Dover Express told how it halted in the Market Square and then drove off, leaving behind a cloud of smoke and a nasty smell. Like many others, the editor of the Express did not think such a contraption would ever become popular.



**Newly assembled trams in London Road, 1898**

Following Terry's talk, which contained plenty of amusing anecdotes and examples of the prices of items on sale in 1900 taken from old copies of the Dover Express, the Chairman read out a list of all the offices held by Terry and wondered how he had time to attend to them all. Lesley Gordon asked a question about the availability of back copies of old newspapers, the Dover Express and other local publications, and was told that fortunately many go back 150 years and some almost 200 years.

After other questions from the floor, Margaret Robson gave a vote of thanks and the Chairman thanked the speakers and all who had helped to make the evening a success.

# Bank of England Visit

Mike Weston

On the 23rd September the day dawned beautifully sunny and warm which boded well for the thirty two (maximum permitted) members of the Society who joined the coach for the visit to the Bank of England.

Arriving late morning at the area near to The Tower of London we had two hours to spend as we wished before being taken on to the Bank. Two hours were all too short to absorb the exciting developments which have taken place around the old St. Catherine Dock and London Dock areas close by the Tower of London. Who would have thought forty years or so ago that this area of then dingy, dirty but very busy enclosed dock lands, with its many ships, barges and other craft moving in and out on the tides, would be turned into a pristine area of 'up-market' apartments and shops in and around the docks, with the docks themselves home to many luxury yachts and other pleasure craft. The whole area has been tastefully redeveloped without losing the feel of its past history.

Returning to our coach we were taken (because of the reduction of entry points for road traffic) on a circuitous route around the City to the Bank of England. Entering by a side entrance in Bartholomew Lane — the public is not allowed to use the front entrance — we were greeted by the sight of liveried porters and the grand interior of this city institution which had its foundation by Royal Charter in 1694.

Whilst waiting for the very articulate and knowledgeable young lady who was to give us a slide show and a question and answer session, we passed through into the Bank of England Museum which was opened by H.M. The Queen in late 1988. The museum gives a comprehensive

history of the Bank together with information on the role it plays in today's highly intricate world financial affairs and shows why the City of London has become one of the greatest financial centres in the world.

The slide show brought out numerous facts about the Bank — for instance, did you know that the storage space in the three floors, which are below ground, is greater than the whole of the space in the nearby Nat West Tower? Or that the walls at street level are eight feet thick with no windows? That the adage "As safe as the Bank of England" owes its origin to the fact that every night from 1780 until 1973 a military guard protected the Bank? These and many other fascinating facts together with the showing of examples of the materials used in the manufacture of bank notes were encompassed in the fifty-minute slide show and talk.

It was then possible to make a further visit to the museum, with a longer period to digest the wealth of information shown in the many displays and to be able to recall some of the information given to us at the slide show by means of banks of computers. The time for our return to Dover came all too soon, for to do justice to the information available in the museum would require a far longer time than was available to us. This museum is well worth a visit and is open each weekday to the public free of charge.

On our return journey we were treated to a tour of South London, following the Thames to Greenwich where glimpses of the structure of the Millennium Dome were visible. This was a highly interesting trip, helped by beautiful weather and of course Joan Liggett's usual high standard of arrangements.

# Visit to Calais and Marble Tour

July 1998

Jeremy Cope

WE HAVE ALL BEEN TO CALAIS, our opposite number across the Channel. I do wonder just how much we really know about it and how much is based upon myth. It was periodically an English possession until lost by the Tudor Queen, Bloody Mary. I can recall being told as a child in school that the loss of Calais was engraved on her heart when she died. I still remember wondering if this was some sort of tattoo but deciding it was risking too much to ask, particularly as it must be on one of those forbidden zones small boys should know nothing about. Nevertheless, the importance of Calais was clearly made. With 25 other, but probably clearer minded, members of The Society, we set off at the crack of dawn to hear about and see Calais from a Frenchman's viewpoint. Georges

Fauquet, a fluent English speaker married to an Englishwoman and leading member of the Calais Historical Society was our enthusiastic guide. Like a good host he laid on bright sunny weather.

History lesson 1. Rodin's statue of the Burghers of Calais is outside Calais Town Hall. The legend (another heard as a school boy!) is that the Burghers offered themselves as hostages in

exchange for lifting the siege conducted by Edward Third in the Hundred Year's War. This merciful monarch told them to prepare to be hanged but they were saved by Edward's Queen, Philippa, getting down on her knees and begging for their lives. The message was "what a noble couple to grace the English throne". I was unable to follow the logic of this moral.



History lesson 2. Dover took a hammering from bombs and shells in the Second World War. Our damage was nothing compared to that received by Calais in both world wars. Most of the building in Calais is new, an indication of the severity of the damage. Georges spoke of the occupation with feeling.

History lesson 3 including architecture. The visit to the church of Notre Dame. Georges spoke with

passion about this impressive building, still only partly restored from the effects of war damage. It is occasionally used and John Gerrard tells of attending a rather grand funeral service there. There are elements of medieval English architecture alongside French styles

served as a lighthouse until 1848, a WW II monument to a 1940 rearguard action by the Rifle Brigade, a Vauban Fort, and Bleriot Plage, all to an excellent commentary.

A switch from lessons to contemporary French life. Lunch. The meal was held at A L'Escale along the coast just past Cap Blanc Nez, a fish restaurant which laid on plenty of wine. The party grew jollier by the minute and one soul who had problems coming to terms with the early start appeared as if reborn. The food was excellent, particularly the fish.

An after lunch natural history lesson. At the Marble Museum our guide told us merry folk the full story of how the marble was laid down and how many millions of years



depending upon who was in control of Calais at the time and this mix was one of several unique features that we saw. Some of the ornamental ironwork had stylistic links with that installed at Versailles and through the dust and pigeon droppings there were some fine pieces of carving to be seen. The restoration so far has included a new roof to replace that lost in the war and modern glass windows which I thought looked rather good. Georges' hope is to see the building fully restored but this just waits upon government money. All who saw it would agree that the restoration is a mountain to be climbed, although I heard a couple of philistines in our party doubt whether the difficulties of the ascent were worth it.

later it was quarried and prepared for our use. I was struck by the beauty of the polished marble with its brown patterns and whorls. On the way back to Calais we stopped to see a working quarry to complete the lesson.

The Calais area has much of interest for Dovorians, particularly with the historic links between our towns. This was a visit that was both enjoyable and informative. The outing was all the more convivial for the excellent company and our thanks are due to Joan Liggett and Leo Wright for organising the trip and to Georges Fauquet who acted as our guide.

History lesson 4. A tour through modern Calais to Cap Blanc Nez but via the Tour du Guet, a watchtower that

Did I clarify my odd ideas about our monarchs of years gone by? I think it's best to keep illusions and not let too many facts get in the way. Anyway school lessons were never as good as this!

# PROJECTS *Update*

JOHN OWEN, Chairman, Projects Sub-Committee

## VSOP's RACE FOR DOVER'S CHRISTMAS LIGHTS

Dover's Christmas Lights Fund benefited from the proceeds of a BEER RUN staged by Tina Pullinger of Dover Town Centre Management on Thursday, 1st October.

Neptune Radio's Tony Hayward, having allowed plenty of time for limbering up and last minute practice, got the first race away to a good start in the Market Square shortly after 10.30 am.

Relay teams comprised four "waiters", each carrying a glass of beer on a tray, running, drinking the beer and handing

(Hookers), Dover Tourism (Tourism Totties), Firefighters (White Watch Winos) and B.T.

White Watch were overall winners but B.T. had the fastest time of 1 minute and 39 seconds in this, the town's first relay BEER RUN. Good fun, good competition and good fund-raising. We shall view the Christmas Lights differently from now on.

## SHOP WINDOW DISPLAY

Through the kind cooperation of Dover Town Council we were able, once again, to mount a Society display for a month in the window of their Castle Street office. Our previous display in February was valuable in bringing the attention of the passing public to the Society.

The display included the Society's logo, statement of objectives, contact telephone number, programme of events, photographs of projects, old and new, and copies of the Newsletter. We hope to repeat the exercise at regular intervals.



Christmas Beer Run, October 1998. The Dover Society relay team - V.S.O.P.

over the tray to the next runner. Hand-over points were at St. Mary's church and Marks and Spencer, the finishing line being in the Market Square.

The Society team, chosen very carefully by the Chairman, consisted of Michael Weston, Jeremy Cope, Derek Leach and John Owen. Named "Dover Society VSOP's (very special outgoing people - but soon referred to as very old people!)", we shared

## BEACH WATCH 98

Following our successful participation in BEACH WATCH 97, I am pleased to report that Archers Court Youth Centre took part this year's beach cleaning, once again at Shakespeare Beach during September, meriting the support of the town mayor, Councillor Paul Sheldrake.

BEACH WATCH is organised annually by the Marine Conservation Society in conjunction with Reader's Digest. Beaches are cleared of debris and a survey taken by all volunteers. The data collected are collated and used in the drive for cleaner beaches worldwide.

Congratulations to Archers Court Youth Centre.

## PROJECTS - *Ten years on*

The Dover Society was founded in 1988 and it seems appropriate, on its tenth anniversary, to attempt an appraisal of the projects undertaken in the second half of its first decade. A list of the projects from 1988 to 1993 appeared in Newsletter 17. A list from November 1993 to November 1998 follows.

Wherever possible our projects have involved local youth organisations and schools. Those more suitable for adults have relied on volunteer members of the society. At a rough estimate fifty of our members have cheerfully turned out, in varying weather conditions, and often at ungodly hours, to perform a motley variety of tasks; just how varied past Newsletters will testify. Many projects were short and sharp, others more lengthy, in some cases extending over a period of years.

The financing of projects has been helped considerably by sponsors and by National Awards gained by the Society.

The District Council has been supportive throughout and one has never sought help from the officers without an enthusiastic response - even on Friday afternoons! The new Town Council has, likewise, given unstinted support and encouragement.

The project sub-committee aims to help the environment by involving young and old volunteers during their free time. We always welcome suggestions for future projects.

### PROJECTS - *The second five years*

COMMUNITY PRIDE AWARD. Lydden Pond seat installed	NOVEMBER'93
CRABBLE MILL. Volunteer members help out	DECEMBER'93
NATIONAL TREE WEEK. Management of young plantings	DECEMBER'93
OPERATION STICKER EYESORE. Dover Cadets	MARCH'94
NATIONAL SPRING CLEAN. Team participation	APRIL'94
ENVIRONMENT WEEK. Beach clean with Aycliffe School	MAY'94
DOVER PAGEANT. Member volunteers	MAY'94
EAST KENT LIGHT RAILWAY. Member volunteers	OCTOBER'94
NATIONAL TREE WEEK. Tree management	DECEMBER'94
ST. MARTIN LEOPARD BOLLARDS. Further restoration	SPRING'95
OPERATION DOUR LITTER DRIVE. Dover Cadets	MAY'95
ENVIRONMENT WEEK. Dover town signs with Sea Cadets	MAY'95
NATIONAL TREE WEEK. Tree planting. Duke of York School	NOVEMBER'95
COWGATE CEMETERY. WCCP clean up. Member volunteers	SUMMER'95
OPERATION GREENSTIX. Dover Cadets	MARCH'96
ENVIRONMENT WEEK. Blighted shop, Spirit of Sea display.	SUMMER'96
OPERATION CONSERVATION. Archcliffe Fort. Dover Cadets	MARCH'97
EASTCLIFF ENVIRONMENT CLEAN UP. Member volunteers	SUMMER'97
BEACH WATCH. Marine Conservation Society. Volunteers	SEPTEMBER'97
WINDOW DISPLAY. Council Offices	AUTUMN'97
NATIONAL TREE WEEK. Landmark trees inspected. Members	DECEMBER'97
TOWN CENTRE TOURIST SIGNS. Member volunteers	SPRING'98
OPERATION BEACH CLEAN. Dover Cadets & members	MARCH'98
WINDOW DISPLAY. Council Offices	AUTUMN'98
ST. EDMUND'S CHAPEL PROJECT. Members	OCTOBER'98
NATIONAL TREE WEEK PROJECT. Tree planting. Members	WINTER'98



## **"MATTERS OF MOMENT FOR KENT"**

HOSTED BY THE OTFORD SOCIETY

by Jack Woolford

*We were very handsomely hosted by the Otford Society on September 19 with splendid accommodation, superb refreshment, efficient visual aids and excellent management. However, the turn-out (50) was only half what it has been on the two occasions when the DOVER SOCIETY was the host society. The following report admirably catches the spirit of the occasion. Detailed reporting of the addresses will follow in the next issue of "Kent Matters".*

A REPORT BY BEVERLEY BINGHAM - from the *Bearsted and Bingham Residents Association*

I would like to say, quite formally, that the conference really was a truly stimulating event. Where on earth did you manage to find the contacts for a bevy of speakers with not a single misfire between them? People holding prestigious posts, well informed and with a flair for presenting their case, which was admirable for the size and mix of the audience for that day, are not easily found.

The topics, too, were very relevant when one thinks about our situation in Kent. I liked Peter Raine's emphasis on the need to be acutely aware of people, and of the consequences of almost every decision-making body on people. Sometimes the authorities seem to be preoccupied with rules and procedures to the point where they become unaware of, or insensitive to, the actual effect upon human beings.

The Department of Environment Transport and the Regions spokesman, Michael Bach, was interesting, giving, as he did, the basic framework for discovering what the targets would be for housing needs up to 2016. Of course, even the most reliable data are of little use when the nation, and the world, face an economic downturn of the kind which is now affecting world markets. Nevertheless his background information about recycling, a good mix of style and size of buildings, and the fascinating comparisons to be made between "households" and "population" were thought-provoking and extremely useful when one is hoping to make rational criticisms and proposals in the future.

Dr. Richard Simmonds' talk on County, Unitary and Regional Authorities was good; one might call it the pseudo-science fiction image of local government in the future. What was it he said, in answer to a question about the future of KCC if Unitary Authorities are introduced? I seem to recall a charming smile and a gesture

which seemed to say: "Ah, well, these things happen. So sad!"

Personally, for me, as a member of our Planning Committee, Dr. Wendy Le-Las, speaking on "The Local Plan Jigsaw" made the day, and our Chairman agreed, there and then, to buy a copy of her book (*UNDERSTANDING THE DEVELOPMENT JIGSAW. Vine House Distribution, 01825 723398 or 01227471367. £25.95*). Listening to her for forty five minutes one quickly became aware of her depth and breadth of knowledge in the fields of planning and development. It is hardly surprising that she is in such demand throughout the country when people need an expert on such precise yet convoluted matters.

Bernard Gambriel (*of London Continental*) gave a presentation on the CHANNEL TUNNEL RAIL LINK which was invaluable for us as a society. Many local people are extremely worried about the effect of the new rail link throughout Kent, and, of course, the lack of information has blighted properties along the supposed route - a somewhat elastic image - between London and Cheriton. At least we now have it on paper, and the handout provided included the splendid map of 1/50,000 scale which really does give people a sound idea of the proximity of the line to their own property. I made a note, for the benefit of the local people, of PROFESSOR TONY KENNEDY's name as COMPLAINTS COMMISSIONER, and also the policy of considering provision of sound insulation even for single properties where necessary, where some form of "sound mitigation" is needed. One has to keep up with the technical vocabulary or one is regarded as a fuddy-duddy...

Very many thanks for the opportunity to join in a really splendid day. I shall take every opportunity to ensure that our members, and prospective members, benefit from the contents of the programme.



# RIVER DOUR UPDATE

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.....*from Leo Wright*

In this very rainy Autumn we can easily forget that the flow in the Dour, which once powered five mills, is always under threat.

As a concerned environmental society, we received from the Environmental Agency their overview for Kent - nearly two hundred pages of it!

Firstly, we were very pleased to learn that the Dour is now designated as a river, not a stream. The Dour is the shortest river in Kent but gracing, as it does, three parks and a riverside walk it is an important amenity.

Basically, Environment Agency policies have not changed since Jeremy Cope and I wrote about this in the April 1997 Newsletter, but the measures proposed at the time have been put into effect. These can be summarised as pollution control, extraction control (both volume and location) and, exceptionally, source control.

It is recognised that the Dour catchment area is subject to an environmental deficit, as the result of over-abstraction. It is therefore included in the Agency's national low-life alleviation programme.

## **Pollution control**

It is the upper reaches of the Dour which are affected by low flow while the lower part is polluted by urban out-put. However, the quality of the lower Dour appears to be improving as a result of Southern Water's efforts to deal with cross connections in surface-water drains.

## **Extraction control**

Folkestone and District Water Company score maximum points for demand management. The Environment Agency, for their part, have been pursuing their policy of river basin management for extraction; volume and location and, exceptionally, diverting water into the Dour flow.

Our member, Joe Harman, has been watching this latter activity and writes as follows:

.....*from Joe Harman*

You may have noticed that the flow of the river Dour has decreased in spite of the frequent rain this autumn. The lake in Russell Gardens has not contained enough water to discharge much over the lower end and opening up the sluice at Bushy Ruff has not made much improvement.

There has also been no water coming over the waterfall from the lake on the seaward side of the Alkham Valley Road. Kearsney Manor Lake has been rising and falling, with very little water coming in and none going out. We know that the Water Company has been pumping from the Stonehall bore-hole and this must have lowered the water table and prevented the springs from flowing. It takes two months for rainfall to raise the water level in the chalk and reactivate the springs, so we shall need a great deal of winter rain to recharge the aquifer and allow generous abstraction by the Folkestone and District Water Services.

Recently I attended a conference at Wye College organised by the C.P.R.E who are concerned about the house building proposed for the area, which will cause increased demand for our precious water. It rained all the way there and also when we viewed the rain fed garden. We listened to a panel of experts who covered all aspects of water conservation. We were enlightened about the losses due to evaporation, run-off and

16 climatic changes which will worsen the situation. Although this explains what happens to the rain that falls in East Kent it will not solve our park problems.

Also, this October, I joined Environment Agency officials from Cambridge who were preparing a scheme to maintain the water level in all the lakes. We can only hope that our grandchildren will be able to enjoy these attractive features that we once took for granted.

*Stop Press: Early November. Joe reports that the lake in Russell Gardens is full again.*



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# *Dover Bells 2000*

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**Peter Dale**

**Hon Appeal Secretary - Bell Restoration Fund**

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In 1725 Samuel Knight, bell founder of Holborn, installed a ring of eight bells in the Parish Church of St Mary the Virgin, Dover. It was typical of the time that the clappers were suspended from iron staples cast into the crowns of the bells. The oak frame would have stood upon the mediaeval timbers, which experts suggest may have supported an early spire, before the tower was built up to its present height.

Even if that was the case, it is not a stable platform for a heavy peal of bells. Records indicate that there was an active band of ringers in Dover during the eighteenth century but the constant pounding of the moving frame upon the tower walls for so long had its inevitable effect. The bells were silent for much of the last century and by 1898 the oak frame was deemed to be in such a poor condition that it had to be scrapped.

In that year, possibly as a project to welcome the twentieth century, major restoration work was carried out. Victorian concerns were for the safety of the tower and the spiral staircase was filled completely with concrete to stabilise the structure, alternative access being provided via a series of new step ladders. Window arches for the old stairs can still be seen clearly in the masonry of the South West corner of the tower.

The oak frame was replaced by massive cast iron sections, John Warner of London being the firm entrusted with this work. At the same time they "turned" the bells to allow the clappers to strike in new unworn places. Alas the lightest bell, the treble, was found to be cracked and a new one was cast from the old metal. Although the clappers of the seven surviving bells had to be modified, the original iron staples were left in place.

The shortcomings of the 1898 restoration became increasingly apparent over the next fifty years and in 1947 the bells were re-hung on ball bearings. The improvement was only marginal, however, because the whole installation still stands upon the unsteady ancient timbers. "Dover Bells 2000" is our project to welcome the new millennium. Rather than allow St Mary's tower fall silent once more, a complete restoration and modernisation is planned.

The bells will be removed to a foundry to be tuned and to have the old iron staples drilled out. Completely new fittings will be provided and a new frame built. While the tower is empty steel foundation girders will be built into the walls to lift the installation clear of the rickety historic timbers. All this will cost some £60,000 with an additional £40,000 for the associated building and other works.

# REMINISCENCES

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BY SIR CLIFFORD JARRETT

*written in December 1989*

Not many people were bombed out in World War I, but we were. My father had a photographic business in Dover and when he was called up for the Army early in 1917, my mother managed to carry on the business with the help of the girl who had been my father's assistant. All this suddenly came to an end in the autumn of 1917, however, when one of the German bombers, which used to make hit-and-run raids on Dover, dropped a bomb in our back garden, which wrecked the studio and made the house uninhabitable. With nowhere else to go, my mother moved up to Canterbury to live with her mother and she took my sister with her. I went to live with my father's parents in the "Jolly Sailor" public house, which my grandfather kept.

As a result of the move to Canterbury, I lost a month's schooling because at first the local education authority refused to give me a place because my mother was not a rate payer. Such callous meanness would have been unthinkable in World War II. However, I was eventually admitted to a local elementary school - Payne Smith School - which no longer exists.

I was at this school, which I did not really enjoy, for about a year. Early in 1919 my father was demobilised and his premises were repaired, so we were able to resume our old life in Dover. I transferred to St. Mary's school there (it, too, has long been demolished). It served a rather rough part of the town, so life there was rather rugged; but it had a superb Deputy Head and the teaching was good, so much so that in 1920 I was able to win a scholarship to the County School - now the Grammar School. There I spent eight happy years and was lucky in being taught by two especially

inspiring teachers. I joined the school cadet corps, of which I eventually became Company Quartermaster Sergeant. I also became Captain of my House. In the Higher Schools Certificate exam. in 1927, I did well enough to win a State University Scholarship. This led me to develop an ambition to go to Cambridge and late that same year I went there to sit the scholarship exam for a group of 5 colleges. I was fortunate enough to win an Open Scholarship to Sidney Sussex.

I wanted to read Modern Languages, but my school only offered French, so I spent the year while I was waiting to go up, teaching myself German. At great sacrifice to themselves, my parents sent me to stay for three months with a German family in Bad Harzburg. As a result, as my tutor in German at Cambridge said, I acquired an idiomatic style of German, but with a limited vocabulary.

I went up to Sidney in October, 1928. I was a bit lonely at first, but soon made friends with a group of young men, in other colleges, from Alleyn's School, Dulwich. I got a double first in the Modern Languages Tripos when I graduated in 1931. This was the very bottom of the great depression and there were practically no jobs going and I saw that I should either have to go teaching, which had no great appeal, or try for the administrative class of the Civil Service. My college was very good to me and extended my scholarship for a fourth year, so that I could read Part II of the History tripos and thus improve my chances in the Civil Service exam. This I took in 1932 and, to my great surprise, I came out in first place. There were not many vacancies and in the end I opted to



Lady Jarrett at the Memorial Ceremony, 26 April 1998

go into the Home Office, where I was assigned to the Criminal Division, where the work was dealing with petitions from men in prison. I found the Home Office rather stuffy, although my colleagues were friendly people; so when, in 1934, word came round that the Admiralty was looking for a couple of Assistant Principals with two years' experience, I applied and was accepted. It was a decision I never regretted. My first assignment was to the Political Section of the Military Branch, which was a sort of Admiralty Foreign Office and offered a fascinating variety of work.

In 1936 I was appointed Private Secretary to the Parliamentary Secretary. I served two of them, Lord Stanley and Geoffrey Shakespeare. In 1938 I went back to the Military Branch, this time as head of the Political Section. When war broke out we had a number of reinforcements, including

Cyril Radcliffe, an eminent lawyer, who later became a peer. Our main work was the monitoring of breaches of international law by the Germans. We were also concerned with seeing that the Uruguayans behaved properly as neutrals when the Graf Spee took refuge in Montevideo. When A.V. Alexander became First Lord in 1940, I was appointed his Private Secretary and I stayed in that post for four years. It was a hard time. We frequently worked a fifteen-hour day. I was living in the Admiralty building and sleeping in the basement when the building was hit by a German bomb in 1940.

In May 1944 I was promoted, to a branch concerned with locally recruited employees of the Navy's overseas bases, but was soon returned to Military Branch as head of my old section. Around the end of 1945 I was moved again, to head a branch concerned with personnel work on civilian

employees in England. While there I enjoyed, in 1946, a short trip to our naval missions in Ottawa and Washington D.C. which gave me a much needed rest. Later the same year I was promoted to Under Secretary in charge of all civilian personnel work, a post I held for four years. I made an interesting trip to Hong Kong and Singapore and on my return, in 1950, was promoted to Deputy Secretary. I found this was not a very satisfying job but it had its compensations. I wrote the minutes of the meetings of the Board of Admiralty and I had some very good trips abroad. In 1955 I led a small team to South Africa to discuss the future of the Simonstown naval base and the following year I went out again to attend the ceremony for the formal handover of the base to the South African Navy. In 1960 I went to Australia on my own, to negotiate arrangements for the refitting of British submarines based there.

Early in 1961 I succeeded Sir John Lang as Secretary of the Admiralty. Early in this job I had a lot to do in the case of the spy, Vasall, and had to give evidence at an enquiry, conducted by Lord Radcliffe, whom I had known during the war.

In early 1964, Harold Macmillan, the Prime Minister, set up the present-day Ministry of Defence, abolishing the separate service departments, whose permanent secretaries were then scattered among other departments. I got the Ministry of Pensions, which was really pretty dull after the Admiralty. We spent much of our time examining two proposals for changing the National Insurance scheme, neither of which came into force. When Harold Wilson lost the General Election in May 1970, the new Minister of Social Security, Sir Keith Joseph, wanted me to stay on, but I declined, as I was due to retire from the Civil Service in July.

After leaving the Civil Service I had another ten years of considerable activity. First, I took over the chairmanship of a committee set up to review the medical services of the armed forces. This worked for two years, producing a report in 1972. I was also a member of a small tribunal set

up to deal with appeals from foreigners expelled from the U.K. on security grounds. I also had three other major appointments; trustee of the Maritime Museum, Chairman of the Tobacco Research Council and Chairman of the Dover Harbour Board. The T.R.C. was set up by the tobacco industry to conduct research aimed, very optimistically, at identifying the constituents of tobacco smoke which caused cancer and then filtering them out. As time went on it became clear there was no hope of achieving these objectives. Tobacco smoke had over 700 constituents and it was impossible to isolate more than a few of them. In the end the industry admitted defeat and the T.R.C. was wound up in 1978.

The Chairmanship of Dover Harbour Board was about the most enjoyable job I have ever had. In this job one could hardly go wrong because traffic was growing continuously. To cope with it the Board went in for a big programme of reclamation from the sea at the Eastern Docks. In my time we reclaimed about 10 acres at a cost of about £1 million per acre. I would have been very happy to have continued in this job until I was senile, but the Ministry of Transport had a policy of not renewing appointments over the age of 70, so my chairmanship came to an end early in 1980. I could not complain. I had had a good run.

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Lady Mary Jarrett has kindly deposited the following books with the Society. The books formerly belonged to Sir Clifford.

History of the Castle, Town and Port of  
*Dover* Statham

*Dover and the Great War* J B Firth

*Annals of Dover* Bavington Jones

*Dover* Bavington Jones

*Souvenir of Dover*

(Photographic View Album of Dover)

*Picturesque Dover*

(Collection of Photographs)

Should any member wish to borrow any of the above books please contact:

Jeremy Cope, 53 Park Avenue, Dover  
01304 211348

# The Dover Society

## *An extract from the Accounts for the Year Ended 31st March 1998*

The following extract from our accounts represents the statement of financial activities and the balance sheet. The supporting notes to the accounts and independent examiner's report are not reproduced due to lack of space. However, the complete accounts are available for inspection upon request to our Treasurer, Mike Weston (telephone 01304 202059).

Spain Brothers & Co., Chartered Accountants, who act as the independent examiners confirm that, following the examination of our accounting records, there is nothing to which they would draw the Trustees' attention.

### **Balance Sheet as at 31st March 1998**

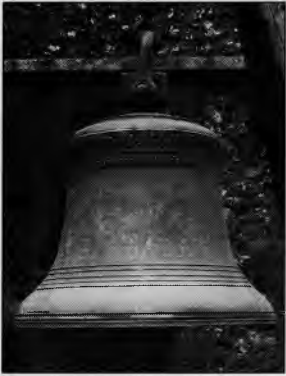
	<u>Notes</u>	<u>1998</u>	<u>1997</u>
<b>CURRENT ASSETS</b>			
Society Badges		95	103
Debtors and Prepayments		209	50
Cash at Bank and in Hand	6	8,501	8,218
		8,805	8,371
<b>CREDITORS:</b> Amounts falling due within one year	7	(1,054)	(200)
<b>NET CURRENT ASSETS</b>		7,751	8,171
<b>NET ASSETS</b>		£7,751	£8,171
<b>FUNDS</b>	8	£7,751	£8,171

**Statement of Financial Activities**  
**for the Year Ended 31st March 1998**

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	<i>Notes</i>	<b>General Fund 1998</b>	<b>General Fund 1997</b>
<b>INCOME</b>	<b>1</b>		
Subscriptions		2,310	2,376
Donations		8	103
Social Events	<b>2</b>	230	380
<b>TOTAL INCOME</b>		<b>2,548</b>	<b>2,859</b>
<b>EXPENDITURE</b>			
Members and Meeting Expenses	<b>3</b>	201	224
Administrative Expenses	<b>4</b>	782	732
Newsletter Expenses		1,058	44
Other Items	<b>5</b>	936	997
<b>TOTAL EXPENDITURE</b>		<b>2,977</b>	<b>1,997</b>
<b>NET (OUTGOING)/INCOMING RESOURCES</b>		<b>(429)</b>	<b>862</b>
Transfer to Projects Fund		-	(700)
Total Funds Brought Forward		5,391	5,229
<b>TOTAL FUNDS CARRIED FORWARD</b>		<b>£4,962</b>	<b>£5,391</b>

## Questions .....



*Do you know where  
to see the  
Zeebrugge Bell?  
...What is it?  
.....Why is it there?*

## Answers .....

### **An Account of the Raid on Zeebrugge**

*(Museum Information Panel)*

*"May we give the Dragon's tail a good twist?" -*

*Commander Carpenter's, Captain of Vindictive, reply to battle signal.*

**O**n St. George's Day, April 23rd 1913, the Dover Patrol carried out one of the most audacious and daring actions of the war. Ever since 1914 Germany had used the captured Belgian port of Zeebrugge as a base for submarine destroyer operations. Inland from Zeebrugge, and connected to it by ship canal, was the port and dockyard of Bruges which was also connected to Ostend by a shallower canal.

Vice-Admiral Roger Keyes, Commander of the Dover Patrol, formulated a plan to block the canals with odd ships in a simultaneous raid on Zeebrugge and Ostend. The harbour Mole at Zeebrugge was one and a half miles long and was heavily fortified. Any ships making for the canal entrance would come under heavy fire. The raid seemed suicidal and only unmarried volunteers were allowed to go.

As a diversion, UMS Vindictive and two Mersey ferries loaded with Marines, would attack the Mole, landing the Marines to cause as much damage and havoc as possible. Meanwhile, an obsolete submarine loaded with explosives would ram the wooden part of the Mole.

Heavy casualties were sustained by both sides before the Dover Patrol, battered almost beyond recognition, pulled out. Despite overwhelming odds the block ships had reached the canal, and although not completely blocking it, large destroyers and submarines were no longer able to use Zeebrugge and Bruges for the rest of the war. The Ostend raid was not so successful and was attempted again a few days later with only partial success.

Eleven Victoria crosses were awarded for the two raids, together with 679 other decorations, the largest number of VCs ever awarded for a single action. The daring attack helped to raise British morale.



Extract from

## 'Dover and the Great War'

by J.B.Firth

Published by Alfred Leney & Co Ltd - Brewers - Dover 1919

**S**ir Roger Keyes brought to Dover a new spark of living fire; he supplied the touch of genius which transcends talent even of the highest order he possessed the sure gift of imaginative vision, and he bore about with him the air and atmosphere of triumph, which proves so contagious among brave men and which makes victory sure, because it renders defeat or stalemate impossible.

Dover will never forget the sense of security which Sir Roger Keyes inspired down to the day he left in order to take command of the Battle Cruiser Squadron of the Grand Fleet in March, 1919. The Mayor and Corporation took an early opportunity of giving public expression to its gratitude and admiration by presenting the Admiral with the Honorary Freedom of the Borough in the Town Hall on December 12th. And the Admiral took the same opportunity, in his reply, of laying before the public for the first time a connected and vivid account of the work of the Dover Patrol. .... Sir Roger told the Story of the Dover Light Barrage; he told the story of how the enemy's raid upon the sweepers and drifters was avenged in the Dunkirk roads; he told anew the deathless story of Zeebrugge and Ostend and he gave to each of the multifarious units of the force which he commanded the generous recognition which it had richly earned.

Sir Roger also gave the history of a large bronze bell on the platform beside him. He described how, while inspecting the Mole at Zeebrugge a few days before in the company of the King of the Belgians, he had asked King Albert to give him some little memento of the raid, which he might present to the town of Dover. The King willingly assented and asked what he would like. The Admiral thereupon pointed to a big bell which was lying on the Mole just by where they were standing. It was the bell on which the Germans used to give warning of British attacks by sea or air. "I expect it rang pretty loudly", said the Admiral, "on the morning of St. George's Day, and it used to ring every day and night regularly for air raids, which the Dover Patrol Air Force used to develop." So, without any more ado, the Admiral ordered a party of bluejackets to hoist the bell on to the destroyer lying alongside the Mole and bore off the King's gift, without waiting for formal presentation.

That is how the big bronze bell from Zeebrugge, which weighs a couple of hundredweight, came into the possession of Dover, as the joint gift of King Albert and Sir Roger Keyes. It has been mounted on a stand outside the Town Hall, and its moments of furious agitation are over. But on the first anniversary of the Raid the Mayor struck eight bells upon the Zeebrugge Bell, and this will doubtless become an annual ceremony. It would be well, too, if at eleven o'clock on every eleventh of November the sound of this bell recalled to future generations the signing of the Great Armistice.

The Zeebrugge bell will thus be a perpetual memorial in Dover to the most spectacular exploit performed by the Dover Patrol.

*Should the Zeebrugge Bell stay where it is - or should it be moved to another site? What do you think? Read the following two letters to the editor and then send in your own views.*

## 24 A SUGGESTED NEW SITE FOR THE ZEEBRUGGE BELL

For some time now I have felt that the Zeebrugge Bell is situated in such an out of the way position that it fails to give full credit to why it was presented to the people of Dover, or to explain how it was used by the Germans at Ostend in WWI. Sometimes I sit in the cafe opposite the Town hall and only once have I seen anyone look up at the bell.



Many people, particularly those born in Dover, have been aware of the Zeebrugge Bell, and as it is something that they have always associated with the Town Hall roof, they would be very opposed to moving it to somewhere else. This I can understand, but I am anxious to suggest a new approach to where it should be.

The question arises of what the bell represents. There is only a small plaque on the wall beneath, which does not do justice to what lies behind the bell. Admittedly the Dover Museum have a fine display about the raid, but this does not highlight what the bell stands for.

The Zeebrugge raid was in a sense uniquely a Dover Event - it was planned from Dover, the armada set out and returned to Dover, and many of those lost in the raid are buried in Dover. If the bell is a symbol for all these things, as well as being a war trophy, it should be sited in a far more appropriate place. In its present situation any association with the sea is missing.

All the monuments on the sea front are associated with the sea in one way or another (except the Miner). The most recent example of empathy between a monument, what it stands for, and its surroundings is of course the Battle of Britain site at Capel. This is what I feel is needed for the Zeebrugge Bell.

My personal choice would be for the bell to be hung high up on the outside of the lighthouse at the end of the Prince of Wales Pier. It would be in a similar position to that which it had on the Mole at Zeebrugge during WWI. Full details of the raid could be displayed at the base of the lighthouse. There would be other advantages - the end of the pier would be a more fitting place to hold the St. George's Day Parade, and being away from motor traffic would be a benefit. The question of striking 8 bells at noon on St. George's Day I am sure could be overcome.

If the Dover Society were to agree in principle to the idea, there would of course be some issues that would need to be sorted out. The bell belongs to the people of Dover, and would therefore need the Council's permission for it to be moved. Then there is the question of persuading Dover Harbour Board to agree to this idea. They have been agreeable to the plaque for the Unknown Warrior and the brass geographer plaque to Sir Clifford Jarratt. Why not the Zeebrugge Bell?

On the question of funding the scheme, I would like to suggest that the present Lord Keyes be approached. I am sure he could put out some feelers to some of the naval ex-service associations.



I feel it is important to remember that the Zeebrugge Bell is a war trophy which is associated with Dover, and one of the most daring exploits in the annals of the Royal Navy, and as such should be sited in a more appropriate place so that it can be seen.

**FOOTNOTE** - I realize that the Dover Harbour Board have erected a small plaque containing the grappling hook from HMS Vindictive which took part in the raid, which is situated on the landward side of the sea front near the Clock Tower, but this does not give any details of the actual raid.

*David Atwood*

### **RESITING OF THE ZEEBRUGGE BELL**

I have read with interest David Atwood's proposal that the Zeebrugge Bell should be resited in a more appropriate and more visible location than its current lofty site high on the Town Hall. I think the suggestion is well worth serious consideration.

As David says, the Bell is a memento of an audacious, heroic and costly (in human lives) operation by the Dover Patrol during World War I. It deserves a site where it can be seen easily, where the people of Dover and visitors can pause and look at it easily and read about the exploit. The Town Hall site may have been chosen because the Bell was taken from Zeebrugge Town Hall by the Germans for use as an alarm on the Zeebrugge Mole. Apart from this link the present site has the practical advantage of being vandal proof but little more to commend it. The Bell and its plaque are well above eye level and easily missed. That said, there may be difficulties in removing it from the Town Hall since the building is listed and the Bell may be considered an integral part of the structure.

Before looking for problems - including the consent of the owners and the cost of resiting - we should consider whether there is a more appropriate site. Personally I am not attracted to David's suggestion for it to be attached to the lighthouse at the end of the Prince of Wales Pier. Whilst this would have something in keeping with its original site on the mole at Zeebrugge, it would look out of place attached to the lighthouse and would still not be seen by that many people.

The seafront is another possibility although we may be in danger of overloading our promenade with memorials and similar. However, the grappling iron used at Zeebrugge is there and the Bell would complement it if sited alongside.

The Market Square area particularly outside the Dover Museum would in my view be a strong contender since the bodies of the many killed in the Zeebrugge raid were brought back to Dover and laid out in the Market Hall - now the Dover Museum.

Another appropriate setting could be in the Library Gardens by the Town Hall which is the home for the town's war memorial. If attached or adjacent to the Town Hall this could possibly overcome any problems associated with the Bell being part of the listed building.

These three suggestions - and there may be others with equal or more merit that members could suggest - all offer the potential for the Bell and a suitable plaque to be easily seen by many people who could linger in safety. The sites would also lend themselves to a highly visible ceremony on St George's Day when the Bell is rung annually to commemorate the raid.

One word of caution - great thought would need to be given to making any new site as vandal proof as possible

*Derek Leach*

# 11th CENTURY BUILDING IN DOVER

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IVAN GREEN BA. FCCed.

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When considering 11th century buildings in Dover we must take account of the materials which were available to the builder and the tools with which he used to work them. His two abundant materials here were flint from the chalk subsoil which was abundant all over the South East corner of the county and wood from the forests which were then covering much of its surface. The only stone freely available locally was tufa, in appearance like a sponge and easy to work. Quantities of it were found in the valley of the River Dour, but it has almost been worked out now. Some pieces of tufa can be seen in the Roman Pharos and in the walls of St Mary in Castro, and it was much used all over the county, including even complete churches, of which West Farleigh is a good example.

Kentish ragstone was found in several parts of the county, but principally in the great quarries to the south of Maidstone, and in smaller quantities from the Hythe Beds near Folkestone.

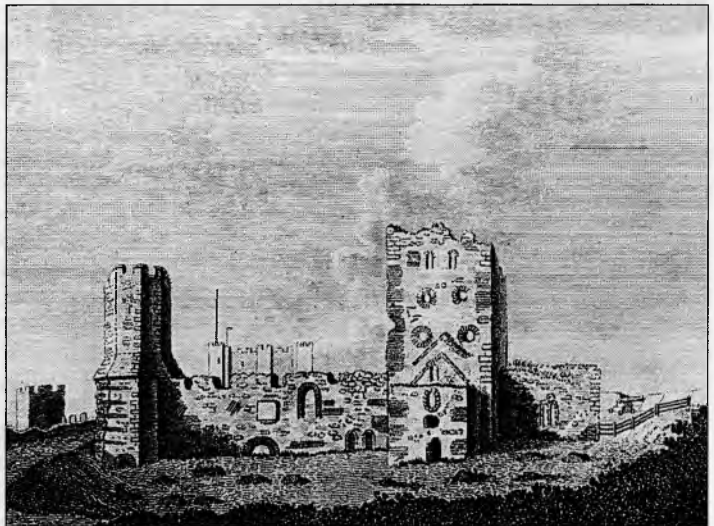
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A very early view of the building when it was ruinous. It is titled: 'The Old Church In Dover Castle, Kent. Pub. 25 Augt 1784 by S.Hooper. Godfrey Sculp.'

Ragstone was very hard and difficult to work and it had to be transported from the quarry to a local dock and then by ship to Dover's original little harbour near Old St James's church, and thence by sledges drawn by oxen to the building site. (The roads, only rough tracks, were too poor for heavily laden wheeled vehicles and oxen were the generally used beasts of burden).

Before about 1150AD, stone was principally used for important work, and only in limited quantities for the less important.

Lime for mortar was produced from chalk in Dover from early days and it continued to be until the 18th century. An old picture shows at least seven smoking lime kilns in old Limekiln Lane, later of course re-named





The old Saxon south door as it is today after being excavated and exposed to the elements since the 1860's.

Limekiln Street. A further material available on some sites was re-used brick and tile from the ruins of old Roman buildings. The Saxons did not make or use their own brick or tile until very late in the period.

The Saxon craftsmen worked by splitting the ragstone one or by cutting it with a mason's axe. Very uneven surfaces were also sometimes produced by pulverising the surface with a hammer, or by rubbing it with a stone together with water as a lubricant. This produced a slurry which improved the cutting process, and which is still in fact used today at York Minster for lubricating modern local buildings.

The outstanding local building of this period is St Mary in Castro, which has already been mentioned in a recent article. It is mainly built in a tufa, but flint with some pieces of unsympathetic red brick of that time being used, especially where the original quoins, (the corner stones) were missing, probably elsewhere. They have been taken for other work and for repairs to the ruined tower. Most of the windows, too, were renewed at that time, not in Kentish style, but in materials such as Caen stone, by then freely available from the continent.

There has been much speculation, and some uninformal comment, on the age of the present windows in the south nave wall, but the fact is that they are of the mid 19th century when the restoration was carried out.

The Old Church. South door (as when first excavated). Revd J. Puckle. Drawn by J. R. Jobbins. Canon Puckle made a rough sketch and Jobbins, who produced many fine illustrations, produced the finished work.

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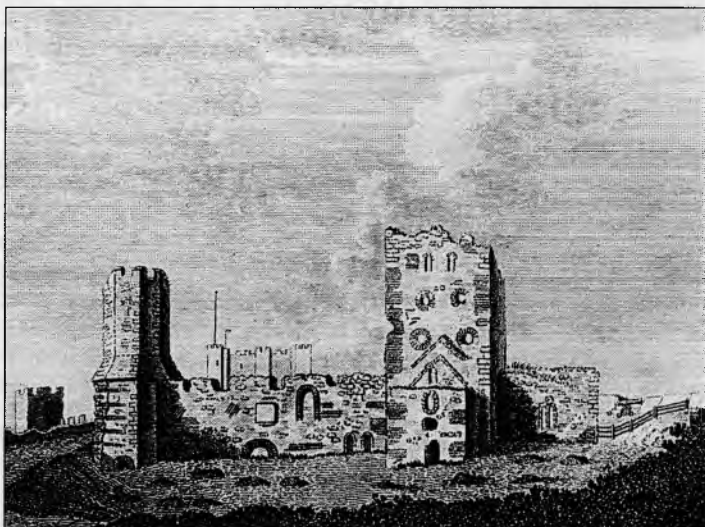
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The old Saxon south door as it is today after being excavated and exposed to the elements since the 1860's.

Limekiln Street. A further material available on some sites was re-used brick and tile from the ruins of old Roman buildings. The Saxons did not make or use their own brick or tile until very late in the period.

The Saxon craftsmen worked by splitting the ragstone or by cutting it with a mason's axe. Very uneven surfaces were also sometimes produced by pulverising the surface with a hammer, or by rubbing two stones together with water as a lubricant. This produced a slurry which improved the cutting process, and such a slurry is still in fact used today at York Minster for lubricating modern stone saws.

The outstanding local building of this period is St Mary in Castro which has already been mentioned briefly in a recent article. It is mainly of flint with some pieces of tufa, but extensive unsympathetic rebuilding in the 19th century was responsible for the dark red brick of that time being extensively used, especially where the original quoins, (the corner stones) were missing, probably having been taken for other work elsewhere, and for repairs to the ruined tower. Most of the windows, too, were renewed at that time, not in Kentish ragstone, but in one of the softer materials such as Caen stone, by then freely available from the continent.

There has been much speculation, and some uninformed comment, on the age of the present windows in the south nave wall, but the fact is that they are of the mid 19th century when the restoration was carried out.

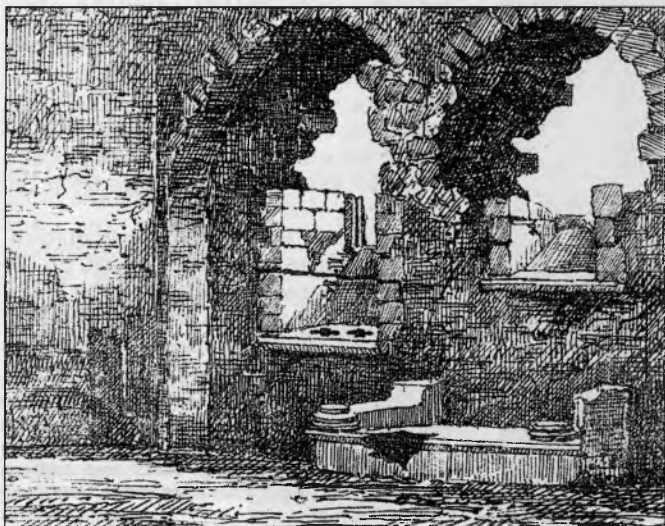
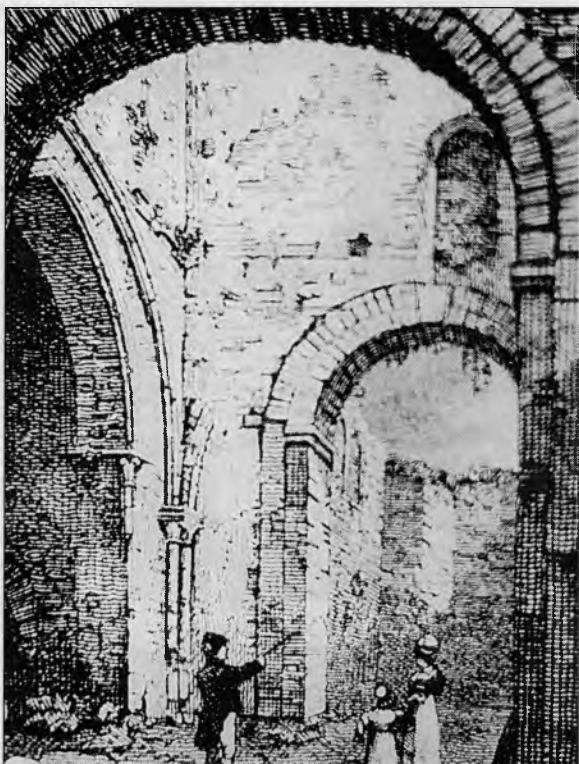


'The Old Church. South doorway (as when first excavated). Revd J.Puckle. Del. J.R.Jobbins'. Canon Puckle made a rough sketch and Jobbins, who produced many fine illustrations, produced the finished work.

A late 18th century view of the interior of the church when it was, of course, a roofless ruin.

The restoration of the 1860's uncovered several original features, including the fine old Saxon south doorway into the nave. It is now uncovered and very damaged by exposure to the elements but fortunately a detailed account of the church appeared in a Victorian description of the church published by Canon Puckle. Its conclusions have long since been discredited, but it includes a fine drawing of this old doorway when it was first uncovered, and it shows its original details.

The verticals, of axe hewn ragstone, are typical examples of the famous Saxon 'long and short' work, and the arch is composed of a double row of re-used Roman tiles, no doubt salvaged from the old Roman buildings which probably



once surrounded the old Pharos.

The old Sacrarium in the south wall of the nave was composed of irregularly shaped and sized axe hewn stone blocks, another feature of its time, but unfortunately it was rebuilt in the nineteenth century in a mock Gothic style as the present

The original Sacrarium in the corner of the nave of St Mary In Castro before it was demolished and replaced by the present Soldiers' Altar in the 19th century restoration.



The north internal wall of Old St James's church.



Soldier's Altar. The building methods and the materials used by the Saxons continued until years after William's arrival and work of rough axe hewn stone appear in buildings well into the twelfth century. An example can be seen in the ruins of old St. James's church, which must be of the eleventh, or early years of the twelfth, century. In the picture modern restoration work in the two pillars at the centre is obvious, but between them is, undeniably, work done in the Saxon tradition. Particular note should be taken of the axe hewn stone in and around the small arch at the top and the stone which surrounds it.

And now a post script. The turning point in building work has, strangely enough, been generally accepted as a consequence of the Crusades.

At the Council of Claremont in 1095 Pope Urban issued an appeal to the faithful for help for the Eastern

Christians and the recapture of holy places. Many Western Christians who embarked on Crusades had their first encounter with the lands of the Orient. They were amazed at the quality of the workmanship in the stone carving of the buildings, a result of the use of softer stone and an unfamiliar tool, the mason's chisel. In a few years, building, already a growth industry in the twelfth century, was revolutionised.

Here, the use of softer stones from the continent, especially from Caen, and the adoption of the mason's chisel, was the dividing line between the rougher, wide-jointed, axe-hewn Saxon work and the new higher quality, chisel-worked stone.

Some of the ruins of the old St. Martin le Grande (parts of which survived into the nineteenth century), St. Mary in Castro, and parts of old St. James's, thus all predate the use of the mason's chisel.

Gervase the monk, writing in the twelfth century about current work in Canterbury Cathedral, compared it with surviving earlier work in the Saxon tradition, recording: "There the arches and everything else was plain, or sculptured with an axe and not with a chisel".

Finally, compare the rough, axe-hewn stones in the old Sacarium in St. Mary in Castro (about 1020) with the fine semicircular arches in the west end of the nave of St. Mary the Virgin, which are good examples of chisel worked stone with very fine joints, probably of about 1230 or a few years later. They were dismantled in the rebuilding of the church in 1843-4, but (we are assured) were replaced in exactly their original states and positions without any modification.

# THE DROP REDOUBT

Jon Iveson

The Drop Redoubt is a polygonal fort at the eastern end of the complex of fortifications known as the Western Heights. It is 267 feet above sea level and overlooks the town. It was designed to act independently of the other fortifications if necessary, and most of its heavy guns looked inland, as did those on the rest of the Heights. This arrangement was intended to beat off an attack to capture the port from the landward side, as attacking a defended port from the sea was rightly regarded as being impossible.

The Drop Redoubt was built on the site of the western Pharos (Roman lighthouse) which had been quarried away to leave an irregular lump known as the Bredenstone or the Devil's Drop of Mortar. These remains seem to have been lost in the haste to build fortifications on the site.

The earliest permanent fortification on the site was probably a square gun tower shown on a plan of 1784 depicting works proposed and under construction. Whether it was built at this period is not known but it appears on a number of distant views of Dover at the end of the eighteenth century. This tower sits directly over the Bredenstone, and it seems likely that it was during this phase of building that it was lost.

Against a background of fear of invasion, and with the tents of Napoleon's army visible across the Channel, work began on a new fort in May 1804, and it is this fort which forms the basis of what remains today. Whilst the original plans have not survived, a plan of circa 1860, drawn to accompany proposals for a new ablutions building, shows the Redoubt before the addition of the caponnières. This

shows a five-sided solid earth fort revetted with brick. On the top, but below the parapet, are a series of five casemated barracks, a privy and a magazine. The fort is reached by a swing bridge. Although the gun positions are not marked on the plan, guns for both local defence of the fort and for engaging targets at long range would have been mounted along the parapet.



In October 1804 it was proposed that the Redoubt be armed with twelve 24 pounder guns and two 24 pounder carronades. The carronades were short barrelled guns designed originally for ships. When used for local defence of forts they used case shot and were devastating short range anti personnel weapons. The armaments return for 1805 lists thirteen 24 pounders.

On 31 July 1805 Major General Twiss recommended that bombproof barracks for 200 men be constructed.

The casemated barracks, guardroom and magazine were completed in 1806 except for the paving. In January 1810 320 barrels of gunpowder were sent to the Drop Redoubt from Purfleet. At the end of the Napoleonic wars spending on fortifications on the Heights ceased, but Shaft Barracks and the Drop Redoubt continued to be manned.

In February 1851 the armament of the Drop Redoubt is listed as being, three 24 pounders mounted on traversing platforms, six 12 pounders mounted en barbette for saluting and one 8 inch mortar.

Between October 1859 and February 1862 four caponnières were constructed in the ditches to allow guns to be mounted to fire along the ditch floors. Bombproof barracks

for the officers and a ditch and lines connecting the fort to Drop Battery were also built, and the foundations of the Pharos were rediscovered. After these alterations were completed, at a total cost of £37,577 (£13,276 coming from the Loan for Defences and the remainder from the Annual Estimates), it was reported that there were positions for 17 guns on the terreplein, and 15 in the caponnières. Of the seventeen guns on the terreplein six looked out to sea and nine to the landward side, two looked to both. This separation of the armaments of the fort, with local defence being provided by guns in the



caponnières and long-range artillery on the top, was in keeping with new ideas about fortification. These new ideas aimed at concentrating as much heavy artillery where it could be brought to bear on the enemy at the earliest opportunity. This meant that the space taken up by short-range weapons was required by long range guns.

It seems that the main magazine was constructed in two phases. The first phase was evidently a freestanding brick building, with a window at the northwest end and a shifting lobby at the southeast end. A report of 5 October 1868 describes the magazine at that date as an old construction with a roof of six feet thick, consisting of a brick arch with concrete and slates on top. At this date it was considered vulnerable and not sufficiently hidden beneath the parapet to protect it from direct fire from the seaward side.

In 1886 there were eleven 7 inch RBL's and fifteen 12-pounder SB carronades mounted in the fort. However it was proposed that all of

the 7 inch RBL's except the two on the west face be removed and replaced with six 64 pounder RML's on blocked up carriages. Only two of these were intended for the Drop Redoubt itself, the other four were to be mounted along the parapet west of the fort. It was also suggested that the number of carronades should be reduced to fourteen and that these should be 24 pounders.

In July 1891, following a letter from the Officer Commanding Royal Artillery, South-Eastern District, suggesting that eight of the carronades in the Redoubt be returned to store as they were without carriages, and that magazine rifle fire was an adequate replacement, the RA and RE Works Committee visited Dover. They again recommended that all but two of the 7 inch RBL's be removed, and suggested positions for the six 64 pounder Rimless previously approved. The eight carronades without carriages were to be removed, and two machine guns on parapet mountings were to be provided. By 1906, when the Committee again reported, these two machine guns were all that remained.

During the First World War the Drop Redoubt was used as part of the anti-aircraft defences and a searchlight was mounted in the fort. The Dover Anti-Aircraft Corps was raised by the Admiralty and commanded by Lieutenant Commander Capper. In August 1916 control of the anti-aircraft defences passed to the Royal Engineers and the defences moved further out from the town. It appears that the searchlight was removed from the Drop Redoubt as part of this reorganisation.

During the Second World War the Redoubt was used as a base by a Commando unit commanded by Major Lord Lovat. To enable guards to patrol the ditch doors were cut into the caponnières at ditch floor level. Slit trenches and machine gun positions were cut into the tops of the caponnières to defend the fort with more modern weapons.

Today the Drop Redoubt is a Scheduled Ancient Monument and is owned and maintained by English Heritage. It is not normally open to the public.



WHITE CLIFFS COUNTRYSIDE  
PROJECT

## My Work as a VOLUNTEER WARDEN for WHINLESS DOWN

~ R. Doble ~

**M**Y INVOLVEMENT with the White Cliffs Countryside Project began in February 1997. I have been a Volunteer Warden for Whinless Down for about 18 months and it is my particular responsibility to monitor the butterflies.

I have been a single parent for two years, with my two little boys living with me. My life was fulfilled as a father and in my career as a musician, but I had a lot of time on my hands during the day. Having found a leaflet in my local library I decided I would join one of the WCCP walks and find out if I could learn a little more about the countryside in my area.

I have always been interested in the countryside and its ecology and enjoyed walking in my immediate countryside in Kent. Having grown up in Tower Hamlets, Dover, I have been familiar with Whinless Down since I was a little boy. As youngsters it was our wilderness playground - placed as it is en route to Poulton Woods.

I joined a WCCP guided walk one day, and met the leader Paul Holt. I enjoyed both his company and that of the other people on the walk. At the end of the morning's walk I chatted to Paul and expressed my fascination about all things involved with local nature.

It was over a period of several encounters with Paul and other WCCP leaders that Paul offered me the opportunity to study in detail the area on my doorstep.

Whinless Down, an area of unimproved chalk grassland, had been managed by the WCCP for a period of time using local Dexter cattle and with

clearance of scrub by its many volunteers. They are attempting to improve the habitat for wild flowers, butterflies and other insects particular to the rare chalk grassland.

The land had been allowed to grow wild and unmanaged for many years prior to the WCCP starting work. They needed a means of monitoring the success of their initiatives - and this is where I come in.

A good means of indicating the health of chalk grassland is by the number of butterflies and the number of individual species that visit it. Paul introduced me to a tried and tested scientific method for collating the butterflies visiting the area. Having established initial data, continuing this survey over a number of years, would hopefully clearly show that the management regime was helping to improve the health of the grassland. Butterfly figures also indicate the variety and number of chalk grassland flowers used by the insects for both their eggs, pupae, caterpillar and adult stages.

I was taught how to walk a set route, taking me approximately an hour. The route was divided into areas of different habitat, indicated by numbers on a chart. I learnt how to identify most of the major species of butterflies, although this was a slow, laborious task. A butterfly 'in flight', or even momentarily feeding on a plant, does not present a perfect view as seen on a page of an identification guide.

The first year was frustrating. I made mistakes and I was not satisfied with the results at the end of the year. However, this year, my observation skills have

really improved. I find that I can instinctively identify butterflies (the Blues are particularly tricky at first). I have learnt a lot about wild flowers and have become fascinated by the various aspects of the weather.

As a boy, I spent many days on Whinless Down and now I still spend many hours on the hill, and I find it quite a romantic notion that - after all these years - I hold some responsibility for its well being.

Officially, I am a Volunteer Warden for Whinless Down and I am very proud to be involved in a project and study that I hope I can continue for many more years.

*FOOTNOTE:* The WCCP are always keen to hear from other people who would like to be volunteers and/or voluntary wardens for the sites WCCP manage. The kind work of volunteers and voluntary wardens greatly increases the works of the WCCP. The WCCP would like to thank all the Voluntary Wardens who

keep a watchful, caring eye on the sites.

Please contact Melanie Wrigley, White Cliffs Countryside Project, 6 Cambridge Terrace, Dover, Kent CT1G 1JT or telephone/fax: 01304 241806.

### **Coastal Landscapes Festival and the Winter guided walks programme.**

The White Cliffs Countryside Project provided a range of events to celebrate the Coastal Landscapes Festival. The Green Gang 'family activities for school holidays' created an impressive, temporary 'Hillside Sculpture' of the Coastal Landscapes Festival logo for the start of the Festival and the grand finale for the festival was the Pumpkin Parade and Fire Sculpture at Kearsney Abbey on Saturday 31st October.

The Winter Guided Walks Programme is available direct from the White Cliffs Countryside Project, or from libraries, museums or Tourist Information Centres. We look forward to seeing you out on a winter walk sometime.

## *Emmaus Update*

TERRY SUTTON

Companions at St. Martin's Emmaus at Archcliffe Fort have been busy helping local craftsmen convert an old Victorian barrack block in the complex into flats. So far a dozen have been provided. The aim is to provide comfortable homes for 25 Companions.

Fund raising continues and the latest update (October) shows that more than £432,000 has been collected since the trustees launched an appeal three years ago.

The shop at Archcliffe Fort - well worth a visit - continues to trade well with average takings around £100 a day. To boost income the trustees are looking at the possibility of opening another shop in a neighbouring town.

St Martin's Emmaus has received support from The Dover Society, which is greatly appreciated, and if any members have household or other items they can donate for sale, please give us a ring on Dover (01304) 204550 and Companions will collect.

### *Footnote:*

Terry Waite, the new president of Emmaus UK, visited the centre at Archcliffe Fort in November.

# Florence Healey Trophy

Mike  
McFarnell

The Florence Healey Trophy is awarded annually for the best video relating to Dover by members of the Dover Video Camera Club.

There were five videos entered in the competition to be judged by Donna Sowerby, Arts & Events Manager, Dover District Council, Derek Blackman former Chairman of the Deal Video Camera Club and myself, representing the Dover Society.

We were given a voting slip requiring points to be given for camera work, content, entertainment, editing and sound track. I chose not to use the voting slip and opted to see all the videos before I made any judgements. I can see the merits of the slips but you do need previous experience of judging a similar competition.

Video 1 - Fortifications on the Western Heights and video 2 - Samphire Hoe, produced by Brian Joyner were informative and interesting with excellent commentary. They scored 68 and 70 points respectively. They set the standard which put video 3 - White Cliffs of Dover at a disadvantage, because although good in its way, it lacked the dialogue and scored 50 points. It consisted of scenes of the White Cliffs and Harbour to cover the jazzed up song of the same name.

Video 4 - City of London II, a team entry by Ray Skelton and Roy Edwards, came second with 72 points. Three video cameras were used to cover the visit by the Duke of Kent to launch the new RLNI rescue boat. It is very difficult to record speeches and obtain ideal camera angles at an event where background noises spoil the best and only careful editing will convey a satisfactory report.

We awarded first place to video 5 - **Dover Harbour Board - Preparing for the future** with 87 points. This video by Roy Buddle was about the building of the second cruise liner terminal. A tremendous amount of research had gone into the subject and this showed in the steady shots and the awareness of background considered as important as the narration. Despite a couple of glitches, which hopefully will be edited out before being shown again, the judges all selected it as their first choice.

The Dover Video Club meetings are held at the Three Links Club in Pencester Road on the last Tuesday of each month at 7.30pm. If anyone is interested they can contact: The Secretary, Dover Video Camera Club, Roy Edwards, 75 Harold Street, Dover, Kent CT16 1SB. Tel: 01304 212224.

## 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.

## 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.*

## A DREAM of a CRUISE to Scandinavia and the Baltic

Merril Lilley

*Dover has become one of the most popular ports for passengers who are choosing to cruise to Scandinavia and the Baltic. Just one of the ships making this trip in 1998 was a newcomer to Dover's Cruise Terminal.*

The *Norwegian Dream* was the first cruise ship to leave Dover for the Baltic this year. It was also the first cruise the ship made under her new name. Previously called the *Dreamward*, the ship had been to Bremmerhaven for a refit, where she had been "stretched" to increase her passenger capacity from 1400 to 1800 and her tonnage to 45,000 GRT. She stayed in Dover for two days before departing on the first of her nine twelve-day cruises out of Dover this summer. On a cruise entitled "Scandinavian and Baltic Capitals", she sailed through the Kiel Canal to her first stop, Muuga, for an afternoon in Tallinn, Estonia. Thereafter she visited St. Petersburg, Helsinki, Stockholm, Copenhagen and Oslo, allowing its passengers two days in St. Petersburg, an evening and one day in Copenhagen and one day in each of the other ports.

The choice of this type of cruise was, apparently, a popular one. In a short time the passenger is able to visit many different countries and bring away a flavour and a feeling of each. Cruising, it seems to me, is all a matter of choices. When on the ship, one has to choose from a wide variety of activities and as soon as the ship ties up in port, one is faced

with even more bewildering and difficult options. One has to accept, from the outset, that it is impossible to see everything in a short visit and the most one can hope for is to get, at least, the feel of a place, perhaps just enough to know whether one would like to return at a future date. Whatever the reason, this was the choice of thousands of passengers this summer.

In 1998, from the beginning of May to the end of August, of 87 cruise ship departures from Dover, 53 were for various destinations in Scandinavia or the Baltic. The ships making the most trips to these destinations were as follows:

- 9 trips *Norwegian Dream* (Norwegian Cruise Lines)
- 7 trips *Royal Princess* (Princess Cruises)
- 5 trips *Pacific Princess* (Princess Cruises)
- 6 trips *Black Watch* (Fred Olsen Cruises)
- 5 trips *Black Prince* (Fred Olsen Cruises)
- 6 trips *Saga Rose* (Saga Holidays)

The peak month for visiting Scandinavia and the Baltic was July.

Out of 16 cruise ship movements from Dover in May, six were to the Baltic. In June out of 21 cruises from Dover, seven were to the Baltic and seven to the Norwegian Fjords. In July 25 cruises left from

Dover, with eleven to the Baltic, eight to the Norwegian Fjords and two to Iceland. By August the number of cruises to the Baltic and Scandinavia decreased. Out of 25 cruises leaving Dover in August, only twelve were to the Baltic or the fjords. Ships which had cruised the northern waters all summer were making for the Mediterranean.

On the 31st August, the *Dream* visited Dover for the last time this season. Having completed nine Baltic cruises, she was bound for St. Peter Port, and then the Mediterranean, where she would make several cruises before leaving Europe to winter in the Caribbean.



The *Norwegian Dream* passing through the Kiel Canal

# A. Simmonds

PURCHASERS OF SECOND-HAND  
JEWELLERY, WATCHES, CLOCKS  
AND SILVERWARE  
TOP PRICES PAID

VALUATIONS FOR INSURANCE,  
PROBATE AND LOSS ESTIMATES  
COMPILED BY OUR EXPERT STAFF

HIGH QUALITY REPAIRS  
UNDERTAKEN ON JEWELLERY,  
CLOCKS, WATCHES & SILVERWARE  
BY OUR OWN CRAFTSMEN

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## APPLICATION for MEMBERSHIP

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

If Renewal, MEMBERSHIP No. please NEW  RENEWAL  FULL  JOINT NAME (Mr/Mrs/Miss/Ms) .....  
Please tick as appropriate

ADDRESS.....

2nd NAME if Joint Membership.....

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

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

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

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

MEMBERSHIP: Individually – £6 annually. Joint Membership – £10 annually.

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

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

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

SOCIAL EVENTS WRITING REPORTS PROJECTS REVIEWS CLEARANCE WORK ARTICLES PHOTOGRAPHY SURVEY WORK \*SPECIAL INTERESTS \*PROFESSIONAL OR TECHNICAL EXPERTISE *\* Please give details on a separate sheet of paper*If you have changed your address since your last subscription payment please tick this box  and please tick the next box if you are willing to assist, occasionally, with the distribution of the *Newsletter*.

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# PROGRAMME for 1999

*Members and their guests are welcome at all meetings*

**JANUARY 25**  
Monday 7.30

**Two Speakers**  
Richard Sturt, Dover Coroner  
Speaker from Neptune Radio

**FEBRUARY 22**  
Monday 7.15 for 7.30

**Wine and Wisdom** with Clive Taylor  
£4.00 including wine and refreshments  
Please use enclosed application form

**MARCH 15**  
Monday 7.30

A talk by Gwyn Prosser  
on Dover's transport problems  
Group discussions on local concerns

**APRIL 19**  
Monday 7.30

**Annual General Meeting**  
A speaker from Dover Harbour Board on Transport

**MAY**

Afternoon cruise on the River Medway  
**Kingswear Paddle Steamer**

**JUNE**

**A Railway and a Vineyard**

**JULY**

**A foreign excursion** (details later)

**SEPTEMBER**

**Heritage Open Days**  
In Tonbridge and Malling

## **FURTHER DATES**

**OCTOBER 25**, Monday 7.30

**NOVEMBER 22**, Monday 7.30

**DECEMBER 18**, Saturday 7.30 Christmas Feast

*All indoor meetings are held at St Mary's Parish Centre.*

*Parking at Stembrook.*

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 and a  
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**A0 PLANS/DRAWINGS**

**DAYGLO POSTERS TO DOUBLE CROWN**

**LAMINATING UP TO A1**