



Newsletter

No. 38

August 2000



BENEATH
THIS SPOT ON
28TH SEPTEMBER 1992
WAS DISCOVERED
A 3,600 YEAR OLD
BRONZE AGE BOAT
NOW PRESERVED AND
DISPLAYED IN DOVER MUSEUM
BY THE
DOVER BRONZE AGE
BOAT TRUST

THE DOVER SOCIETY

One of the Historic Plaques installed by the Dover Society on 17th April 2000



THE DOVER SOCIETY

FOUNDED IN 1988

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

PRESIDENT:

Brigadier Maurice Atherton

VICE-PRESIDENTS:

A. F. Adams, Howard Blackett, Ivan Green,
Peter Johnson, Miss Lillian Kay, Peter Marsh,
The Rt. Hon. The Lord Rees, Jonathan Sloggett, Terry Sutton,
Miss Christine Waterman and Martin Wright

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Mike McFarnell, Barry Late and Audrey Wood

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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

On 24th April, 2000, the Dover Society held its twelfth Annual General Meeting, reported here by Lesley Gordon. There were a few changes to the Executive Committee, with John Owen and Sybil Standing retiring and the creation of two new members, Mr. Barry Late and Mrs. Audrey Wood. After the Chairman's speech and the Treasurer's report, four committee members gave individual reports and the President, Brigadier Atherton, presented pictures to the two retiring members.

The speaker after the interval was Donald Sykes from Wye College, who presented a fascinating slide show and film of the Zeebrugge Raid of 1918. Mr. Sykes later visited Dover for the St. George's Day ceremonies and sent me some photographs taken on the day.

Sheila Cope and Terry Sutton report on the progress of the Society's Millennium Project to place ten historic plaques in the town. Four are in place with six more to come.

Included in this issue are reports of the March Meeting and of the May outing to Loseley Park and Gardens. Application forms are enclosed for the September trip to France and for the Christmas Feast on 16th December. Please also note the announcement of a trip to Zeebrugge, organised by the Dover Town Council (see page 31) and telephone Joan Liggett if you are interested in joining it.

The next indoor meeting of the Society will be on Monday, October 16th, when Derek Leach will be talking about " The Secret Treaties of Dover". At this meeting the second half of the evening will be devoted to a brain-storming session , when members will be invited to give their own opinions and ideas on local issues and to help with future planning of the programme. We try to hold one such session every year and hope many members will be able to take part, as we find this an invaluable aid to the committee members who organise the annual programme.

The rest of the social programme appears, as usual on the inside back cover of this issue.

The last few months have been eventful ones

for Dover with so much happening in the town that it has been difficult for residents to keep up with the programme of events and decide which ones to attend. These have included all those associated with the commemoration of the 60th anniversary of the Evacuation of Dunkirk, those organised for the Art and Soul festival and additional attractions presented by the Town Management Centre.

The departure, for the last time, of the convoy of little ships to Dunkirk brought crowds of visitors to the town to see the collection of boats assembled in Granville Dock and the outer harbour ready to sail on Thursday, June 1st. When unfavourable weather delayed their departure for twenty-four hours, even more visitors flocked into the town and HMS Somerset, moored at the Prince of Wales Pier, ready to escort the convoy, was open to the public for the day. When the 62 little ships finally sailed on the morning of June 2nd, crowds thronged the pier to see them off.

Once again thanks are due to many of our regular contributors. Jack Woolford

has reported on the KFAS conference as well as his regular planning report. Esme McConnell has written a review of the Art and Soul festival, Jon Iveson has another contribution to his series on Dover fortifications and Ivan Green's latest article is about lost villages near Dover. We have a second article from Christopher Burrows for his Ferry Focus.

We have three new contributors writing in this issue. Michael Hinton has covered the March meeting, Tessa George the visit to Losely Park and, from the White Cliffs Countryside Project, Jason Ball, has sent us an article entitled "Turning the Coalfields Green". It is always good to welcome new writers.

In addition Tessa George has written a report on her visits to the new restaurant at Wellington Dock. It is called Cullins Yard and has a great location overlooking the marina, with tables inside and out and live jazz on Sunday evenings. What a good idea to write about places to eat in Dover! Could we start a series?

Thanks, as ever, to all our advertisers and distributors and to all our readers

Editor

DEADLINE for contributions

The last date for the receipt of copy for issue 38 will be Monday 9th October 2000.

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 proof-read copy on computer discs is acceptable; please ring 01304 205254 to discuss details.

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K.Wraight, L.Wright.

THE TWELFTH ANNUAL GENERAL COMMITTEE MEETING

APRIL 17th 2000

REPORTED BY LESLEY GORDON

Chairman Jeremy Cope was delighted to welcome our President, Brigadier Maurice Atherton, his wife, Wendy, and three vice presidents, to the twelfth annual general meeting, in St Mary's Parish Centre.

As is the custom, members stood in silence, in memory of those who had died during the year including Philomena Kennedy, a founder member of the society.

A slightly smaller audience than the previous year heard the Chairman report on what had been a very busy year for the society and town, with the opening of The Bronze Age Boat gallery at the museum and the Millennium celebrations.

A plaque in memory of Philomena Kennedy would be installed in St. Mary's Churchyard, once details had been agreed with the vicar and other schemes - of which, more later - were well under way.

Membership had been maintained, and now stood at 407. He owed thanks to the committee and sub-committee members for all their hard work. Two long standing committee members were retiring: Sybil Standing, active since the formation of the society, and John Owen, the current projects manager, both responsible for formidable work. He was grateful to Maurice Atherton for practical, not just figurehead, support and to the other committee members, who, between them, produced the magazine, and organised events of tangible benefit to members. There had been no French guests at the 1999 Christmas Feast, but an outing was being arranged this year. Speakers had been booked for the coming year by Jack Woolford - a big undertaking.

The society's big project had been the Millennium plaques. Four were now in place with more to come. A Heritage flagstone had been subscribed to by the committee members for a place in the special pathway to surround the new bandstand in Pencester Gardens. He invited members to make donations towards a second flagstone. The town, he said, suffered from a lack of money. He cited the problem of the Bench Street underpass closure, where the eventual demolition of a dangerous building had left an ugly eyesore.

Dover District Council needed better resources and powers to improve the town. KCC no longer intended replacing street trees, and the District Council were asking Town and Parish Councils to help with funding. He asked members of the society to speak with committee members on any other matters of concern. The Society needed to know.

Mike Weston, treasurer, presented copies of end of year accounts. At last, the millennium project was under way, with four plaques installed, and paid for. This had resulted in last year's £611 surplus becoming a deficit of £184. Donations of £80 had been forthcoming, leaving a net cost of £678. However, grants had been promised by the local authorities, which would restore a surplus. Six further plaques would be provided, funded in the same way.

Continuing, he noted that social events had all contributed to the society's funds, as had meetings, to a lesser extent. He was grateful to the arrangers and supporters of both. The Newsletter, at about £800 three times a year, now outstripped membership income, and new advertisers and sponsors were being sought. Pfizer had sponsored half the cost of the December issue, with adverts bringing in £544. It was fortunate that costs could be kept to a minimum by the use of volunteers for delivery.

Donations had been made to Crabble Corn Mill and to Dover College, from the quiz and Christmas Feast. The Millennium essay competition for schools had been funded from the publication fund. He thanked donors of raffle prizes and supporters of functions - all were necessary for the society to survive. The Finance report, and Accounts were approved by the meeting and the treasurer was thanked for his hard work, by the chairman.

The Society's editor, Merril Lilley, paid tribute to readers, distributors, advertisers, and most of all, the writers, for assisting with the Newsletters. The level of advertising had been difficult to maintain, and new contributors of articles were always very welcome, especially when submitted well in

advance of deadlines. She made a special plea for new advertisers and sponsors, as three had been lost for the coming year.

The schools essay competition (see newsletters 36 & 37), had been won by Dover Grammar School For Girls, where she, the Chairman and Maurice Atherton had been most warmly welcomed. She drew attention to the publication, sometime this year, of "A Centenary Of Dover Memories". The articles for the book had been gleaned from past newsletters, but if other members wished to contribute they could still do so..

Joan Liggett, Social Secretary, reminded members that details of this year's events were to be found in the current edition of the newsletter, although the Hovercraft trip, to the Goodwin Sands, had had to be cancelled, due to the company's operational requirements. She thanked all her helpers and supporters of social events, and sought ideas for future events - a trip on the paddle steamer Waverley, perhaps?

John Owen, Projects Manager, was able to report a very successful hospitality tent at the Dover Pageant, where a number of members had paraded, in costume, in the Pageant itself. He had greatly valued the support he had received from his sub-committee, but now, after eleven years, was stepping down. He felt sure those participating, over the years, in litter collecting, signposting, tree planting, dredging ponds etc., had greatly benefited the community.

A lighter look than usual at the Planning sub-committee's activities was taken by its chairman, Jack Woolford, who had turned his report into an alphabetical poem (although the Chairman had forbidden a musical setting!) His verse covered, amongst other things, The Buckland Village Project, Godwyn Path, St. James' Project, Buckland Mill, and the proposed Watersports Centre, ending with the Zebrugge Bell.

A more detailed report on the Millennium Plaques Project, was given by Terry Sutton. Jeremy and Sheila Cope had proved hard working leaders of the 'Plaques' sub-committee, so that four were now in place, at Taswell Street (first aerial bomb), Lloyds/TSB, in Castle Street (last shell), Bench Street underpass (Bronze Age Boat), and Market Square, flank wall of Barclay's Bank (Instruments of Punishment). Others yet to come include, Camden Crescent (Charles Dickens) and Tower Hamlets/High St. crossroads (Site of Gallows!). There would be a further six in all. He repeated the Society's thanks to all those supporting the project, by grants and donations.

At this point, the President, Brigadier Maurice Atherton made a presentation to the two retiring committee members, remarking that societies such as ours do not run on thin air, and expressing regret, but grateful thanks to two outstanding members of the Society. He presented each with a framed picture of a sea front scene, as a memento, from the Society.

The election of the committee passed, without dissent, as follows;

OFFICERS.

Chairman	Mr. Jeremy Cope
Vice-Chairman	Mr. Derek Leach
Vice-chairman and Press Secretary	Mr. Terry Sutton
Secretary	Mr. Leo Wright
COMMITTEE MEMBERS.	
Membership Secretary	Mrs. Sheila Cope
Editor	Mrs. Merril Lilley
Social Secretary	Mrs. Joan Liggett
Chairman Planning Committee	Mr. Jack Woolford
Archivist	Mr. 'Budge' Adams

together with Mr. M. McFarnell, Mrs. L. Gordon, Mr. H. Gordon,
Dr. Glyn Hale and two new members, Mr. B. Late, and Mrs. A. Wood.

It was also agreed that Mr. M Bayley would serve on the planning committee.

The Dover Society

An extract from the Accounts for the Year Ended 31st. March 2000

The following extract from our accounts represents the statement of financial activities and the balance sheet. The supporting notes to the accounts are not reproduced due to lack of space. However, the complete accounts are available for inspection upon request to our Treasurer, Capt. Mike Weston [telephone 01304 202059].

	2000	1999
CURRENT ASSETS		
Society Badges	75	89
Debtors and Prepayments	0	0
Cash at bank and in Hand	<u>9348</u>	<u>9130</u>
	9423	9219
CREDITORS: Amounts falling due within one year	<u>(945)</u>	<u>(850)</u>
NET CURRENT ASSETS	<u>8478</u>	<u>8369</u>
NET ASSETS	<u>£8,478</u>	<u>£8,369</u>
FUNDS	<u>£8,478</u>	<u>£8,369</u>

Statement of Financial Activities
for the Year Ended 31st March 2000

	<u>General Fund 2000</u>	<u>General Fund 1999</u>
INCOME		
Subscriptions	2,130	2,220
Donations	113	31
Social Events	413	525
TOTAL INCOME	<u>2,656</u>	<u>2,776</u>
EXPENDITURE		
Members and Meeting Expenses	-9	93
Administrative Expenses	805	765
Newsletter Expenses	1,644	1,575
Other Items	-277	-268
Millennium Project [Plaques]	678	0
TOTAL EXPENDITURE	<u>2,841</u>	<u>2,165</u>
NET (OUTGOING)/INCOMING RESOURCES	-185	611
Total Funds Brought Forward	<u>5,588</u>	<u>4,977</u>
TOTAL FUNDS CARRIED FORWARD	<u>£5,403</u>	<u>£5,588</u>

Capt. M.H.Weston.

ZEEBRUGGE - ST. GEORGE'S DAY, 1918

*A lecture slide show and film presented by Donald Sykes on 17th April, 2000,
on the occasion of the twelfth Annual General Meeting of the Society.*

Reported by Merril Lilley .

Our speaker Donald Sykes was formerly Estates Bursar and Senior Lecturer in Rural Economy at Wye College, University of London and for many years had been Chairman of Wye Historical Society. So, asked our Chairman - Why Zeebrugge? Mr Sykes explained that both his father and uncle had served in the Royal Navy and from his earliest days he had been deeply interested in naval history, and had enjoyed many years of membership of the Navy Records Society. Early in the nineteen thirties he first saw the Admiralty film, 'Hearts of Oak, depicting the famous Zeebrugge Raid. he had since taken a particular interest in that action, and in 1938 he was able to make the first of series of visits there.

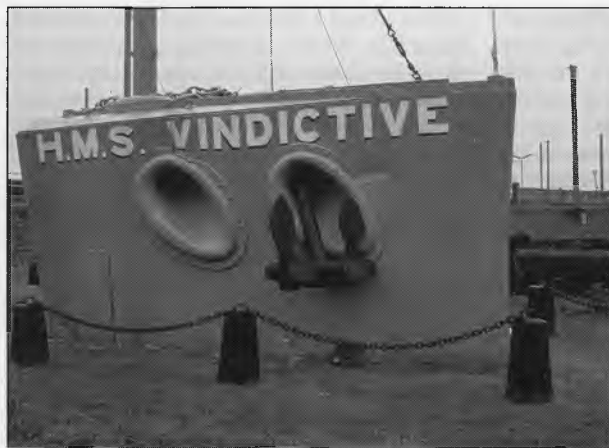
He began his talk, illustrated with slides, with an introduction to the course of the Great War at sea, leading to the attack on the German U boat and naval base at Zeebrugge, and the

significance of the action on St George's Day, 1918. Royal naval forces and fishing fleet vessels manned by volunteers formed the Dover Patrol, playing a vital role in guarding the sea routes to the Western Front and preventing enemy attacks on shipping and the coast. German naval units were a force to be reckoned with. From the 1900's under the influence of the Kaiser a fleet of powerful warships had been created, including numbers of U boats after 1909. By the outbreak of war they potentially constituted a serious threat, not widely appreciated until Germany's declaration of unrestricted submarine warfare and the torpedoing of the Lusitania with vast loss of life in 1915.

Huge battlefield casualties, without a sign of ultimate victory, and overwhelming losses of shipping, made 1917, before the USA joined the Allied cause, the crisis year. Food stocks at one stage were sufficient for only three weeks. They were desperate times and every step had to be taken to defeat the U boat menace. From their base at Zeebrugge, U boats had been passing in large, increasing and greatly under-estimated, numbers through the Dover Strait, wreaking devastating losses on vital food imports and shipping lacking the protection later afforded by convoys. U boats had given Germany a means to victory. Britain had urgently to adopt new initiatives. Convoys were instituted; in the vital



Bows of HMS Vindictive Memorial at Ostend



boats access to the canal which led inland a few miles to large, bomb-proof submarine shelters at Bruges.

An armada of some 150 vessels assembled off the Swin, some from Dover and others which had waited out of sight in the Thames estuary, before sailing to arrive by midnight at Zeebrugge, on the eve of St George's Day. Slides showed HMS Warwick in the lead with Admiral Keyes aboard, with the three ships in the van from which a landing

Dover Straits mine and net barrages were reorganised; U boats were to be denied use of the Flanders coastal bases. With the nomination of Rear Admiral Roger Keyes to the Dover Command in December 1917, a new urgency and vigour was introduced. Within weeks the loss of U boats in transit was so great as to virtually eliminate regular passage. Plans for attacks on the Flanders bases of Zeebrugge and Ostend were quickly prepared and an attack force of marines and seamen volunteers drawn from the Fleet were in training.

Our speaker then outlined the plans for the Zeebrugge Raid, with the aid of charts of the coastline and of the approaches to the port. Slides showed the formidable array of defences, the Bruges canal entrance and locks, as well as views of the huge Mole, where the landing was effected, as a diversion from the blocking of the canal. This was the chief objective of the raid, denying U

on the Mole was to be effected - HMS Vindictive, accompanied by the Mersey Ferries Daffodil and Iris. A force of three old cruisers, HMS Thetis, Iphigenia and Intrepid, fitted out as blockships, sailed in company.

Leaving the slide show, the 'Zeebrugge' film next took up the story. It gave a graphic view of the events, starting with British and German footage of U boats in action. The following scenes gave a broad representation of several aspects of the raid, beginning with the armada of naval vessels at sea en route for Zeebrugge. The scene following depicted the moment when HMS Vindictive,



HMS Vindictive return to Dover 23 April 1918

10 emerging from a dense smoke screen, came under heavy fire as she ran alongside the Mole, its storming parties debouching from the few remaining ramps to attack the defences. In a dramatic sequence, the destruction of the Mole viaduct is also reproduced, when the submarine C2 filled with powerful explosives rammed the structure and charges were fired causing its utter destruction. The crew were shown miraculously escaping into the screening smoke. The entrance of the three block ships into the Zeebrugge - Bruges canal entrance was also depicted, their crews heroically rescued by a single motor launch, after explosive charges had been fired, sinking them across the channel. The aftermath of the raid was shown with a few last slides, aerial photographs of the blockships in position and, finally, the *Vindictive*, laid across the harbour entrance at Ostend, where she was sunk in a raid on 10th May; her bows later placed ashore as a memorial.

Made originally c.1924, the film was one of four produced by the Admiralty, refuting German wartime propaganda and showing the Royal Navy's achievements in truer light. A copy has been presented to the Dover Museum by Mr Sykes on behalf of the Dover Society.

As Donald Sykes has related, whilst none have challenged the determination, gallantry and brilliance which characterised the enterprise, differing opinions have been expressed as to the material success of the raid. This, he says, rather misses the point, because the action has to be seen in the context of a much larger battle, involving the closure of the Straits as well as denial of the use of the Flanders bases to enemy U boats. The egress of Flanders Flotilla U boats was checked by early 1918. The official history of the Royal Navy, published in 1931, and the German record, not published until 1965, shows that small enemy vessels

were able to enter and leave the canal at high tide. The fact is that in the last six or seven months of the war hardly any U boats attempted the passage of the Straits, where Admiral Keyes had had put in place an illuminated and patrolled mine and net barrage.

After the raid all the vessels which had been at Zeebrugge returned to Dover, apart from one destroyer, a motor launch and coastal motor boat, and a submarine and the three obsolete cruisers deliberately sacrificed, the last as block-ships. Of some 700 volunteers, 170 had been killed, including 39 officers, and 400 wounded. All but a handful who were captured or killed on the Mole, where the attack lasted for some seventy desperate minutes, were brought back on the motley collection of craft engaged in the action. The award of 8 VC's and many other decorations marked the sacrifice and outstanding valour of the officers and men engaged.

The news of the raid, said our speaker, was received with rapture by the townsfolk of Dover and spread quickly through the land, raising the spirits of a nation at low ebb and of the embattled troops holding on 'with backs to the wall' under the great German spring offensive on the Western Front. The defeat of the U boats is now seen as the Navy's greatest contribution to victory. The nation's food imports were maintained, its armies were kept supplied, troops crossed to and fro over the Channel without loss. Of the Zeebrugge Raid, Churchill wrote: 'it may well rank as the finest feat of arms of the Great War - certainly an episode unsurpassed in the history of the Royal Navy.'

On behalf of the members present, John Owen thanked the speaker for his informative and fascinating talk and especially for giving us an opportunity to view the unique Zeebrugge film.

Some details of the historical background to the raid are to be found in

Newsletter 33, together with correspondence concerning the re-siting of the Zeebrugge Bell, 'collected' by Admiral Sir Roger Keyes' from the Mole during an end-of-war visit with King Albert of the Belgians.

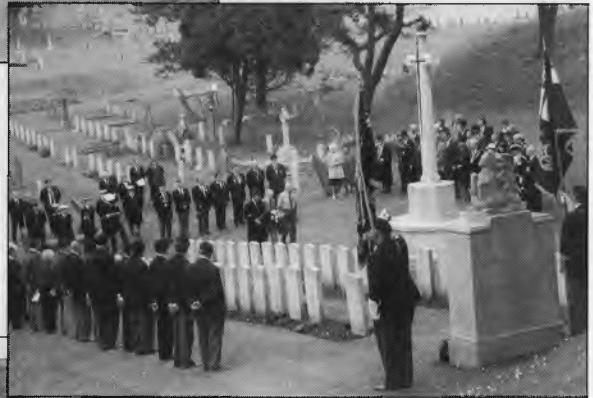
has given me invaluable help with this report and has been kind enough to lend me the five slides included with it. In addition, on 23rd May, 2000, Donald Sykes attended the St. George's Day ceremonies at the Maison Dieu and at St. James's cemetery and afterwards sent me the following photographs which he took during his visit.

Editor's Footnote.

My thanks are due to Donald Sykes who



*St George's Day, AD 2000
Zeebrugge Raid Remembrance
Ceremony - The 'Last Post'
St James's Cemetery, Dove*



*St George's Day, AD 2000
Zeebrugge Raid Remembrance
Ceremony - Wreath Laying:
Jeremy Cope et al
St James's Cemetery, Dover*



*St George's Day, AD 2000
Zeebrugge Raid Remembrance
Ceremony - Wreath Laying:
Jeremy Cope et al
St James's Cemetery, Dover*

12 **THE MARCH MEETING** **13th MARCH, 2000**

Reported by Michael Hinton

Richard Bowditch, Director of Finance and Technical Support at the DDC, spoke about the proposed introduction of the cabinet system into local government. Official implementation of the system depends upon the Local Government Bill at present passing through Parliament, but many local authorities are experimenting with one of the three options likely to be on offer.

The arguments for change are that the procedures of local government have remained basically unchanged for a century; that local government elections attract only a low turnout of voters; that in many areas a single party dominates local politics, and may be out of touch with the electorate at large; and that councillors and officers tend to be male, middle-aged, middle class and white - alternatively described as 'smarmy gits in suits'. Other countries make use of mayors or city managers with wide powers. There is a need for local government to be more efficient, transparent and accountable.

Arguments against change are that councillors actually do know their locality and what electors think; and that the proposed system will give undue influence to vociferous minorities. The likelihood is however that the government will proceed with the new system.

The three main options are for a directly elected mayor assisted by a cabinet, a leader with a cabinet, or a directly elected mayor assisted by a central manager. The mayors will combine civic and political responsibilities and the job may well prove to be a full-time one.

Locally the system experimentally adopted is of a leader, a deputy and six cabinet members, each responsible for an area of policy. All are drawn from the governing party. There are two scrutiny

committees, chaired by members of the chief opposition party, and a standing committee charged with the oversight of councillors' behaviour. The body of councillors will serve on the scrutiny committees and represent the views of the public; there will be much less committee work. The whole system is provisional and at present all decisions have to go back to the Policy and Services Committee. It is anticipated that the Local Government Act will come into full operation in the middle of 2001.

Mr Bowditch commented that the role of the scrutiny committees will be crucial, and that their chairmen will need expert help drawn from outside the DDC itself. He envisaged the employment of consultants to peruse and criticise cabinet proposals, and the appointment of paid assistants - young people at the beginning of a political career. In all likelihood some use will be made of modern technology, perhaps by introducing internet voting. It was intended that the new system should be more sensitive to public opinion, and should make considerable use of polls and focus groups.

It was noted by members during the question and answer session which followed that the proposed changes were in machinery. It does not appear that local government will be afforded more money or more powers. The proof of this pudding will lie entirely in the eating.

After the interval Lorraine Sencicle spoke on Dickens in Dover. She sought to demonstrate that *A Tale of Two Cities* was partly based on material which Dickens had acquired during his stays in the town.

When Mrs Sencicle read the novel she was struck with some resemblances to characters she had described in her book *Banking on Dover*. John Minet Fector was a prominent Dover banker, and the name appeared to be echoed in the Manette family in the novel. Similarly Jarvis Lorry shared part of his name with George Jarvis, a close friend of Fector's, and John Minet Fector's son took the name Laurie.

Investigating further Mrs Sencicle discovered that Dickens stayed in Dover on several occasions, notably for several weeks in 1856. On that occasion he lodged in the Ship Hotel. During his stay he read a book about some-one being guillotined, and he would have been very aware of the fortifications taking place because of strained relations with France. The rooms in which he stayed were in an annexe to the hotel, and had formerly been the house of Laurie, the son of John Minet Fector.

The building of Customs House on the other side of the hotel had been financed by John Minet Fector and it seems likely that Dickens would have learned about the family. He would have learned, in

particular, that John Minet Fector was aristocratic, well educated and popular, but had eventually been tried for treason. Mrs. Sencicle argued that Charles Darnay in the novel was almost certainly based on Fector. Substantiating her general argument, she pointed to several references to Dover in the novel and to an article in Household Words which was clearly based on the town.

Mrs. Sencicle concluded by saying that her thesis had sufficiently convinced others for it to be published by the Dickens Fellowship and other learned societies. Her address was illustrated with delightful pictures of old Dover and she is to be congratulated on an ingenious piece of detective work.

A VISIT TO LOSELEY PARK

Reported by Tessa George



14 **O**n Saturday, 27th May, on a grey day, a small party of seventeen Dover society members visited Loseley Park, just south-west of Guildford in Surrey off the A3. Loseley Park covers 1,400 acres of rolling countryside.

Christopher More was owner of the original Loseley Park House in the reign of Henry VII. Sir William More, his son, supervised the building of the Elizabethan Manor in 1562 in the reign of Elizabeth I. The materials used were eleventh century stones from the ruins of the Cistercian Waverley Abbey at Farnham, clunch facings from a quarry in Guildford and the pillars were of stones from quarries at Hascombe Hill.

When Katherine Parr could no longer maintain the upkeep of Henry VIII's Nonesuch Palace, dispersal took place and many works of art including paintings, tapestries, trompe l'oeil and ceramic wall panellings came to Loseley Park. The Great Hall contains portraits of James I and his Queen, the first portrait of Edward VI after he became king and many of the More-Molyneux-Longbourne family. George IV's spiritual coronation chair is in the north alcove.

Leaving the Great Hall by the West door, the first room one enters on the right is the Library. Sir William More was one of the first English gentlemen to create a library.

A carved piece of wood above the mantelpiece bears Elizabeth I's arms and initials. She apparently asked Sir William More to build a house she could visit and Loseley Park was the result. James I and his Queen Anne of Denmark visited it and latterly Queen Mary.



The Drawing Room



*Inlaid Wrangleschrank cabinet,
early 16th Century, S. German*

The Drawing Room is beautifully proportioned with a gilded ceiling decorated for James I's Visit. The moorhens, cockatrices and mulberry trees which adorn the frieze are family emblems. The motto *Morus tarde moriens morum cit moriturum* (the family dies slowly, the fruit dies quickly) is a pun on the family name of More. The chimney piece is carved from chalk adorned by two Elizabethan Maid of Honour chairs, the cushions of which are believed to have been worked by Queen

Elizabeth. This room houses a portrait of the builder of the house, Sir William More, the only known portrait by Flemish artist Lucas de Heere; Sir Thomas More, the Chancellor, connected to the family by marriage; Anne Boleyn (Queen Elizabeth's mother) and some flowers painted on glass for Queen Elizabeth. In this room is one of the few remaining examples of a Wrangleschrank cabinet (S. German early

sixteenth century) made of pinewood and inlaid with pearwood, rosewood, beech, sycamore and Hungarian ash.

The pictures hanging on the walls on the main staircase to the bedrooms depict the life and death of Christ. Further details are available from the Loseley Christian Trust.

The first bedroom on the right is Sir More's room. Furnishing includes a large four-poster bed and an eighteenth century Vauxhall mirror. The oak court cupboard bears the date 1697. At the end of a short passage on the right is the King's Room which was occupied by King James I. Here the carpet features the Tudor Rose and Crown and Thistle and the tapestries are Oudenarde of about 1650.

Queen Elizabeth's room adjoins the King's Room and the tapestry is Mortlake of Charles II period. The bed cover dates from the William and Mary period and was so greatly admired by Queen Mary that she arranged for its occasional exhibition. The delicate carving over the fireplace depicts the story of the Good Samaritan and is thought to be seventeenth century German. Queen Elizabeth would not sleep in a room facing north since she thought that too draughty so this room is on the south side of the building.

A small nursery contains a mahogany and cane swing cradle in perfect condition so one should not try to rock it!

The meticulously restored two-and-a-half acre Walled Garden was originally laid out in 1562. There are five unique "rooms", a rose garden, a herb garden, a flower garden, a fountain garden and the latest addition, a vegetable and cut flower garden. The Moat Walk, which runs the entire length of the Walled Garden, is lined with perfumed herbaceous plants and a water-filled moat, abundant with wildlife, carp and pond plants.

The work of the

PLANNING

Sub-Committee

Reported by JACK WOOLFORD, Chairman

All planning matters are important but some are even more important than others. Most important is the planning system itself and we are very concerned about the changes in local government. The public was not consulted on the options for change because, we learn, the necessary legislation had not been passed. We do not know why DDC has opted for a leader and cabinet rather than an elected mayor and we have been given contradictory information as to whether or not the Planning Committee still exists. On the one hand we applaud the new District Newsletter and Best Value Performance Plan for their laudable good intentions but regret that they must be funded without more government finance and presumably at the cost of other services. We are also aware that all other district councils are making similar bids for development. The simultaneous reduction of wards and of councillors adds another element of confusion and further prospective regionalisation ensures that controversy about boundaries and powers will persist.

Turning to matters of detail, we are pleased

to have been involved in Dover Town Council's success in the Town and Environment Committee's creation of Pencester Pavilion, and in the Transport Subcommittee's efforts to solve the problems of parking in Marine Parade and of accidents on the A20 roundabouts. With them we regret the abandonment of the 1987 scheme to solve the Coombe Valley Road access problem.

To further our project to create a "Buckland Village" Residents Association to upgrade the area, we contemplate the possibility of a publicity campaign to be followed by an exhibition and a public meeting funded by a possible grant from Dover Town Council. We continue to await visible signs of the HERS project.

We have suggested the Royal Cinque Ports Yacht Club itself might become the Watersports Centre. It would require listed building consent for interior changes, but already has refreshment and toilet facilities and is exactly on the preferred location in relation to the slipway. The objections to visual intrusion should be removed.

Noting that there has been an appeal against planning rejection for the proposed Amusement Arcade in Biggin Street, we shall repeat our objections to the forthcoming Public Inquiry.

Noting the Minister of Transport's U-turn to resuming road building, we must reconsider our stance on Dover's Transport Strategy.

MEMBERSHIP NEWS

SUMMER 2000

For basic administration of the Society we are dependent upon regular annual subscriptions so it is essential that these are maintained. Many thanks, therefore, to the majority of members who paid their dues on time.

Thanks are also due to members who have helped the Society financially in other ways. We have been fortunate recently in obtaining grants or sponsorship for specific projects. Members have also given generously towards the Flagstones Appeal and money is raised through raffles and refreshments at meetings and sometimes outings make a small surplus.

Bill Breeze, formerly of The Gateway, has now moved to sheltered accommodation near Cambridge. Friends may ask me for his new address as his niece tells me that he would like to maintain contact.

Due largely to introductions by existing members we welcome a record number of new recruits:- Mr. N. Turns, Mrs. Joyce Harris, Mr. S. & Mrs B. Slocombe, Mrs. P. Streater, Mr. I. Hurn, Mr. R. & Mrs B. Lang, Mrs. M. Haig, Ms. C. Bennett & Mr. R. Roberts, Mr. G. Fauquet & Mrs. A. Fauquet Elliott, Mr. W. & Mrs. E. Veale, Mrs. A. Wilmshurst.

M. Georges Fauquet was our erudite and enthusiastic guide for the Society's trip to Calais in July 1998 and we are delighted that he wishes to strengthen his link with our association.

Our total membership now numbers 410.

SHEILA R. COPE, *Membership Secretary*

KENT FEDERATION OF AMENITY SOCIETIES 17

35th ANNUAL GENERAL MEETING & SPRING CONFERENCE

JACK WOOLFORD

A well-attended meeting (70 participants) on Saturday May 20 at Cliffsend was handsomely hosted by Pegwell and District Association - to which we are indebted for the conservation (so far) of Pegwell Bay from the commercial exploitation of Pegwell Bay's disused hoverport. In addition to excellent accommodation and refreshment, the Association, brilliantly chaired by Eileen Randall, offered a choice of walks, each led by an expert: a geologist for the caves and fossils, a Ramblers Association Secretary for the cliff-top ramble, and a Warden of the Kent Wildlife Trust for the Pegwell Bay Country Park and Saxon Shoreline. This last was my own choice and I strongly commend it to our Social Committee.

The AGM will be reported in the 14th issue of the KFAS Bulletin (copies on request to Jack Woolford). The Spring Conference concentrated on a most urgent local issue in which, like it or not, DOVER IS DEEPLY INVOLVED. IF (OR WHEN) THERE IS STACKING AT MANSTON AIRPORT. DOVER IS IN THE FLIGHT PATH.

AIRPORTS IN GENERAL

Simon McRae of Friends of the Earth, said that aviation generated not only traffic congestion, atmospheric and water pollution, loss of countryside and threat to wildlife, (including food resources like fish) but also climatic change. Increasing air travel was increasingly the greatest source of greenhouse gases and therefore of global warming. A jumbo-jet from London to Singapore burned 57,000 gallons of fuel. Flying was popular because it was cheap. Airlines paid no fuel taxes nor VAT on tickets or new aircraft. Duty-free shopping was a subsidy paid by non-fliers.

Demand should be reduced by taxes on fuel and/or emissions which would promote better design and fuel efficiency. VAT exemptions should end. There should also be investment in less damaging alternatives: high speed trains for short haul flights and video-conferencing for business travellers. Each Eurostar train, generating only a third of greenhouse gases,

carried the equivalent of two jumbo-jets. Former military air bases were flogged off without planning permission, environmental impact assessment or prior consultation with the local community. Local authorities should have control over airport noise.

MANSTON IN PARTICULAR

Peter Binding, of the Manston Airport Group, said that Thanet District Council's "Vision" forecast, that Manston would handle 10 million passengers a year within 10 years, would make Manston busier than Stansted, with its 200,000 take-offs or landings each year: one every three minutes, 24 hours a day, 365 days a year. This scale of expansion was not consistent with the Kent Structure Plan. Property would be blighted by a 10 - 20% drop in value, schools would be unable to teach properly, health would be damaged and people would be deprived of sleep. All these affects would be revealed if an Environmental Impact Assessment were commissioned.

Manston Airport Group had consistently supported the airport concept and had been falsely accused of being against development. It accepted the Option A1 in the Council's Local Plan Review ("Vision") for a "general" aviation centre including training flights, small business flights and limited charter operations. Option A2 referred to 10 million passengers per year and Option A3 to even more. MAG was implacably opposed to night flights.

Consequently MAG was to pursue a judicial review into the planning of the airport arguing that Thanet Council acted unlawfully. Queen's Council advised that the airport did not benefit from permitted development rights against the advice of council officers. Legally an Environmental Impact Assessment was required before the authorisation of any development which was against the advice of council officers. The legal costs were already formidable but the fight would go on.

Donations to:

Manston Airport Group,
PO. Box 11, RAMSGATE, Kent CT1 1 3XL.

ART & SOUL FESTIVAL GOES WITH A SWING!

*Report from Esme McConnell,
Arts Development Officer for Dover District Council*

The first Art & Soul Festival has received rave reviews as thousands joined in with the District Council's new programme of visual arts and community events over the half term week, 27th May - 4th June, 2000.

The Open Artists' Studios, Houses and Exhibitions programme proved very popular with artists and visitors alike. Over 30 open studios and exhibitions were held in Dover, Deal, Sandwich and the surrounding villages. Visitors were able to discover the wealth of creative talent in the district, exploring behind the scenes and meeting and talking to the artists themselves.

The streets of Dover and Sandwich played host to music, comedy cabaret, and visual theatre. Salsa in the Square in Sandwich was an afternoon of street

music featuring Sandwich's very own carnival street band – Brew Ha Ha!

Unfortunately, due to the bad weather, Picnic in the Park, due to take place on Sunday in Kearsney Abbey, had to be postponed until Sunday 30 July 2000.

Music lovers were treated to three outstanding festival concerts. The sixteen-piece jazz band Mission Impossible delighted their audience with mixture of jazz, swing, funk, blues, lively Latins and lush ballads. Geoff Achison and the Souldiggers performed world-class classic blues and R & B and the Hofners entertained with jive, hokum and swing!

Art & Soui's creative workshops were extremely popular, with Life Drawing, Drama, Paint & Sound, Victorian Stained Glass Design and Rag Rug making to choose from.

Story telling sessions were held in the district's four libraries. In Dover and Deal Jim Bywater combined music and story telling in a magical way with "Tales from the Book of Life", and in Aylesham and Sandwich Charlotte Firmin created books which the audience helped to write and in which they then appeared.

Following the success of the first Art & Soul Festival, Dover District Council's Arts & Events Department has received many requests from artists and members of the community for the Festival to take place again next year. One Open Studios visitor said, "At a stroke you have turned three towns into established arts centres!"

The dates for next years Festival are 26 May - 3 June 2001. Any one interested in taking part in any aspect of the festival next year should contact Esme McConnell, Arts Development Officer on 01304 872058.





TURNING THE COALFIELDS GREEN

Inspiring residents and visitors to Dover District is one of our roles at the White Cliffs Countryside Project. We work with the countryside, and use features of the landscape to theme our popular guided walks programme. However, much of our so-called White Cliffs Country does not afford views of the famed and dramatic chalk coastline. What else is there to this corner of Kent?

The word "Coalfields" is really not one that you immediately connect with a rolling Kentish countryside, lush green, and deeply sauteed in history. But this imagery is what you find just beyond the grassy brows of the cliffs.

For the last few years a special effort has been made by the White Cliffs Countryside Project (WCCP) to promote and help improve the countryside now labelled as the "Coalfield Parishes". My job as the project officer for the area involves providing a collection of events, as well as being a source of advice to local people on their own ideas for projects.

The events include countryside conservation tasks, guided country walks (each following a theme) and the Green Gang projects, which are especially child-friendly. A recent theatrical walk called "Follow My Footsteps" took walkers back through time to meet people of the past - a miner, a mediaeval woodsman, a Roman, and a Bronze Age boat builder! We also invented and organised the Spinney Wood Open Day, which attracted over 400 people this year, to see traditional and modern methods of the management of ancient woodland.

Themes for the guided walks have taken me on adventures of learning, because before I take groups out, I have to walk the route and research for snippets of information about local history, landscape and wildlife. This is a rewarding part of my job, and means that I get paid to wander the countryside and thumb through interesting books in the local library.

Outings in the Coalfield Parishes take themes ranging from Jane Austen to wetland, from Norman churches to flowers on roadside nature reserves. I always try to develop new ideas each season, but what are my own

favourites? (Without blowing my own trumpet too much!) A few of my favourite occasions would perhaps be the May walk to visit the famous Fredville Majesty Oak, the largest oak in the British Isles; or the toadstool walk that captivated us so much that we happily ignored gale force winds; and I should mention the "sun dogs" magical sunlight effects in the evening sky last summer near Northbourne. But there is a host of fascinating things that one could recount - too many to list here. Of course, you should really come along yourself to find out what you can encounter on these walks. But some people like to put something back into the countryside, and volunteer with us.

Our countryside conservation tasks are the kind of thing which many find highly rewarding, not just for the result of seeing a difference being made in a day or from season to season as part of a team. It is also a chance to discover how to help wildlife in the woodland, wetland, hedgerow, pond or meadow habitats that we get involved with in the Coalfield Parishes. You also meet other people who care about giving a helping hand to the countryside.

Local projects, too, are helping the coalfields to feel greener, such as the schools boosting wildlife in their grounds to create living classrooms and the latest village pond campaigns.

Green Gang is our family-centred collection of events. The new Junior Ranger scheme helps some of the older children to gain reward points for joining our Green Gang outings, and get a free notebook to help develop their budding naturalist skills. Actually we get everyone from toddlers to great grandads!

If you would like more details about activities in the Coalfield Parishes, call WCCP for a free leaflet, and be sure to ask for the latest Green Gang details. We may also be able to help you publicise your own countryside events. Our Dover office number is 01304 241806 (also Fax).

*Jason Ball, Coalfield Parishes
Countryside Project Officer*

Historic Plaques Update

Report by Sheila Cope and Terry Sutton

In April we installed two more plaques, the third and fourth of the series of ten plaques the Society is hoping to put up in the town to commemorate the Millennium. Dover Town Council and Dover District Council have both paid their agreed contributions towards the first four.

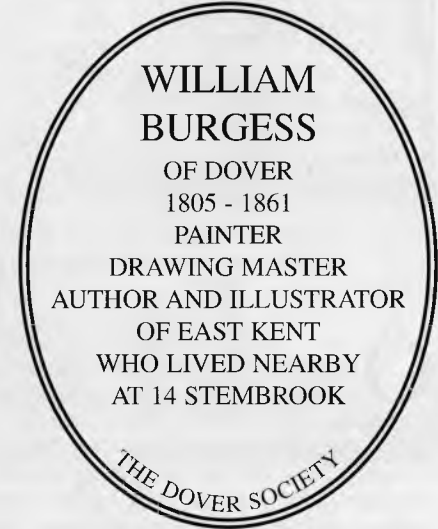
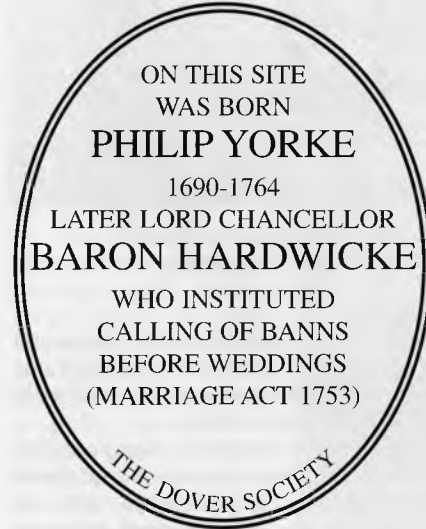
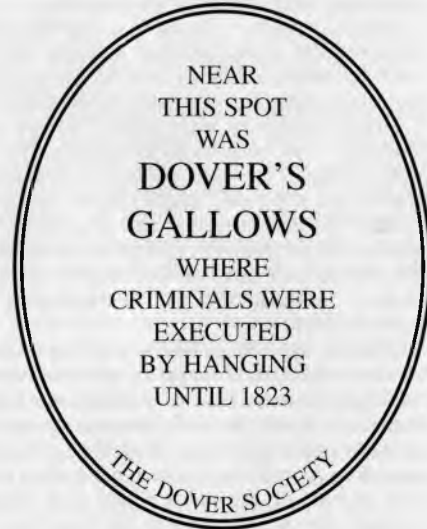
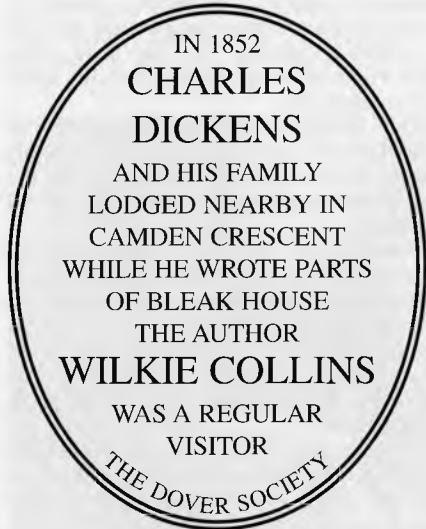
The days when convicted felons were punished in Dover's market square were recalled when a commemorative plaque marking the spot was unveiled by our President Brigadier Maurice Atherton on Monday April 17. In earlier times the civil authority erected a pillory, stocks, cage and whipping post in Dover's Market Square. A cut-purse would have his ear nailed to the pillory and given a knife so that he could cut off his own ear to free himself. It is recorded that during the reign of Queen Mary a woman innkeeper called Agnes Jarman was caught breaking the law in 1558 by roasting mutton on a religious feast day. She was placed in the stocks, with the mutton around her neck, and left.

The fourth plaque, unveiled the same day, marks the spot where Dover's 3,600 year old Bronze Age Boat was discovered by archaeologists at the corner of Bench Street and Townwall Street.

We are grateful to Christine Waterman who, in early April, initiated the application for the "Zeebrugge" plaque on the Museum and we await permission for its installation. Christine's assistance has been invaluable in providing a blueprint for other listed building applications, for the Dickens plaque at Camden Crescent and the Napoleon III plaque on the former Lord Warden Hotel.

Fortunately our deadline for Dover District Council support funding has been extended to December. We have received goodwill from the owners of the buildings on which we are hoping to install the remaining five plaques. Now that we have received manufacturer's drawings we are able to proceed with what we trust will be the final negotiations.

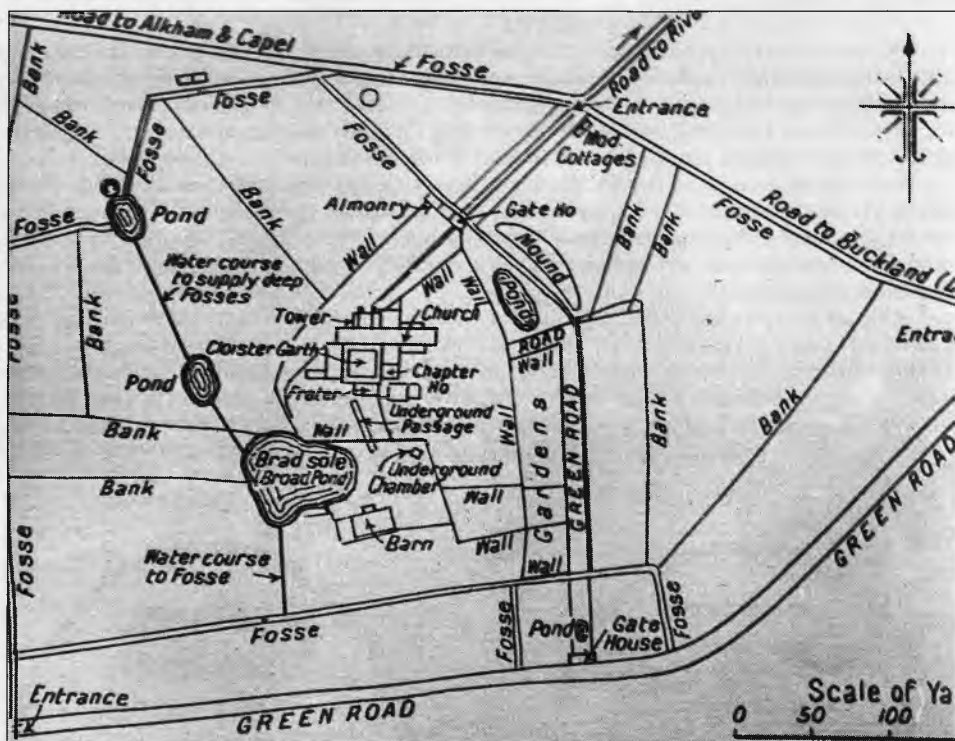
Editor's note: We have chosen as the cover of this issue a picture of the Bronze Age Boat with the plaque marking the site of its discovery. This should have been the first plaque to be placed but the installation was delayed and it was finally unveiled on 17th April 2000



Four of the Plaques yet to be installed

LOST VILLAGES NEAR DOVER.

Ivan Green. BA., FCCEd.



A 19th century ground plan of the plain on which St Radigund's Abbey sits.
The area round the Brad sole or Broad Pond was the site of Bradsole

Over the centuries, living communities rise and fall. Some of them, where conditions are favourable, grow into towns and cities, some are swallowed up by larger communities, others remain as modest villages, and others still, sometimes having survived for generations, die away, often leaving but scant evidence of their former existence.

Dover has several local communities of these kinds. One, of which only a few

written records and a single memorial stone survive, is Poulton, sometimes written as Polton, in the valley half mile from St Radigund's Abbey.

The elevated plateau above the valley on which the abbey stands, some three miles from the centre of Dover, is much older as a settlement site than the 12th century abbey which stands upon it. With its open aspect and several ponds fed from springs, it must have been a desirable, if lonely, living site for



The Poulton Stone, now almost illegible. Some years ago I managed to decipher this:

HERE DID STAND THE PARISH CHURCH OF POULTON MENTIONED IN DOMESDAY BOOK VI UNDER THE TITLE OF CHENTH IN THE HUNDRED OF BEWESBOROUGH!

generations of our early forefathers.

The discovery of very early and Roman pottery and shards from time to time indicates Roman interest and probably occupation, - whether as a villa, or as a small Roman army camp is debatable. Its situation at the junction of three ancient track ways may indicate the latter. The track ways are still used today as country lanes, leading

to Alkham, River and Buckland respectively, all of them very old living places.

This place was named Bradsole the Saxon 'broad water' referring to the great pond which rarely ran dry. Bradsole however is not mentioned as a village in Domesday Book or any other early document, as far as I can discover, and it is not known whether it was ever separately occupied as a hamlet before the 12th century abbey was built, or whether the land was farmed from Poulton, a Saxon village in the valley half a mile to the southwest, where there was a Saxon village with its little church.

Poulton however is well documented. Its Domesday Book entry reads: 'Herfrid holds Poulton from Hugh. Wolfwin held it from King Edward. It answers for 1 sulung. Land for 2 ploughs. 3 villagers and a small church. Value before 1066, 40s; later 15s; now 30s' Herfrid, a Norman interloper, also held land at Throwley, Shalmsford Street and Boswell.

Until its dissolution in the 16th century Dover Priory seems to have



A 1735 drawing of the remains of old St Mary In Castro church at the castle and the Roman Pharos. The church was rebuilt in the 1860s.



*The remains of Holy Sepulchre, the church of the Knights Templar
at the lost village of Braddon on the Western Heights*

held some rights in the parish, but Poulton church, dedicated to St Mary, was held by St Radigund's Abbey, which supplied the priest for its services. Since Poulton's decline seems to have occurred at about the same time as the abbey was dissolved it is probable that some at least of its labour force worked on the abbey lands, and moved away when there was no longer work for them there.

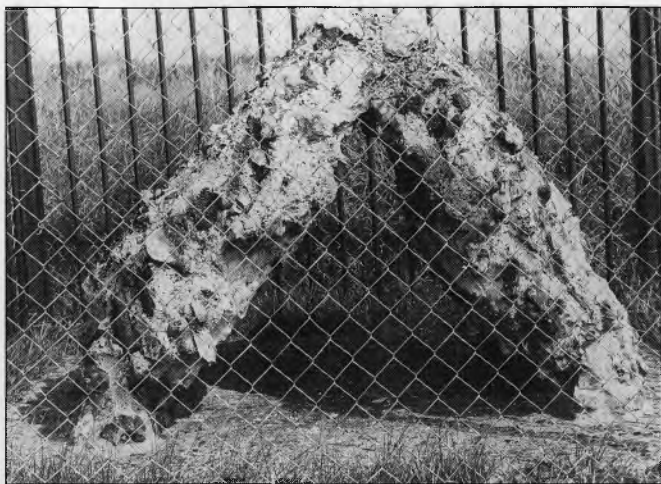
The parish of Poulton and its records survived however until early in the 20th century. Now all that remains is the farm and a memorial stone, placed there by a 17th century owner of the area, to mark the site of the altar of the tiny Saxon church of St Mary at Poulton.

Now we come to an enigma. There is a school of thought which suggests that the land surrounding the Roman Pharos on the Eastern Heights was in early times a separate village. Quantities of Roman masonry survived round the Pharos, some of which was reused to

build the Saxon church of St Mary in Castro, and these remains indicate that there were in Roman times a number of Roman buildings there.

The area must also have been substantially populated in Saxon times because the church was built there early in the 11th century, a large undertaking in those days. But why was it built there if the area did not form a separate community? St Mary in Castro is one of the finest Saxon churches surviving in the country and, after all, the town already had other religious establishments, including the great church of the canons at the west side of the Market Square. Or was the elevated site, remote from the town centre and its guildhall and other buildings, chosen as a fail-safe measure because of a continuing risk of seaborne piratical invasions by northern tribes?

We also know that the Saxon community there was evicted by William of Normandy when he



*The remains of the Roman Bredenstone
which was also in the area of Braddon village*

works on the Heights, principally in the 18th and 19th century. We know that Braddon village included the Templars' house, other small buildings and store-houses, the church and the Bredenstone, the remains of the last two having been uncovered during further excavations in 1806.

The Templars originally had four settlements in Kent, at Strood Manor, at Deal, where all trace seems to have been lost, at Temple Ewell where

established his strong point in the old earthen and timber defences before he moved on to Canterbury and London. The status of this community which was reborn early in the 12th century, whether it was in any way separate or whether it always formed an integral part of Dover town, must remain for the time being a mystery until other evidence to prove or disprove it is discovered. But that will not be found in the usual textbooks.

The little village of Braddon surrounding the remains of the Knights Templars' church on the Western heights likewise has lost its habitations. The ground here has been greatly disturbed by major defence

they had a preceptory, and on Dover's Western Heights at Braddon, where they had their house and the little church dedicated to the Holy Sepulchre. This



The 19th century garrison church at Braddon on the Western Heights. It was demolished to make room for flats to house officers of the Young Offenders' institution.

church, of which the foundations survive and can be seen, was a remarkable building, the nave, 27 feet in diameter and circular in plan, was one of only ten such churches in England.

Like most early buildings in East Kent it was built largely of the flint found in layers in the chalk subsoil, but the walls were faced with blocks of Caen stone, very carefully worked and laid. Several courses of these facing blocks remain near ground level.

On the opposite side of the road, under the playing fields, foundations of their barns and some houses still survive. These were covered over in extensive military works in the nineteenth century. Many plans and details of these works used to survive in the records of the old Ministry of Public Buildings and Works at Fortress House in London, where I have seen them, but whether they still exist is not known.

It is thought that the Templars had a small quay on the side of the harbour somewhere just below the church and that their ships were provisioned from

the barns near the church. Their work ceased when they were suppressed throughout Christendom in 1312 and the foundations of their church is all that survives at Braddon, indeed of Braddon village itself.

One other lost village is Maxton, not lost through depopulation, but by becoming joined to Dover by ribbon development. Maxton manor house once occupied land near where the Diahatsu garage now stands, next door to the post office.

An interesting nine-teenth century lord of the manor of Maxton was Major Munn, a man before his time, much concerned with the need to show humanity to all wild creatures, even honey bees. Previously bee hives were made from straw and, when the honey was harvested, the hives were destroyed and the swarm dispersed.

The Major invented a 'bar frame hive', which could be taken apart to extract the honey and then put together again without destroying the swarm. He went to see who produced and sold

improved bee hives in his manufactory in Snargate Street, as the illustration shows. Mr. Pettitt's hives were forerunners of modern examples which are now always made in sections so that each section can be removed to gain access and then replaced in its original position.

Mr Pettitt's 19th century advertisement for his Dover beehives, made to conform with Major Munn's ideas. Major Munn was once lord of the manor of Maxton, where was his manor house.

HUMANITY TO HONEY BEES.

W. J. PETTITT,

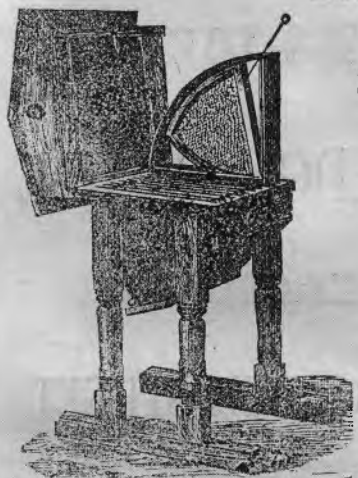
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MAJOR MUNN'S BAR FRAME HIVE.

MANUFACTORY—151, SNARGATE STREET, DOVER.



THE GRAND SHAFT

27

Jon Iveson



The top of the Grand Shaft showing the arrangement of three spiral staircases around a central light well.

The Grand Shaft, which links Snargate Street with the Western Heights fortifications 140 feet above, is one of the most impressive survivals of the nineteenth century fortifications in Dover.

The staircase is made up of three separate stairs winding one above the other around a central light well. Access from Snargate Street at the bottom of the shaft is by way of a sloping tunnel 180 feet long cut into the chalk cliff. At the top a flight of steps leads to the natural bowl in which the Grand Shaft barracks once stood.

The Grand Shaft was built as an after-

thought to solve the problem of getting troops from the barracks on the Heights to the town below without having to travel large distances or risk slippery tracks and footpaths. Because the Shaft was added later it cut through the parade ground of the Grand Shaft Barracks, making it virtually useless for the purpose of drilling troops.

The building of the Shaft was the idea of Brigadier General Twiss, who suggested it in October 1804 in a letter to General Dundas:

“the new barracks.....are little more than 300 yards horizontally from the sea beach.....and about 180 feet above high-



The Snargate Street entrance to the Grand Shaft, circa 1840.

with them and the centre of town, on horseback the distance is nearly a mile and a half and to walk it about three quarters of a mile, and all the roads unavoidably pass over ground more than 100 feet above the barracks, besides the footpaths are so steep and chalky that a number of accidents will unavoidably happen during the wet weather and more especially after floods. I am therefore induced to recommend the construction of a shaft, with a triple staircase..... the chief object of which is the convenience and safety of troops..... and may eventually be useful in sending reinforcements to troops or in affording them a secure retreat."

Planning for the staircase must have already been fairly advanced since an estimate already existed as to what the cost of construction might be. This cost was estimated at £3,947-7-0d, including a figure of £150 for the purchase of the land on Snargate Street and the removal of a stable which stood on the site.

Work commenced in November 1804 and progressed rapidly. However in

after heavy rain caused a two-ton block of chalk to break away from the side of the shaft and carry away the scaffolding, injuring one man. Work was resumed, but the scaffolding was again carried away in December and work was again stopped.

Despite these problems the Shaft was eventually completed in 1807. The cost of the work totalled £3,331-2-10_d. – an underspend of over six hundred pounds.

The top of the Grand Shaft has changed little since it was built, although the barracks and parade ground were removed during the 1960s. The Snargate Street entrance has however been altered a number of times.

When completed the foot of the Shaft was provided with an open courtyard surrounded by a wall. Access was by way of a Gothic style archway through which ran a cobbled road. Pedestrian access was by way of two smaller arches in the same style, which flanked the roadway on either side. At the back of the courtyard against the cliff guard rooms flanked the tunnel.

This design was swept away in 1860, when the drainage for the Heights was amended following a report from the Barracks and Hospitals Improvement Commission in 1858, which noted that "the drainage from the Western Heights Barracks is brought down to the town sewers by a vertical pipe to the shaft and stairs. When the privies are flushed the force of the water down the pipe forces the sewer gas through traps into houses and the shaft. A large tank is required at the bottom of the shaft with a foul air pipe." This tank was installed under the courtyard and the Gothic façade removed.

The new entrance comprised two equal sized round-headed arches. The south-western arch was open allowing a road into the courtyard. The other arch was blind with a window into the room

behind. The entrance gate was a sliding wooden door, which could be pushed through a slot into the room on the north-eastern side. This arrangement seems to have become inconvenient, and the sliding door was replaced by a hinged door or gate at a later date and the slot was blocked. The guard room at the foot of the cliff was extended along the north-east wall as far as the façade.

Around 1900 the arched entrance was replaced by two brick pillars and hinged wrought iron gates. The arrangement remained the same until the site was partly cleared in 1967.

The Shaft itself was restored during the 1970s and further work was carried out in 1986. In 1995 the entrance courtyard on Snargate Street was restored and the 1860 façade rebuilt.

'FERRY FOCUS' REPORT

Christopher Burrows • East Kent Ferry Club

P&O STENA LINE

The main event in the last few months has to be the dramatic collision at Calais of P&O/SL's flagship P&OSL AQUITAINE. The ferry was preparing to berth at No.7 berth at 09.30hrs on 27th April when the ships' engines failed causing the AQUITAINE to collide heavily with the berth, injuring 37 passengers and one crew member. After some five hours alongside at Calais foot passengers were able to disembark as were car passengers, albeit via the ships' upper car deck due to the damage to the lower car deck bow visor. The AQUITAINE was dispatched later the same day to the ARNO yard at Dunkerque for a preliminary survey and the removal of a 3 metre section of the ships' bulbous bow. Thereafter she proceeded at slow speed to A&P Falmouth (who completed her expensive refit last year) for full repairs and was expected to return to service by the beginning of June. Due to the temporary loss of the P&O/SL AQUITAINE some rescheduling of sailings was undertaken. The exact cause of the incident is not yet known.

SEAFRANCE

Seafrance, now wholly owned by the state-owned SNCF French Railways have announced an FF600 million order for a new 32,000GRT ferry for their Calais - Dover service. The new ship with capacity for 1800 passengers and 700 car or 120 freight units is to be constructed by Aker Finnyards Oy and is scheduled to enter service in September 2001. With a service speed of 25 knots the ship will cut the crossing time

30 to 60 minutes and will be the largest ferry ever to operate on the short sea service. It will replace either the ageing SEAFRANCE RENOIR or SEAFRANCE MANET. If half year results are satisfactory Seafrance have the option to order a sister ship.

Seafrance is at present in negotiations with French maritime unions over the plans to use the freight-only ferry SEAFRANCE NORD PAS-DE-CALAIS in a more intense role, as she is severely under-utilised at present. If the 1987-built ferry was to operate at full speed (as planned) then a total of 6 daily return sailings would be offered, or 42 return sailings per week.

NORFOLK LINE

Within two days of opening the new Dover - Dunkerque freight-only service, the NORTHERN MERCHANT collided with its Dover berth whilst arriving on her 0500 hrs sailing from Dunkerque West in thick fog on 22nd March. The berth was severely damaged and the NORTHERN MERCHANT had to return to Dunkerque to discharge both freight and passengers. After a survey and minor repairs at Esbjerg, the ship operated on the Harwich - Esbjerg service, in partnership with DFDS, whilst the Dover berth was repaired. Repairs were completed sooner than expected and the NORTHERN MERCHANT reopened the service with the 1300 ex-Dover departure on 7th April. It has been revealed that Norfolk Line is looking at proposals to charter the MERCHANT'S sister ship, MIDNIGHT MERCHANT (at present under construction in Spain), as a second ship towards the end of this Summer.

HOVERSPEED FAST FERRIES

The last of Sea Containers' four Superseacats on order, the SUPERSEACAT FOUR, berthed at the Western Docks Seacat berth on 4th February whilst on her delivery voyage from Italian builders Fincantieri to the Baltic, where it opened SeaCo's new Superseacat service.

Meanwhile the Seacat ATLANTIC II employed on the Dover - Calais route since April 1999, is now operating in the Mediterranean, following the completion of its Hoverspeed charter. Sea Containers, owners of Hoverspeed, have started a new Anconi - Split fast ferry service in conjunction with Gianluigi subsidiary SNAV. The subsidiary has chartered the Seacat for the Summer season, renaming her CROATIA JET.

DOVER HARBOUR BOARD

A severe fire broke out at the Eastern Docks passenger terminal in mid-April. A camper van awaiting boarding caught alight, with the fire quickly spreading to two freight units. Ferries were unable to berth for 45 minutes due to the thick smoke issuing from the fire. The fire was quickly brought under control by local Fire Brigade crews.

DHB took delivery of its new twin tugs in March from their Dutch builders. The smart, blue DHB DOUGHTY and DHB DAUNTLESS have replaced the previous 1980's-built DEFT and DEXTROUS, which had become too small for the ports' expanding operations.

The first cruise ship due to berth at Dover's second cruise terminal was the MARCO POLO, arriving at 0700 hrs and departing at 23.59hrs on 26th May. The terminal was not officially opened until June. The MARCO POLO, owned by Ship Management is due to berth at the same terminal on 8th September. Other cruise lines using Dover this year include Norwegian Cruise Line, Princess Cruises (P&O's US cruise subsidiary), Fred Olsen, Saga, Renaissance and the legendary Cunard Line.



PHOTO: Hoverspeed's *The Princess Anne* takes to the water as she departs the Western Docks Hoverport, Dover. Due to a reduction in capacity this year, there will be NO excursions to the Goodwin Sands.

(Editor's Note: Since this article was written it has been reported that Hovercraft will cease to operate from Dover in October of this year.)

TRIP TO ZEEBRUGGE & BRUGES

2 SEPTEMBER, 2000

A group from Zeebrugge visited Dover in June and the Town Council is planning a reciprocal trip in September. The Dover Society has agreed to support the trip by trying to get together a group of members to support the party.

This will be a coach trip, starting at 5.30 am from Russell St. Car Park, in order to reach Zeebrugge early to see the sand sculptures. Lunch will be included and in the afternoon the party will visit Bruges and the coach will return to Russell St. Car Park, at approximately 8.30 pm.

If you would like to join this party - to find out cost, details and more information, PLEASE RING JOAN LIGGETT ON DOVER 214886

LETTERS TO THE EDITOR

CEMETERIES TOUR

For members who took part last June in my guided tour around the Dover cemeteries and also anyone else who might be interested, I thought you might like to know that on Saturday 12th August 2000 I shall be conducting a similar commentarial tour, but this time around the churchyards of St Mary, Cow Gate and Charlton under the auspices of the White Cliffs Countryside Project.

Rendezvous will be at 2pm in the car park of Dover Leisure Centre on the site of the now disappeared St James' churchyard alongside the Tidy Ruin in Woolcomber Street.

By the time this letter appears in the journal I shall also have repeated the cemeteries' tour under the same promotion. These will be the only such tours this year and their repetition in future will be gauged upon the success or otherwise of this year's. I hope therefore to draw on your support!

Yours sincerely,
Martyn C. Webster

THE FIRST BOMBS

In the April Newsletter there was a report by Terry Sutton on the installation of the first two historic plaques, in which he referred to my comment at the unveiling of the first one that, to my belief, it might have been the first bomb to drop on a town anywhere in the world. It appears that I was wrong.

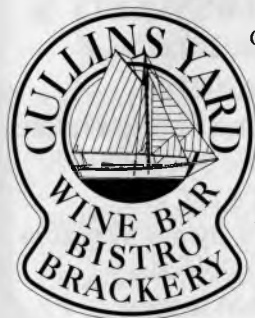
I subsequently received a telephone call from a Mr R Bent of Birchington who drew my attention to a book entitled "Bombs Gone" by Wing Commander John A MacBean and Major Arthur S Hogben, published by Patrick Stephens Ltd in 1990. In the Introduction they state:—

".....the very first bombs dropped in anger from a heavier than air machine were during the Turkish-Italian war by Lieutenant Guiho Gavoti of the Italian Air Service, when on the 1st November 1911 he dropped bombs on Turks and Arabs in the towns of Tagura and Zara in North Africa."

"Bombs Gone" is obviously a very authoritative book and I am very grateful to Mr. Bent for lending me his copy. I understand that he has worked in Dover in the past and that his wife still has relatives in the town.

Please feel free to publish any of this letter if you think our members would be interested.

Yours most sincerely,
Peter Johnston



Cullins Yard is owned by three young men: Mike Frajt, Dave Carter and Martin Callahan. They opened the restaurant on April 28, 2000 on the old site of Cullin's Yard, Marine Engineering.

This is a friendly and relaxed restaurant with attentive and lively staff. The food is excellent. The Dover Sole was quite superb ("caught today"), falling easily off the bone. The potatoes were new and buttered and the salad undressed. The apple pie was in fact the best I have tasted, full of firm eating apples, sultanas, almonds and rum. The prawns were superb. I hate the expression, the best I have tasted, but this was true in these two instances.

On different occasions I have tried two of the bar snacks with prices between £3.50 and £4.50. The first was onion soup which had no bread or cheese (so perhaps my onion soup origins are from elsewhere) and was like rather a thickish broth. It was, however, extremely oniony and the bread served alongside was excellent. The other snack was smoked haddock which was bountiful and moist and not too salty and accompanied by such an abundant salad that I was quite overwhelmed by the generosity of the establishment.

I love the fact that no pints are served, only half pints. So this would suggest an elegant approach.

Try it, I really recommend Cullin's Yard.

Tessa George

Cullins Yard - 11 Cambridge Road, Dover

DOVER: COLLECTED MEMORIES OF A CENTURY

By Merril Lilley and A. F. Adams

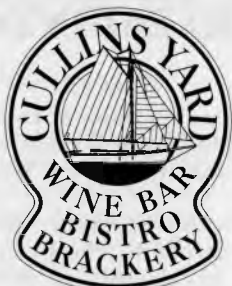
Assisted by Derek Leach

This book is a collection of writings from Dover Society members, consisting mainly of articles which have appeared in Newsletters from 1988 to 2000. It starts with very early childhood memories of members in the period 1900 to 1918, then continues with sections on the first World War, Between the Wars, the Second World War and concludes with articles on events in the second half of the twentieth century. Thus the book falls into five sections and each section is illustrated with plentiful pictures and photographs of the town throughout the century.

PROJECTED PUBLICATION DATE - OCTOBER/NOVEMBER 2000

We aim to launch the book at one of our Society meetings in the Autumn.

More details will be available in October from Merril Lilley, 205254, 'Budge' Adams, 208008 or Derek Leach, 823926.



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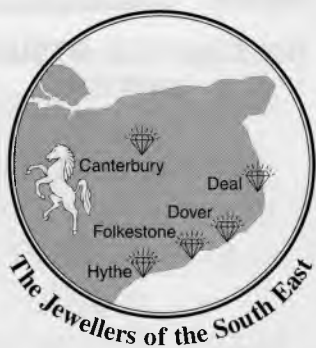
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NAME (Mr/Mrs/Miss/Ms)

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*.

PROGRAMME

Members and guests are welcome at all meetings except the Annual General Meeting which is for members only.

- SEPTEMBER 23 FRENCH TRIP St.Omer - Explore the town, visit the market, enjoy a meal OR take a train journey to Arques in the Val de LAa. £21. Application form enclosed.
- OCTOBER 16 Derek Leach "The Secret Treaties of Dover"
7.30pm Followed by Discussion groups.
- NOVEMBER 20 Clive Alexander: "Buildings under Threat"
7.30pm John Elliott : 'Planning Pfizer's Growth-External Aspects'
- DECEMBER 16 Christmas Feast. Application form enclosed.
7 for 7.30pm £18 including sherry, seated buffet, entertainment.
Dover College Refectory
- 2001
- JANUARY 15 Budge Adams An old-fashioned Magic Lantern Show
7.30 pm Jack Woolford." The Prehistory of the Dover Society".
- FEBRUARY 19 WINE AND WISDOM with Clive Alexander
7.30pm £4 to include ham/cheese ploughman, wine/juice
- MARCH 12 Councillor Frank Woodbridge, " Life in Dover in WW2"
7.30pm Dr. Frank Panton " A Tale from Canterbury"
- APRIL 16 ANNUAL GENERAL MEETING
7.30PM Speaker: Dr. Fred Lansberry "Henry VIII and Dover"

Other dates for 2001

OCTOBER 15

NOVEMBER 19

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